



# TRAFFIC ANALYSIS REPORT FOR MS HIGHWAY 609 JACKSON COUNTY, MISSISSIPPI



Prepared for  
**Jackson County**  
Address

**June 2022**

Prepared by

 **NEEL-SCHAFFER**  
Solutions you can build upon

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## Executive Summary

The MS Hwy 609/Washington Avenue route is one of the primary gateway connections for motorists traveling from Interstate 10 to Old Fort Bayou Road in Coastal Mississippi. Not only does it provide direct access to historic downtown Ocean Springs, but also to the casinos in East Biloxi. Proposed improvements include constructing a landscaped median to better control access and provide for beautification. Mast arm signal poles would be installed to provide for a more resilient corridor. Subsurface drainage would be constructed to allow for sidewalks and roadway lighting to be installed within the existing right-of-way. Furthermore, intersections would be improved to accommodate the new traffic patterns as well as the new pedestrian cross walks.

### Why is it needed:

The current route is an undivided 4 lane highway with a center two-way left turn lane and unlimited access to the adjacent properties. Many of the traffic signals are mounted on span wire rather than mast arm poles making them vulnerable to tropical storms. Furthermore, the roadway does not have adequate lighting, sidewalks, pedestrian crossings, or transit stops, and has a high number of traffic accidents on an annual basis. Safety issues of the traveling public will be addressed.

### Purpose of the Project:

Provide a welcoming roadway that is resilient, safe and user friendly. This will allow the area along the route and the destination locations to strive with increase economic development and increase sales.

### Goal of Project:

Overall, this project will provide an improved gateway connection into Coastal Mississippi. The improvements will create a safer, more efficient, and aesthetically pleasing route. This will support new economic development and enhance the traveler's perception of our area.

Neel-Schaffer was hired to perform topographic survey, public involvement meeting, overall traffic analysis, roadway alignment layouts, right-of-way, and roadway cost estimates for the corridor by the request of Jackson County. The purpose of this study was to develop and analyze build alternatives. The study area is comprised of the corridor of MS Highway 609 from north of Big Ridge Road/Money Farm Road to south of Shore Drive to MS Hwy 90. Six (6) turning movement counts were collected in August 2021. The turning movement counts were collected at the intersections of MS Highway 609 with Big Ridge Road/Money Farm Road, Lemoyne Boulevard, Old Fort Bayou Road, Ponce De Leon Drive, Cambridge Boulevard, and Shore Drive. A new sidewalk alignment south of Fort Bayou Bridge to Hwy 90 was developed with potential pedestrian over pass location on MS Hwy 90 west of the MS Hwy 609 intersection.

Two alternates were developed for this project and were analyzed to determine the calculated levels-of-service for the opening year (2027) and the horizon year (Year 2047).

- No Build Alternate
- Build Alternate – Construct a raised concrete median along with sidewalks. Allow full access at all signalized intersections, select unsignalized intersections, and partial access to other unsignalized intersections. The signalized intersection of MS Highway 609 and Ponce De Leon Drive would become a continuous “T” intersection where southbound through movements do not have to stop.

# Traffic Analysis Report for MS Highway 609 | Jackson County, Mississippi

Table 1. Build Alternative 2047 Level-of-Service

Intersection	Peak Period	Level-of-Service – Delay (sec/veh)				
		NB	SB	EB	WB	Total
MS Hwy 609 / Shore Drive Signal	AM	A-9	A-9	B-15	C-24	A-9
	PM	B-14	B-14	C-30	C-29	B-14
MS Hwy 609 / Cambridge Boulevard Signal	AM	B-11	A-8	A-1	E-56	B-12
	PM	C-28	C-23	E-62	D-48	C-27
MS Hwy 609 / Ponce De Leon Drive Signal	AM	B-12	A-5	-	D-37	A-10
	PM	D-40	A-6	-	C-33	C-23
MS Hwy 609 / Old Fort Bayou Road Signal	AM	B-19	A-10	C-32	D-44	B-19
	PM	D-29	D-46	C-24	D-38	D-42
MS Hwy 609 / Lemoyne Boulevard Signal	AM	C-22	C-30	D-51	D-37	C-32
	PM	C-23	B-11	C-34	C-35	C-21
MS Hwy 609 / Big Ridge Road Signal	AM	B-15	C-28	C-32	D-37	C-24
	PM	C-22	C-32	C-33	C-29	C-28

Summary of Cost by Phase	
<b>Phase 1 - Big Ridge Road to Old Fort Bayou Road</b>	
Construction	\$ 8,800,000.00
Engineering	\$ 1,300,000.00
Right-of-Way	\$ 50,000.00
Contingency	\$ 2,640,000.00
<b>Total Cost Phase 1</b>	<b>\$ 12,790,000.00</b>
<b>Phase 2 - Old Fort Bayou Road to Hwy 90</b>	
Construction	\$ 12,100,000.00
Engineering	\$ 1,800,000.00
Right-of-Way	\$ 100,000.00
Contingency	\$ 3,630,000.00
<b>Total Cost Phase 1</b>	<b>\$ 17,630,000.00</b>

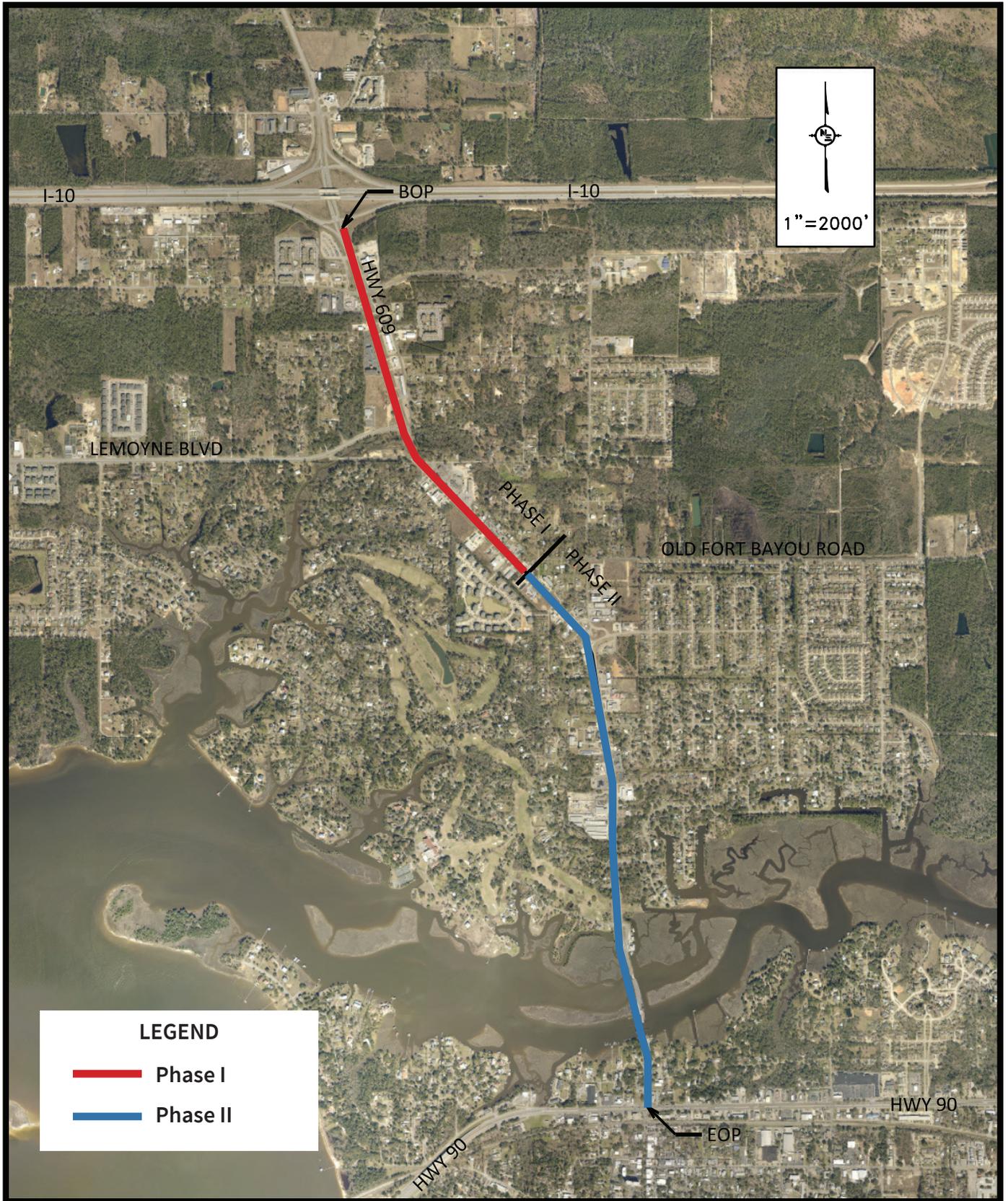


Figure 1. Project Location Map

## 1.0 Introduction

This report summarizes the findings of the traffic analysis performed by Neel-Schaffer, Inc. as requested by Jackson County to determine the build alternative for the improvement of MS Highway 609 in Jackson County, Mississippi. **Figure 1** illustrates the corridor limits. The traffic analysis includes a review of the crash history, level-of-service (LOS), and queuing for the 2021 Existing, 2027 No Build, 2027 Build, 2047 No Build, and 2047 Build conditions. Based on these scenarios, the study will determine what roadway improvements are required by comparing the 2047 No Build scenario to the 2047 Build scenario and by providing a LOS D or better operation, acceptable 95th percentile queuing, and volume to capacity ratios.

## 2.0 Existing Conditions

Neel-Schaffer staff gathered information concerning the geometrics of the corridor through field visits and aerial photography provided by Jackson County. The following paragraphs summarize the existing conditions for the overall corridor, as well as the individual major intersections throughout the corridor.

### 2.1 MS Highway 609 Corridor

The section of MS Highway 609 in the study area is primarily a five-lane north-south arterial route that consists of two through lanes in each direction with a center two-way left turn lane. The two-way left turn lane transitions into a dedicated left turn lane at the major intersections throughout the corridor. **Figure 2** illustrates the typical section for the MS Highway 609 Corridor.

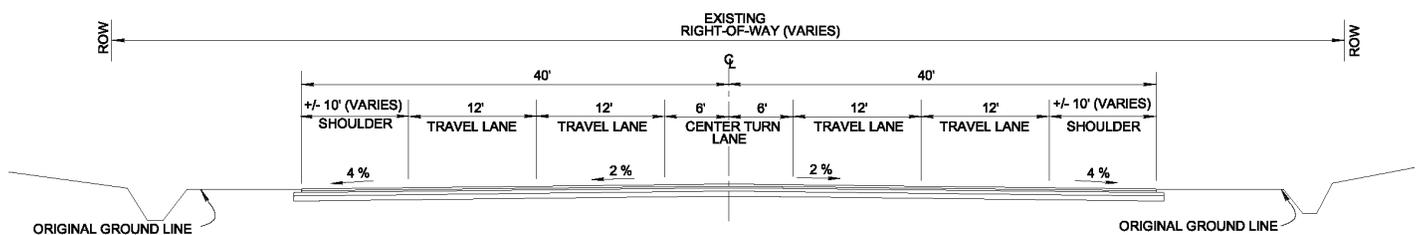


Figure 2. MS Highway 609 Existing Typical Section

The lack of an access management policy has resulted in numerous residential and commercial driveways directly accessing the corridor with minimal distance between adjacent driveways. The section of MS Highway 609 north of Big Ridge Road consists of a four-lane divided highway through the Interstate 10 interchange.

Auxiliary turn lanes are provided at several of the major intersections throughout the corridor including a northbound dual left turn lane at Lemoyne Boulevard, and dedicated right turn lanes at the Big Ridge Road, Lemoyne Boulevard, Ponce De Leon, Cambridge Boulevard, Shore Drive intersections. Furthermore, traffic signals exist on MS Highway 609 at the Big Ridge Road, Lemoyne Boulevard, Old Fort Bayou Road, Ponce De Leon Drive, Cambridge Boulevard, and Shore Drive intersections.

### 2.2 Intersection with Big Ridge Road/Money Farm Road

The intersection of MS Highway 609 and Big Ridge Road/Money Farm Road is a four-leg intersection with actuated traffic signal control. MS Highway 609 is a four lane divided roadway north of the intersection and a five lane section with a two-way left turn lane south of the intersection. MS Highway 609 provides northbound and southbound dedicated left and right turn lanes at the intersection. Big Ridge Road is a two lane roadway that extends between Lamey Bridge Road in D'Iberville and MS Highway 609 in Jackson County, and has a dedicated eastbound left turn lane and a shared through/right turn lane at the intersection. Access to St. Martin Elementary School is provided by Money Farm Road east of the intersection. There is a dedicated left turn auxiliary lanes westbound on Money Farm Road. A service drive exists on both the east and west side of the intersection providing access to numerous hotels and restaurants. The traffic signal at the intersection allows for protected and permissive left turn movements for all approaches.

### 2.3 Intersection with Lemoyne Boulevard

The intersection of MS Highway 609 and Lemoyne Boulevard is a four-leg intersection with actuated traffic signal control. MS Highway 609 is a five-lane section with a two-way left turn lane north and south of the intersection. MS Highway 609 provides a dual-left turn lane for the northbound approach while the southbound approach provides for a dedicated left turn lane and a dedicated right turn lane with channelization. Lemoyne Boulevard is a five lane east/west arterial roadway that extends through the St. Martin Community and provides access to west Jackson County and east Harrison County. Lemoyne Boulevard provides a dedicated left turn lane, a through lane, and a channelized right turn lane for the eastbound approach. There are no auxiliary lanes for the westbound approach. Posted speed limits are 40 mph on Lemoyne Boulevard and 45 mph on SR 609. The traffic signal at the intersection allows for protected left turn movements from the northbound approach, while the southbound approach is left turn movement is permissive only. The eastbound and westbound approaches run split phasing timings.

### 2.4 Intersection with Old Fort Bayou Road

The intersection of Old Fort Bayou Road and MS Highway 609 is a signalized T-intersection. Old Fort Bayou Road is a major collector roadway that provides access to St. Martin High School, Junior High, and Upper Elementary, as well as many residential developments within the area. Old Fort Bayou Road is a two-lane roadway with a posted speed limit of 35 mph. Old Fort Bayou Road provides auxiliary left and right turn lanes at the intersection of SR 609. MS Highway 609 has a dedicated left turn lane for the southbound approach. MS Highway 609 has multiple driveways in close proximity to the intersection with Old Fort Bayou Road. The Reserve Apartments, Dollar General, Southern Mississippi Funeral Services, a liquor store, and a discount tobacco store have direct access to SR 609 within 250 feet of the intersection. The traffic signal at the intersection allows for protected and permissive left turn movements from the southbound approach. There are completed design plans to realign this intersection with the Reserve Apartments to create a four-leg intersection and remove a few of the driveways. This project is currently in the right-of-way acquisition phase.

### 2.5 Intersection with Ponce De Leon Drive

The intersection of Ponce De Leon Drive and MS Highway 609 is a signalized T-intersection. Ponce De Leon Drive is a local roadway that provides access to residential developments east of MS Highway 609 along with access to a Walmart Neighborhood Market. Ponce De Leon Drive contains a dedicated left turn lane and a channelized right turn lane for the westbound approach. MS Highway 609 has a channelized right turn lane for the northbound approach, and a dedicated left turn lane for the southbound approach. The traffic signal at the intersection allows for protected and permissive left turn movements from the southbound approach.

### 2.6 Intersection with Cambridge Boulevard

The intersection of MS Highway 609 and Cambridge Boulevard is an offset signalized intersection. Cambridge Boulevard provides access to a significant residential development east of MS Highway 609, while Seymour Lane provides access to the Volunteer Fire Department and limited residential development west of MS Highway 609. The traffic signal is currently running split phase operation for the eastbound and westbound approaches due to the geometric offset. MS Highway 609 provides a left turn lane for southbound and northbound traffic, as well as a right turn lane for northbound traffic.

### 2.7 Intersection with Shore Drive

The intersection of MS Highway 609 and Shore Drive is located near the base of the Old Fort Bayou Bridge. This location is a four-leg signalized intersection. Shore Drive provides access to Gulf Hills west of MS Highway 609, and a restaurant and boat ramp east of MS Highway 609. Shore Drive has an auxiliary left turn lane eastbound. MS Highway 609 provides a left turn lane for southbound and northbound traffic, and a right turn lane for southbound traffic. The signal provides protected and permissive left turn phasing for the northbound and southbound approaches.

### 3.0 Crash Summary

#### 3.1 Roadway Crashes

Crash data for the MS Highway 609 corridor was obtained from MDOT for the period of January 2016 to December 2020. **Table 2** presents a summary of the total number of crashes, number of fatalities, and number of injuries for the 2.75 mile section of roadway.

Table 2. Crash Summary Data

Segment	Crashes	Fatalities	Injuries
MS Hwy 609	1,322	7	254

A total of 1,322 crashes occurred over a period of four years. Of the 1,322 crashes, 1,068 crashes were property damage only, 254 crashes involved injuries, and seven crashes involved fatalities. Of the seven crashes involving fatalities, four involved pedestrians, two involved a head on collision, and one involved a bicycle.

Two-hundred sixty-six crashes occurred in 2016, two-hundred twenty-eight crashes occurred in 2017, two-hundred fifty-five crashes occurred in 2018, two-hundred ninety-seven crashes occurred in 2019, and two-hundred seventy-seven crashes occurred in 2020.

Table 3. Crash Summary Data by Month

Segment	Month											
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
MS Hwy 609	113	114	109	92	103	106	117	120	97	126	110	115

One thousand three (1,003) crashed happened during the day, while two-hundred ninety-five (295) happened during the night, and the remaining twenty-four happened at dawn or dusk.

One thousand forty-eight (1,048) crashes were reported with the road condition being dry, two hundred seventy-three (273) crashes were reported with the road condition being wet, while the remaining one (1) crash was reported with ice as the roadway condition.

Thirty-six (36) of the crashes were reported as DUI involved.

Table 4. Crash Summary Data by Type

Segment or Intersection	Crash Type						
	Rear End	Angle	Other	Side-swipe	Run off Road	Head On	Bicycle/Ped
MS Hwy 609	843	263	12	144	32	9	19

Rear-end collisions encompassed 64% of the total crashes along the 2.75-mile section of roadway. Angle and side-swipe crashes combined for a majority of the other two crash types.

See Appendices E for crash figures.

## 4.0 Evaluation of Existing Conditions

### 4.1 Existing Traffic Volumes

The project study area for the traffic analysis includes six signalized intersections along with corridor between Big Ridge Road and Shore Drive. Peak hour turning movement counts were conducted at the six study intersections in August 2021. The AM and PM peak hour traffic volumes for the intersections are shown graphically in **Figure 3**.

### 4.2 Basis of Analysis

The Year 2021 turning movement count volumes were analyzed as part of the MS Highway 609 Traffic Analysis. A summary of this analysis is provided herein.

The effective operation of an intersection is evaluated based on the delay, turning movement volumes, traffic composition and roadway geometrics. The methodology utilized in this analysis is based on the Highway Capacity Manual, 6th Edition. Intersection level-of-service is based on delay per vehicle (in seconds). The level-of-service, as outlined in the Manual, is reported as a letter designation of LOS A through F (A is the least delay and F is the most delay). The delay range for signalized intersections and unsignalized intersections (both four-way and two-way) is as follows:

Signalized Intersections	
LOS	Delay (s/veh)
A	≤ 10
B	> 10 – 20
C	> 20 – 35
D	> 35 – 55
E	> 55 – 80
F	> 80

Unsignalized Intersections	
LOS	Delay (s/veh)
A	≤ 10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

A Synchro computer model was used to evaluate the existing peak hour traffic volumes at the signalized intersections of MS Highway 609 with Big Ridge Road, Lemoyne Boulevard, Old Fort Bayou Road, Ponce De Leon Drive, Cambridge Boulevard, and Shore Drive.

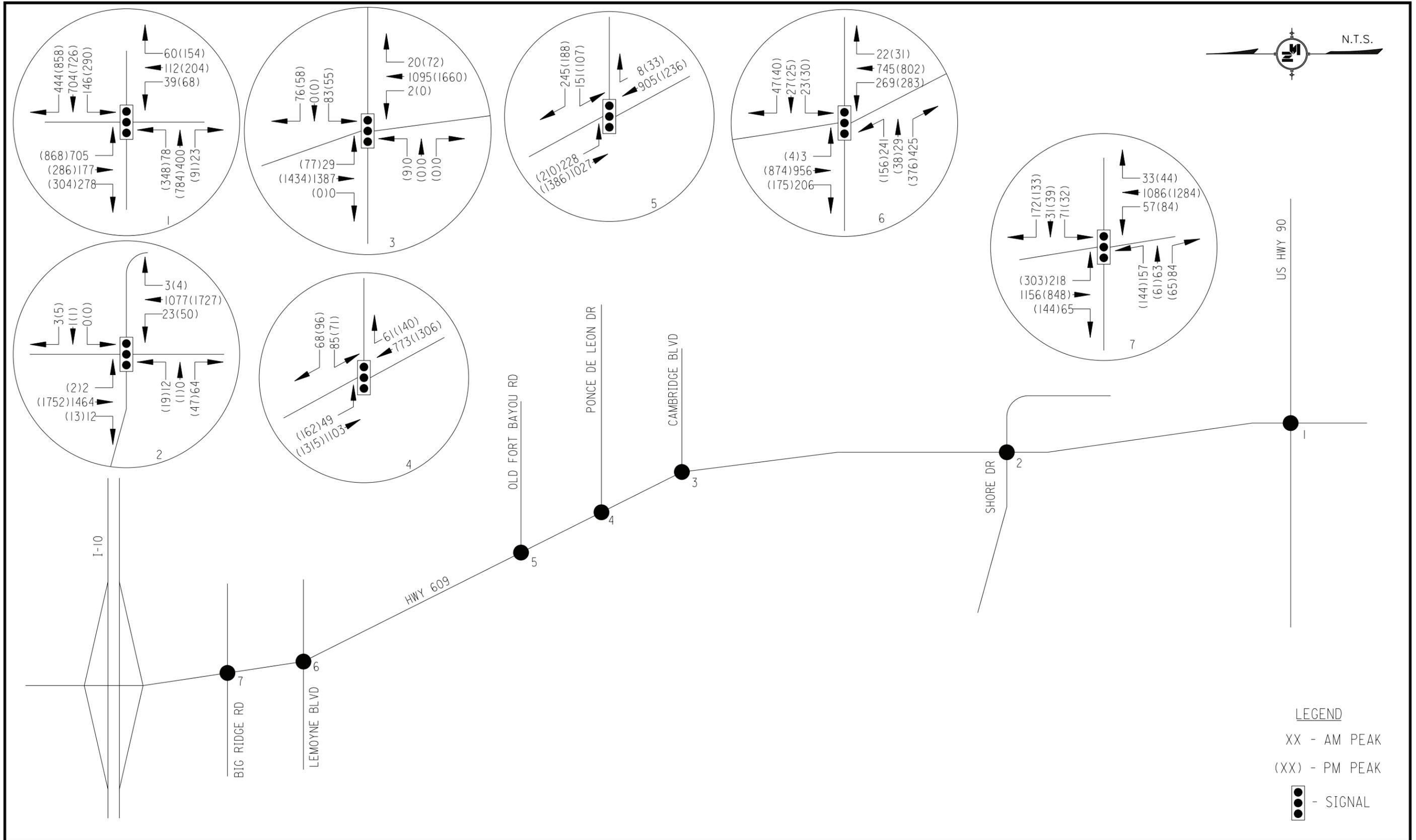


Figure 3. 2021 Existing Traffic

### 4.3 MS Highway 609 and Big Ridge Road/Money Farm Road

Figure 4 illustrates the results of the capacity analysis at the signalized intersection of MS Highway 609 and Big Ridge Road/Money Farm Road, based on the Year 2021 traffic volumes. The signal phasing was observed in the field.

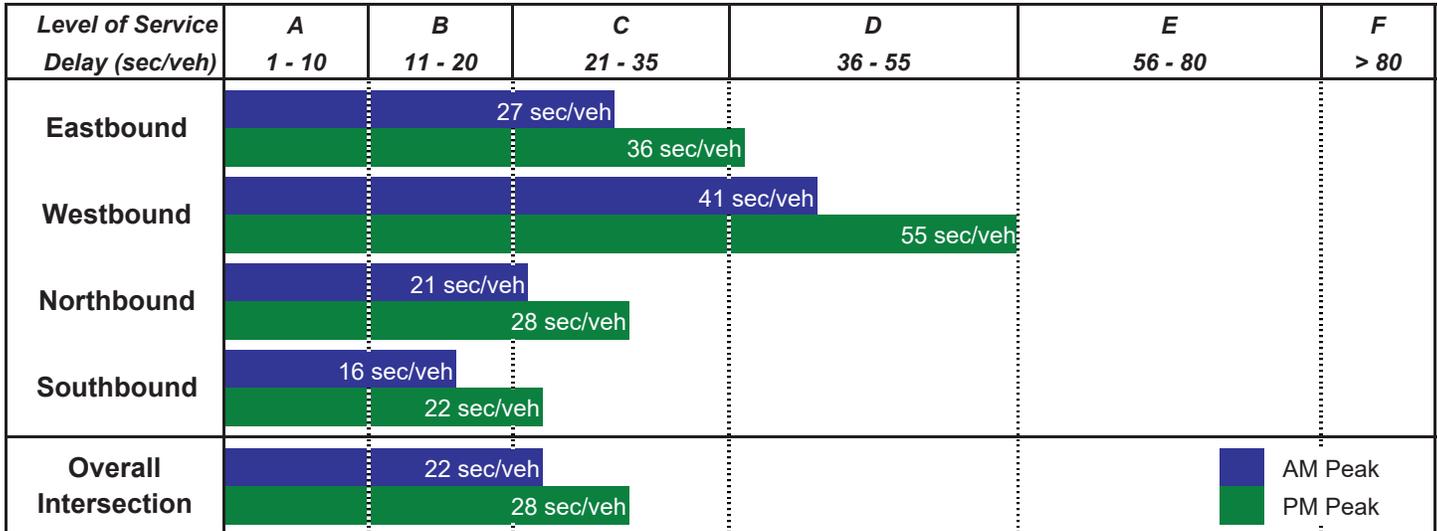


Figure 4. Existing Intersection Level-of-Service | MS Highway 609 and Big Ridge Road/Money Farm Road

Money Farm Road is approaching capacity during the PM Peak hour.

### 4.4 MS Highway 609 and Lemoyne Boulevard

The MS Highway 609 and Lemoyne Boulevard signalized intersection levels-of-service, based on the Year 2021 traffic volumes, are illustrated in Figure 5. The signal phasing was observed in the field.

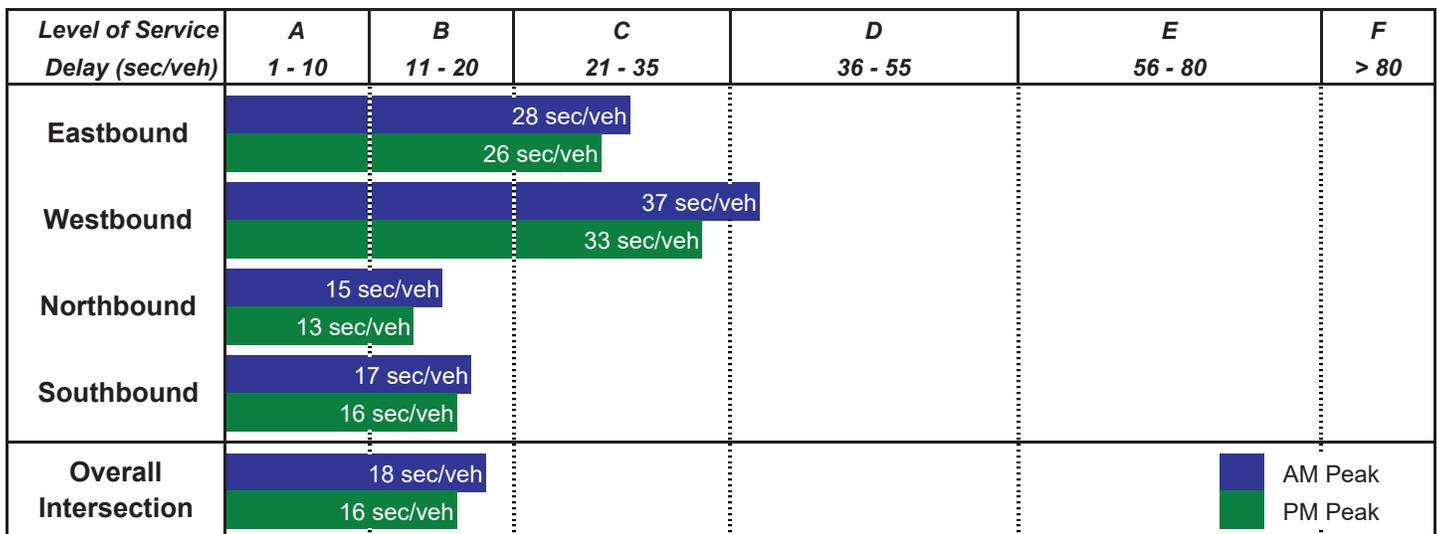


Figure 5. Existing Intersection Level-of-Service | MS Highway 609 and Lemoyne Boulevard

The intersection currently operates with acceptable levels-of-service during the peak hours.

### 4.5 MS Highway 609 and Old Fort Bayou Road

The MS Highway 609 and Old Fort Bayou Road signalized intersection levels-of-service, based on the Year 2021 traffic volumes, are illustrated in **Figure 6**. The signal phasing was observed in the field.

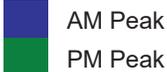
Level of Service Delay (sec/veh)	A 1 - 10	B 11 - 20	C 21 - 35	D 36 - 55	E 56 - 80	F > 80
Westbound		21 sec/veh 26 sec/veh				
Northbound	14 sec/veh 13 sec/veh					
Southbound	7 sec/veh 7 sec/veh					
Overall Intersection	12 sec/veh 11 sec/veh					
						

Figure 6. Existing Intersection Level-of-Service | MS Highway 609 and Old Fort Bayou Road

The intersection currently operates with acceptable levels-of-service during the peak hours.

### 4.6 MS Highway 609 and Ponce De Leon Drive

The MS Highway 609 and Ponce De Leon Drive signalized intersection levels-of-service, based on the Year 2021 traffic volumes, are illustrated in **Figure 7**. The signal phasing was observed in the field.

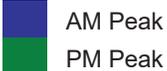
Level of Service Delay (sec/veh)	A 1 - 10	B 11 - 20	C 21 - 35	D 36 - 55	E 56 - 80	F > 80
Westbound		21 sec/veh 32 sec/veh				
Northbound	8 sec/veh 8 sec/veh					
Southbound	3 sec/veh 3 sec/veh					
Overall Intersection	6 sec/veh 6 sec/veh					
						

Figure 7. Existing Intersection Level-of-Service | MS Highway 609 and Ponce De Leon Drive

The intersection is currently operating at acceptable levels-of-service during the peak hours.

### 4.7 MS Highway 609 and Cambridge Boulevard

The MS Highway 609 and Cambridge Boulevard signalized intersection levels-of-service, based on the Year 2021 traffic volumes, are illustrated in **Figure 8**. The signal phasing was observed in the field.

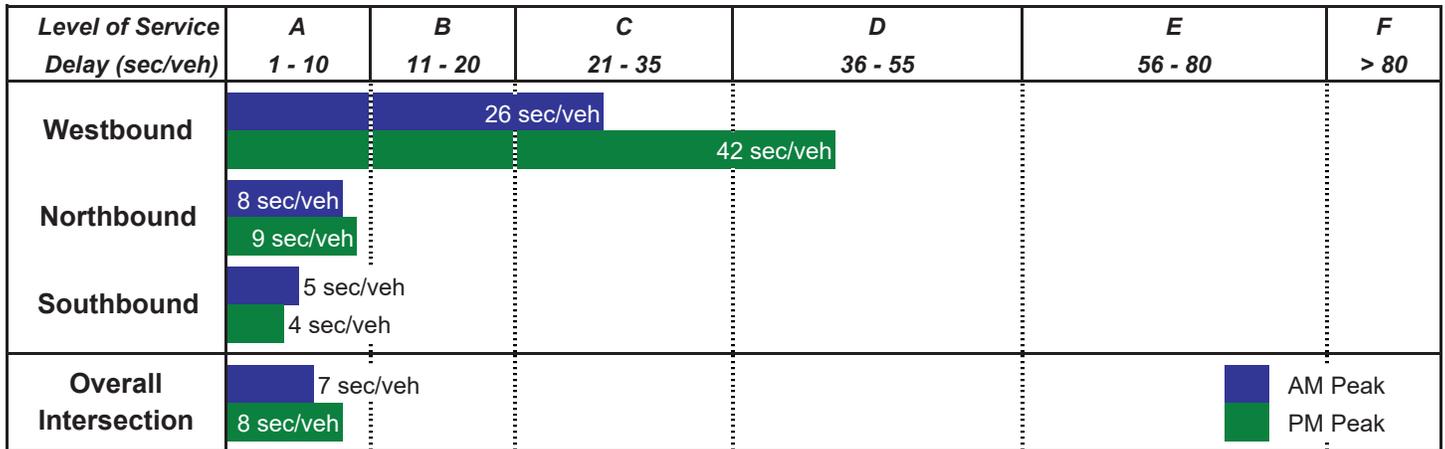


Figure 8. Existing Intersection Level-of-Service | MS Highway 609 and Cambridge Boulevard

The intersection is currently operating at acceptable levels-of-service during the peak hours.

### 4.8 MS Highway 609 and Shore Drive

The MS Highway 609 and Shore Drive signalized intersection levels-of-service, based on the Year 2021 traffic volumes, are illustrated in **Figure 9**. The signal phasing was observed in the field.

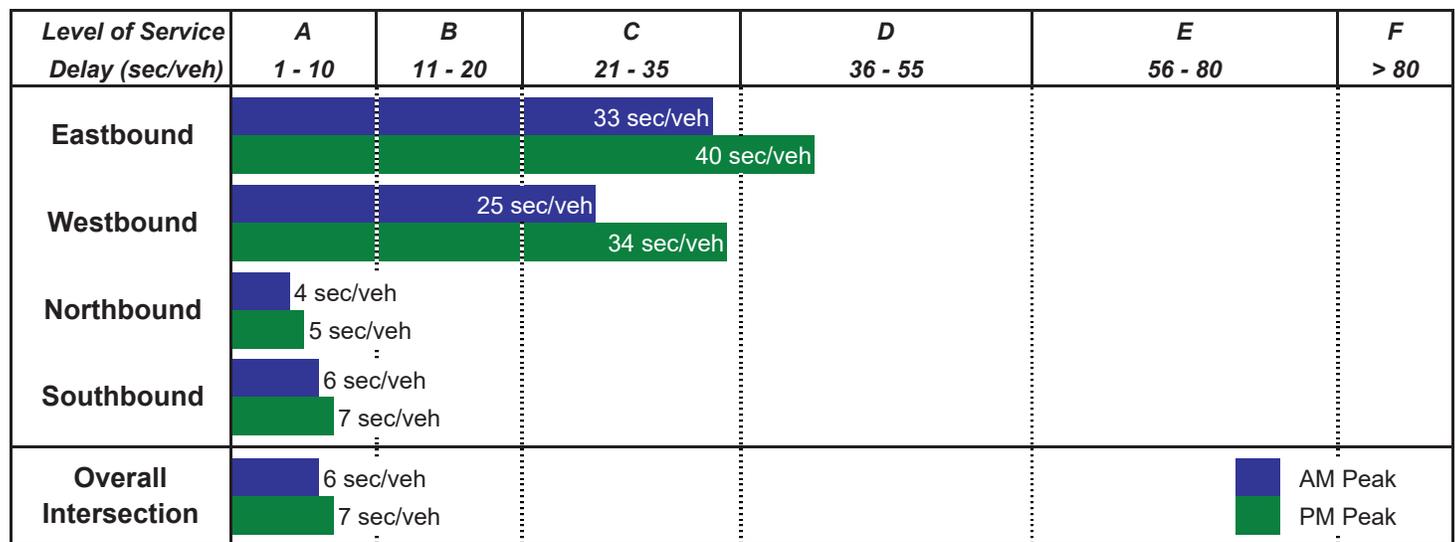


Figure 9. Existing Intersection Level-of-Service | MS Highway 609 and Shore Drive

The intersection is currently operating at acceptable levels-of-service during the peak hours.

## 5.0 Evaluation of Alternatives

### 5.1 Traffic Projections

A review of the historical 24-hour daily traffic volumes from MDOT traffic counts was conducted to quantify the historical impacts of traffic growth on MS Highway 609 within the project corridor. The comparison of traffic volumes is provided in **Table 5**.

Table 5. Historical Daily Traffic Volumes

YEAR	Location	
	S of Lemoyne Blvd	Old Fort Bayou Bridge
2019	33,000	36,000
2018	33,000	36,000
2017	33,000	36,000
2016	35,000	36,000
2015	35,000	35,000
2014	34,000	35,000
2013	34,000	35,000
2012	34,000	35,000
2011	34,000	35,000
2010	23,000	31,000
<b>9-Year Growth Rate</b>	<b>4.09%</b>	<b>1.67%</b>
<b>5-Year Growth Rate</b>	<b>-0.60%</b>	<b>0.57%</b>

The historical counts show a one-year spike in traffic between 2010 and 2011 before it levels off with relatively flat growth. With the relatively flat growth shown in the historical daily volumes from 2011 to 2019, a 1.00% compound annual growth was used to forecast Year 2021 volumes to Year 2027 and Year 2047 to remain conservative.

Multiple alternatives were developed in this study. The first alternative was the No-Build alternative, while the others were a variation of installing a raised median to limit the locations of left turn traffic. There are currently design plans to realign the Old Fort Bayou intersection with the entrance/exit to the Reserve Apartments. These plans also include the relocation of some driveways. This realignment was included in the build scenario.

**Figure 10** and **Figure 11** illustrate the Year 2027 and Year 2047 forecasted traffic volumes for the “No-Build” Alternative.

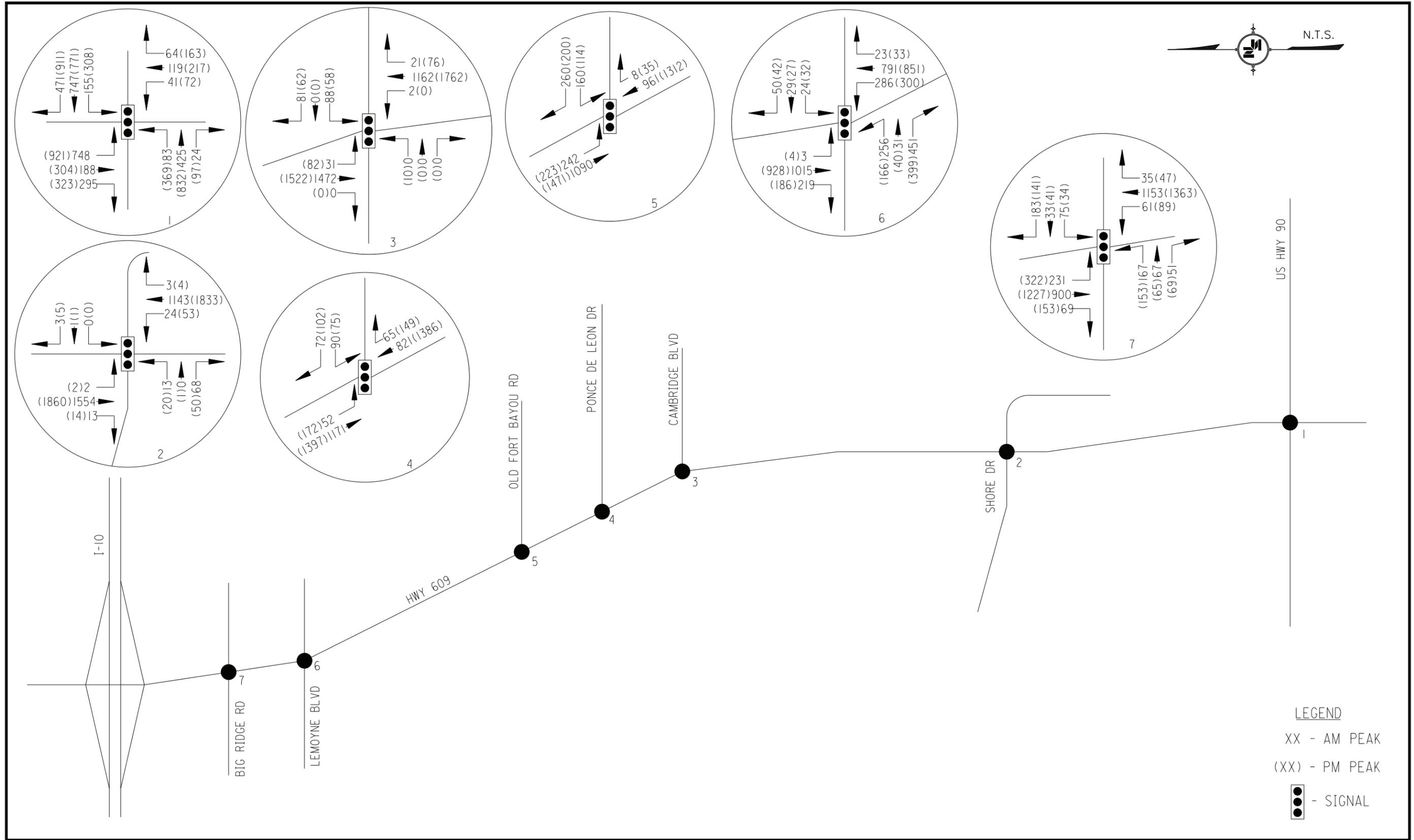


Figure 10. 2027 No Build Opening Year Traffic

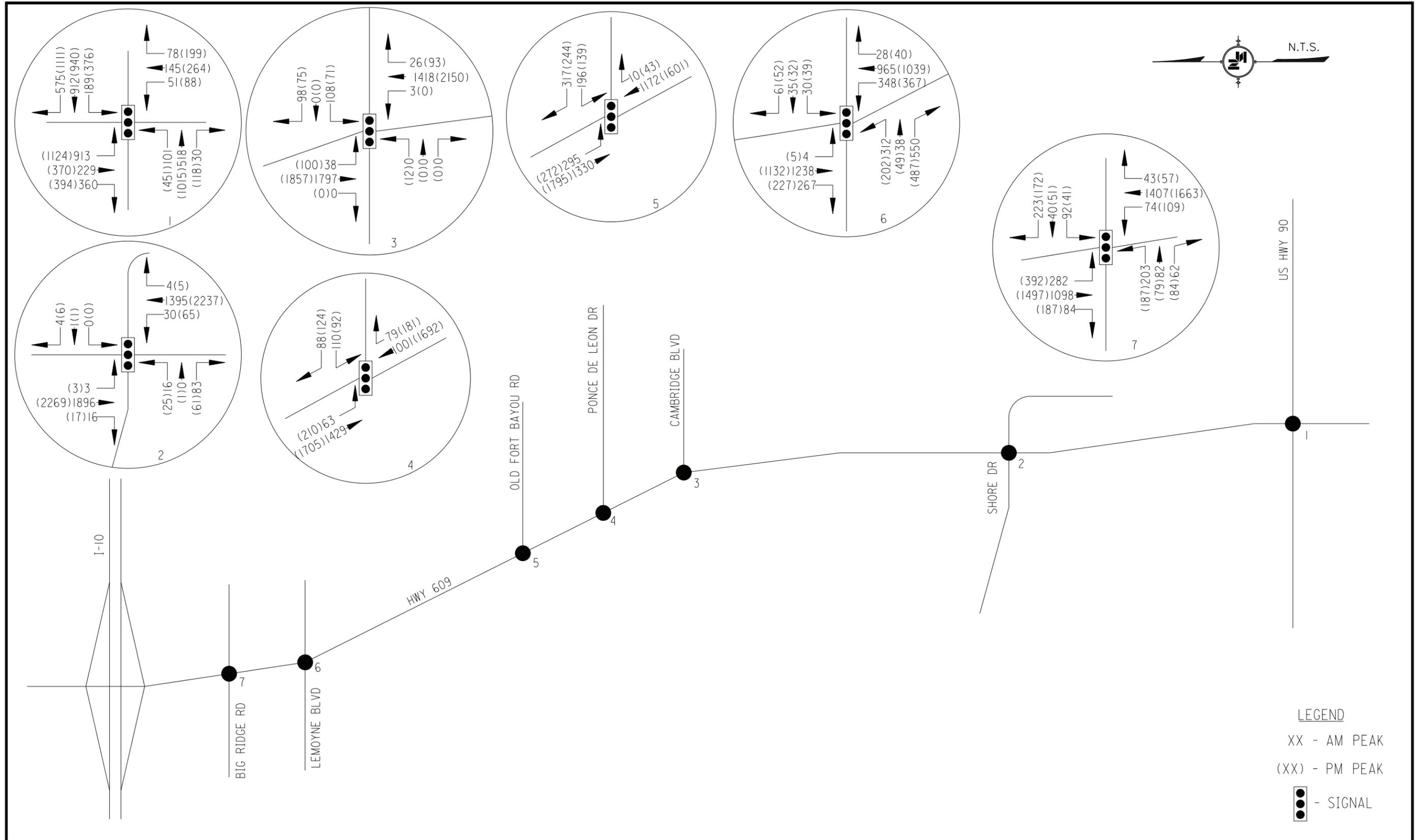


Figure 11. 2047 No Build Horizon Year Traffic

## 5.2 No Build Alternative

The No Build Alternative does not provide any geometric improvements. There have been some signal timing improvements incorporated by optimizing the cycle lengths and phasing for all signalized intersections. This is also the base alternative for the opening year and horizon year levels-of-service analysis. Thus, this alternative was evaluated for both Year 2027 and Year 2047 for anticipated levels-of-service for the study intersections.

The results of the No Build level-of-service analysis are listed in **Table 6** and **Table 7**.

Table 6. No Build Alternative 2027 Level-of-Service

Intersection	Peak Period	Level-of-Service – Delay (sec/veh)				
		NB	SB	EB	WB	Total
MS Hwy 609 / Shore Drive Signal	AM	A-4	A-6	D-36	C-28	A-6
	PM	A-5	A-7	D-44	D-37	A-7
MS Hwy 609 / Cambridge Boulevard Signal	AM	A-8	A-5	-	C-28	A-8
	PM	A-10	A-4	-	D-45	A-8
MS Hwy 609 / Ponce De Leon Drive Signal	AM	A-8	A-3	-	C-22	A-6
	PM	A-8	A-3	-	D-36	A-6
MS Hwy 609 / Old Fort Bayou Road Signal	AM	A-7	B-15	-	C-22	B-12
	PM	A-7	B-14	-	C-29	B-12
MS Hwy 609 / Lemoyne Boulevard Signal	AM	B-16	B-19	C-31	D-38	B-20
	PM	B-14	B-17	C-28	C-35	B-17
MS Hwy 609 / Big Ridge Road Signal	AM	C-24	B-18	C-30	D-48	C-25
	PM	D-38	C-27	D-41	E-67	C-35

The signalized intersection of MS Highway 609 with Big Ridge Road is calculated to operate at capacity for the westbound approach.

Table 7. No Build Alternative 2047 Level-of-Service

Intersection	Peak Period	Level-of-Service – Delay (sec/veh)				
		NB	SB	EB	WB	Total
MS Hwy 609 / Shore Drive Signal	AM	A-5	A-8	D-46	D-35	A-8
	PM	B-11	B-14	D-53	D-45	B-13
MS Hwy 609 / Cambridge Boulevard Signal	AM	A-10	A-7	-	D-40	B-10
	PM	B-19	A-7	-	D-54	B-15
MS Hwy 609 / Ponce De Leon Drive Signal	AM	A-9	A-4	-	C-27	A-7
	PM	A-9	A-5	-	D-42	A-8
MS Hwy 609 / Old Fort Bayou Road Signal	AM	B-11	B-20	-	C-33	B-18
	PM	B-14	C-35	-	D-45	C-25
MS Hwy 609 / Lemoyne Boulevard Signal	AM	C-21	C-28	D-40	D-47	C-27
	PM	B-18	C-22	D-36	D-42	C-22
MS Hwy 609 / Big Ridge Road Signal	AM	D-48	C-28	E-58	F-120	D-48
	PM	F-107	F-55	D-48	F-86	F-77

The signalized intersection of MS Highway 609 with Big Ridge Road is calculated to operate with failing levels-of-service for the northbound and westbound approaches, while the intersection will operate at capacity during the PM Peak hour for the future Year 2047 Alternative 1 – No Build.

### 5.3 Build Alternative

There have been multiple configurations of the Build Alternative. They have all included constructing a raised median, providing full access at signalized intersections, providing limited access to unsignalized intersections/driveways, and the realignment of Old Fort Bayou Road. The analysis of the signalized intersections remained the same for the Build Alternative since U-turns would be introduced at the signalized intersections. U-turn volumes were calculated based on existing land use and distribution of traffic. **Figure 12** and **Figure 13** illustrate the Year 2027 and Year 2047 forecasted traffic volumes for the Build Alternative. **Figure 14** through **Figure 18** illustrate the preferred build alternative based off of public comments and meetings with Jackson County.

The results of the traffic analysis at the study intersections are provided in **Table 8** and **Table 9**.

Table 8. Build Alternative 2027 Level-of-Service

Intersection	Peak Period	Level-of-Service – Delay (sec/veh)				
		NB	SB	EB	WB	Total
MS Hwy 609 / Shore Drive Signal	AM	A-7	A-8	A-7	B-20	A-8
	PM	B-11	B-11	C-21	C-23	B-11
MS Hwy 609 / Cambridge Boulevard Signal	AM	A-8	A-2	A-1	C-29	A-6
	PM	B-16	A-9	D-53	C-33	B-14
MS Hwy 609 / Ponce De Leon Drive Signal	AM	A-5	A-5	-	C-31	A-7
	PM	B-17	A-7	-	D40	B-14
MS Hwy 609 / Old Fort Bayou Road Signal	AM	B-15	C-21	A-10	C-32	C-20
	PM	B-13	A-9	B-20	D-48	B-14
MS Hwy 609 / Lemoyne Boulevard Signal	AM	C-23	B-11	C-32	C-33	C-21
	PM	C-25	B-13	C-31	D-43	C-22
MS Hwy 609 / Big Ridge Road Signal	AM	B-16	B-18	D-42	C-28	C-20
	PM	B-11	B-14	D-39	D-42	B-16

Overall, all the intersections are forecast to operate with acceptable delays.

## Traffic Analysis Report for MS Highway 609 | Jackson County, Mississippi

Table 9. Build Alternative 2047 Level-of-Service

Intersection	Peak Period	Level-of-Service - Delay (sec/veh)				
		NB	SB	EB	WB	Total
MS Hwy 609 / Shore Drive Signal	AM	A-9	A-9	B-15	C-24	A-9
	PM	B-14	B-14	C-30	C-29	B-14
MS Hwy 609 / Cambridge Boulevard Signal	AM	B-11	A-8	A-1	E-56	B-12
	PM	C-28	C-23	E-62	D-48	C-27
MS Hwy 609 / Ponce De Leon Drive Signal	AM	B-12	A-5	-	D-37	A-10
	PM	D-40	A-6	-	C-33	C-23
MS Hwy 609 / Old Fort Bayou Road Signal	AM	B-19	A-10	C-32	D-44	B-19
	PM	D-29	D-46	C-24	D-38	D-42
MS Hwy 609 / Lemoyne Boulevard Signal	AM	C-22	C-30	D-51	D-37	C-32
	PM	C-23	B-11	C-34	C-35	C-21
MS Hwy 609 / Big Ridge Road Signal	AM	B-15	C-28	C-32	D-37	C-24
	PM	C-22	C-32	C-33	C-29	C-28

The intersection of MS Highway 609 and Cambridge Boulevard will operate at capacity on the eastbound and westbound approaches. This is mainly due to split phasing the traffic signal to operate the offset intersection. It should be noted that minimum traffic is eastbound at the intersection.

s between Earth Road and Interstate 20 operate with failing levels-of-service. In addition, the signalized intersection of Spears Creek Church Road and Two Notch Road operate with failing levels-of-service.

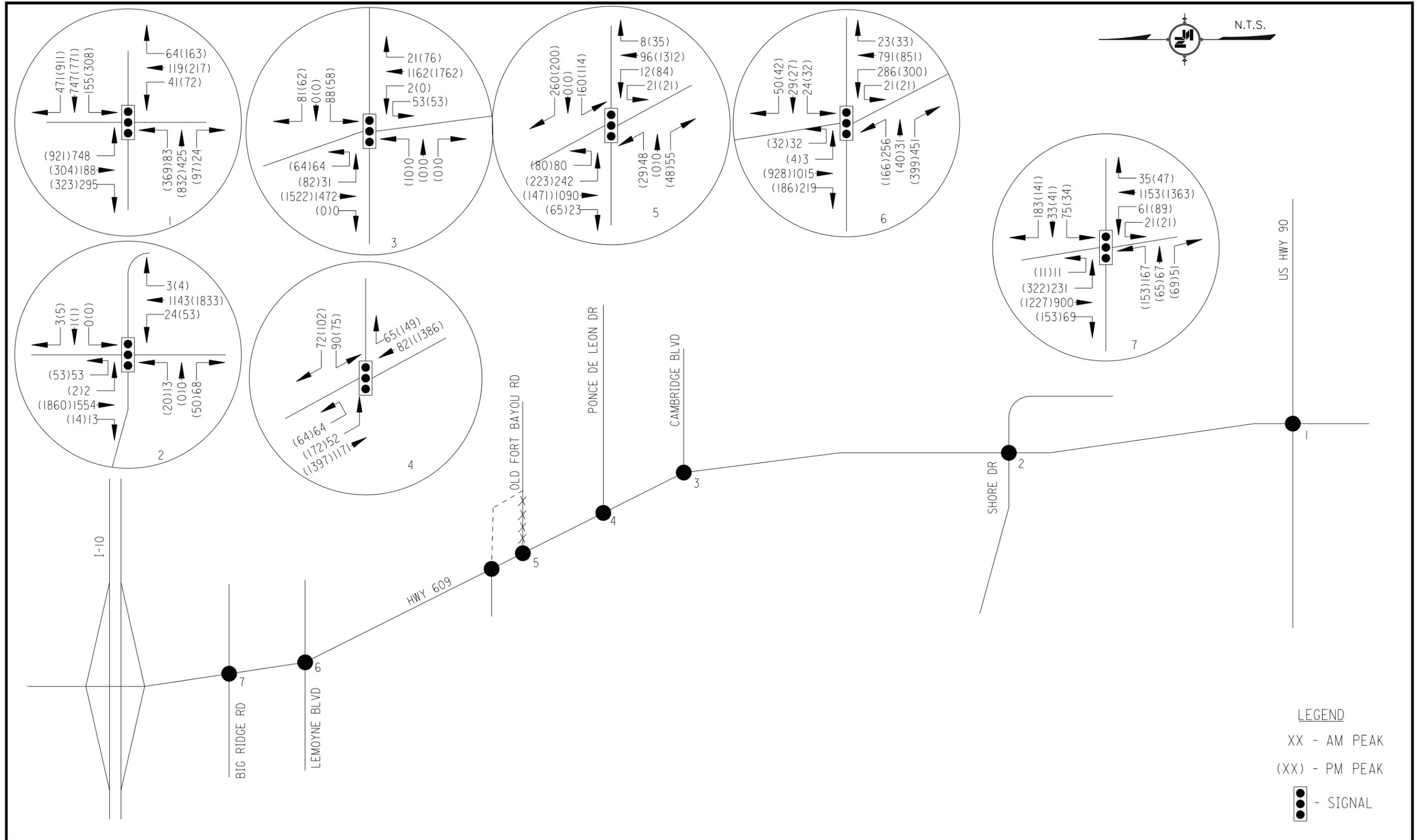


Figure 12. 2027 Build Opening Year Traffic

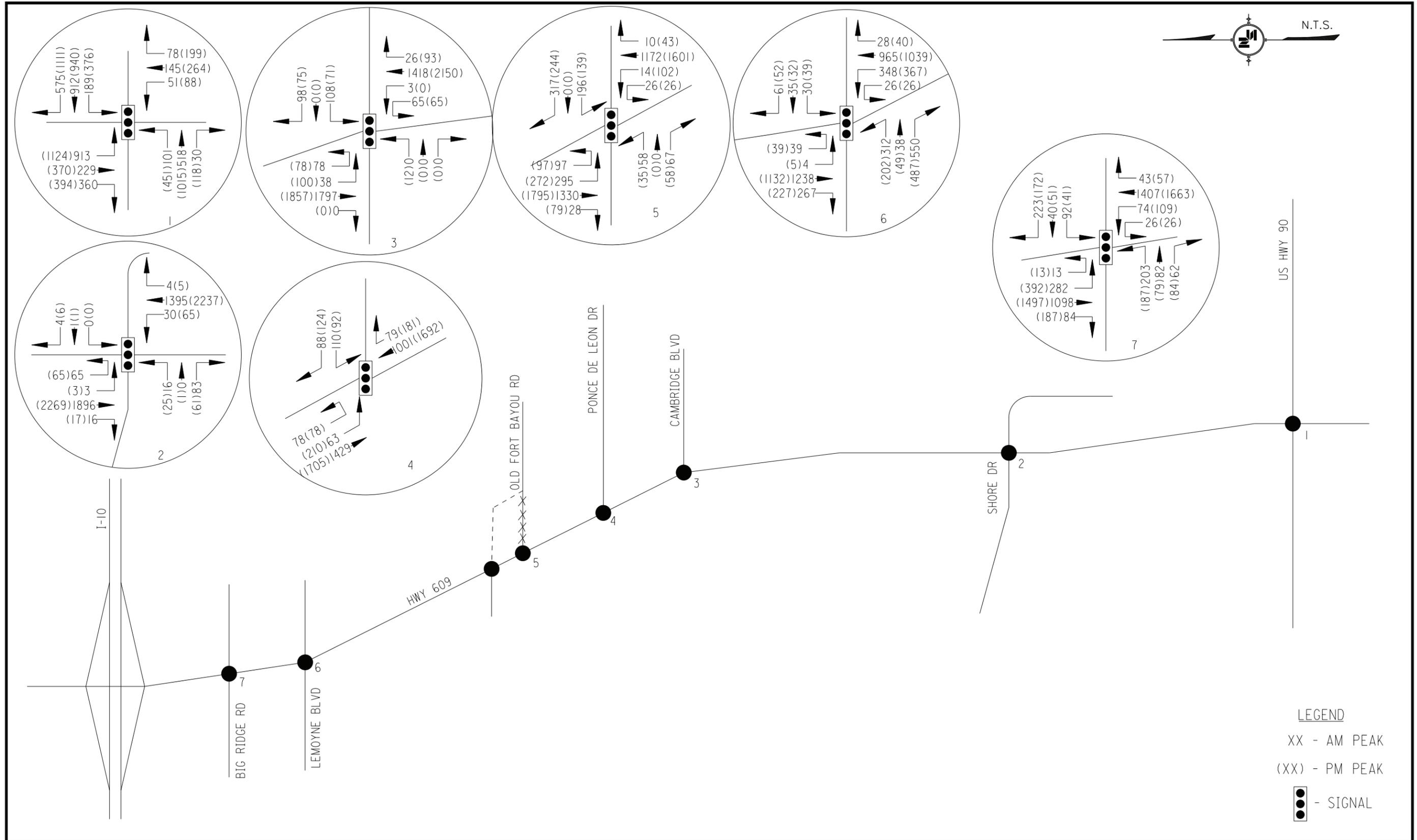


Figure 13. 2047 Build Horizon Year Traffic



Figure 14. Build Alternative



Figure 15. Build Alternative



Figure 16. Build Alternative



Figure 17. Build Alternative



Figure 18. Build Alternative

### 5.4 Queuing Analysis

A SimTraffic queuing analysis was completed for the Build Alternate horizon (2047) year. The results are shown in **Table 10**.

Table 10. – Build Alternative 2047 Queuing Analysis

Intersection	Peak Period	Level-of-Service – Delay (sec/veh)							
		NB		SB		EB		WB	
		LT	RT	LT	RT	LT	RT	LF	RT
MS Hwy 609 / Shore Drive Signal	AM	36	-	37	29	23	-	-	-
	PM	46	-	85	43	64	-	-	-
MS Hwy 609 / Cambridge Boulevard Signal	AM	107	29	147	-	-	-	-	-
	PM	63	111	154	-	-	-	-	-
MS Hwy 609 / Ponce De Leon Drive Signal	AM	-	176	110	-	-	-	132	-
	PM	-	176	221	-	-	-	115	-
MS Hwy 609 / Old Fort Bayou Road Signal	AM	37	-	135	-	-	-	205	-
	PM	149	-	188	-	-	-	109	-
MS Hwy 609 / Lemoyne Boulevard Signal	AM	138	26	30	210	289	73	51	-
	PM	97	26	74	211	137	51	60	-
MS Hwy 609 / Big Ridge Road Signal	AM	76		176		137		-	
	PM	143		304		168		-	

## 6.0 Summary

The purpose of this study was to develop and analyze alternatives for the MS Highway 609 Corridor between Big Ridge Road/Money Farm Road and Shore Drive in Jackson County, Mississippi.

### 6.1 Summary of Alternatives

Multiple build alternates were developed for this project that revolved around constructed a raised median and construction sidewalks. The crash data indicated that the study corridor had seven fatalities which included four pedestrians, two head on collisions, and one bicyclist. The build alternatives would greatly improve the safety of those represented in the data by constructing sidewalks, raised concrete medians, and providing pedestrian crossings at the signalized intersections. Meetings were held with Jackson County, MDOT, and the public for comments. The build alternative presented in this report represents the input received from these meetings. The No Build and Build Alternatives were analyzed to determine the estimated levels-of-service for Year 2027 and Year 2047. The signalized intersection of MS Highway 609 and Cambridge Boulevard still experiences a levels-of-service that is at capacity for the eastbound and westbound approach during Year 2047. The major contributing factor to these levels-of-service is the split phasing of the intersection to serve the offset alignment, however, the eastbound approach serves minimum volumes.

The signalized intersection of MS Highway 609 and US Highway 90 was only examined to determine the best location for a pedestrian crossing. Based on the existing geometry which includes the pedestrian walkway on the west side of the Old Fort Bayou Bridge and the heavy free flow movement of the westbound right turn lane from US Highway 90 onto northbound MS Highway 609, the pedestrian crossing would be best on the west side of the intersection. Due to the high volume of vehicles utilizing this intersection, a grade separated pedestrian crossing should be examined west of the intersection that could serve the park on the south side of US Highway 90 and provide sight distance for the signal heads at the signalized intersection of MS Highway 609 and US Highway 90.



Figure 19. Recommended placement for pedestrian overpass

# Appendix

- Year 2021 Existing Traffic Counts
- Year 2021 Synchro Analysis
- Year 2027 Synchro Analysis
- Year 2047 Synchro & SimTraffic Analysis
- Crash Diagrams on USB Drive
- Cost Estimate
- Public Meeting

## Year 2021 Existing Traffic Volumes

# Neel-Schaffer, Inc

Intersection:  
City/County/State:  
Date:

File Name : Hwy 609-Big Ridge Rd  
Site Code : 00000000  
Start Date : 8/26/2021  
Page No : 1

### Groups Printed- Unshifted

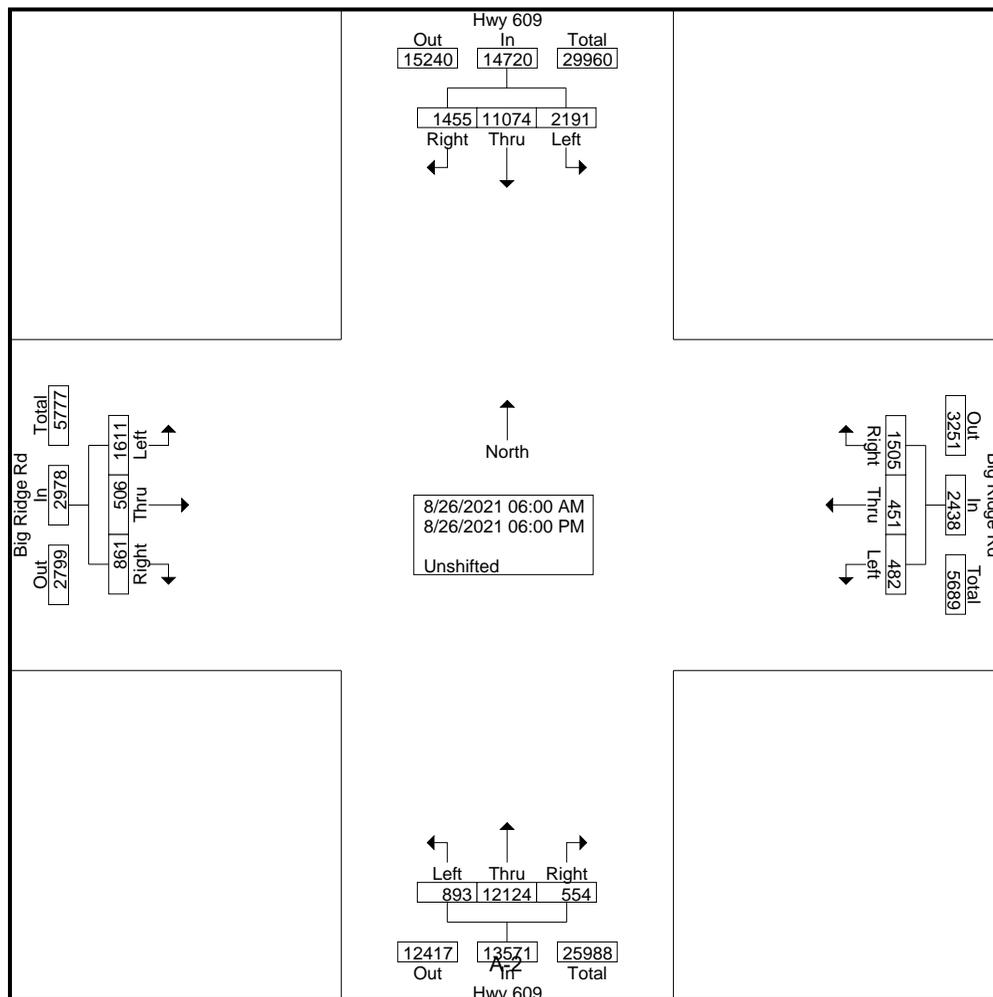
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	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
06:00 AM	7	187	4	11	177	33	10	3	19	61	9	3	524
06:15 AM	11	156	5	23	194	27	9	16	19	37	2	3	502
06:30 AM	2	157	6	9	125	42	8	10	12	25	18	2	416
06:45 AM	7	228	9	15	171	68	15	8	32	49	13	13	628
Total	27	728	24	58	667	170	42	37	82	172	42	21	2070
07:00 AM	16	267	19	15	203	62	15	10	31	50	9	17	714
07:15 AM	6	316	17	8	223	59	12	6	46	48	11	24	776
07:30 AM	4	128	7	9	127	33	3	8	26	33	2	20	400
07:45 AM	12	319	19	26	258	59	15	23	55	48	12	11	857
Total	38	1030	62	58	811	213	45	47	158	179	34	72	2747
08:00 AM	11	323	14	22	240	67	18	26	30	43	6	16	816
08:15 AM	8	109	7	17	110	20	6	8	16	25	8	4	338
08:30 AM	8	256	21	27	238	21	27	14	40	48	21	9	730
08:45 AM	11	309	15	30	251	17	16	7	28	39	6	9	738
Total	38	997	57	96	839	125	67	55	114	155	41	38	2622
09:00 AM	10	260	14	32	216	32	16	6	39	16	7	13	661
09:15 AM	14	259	16	31	230	26	22	9	30	34	10	7	688
09:30 AM	9	228	19	22	271	27	31	8	27	23	10	11	686
09:45 AM	10	295	11	27	245	35	17	4	29	26	15	6	720
Total	43	1042	60	112	962	120	86	27	125	99	42	37	2755
10:00 AM	9	275	15	36	254	22	25	8	40	28	7	9	728
10:15 AM	12	251	19	39	245	27	19	8	40	25	10	8	703
10:30 AM	11	259	25	37	243	22	27	7	32	25	9	7	704
10:45 AM	3	125	15	44	121	14	10	2	12	12	4	3	365
Total	35	910	74	156	863	85	81	25	124	90	30	27	2500
11:00 AM	12	218	29	27	211	30	18	16	32	32	9	7	641
11:15 AM	16	230	37	23	224	33	16	4	31	25	13	8	660
11:30 AM	12	247	19	27	230	23	21	9	35	28	10	7	668
11:45 AM	15	273	25	33	237	23	25	10	33	28	5	17	724
Total	55	968	110	110	902	109	80	39	131	113	37	39	2693
12:00 PM	10	207	20	39	216	25	27	11	33	32	8	10	638
12:15 PM	8	222	25	43	213	30	23	16	29	19	7	7	642
12:30 PM	7	205	23	18	158	21	16	11	29	18	3	13	522
12:45 PM	13	281	17	29	218	38	25	8	34	27	6	11	707
Total	38	915	85	129	805	114	91	46	125	96	24	41	2509
01:00 PM	12	220	15	26	233	46	21	12	32	23	9	9	658
01:15 PM	5	236	14	22	228	36	17	8	22	34	11	8	641
01:30 PM	16	336	17	32	238	60	17	12	31	33	10	9	811
01:45 PM	10	288	27	25	266	42	22	14	22	24	12	14	766
Total	43	1080	73	105	965	184	77	46	107	114	42	40	2876
02:00 PM	15	281	23	36	267	56	17	9	41	30	12	14	801
02:15 PM	25	237	17	32	189	72	16	12	38	15	7	30	690
02:30 PM	15	283	18	35	292	54	19	7	41	42	9	8	823
02:45 PM	17	207	22	28	204	43	18	8	38	37	12	15	649
Total	72	1008	80	131	952	225	70	36	158	124	40	67	2963

# Neel-Schaffer, Inc

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 Site Code : 00000000  
 Start Date : 8/26/2021  
 Page No : 2

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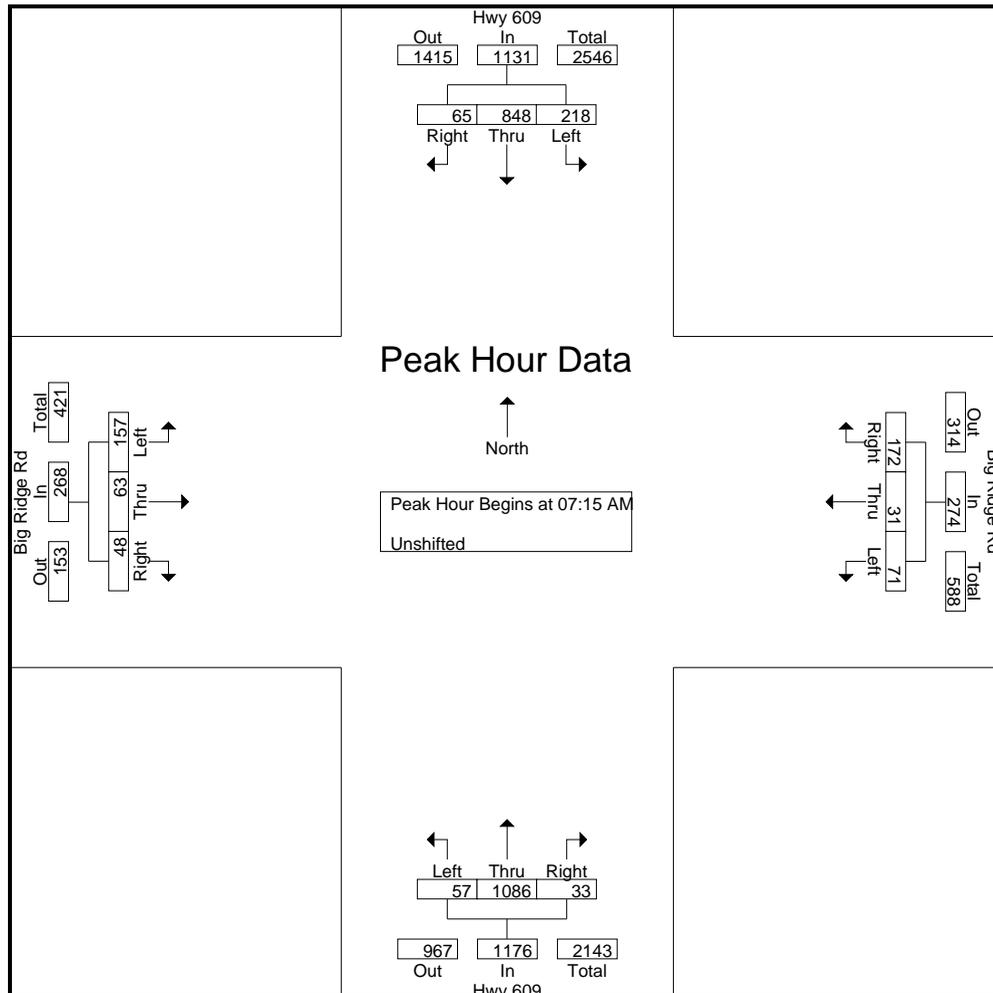
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03:15 PM	21	260	23	49	280	58	25	3	34	26	16	5	800
03:30 PM	11	164	12	19	157	57	14	13	55	20	15	8	545
03:45 PM	14	318	29	68	304	81	27	12	64	26	14	13	970
Total	68	960	79	181	946	241	82	37	169	91	57	34	2945
04:00 PM	5	231	13	41	238	76	3	2	18	24	4	3	658
04:15 PM	10	271	32	49	273	72	21	23	63	37	6	8	865
04:30 PM	13	302	18	39	292	54	25	8	49	27	5	6	838
04:45 PM	12	435	15	46	383	99	17	12	45	33	10	9	1116
Total	40	1239	78	175	1186	301	66	45	175	121	25	26	3477
05:00 PM	5	218	13	18	165	62	10	12	22	25	4	3	557
05:15 PM	16	321	21	38	319	76	22	19	40	39	10	9	930
05:30 PM	11	310	35	42	289	66	16	18	37	36	15	11	886
05:45 PM	13	223	22	23	197	53	12	12	27	22	4	11	619
Total	45	1072	91	121	970	257	60	61	126	122	33	34	2992
06:00 PM	12	175	20	23	206	47	14	5	17	29	4	6	558
Grand Total	554	12124	893	1455	11074	2191	861	506	1611	1505	451	482	33707
Apprch %	4.1	89.3	6.6	9.9	75.2	14.9	28.9	17	54.1	61.7	18.5	19.8	
Total %	1.6	36	2.6	4.3	32.9	6.5	2.6	1.5	4.8	4.5	1.3	1.4	



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 Page No : 3

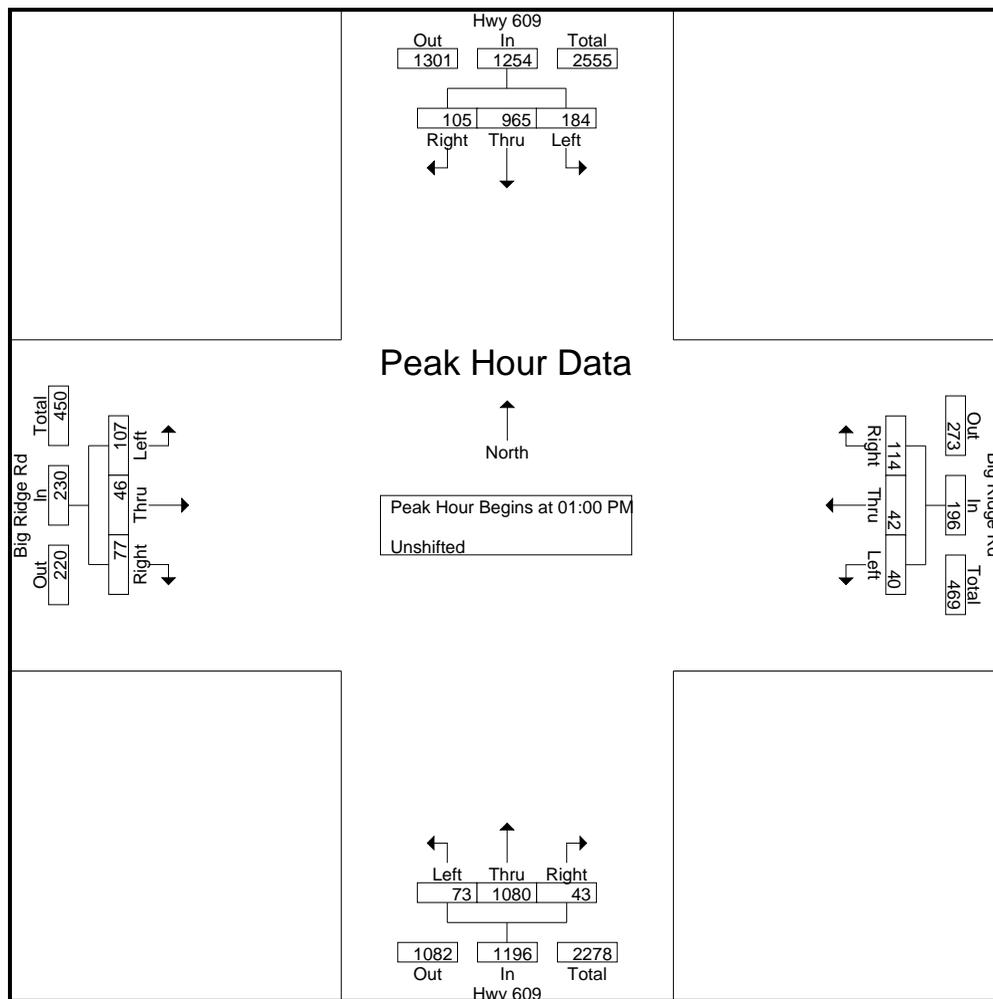
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	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	316	17	339	8	223	59	290	12	6	46	64	48	11	24	83	776
07:30 AM	4	128	7	139	9	127	33	169	3	8	26	37	33	2	20	55	400
07:45 AM	12	319	19	350	26	258	59	343	15	23	55	93	48	12	11	71	857
08:00 AM	11	323	14	348	22	240	67	329	18	26	30	74	43	6	16	65	816
Total Volume	33	1086	57	1176	65	848	218	1131	48	63	157	268	172	31	71	274	2849
% App. Total	2.8	92.3	4.8		5.7	75	19.3		17.9	23.5	58.6		62.8	11.3	25.9		
PHF	.688	.841	.750	.840	.625	.822	.813	.824	.667	.606	.714	.720	.896	.646	.740	.825	.831



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 Start Date : 8/26/2021  
 Page No : 4

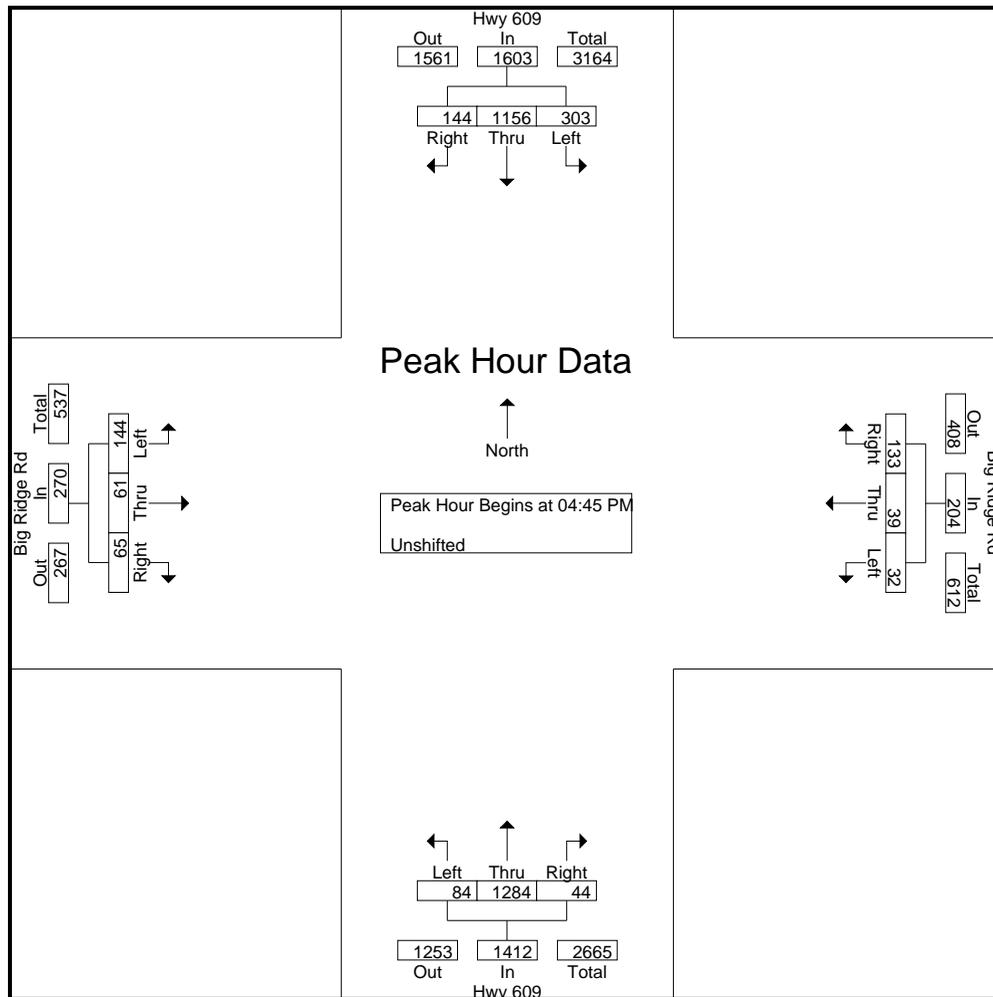
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Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	12	220	15	247	26	233	46	305	21	12	<b>32</b>	<b>65</b>	23	9	9	41	658
01:15 PM	5	236	14	255	22	228	36	286	17	8	22	47	<b>34</b>	11	8	<b>53</b>	641
01:30 PM	<b>16</b>	<b>336</b>	<b>17</b>	<b>369</b>	<b>32</b>	238	<b>60</b>	330	17	12	31	60	33	10	9	52	<b>811</b>
01:45 PM	10	288	<b>27</b>	325	25	<b>266</b>	42	<b>333</b>	<b>22</b>	<b>14</b>	22	58	24	<b>12</b>	<b>14</b>	50	766
Total Volume	43	1080	73	1196	105	965	184	1254	77	46	107	230	114	42	40	196	2876
% App. Total	3.6	90.3	6.1		8.4	77	14.7		33.5	20	46.5		58.2	21.4	20.4		
PHF	.672	.804	.676	.810	.820	.907	.767	.941	.875	.821	.836	.885	.838	.875	.714	.925	.887



# Neel-Schaffer, Inc

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 Start Date : 8/26/2021  
 Page No : 5

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Peak Hour Analysis From 02:00 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	12	435	15	462	46	383	99	528	17	12	45	74	33	10	9	52	1116
05:00 PM	5	218	13	236	18	165	62	245	10	12	22	44	25	4	3	32	557
05:15 PM	16	321	21	358	38	319	76	433	22	19	40	81	39	10	9	58	930
05:30 PM	11	310	35	356	42	289	66	397	16	18	37	71	36	15	11	62	886
Total Volume	44	1284	84	1412	144	1156	303	1603	65	61	144	270	133	39	32	204	3489
% App. Total	3.1	90.9	5.9		9	72.1	18.9		24.1	22.6	53.3		65.2	19.1	15.7		
PHF	.688	.738	.600	.764	.783	.755	.765	.759	.739	.803	.800	.833	.853	.650	.727	.823	.782



# Neel-Schaffer, Inc

Intersection:  
City/County/State:  
Date:

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Start Date : 8/20/2021  
Page No : 1

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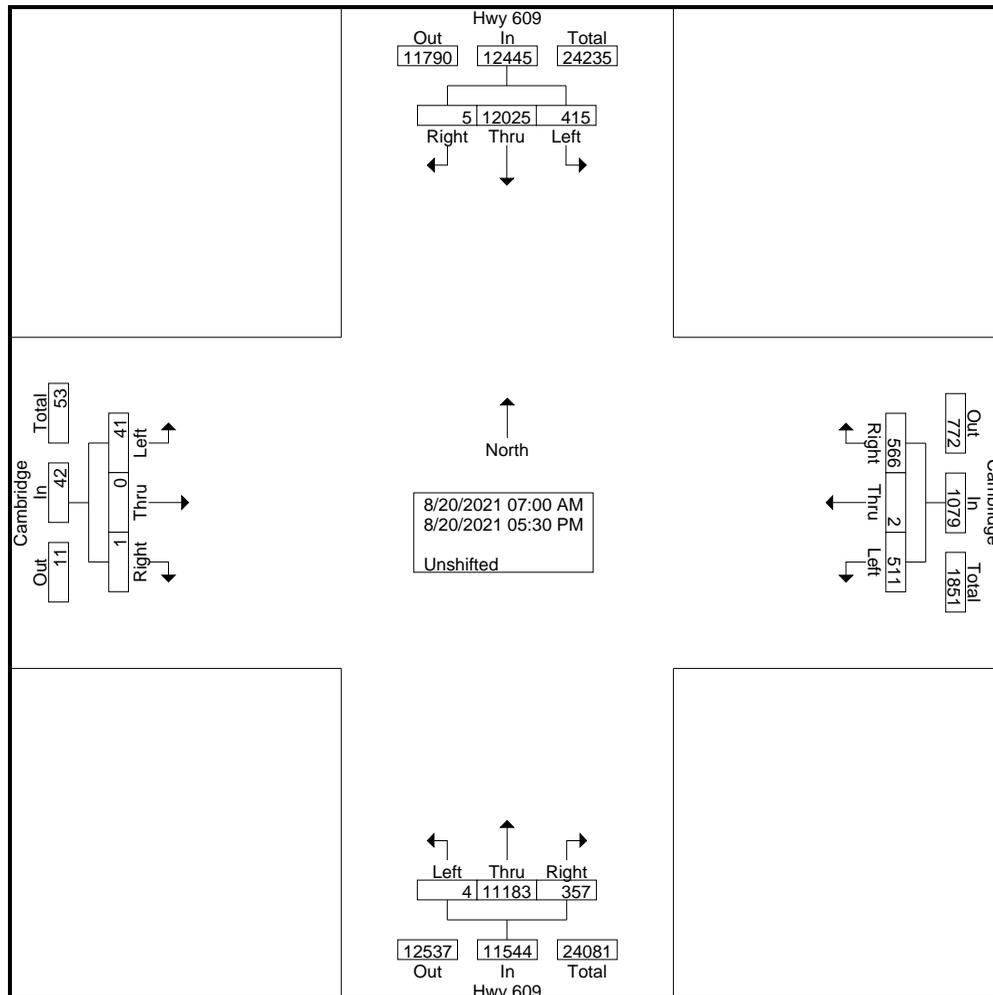
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07:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
*** BREAK ***													
07:30 AM	1	55	0	0	102	1	0	0	0	11	1	7	178
07:45 AM	3	173	1	0	262	4	0	0	0	22	0	14	479
Total	4	229	1	0	366	5	0	0	0	33	1	21	660
08:00 AM	6	169	0	3	242	5	0	0	0	20	0	13	458
08:15 AM	2	203	0	0	286	4	0	0	0	16	0	28	539
08:30 AM	7	237	0	0	291	7	0	0	0	19	0	19	580
08:45 AM	3	238	1	0	392	15	0	0	0	23	0	24	696
Total	18	847	1	3	1211	31	0	0	0	78	0	84	2273
09:00 AM	8	280	0	0	307	6	0	0	0	20	0	18	639
09:15 AM	4	292	0	0	367	2	0	0	0	15	0	23	703
09:30 AM	5	285	1	0	321	6	0	0	0	18	0	18	654
09:45 AM	10	275	0	0	292	7	0	0	0	6	0	7	597
Total	27	1132	1	0	1287	21	0	0	0	59	0	66	2593
10:00 AM	9	296	0	0	428	8	0	0	0	16	0	17	774
10:15 AM	9	288	0	1	388	15	0	0	4	18	0	14	737
10:30 AM	27	312	0	0	350	9	0	0	0	16	0	13	727
10:45 AM	6	276	0	0	346	4	0	0	5	10	0	8	655
Total	51	1172	0	1	1512	36	0	0	9	60	0	52	2893
11:00 AM	8	278	0	0	304	4	0	0	2	7	0	10	613
11:15 AM	8	231	0	0	251	4	0	0	0	14	0	8	516
11:30 AM	8	265	0	1	256	11	0	0	3	15	0	10	569
11:45 AM	9	293	0	0	295	16	0	0	1	4	0	8	626
Total	33	1067	0	1	1106	35	0	0	6	40	0	36	2324
12:00 PM	14	297	1	0	324	8	0	0	0	5	0	6	655
12:15 PM	9	257	0	0	293	10	1	0	5	17	0	8	600
12:30 PM	0	17	0	0	9	1	0	0	0	1	0	0	28
12:45 PM	0	40	0	0	61	1	0	0	0	2	0	1	105
Total	23	611	1	0	687	20	1	0	5	25	0	15	1388
01:00 PM	7	180	0	0	176	1	0	0	1	5	0	8	378
01:15 PM	6	261	0	0	294	11	0	0	2	20	0	8	602
01:30 PM	6	263	0	0	291	11	0	0	0	10	0	11	592
01:45 PM	11	325	0	0	365	10	0	0	1	22	0	11	745
Total	30	1029	0	0	1126	33	0	0	4	57	0	38	2317
02:00 PM	9	323	0	0	331	12	0	0	0	19	0	14	708
02:15 PM	11	273	0	0	269	14	0	0	1	9	0	10	587
02:30 PM	6	348	0	0	355	14	0	0	0	14	0	12	749
02:45 PM	5	268	0	0	273	8	0	0	0	9	1	14	578
Total	31	1212	0	0	1228	48	0	0	1	51	1	50	2622
03:00 PM	12	308	0	0	292	13	0	0	0	20	0	16	661
03:15 PM	8	368	0	0	398	19	0	0	1	14	0	14	822
03:30 PM	8	342	0	0	318	12	0	0	0	13	0	15	708
03:45 PM	8	436	0	0	323	18	0	0	3	27	0	12	827
Total	36	1454	0	0	1331	62	0	0	4	74	0	57	3018

# Neel-Schaffer, Inc

File Name : Hwy 609-Cambridge  
 Site Code : 00000000  
 Start Date : 8/20/2021  
 Page No : 2

## Groups Printed- Unshifted

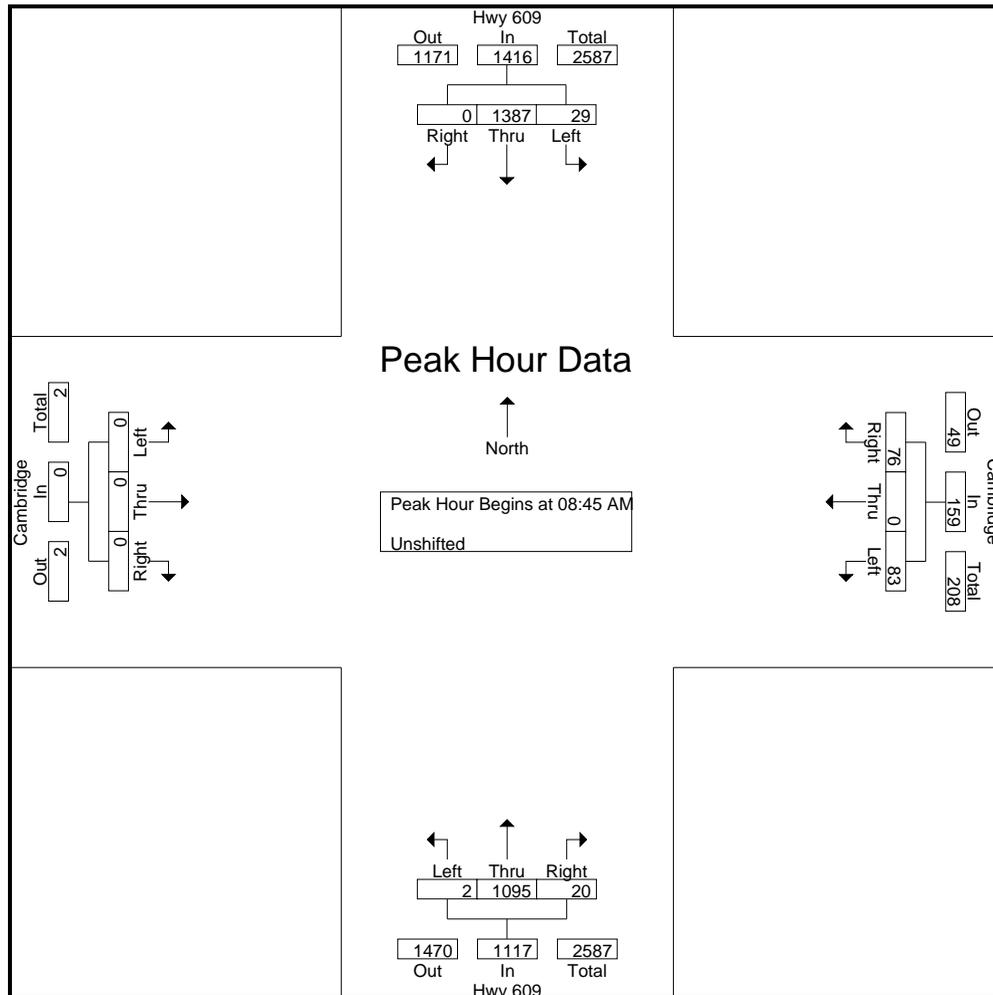
Start Time	Hwy 609 Northbound			Hwy 609 Southbound			Cambridge Eastbound			Cambridge Westbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
04:00 PM	6	203	0	0	182	7	0	0	3	8	0	11	420
04:15 PM	11	225	0	0	237	12	0	0	0	5	0	9	499
04:30 PM	15	342	0	0	318	28	0	0	0	18	0	17	738
04:45 PM	15	406	0	0	379	18	0	0	0	10	0	13	841
Total	47	1176	0	0	1116	65	0	0	3	41	0	50	2498
05:00 PM	22	402	0	0	347	16	0	0	0	16	0	18	821
05:15 PM	17	383	0	0	359	21	0	0	2	17	0	15	814
05:30 PM	18	469	0	0	349	22	0	0	7	15	0	9	889
Grand Total	357	11183	4	5	12025	415	1	0	41	566	2	511	25110
Apprch %	3.1	96.9	0	0	96.6	3.3	2.4	0	97.6	52.5	0.2	47.4	
Total %	1.4	44.5	0	0	47.9	1.7	0	0	0.2	2.3	0	2	



# Neel-Schaffer, Inc

File Name : Hwy 609-Cambridge  
 Site Code : 00000000  
 Start Date : 8/20/2021  
 Page No : 3

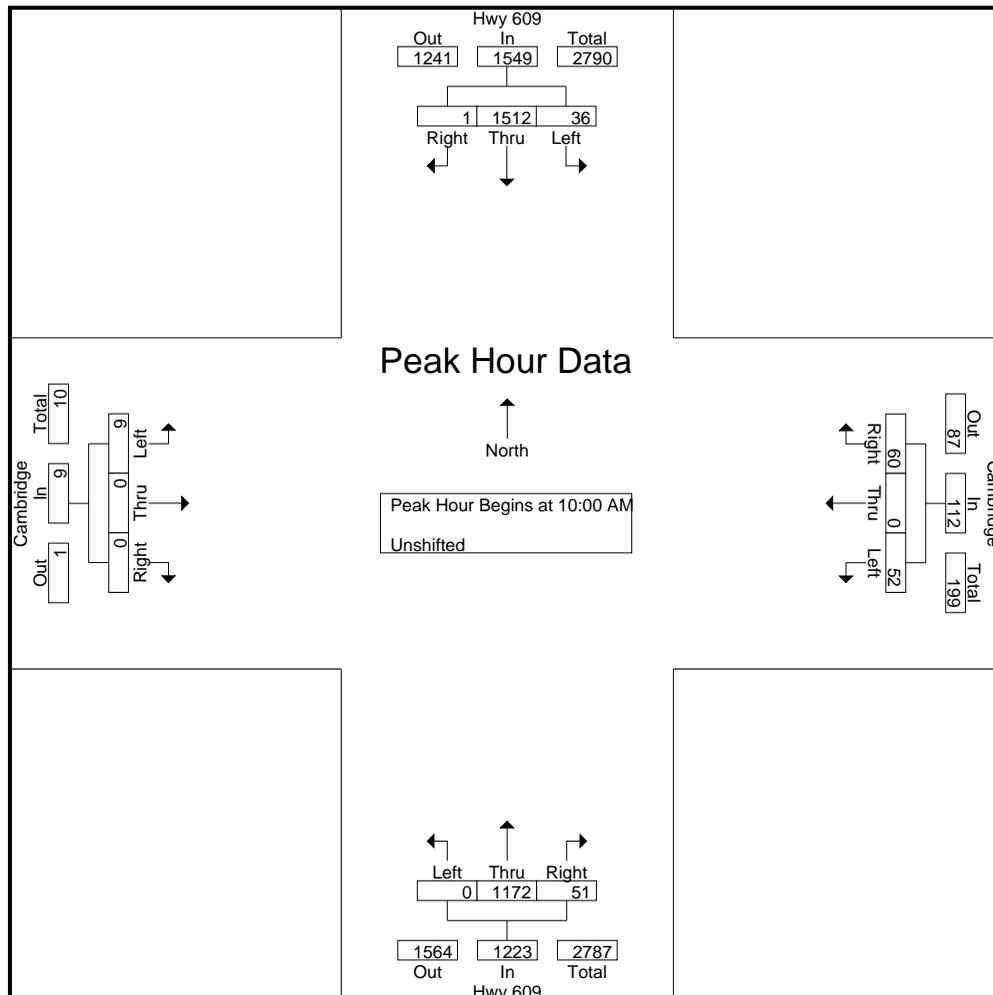
Start Time	Hwy 609 Northbound				Hwy 609 Southbound				Cambridge Eastbound				Cambridge Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	3	238	1	242	0	392	15	407	0	0	0	0	23	0	24	47	696
09:00 AM	8	280	0	288	0	307	6	313	0	0	0	0	20	0	18	38	639
09:15 AM	4	292	0	296	0	367	2	369	0	0	0	0	15	0	23	38	703
09:30 AM	5	285	1	291	0	321	6	327	0	0	0	0	18	0	18	36	654
Total Volume	20	1095	2	1117	0	1387	29	1416	0	0	0	0	76	0	83	159	2692
% App. Total	1.8	98	0.2		0	98	2		0	0	0		47.8	0	52.2		
PHF	.625	.938	.500	.943	.000	.885	.483	.870	.000	.000	.000	.000	.826	.000	.865	.846	.957



# Neel-Schaffer, Inc

File Name : Hwy 609-Cambridge  
 Site Code : 00000000  
 Start Date : 8/20/2021  
 Page No : 4

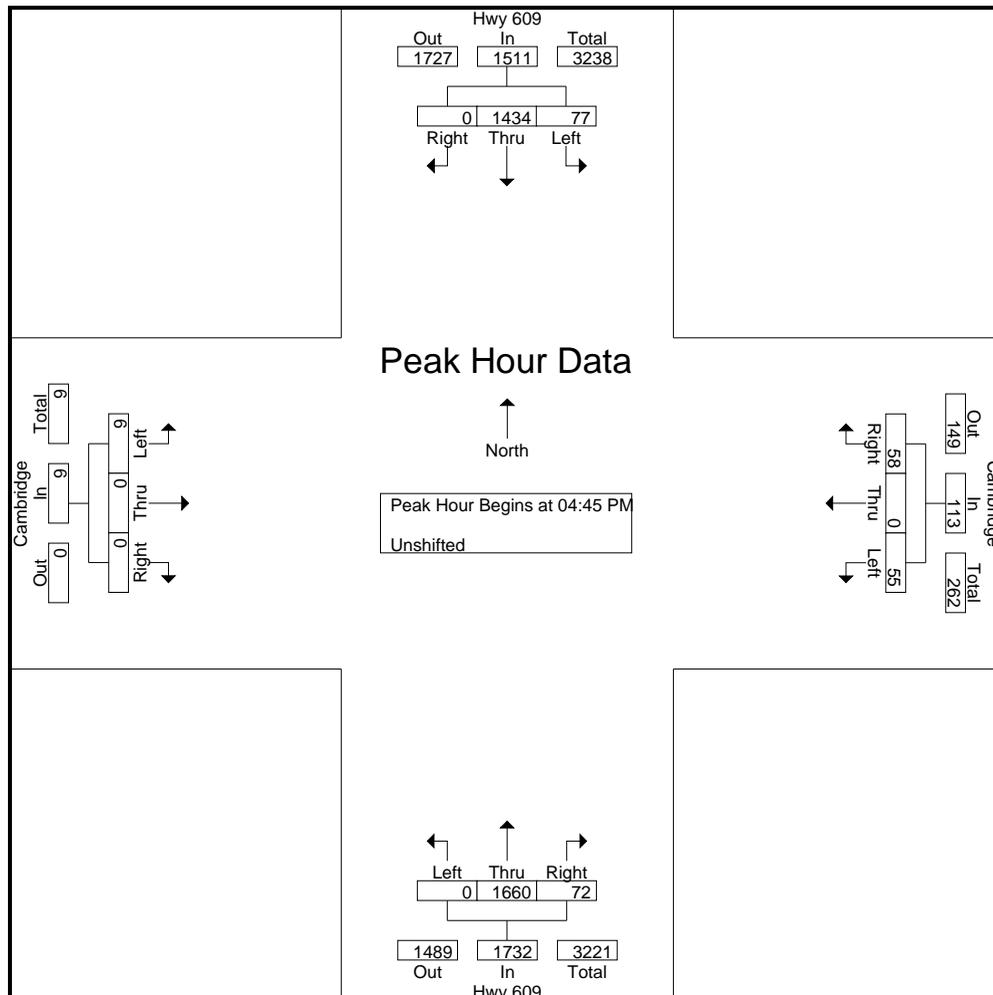
Start Time	Hwy 609 Northbound				Hwy 609 Southbound				Cambridge Eastbound				Cambridge Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	9	296	0	305	0	428	8	436	0	0	0	0	16	0	17	33	774
10:15 AM	9	288	0	297	1	388	15	404	0	0	4	4	18	0	14	32	737
10:30 AM	27	312	0	339	0	350	9	359	0	0	0	0	16	0	13	29	727
10:45 AM	6	276	0	282	0	346	4	350	0	0	5	5	10	0	8	18	655
Total Volume	51	1172	0	1223	1	1512	36	1549	0	0	9	9	60	0	52	112	2893
% App. Total	4.2	95.8	0		0.1	97.6	2.3		0	0	100		53.6	0	46.4		
PHF	.472	.939	.000	.902	.250	.883	.600	.888	.000	.000	.450	.450	.833	.000	.765	.848	.934



# Neel-Schaffer, Inc

File Name : Hwy 609-Cambridge  
 Site Code : 00000000  
 Start Date : 8/20/2021  
 Page No : 5

Start Time	Hwy 609 Northbound				Hwy 609 Southbound				Cambridge Eastbound				Cambridge Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	15	406	0	421	0	379	18	397	0	0	0	0	10	0	13	23	841
05:00 PM	22	402	0	424	0	347	16	363	0	0	0	0	16	0	18	34	821
05:15 PM	17	383	0	400	0	359	21	380	0	0	2	2	17	0	15	32	814
05:30 PM	18	469	0	487	0	349	22	371	0	0	7	7	15	0	9	24	889
Total Volume	72	1660	0	1732	0	1434	77	1511	0	0	9	9	58	0	55	113	3365
% App. Total	4.2	95.8	0		0	94.9	5.1		0	0	100		51.3	0	48.7		
PHF	.818	.885	.000	.889	.000	.946	.875	.952	.000	.000	.321	.321	.853	.000	.764	.831	.946



# Neel-Schaffer, Inc

Intersection:  
City/County/State:  
Date:

File Name : Hwy 609-Hwy 90  
Site Code : 00000000  
Start Date : 8/30/2021  
Page No : 1

### Groups Printed- Unshifted

Start Time	Hwy 609 Northbound			Hwy 609 Southbound			Hwy 90 Eastbound			Hwy 90 Westbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
06:30 AM	6	17	11	69	21	167	2	73	16	136	210	13	741
06:45 AM	4	5	8	73	15	196	7	85	23	123	219	8	766
Total	10	22	19	142	36	363	9	158	39	259	429	21	1507
07:00 AM	11	18	6	87	24	166	8	109	39	137	200	32	837
07:15 AM	10	10	4	40	12	98	0	51	13	72	111	18	439
07:30 AM	18	20	12	78	44	208	6	108	13	133	220	39	899
*** BREAK ***													
Total	39	48	22	205	80	472	14	268	65	342	531	89	2175
08:00 AM	25	58	17	115	82	271	11	155	36	161	241	72	1244
08:15 AM	17	34	10	85	51	226	6	137	29	150	243	35	1023
08:30 AM	1	15	6	33	21	79	7	54	8	52	64	20	360
*** BREAK ***													
Total	43	107	33	233	154	576	24	346	73	363	548	127	2627
*** BREAK ***													
09:30 AM	12	30	6	46	74	147	7	80	28	113	115	36	694
09:45 AM	29	52	16	70	66	192	14	129	30	178	169	50	995
Total	41	82	22	116	140	339	21	209	58	291	284	86	1689
10:00 AM	26	70	17	68	60	219	18	126	63	150	152	35	1004
10:15 AM	16	44	16	55	85	166	10	130	58	192	134	38	944
10:30 AM	12	35	15	49	43	178	11	116	28	134	136	36	793
10:45 AM	13	35	13	54	77	256	19	116	48	155	156	49	991
Total	67	184	61	226	265	819	58	488	197	631	578	158	3732
11:00 AM	26	50	11	70	77	205	10	114	73	153	131	63	983
11:15 AM	22	46	19	54	48	179	11	154	56	196	164	41	990
11:30 AM	30	37	15	54	70	255	18	167	49	205	180	50	1130
11:45 AM	31	34	17	84	70	227	15	147	39	218	193	58	1133
Total	109	167	62	262	265	866	54	582	217	772	668	212	4236
12:00 PM	36	41	18	77	69	236	23	161	93	242	164	68	1228
12:15 PM	17	32	16	80	75	188	20	172	72	175	137	79	1063
12:30 PM	52	57	19	80	57	239	29	232	89	217	222	90	1383
12:45 PM	49	74	15	67	85	205	19	219	94	224	203	53	1307
Total	154	204	68	304	286	868	91	784	348	858	726	290	4981
01:00 PM	25	40	16	46	56	180	15	121	61	171	115	36	882
01:15 PM	19	34	13	58	55	154	24	125	72	144	98	52	848
01:30 PM	11	21	8	23	33	107	22	109	41	114	110	29	628
01:45 PM	53	57	20	42	67	207	16	165	81	200	181	49	1138
Total	108	152	57	169	211	648	77	520	255	629	504	166	3496
02:00 PM	19	73	25	60	77	237	18	178	99	241	177	58	1262
02:15 PM	43	59	25	67	78	181	15	215	69	202	174	43	1171
02:30 PM	27	55	25	57	120	241	18	190	71	220	185	44	1253
02:45 PM	10	20	9	29	30	94	5	72	50	129	55	28	531
Total	99	207	84	213	305	753	56	655	289	792	591	173	4217
03:00 PM	13	29	18	40	54	185	5	131	44	160	133	17	829
03:15 PM	21	52	15	65	75	177	12	224	76	207	175	41	1140

# Neel-Schaffer, Inc

File Name : Hwy 609-Hwy 90  
 Site Code : 00000000  
 Start Date : 8/30/2021  
 Page No : 2

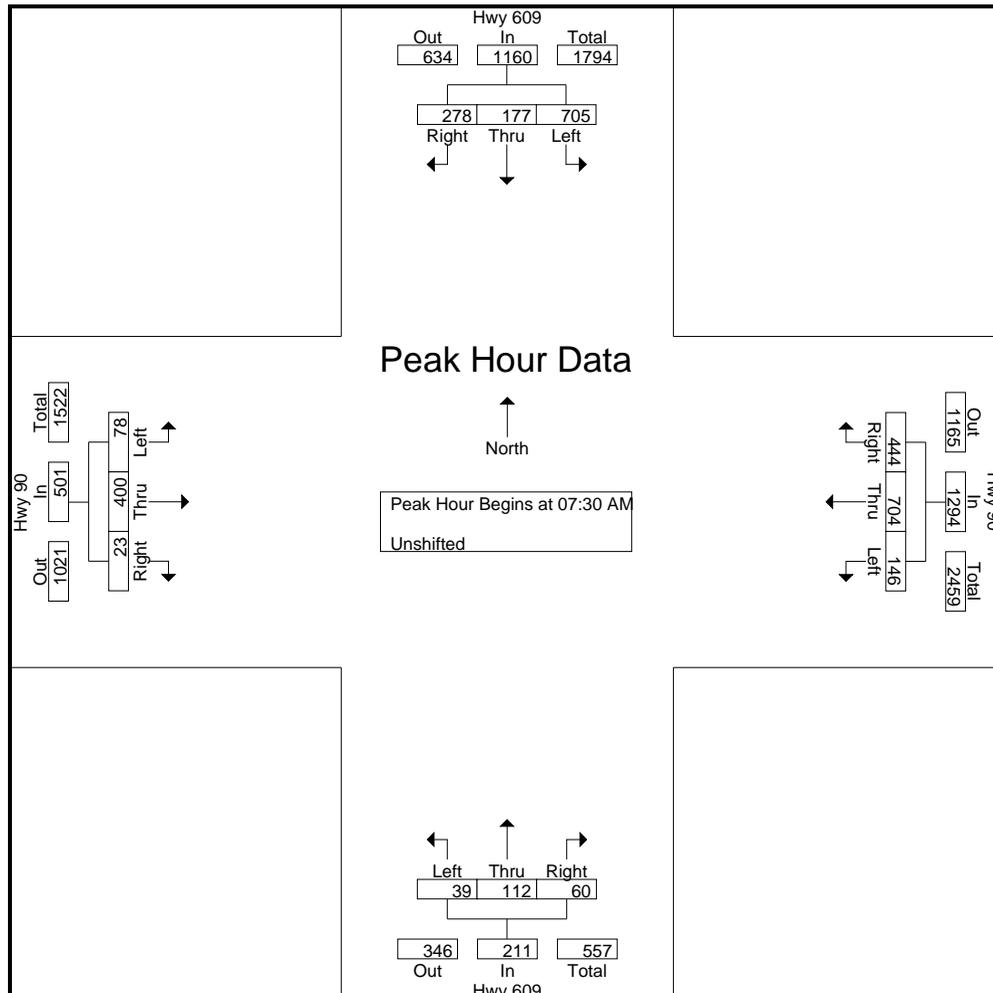
Groups Printed- Unshifted

Start Time	Hwy 609 Northbound			Hwy 609 Southbound			Hwy 90 Eastbound			Hwy 90 Westbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
03:30 PM	36	57	31	73	70	192	21	187	76	246	175	26	1190
03:45 PM	29	27	17	60	43	196	13	132	90	180	131	34	952
Total	99	165	81	238	242	750	51	674	286	793	614	118	4111
04:00 PM	23	51	18	99	45	264	13	206	113	263	177	48	1320
04:15 PM	21	53	10	62	86	240	17	233	76	303	240	40	1381
Grand Total	813	1442	537	2269	2115	6958	485	5123	2016	6296	5890	1528	35472
Apprch %	29.1	51.6	19.2	20	18.6	61.3	6.4	67.2	26.4	45.9	42.9	11.1	
Total %	2.3	4.1	1.5	6.4	6	19.6	1.4	14.4	5.7	17.7	16.6	4.3	

# Neel-Schaffer, Inc

File Name : Hwy 609-Hwy 90  
 Site Code : 00000000  
 Start Date : 8/30/2021  
 Page No : 3

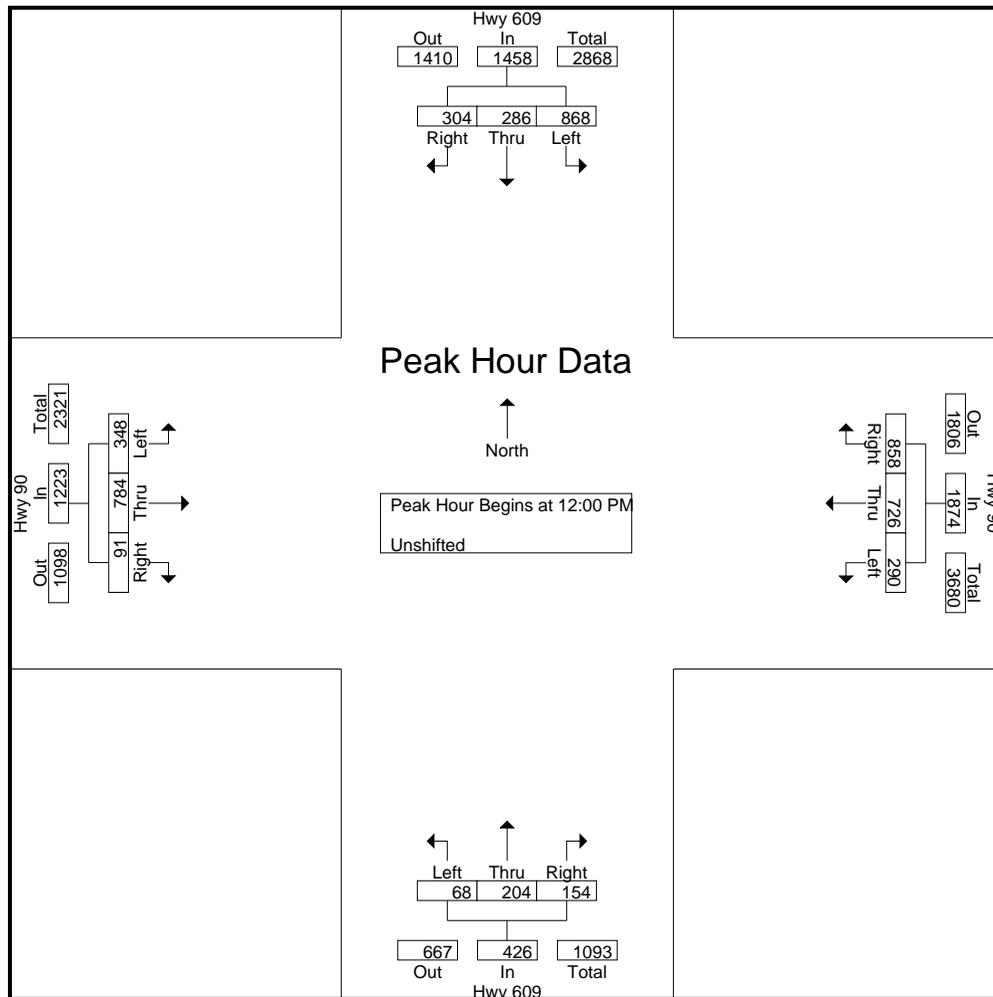
Start Time	Hwy 609 Northbound				Hwy 609 Southbound				Hwy 90 Eastbound				Hwy 90 Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	18	20	12	50	78	44	208	330	6	108	13	127	133	220	39	392	899
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	<b>25</b>	<b>58</b>	<b>17</b>	<b>100</b>	<b>115</b>	<b>82</b>	<b>271</b>	<b>468</b>	<b>11</b>	<b>155</b>	<b>36</b>	<b>202</b>	<b>161</b>	<b>241</b>	<b>72</b>	<b>474</b>	<b>1244</b>
08:15 AM	17	34	10	61	85	51	226	362	6	137	29	172	150	<b>243</b>	35	428	1023
Total Volume	60	112	39	211	278	177	705	1160	23	400	78	501	444	704	146	1294	3166
% App. Total	28.4	53.1	18.5		24	15.3	60.8		4.6	79.8	15.6		34.3	54.4	11.3		
PHF	.600	.483	.574	.528	.604	.540	.650	.620	.523	.645	.542	.620	.689	.724	.507	.682	.636



# Neel-Schaffer, Inc

File Name : Hwy 609-Hwy 90  
 Site Code : 00000000  
 Start Date : 8/30/2021  
 Page No : 4

Start Time	Hwy 609 Northbound				Hwy 609 Southbound				Hwy 90 Eastbound				Hwy 90 Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	36	41	18	95	77	69	236	<b>382</b>	23	161	93	277	<b>242</b>	164	68	474	1228
12:15 PM	17	32	16	65	<b>80</b>	75	188	343	20	172	72	264	175	137	79	391	1063
12:30 PM	<b>52</b>	<b>57</b>	<b>19</b>	128	80	57	<b>239</b>	376	<b>29</b>	<b>232</b>	89	<b>350</b>	217	<b>222</b>	<b>90</b>	<b>529</b>	<b>1383</b>
12:45 PM	49	<b>74</b>	15	<b>138</b>	67	<b>85</b>	205	357	19	219	<b>94</b>	332	224	203	53	480	1307
Total Volume	154	204	68	426	304	286	868	1458	91	784	348	1223	858	726	290	1874	4981
% App. Total	36.2	47.9	16		20.9	19.6	59.5		7.4	64.1	28.5		45.8	38.7	15.5		
PHF	.740	.689	.895	.772	.950	.841	.908	.954	.784	.845	.926	.874	.886	.818	.806	.886	.900



# Neel-Schaffer, Inc

File Name : Hwy 609-Hwy 90  
 Site Code : 00000000  
 Start Date : 8/30/2021  
 Page No : 5

Start Time	Hwy 609 Northbound				Hwy 609 Southbound				Hwy 90 Eastbound				Hwy 90 Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	36	57	31	124	73	70	192	335	21	187	76	284	246	175	26	447	1190
03:45 PM	29	27	17	73	60	43	196	299	13	132	90	235	180	131	34	345	952
04:00 PM	23	51	18	92	99	45	264	408	13	206	113	332	263	177	48	488	1320
04:15 PM	21	53	10	84	62	86	240	388	17	233	76	326	303	240	40	583	1381
Total Volume	109	188	76	373	294	244	892	1430	64	758	355	1177	992	723	148	1863	4843
% App. Total	29.2	50.4	20.4		20.6	17.1	62.4		5.4	64.4	30.2		53.2	38.8	7.9		
PHF	.757	.825	.613	.752	.742	.709	.845	.876	.762	.813	.785	.886	.818	.753	.771	.799	.877

# Neel-Schaffer, Inc

Intersection:  
City/County/State:  
Date:

File Name : Hwy 609-Lemoyne  
Site Code : 00000000  
Start Date : 8/13/2021  
Page No : 1

### Groups Printed- Unshifted

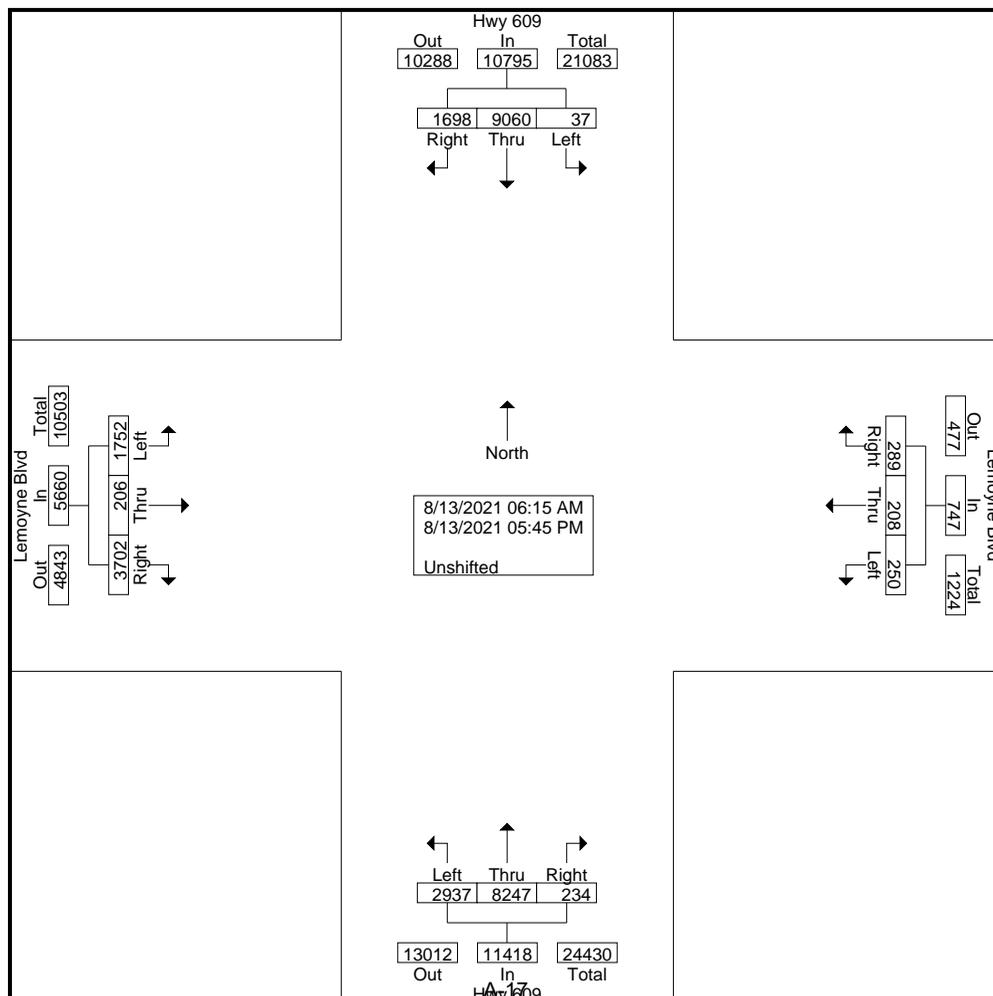
Start Time	Hwy 609 Northbound			Hwy 609 Southbound			Lemoyne Blvd Eastbound			Lemoyne Blvd Westbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
06:15 AM	3	95	19	20	144	0	66	6	25	4	5	7	394
06:30 AM	4	124	38	18	196	0	56	3	36	2	2	5	484
06:45 AM	5	151	85	21	194	0	97	2	38	4	4	5	606
Total	12	370	142	59	534	0	219	11	99	10	11	17	1484
07:00 AM	2	173	64	49	191	0	71	3	51	8	8	6	626
07:15 AM	5	196	69	58	224	0	69	12	61	15	10	7	726
07:30 AM	4	195	75	75	248	1	114	7	79	13	12	4	827
07:45 AM	8	170	63	44	263	1	123	7	43	10	5	3	740
Total	19	734	271	226	926	2	377	29	234	46	35	20	2919
08:00 AM	5	184	62	29	221	1	119	3	58	9	0	9	700
08:15 AM	2	149	55	31	160	3	81	1	17	5	2	2	508
08:30 AM	3	129	61	19	181	0	47	0	37	4	1	2	484
08:45 AM	1	136	41	32	153	1	51	2	18	5	2	2	444
Total	11	598	219	111	715	5	298	6	130	23	5	15	2136
09:00 AM	2	130	55	35	146	0	55	2	33	4	1	6	469
09:15 AM	1	113	51	42	196	1	67	3	34	2	3	3	516
09:30 AM	3	108	39	14	129	0	41	1	15	1	2	2	355
09:45 AM	2	168	43	26	155	0	54	0	45	3	2	6	504
Total	8	519	188	117	626	1	217	6	127	10	8	17	1844
10:00 AM	4	191	71	35	203	0	79	2	37	7	6	6	641
10:15 AM	5	144	51	24	173	1	71	2	19	5	1	8	504
10:30 AM	10	202	80	49	136	1	70	4	31	9	5	2	599
10:45 AM	3	148	53	44	194	6	66	4	25	2	2	4	551
Total	22	685	255	152	706	8	286	12	112	23	14	20	2295
11:00 AM	6	216	72	43	188	1	69	9	55	7	2	10	678
11:15 AM	7	225	73	45	215	0	71	6	37	4	8	11	702
11:30 AM	8	175	84	43	220	1	94	5	60	6	3	7	706
11:45 AM	5	180	84	38	161	0	73	3	42	5	2	3	596
Total	26	796	313	169	784	2	307	23	194	22	15	31	2682
12:00 PM	6	135	51	35	115	0	66	2	20	2	1	5	438
12:15 PM	5	192	57	46	186	0	78	5	23	4	2	5	603
12:30 PM	5	227	72	54	212	0	110	8	42	11	5	8	754
12:45 PM	8	239	78	43	234	0	101	6	51	12	9	6	787
Total	24	793	258	178	747	0	355	21	136	29	17	24	2582
01:00 PM	7	171	57	46	213	1	90	4	29	10	7	2	637
01:15 PM	6	261	82	49	289	0	124	5	35	8	6	5	870
01:30 PM	3	239	88	61	262	3	109	12	68	9	7	10	871
01:45 PM	11	227	103	65	257	0	127	8	57	9	8	4	876
Total	27	898	330	221	1021	4	450	29	189	36	28	21	3254
02:00 PM	5	258	103	54	257	1	104	7	48	11	6	10	864
02:15 PM	6	191	52	58	230	3	84	10	50	8	7	6	705
02:30 PM	11	177	60	29	177	0	77	12	30	7	8	6	594
02:45 PM	9	176	68	34	210	0	111	9	28	14	4	8	671
Total	31	802	283	175	874	4	376	38	156	40	25	30	2834

# Neel-Schaffer, Inc

File Name : Hwy 609-Lemoyne  
 Site Code : 00000000  
 Start Date : 8/13/2021  
 Page No : 2

## Groups Printed- Unshifted

Start Time	Hwy 609 Northbound			Hwy 609 Southbound			Lemoyne Blvd Eastbound			Lemoyne Blvd Westbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
03:00 PM	4	138	44	32	149	0	51	3	31	2	3	7	464
03:15 PM	6	160	53	25	181	0	54	1	29	3	6	7	525
03:30 PM	7	154	59	21	185	0	67	0	31	3	4	6	537
03:45 PM	4	162	55	20	167	0	58	3	27	3	2	1	502
Total	21	614	211	98	682	0	230	7	118	11	15	21	2028
04:00 PM	5	174	77	27	200	3	61	2	35	4	3	7	598
04:15 PM	1	173	68	21	156	1	64	2	34	4	1	5	530
04:30 PM	4	135	31	21	148	0	83	5	25	6	3	4	465
04:45 PM	3	202	56	22	199	1	50	6	31	6	2	3	581
Total	13	684	232	91	703	5	258	15	125	20	9	19	2174
05:00 PM	13	172	63	21	165	2	69	0	36	10	10	6	567
05:15 PM	3	204	58	17	159	3	75	1	26	2	1	3	552
05:30 PM	1	182	58	30	225	1	106	3	39	2	12	3	662
05:45 PM	3	196	56	33	193	0	79	5	31	5	3	3	607
Total	20	754	235	101	742	6	329	9	132	19	26	15	2388
Grand Total	234	8247	2937	1698	9060	37	3702	206	1752	289	208	250	28620
Apprch %	2	72.2	25.7	15.7	83.9	0.3	65.4	3.6	31	38.7	27.8	33.5	
Total %	0.8	28.8	10.3	5.9	31.7	0.1	12.9	0.7	6.1	1	0.7	0.9	



# Neel-Schaffer, Inc

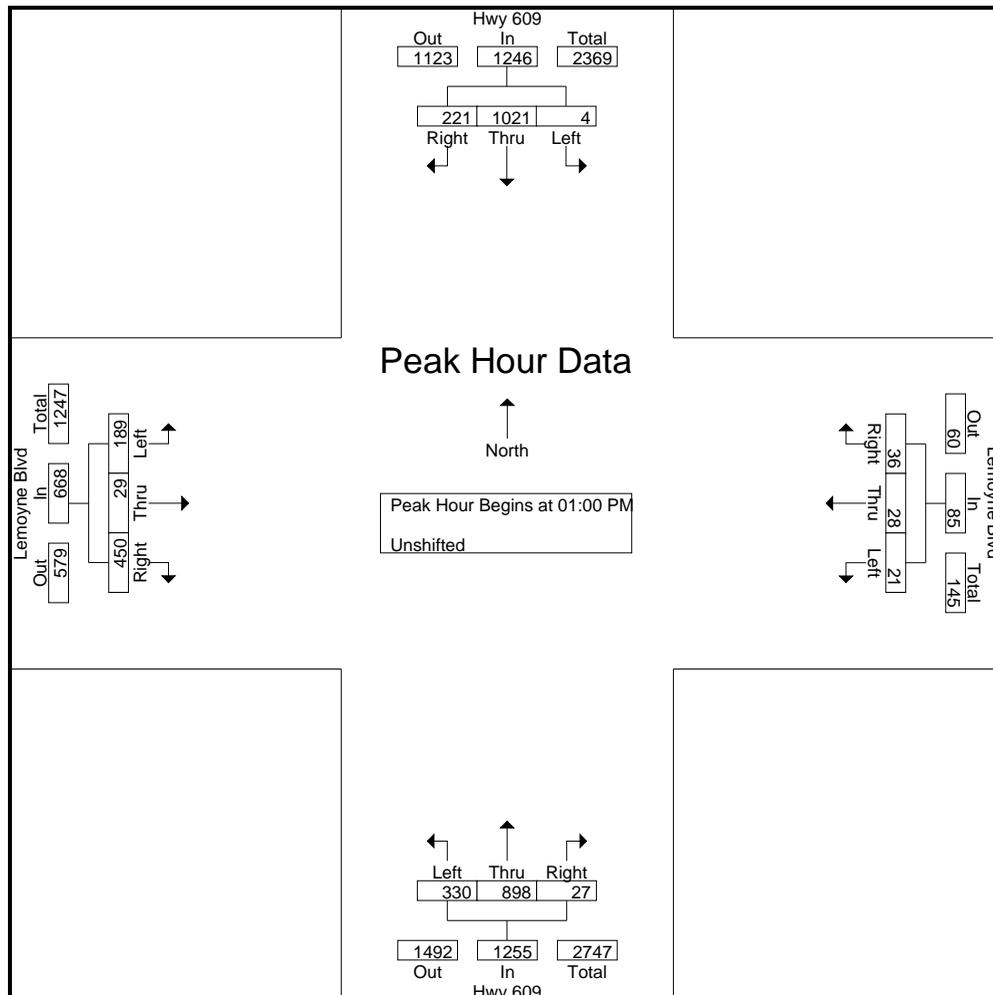
File Name : Hwy 609-Lemoyne  
 Site Code : 00000000  
 Start Date : 8/13/2021  
 Page No : 3

Start Time	Hwy 609 Northbound				Hwy 609 Southbound				Lemoyne Blvd Eastbound				Lemoyne Blvd Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:15 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	<b>196</b>	69	270	58	224	0	282	69	<b>12</b>	61	142	<b>15</b>	10	7	<b>32</b>	726
07:30 AM	4	195	<b>75</b>	<b>274</b>	<b>75</b>	248	<b>1</b>	<b>324</b>	114	7	<b>79</b>	<b>200</b>	13	<b>12</b>	4	29	<b>827</b>
07:45 AM	<b>8</b>	170	63	241	44	<b>263</b>	1	308	<b>123</b>	7	43	173	10	5	3	18	740
08:00 AM	5	184	62	251	29	221	1	251	119	3	58	180	9	0	<b>9</b>	18	700
Total Volume	22	745	269	1036	206	956	3	1165	425	29	241	695	47	27	23	97	2993
% App. Total	2.1	71.9	26		17.7	82.1	0.3		61.2	4.2	34.7		48.5	27.8	23.7		
PHF	.688	.950	.897	.945	.687	.909	.750	.899	.864	.604	.763	.869	.783	.563	.639	.758	.905

# Neel-Schaffer, Inc

File Name : Hwy 609-Lemoyne  
 Site Code : 00000000  
 Start Date : 8/13/2021  
 Page No : 4

Start Time	Hwy 609 Northbound				Hwy 609 Southbound				Lemoyne Blvd Eastbound				Lemoyne Blvd Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	7	171	57	235	46	213	1	260	90	4	29	123	10	7	2	19	637
01:15 PM	6	261	82	349	49	289	0	338	124	5	35	164	8	6	5	19	870
01:30 PM	3	239	88	330	61	262	3	326	109	12	68	189	9	7	10	26	871
01:45 PM	11	227	103	341	65	257	0	322	127	8	57	192	9	8	4	21	876
Total Volume	27	898	330	1255	221	1021	4	1246	450	29	189	668	36	28	21	85	3254
% App. Total	2.2	71.6	26.3		17.7	81.9	0.3		67.4	4.3	28.3		42.4	32.9	24.7		
PHF	.614	.860	.801	.899	.850	.883	.333	.922	.886	.604	.695	.870	.900	.875	.525	.817	.929



# Neel-Schaffer, Inc

File Name : Hwy 609-Lemoyne  
 Site Code : 00000000  
 Start Date : 8/13/2021  
 Page No : 5

Start Time	Hwy 609 Northbound				Hwy 609 Southbound				Lemoyne Blvd Eastbound				Lemoyne Blvd Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	5	<b>258</b>	<b>103</b>	<b>366</b>	54	<b>257</b>	1	<b>312</b>	104	7	48	<b>159</b>	11	6	<b>10</b>	<b>27</b>	<b>864</b>
02:15 PM	6	191	52	249	<b>58</b>	230	<b>3</b>	291	84	10	<b>50</b>	144	8	7	6	21	705
02:30 PM	<b>11</b>	177	60	248	29	177	0	206	77	<b>12</b>	30	119	7	<b>8</b>	6	21	594
02:45 PM	9	176	68	253	34	210	0	244	<b>111</b>	9	28	148	<b>14</b>	4	8	26	671
Total Volume	31	802	283	1116	175	874	4	1053	376	38	156	570	40	25	30	95	2834
% App. Total	2.8	71.9	25.4		16.6	83	0.4		66	6.7	27.4		42.1	26.3	31.6		
PHF	.705	.777	.687	.762	.754	.850	.333	.844	.847	.792	.780	.896	.714	.781	.750	.880	.820

# Neel-Schaffer, Inc

Intersection:  
 City/County/State:  
 Date:

File Name : Hwy 609-Old Fort Bayou  
 Site Code : 00000000  
 Start Date : 10/21/2021  
 Page No : 1

### Groups Printed- Unshifted

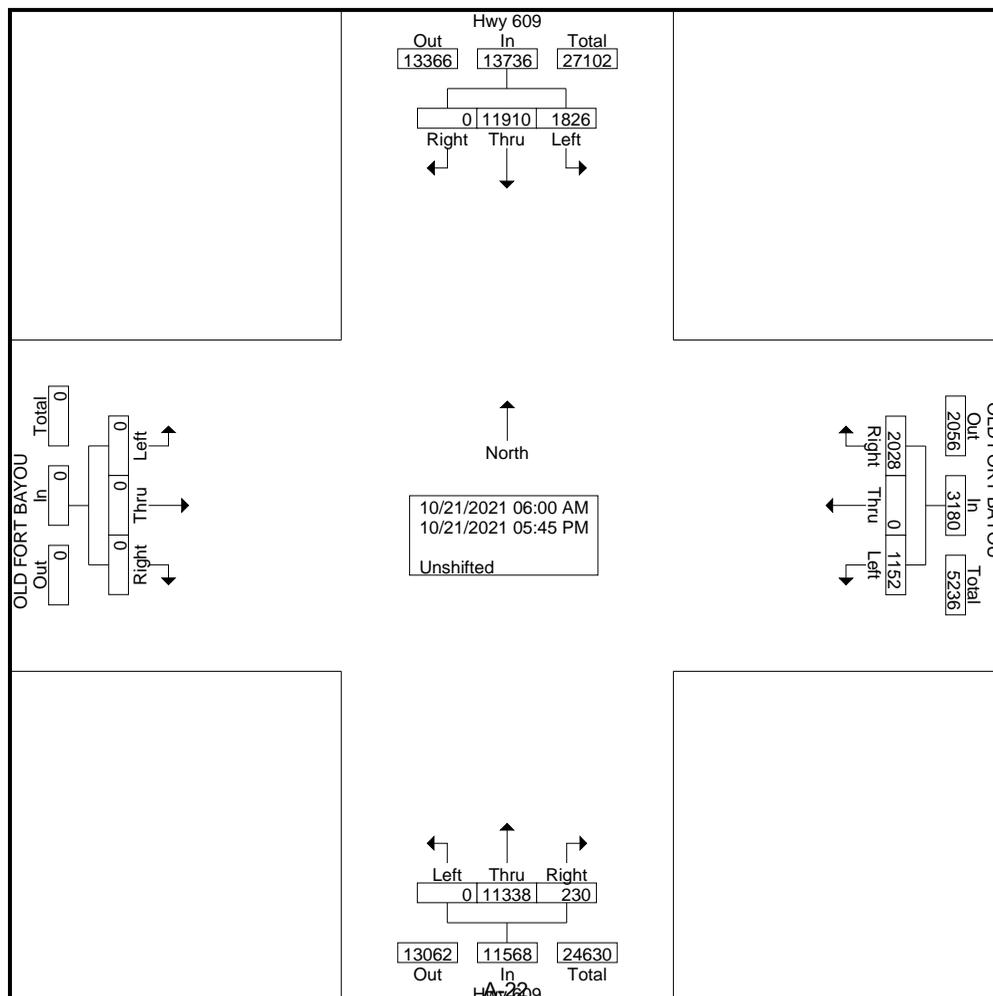
Start Time	Hwy 609 Northbound			Hwy 609 Southbound			OLD FORT BAYOU Eastbound			OLD FORT BAYOU Westbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
06:00 AM	2	84	0	0	99	20	0	0	0	32	0	10	247
06:15 AM	0	119	0	0	136	29	0	0	0	24	0	20	328
06:30 AM	2	117	0	0	157	59	0	0	0	20	0	22	377
06:45 AM	1	173	0	0	200	82	0	0	0	49	0	18	523
<b>Total</b>	<b>5</b>	<b>493</b>	<b>0</b>	<b>0</b>	<b>592</b>	<b>190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>125</b>	<b>0</b>	<b>70</b>	<b>1475</b>
07:00 AM	4	198	0	0	185	76	0	0	0	90	0	21	574
07:15 AM	3	195	0	0	237	25	0	0	0	100	0	30	590
07:30 AM	3	240	0	0	258	55	0	0	0	54	0	40	650
07:45 AM	0	249	0	0	276	58	0	0	0	57	0	51	691
<b>Total</b>	<b>10</b>	<b>882</b>	<b>0</b>	<b>0</b>	<b>956</b>	<b>214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>301</b>	<b>0</b>	<b>142</b>	<b>2505</b>
08:00 AM	2	221	0	0	256	90	0	0	0	34	0	30	633
08:15 AM	2	202	0	0	226	46	0	0	0	55	0	22	553
08:30 AM	3	196	0	0	232	21	0	0	0	58	0	34	544
08:45 AM	2	202	0	0	250	19	0	0	0	40	0	24	537
<b>Total</b>	<b>9</b>	<b>821</b>	<b>0</b>	<b>0</b>	<b>964</b>	<b>176</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>187</b>	<b>0</b>	<b>110</b>	<b>2267</b>
09:00 AM	1	183	0	0	230	28	0	0	0	32	0	28	502
09:15 AM	5	206	0	0	200	22	0	0	0	18	0	23	474
09:30 AM	4	238	0	0	260	31	0	0	0	37	0	26	596
09:45 AM	4	165	0	0	210	22	0	0	0	34	0	22	457
<b>Total</b>	<b>14</b>	<b>792</b>	<b>0</b>	<b>0</b>	<b>900</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>0</b>	<b>99</b>	<b>2029</b>
10:00 AM	2	231	0	0	216	20	0	0	0	26	0	20	515
10:15 AM	2	212	0	0	238	20	0	0	0	30	0	20	522
10:30 AM	8	245	0	0	233	17	0	0	0	33	0	24	560
10:45 AM	7	209	0	0	271	17	0	0	0	34	0	12	550
<b>Total</b>	<b>19</b>	<b>897</b>	<b>0</b>	<b>0</b>	<b>958</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>123</b>	<b>0</b>	<b>76</b>	<b>2147</b>
11:00 AM	4	214	0	0	233	23	0	0	0	28	0	21	523
11:15 AM	5	214	0	0	240	30	0	0	0	33	0	25	547
11:30 AM	8	277	0	0	267	39	0	0	0	28	0	23	642
11:45 AM	7	252	0	0	241	21	0	0	0	38	0	21	580
<b>Total</b>	<b>24</b>	<b>957</b>	<b>0</b>	<b>0</b>	<b>981</b>	<b>113</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>127</b>	<b>0</b>	<b>90</b>	<b>2292</b>
12:00 PM	1	270	0	0	232	41	0	0	0	30	0	20	594
12:15 PM	4	248	0	0	266	28	0	0	0	32	0	26	604
12:30 PM	6	230	0	0	219	25	0	0	0	24	0	18	522
12:45 PM	5	248	0	0	207	23	0	0	0	18	0	10	511
<b>Total</b>	<b>16</b>	<b>996</b>	<b>0</b>	<b>0</b>	<b>924</b>	<b>117</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>74</b>	<b>2231</b>
01:00 PM	7	232	0	0	236	30	0	0	0	34	0	20	559
01:15 PM	9	278	0	0	223	28	0	0	0	30	0	19	587
01:30 PM	9	221	0	0	261	43	0	0	0	35	0	17	586
01:45 PM	6	263	0	0	275	38	0	0	0	23	0	18	623
<b>Total</b>	<b>31</b>	<b>994</b>	<b>0</b>	<b>0</b>	<b>995</b>	<b>139</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>122</b>	<b>0</b>	<b>74</b>	<b>2355</b>
02:00 PM	8	228	0	0	237	38	0	0	0	51	0	21	583
02:15 PM	3	242	0	0	241	32	0	0	0	33	0	23	574
02:30 PM	3	249	0	0	258	24	0	0	0	83	0	39	656
02:45 PM	3	245	0	0	220	36	0	0	0	55	0	26	585
<b>Total</b>	<b>17</b>	<b>964</b>	<b>0</b>	<b>0</b>	<b>956</b>	<b>130</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>222</b>	<b>0</b>	<b>109</b>	<b>2398</b>

# Neel-Schaffer, Inc

File Name : Hwy 609-Old Fort Bayou  
 Site Code : 00000000  
 Start Date : 10/21/2021  
 Page No : 2

## Groups Printed- Unshifted

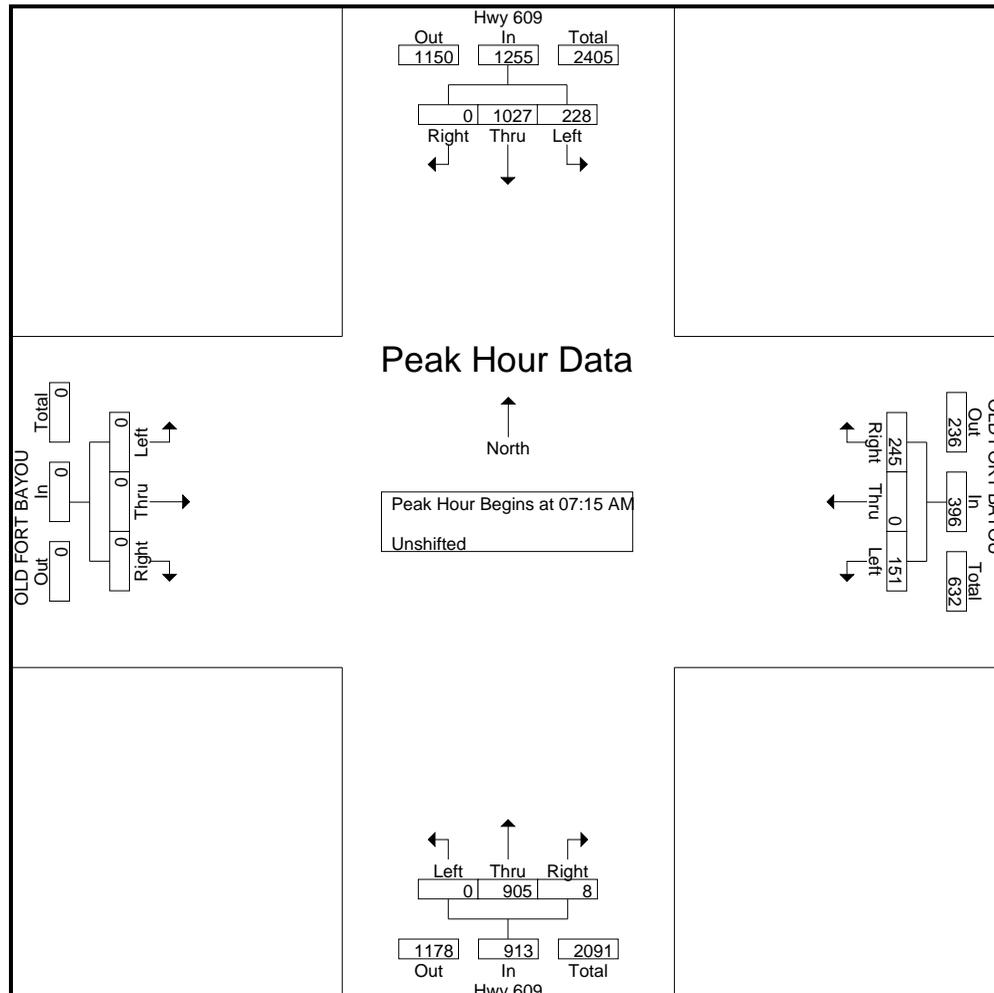
Start Time	Hwy 609 Northbound			Hwy 609 Southbound			OLD FORT BAYOU Eastbound			OLD FORT BAYOU Westbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
03:00 PM	5	264	0	0	259	41	0	0	0	41	0	20	630
03:15 PM	11	268	0	0	267	34	0	0	0	31	0	34	645
03:30 PM	6	324	0	0	308	44	0	0	0	84	0	20	786
03:45 PM	2	291	0	0	249	36	0	0	0	86	0	36	700
Total	24	1147	0	0	1083	155	0	0	0	242	0	110	2761
04:00 PM	8	308	0	0	281	40	0	0	0	35	0	20	692
04:15 PM	7	287	0	0	292	48	0	0	0	44	0	17	695
04:30 PM	2	313	0	0	293	59	0	0	0	52	0	30	749
04:45 PM	2	288	0	0	321	54	0	0	0	43	0	33	741
Total	19	1196	0	0	1187	201	0	0	0	174	0	100	2877
05:00 PM	8	350	0	0	337	46	0	0	0	50	0	22	813
05:15 PM	12	323	0	0	378	59	0	0	0	40	0	28	840
05:30 PM	11	275	0	0	350	51	0	0	0	55	0	24	766
05:45 PM	11	251	0	0	349	58	0	0	0	35	0	24	728
Total	42	1199	0	0	1414	214	0	0	0	180	0	98	3147
Grand Total	230	11338	0	0	11910	1826	0	0	0	2028	0	1152	28484
Apprch %	2	98	0	0	86.7	13.3	0	0	0	63.8	0	36.2	
Total %	0.8	39.8	0	0	41.8	6.4	0	0	0	7.1	0	4	



# Neel-Schaffer, Inc

File Name : Hwy 609-Old Fort Bayou  
 Site Code : 00000000  
 Start Date : 10/21/2021  
 Page No : 3

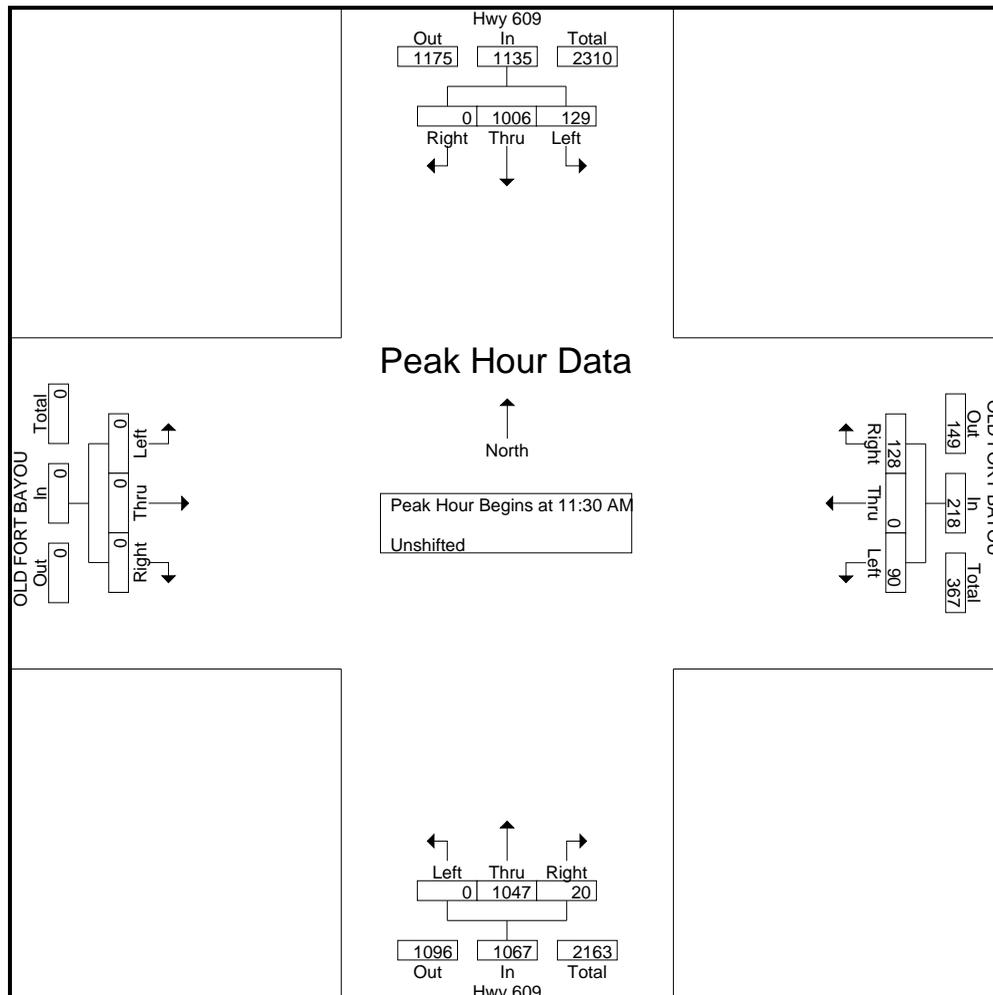
Start Time	Hwy 609 Northbound				Hwy 609 Southbound				OLD FORT BAYOU Eastbound				OLD FORT BAYOU Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	195	0	198	0	237	25	262	0	0	0	0	100	0	30	130	590
07:30 AM	3	240	0	243	0	258	55	313	0	0	0	0	54	0	40	94	650
07:45 AM	0	<b>249</b>	0	<b>249</b>	0	<b>276</b>	58	334	0	0	0	0	57	0	<b>51</b>	108	<b>691</b>
08:00 AM	2	221	0	223	0	256	<b>90</b>	<b>346</b>	0	0	0	0	34	0	30	64	633
Total Volume	8	905	0	913	0	1027	228	1255	0	0	0	0	245	0	151	396	2564
% App. Total	0.9	99.1	0		0	81.8	18.2		0	0	0		61.9	0	38.1		
PHF	.667	.909	.000	.917	.000	.930	.633	.907	.000	.000	.000	.000	.613	.000	.740	.762	.928



# Neel-Schaffer, Inc

File Name : Hwy 609-Old Fort Bayou  
 Site Code : 00000000  
 Start Date : 10/21/2021  
 Page No : 4

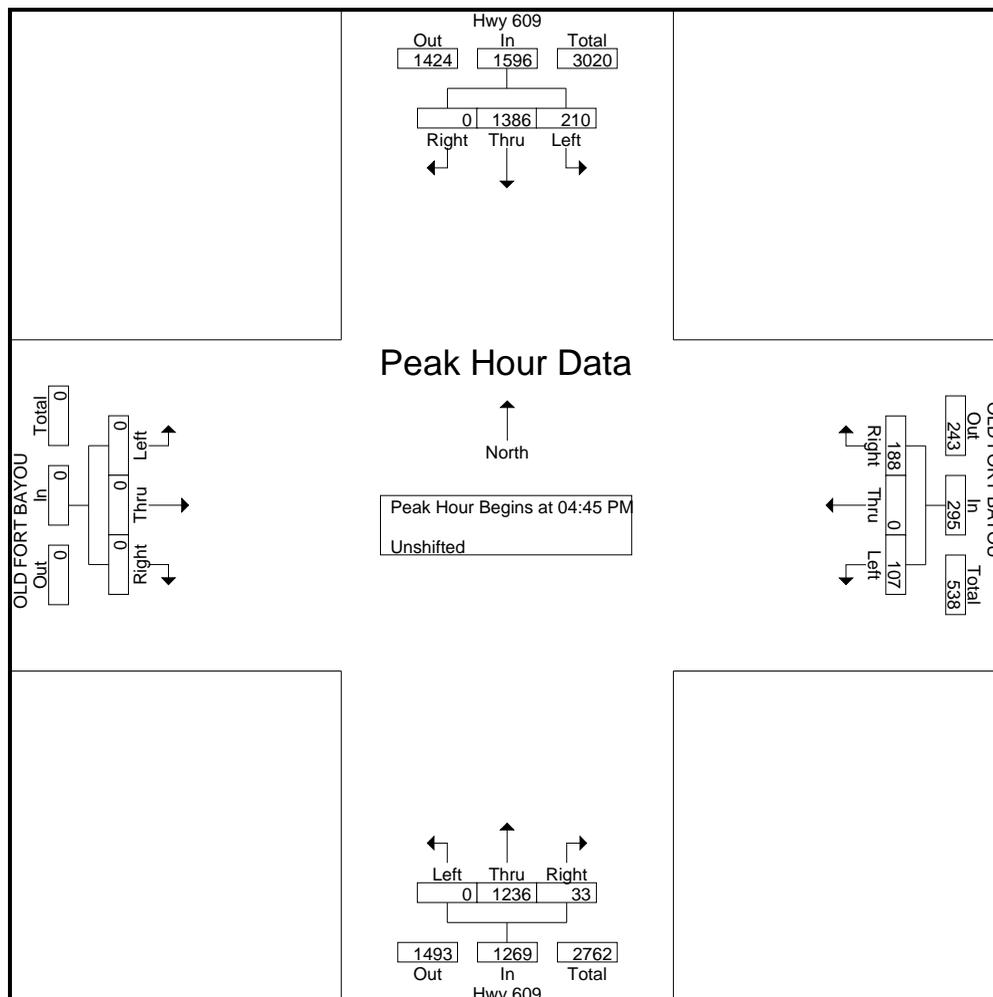
Start Time	Hwy 609 Northbound				Hwy 609 Southbound				OLD FORT BAYOU Eastbound				OLD FORT BAYOU Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	8	277	0	285	0	267	39	306	0	0	0	0	28	0	23	51	642
11:45 AM	7	252	0	259	0	241	21	262	0	0	0	0	38	0	21	59	580
12:00 PM	1	270	0	271	0	232	41	273	0	0	0	0	30	0	20	50	594
12:15 PM	4	248	0	252	0	266	28	294	0	0	0	0	32	0	26	58	604
Total Volume	20	1047	0	1067	0	1006	129	1135	0	0	0	0	128	0	90	218	2420
% App. Total	1.9	98.1	0		0	88.6	11.4		0	0	0		58.7	0	41.3		
PHF	.625	.945	.000	.936	.000	.942	.787	.927	.000	.000	.000	.000	.842	.000	.865	.924	.942



# Neel-Schaffer, Inc

File Name : Hwy 609-Old Fort Bayou  
 Site Code : 00000000  
 Start Date : 10/21/2021  
 Page No : 5

Start Time	Hwy 609 Northbound				Hwy 609 Southbound				OLD FORT BAYOU Eastbound				OLD FORT BAYOU Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	288	0	290	0	321	54	375	0	0	0	0	43	0	33	76	741
05:00 PM	8	350	0	358	0	337	46	383	0	0	0	0	50	0	22	72	813
05:15 PM	12	323	0	335	0	378	59	437	0	0	0	0	40	0	28	68	840
05:30 PM	11	275	0	286	0	350	51	401	0	0	0	0	55	0	24	79	766
Total Volume	33	1236	0	1269	0	1386	210	1596	0	0	0	0	188	0	107	295	3160
% App. Total	2.6	97.4	0		0	86.8	13.2		0	0	0		63.7	0	36.3		
PHF	.688	.883	.000	.886	.000	.917	.890	.913	.000	.000	.000	.000	.855	.000	.811	.934	.940



# Neel-Schaffer, Inc

Intersection:  
 City/County/State:  
 Date:

File Name : Hwy 609-Ponce De Leon  
 Site Code : 00000000  
 Start Date : 8/16/2021  
 Page No : 1

### Groups Printed- Unshifted

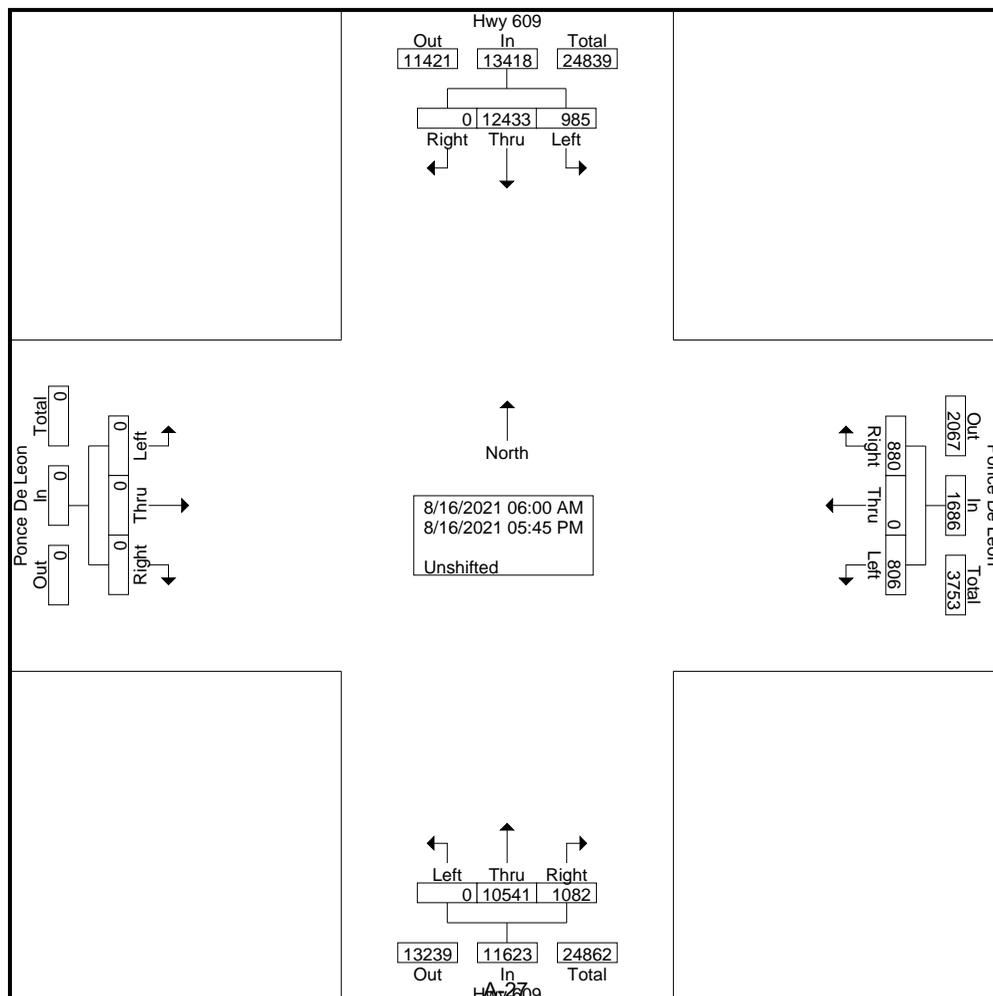
Start Time	Hwy 609 Northbound			Hwy 609 Southbound			Ponce De Leon Eastbound			Ponce De Leon Westbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
06:00 AM	14	92	0	0	151	5	0	0	0	12	0	10	284
06:15 AM	19	114	0	0	186	4	0	0	0	12	0	8	343
06:30 AM	20	135	0	0	193	8	0	0	0	20	0	19	395
06:45 AM	16	164	0	0	237	12	0	0	0	26	0	15	470
Total	69	505	0	0	767	29	0	0	0	70	0	52	1492
07:00 AM	20	223	0	0	312	9	0	0	0	14	0	29	607
07:15 AM	8	159	0	0	231	9	0	0	0	11	0	30	448
07:30 AM	17	227	0	0	323	19	0	0	0	17	0	11	614
07:45 AM	9	141	0	0	194	10	0	0	0	12	0	13	379
Total	54	750	0	0	1060	47	0	0	0	54	0	83	2048
08:00 AM	9	172	0	0	270	15	0	0	0	22	0	8	496
08:15 AM	13	192	0	0	239	5	0	0	0	13	0	14	476
08:30 AM	13	166	0	0	175	8	0	0	0	9	0	16	387
08:45 AM	19	175	0	0	243	13	0	0	0	11	0	10	471
Total	54	705	0	0	927	41	0	0	0	55	0	48	1830
09:00 AM	17	168	0	0	296	15	0	0	0	21	0	16	533
09:15 AM	21	156	0	0	276	14	0	0	0	23	0	16	506
09:30 AM	13	178	0	0	237	17	0	0	0	8	0	20	473
09:45 AM	6	95	0	0	122	4	0	0	0	4	0	5	236
Total	57	597	0	0	931	50	0	0	0	56	0	57	1748
10:00 AM	38	159	0	0	214	15	0	0	0	19	0	16	461
10:15 AM	21	178	0	0	257	13	0	0	0	18	0	19	506
10:30 AM	8	197	0	0	240	17	0	0	0	12	0	9	483
10:45 AM	14	182	0	0	200	10	0	0	0	13	0	14	433
Total	81	716	0	0	911	55	0	0	0	62	0	58	1883
11:00 AM	19	192	0	0	266	15	0	0	0	13	0	13	518
11:15 AM	12	157	0	0	159	12	0	0	0	13	0	20	373
11:30 AM	22	231	0	0	277	27	0	0	0	13	0	22	592
11:45 AM	20	179	0	0	221	11	0	0	0	15	0	12	458
Total	73	759	0	0	923	65	0	0	0	54	0	67	1941
12:00 PM	27	289	0	0	303	19	0	0	0	18	0	21	677
12:15 PM	23	240	0	0	314	20	0	0	0	30	0	14	641
12:30 PM	25	265	0	0	305	25	0	0	0	25	0	25	670
12:45 PM	35	277	0	0	335	34	0	0	0	27	0	17	725
Total	110	1071	0	0	1257	98	0	0	0	100	0	77	2713
01:00 PM	30	223	0	0	237	23	0	0	0	19	0	21	553
01:15 PM	24	280	0	0	257	24	0	0	0	21	0	18	624
01:30 PM	19	201	0	0	265	17	0	0	0	19	0	17	538
01:45 PM	32	305	0	0	316	30	0	0	0	17	0	22	722
Total	105	1009	0	0	1075	94	0	0	0	76	0	78	2437
02:00 PM	22	196	0	0	216	14	0	0	0	18	0	5	471
02:15 PM	31	361	0	0	337	29	0	0	0	30	0	24	812
02:30 PM	18	207	0	0	245	26	0	0	0	26	0	23	545
02:45 PM	36	324	0	0	370	52	0	0	0	42	0	27	851
Total	107	1088	0	0	1168	121	0	0	0	116	0	79	2679

# Neel-Schaffer, Inc

File Name : Hwy 609-Ponce De Leon  
 Site Code : 00000000  
 Start Date : 8/16/2021  
 Page No : 2

## Groups Printed- Unshifted

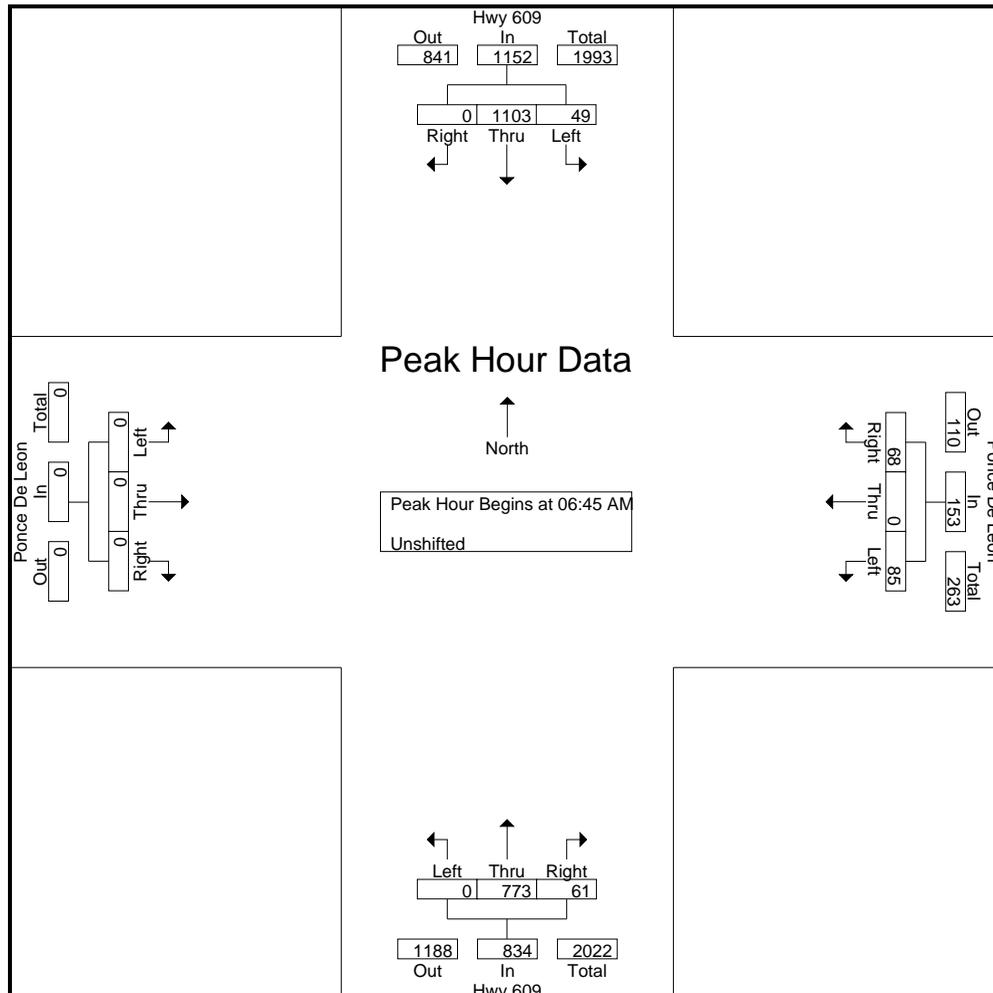
Start Time	Hwy 609 Northbound			Hwy 609 Southbound			Ponce De Leon Eastbound			Ponce De Leon Westbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
03:00 PM	33	246	0	0	285	30	0	0	0	17	0	26	637
03:15 PM	32	303	0	0	318	33	0	0	0	29	0	21	736
03:30 PM	20	178	0	0	196	22	0	0	0	7	0	6	429
03:45 PM	27	280	0	0	195	25	0	0	0	12	0	10	549
Total	112	1007	0	0	994	110	0	0	0	65	0	63	2351
04:00 PM	20	135	0	0	173	15	0	0	0	5	0	10	358
04:15 PM	43	321	0	0	311	42	0	0	0	30	0	24	771
04:30 PM	34	342	0	0	330	35	0	0	0	19	0	16	776
04:45 PM	29	326	0	0	303	35	0	0	0	16	0	14	723
Total	126	1124	0	0	1117	127	0	0	0	70	0	64	2628
05:00 PM	49	326	0	0	328	51	0	0	0	22	0	17	793
05:15 PM	28	312	0	0	355	41	0	0	0	39	0	24	799
05:30 PM	41	305	0	0	332	24	0	0	0	23	0	25	750
05:45 PM	16	267	0	0	288	32	0	0	0	18	0	14	635
Total	134	1210	0	0	1303	148	0	0	0	102	0	80	2977
Grand Total	1082	10541	0	0	12433	985	0	0	0	880	0	806	26727
Apprch %	9.3	90.7	0	0	92.7	7.3	0	0	0	52.2	0	47.8	
Total %	4	39.4	0	0	46.5	3.7	0	0	0	3.3	0	3	



# Neel-Schaffer, Inc

File Name : Hwy 609-Ponce De Leon  
 Site Code : 00000000  
 Start Date : 8/16/2021  
 Page No : 3

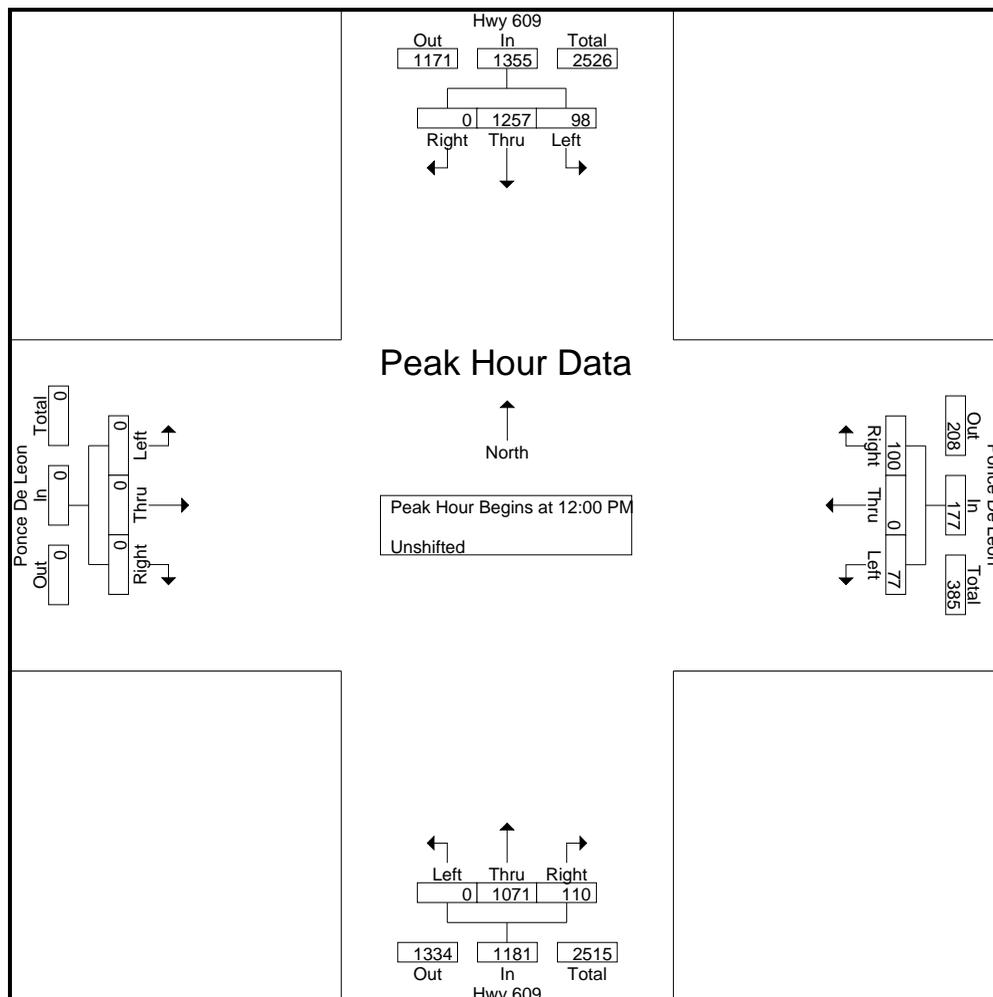
Start Time	Hwy 609 Northbound				Hwy 609 Southbound				Ponce De Leon Eastbound				Ponce De Leon Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	16	164	0	180	0	237	12	249	0	0	0	0	26	0	15	41	470
07:00 AM	20	223	0	243	0	312	9	321	0	0	0	0	14	0	29	43	607
07:15 AM	8	159	0	167	0	231	9	240	0	0	0	0	11	0	30	41	448
07:30 AM	17	227	0	244	0	323	19	342	0	0	0	0	17	0	11	28	614
Total Volume	61	773	0	834	0	1103	49	1152	0	0	0	0	68	0	85	153	2139
% App. Total	7.3	92.7	0		0	95.7	4.3		0	0	0		44.4	0	55.6		
PHF	.763	.851	.000	.855	.000	.854	.645	.842	.000	.000	.000	.000	.654	.000	.708	.890	.871



# Neel-Schaffer, Inc

File Name : Hwy 609-Ponce De Leon  
 Site Code : 00000000  
 Start Date : 8/16/2021  
 Page No : 4

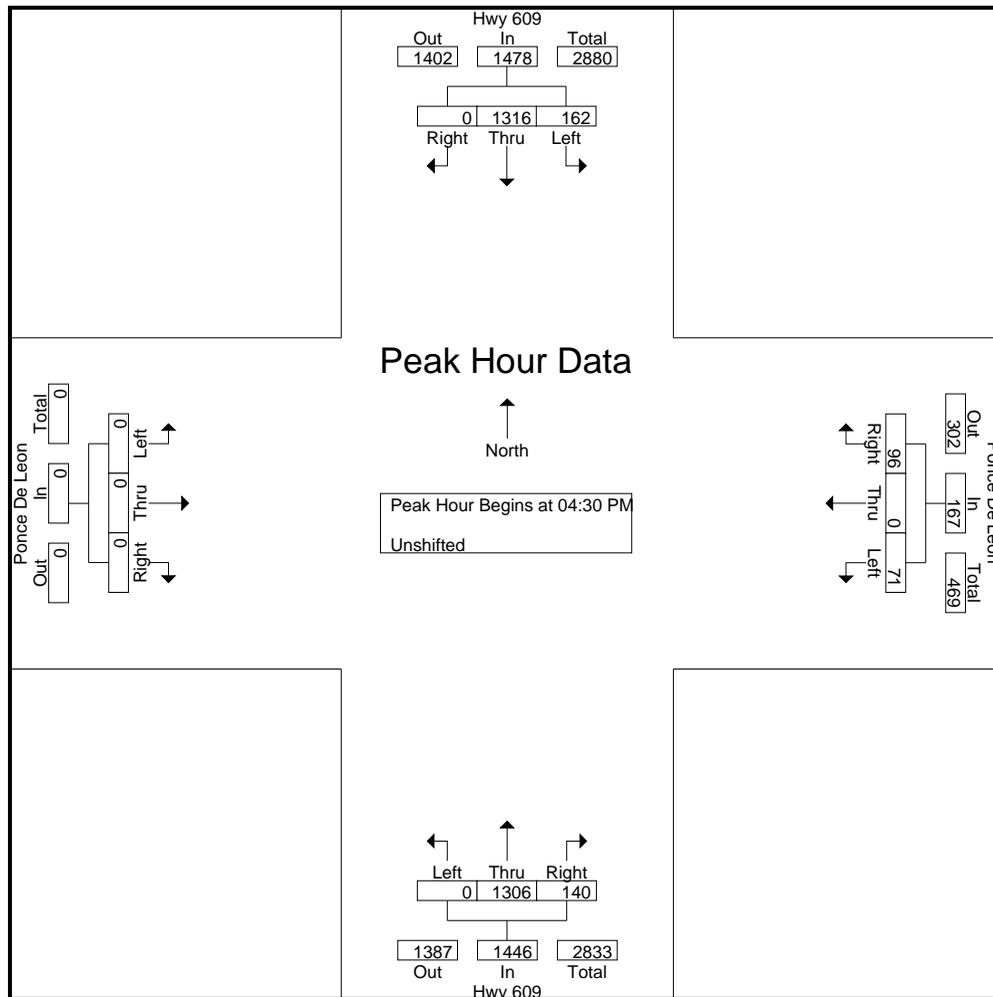
Start Time	Hwy 609 Northbound				Hwy 609 Southbound				Ponce De Leon Eastbound				Ponce De Leon Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	27	<b>289</b>	0	<b>316</b>	0	303	19	322	0	0	0	0	18	0	21	39	677
12:15 PM	23	240	0	263	0	314	20	334	0	0	0	0	<b>30</b>	0	14	44	641
12:30 PM	25	265	0	290	0	305	25	330	0	0	0	0	25	0	<b>25</b>	<b>50</b>	670
12:45 PM	<b>35</b>	277	0	312	0	<b>335</b>	<b>34</b>	<b>369</b>	0	0	0	0	27	0	17	44	<b>725</b>
Total Volume	110	1071	0	1181	0	1257	98	1355	0	0	0	0	100	0	77	177	2713
% App. Total	9.3	90.7	0		0	92.8	7.2		0	0	0		56.5	0	43.5		
PHF	.786	.926	.000	.934	.000	.938	.721	.918	.000	.000	.000	.000	.833	.000	.770	.885	.936



# Neel-Schaffer, Inc

File Name : Hwy 609-Ponce De Leon  
 Site Code : 00000000  
 Start Date : 8/16/2021  
 Page No : 5

Start Time	Hwy 609 Northbound				Hwy 609 Southbound				Ponce De Leon Eastbound				Ponce De Leon Westbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	34	<b>342</b>	0	<b>376</b>	0	330	35	365	0	0	0	0	19	0	16	35	776
04:45 PM	29	326	0	355	0	303	35	338	0	0	0	0	16	0	14	30	723
05:00 PM	<b>49</b>	326	0	375	0	328	<b>51</b>	379	0	0	0	0	22	0	17	39	793
05:15 PM	28	312	0	340	0	<b>355</b>	41	<b>396</b>	0	0	0	0	<b>39</b>	0	<b>24</b>	<b>63</b>	<b>799</b>
Total Volume	140	1306	0	1446	0	1316	162	1478	0	0	0	0	96	0	71	167	3091
% App. Total	9.7	90.3	0		0	89	11		0	0	0		57.5	0	42.5		
PHF	.714	.955	.000	.961	.000	.927	.794	.933	.000	.000	.000	.000	.615	.000	.740	.663	.967



# Neel-Schaffer, Inc

Intersection:  
City/County/State:  
Date:

File Name : Hwy 609-Shore Drive  
Site Code : 00000000  
Start Date : 3/3/2022  
Page No : 1

### Groups Printed- Unshifted

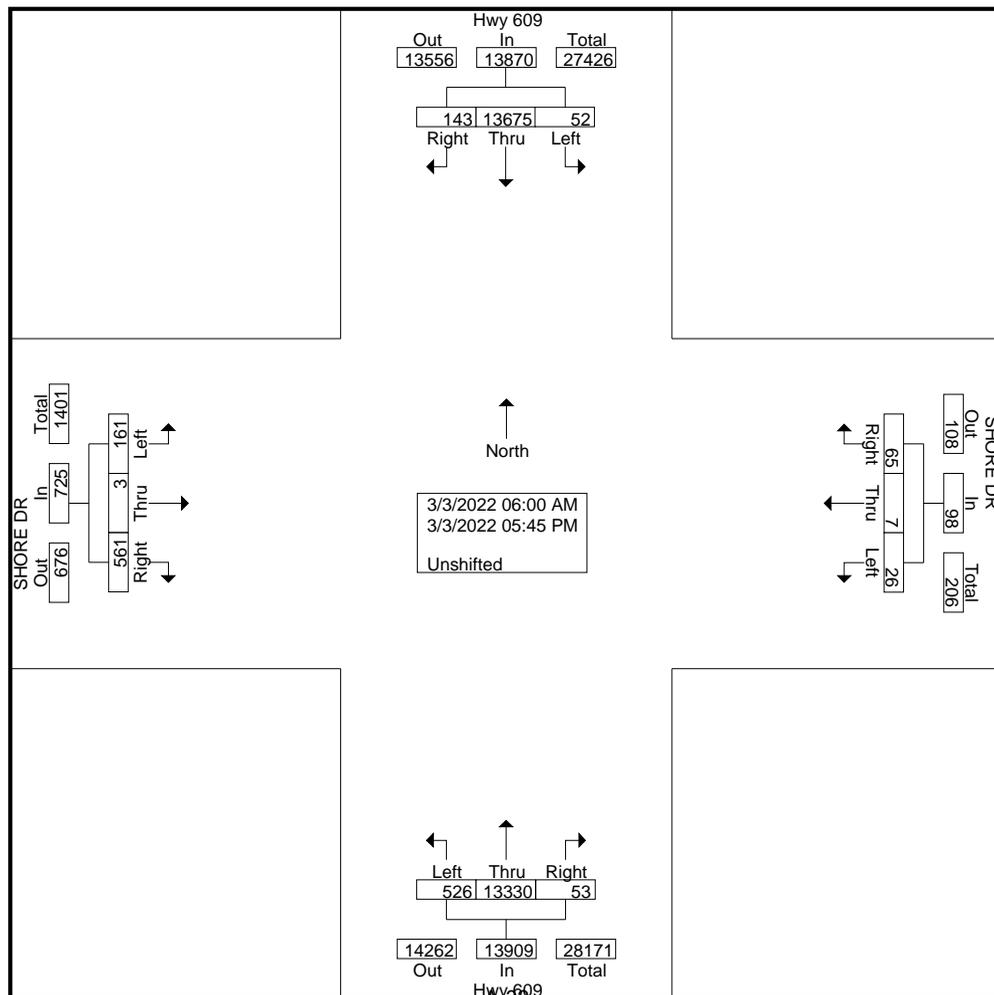
Start Time	Hwy 609 Northbound			Hwy 609 Southbound			SHORE DR Eastbound			SHORE DR Westbound			Int. Total
	Left	Thru	Right										
06:00 AM	1	80	0	0	121	0	1	0	7	0	0	0	210
06:15 AM	2	113	1	1	163	0	0	0	1	0	0	0	281
06:30 AM	1	139	2	0	223	0	1	0	9	0	0	1	376
06:45 AM	2	141	0	3	251	1	2	0	2	0	0	1	403
Total	6	473	3	4	758	1	4	0	19	0	0	2	1270
07:00 AM	3	165	1	1	223	1	3	0	10	0	0	0	407
07:15 AM	4	212	2	1	281	1	1	0	6	0	0	2	510
07:30 AM	2	229	1	1	333	2	3	0	19	0	1	0	591
07:45 AM	11	407	0	0	587	7	6	0	25	0	0	1	1044
Total	20	1013	4	3	1424	11	13	0	60	0	1	3	2552
08:00 AM	6	229	0	0	263	2	2	0	14	0	0	0	516
08:15 AM	8	186	0	0	263	2	5	0	12	0	0	0	476
08:30 AM	12	200	4	2	226	4	4	0	13	1	0	5	471
08:45 AM	15	204	0	0	245	6	5	0	22	0	0	1	498
Total	41	819	4	2	997	14	16	0	61	1	0	6	1961
09:00 AM	10	231	1	2	257	1	4	0	12	1	0	0	519
09:15 AM	6	196	2	1	186	4	3	0	5	1	0	1	405
09:30 AM	8	222	2	2	277	3	5	0	8	0	0	1	528
09:45 AM	8	196	0	1	249	7	1	0	13	0	0	0	475
Total	32	845	5	6	969	15	13	0	38	2	0	2	1927
10:00 AM	6	244	4	0	244	4	3	0	17	0	0	4	526
10:15 AM	12	222	2	1	213	2	5	0	14	0	0	2	473
10:30 AM	21	259	3	3	223	2	7	1	23	5	0	0	547
10:45 AM	11	212	0	1	220	2	1	1	6	1	0	0	455
Total	50	937	9	5	900	10	16	2	60	6	0	6	2001
11:00 AM	12	267	1	0	252	5	4	0	12	0	0	1	554
11:15 AM	13	257	1	1	232	9	7	0	14	1	1	0	536
11:30 AM	13	269	2	1	292	3	5	0	16	2	0	1	604
11:45 AM	17	270	4	1	274	2	0	0	11	0	0	4	583
Total	55	1063	8	3	1050	19	16	0	53	3	1	6	2277
12:00 PM	12	270	4	3	279	2	4	0	12	1	0	0	587
12:15 PM	16	292	0	4	271	1	0	0	8	1	0	1	594
12:30 PM	6	258	1	3	299	3	1	0	11	0	0	3	585
12:45 PM	14	279	2	0	245	5	5	0	13	2	1	2	568
Total	48	1099	7	10	1094	11	10	0	44	4	1	6	2334
01:00 PM	20	276	0	1	286	3	5	0	14	0	0	5	610
01:15 PM	6	275	0	1	283	6	1	0	9	0	0	1	582
01:30 PM	11	289	1	0	263	5	2	0	7	0	0	1	579
01:45 PM	9	285	0	3	292	3	2	0	7	1	0	1	603
Total	46	1125	1	5	1124	17	10	0	37	1	0	8	2374
02:00 PM	8	305	2	2	263	1	2	0	19	0	0	1	603
02:15 PM	11	315	0	0	267	0	3	0	9	0	2	3	610
02:30 PM	10	268	0	1	298	1	2	0	7	1	0	2	590
02:45 PM	13	367	0	1	393	1	9	0	11	0	1	0	796
Total	42	1255	2	4	1221	3	16	0	46	1	3	6	2599

# Neel-Schaffer, Inc

File Name : Hwy 609-Shore Drive  
 Site Code : 00000000  
 Start Date : 3/3/2022  
 Page No : 2

## Groups Printed- Unshifted

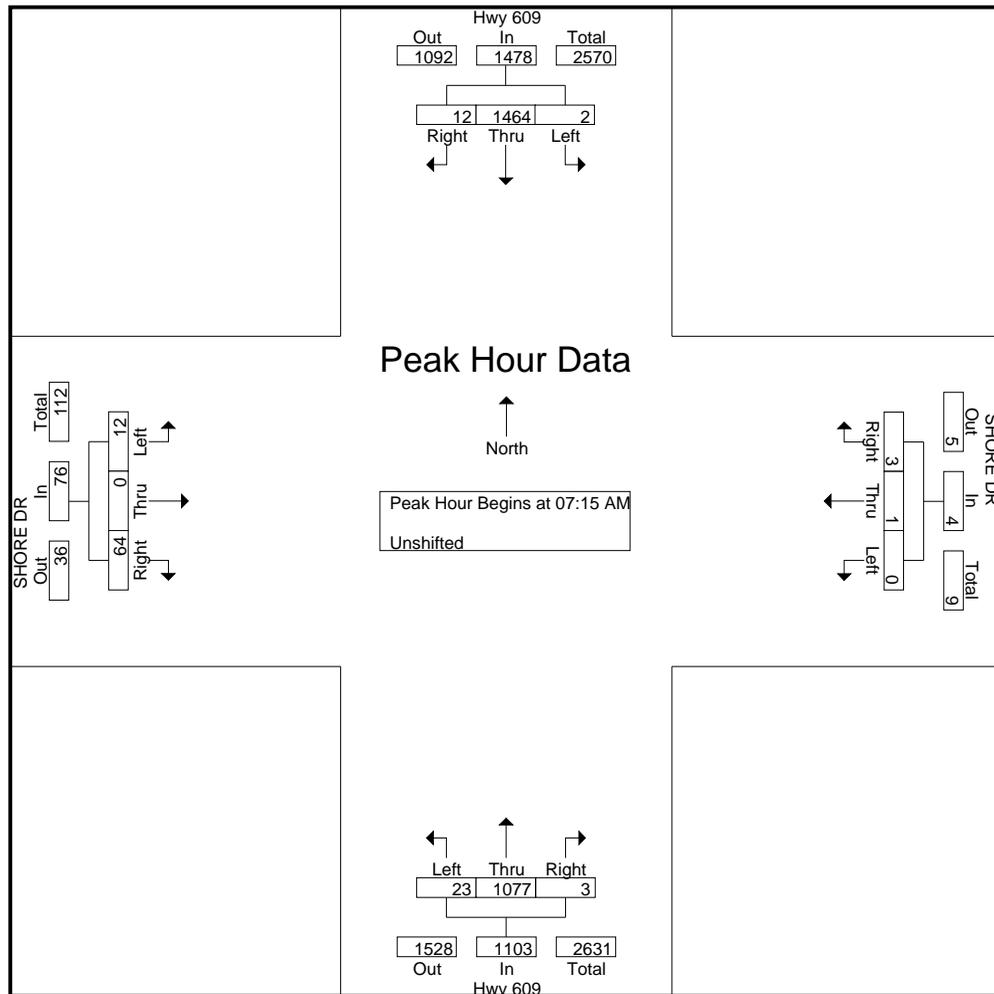
Start Time	Hwy 609 Northbound			Hwy 609 Southbound			SHORE DR Eastbound			SHORE DR Westbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
03:00 PM	14	479	0	0	529	3	7	1	15	0	0	2	1050
03:15 PM	11	406	0	1	428	3	4	0	10	0	0	1	864
03:30 PM	13	445	2	1	422	3	3	0	10	0	0	2	901
03:45 PM	12	397	2	0	373	4	5	0	12	0	1	0	806
Total	50	1727	4	2	1752	13	19	1	47	0	1	5	3621
04:00 PM	11	453	0	0	329	2	8	0	9	0	0	1	813
04:15 PM	17	410	2	0	285	5	4	0	5	0	0	1	729
04:30 PM	17	389	1	0	306	6	0	0	9	1	0	1	730
04:45 PM	15	374	0	3	311	2	3	0	9	1	0	2	720
Total	60	1626	3	3	1231	15	15	0	32	2	0	5	2992
05:00 PM	18	390	2	1	249	5	2	0	7	4	0	6	684
05:15 PM	26	367	1	1	248	1	5	0	15	1	0	1	666
05:30 PM	11	316	0	2	275	3	4	0	26	1	0	1	639
05:45 PM	21	275	0	1	383	5	2	0	16	0	0	2	705
Total	76	1348	3	5	1155	14	13	0	64	6	0	10	2694
Grand Total	526	13330	53	52	13675	143	161	3	561	26	7	65	28602
Apprch %	3.8	95.8	0.4	0.4	98.6	1	22.2	0.4	77.4	26.5	7.1	66.3	
Total %	1.8	46.6	0.2	0.2	47.8	0.5	0.6	0	2	0.1	0	0.2	



# Neel-Schaffer, Inc

File Name : Hwy 609-Shore Drive  
 Site Code : 00000000  
 Start Date : 3/3/2022  
 Page No : 3

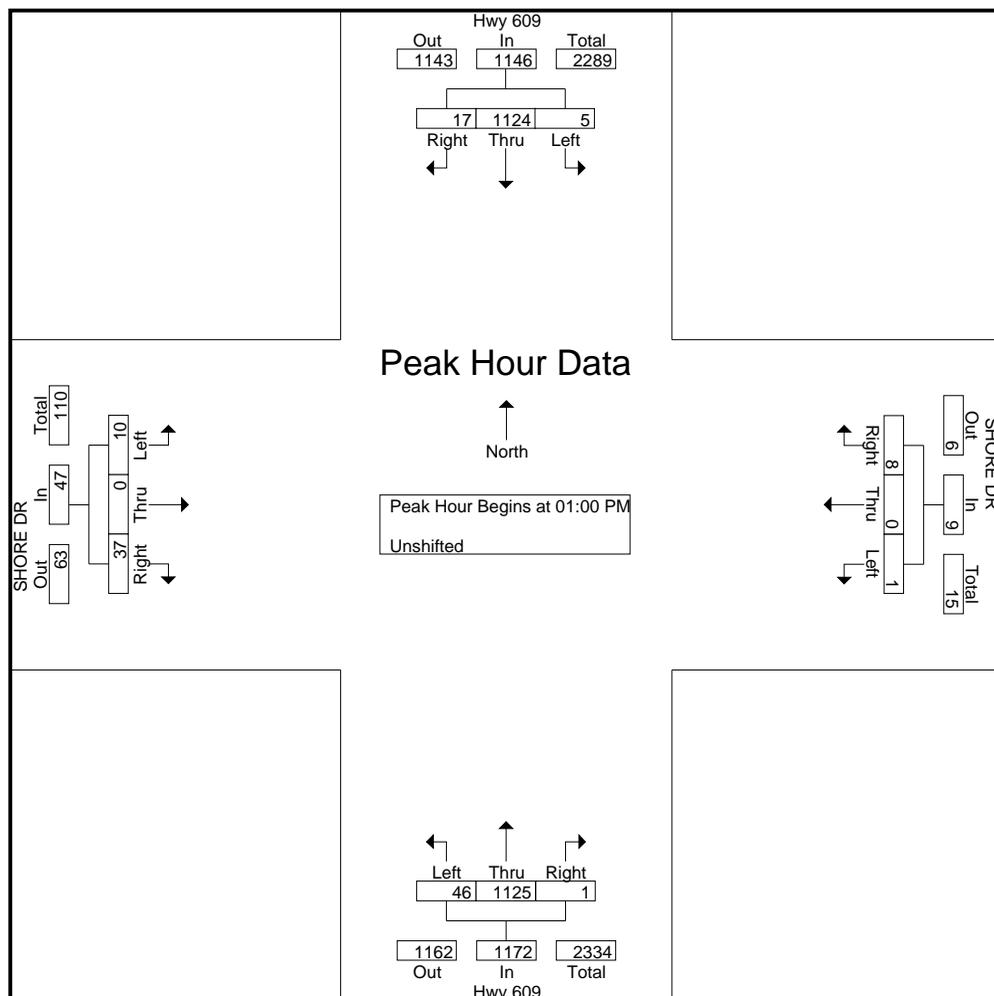
Start Time	Hwy 609 Northbound				Hwy 609 Southbound				SHORE DR Eastbound				SHORE DR Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	212	2	218	1	281	1	283	1	0	6	7	0	0	2	2	510
07:30 AM	2	229	1	232	1	333	2	336	3	0	19	22	0	1	0	1	591
07:45 AM	11	407	0	418	0	587	7	594	6	0	25	31	0	0	1	1	1044
08:00 AM	6	229	0	235	0	263	2	265	2	0	14	16	0	0	0	0	516
Total Volume	23	1077	3	1103	2	1464	12	1478	12	0	64	76	0	1	3	4	2661
% App. Total	2.1	97.6	0.3		0.1	99.1	0.8		15.8	0	84.2		0	25	75		
PHF	.523	.662	.375	.660	.500	.624	.429	.622	.500	.000	.640	.613	.000	.250	.375	.500	.637



# Neel-Schaffer, Inc

File Name : Hwy 609-Shore Drive  
 Site Code : 00000000  
 Start Date : 3/3/2022  
 Page No : 4

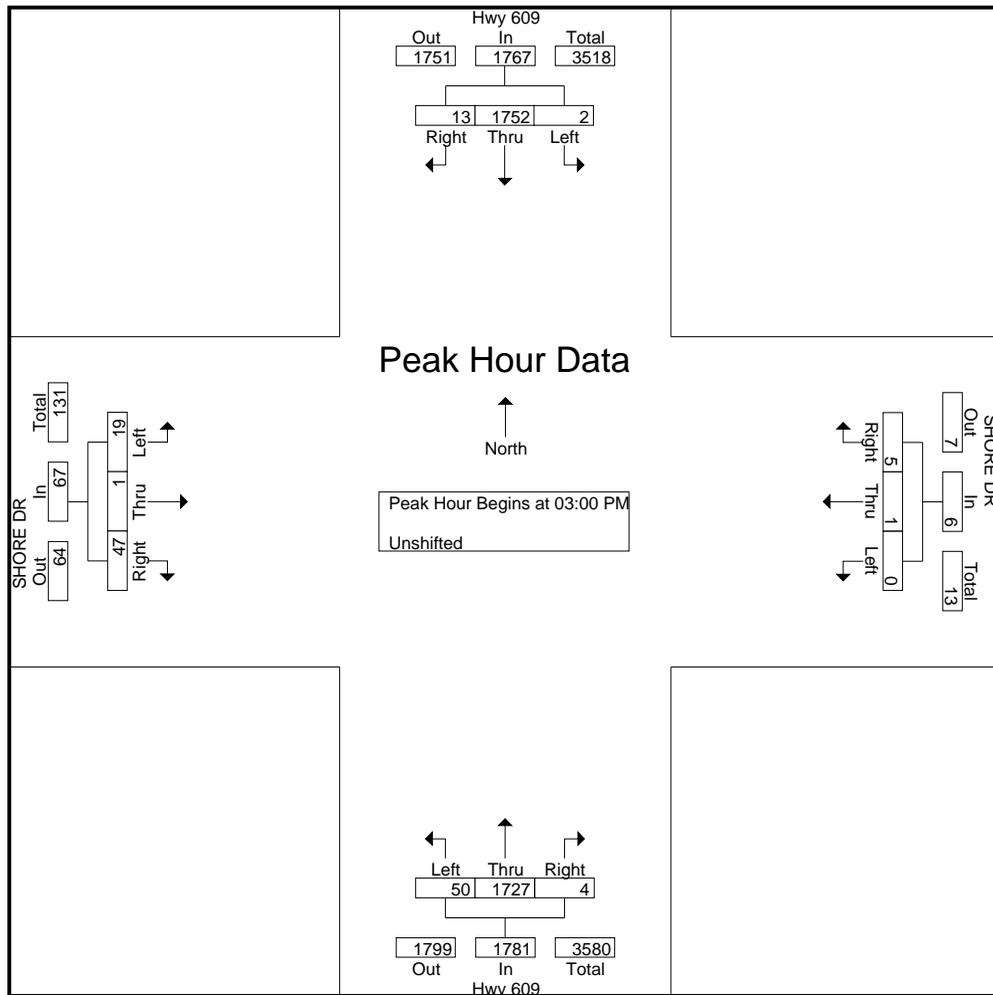
Start Time	Hwy 609 Northbound				Hwy 609 Southbound				SHORE DR Eastbound				SHORE DR Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	20	276	0	296	1	286	3	290	5	0	14	19	0	0	5	5	610
01:15 PM	6	275	0	281	1	283	6	290	1	0	9	10	0	0	1	1	582
01:30 PM	11	289	1	301	0	263	5	268	2	0	7	9	0	0	1	1	579
01:45 PM	9	285	0	294	3	292	3	298	2	0	7	9	1	0	1	2	603
Total Volume	46	1125	1	1172	5	1124	17	1146	10	0	37	47	1	0	8	9	2374
% App. Total	3.9	96	0.1		0.4	98.1	1.5		21.3	0	78.7		11.1	0	88.9		
PHF	.575	.973	.250	.973	.417	.962	.708	.961	.500	.000	.661	.618	.250	.000	.400	.450	.973



# Neel-Schaffer, Inc

File Name : Hwy 609-Shore Drive  
 Site Code : 00000000  
 Start Date : 3/3/2022  
 Page No : 5

Start Time	Hwy 609 Northbound				Hwy 609 Southbound				SHORE DR Eastbound				SHORE DR Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	14	479	0	493	0	529	3	532	7	1	15	23	0	0	2	2	1050
03:15 PM	11	406	0	417	1	428	3	432	4	0	10	14	0	0	1	1	864
03:30 PM	13	445	2	460	1	422	3	426	3	0	10	13	0	0	2	2	901
03:45 PM	12	397	2	411	0	373	4	377	5	0	12	17	0	1	0	1	806
Total Volume	50	1727	4	1781	2	1752	13	1767	19	1	47	67	0	1	5	6	3621
% App. Total	2.8	97	0.2		0.1	99.2	0.7		28.4	1.5	70.1		0	16.7	83.3		
PHF	.893	.901	.500	.903	.500	.828	.813	.830	.679	.250	.783	.728	.000	.250	.625	.750	.862



## Year 2021 Synchro Analysis

HCM 6th Signalized Intersection Summary  
1: Hwy 90

Existing AM Peak  
04/25/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	400	23	146	704	444	39	112	60	705	177	278
Future Volume (veh/h)	78	400	23	146	704	444	39	112	60	705	177	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	435	25	159	765	0	42	122	65	766	192	0
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	224	1020	58	209	1321		327	240	121	1258	596	
Arrive On Green	0.06	0.21	0.21	0.12	0.26	0.00	0.04	0.10	0.10	0.26	0.32	0.00
Sat Flow, veh/h	3456	4942	282	1781	5106	1585	1781	2289	1151	3456	1870	1585
Grp Volume(v), veh/h	85	298	162	159	765	0	42	93	94	766	192	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1820	1781	1702	1585	1781	1777	1663	1728	1870	1585
Q Serve(g_s), s	1.3	4.4	4.4	4.9	7.5	0.0	1.2	2.8	3.1	9.8	4.5	0.0
Cycle Q Clear(g_c), s	1.3	4.4	4.4	4.9	7.5	0.0	1.2	2.8	3.1	9.8	4.5	0.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	224	702	375	209	1321		327	186	174	1258	596	
V/C Ratio(X)	0.38	0.42	0.43	0.76	0.58		0.13	0.50	0.54	0.61	0.32	
Avail Cap(c_a), veh/h	514	1579	844	702	3620		422	731	684	2156	1555	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.6	19.7	19.7	24.4	18.5	0.0	21.3	24.2	24.3	13.7	14.8	0.0
Incr Delay (d2), s/veh	1.1	0.4	0.8	5.7	0.4	0.0	0.2	2.1	2.6	0.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.5	1.7	2.1	2.5	0.0	0.5	1.2	1.3	3.4	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	20.1	20.5	30.1	18.9	0.0	21.4	26.2	26.8	14.2	15.1	0.0
LnGrp LOS	C	C	C	C	B		C	C	C	B	B	
Approach Vol, veh/h		545			924	A		229			958	A
Approach Delay, s/veh		21.3			20.8			25.6			14.4	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.2	10.5	11.2	16.3	6.9	22.7	8.2	19.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	29.5	23.5	22.5	26.5	5.5	47.5	8.5	40.5				
Max Q Clear Time (g_c+I1), s	11.8	5.1	6.9	6.4	3.2	6.5	3.3	9.5				
Green Ext Time (p_c), s	2.8	0.9	0.3	2.5	0.0	1.2	0.1	5.3				

Intersection Summary

HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
2: Shore Dr

Existing AM Peak  
04/25/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	0	64	0	1	3	23	1077	3	2	1464	12
Future Volume (veh/h)	12	0	64	0	1	3	23	1077	3	2	1464	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	0	70	0	1	3	25	1171	3	2	1591	13
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	0	103	0	27	81	304	2539	7	395	2389	1066
Arrive On Green	0.07	0.00	0.07	0.00	0.07	0.07	0.03	0.70	0.70	0.00	0.67	0.67
Sat Flow, veh/h	1412	0	1585	0	412	1236	1781	3636	9	1781	3554	1585
Grp Volume(v), veh/h	13	0	70	0	0	4	25	572	602	2	1591	13
Grp Sat Flow(s),veh/h/ln	1412	0	1585	0	0	1648	1781	1777	1869	1781	1777	1585
Q Serve(g_s), s	0.5	0.0	2.5	0.0	0.0	0.1	0.2	8.3	8.3	0.0	15.3	0.2
Cycle Q Clear(g_c), s	0.6	0.0	2.5	0.0	0.0	0.1	0.2	8.3	8.3	0.0	15.3	0.2
Prop In Lane	1.00		1.00	0.00		0.75	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	0	103	0	0	107	304	1240	1305	395	2389	1066
V/C Ratio(X)	0.06	0.00	0.68	0.00	0.00	0.04	0.08	0.46	0.46	0.01	0.67	0.01
Avail Cap(c_a), veh/h	562	0	494	0	0	514	541	2571	2704	544	4878	2176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	0.0	26.4	0.0	0.0	25.3	4.8	3.9	3.9	3.5	5.6	3.1
Incr Delay (d2), s/veh	0.1	0.0	7.5	0.0	0.0	0.1	0.1	0.3	0.3	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.1	0.0	0.0	0.1	0.1	1.7	1.8	0.0	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	0.0	33.9	0.0	0.0	25.4	4.9	4.1	4.1	3.5	5.9	3.1
LnGrp LOS	C	A	C	A	A	C	A	A	A	A	A	A
Approach Vol, veh/h		83			4			1199			1606	
Approach Delay, s/veh		32.6			25.4			4.2			5.9	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	44.8		8.3	6.2	43.3		8.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	83.5		18.0	9.3	79.2		18.0				
Max Q Clear Time (g_c+I1), s	2.0	10.3		4.5	2.2	17.3		2.1				
Green Ext Time (p_c), s	0.0	10.9		0.3	0.0	21.5		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			6.0									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary  
3: Cambridge Blvd

Existing AM Peak  
04/25/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	83	76	1095	20	29	1387
Future Volume (veh/h)	83	76	1095	20	29	1387
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	83	1190	22	32	1508
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	118	109	1965	876	362	2419
Arrive On Green	0.14	0.14	0.55	0.55	0.04	0.68
Sat Flow, veh/h	870	803	3647	1585	1781	3647
Grp Volume(v), veh/h	174	0	1190	22	32	1508
Grp Sat Flow(s),veh/h/ln	1682	0	1777	1585	1781	1777
Q Serve(g_s), s	4.9	0.0	11.0	0.3	0.3	11.5
Cycle Q Clear(g_c), s	4.9	0.0	11.0	0.3	0.3	11.5
Prop In Lane	0.52	0.48		1.00	1.00	
Lane Grp Cap(c), veh/h	228	0	1965	876	362	2419
V/C Ratio(X)	0.76	0.00	0.61	0.03	0.09	0.62
Avail Cap(c_a), veh/h	875	0	5400	2408	534	6197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	7.4	5.0	5.3	4.3
Incr Delay (d2), s/veh	5.2	0.0	0.3	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	3.0	0.1	0.1	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.6	0.0	7.7	5.0	5.4	4.6
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	174		1212			1540
Approach Delay, s/veh	25.6		7.6			4.6
Approach LOS	C		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.3	31.6			37.9	11.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	6.5	74.5			85.5	25.5
Max Q Clear Time (g_c+I1), s	2.3	13.0			13.5	6.9
Green Ext Time (p_c), s	0.0	12.7			19.8	0.5
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			7.1			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
4: Ponce De Leon Dr & Hwy 609

Existing AM Peak  
04/25/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	85	68	773	61	49	1103
Future Volume (veh/h)	85	68	773	61	49	1103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	0	840	0	53	1199
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	146		1516		591	2413
Arrive On Green	0.08	0.00	0.43	0.00	0.13	0.68
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	92	0	840	0	53	1199
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	1.9	0.0	6.7	0.0	0.4	6.2
Cycle Q Clear(g_c), s	1.9	0.0	6.7	0.0	0.4	6.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	146		1516		591	2413
V/C Ratio(X)	0.63		0.55		0.09	0.50
Avail Cap(c_a), veh/h	1064		6087		1277	8351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	8.1	0.0	4.0	2.9
Incr Delay (d2), s/veh	4.4	0.0	0.3	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.8	0.0	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.1	0.0	8.4	0.0	4.1	3.1
LnGrp LOS	C		A		A	A
Approach Vol, veh/h	92	A	840	A		1252
Approach Delay, s/veh	21.1		8.4			3.1
Approach LOS	C		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.5	20.6			30.1	7.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	19.5	64.5			88.5	22.5
Max Q Clear Time (g_c+I1), s	2.4	8.7			8.2	3.9
Green Ext Time (p_c), s	0.1	7.4			11.0	0.2

Intersection Summary

HCM 6th Ctrl Delay			5.9			
HCM 6th LOS			A			

Notes

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

HCM 6th Signalized Intersection Summary  
5: Hwy 609 & Old Fort Bayou Rd

Existing AM Peak  
04/25/2022



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	151	245	228	1027	905	8
Future Volume (veh/h)	151	245	228	1027	905	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	164	266	248	1116	984	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	393	350	450	2147	1432	13
Arrive On Green	0.22	0.22	0.12	0.60	0.40	0.40
Sat Flow, veh/h	1781	1585	1781	3647	3702	33
Grp Volume(v), veh/h	164	266	248	1116	485	508
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1864
Q Serve(g_s), s	4.1	8.1	3.7	9.3	11.6	11.6
Cycle Q Clear(g_c), s	4.1	8.1	3.7	9.3	11.6	11.6
Prop In Lane	1.00	1.00	1.00			0.02
Lane Grp Cap(c), veh/h	393	350	450	2147	705	740
V/C Ratio(X)	0.42	0.76	0.55	0.52	0.69	0.69
Avail Cap(c_a), veh/h	954	849	1122	5780	1852	1943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	18.7	9.1	5.9	12.8	12.8
Incr Delay (d2), s/veh	0.7	3.4	1.1	0.2	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.9	0.9	1.7	3.6	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.9	22.2	10.1	6.1	14.0	14.0
LnGrp LOS	B	C	B	A	B	B
Approach Vol, veh/h				1364	993	
Approach Delay, s/veh				6.8	14.0	
Approach LOS				A	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.6	24.9			35.5	15.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	25.5	53.5			83.5	27.5
Max Q Clear Time (g_c+I1), s	5.7	13.6			11.3	10.1
Green Ext Time (p_c), s	0.6	6.8			9.7	1.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			11.5			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Existing AM Peak  
04/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 				 		 	 			 	
Traffic Volume (veh/h)	241	29	425	23	27	47	269	745	22	3	956	206
Future Volume (veh/h)	241	29	425	23	27	47	269	745	22	3	956	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	262	32	0	25	29	51	292	810	24	3	1039	0
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	220		33	39	68	417	1828	816	7	1414	
Arrive On Green	0.12	0.12	0.00	0.08	0.08	0.08	0.12	0.51	0.51	0.00	0.40	0.00
Sat Flow, veh/h	3456	1870	1585	405	470	826	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	262	32	0	105	0	0	292	810	24	3	1039	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1701	0	0	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.6	1.0	0.0	3.9	0.0	0.0	5.2	9.2	0.5	0.1	15.9	0.0
Cycle Q Clear(g_c), s	4.6	1.0	0.0	3.9	0.0	0.0	5.2	9.2	0.5	0.1	15.9	0.0
Prop In Lane	1.00		1.00	0.24		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	407	220		140	0	0	417	1828	816	7	1414	
V/C Ratio(X)	0.64	0.15		0.75	0.00	0.00	0.70	0.44	0.03	0.42	0.73	
Avail Cap(c_a), veh/h	1378	746		479	0	0	784	2974	1327	139	2446	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.9	25.3	0.0	28.7	0.0	0.0	27.0	9.8	7.6	31.8	16.4	0.0
Incr Delay (d2), s/veh	1.7	0.3	0.0	7.8	0.0	0.0	2.1	0.2	0.0	33.8	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.4	0.0	1.8	0.0	0.0	2.0	2.7	0.1	0.1	5.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	25.6	0.0	36.5	0.0	0.0	29.1	9.9	7.7	65.6	17.1	0.0
LnGrp LOS	C	C		D	A	A	C	A	A	E	B	
Approach Vol, veh/h		294	A		105			1126			1042	A
Approach Delay, s/veh		28.3			36.5			14.9			17.3	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	37.4		12.0	12.2	29.9		9.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	53.5		25.5	14.5	44.0		18.0				
Max Q Clear Time (g_c+I1), s	2.1	11.2		6.6	7.2	17.9		5.9				
Green Ext Time (p_c), s	0.0	6.0		0.9	0.6	7.5		0.4				

Intersection Summary

HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Existing AM Peak  
04/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	63	48	71	31	172	57	1086	33	218	848	65
Future Volume (veh/h)	157	63	48	71	31	172	57	1086	33	218	848	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	68	52	77	34	187	62	1180	36	237	922	71
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	210	160	372	41	224	333	1497	668	325	1687	752
Arrive On Green	0.10	0.21	0.21	0.05	0.16	0.16	0.05	0.42	0.42	0.10	0.47	0.47
Sat Flow, veh/h	1781	983	752	1781	250	1373	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	171	0	120	77	0	221	62	1180	36	237	922	71
Grp Sat Flow(s),veh/h/ln	1781	0	1735	1781	0	1623	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.3	0.0	4.9	3.0	0.0	11.0	1.6	23.9	1.1	5.8	15.3	2.0
Cycle Q Clear(g_c), s	6.3	0.0	4.9	3.0	0.0	11.0	1.6	23.9	1.1	5.8	15.3	2.0
Prop In Lane	1.00		0.43	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	301	0	370	372	0	264	333	1497	668	325	1687	752
V/C Ratio(X)	0.57	0.00	0.32	0.21	0.00	0.84	0.19	0.79	0.05	0.73	0.55	0.09
Avail Cap(c_a), veh/h	390	0	524	410	0	361	367	2243	1000	544	2803	1250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	27.7	26.9	0.0	33.7	13.0	20.9	14.3	16.8	15.5	12.0
Incr Delay (d2), s/veh	1.7	0.0	0.5	0.3	0.0	11.7	0.3	1.1	0.0	3.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	2.0	1.3	0.0	5.1	0.6	8.9	0.4	2.2	5.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	28.2	27.2	0.0	45.4	13.3	22.0	14.3	19.9	15.8	12.1
LnGrp LOS	C	A	C	C	A	D	B	C	B	B	B	B
Approach Vol, veh/h		291			298			1278			1230	
Approach Delay, s/veh		27.2			40.7			21.4			16.4	
Approach LOS		C			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	39.5	8.7	22.2	8.3	44.0	12.8	18.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.5	52.5	5.9	25.1	5.4	65.6	12.5	18.5				
Max Q Clear Time (g_c+1), s	7.8	25.9	5.0	6.9	3.6	17.3	8.3	13.0				
Green Ext Time (p_c), s	0.5	9.1	0.0	0.5	0.0	7.5	0.2	0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				21.8								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary  
1: Hwy 90

Existing PM Peak  
04/25/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	348	784	91	290	726	858	68	204	154	868	286	304
Future Volume (veh/h)	348	784	91	290	726	858	68	204	154	868	286	304
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	378	852	99	315	789	0	74	222	167	943	311	0
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	1110	128	351	1573		305	280	202	1061	648	
Arrive On Green	0.13	0.24	0.24	0.20	0.31	0.00	0.05	0.14	0.14	0.25	0.35	0.00
Sat Flow, veh/h	3456	4641	537	1781	5106	1585	1781	1973	1419	3456	1870	1585
Grp Volume(v), veh/h	378	624	327	315	789	0	74	199	190	943	311	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1774	1781	1702	1585	1781	1777	1615	1728	1870	1585
Q Serve(g_s), s	11.4	18.1	18.3	18.3	13.4	0.0	3.7	11.5	12.2	23.4	13.8	0.0
Cycle Q Clear(g_c), s	11.4	18.1	18.3	18.3	13.4	0.0	3.7	11.5	12.2	23.4	13.8	0.0
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	443	814	424	351	1573		305	252	229	1061	648	
V/C Ratio(X)	0.85	0.77	0.77	0.90	0.50		0.24	0.79	0.83	0.89	0.48	
Avail Cap(c_a), veh/h	485	1147	598	481	2384		322	311	283	1129	729	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.3	37.6	37.7	41.6	30.1	0.0	36.4	44.0	44.3	26.4	27.2	0.0
Incr Delay (d2), s/veh	13.0	2.0	4.0	15.5	0.2	0.0	0.4	10.4	15.4	8.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	7.4	8.0	9.2	5.3	0.0	1.7	5.8	5.8	10.6	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	39.7	41.7	57.1	30.3	0.0	36.8	54.4	59.7	35.0	27.8	0.0
LnGrp LOS	E	D	D	E	C		D	D	E	D	C	
Approach Vol, veh/h		1329			1104	A		463			1254	A
Approach Delay, s/veh		45.5			38.0			53.8			33.2	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.3	19.6	25.4	29.9	9.6	41.3	18.1	37.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.9	18.6	28.7	35.8	6.1	41.4	14.9	49.6				
Max Q Clear Time (g_c+I1), s	25.4	14.2	20.3	20.3	5.7	15.8	13.4	15.4				
Green Ext Time (p_c), s	1.4	0.9	0.6	5.1	0.0	1.9	0.2	5.6				

Intersection Summary

HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary  
2: Shore Dr

Existing PM Peak  
04/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1	47	0	1	5	50	1727	4	2	1752	13
Future Volume (veh/h)	19	1	47	0	1	5	50	1727	4	2	1752	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1	51	0	1	5	54	1877	4	2	1904	14
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	2	84	0	15	73	269	2780	6	225	2566	1144
Arrive On Green	0.05	0.05	0.05	0.00	0.05	0.05	0.04	0.76	0.76	0.00	0.72	0.72
Sat Flow, veh/h	1410	31	1559	0	271	1355	1781	3638	8	1781	3554	1585
Grp Volume(v), veh/h	21	0	52	0	0	6	54	916	965	2	1904	14
Grp Sat Flow(s),veh/h/ln	1410	0	1590	0	0	1626	1781	1777	1869	1781	1777	1585
Q Serve(g_s), s	1.1	0.0	2.4	0.0	0.0	0.3	0.5	18.9	18.9	0.0	24.2	0.2
Cycle Q Clear(g_c), s	1.3	0.0	2.4	0.0	0.0	0.3	0.5	18.9	18.9	0.0	24.2	0.2
Prop In Lane	1.00		0.98	0.00		0.83	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	0	85	0	0	87	269	1358	1428	225	2566	1144
V/C Ratio(X)	0.13	0.00	0.61	0.00	0.00	0.07	0.20	0.67	0.68	0.01	0.74	0.01
Avail Cap(c_a), veh/h	428	0	380	0	0	389	409	1971	2073	338	3739	1668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	0.0	34.8	0.0	0.0	33.8	7.3	4.3	4.3	4.5	6.3	2.9
Incr Delay (d2), s/veh	0.3	0.0	6.8	0.0	0.0	0.3	0.4	0.6	0.6	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.1	0.0	0.0	0.1	0.3	4.1	4.3	0.0	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	0.0	41.7	0.0	0.0	34.2	7.6	4.9	4.9	4.5	6.7	2.9
LnGrp LOS	C	A	D	A	A	C	A	A	A	A	A	A
Approach Vol, veh/h		73			6			1935			1920	
Approach Delay, s/veh		39.7			34.2			5.0			6.7	
Approach LOS		D			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	62.0		8.5	7.9	58.8		8.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	83.5		18.0	9.3	79.2		18.0				
Max Q Clear Time (g_c+I1), s	2.0	20.9		4.4	2.5	26.2		2.3				
Green Ext Time (p_c), s	0.0	28.4		0.2	0.0	28.2		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			6.5									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary  
3: Cambridge Blvd

Existing PM Peak  
04/25/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	55	58	1660	72	77	1434
Future Volume (veh/h)	55	58	1660	72	77	1434
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	63	1804	78	84	1559
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	77	81	2406	1073	272	2804
Arrive On Green	0.09	0.09	0.68	0.68	0.05	0.79
Sat Flow, veh/h	811	852	3647	1585	1781	3647
Grp Volume(v), veh/h	124	0	1804	78	84	1559
Grp Sat Flow(s),veh/h/ln	1676	0	1777	1585	1781	1777
Q Serve(g_s), s	5.6	0.0	25.8	1.3	0.9	12.8
Cycle Q Clear(g_c), s	5.6	0.0	25.8	1.3	0.9	12.8
Prop In Lane	0.48	0.51		1.00	1.00	
Lane Grp Cap(c), veh/h	159	0	2406	1073	272	2804
V/C Ratio(X)	0.78	0.00	0.75	0.07	0.31	0.56
Avail Cap(c_a), veh/h	551	0	3415	1523	325	3920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	0.0	8.2	4.3	10.1	3.1
Incr Delay (d2), s/veh	8.0	0.0	0.6	0.0	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	7.7	0.3	0.7	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.3	0.0	8.8	4.3	10.7	3.2
LnGrp LOS	D	A	A	A	B	A
Approach Vol, veh/h	124		1882			1643
Approach Delay, s/veh	42.3		8.6			3.6
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.7	57.0			65.7	11.9
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	6.5	74.5			85.5	25.5
Max Q Clear Time (g_c+I1), s	2.9	27.8			14.8	7.6
Green Ext Time (p_c), s	0.0	24.7			21.1	0.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			7.5			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
4: Ponce De Leon Dr & Hwy 609

Existing PM Peak  
04/25/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	71	96	1306	140	162	1316
Future Volume (veh/h)	71	96	1306	140	162	1316
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	0	1420	0	176	1430
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	112		2131		420	2747
Arrive On Green	0.06	0.00	0.60	0.00	0.09	0.77
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	77	0	1420	0	176	1430
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	2.3	0.0	14.6	0.0	1.6	8.4
Cycle Q Clear(g_c), s	2.3	0.0	14.6	0.0	1.6	8.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	112		2131		420	2747
V/C Ratio(X)	0.69		0.67		0.42	0.52
Avail Cap(c_a), veh/h	731		4181		891	5736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	0.0	7.3	0.0	7.0	2.4
Incr Delay (d2), s/veh	7.2	0.0	0.4	0.0	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	3.9	0.0	0.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.4	0.0	7.7	0.0	7.6	2.5
LnGrp LOS	C		A		A	A
Approach Vol, veh/h	77	A	1420	A		1606
Approach Delay, s/veh	32.4		7.7			3.1
Approach LOS	C		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.5	37.4			46.9	8.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	19.5	64.5			88.5	22.5
Max Q Clear Time (g_c+I1), s	3.6	16.6			10.4	4.3
Green Ext Time (p_c), s	0.4	16.3			15.1	0.1

Intersection Summary

HCM 6th Ctrl Delay			5.9			
HCM 6th LOS			A			

Notes

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

HCM 6th Signalized Intersection Summary  
5: Hwy 609 & Old Fort Bayou Rd

Existing PM Peak  
04/25/2022



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	107	188	210	1386	1236	33
Future Volume (veh/h)	107	188	210	1386	1236	33
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	204	228	1507	1343	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	303	270	370	2419	1813	49
Arrive On Green	0.17	0.17	0.09	0.68	0.51	0.51
Sat Flow, veh/h	1781	1585	1781	3647	3629	95
Grp Volume(v), veh/h	116	204	228	1507	674	705
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1853
Q Serve(g_s), s	3.5	7.4	3.2	14.2	18.0	18.0
Cycle Q Clear(g_c), s	3.5	7.4	3.2	14.2	18.0	18.0
Prop In Lane	1.00	1.00	1.00			0.05
Lane Grp Cap(c), veh/h	303	270	370	2419	911	950
V/C Ratio(X)	0.38	0.76	0.62	0.62	0.74	0.74
Avail Cap(c_a), veh/h	812	722	956	4916	1575	1643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	23.9	11.1	5.3	11.6	11.6
Incr Delay (d2), s/veh	0.8	4.3	1.7	0.3	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.9	1.3	2.4	5.3	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.0	28.2	12.8	5.6	12.8	12.7
LnGrp LOS	C	C	B	A	B	B
Approach Vol, veh/h	320			1735	1379	
Approach Delay, s/veh	26.3			6.5	12.7	
Approach LOS	C			A	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.1	35.4			45.6	14.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	25.5	53.5			83.5	27.5
Max Q Clear Time (g_c+I1), s	5.2	20.0			16.2	9.4
Green Ext Time (p_c), s	0.6	10.9			16.5	0.9
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			10.9			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Existing PM Peak  
04/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 				 		 	 			 	
Traffic Volume (veh/h)	156	38	376	30	25	40	283	802	31	4	874	175
Future Volume (veh/h)	156	38	376	30	25	40	283	802	31	4	874	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	170	41	0	33	27	43	308	872	34	4	950	0
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	170		44	36	58	450	1802	804	10	1358	
Arrive On Green	0.09	0.09	0.00	0.08	0.08	0.08	0.13	0.51	0.51	0.01	0.38	0.00
Sat Flow, veh/h	3456	1870	1585	549	449	716	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	170	41	0	103	0	0	308	872	34	4	950	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1714	0	0	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.7	1.2	0.0	3.3	0.0	0.0	4.8	9.1	0.6	0.1	12.8	0.0
Cycle Q Clear(g_c), s	2.7	1.2	0.0	3.3	0.0	0.0	4.8	9.1	0.6	0.1	12.8	0.0
Prop In Lane	1.00		1.00	0.32		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	170		138	0	0	450	1802	804	10	1358	
V/C Ratio(X)	0.54	0.24		0.75	0.00	0.00	0.68	0.48	0.04	0.42	0.70	
Avail Cap(c_a), veh/h	1549	838		542	0	0	881	3341	1490	157	2748	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.7	24.0	0.0	25.6	0.0	0.0	23.6	9.2	7.1	28.2	14.8	0.0
Incr Delay (d2), s/veh	1.5	0.7	0.0	7.8	0.0	0.0	1.8	0.2	0.0	26.4	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.5	0.0	1.6	0.0	0.0	1.8	2.5	0.2	0.1	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	24.8	0.0	33.3	0.0	0.0	25.5	9.4	7.1	54.6	15.5	0.0
LnGrp LOS	C	C		C	A	A	C	A	A	D	B	
Approach Vol, veh/h		211	A		103			1214			954	A
Approach Delay, s/veh		25.9			33.3			13.4			15.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	33.3		9.7	11.9	26.2		9.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	53.5		25.5	14.5	44.0		18.0				
Max Q Clear Time (g_c+I1), s	2.1	11.1		4.7	6.8	14.8		5.3				
Green Ext Time (p_c), s	0.0	6.7		0.7	0.6	6.9		0.4				

Intersection Summary

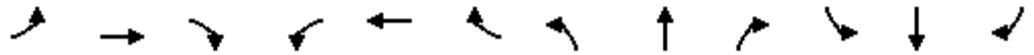
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Existing PM Peak  
04/25/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	144	61	65	32	39	133	84	1284	44	303	1156	144
Future Volume (veh/h)	144	61	65	32	39	133	84	1284	44	303	1156	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	66	71	35	42	145	91	1396	48	329	1257	157
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	162	174	284	50	172	267	1609	718	363	1959	874
Arrive On Green	0.09	0.20	0.20	0.03	0.13	0.13	0.05	0.45	0.45	0.14	0.55	0.55
Sat Flow, veh/h	1781	824	887	1781	369	1273	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	157	0	137	35	0	187	91	1396	48	329	1257	157
Grp Sat Flow(s),veh/h/ln	1781	0	1711	1781	0	1641	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.4	0.0	7.2	1.7	0.0	11.4	2.8	36.2	1.7	12.3	25.1	5.0
Cycle Q Clear(g_c), s	7.4	0.0	7.2	1.7	0.0	11.4	2.8	36.2	1.7	12.3	25.1	5.0
Prop In Lane	1.00		0.52	1.00		0.78	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	0	336	284	0	222	267	1609	718	363	1959	874
V/C Ratio(X)	0.60	0.00	0.41	0.12	0.00	0.84	0.34	0.87	0.07	0.91	0.64	0.18
Avail Cap(c_a), veh/h	317	0	420	332	0	297	281	1825	814	429	2280	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	35.9	36.3	0.0	43.2	15.0	25.2	15.8	27.4	15.9	11.4
Incr Delay (d2), s/veh	2.2	0.0	0.8	0.2	0.0	15.2	0.7	4.3	0.0	20.5	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	3.0	0.8	0.0	5.5	1.1	14.7	0.6	9.7	9.1	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	0.0	36.7	36.5	0.0	58.3	15.8	29.5	15.8	47.9	16.4	11.5
LnGrp LOS	C	A	D	D	A	E	B	C	B	D	B	B
Approach Vol, veh/h		294			222			1535			1743	
Approach Delay, s/veh		35.8			54.9			28.3			21.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.2	50.8	7.6	24.6	9.1	60.9	13.9	18.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.5	52.5	5.9	25.1	5.4	65.6	12.5	18.5				
Max Q Clear Time (g_c+I1), s	14.3	38.2	3.7	9.2	4.8	27.1	9.4	13.4				
Green Ext Time (p_c), s	0.4	8.1	0.0	0.6	0.0	11.8	0.1	0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			27.5									
HCM 6th LOS			C									

## Year 2027 Synchro Analysis

HCM 6th Signalized Intersection Summary  
1: Hwy 90

Opening No Build AM Peak  
04/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 		 		
Traffic Volume (veh/h)	83	425	24	155	747	471	41	119	64	748	188	295
Future Volume (veh/h)	83	425	24	155	747	471	41	119	64	748	188	295
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	462	26	168	812	0	45	129	70	813	204	0
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	1039	58	220	1372		320	237	121	1263	609	
Arrive On Green	0.06	0.21	0.21	0.12	0.27	0.00	0.04	0.10	0.10	0.27	0.33	0.00
Sat Flow, veh/h	3456	4948	276	1781	5106	1585	1781	2273	1165	3456	1870	1585
Grp Volume(v), veh/h	90	317	171	168	812	0	45	99	100	813	204	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1821	1781	1702	1585	1781	1777	1661	1728	1870	1585
Q Serve(g_s), s	1.5	4.9	5.0	5.5	8.4	0.0	1.3	3.2	3.5	11.1	5.0	0.0
Cycle Q Clear(g_c), s	1.5	4.9	5.0	5.5	8.4	0.0	1.3	3.2	3.5	11.1	5.0	0.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	223	715	382	220	1372		320	185	173	1263	609	
V/C Ratio(X)	0.40	0.44	0.45	0.77	0.59		0.14	0.54	0.58	0.64	0.33	
Avail Cap(c_a), veh/h	850	2012	1076	844	4182		421	546	510	1995	1279	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	20.8	20.9	25.7	19.3	0.0	22.5	25.7	25.9	14.5	15.4	0.0
Incr Delay (d2), s/veh	1.2	0.4	0.8	5.5	0.4	0.0	0.2	2.4	3.0	0.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.7	1.9	2.4	2.9	0.0	0.5	1.4	1.4	3.9	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	21.3	21.7	31.2	19.7	0.0	22.7	28.1	28.9	15.1	15.8	0.0
LnGrp LOS	C	C	C	C	B		C	C	C	B	B	
Approach Vol, veh/h		578			980	A		244			1017	A
Approach Delay, s/veh		22.5			21.6			27.4			15.2	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.6	10.8	12.0	17.2	7.2	24.2	8.4	20.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	28.9	18.6	28.7	35.8	6.1	41.4	14.9	49.6				
Max Q Clear Time (g_c+I1), s	13.1	5.5	7.5	7.0	3.3	7.0	3.5	10.4				
Green Ext Time (p_c), s	2.9	0.8	0.4	2.9	0.0	1.2	0.2	5.9				

Intersection Summary

HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
2: Shore Dr

Opening No Build AM Peak  
04/25/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	68	0	1	3	24	1143	3	2	1554	13
Future Volume (veh/h)	13	0	68	0	1	3	24	1143	3	2	1554	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	0	74	0	1	3	26	1242	3	2	1689	14
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	0	104	0	27	81	284	2607	6	374	2454	1095
Arrive On Green	0.07	0.00	0.07	0.00	0.07	0.07	0.03	0.72	0.72	0.00	0.69	0.69
Sat Flow, veh/h	1412	0	1585	0	412	1236	1781	3637	9	1781	3554	1585
Grp Volume(v), veh/h	14	0	74	0	0	4	26	607	638	2	1689	14
Grp Sat Flow(s),veh/h/ln	1412	0	1585	0	0	1648	1781	1777	1869	1781	1777	1585
Q Serve(g_s), s	0.6	0.0	2.9	0.0	0.0	0.1	0.3	9.2	9.2	0.0	17.6	0.2
Cycle Q Clear(g_c), s	0.7	0.0	2.9	0.0	0.0	0.1	0.3	9.2	9.2	0.0	17.6	0.2
Prop In Lane	1.00		1.00	0.00		0.75	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	204	0	104	0	0	108	284	1274	1340	374	2454	1095
V/C Ratio(X)	0.07	0.00	0.71	0.00	0.00	0.04	0.09	0.48	0.48	0.01	0.69	0.01
Avail Cap(c_a), veh/h	516	0	454	0	0	472	496	2360	2482	511	4477	1997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	0.0	28.8	0.0	0.0	27.5	5.2	3.8	3.8	3.4	5.7	3.0
Incr Delay (d2), s/veh	0.1	0.0	8.7	0.0	0.0	0.1	0.1	0.3	0.3	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.3	0.0	0.0	0.1	0.1	2.0	2.1	0.0	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	37.5	0.0	0.0	27.6	5.4	4.1	4.1	3.4	6.1	3.0
LnGrp LOS	C	A	D	A	A	C	A	A	A	A	A	A
Approach Vol, veh/h		88			4			1271			1705	
Approach Delay, s/veh		36.0			27.6			4.1			6.1	
Approach LOS		D			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	49.6		8.6	6.3	47.9		8.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	83.5		18.0	9.3	79.2		18.0				
Max Q Clear Time (g_c+1), s	2.0	11.2		4.9	2.3	19.6		2.1				
Green Ext Time (p_c), s	0.0	12.2		0.3	0.0	23.8		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			6.1									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary  
3: Cambridge Blvd

Opening No Build AM Peak  
04/25/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	88	81	1162	21	31	1472
Future Volume (veh/h)	88	81	1162	21	31	1472
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	88	1263	23	34	1600
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	124	114	2041	910	343	2464
Arrive On Green	0.14	0.14	0.57	0.57	0.04	0.69
Sat Flow, veh/h	873	800	3647	1585	1781	3647
Grp Volume(v), veh/h	185	0	1263	23	34	1600
Grp Sat Flow(s),veh/h/ln	1683	0	1777	1585	1781	1777
Q Serve(g_s), s	5.8	0.0	12.9	0.3	0.4	13.7
Cycle Q Clear(g_c), s	5.8	0.0	12.9	0.3	0.4	13.7
Prop In Lane	0.52	0.48		1.00	1.00	
Lane Grp Cap(c), veh/h	239	0	2041	910	343	2464
V/C Ratio(X)	0.77	0.00	0.62	0.03	0.10	0.65
Avail Cap(c_a), veh/h	784	0	4836	2157	489	5550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	7.7	5.0	5.7	4.7
Incr Delay (d2), s/veh	5.3	0.0	0.3	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	3.6	0.1	0.1	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	0.0	8.0	5.0	5.8	5.0
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	185		1286			1634
Approach Delay, s/veh	27.9		8.0			5.0
Approach LOS	C		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.5	35.9			42.5	12.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	6.5	74.5			85.5	25.5
Max Q Clear Time (g_c+I1), s	2.4	14.9			15.7	7.8
Green Ext Time (p_c), s	0.0	14.0			22.2	0.5
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			7.6			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
4: Ponce De Leon Dr & Hwy 609

Opening No Build AM Peak  
04/25/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶	↷	↶	↶	↷
Traffic Volume (veh/h)	90	72	821	65	52	1171
Future Volume (veh/h)	90	72	821	65	52	1171
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	0	892	0	57	1273
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	149		1575		572	2438
Arrive On Green	0.08	0.00	0.44	0.00	0.13	0.69
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	98	0	892	0	57	1273
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	2.1	0.0	7.3	0.0	0.5	6.9
Cycle Q Clear(g_c), s	2.1	0.0	7.3	0.0	0.5	6.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	149		1575		572	2438
V/C Ratio(X)	0.66		0.57		0.10	0.52
Avail Cap(c_a), veh/h	1025		5862		1232	8044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	8.1	0.0	4.1	3.0
Incr Delay (d2), s/veh	4.8	0.0	0.3	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.2	0.0	8.4	0.0	4.2	3.2
LnGrp LOS	C		A		A	A
Approach Vol, veh/h	98	A	892	A		1330
Approach Delay, s/veh	22.2		8.4			3.2
Approach LOS	C		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.5	21.8			31.3	7.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	19.5	64.5			88.5	22.5
Max Q Clear Time (g_c+I1), s	2.5	9.3			8.9	4.1
Green Ext Time (p_c), s	0.1	8.0			12.2	0.2

Intersection Summary

HCM 6th Ctrl Delay			6.0			
HCM 6th LOS			A			

Notes

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

HCM 6th Signalized Intersection Summary  
5: Hwy 609 & Old Fort Bayou Rd

Opening No Build AM Peak  
04/25/2022



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	160	260	242	1090	961	8
Future Volume (veh/h)	160	260	242	1090	961	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	283	263	1185	1045	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	406	361	435	2170	1476	13
Arrive On Green	0.23	0.23	0.12	0.61	0.41	0.41
Sat Flow, veh/h	1781	1585	1781	3647	3704	31
Grp Volume(v), veh/h	174	283	263	1185	514	540
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1865
Q Serve(g_s), s	4.7	9.3	4.2	10.8	13.4	13.4
Cycle Q Clear(g_c), s	4.7	9.3	4.2	10.8	13.4	13.4
Prop In Lane	1.00	1.00	1.00			0.02
Lane Grp Cap(c), veh/h	406	361	435	2170	726	762
V/C Ratio(X)	0.43	0.78	0.60	0.55	0.71	0.71
Avail Cap(c_a), veh/h	880	783	1035	5330	1707	1792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	20.2	10.1	6.3	13.7	13.7
Incr Delay (d2), s/veh	0.7	3.8	1.4	0.2	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.4	1.1	2.2	4.3	4.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.1	24.0	11.4	6.5	15.0	14.9
LnGrp LOS	B	C	B	A	B	B
Approach Vol, veh/h	457			1448	1054	
Approach Delay, s/veh	22.1			7.4	15.0	
Approach LOS	C			A	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.2	27.3			38.5	17.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	25.5	53.5			83.5	27.5
Max Q Clear Time (g_c+I1), s	6.2	15.4			12.8	11.3
Green Ext Time (p_c), s	0.7	7.3			10.7	1.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			12.4			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Opening No Build AM Peak  
04/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	31	451	24	29	50	286	791	23	3	1015	219
Future Volume (veh/h)	256	31	451	24	29	50	286	791	23	3	1015	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	278	34	0	26	32	54	311	860	25	3	1103	0
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	224		34	42	72	427	1877	837	7	1453	
Arrive On Green	0.12	0.12	0.00	0.09	0.09	0.09	0.12	0.53	0.53	0.00	0.41	0.00
Sat Flow, veh/h	3456	1870	1585	395	487	821	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	278	34	0	112	0	0	311	860	25	3	1103	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1703	0	0	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.3	1.1	0.0	4.4	0.0	0.0	6.0	10.4	0.5	0.1	18.4	0.0
Cycle Q Clear(g_c), s	5.3	1.1	0.0	4.4	0.0	0.0	6.0	10.4	0.5	0.1	18.4	0.0
Prop In Lane	1.00		1.00	0.23		0.48	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	415	224		148	0	0	427	1877	837	7	1453	
V/C Ratio(X)	0.67	0.15		0.75	0.00	0.00	0.73	0.46	0.03	0.42	0.76	
Avail Cap(c_a), veh/h	1275	690		444	0	0	725	2751	1227	129	2263	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.1	27.3	0.0	30.8	0.0	0.0	29.2	10.1	7.8	34.3	17.5	0.0
Incr Delay (d2), s/veh	1.9	0.3	0.0	7.5	0.0	0.0	2.4	0.2	0.0	34.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.5	0.0	2.1	0.0	0.0	2.4	3.2	0.1	0.1	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	27.6	0.0	38.3	0.0	0.0	31.6	10.3	7.8	68.3	18.4	0.0
LnGrp LOS	C	C		D	A	A	C	B	A	E	B	
Approach Vol, veh/h		312	A		112			1196			1106	A
Approach Delay, s/veh		30.6			38.3			15.8			18.5	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	41.0		12.8	13.0	32.8		10.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	53.5		25.5	14.5	44.0		18.0				
Max Q Clear Time (g_c+I1), s	2.1	12.4		7.3	8.0	20.4		6.4				
Green Ext Time (p_c), s	0.0	6.5		1.0	0.6	7.9		0.4				

Intersection Summary

HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Opening No Build AM Peak  
04/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	67	51	75	33	183	61	1153	35	231	900	69
Future Volume (veh/h)	167	67	51	75	33	183	61	1153	35	231	900	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	182	73	55	82	36	199	66	1253	38	251	978	75
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	293	216	163	369	42	231	315	1535	684	310	1732	773
Arrive On Green	0.10	0.22	0.22	0.05	0.17	0.17	0.04	0.43	0.43	0.10	0.49	0.49
Sat Flow, veh/h	1781	990	746	1781	249	1374	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	182	0	128	82	0	235	66	1253	38	251	978	75
Grp Sat Flow(s),veh/h/ln	1781	0	1736	1781	0	1623	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.3	0.0	5.7	3.4	0.0	12.9	1.8	28.2	1.3	6.7	17.8	2.3
Cycle Q Clear(g_c), s	7.3	0.0	5.7	3.4	0.0	12.9	1.8	28.2	1.3	6.7	17.8	2.3
Prop In Lane	1.00		0.43	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	0	379	369	0	272	315	1535	684	310	1732	773
V/C Ratio(X)	0.62	0.00	0.34	0.22	0.00	0.86	0.21	0.82	0.06	0.81	0.56	0.10
Avail Cap(c_a), veh/h	354	0	478	391	0	329	341	2045	912	492	2555	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	30.1	29.1	0.0	36.9	14.0	22.7	15.1	18.8	16.5	12.6
Incr Delay (d2), s/veh	2.4	0.0	0.5	0.3	0.0	17.9	0.3	2.0	0.0	5.4	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	2.4	1.5	0.0	6.4	0.7	10.9	0.5	2.7	6.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	0.0	30.6	29.4	0.0	54.8	14.3	24.7	15.1	24.2	16.8	12.6
LnGrp LOS	C	A	C	C	A	D	B	C	B	C	B	B
Approach Vol, veh/h		310			317			1357			1304	
Approach Delay, s/veh		29.8			48.2			24.0			18.0	
Approach LOS		C			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	43.9	9.3	24.4	8.6	49.0	13.9	19.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.5	52.5	5.9	25.1	5.4	65.6	12.5	18.5				
Max Q Clear Time (g_c+I1), s	8.7	30.2	5.4	7.7	3.8	19.8	9.3	14.9				
Green Ext Time (p_c), s	0.5	9.2	0.0	0.6	0.0	8.1	0.1	0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			24.5									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
1: Hwy 90

Opening No Build PM Peak  
04/25/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	369	832	97	308	771	911	72	217	163	921	304	323
Future Volume (veh/h)	369	832	97	308	771	911	72	217	163	921	304	323
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	401	904	105	335	838	0	78	236	177	1001	330	0
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	451	1127	130	366	1623		297	282	203	1059	662	
Arrive On Green	0.13	0.24	0.24	0.21	0.32	0.00	0.05	0.14	0.14	0.26	0.35	0.00
Sat Flow, veh/h	3456	4641	537	1781	5106	1585	1781	1973	1419	3456	1870	1585
Grp Volume(v), veh/h	401	662	347	335	838	0	78	212	201	1001	330	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1774	1781	1702	1585	1781	1777	1615	1728	1870	1585
Q Serve(g_s), s	13.9	22.2	22.4	22.4	16.3	0.0	4.5	14.1	14.9	28.9	16.8	0.0
Cycle Q Clear(g_c), s	13.9	22.2	22.4	22.4	16.3	0.0	4.5	14.1	14.9	28.9	16.8	0.0
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	451	826	431	366	1623		297	254	231	1059	662	
V/C Ratio(X)	0.89	0.80	0.81	0.91	0.52		0.26	0.83	0.87	0.95	0.50	
Avail Cap(c_a), veh/h	452	1066	556	473	2288		304	276	251	1086	693	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.0	43.3	43.4	47.3	33.9	0.0	41.5	50.7	51.1	30.5	30.8	0.0
Incr Delay (d2), s/veh	19.0	3.4	6.6	19.1	0.3	0.0	0.5	18.2	25.7	15.7	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	9.4	10.3	11.5	6.5	0.0	2.0	7.5	7.6	14.1	7.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	46.7	50.0	66.4	34.1	0.0	42.0	68.9	76.7	46.2	31.4	0.0
LnGrp LOS	E	D	D	E	C		D	E	E	D	C	
Approach Vol, veh/h		1410			1173	A		491			1331	A
Approach Delay, s/veh		54.4			43.3			67.8			42.5	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.2	21.9	29.5	34.0	10.5	47.6	20.4	43.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	32.7	18.9	32.3	38.1	6.5	45.1	15.9	54.5				
Max Q Clear Time (g_c+1), s	30.9	16.9	24.4	24.4	6.5	18.8	15.9	18.3				
Green Ext Time (p_c), s	0.9	0.5	0.6	5.1	0.0	2.0	0.0	6.1				

Intersection Summary

HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary  
2: Shore Dr

Opening No Build PM Peak  
04/25/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1	50	0	1	5	53	1833	4	2	1860	14
Future Volume (veh/h)	20	1	50	0	1	5	53	1833	4	2	1860	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	1	54	0	1	5	58	1992	4	2	2022	15
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	2	81	0	14	71	249	2836	6	204	2620	1169
Arrive On Green	0.05	0.05	0.05	0.00	0.05	0.05	0.04	0.78	0.78	0.00	0.74	0.74
Sat Flow, veh/h	1410	29	1561	0	271	1355	1781	3639	7	1781	3554	1585
Grp Volume(v), veh/h	22	0	55	0	0	6	58	972	1024	2	2022	15
Grp Sat Flow(s),veh/h/ln	1410	0	1589	0	0	1626	1781	1777	1869	1781	1777	1585
Q Serve(g_s), s	1.2	0.0	2.8	0.0	0.0	0.3	0.6	21.7	21.7	0.0	28.2	0.2
Cycle Q Clear(g_c), s	1.5	0.0	2.8	0.0	0.0	0.3	0.6	21.7	21.7	0.0	28.2	0.2
Prop In Lane	1.00		0.98	0.00		0.83	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	157	0	83	0	0	85	249	1385	1457	204	2620	1169
V/C Ratio(X)	0.14	0.00	0.67	0.00	0.00	0.07	0.23	0.70	0.70	0.01	0.77	0.01
Avail Cap(c_a), veh/h	395	0	352	0	0	360	373	1823	1917	309	3458	1542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	0.0	37.9	0.0	0.0	36.7	9.0	4.4	4.4	4.8	6.5	2.8
Incr Delay (d2), s/veh	0.4	0.0	8.8	0.0	0.0	0.4	0.5	0.8	0.8	0.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.3	0.0	0.0	0.1	0.5	4.8	5.1	0.0	7.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	46.7	0.0	0.0	37.1	9.5	5.2	5.2	4.9	7.3	2.8
LnGrp LOS	D	A	D	A	A	D	A	A	A	A	A	A
Approach Vol, veh/h		77			6			2054			2039	
Approach Delay, s/veh		44.2			37.1			5.3			7.3	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	67.9		8.7	8.2	64.5		8.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	83.5		18.0	9.3	79.2		18.0				
Max Q Clear Time (g_c+I1), s	2.0	23.7		4.8	2.6	30.2		2.3				
Green Ext Time (p_c), s	0.0	31.7		0.2	0.0	29.8		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				7.0								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
3: Cambridge Blvd

Opening No Build PM Peak  
04/25/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	58	62	1762	76	82	1522
Future Volume (veh/h)	58	62	1762	76	82	1522
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	67	1915	83	89	1654
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	80	85	2449	1092	248	2823
Arrive On Green	0.10	0.10	0.69	0.69	0.05	0.79
Sat Flow, veh/h	806	857	3647	1585	1781	3647
Grp Volume(v), veh/h	131	0	1915	83	89	1654
Grp Sat Flow(s),veh/h/ln	1676	0	1777	1585	1781	1777
Q Serve(g_s), s	6.4	0.0	30.6	1.4	1.0	15.1
Cycle Q Clear(g_c), s	6.4	0.0	30.6	1.4	1.0	15.1
Prop In Lane	0.48	0.51		1.00	1.00	
Lane Grp Cap(c), veh/h	166	0	2449	1092	248	2823
V/C Ratio(X)	0.79	0.00	0.78	0.08	0.36	0.59
Avail Cap(c_a), veh/h	507	0	3140	1400	293	3603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	8.8	4.3	13.2	3.3
Incr Delay (d2), s/veh	8.1	0.0	1.0	0.0	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	9.5	0.4	1.0	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.3	0.0	9.9	4.3	14.1	3.5
LnGrp LOS	D	A	A	A	B	A
Approach Vol, veh/h	131		1998			1743
Approach Delay, s/veh	45.3		9.6			4.1
Approach LOS	D		A			A
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	8.9	62.6				71.5
Change Period (Y+Rc), s	4.5	4.5				4.5
Max Green Setting (Gmax), s	6.5	74.5				85.5
Max Q Clear Time (g_c+I1), s	3.0	32.6				17.1
Green Ext Time (p_c), s	0.1	25.5				23.6
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			8.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
4: Ponce De Leon Dr & Hwy 609

Opening No Build PM Peak  
04/25/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	75	102	1386	149	172	1397
Future Volume (veh/h)	75	102	1386	149	172	1397
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	0	1507	0	187	1518
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	112		2201		394	2781
Arrive On Green	0.06	0.00	0.62	0.00	0.09	0.78
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	82	0	1507	0	187	1518
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	2.6	0.0	16.3	0.0	1.8	9.5
Cycle Q Clear(g_c), s	2.6	0.0	16.3	0.0	1.8	9.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	112		2201		394	2781
V/C Ratio(X)	0.73		0.68		0.47	0.55
Avail Cap(c_a), veh/h	688		3933		838	5397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	7.3	0.0	8.4	2.4
Incr Delay (d2), s/veh	8.7	0.0	0.4	0.0	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	4.4	0.0	0.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.6	0.0	7.7	0.0	9.3	2.6
LnGrp LOS	D		A		A	A
Approach Vol, veh/h	82	A	1507	A		1705
Approach Delay, s/veh	35.6		7.7			3.3
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.5	40.6			50.1	8.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	19.5	64.5			88.5	22.5
Max Q Clear Time (g_c+I1), s	3.8	18.3			11.5	4.6
Green Ext Time (p_c), s	0.4	17.8			17.0	0.2

Intersection Summary

HCM 6th Ctrl Delay			6.1			
HCM 6th LOS			A			

Notes

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

HCM 6th Signalized Intersection Summary  
5: Hwy 609 & Old Fort Bayou Rd

Opening No Build PM Peak  
04/25/2022



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	114	200	223	1471	1312	35
Future Volume (veh/h)	114	200	223	1471	1312	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	217	242	1599	1426	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	312	278	350	2446	1863	50
Arrive On Green	0.18	0.18	0.09	0.69	0.53	0.53
Sat Flow, veh/h	1781	1585	1781	3647	3630	94
Grp Volume(v), veh/h	124	217	242	1599	716	748
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1853
Q Serve(g_s), s	4.1	8.6	3.6	16.8	21.1	21.2
Cycle Q Clear(g_c), s	4.1	8.6	3.6	16.8	21.1	21.2
Prop In Lane	1.00	1.00	1.00			0.05
Lane Grp Cap(c), veh/h	312	278	350	2446	936	976
V/C Ratio(X)	0.40	0.78	0.69	0.65	0.76	0.77
Avail Cap(c_a), veh/h	742	660	871	4493	1439	1501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	26.0	12.8	5.8	12.4	12.4
Incr Delay (d2), s/veh	0.8	4.7	2.4	0.3	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.4	1.8	3.2	6.5	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.0	30.8	15.3	6.1	13.7	13.7
LnGrp LOS	C	C	B	A	B	B
Approach Vol, veh/h	341			1841	1464	
Approach Delay, s/veh	28.6			7.3	13.7	
Approach LOS	C			A	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.7	39.3			50.0	16.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	25.5	53.5			83.5	27.5
Max Q Clear Time (g_c+I1), s	5.6	23.2			18.8	10.6
Green Ext Time (p_c), s	0.6	11.6			18.4	1.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			11.9			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Opening No Build PM Peak  
04/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 				 		 	 			 	
Traffic Volume (veh/h)	166	40	399	32	27	42	300	851	33	4	928	186
Future Volume (veh/h)	166	40	399	32	27	42	300	851	33	4	928	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	43	0	35	29	46	326	925	36	4	1009	0
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	173		47	39	62	460	1853	826	10	1399	
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.09	0.13	0.52	0.52	0.01	0.39	0.00
Sat Flow, veh/h	3456	1870	1585	545	452	717	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	180	43	0	110	0	0	326	925	36	4	1009	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1714	0	0	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.0	1.3	0.0	3.8	0.0	0.0	5.5	10.3	0.7	0.1	14.7	0.0
Cycle Q Clear(g_c), s	3.0	1.3	0.0	3.8	0.0	0.0	5.5	10.3	0.7	0.1	14.7	0.0
Prop In Lane	1.00		1.00	0.32		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	173		147	0	0	460	1853	826	10	1399	
V/C Ratio(X)	0.56	0.25		0.75	0.00	0.00	0.71	0.50	0.04	0.42	0.72	
Avail Cap(c_a), veh/h	1444	782		506	0	0	821	3116	1390	146	2563	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.5	25.7	0.0	27.2	0.0	0.0	25.3	9.4	7.2	30.2	15.7	0.0
Incr Delay (d2), s/veh	1.6	0.7	0.0	7.3	0.0	0.0	2.0	0.2	0.0	26.5	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.6	0.0	1.8	0.0	0.0	2.1	2.9	0.2	0.1	4.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	26.5	0.0	34.5	0.0	0.0	27.4	9.7	7.2	56.8	16.4	0.0
LnGrp LOS	C	C		C	A	A	C	A	A	E	B	
Approach Vol, veh/h		223	A		110			1287			1013	A
Approach Delay, s/veh		27.8			34.5			14.1			16.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	36.3		10.1	12.6	28.5		9.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	53.5		25.5	14.5	44.0		18.0				
Max Q Clear Time (g_c+I1), s	2.1	12.3		5.0	7.5	16.7		5.8				
Green Ext Time (p_c), s	0.0	7.2		0.7	0.6	7.4		0.4				

Intersection Summary

HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Opening No Build PM Peak  
04/25/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	65	69	34	41	141	89	1363	47	322	1227	153
Future Volume (veh/h)	153	65	69	34	41	141	89	1363	47	322	1227	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	71	75	37	45	153	97	1482	51	350	1334	166
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	169	178	276	52	175	249	1590	709	369	2007	895
Arrive On Green	0.09	0.20	0.20	0.03	0.14	0.14	0.04	0.45	0.45	0.16	0.56	0.56
Sat Flow, veh/h	1781	833	879	1781	373	1269	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	166	0	146	37	0	198	97	1482	51	350	1334	166
Grp Sat Flow(s),veh/h/ln	1781	0	1712	1781	0	1642	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.8	0.0	8.5	2.0	0.0	13.5	3.3	45.1	2.1	17.0	29.9	5.8
Cycle Q Clear(g_c), s	8.8	0.0	8.5	2.0	0.0	13.5	3.3	45.1	2.1	17.0	29.9	5.8
Prop In Lane	1.00		0.51	1.00		0.77	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	0	347	276	0	227	249	1590	709	369	2007	895
V/C Ratio(X)	0.65	0.00	0.42	0.13	0.00	0.87	0.39	0.93	0.07	0.95	0.66	0.19
Avail Cap(c_a), veh/h	282	0	376	315	0	266	253	1634	729	369	2042	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	0.0	39.7	40.3	0.0	48.2	17.2	29.9	18.0	35.3	17.3	12.1
Incr Delay (d2), s/veh	4.5	0.0	0.8	0.2	0.0	23.1	1.0	10.0	0.0	33.5	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	3.7	0.9	0.0	7.0	1.4	19.9	0.8	12.8	11.2	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.0	40.5	40.5	0.0	71.3	18.2	39.9	18.1	68.7	18.1	12.2
LnGrp LOS	D	A	D	D	A	E	B	D	B	E	B	B
Approach Vol, veh/h		312			235			1630			1850	
Approach Delay, s/veh		40.8			66.5			37.9			27.2	
Approach LOS		D			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	55.6	8.0	27.6	9.6	69.0	15.3	20.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.5	52.5	5.9	25.1	5.4	65.6	12.5	18.5				
Max Q Clear Time (g_c+1), s	19.0	47.1	4.0	10.5	5.3	31.9	10.8	15.5				
Green Ext Time (p_c), s	0.0	4.0	0.0	0.6	0.0	12.4	0.1	0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			34.9									
HCM 6th LOS			C									

Lanes, Volumes, Timings  
1: Hwy 90

Opening Build AM Peak  
06/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 		 	 	
Traffic Volume (vph)	83	425	24	155	747	471	41	119	64	748	188	295
Future Volume (vph)	83	425	24	155	747	471	41	119	64	748	188	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	400		0	200		0	390		200
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	0.97	1.00	1.00
Frt		0.992				0.850		0.947				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5045	0	1770	5085	1583	1770	3352	0	3433	1863	1583
Flt Permitted	0.950			0.950			0.630			0.442		
Satd. Flow (perm)	3433	5045	0	1770	5085	1583	1174	3352	0	1597	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				512		70				321
Link Speed (mph)		45			45			30				30
Link Distance (ft)		600			641			583				2872
Travel Time (s)		9.1			9.7			13.3				65.3
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
Adj. Flow (vph)	90	462	26	168	812	512	45	129	70	813	204	321
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	488	0	168	812	512	45	199	0	813	204	321
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)		24			24			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
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2			6		6

Lanes, Volumes, Timings  
1: Hwy 90

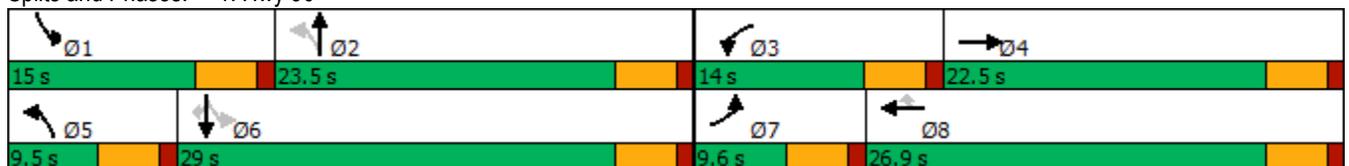
Opening Build AM Peak  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	9.6	22.5		14.0	26.9	26.9	9.5	23.5		15.0	29.0	29.0
Total Split (%)	12.8%	30.0%		18.7%	35.9%	35.9%	12.7%	31.3%		20.0%	38.7%	38.7%
Maximum Green (s)	5.1	18.0		9.5	22.4	22.4	5.0	19.0		10.5	24.5	24.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	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
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	5.2	14.0		9.2	20.4	20.4	13.8	8.8		24.0	18.7	18.7
Actuated g/C Ratio	0.09	0.23		0.15	0.33	0.33	0.23	0.14		0.39	0.31	0.31
v/c Ratio	0.31	0.42		0.63	0.48	0.59	0.14	0.37		0.86	0.36	0.45
Control Delay	31.9	20.8		39.3	18.1	5.1	14.4	18.0		27.2	21.5	5.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	31.9	20.8		39.3	18.1	5.1	14.4	18.0		27.2	21.5	5.2
LOS	C	C		D	B	A	B	B		C	C	A
Approach Delay		22.5			16.0			17.3			21.0	
Approach LOS		C			B			B			C	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	60.9
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	19.0
Intersection LOS:	B
Intersection Capacity Utilization:	60.3%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 1: Hwy 90



Lanes, Volumes, Timings  
2: Shore Dr

Opening Build AM Peak  
06/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	13	0	68	0	1	3	24	1143	3	53	2	1554
Future Volume (vph)	13	0	68	0	1	3	24	1143	3	53	2	1554
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	0		0	175		0		100	
Storage Lanes	1		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.850			0.899							
Flt Protected	0.950						0.950				0.950	
Satd. Flow (prot)	1770	1583	0	0	1675	0	1770	3539	0	0	1770	3539
Flt Permitted	0.833						0.100				0.174	
Satd. Flow (perm)	1552	1583	0	0	1675	0	186	3539	0	0	324	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		137			3							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		260			148			2872				3058
Travel Time (s)		5.9			3.4			65.3				69.5
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
Adj. Flow (vph)	14	0	74	0	1	3	26	1242	3	58	2	1689
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	74	0	0	4	0	26	1245	0	0	60	1689
Enter Blocked Intersection	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	
Number of Detectors	1	2		1	2		1	2		1	1	2
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100		20	100		20	20	100
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA			NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2			6	6	

Opening AM Peak 5:09 pm 02/22/2022

Synchro 11 Report  
Page 3

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	13
Future Volume (vph)	13
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	87
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Adj. Flow (vph)	14
Shared Lane Traffic (%)	
Lane Group Flow (vph)	14
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

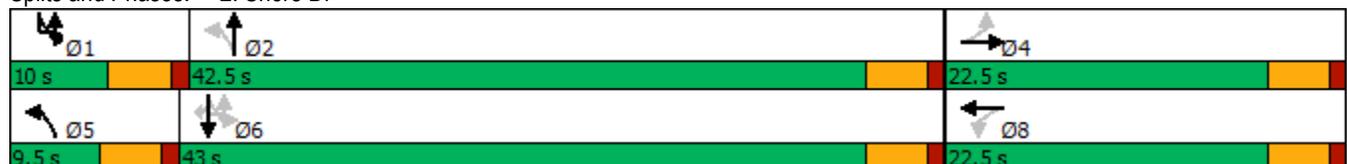
Lanes, Volumes, Timings  
2: Shore Dr

Opening Build AM Peak  
06/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4		8	8		5	2		1	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	9.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		9.5	42.5		10.0	10.0	43.0
Total Split (%)	30.0%	30.0%		30.0%	30.0%		12.7%	56.7%		13.3%	13.3%	57.3%
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	38.0		5.5	5.5	38.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?							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
Recall Mode	None	None		None	None		None	Min		None	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0				7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0				11.0
Pedestrian Calls (#/hr)	0	0		0	0			0				0
Act Effct Green (s)	6.3	6.3			6.3		41.8	40.2			43.2	42.5
Actuated g/C Ratio	0.11	0.11			0.11		0.73	0.70			0.75	0.74
v/c Ratio	0.08	0.25			0.02		0.09	0.50			0.16	0.65
Control Delay	26.2	3.3			19.8		3.0	7.4			3.1	8.1
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	26.2	3.3			19.8		3.0	7.4			3.1	8.1
LOS	C	A			B		A	A			A	A
Approach Delay		6.9			19.8			7.3				7.8
Approach LOS		A			B			A				A

Intersection Summary	
Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	57.5
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	7.6
Intersection LOS:	A
Intersection Capacity Utilization:	60.6%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 2: Shore Dr



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	43.0
Total Split (%)	57.3%
Maximum Green (s)	38.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	42.5
Actuated g/C Ratio	0.74
v/c Ratio	0.01
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings  
3: Cambridge Blvd

Opening Build AM Peak  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕			↕			↕	↑↑	↗		↕
Traffic Volume (vph)	0	0	0	88	0	81	53	2	1162	21	64	31
Future Volume (vph)	0	0	0	88	0	81	53	2	1162	21	64	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		100		100		100
Storage Lanes	0		0	0		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt					0.935					0.850		
Flt Protected					0.975			0.950				0.950
Satd. Flow (prot)	0	1863	0	0	1698	0	0	1770	3539	1583	0	1770
Flt Permitted					0.975			0.129				0.184
Satd. Flow (perm)	0	1863	0	0	1698	0	0	240	3539	1583	0	343
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)					115					115		
Link Speed (mph)		30			30				30			
Link Distance (ft)		369			1196				3058			
Travel Time (s)		8.4			27.2				69.5			
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
Adj. Flow (vph)	0	0	0	96	0	88	58	2	1263	23	70	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	184	0	0	60	1263	23	0	104
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				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
Number of Detectors	1	2		1	2		1	1	2	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100		20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type				Split	NA		Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4		8	8				2		1	1
Permitted Phases	4						2	2		2	6	6

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Synchro 11 Report  
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Lanes, Volumes, Timings  
3: Cambridge Blvd

Opening Build AM Peak  
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	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1472	0
Future Volume (vph)	1472	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Flt		
Flt Protected		
Satd. Flow (prot)	3539	0
Flt Permitted		
Satd. Flow (perm)	3539	0
Right Turn on Red		Yes
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	782	
Travel Time (s)	17.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	1600	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1600	0
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
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		

Lanes, Volumes, Timings  
3: Cambridge Blvd

Opening Build AM Peak  
06/14/2022

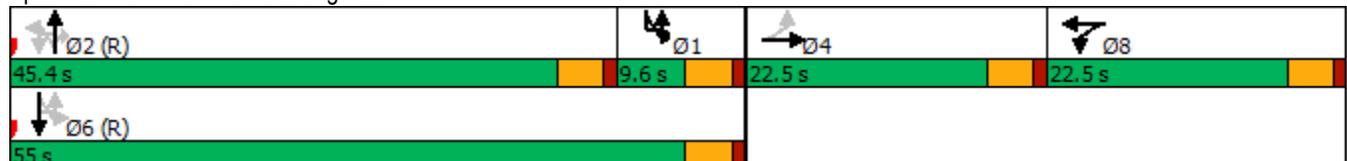


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector Phase	4	4		8	8		2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	9.5	9.5
Total Split (s)	22.5	22.5		22.5	22.5		45.4	45.4	45.4	45.4	9.6	9.6
Total Split (%)	22.5%	22.5%		22.5%	22.5%		45.4%	45.4%	45.4%	45.4%	9.6%	9.6%
Maximum Green (s)	18.0	18.0		18.0	18.0		40.9	40.9	40.9	40.9	5.1	5.1
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5	4.5		4.5
Lead/Lag							Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?							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
Recall Mode	None	None		None	None		C-Min	C-Min	C-Min	C-Min	None	None
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0		
Act Effct Green (s)					10.1			71.0	71.0	71.0		80.9
Actuated g/C Ratio					0.10			0.71	0.71	0.71		0.81
v/c Ratio					0.67			0.35	0.50	0.02		0.29
Control Delay					29.2			14.1	7.8	0.0		3.4
Queue Delay					0.0			0.0	0.0	0.0		0.0
Total Delay					29.2			14.1	7.8	0.0		3.4
LOS					C			B	A	A		A
Approach Delay					29.2				8.0			
Approach LOS					C				A			

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 6.1  
 Intersection Capacity Utilization 65.9%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service C

Splits and Phases: 3: Cambridge Blvd





Lane Group	SBT	SBR
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	55.0	
Total Split (%)	55.0%	
Maximum Green (s)	50.5	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	80.9	
Actuated g/C Ratio	0.81	
v/c Ratio	0.56	
Control Delay	2.0	
Queue Delay	0.0	
Total Delay	2.0	
LOS	A	
Approach Delay	2.1	
Approach LOS	A	
Intersection Summary		

Lanes, Volumes, Timings  
4: Ponce De Leon Dr & Hwy 609

Opening Build AM Peak  
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Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	90	72	821	65	64	52	1171
Future Volume (vph)	90	72	821	65	64	52	1171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		180		175	
Storage Lanes	1	1		1		1	
Taper Length (ft)	25					25	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.850		0.850			
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1770	1583	3539	1583	0	1770	3539
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	1770	1583	3539	1583	0	1770	3539
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		75		71			
Link Speed (mph)	30		30				45
Link Distance (ft)	926		456				1769
Travel Time (s)	21.0		10.4				26.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	78	892	71	70	57	1273
Shared Lane Traffic (%)							
Lane Group Flow (vph)	98	78	892	71	0	127	1273
Enter Blocked Intersection	No						
Lane Alignment	Left	Right	Left	Right	R NA	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	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	
Number of Detectors	1	1	2	1	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	20	100	20	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6
Detector 1 Type	Cl+Ex						
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94
Detector 2 Size(ft)			6				6
Detector 2 Type			Cl+Ex				Cl+Ex
Detector 2 Channel							
Detector 2 Extend (s)			0.0				0.0
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	Prot	NA
Protected Phases	8!	8 1!	2	8	1!	1	Free!
Permitted Phases				2			

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Lanes, Volumes, Timings  
4: Ponce De Leon Dr & Hwy 609

Opening Build AM Peak  
06/14/2022

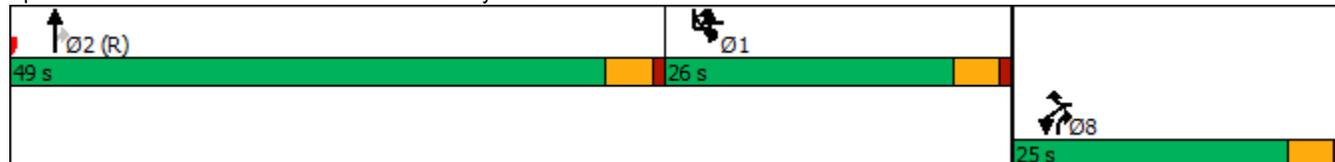


Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Detector Phase	8	8 1	2	8	1	1	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5	
Total Split (s)	25.0		49.0	25.0	26.0	26.0	
Total Split (%)	25.0%		49.0%	25.0%	26.0%	26.0%	
Maximum Green (s)	20.5		44.5	20.5	21.5	21.5	
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	4.5		4.5	4.5		4.5	
Lead/Lag			Lead		Lag	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	
Recall Mode	None		C-Min	None	None	None	
Walk Time (s)	7.0		7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	0	
Act Effct Green (s)	10.9	27.9	63.1	78.5		12.5	100.0
Actuated g/C Ratio	0.11	0.28	0.63	0.78		0.12	1.00
v/c Ratio	0.51	0.16	0.40	0.06		0.58	0.36
Control Delay	50.6	6.6	5.6	0.3		51.6	0.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	50.6	6.6	5.6	0.3		51.6	0.2
LOS	D	A	A	A		D	A
Approach Delay	31.1		5.2				4.9
Approach LOS	C		A				A

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 28 (28%), Referenced to phase 2:NBT and 6:, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.58  
 Intersection Signal Delay: 6.8  
 Intersection LOS: A  
 Intersection Capacity Utilization 45.4%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 ! Phase conflict between lane groups.

Splits and Phases: 4: Ponce De Leon Dr & Hwy 609



Lanes, Volumes, Timings  
5: Hwy 609 & Old Fort Bayou Rd

Opening Build AM Peak  
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Lane Group	SBL	SBR	SBR2	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEL2
Lane Configurations												
Traffic Volume (vph)	160	0	260	80	242	1090	23	21	12	961	8	48
Future Volume (vph)	160	0	260	80	242	1090	23	21	12	961	8	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0			175		0		100		0	
Storage Lanes	1	1			2		0		1		0	
Taper Length (ft)	25				25				25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95	1.00	0.95	0.95	1.00
Frt		0.850				0.997				0.999		
Flt Protected	0.950				0.950				0.950			
Satd. Flow (prot)	1770	1583	0	0	3433	3529	0	0	1770	3536	0	0
Flt Permitted	0.950				0.950				0.950			
Satd. Flow (perm)	1770	1583	0	0	3433	3529	0	0	1770	3536	0	0
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		145				2				1		
Link Speed (mph)	35					45				45		
Link Distance (ft)	1997					2597				1769		
Travel Time (s)	38.9					39.3				26.8		
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
Adj. Flow (vph)	174	0	283	87	263	1185	25	23	13	1045	9	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	283	0	0	350	1210	0	0	36	1054	0	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Right	Right	R NA	Left	Left	Right	R NA	Left	Left	Right	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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	9	15		9	9	15		9	15
Number of Detectors	1	1		1	1	2		1	1	2		1
Detector Template	Left	Right		Left	Left	Thru		Left	Left	Thru		Left
Leading Detector (ft)	20	20		20	20	100		20	20	100		20
Trailing Detector (ft)	0	0		0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0		0
Detector 1 Size(ft)	20	20		20	20	6		20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						94				94		
Detector 2 Size(ft)						6				6		
Detector 2 Type						Cl+Ex				Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Prot	Perm		Prot	Prot	NA		Prot	Prot	NA		Perm
Protected Phases	3			1	1	6		5	5	2		
Permitted Phases		8										4

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Lanes, Volumes, Timings  
5: Hwy 609 & Old Fort Bayou Rd

Opening Build AM Peak  
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Lane Group	NEL	NER
Lane Configurations		
Traffic Volume (vph)	0	55
Future Volume (vph)	0	55
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)	0	0
Storage Lanes	1	0
Taper Length (ft)	25	
Lane Util. Factor	1.00	1.00
Frt	0.928	
Flt Protected	0.977	
Satd. Flow (prot)	1689	0
Flt Permitted	0.717	
Satd. Flow (perm)	1239	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	164	
Link Speed (mph)	30	
Link Distance (ft)	518	
Travel Time (s)	11.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	0	60
Shared Lane Traffic (%)		
Lane Group Flow (vph)	112	0
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)	15	9
Number of Detectors	1	
Detector Template	Left	
Leading Detector (ft)	20	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type	Perm	
Protected Phases		
Permitted Phases	4	

Lanes, Volumes, Timings  
5: Hwy 609 & Old Fort Bayou Rd

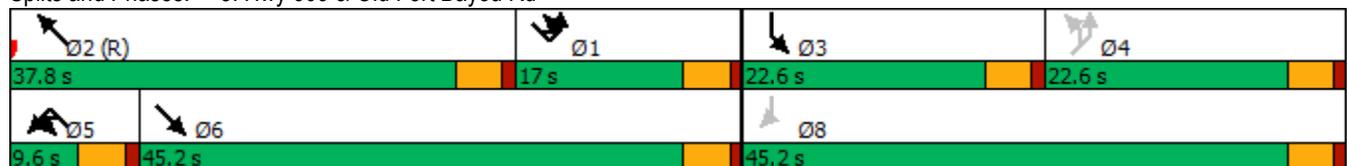
Opening Build AM Peak  
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Lane Group	SBL	SBR	SBR2	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEL2
Detector Phase	3	8		1	1	6		5	5	2		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	22.5	22.5		9.5	9.5	22.5		9.5	9.5	22.5		22.5
Total Split (s)	22.6	45.2		17.0	17.0	45.2		9.6	9.6	37.8		22.6
Total Split (%)	22.6%	45.2%		17.0%	17.0%	45.2%		9.6%	9.6%	37.8%		22.6%
Maximum Green (s)	18.1	40.7		12.5	12.5	40.7		5.1	5.1	33.3		18.1
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5		3.5	3.5	3.5		3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		
Total Lost Time (s)	4.5	4.5			4.5	4.5			4.5	4.5		
Lead/Lag	Lead			Lag	Lag	Lag		Lead	Lead	Lead		Lag
Lead-Lag Optimize?	Yes			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
Recall Mode	None	None		None	None	Min		None	None	C-Min		None
Walk Time (s)	7.0	7.0				7.0				7.0		7.0
Flash Dont Walk (s)	11.0	11.0				11.0				11.0		11.0
Pedestrian Calls (#/hr)	0	0				0				0		0
Act Effct Green (s)	14.5	25.0			12.9	58.1			7.5	48.6		
Actuated g/C Ratio	0.14	0.25			0.13	0.58			0.08	0.49		
v/c Ratio	0.68	0.56			0.79	0.59			0.27	0.61		
Control Delay	53.5	19.3			45.4	13.8			62.8	13.6		
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		
Total Delay	53.5	19.3			45.4	13.8			62.8	13.6		
LOS	D	B			D	B			E	B		
Approach Delay	32.3					20.9				15.3		
Approach LOS	C					C				B		

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 32 (32%), Referenced to phase 2:NWT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 20.2      Intersection LOS: C  
 Intersection Capacity Utilization 65.9%      ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 5: Hwy 609 & Old Fort Bayou Rd

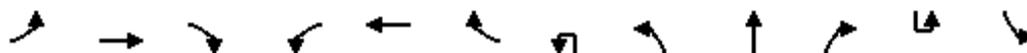




Lane Group	NEL	NER
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	22.6	
Total Split (%)	22.6%	
Maximum Green (s)	18.1	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	6.0	
Actuated g/C Ratio	0.06	
v/c Ratio	0.49	
Control Delay	9.6	
Queue Delay	0.0	
Total Delay	9.6	
LOS	A	
Approach Delay	9.6	
Approach LOS	A	
Intersection Summary		

Lanes, Volumes, Timings  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Opening Build AM Peak  
06/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	256	31	451	24	29	50	21	286	791	23	32	3
Future Volume (vph)	256	31	451	24	29	50	21	286	791	23	32	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	100		0		235		100		115
Storage Lanes	1		1	1		0		2		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.97	0.95	1.00	0.95	1.00
Frt			0.850		0.906					0.850		
Flt Protected	0.950	0.962		0.950				0.950				0.950
Satd. Flow (prot)	1681	1702	1583	1770	1688	0	0	3433	3539	1583	0	1770
Flt Permitted	0.950	0.962		0.653				0.950				0.950
Satd. Flow (perm)	1681	1702	1583	1216	1688	0	0	3433	3539	1583	0	1770
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			416		54					115		
Link Speed (mph)		45			30				45			
Link Distance (ft)		621			623				2597			
Travel Time (s)		9.4			14.2				39.3			
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
Adj. Flow (vph)	278	34	490	26	32	54	23	311	860	25	35	3
Shared Lane Traffic (%)	44%											
Lane Group Flow (vph)	156	156	490	26	86	0	0	334	860	25	0	38
Enter Blocked Intersection	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
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Split	NA	Perm	Perm	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	4	4			8		5	5	2		1	1
Permitted Phases			4	8						2		

Lanes, Volumes, Timings  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Opening Build AM Peak  
06/14/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1015	219
Future Volume (vph)	1015	219
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		125
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		134
Link Speed (mph)	45	
Link Distance (ft)	2164	
Travel Time (s)	32.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	1103	238
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1103	238
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
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6

Lanes, Volumes, Timings  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Opening Build AM Peak  
06/14/2022

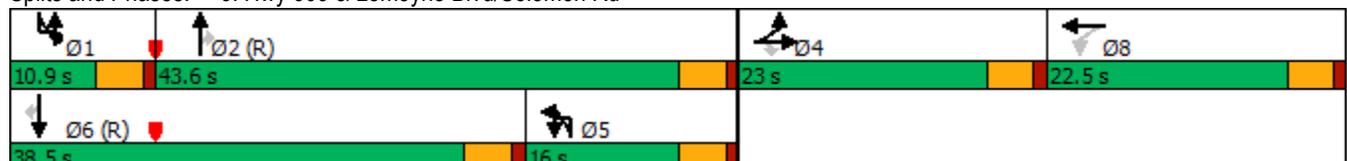


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector Phase	4	4	4	8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	9.5	22.5	22.5	9.5	9.5
Total Split (s)	23.0	23.0	23.0	22.5	22.5		16.0	16.0	43.6	43.6	10.9	10.9
Total Split (%)	23.0%	23.0%	23.0%	22.5%	22.5%		16.0%	16.0%	43.6%	43.6%	10.9%	10.9%
Maximum Green (s)	18.5	18.5	18.5	18.0	18.0		11.5	11.5	39.1	39.1	6.4	6.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
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)	4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5		4.5
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							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	7.0				7.0	7.0		
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0				11.0	11.0		
Pedestrian Calls (#/hr)	0	0	0	0	0				0	0		
Act Effct Green (s)	15.1	15.1	15.1	8.0	8.0			12.0	57.5	57.5		7.6
Actuated g/C Ratio	0.15	0.15	0.15	0.08	0.08			0.12	0.58	0.58		0.08
v/c Ratio	0.62	0.61	0.83	0.27	0.47			0.81	0.42	0.03		0.28
Control Delay	49.9	49.4	20.3	49.1	27.9			49.6	14.2	0.2		55.5
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	49.9	49.4	20.3	49.1	27.9			49.6	14.2	0.2		55.5
LOS	D	D	C	D	C			D	B	A		E
Approach Delay		31.7			32.9				23.6			
Approach LOS		C			C				C			

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 40 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 20.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 84.3%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 6: Hwy 609 & Lemoyne Blvd/Solomon Rd





Lane Group	SBT	SBR
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	38.5	38.5
Total Split (%)	38.5%	38.5%
Maximum Green (s)	34.0	34.0
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	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)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	48.9	48.9
Actuated g/C Ratio	0.49	0.49
v/c Ratio	0.64	0.28
Control Delay	11.3	1.6
Queue Delay	0.0	0.0
Total Delay	11.3	1.6
LOS	B	A
Approach Delay	10.8	
Approach LOS	B	
Intersection Summary		

Lanes, Volumes, Timings  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Opening Build AM Peak  
06/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	167	67	51	75	33	183	21	61	1153	35	11	231
Future Volume (vph)	167	67	51	75	33	183	21	61	1153	35	11	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		60	0		200		230		170		150
Storage Lanes	1		1	0		1		1		1		2
Taper Length (ft)	70			50				75				150
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Frt			0.850			0.850				0.850		
Flt Protected	0.950	0.979			0.966			0.950				0.950
Satd. Flow (prot)	1681	1732	1583	0	1799	1583	0	1770	3539	1583	0	3433
Flt Permitted	0.950	0.979			0.966			0.217				0.104
Satd. Flow (perm)	1681	1732	1583	0	1799	1583	0	404	3539	1583	0	376
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			115			176				115		
Link Speed (mph)		30			30				45			
Link Distance (ft)		592			571				2164			
Travel Time (s)		13.5			13.0				32.8			
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
Adj. Flow (vph)	182	73	55	82	36	199	23	66	1253	38	12	251
Shared Lane Traffic (%)	31%											
Lane Group Flow (vph)	126	129	55	0	118	199	0	89	1253	38	0	263
Enter Blocked Intersection	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
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	20
Detector 1 Type	Cl+Ex											
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	4	4		8	8		5	5	2		1	1
Permitted Phases			4			8	2	2		2	6	6

Opening AM Peak 5:09 pm 02/22/2022

Synchro 11 Report  
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Lanes, Volumes, Timings  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Opening Build AM Peak  
06/14/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	900	69
Future Volume (vph)	900	69
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		115
Link Speed (mph)	45	
Link Distance (ft)	1174	
Travel Time (s)	17.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	978	75
Shared Lane Traffic (%)		
Lane Group Flow (vph)	978	75
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
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6

Lanes, Volumes, Timings  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Opening Build AM Peak  
06/14/2022

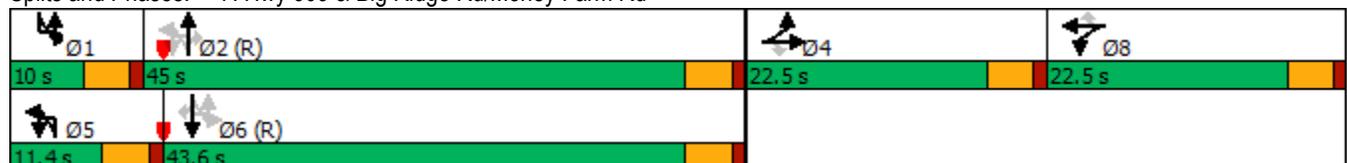


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	9.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	11.4	11.4	45.0	45.0	10.0	10.0
Total Split (%)	22.5%	22.5%	22.5%	22.5%	22.5%	22.5%	11.4%	11.4%	45.0%	45.0%	10.0%	10.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0	6.9	6.9	40.5	40.5	5.5	5.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5		4.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							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	3.0
Recall Mode	None	C-Min	C-Min	None	None							
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0			11.0	11.0		
Pedestrian Calls (#/hr)	0	0	0	0	0	0			0	0		
Act Effct Green (s)	12.8	12.8	12.8		12.0	12.0		56.1	48.9	48.9		58.9
Actuated g/C Ratio	0.13	0.13	0.13		0.12	0.12		0.56	0.49	0.49		0.59
v/c Ratio	0.59	0.58	0.18		0.55	0.58		0.27	0.72	0.05		0.55
Control Delay	51.4	50.9	1.3		50.1	15.4		6.0	16.9	1.0		16.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	51.4	50.9	1.3		50.1	15.4		6.0	16.9	1.0		16.2
LOS	D	D	A		D	B		A	B	A		B
Approach Delay		42.3			28.4				15.7			
Approach LOS		D			C				B			

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 92 (92%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 20.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 71.5%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 7: Hwy 609 & Big Ridge Rd/Money Farm Rd





Lane Group	SBT	SBR
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	43.6	43.6
Total Split (%)	43.6%	43.6%
Maximum Green (s)	39.1	39.1
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	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)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	52.0	52.0
Actuated g/C Ratio	0.52	0.52
v/c Ratio	0.53	0.09
Control Delay	19.6	1.6
Queue Delay	0.0	0.0
Total Delay	19.6	1.6
LOS	B	A
Approach Delay	17.9	
Approach LOS	B	
Intersection Summary		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑	↑↑↑	
Traffic Volume (vph)	0	0	0	886	1261	0
Future Volume (vph)	0	0	0	886	1261	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	1.00
<b>Fr</b>						
<b>Flt Protected</b>						
Satd. Flow (prot)	0	0	0	3539	5085	0
<b>Flt Permitted</b>						
Satd. Flow (perm)	0	0	0	3539	5085	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	196			782	456	
Travel Time (s)	4.5			17.8	10.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	963	1371	0
<b>Shared Lane Traffic (%)</b>						
Lane Group Flow (vph)	0	0	0	963	1371	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
<b>Two way Left Turn Lane</b>						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.8%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
1: Hwy 90

Opening Build PM Peak  
06/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	369	832	97	308	771	911	72	217	163	921	304	323
Future Volume (vph)	369	832	97	308	771	911	72	217	163	921	304	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	400		0	200		0	390		200
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	0.97	1.00	1.00
Frt		0.984				0.850		0.936				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5004	0	1770	5085	1583	1770	3313	0	3433	1863	1583
Flt Permitted	0.950			0.950			0.561			0.188		
Satd. Flow (perm)	3433	5004	0	1770	5085	1583	1045	3313	0	679	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				523		112				326
Link Speed (mph)		45			45			30				30
Link Distance (ft)		600			641			583				2872
Travel Time (s)		9.1			9.7			13.3				65.3
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
Adj. Flow (vph)	401	904	105	335	838	990	78	236	177	1001	330	351
Shared Lane Traffic (%)												
Lane Group Flow (vph)	401	1009	0	335	838	990	78	413	0	1001	330	351
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			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
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2			6		6

Lanes, Volumes, Timings  
1: Hwy 90

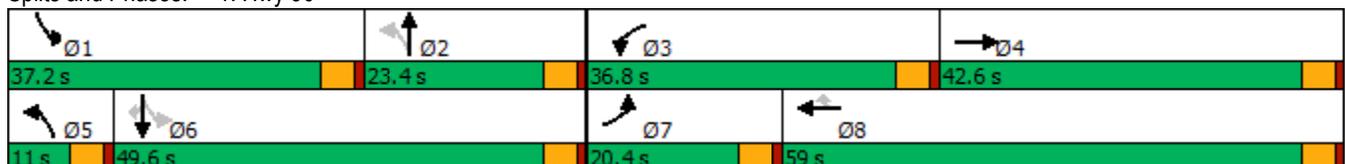
Opening Build PM Peak  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	20.4	42.6		36.8	59.0	59.0	11.0	23.4		37.2	49.6	49.6
Total Split (%)	14.6%	30.4%		26.3%	42.1%	42.1%	7.9%	16.7%		26.6%	35.4%	35.4%
Maximum Green (s)	15.9	38.1		32.3	54.5	54.5	6.5	18.9		32.7	45.1	45.1
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	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
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	15.9	41.1		29.4	54.5	54.5	23.3	16.8		54.0	43.0	43.0
Actuated g/C Ratio	0.12	0.30		0.21	0.39	0.39	0.17	0.12		0.39	0.31	0.31
v/c Ratio	1.02	0.67		0.89	0.42	1.05	0.37	0.82		1.09	0.57	0.49
Control Delay	108.8	45.5		78.2	31.2	63.7	35.9	57.1		95.3	44.1	7.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	108.8	45.5		78.2	31.2	63.7	35.9	57.1		95.3	44.1	7.4
LOS	F	D		E	C	E	D	E		F	D	A
Approach Delay		63.5			53.3			53.7			66.9	
Approach LOS		E			D			D			E	

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	138
Natural Cycle:	140
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.09
Intersection Signal Delay:	59.8
Intersection LOS:	E
Intersection Capacity Utilization:	89.4%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 1: Hwy 90



Lanes, Volumes, Timings  
2: Shore Dr

Opening Build PM Peak  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	20	1	50	0	1	5	53	1833	4	53	2	1860
Future Volume (vph)	20	1	50	0	1	5	53	1833	4	53	2	1860
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	0		0	175		0		100	
Storage Lanes	1		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.853			0.887							
Flt Protected	0.950						0.950				0.950	
Satd. Flow (prot)	1770	1589	0	0	1652	0	1770	3539	0	0	1770	3539
Flt Permitted	0.754						0.072				0.072	
Satd. Flow (perm)	1405	1589	0	0	1652	0	134	3539	0	0	134	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		54			5							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		260			148			2872				3058
Travel Time (s)		5.9			3.4			65.3				69.5
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
Adj. Flow (vph)	22	1	54	0	1	5	58	1992	4	58	2	2022
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	55	0	0	6	0	58	1996	0	0	60	2022
Enter Blocked Intersection	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	
Number of Detectors	1	2		1	2		1	2		1	1	2
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100		20	100		20	20	100
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA			NA		pm+pt	NA		custom	pm+pt	NA
Protected Phases		4			8		5	2			1	6
Permitted Phases	4			8			2			1	6	

Opening PM Peak 5:13 pm 02/22/2022

Synchro 11 Report  
Page 3

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	14
Future Volume (vph)	14
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Adj. Flow (vph)	15
Shared Lane Traffic (%)	
Lane Group Flow (vph)	15
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lanes, Volumes, Timings  
2: Shore Dr

Opening Build PM Peak  
06/14/2022

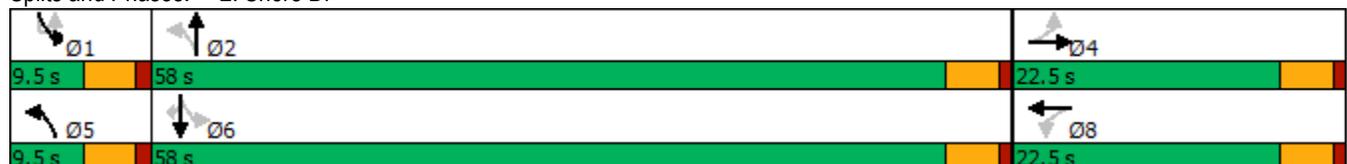


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4		8	8		5	2		1	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	9.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		9.5	58.0		9.5	9.5	58.0
Total Split (%)	25.0%	25.0%		25.0%	25.0%		10.6%	64.4%		10.6%	10.6%	64.4%
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	53.5		5.0	5.0	53.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?							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
Recall Mode	None	None		None	None		None	Min		None	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0				7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0				11.0
Pedestrian Calls (#/hr)	0	0		0	0			0				0
Act Effct Green (s)	6.9	6.9			6.9		59.5	57.1			59.5	57.1
Actuated g/C Ratio	0.09	0.09			0.09		0.78	0.75			0.78	0.75
v/c Ratio	0.17	0.28			0.04		0.27	0.75			0.28	0.76
Control Delay	36.7	14.5			22.8		5.7	11.0			6.1	11.3
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	36.7	14.5			22.8		5.7	11.0			6.1	11.3
LOS	D	B			C		A	B			A	B
Approach Delay		20.8			22.8			10.9				11.1
Approach LOS		C			C			B				B

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	76.3
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	11.2
Intersection LOS:	B
Intersection Capacity Utilization:	66.7%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 2: Shore Dr



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	58.0
Total Split (%)	64.4%
Maximum Green (s)	53.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	57.1
Actuated g/C Ratio	0.75
v/c Ratio	0.01
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings  
3: Cambridge Blvd

Opening Build PM Peak  
06/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕			↕			↕	↑↑	↗		↕
Traffic Volume (vph)	10	0	0	58	0	62	53	0	1762	76	64	82
Future Volume (vph)	10	0	0	58	0	62	53	0	1762	76	64	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		100		100		100
Storage Lanes	0		0	0		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt					0.930					0.850		
Flt Protected		0.950			0.976			0.950				0.950
Satd. Flow (prot)	0	1770	0	0	1691	0	0	1770	3539	1583	0	1770
Flt Permitted					0.976			0.139				0.051
Satd. Flow (perm)	0	1863	0	0	1691	0	0	259	3539	1583	0	95
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)					82					82		
Link Speed (mph)		30			30				30			
Link Distance (ft)		369			1196				3058			
Travel Time (s)		8.4			27.2				69.5			
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
Adj. Flow (vph)	11	0	0	63	0	67	58	0	1915	83	70	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	130	0	0	58	1915	83	0	159
Enter Blocked Intersection	No	No										
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				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)	60		60	15		9	9	60		9	9	15
Number of Detectors	1	2		1	2		1	1	2	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100		20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA		Split	NA		Perm	Perm	NA	Perm	custom	pm+pt
Protected Phases		4		8	8				2			1
Permitted Phases	4						2	2		2	1	6

Opening PM Peak 5:13 pm 02/22/2022

Synchro 11 Report  
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Lanes, Volumes, Timings  
3: Cambridge Blvd

Opening Build PM Peak  
06/14/2022

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↓	
Traffic Volume (vph)	1522	0
Future Volume (vph)	1522	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt		
Flt Protected		
Satd. Flow (prot)	3539	0
Flt Permitted		
Satd. Flow (perm)	3539	0
Right Turn on Red		Yes
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	782	
Travel Time (s)	17.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	1654	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1654	0
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)		60
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		

Lanes, Volumes, Timings  
3: Cambridge Blvd

Opening Build PM Peak  
06/14/2022

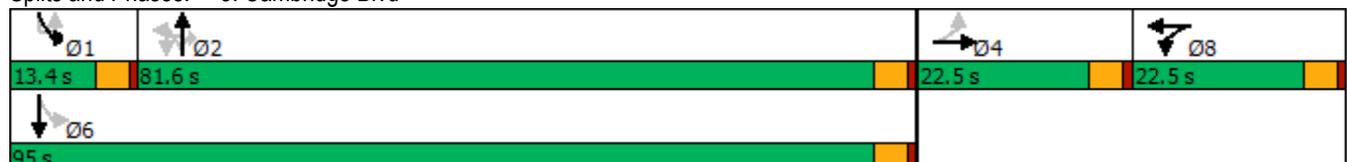


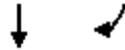
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector Phase	4	4		8	8		2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	9.5	9.5
Total Split (s)	22.5	22.5		22.5	22.5		81.6	81.6	81.6	81.6	13.4	13.4
Total Split (%)	16.1%	16.1%		16.1%	16.1%		58.3%	58.3%	58.3%	58.3%	9.6%	9.6%
Maximum Green (s)	18.0	18.0		18.0	18.0		77.1	77.1	77.1	77.1	8.9	8.9
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5	4.5		4.5
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							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
Recall Mode	None	None		None	None		Min	Min	Min	Min	None	None
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0		
Act Effct Green (s)		7.1			9.1			73.5	73.5	73.5		87.1
Actuated g/C Ratio		0.07			0.08			0.68	0.68	0.68		0.81
v/c Ratio		0.09			0.60			0.33	0.79	0.08		0.73
Control Delay		53.3			32.9			15.9	16.6	2.2		44.8
Queue Delay		0.0			0.0			0.0	0.0	0.0		0.0
Total Delay		53.3			32.9			15.9	16.6	2.2		44.8
LOS		D			C			B	B	A		D
Approach Delay		53.3			32.9				16.0			
Approach LOS		D			C				B			

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	107.8
Natural Cycle:	140
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	13.6
Intersection LOS:	B
Intersection Capacity Utilization:	74.3%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 3: Cambridge Blvd





Lane Group	SBT	SBR
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	95.0	
Total Split (%)	67.9%	
Maximum Green (s)	90.5	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	87.1	
Actuated g/C Ratio	0.81	
v/c Ratio	0.58	
Control Delay	5.9	
Queue Delay	0.0	
Total Delay	5.9	
LOS	A	
Approach Delay	9.3	
Approach LOS	A	
Intersection Summary		

Lanes, Volumes, Timings  
4: Ponce De Leon Dr & Hwy 609

Opening Build PM Peak  
06/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	75	102	1386	149	64	172	1397
Future Volume (vph)	75	102	1386	149	64	172	1397
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		180		175	
Storage Lanes	1	1		1		1	
Taper Length (ft)	25					25	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.850		0.850			
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1770	1583	3539	1583	0	1770	3539
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	1770	1583	3539	1583	0	1770	3539
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		25		162			
Link Speed (mph)	30		30				45
Link Distance (ft)	926		456				1769
Travel Time (s)	21.0		10.4				26.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	111	1507	162	70	187	1518
Shared Lane Traffic (%)							
Lane Group Flow (vph)	82	111	1507	162	0	257	1518
Enter Blocked Intersection	No						
Lane Alignment	Left	Right	Left	Right	R NA	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	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	
Number of Detectors	1	1	2	1	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	20	100	20	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6
Detector 1 Type	Cl+Ex						
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94
Detector 2 Size(ft)			6				6
Detector 2 Type			Cl+Ex				Cl+Ex
Detector 2 Channel							
Detector 2 Extend (s)			0.0				0.0
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	Prot	NA
Protected Phases	8!	8 1!	2	8	1!	1	Free!
Permitted Phases				2			

Lanes, Volumes, Timings  
4: Ponce De Leon Dr & Hwy 609

Opening Build PM Peak  
06/14/2022

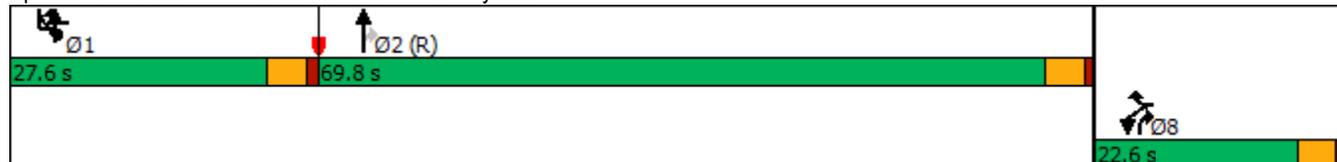


Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Detector Phase	8	8 1	2	8	1	1	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5	
Total Split (s)	22.6		69.8	22.6	27.6	27.6	
Total Split (%)	18.8%		58.2%	18.8%	23.0%	23.0%	
Maximum Green (s)	18.1		65.3	18.1	23.1	23.1	
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	4.5		4.5	4.5		4.5	
Lead/Lag			Lag		Lead	Lead	
Lead-Lag Optimize?			Yes		Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	
Recall Mode	None		C-Min	None	None	None	
Walk Time (s)	7.0		7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	0	
Act Effct Green (s)	10.9	37.5	73.5	88.9		22.1	120.0
Actuated g/C Ratio	0.09	0.31	0.61	0.74		0.18	1.00
v/c Ratio	0.51	0.22	0.70	0.13		0.79	0.43
Control Delay	62.5	22.5	19.2	1.1		48.4	0.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	62.5	22.5	19.2	1.1		48.4	0.3
LOS	E	C	B	A		D	A
Approach Delay	39.5		17.4				7.3
Approach LOS	D		B				A

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 66 (55%), Referenced to phase 2:NBT and 6:, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 13.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 69.0%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 ! Phase conflict between lane groups.

Splits and Phases: 4: Ponce De Leon Dr & Hwy 609



Lanes, Volumes, Timings  
5: Hwy 609 & Old Fort Bayou Rd

Opening Build PM Peak  
06/14/2022

Lane Group	SBL	SBR	SBR2	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEL2
Lane Configurations												
Traffic Volume (vph)	114	0	200	80	223	1471	65	21	84	1312	35	29
Future Volume (vph)	114	0	200	80	223	1471	65	21	84	1312	35	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0			175		0		100		0	
Storage Lanes	1	1			2		0		1		0	
Taper Length (ft)	25				25				25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95	1.00	0.95	0.95	1.00
Frt		0.850				0.994				0.996		
Flt Protected	0.950				0.950				0.950			
Satd. Flow (prot)	1770	1583	0	0	3433	3518	0	0	1770	3525	0	0
Flt Permitted	0.950				0.119				0.095			
Satd. Flow (perm)	1770	1583	0	0	430	3518	0	0	177	3525	0	0
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		55				6				3		
Link Speed (mph)	35					45				45		
Link Distance (ft)	1997					2597				1769		
Travel Time (s)	38.9					39.3				26.8		
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
Adj. Flow (vph)	124	0	217	87	242	1599	71	23	91	1426	38	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	217	0	0	329	1670	0	0	114	1464	0	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Right	Right	R NA	Left	Left	Right	R NA	Left	Left	Right	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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	60	9	9	15		60	9	60		9	60
Number of Detectors	1	1		1	1	2		1	1	2		1
Detector Template	Left	Right		Left	Left	Thru		Left	Left	Thru		Left
Leading Detector (ft)	20	20		20	20	100		20	20	100		20
Trailing Detector (ft)	0	0		0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0		0
Detector 1 Size(ft)	20	20		20	20	6		20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						94				94		
Detector 2 Size(ft)						6				6		
Detector 2 Type						Cl+Ex				Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Prot	Perm		pm+pt	pm+pt	NA		Perm	Perm	NA		Perm
Protected Phases	3			1	1	6				2		
Permitted Phases		8		6	6			2	2			4

Lanes, Volumes, Timings  
5: Hwy 609 & Old Fort Bayou Rd

Opening Build PM Peak  
06/14/2022



Lane Group	NEL	NER
Lane Configurations		
Traffic Volume (vph)	0	48
Future Volume (vph)	0	48
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)	0	0
Storage Lanes	1	0
Taper Length (ft)	25	
Lane Util. Factor	1.00	1.00
Frt	0.916	
Flt Protected	0.981	
Satd. Flow (prot)	1674	0
Flt Permitted	0.783	
Satd. Flow (perm)	1336	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	95	
Link Speed (mph)	30	
Link Distance (ft)	518	
Travel Time (s)	11.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	0	52
Shared Lane Traffic (%)		
Lane Group Flow (vph)	84	0
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)	60	60
Number of Detectors	1	
Detector Template	Left	
Leading Detector (ft)	20	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type	Perm	
Protected Phases		
Permitted Phases	4	

Lanes, Volumes, Timings  
5: Hwy 609 & Old Fort Bayou Rd

Opening Build PM Peak  
06/14/2022

Lane Group	SBL	SBR	SBR2	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEL2
Detector Phase	3	8		1	1	6		2	2	2		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	22.5	22.5		9.5	9.5	22.5		22.5	22.5	22.5		22.5
Total Split (s)	22.5	45.0		10.0	10.0	75.0		65.0	65.0	65.0		22.5
Total Split (%)	18.8%	37.5%		8.3%	8.3%	62.5%		54.2%	54.2%	54.2%		18.8%
Maximum Green (s)	18.0	40.5		5.5	5.5	70.5		60.5	60.5	60.5		18.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5		3.5	3.5	3.5		3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		
Total Lost Time (s)	4.5	4.5			4.5	4.5			4.5	4.5		
Lead/Lag	Lead			Lag	Lag			Lead	Lead	Lead		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
Recall Mode	None	None		None	None	Min		C-Min	C-Min	C-Min		None
Walk Time (s)	7.0	7.0				7.0		7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0				11.0		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0				0		0	0	0		0
Act Effct Green (s)	13.8	23.0			88.0	88.0			78.0	78.0		
Actuated g/C Ratio	0.12	0.19			0.73	0.73			0.65	0.65		
v/c Ratio	0.61	0.62			0.73	0.65			0.99	0.64		
Control Delay	62.9	39.5			24.0	5.8			91.4	6.9		
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		
Total Delay	62.9	39.5			24.0	5.8			91.4	6.9		
LOS	E	D			C	A			F	A		
Approach Delay	48.0					8.8				13.0		
Approach LOS	D					A				B		

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 86 (72%), Referenced to phase 2:NWTL, Start of Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.99  
 Intersection Signal Delay: 14.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 74.4%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 5: Hwy 609 & Old Fort Bayou Rd

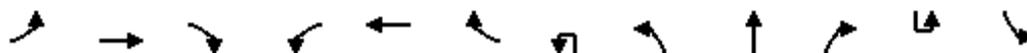




Lane Group	NEL	NER
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	22.5	
Total Split (%)	18.8%	
Maximum Green (s)	18.0	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	6.7	
Actuated g/C Ratio	0.06	
v/c Ratio	0.51	
Control Delay	19.6	
Queue Delay	0.0	
Total Delay	19.6	
LOS	B	
Approach Delay	19.6	
Approach LOS	B	
Intersection Summary		

Lanes, Volumes, Timings  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Opening Build PM Peak  
06/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	166	40	399	32	27	42	21	300	851	33	32	4
Future Volume (vph)	166	40	399	32	27	42	21	300	851	33	32	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	100		0		235		100		115
Storage Lanes	1		1	1		0		2		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.97	0.95	1.00	0.95	1.00
Frt			0.850		0.908					0.850		
Flt Protected	0.950	0.970		0.950				0.950				0.950
Satd. Flow (prot)	1681	1717	1583	1770	1691	0	0	3433	3539	1583	0	1770
Flt Permitted	0.950	0.970		0.681				0.950				0.950
Satd. Flow (perm)	1681	1717	1583	1269	1691	0	0	3433	3539	1583	0	1770
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			408		46					95		
Link Speed (mph)		45			30				45			
Link Distance (ft)		621			623				2597			
Travel Time (s)		9.4			14.2				39.3			
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
Adj. Flow (vph)	180	43	434	35	29	46	23	326	925	36	35	4
Shared Lane Traffic (%)	39%											
Lane Group Flow (vph)	110	113	434	35	75	0	0	349	925	36	0	39
Enter Blocked Intersection	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
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Split	NA	Perm	Perm	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	4	4			8		5	5	2		1	1
Permitted Phases			4	8						2		

Lanes, Volumes, Timings  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Opening Build PM Peak  
06/14/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	928	186
Future Volume (vph)	928	186
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		125
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		108
Link Speed (mph)	45	
Link Distance (ft)	2164	
Travel Time (s)	32.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	1009	202
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1009	202
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
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6





Lane Group	SBT	SBR
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	48.5	48.5
Total Split (%)	40.4%	40.4%
Maximum Green (s)	44.0	44.0
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	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)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	63.0	63.0
Actuated g/C Ratio	0.52	0.52
v/c Ratio	0.54	0.23
Control Delay	13.8	4.6
Queue Delay	0.0	0.0
Total Delay	13.8	4.6
LOS	B	A
Approach Delay	12.9	
Approach LOS	B	
Intersection Summary		

Lanes, Volumes, Timings  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Opening Build PM Peak  
06/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	153	65	69	34	41	141	21	89	1363	47	11	322
Future Volume (vph)	153	65	69	34	41	141	21	89	1363	47	11	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		60	0		200		230		170		150
Storage Lanes	1		1	0		1		1		1		2
Taper Length (ft)	70			50				75				150
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Frt			0.850			0.850				0.850		
Flt Protected	0.950	0.980			0.978			0.950				0.950
Satd. Flow (prot)	1681	1734	1583	0	1822	1583	0	1770	3539	1583	0	3433
Flt Permitted	0.675	0.851			0.592			0.155				0.089
Satd. Flow (perm)	1194	1506	1583	0	1103	1583	0	289	3539	1583	0	322
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			95			153				95		
Link Speed (mph)		30			30				45			
Link Distance (ft)		592			571				2164			
Travel Time (s)		13.5			13.0				32.8			
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
Adj. Flow (vph)	166	71	75	37	45	153	23	97	1482	51	12	350
Shared Lane Traffic (%)	30%											
Lane Group Flow (vph)	116	121	75	0	82	153	0	120	1482	51	0	362
Enter Blocked Intersection	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
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	20
Detector 1 Type	Cl+Ex											
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4		4	8		8	2	2		2	6	6

Opening PM Peak 5:13 pm 02/22/2022

Synchro 11 Report  
Page 21

Lanes, Volumes, Timings  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Opening Build PM Peak  
06/14/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1227	153
Future Volume (vph)	1227	153
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		166
Link Speed (mph)	45	
Link Distance (ft)	1174	
Travel Time (s)	17.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	1334	166
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1334	166
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
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6

Lanes, Volumes, Timings  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Opening Build PM Peak  
06/14/2022

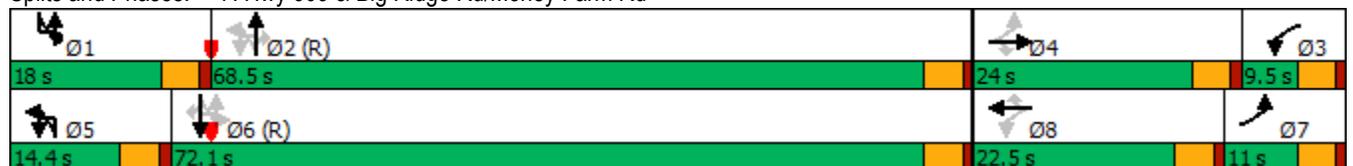


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector Phase	7	4	4	3	8	8	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	9.5
Total Split (s)	11.0	24.0	24.0	9.5	22.5	22.5	14.4	14.4	68.5	68.5	18.0	18.0
Total Split (%)	9.2%	20.0%	20.0%	7.9%	18.8%	18.8%	12.0%	12.0%	57.1%	57.1%	15.0%	15.0%
Maximum Green (s)	6.5	19.5	19.5	5.0	18.0	18.0	9.9	9.9	64.0	64.0	13.5	13.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5		4.5
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Min	C-Min	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		
Flash Dont Walk (s)		11.0	11.0		11.0	11.0			11.0	11.0		
Pedestrian Calls (#/hr)		0	0		0	0			0	0		
Act Effct Green (s)	21.8	21.8	21.8		11.7	11.7		78.8	70.9	70.9		89.2
Actuated g/C Ratio	0.18	0.18	0.18		0.10	0.10		0.66	0.59	0.59		0.74
v/c Ratio	0.49	0.43	0.21		0.77	0.52		0.42	0.71	0.05		0.61
Control Delay	51.0	47.7	5.9		92.5	14.3		11.3	10.7	0.3		16.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	51.0	47.7	5.9		92.5	14.3		11.3	10.7	0.3		16.9
LOS	D	D	A		F	B		B	B	A		B
Approach Delay		38.9			41.6				10.5			
Approach LOS		D			D				B			

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 48 (40%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 16.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 76.9%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 7: Hwy 609 & Big Ridge Rd/Money Farm Rd





Lane Group	SBT	SBR
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	72.1	72.1
Total Split (%)	60.1%	60.1%
Maximum Green (s)	67.6	67.6
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	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)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	76.8	76.8
Actuated g/C Ratio	0.64	0.64
v/c Ratio	0.59	0.15
Control Delay	14.5	1.9
Queue Delay	0.0	0.0
Total Delay	14.5	1.9
LOS	B	A
Approach Delay	13.9	
Approach LOS	B	
Intersection Summary		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑	↑↑↑	
Traffic Volume (vph)	0	0	0	1535	1472	0
Future Volume (vph)	0	0	0	1535	1472	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	1.00
<b>Fr</b>						
<b>Flt Protected</b>						
Satd. Flow (prot)	0	0	0	3539	5085	0
<b>Flt Permitted</b>						
Satd. Flow (perm)	0	0	0	3539	5085	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	196			782	456	
Travel Time (s)	4.5			17.8	10.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1668	1600	0
<b>Shared Lane Traffic (%)</b>						
Lane Group Flow (vph)	0	0	0	1668	1600	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
<b>Two way Left Turn Lane</b>						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Stop	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.8%
Analysis Period (min)	15
	ICU Level of Service A

## Year 2047 Synchro & SimTraffic Analysis

HCM 6th Signalized Intersection Summary  
1: Hwy 90

Horizon No Build AM Peak  
04/25/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	518	30	189	912	575	51	145	78	913	229	360
Future Volume (veh/h)	101	518	30	189	912	575	51	145	78	913	229	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	563	33	205	991	0	55	158	85	992	249	0
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	1047	61	254	1510		299	249	128	1311	681	
Arrive On Green	0.06	0.21	0.21	0.14	0.30	0.00	0.05	0.11	0.11	0.30	0.36	0.00
Sat Flow, veh/h	3456	4935	287	1781	5106	1585	1781	2274	1163	3456	1870	1585
Grp Volume(v), veh/h	110	387	209	205	991	0	55	122	121	992	249	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1819	1781	1702	1585	1781	1777	1661	1728	1870	1585
Q Serve(g_s), s	2.4	7.7	7.8	8.5	12.9	0.0	2.1	5.0	5.4	17.3	7.4	0.0
Cycle Q Clear(g_c), s	2.4	7.7	7.8	8.5	12.9	0.0	2.1	5.0	5.4	17.3	7.4	0.0
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	204	722	386	254	1510		299	195	182	1311	681	
V/C Ratio(X)	0.54	0.54	0.54	0.81	0.66		0.18	0.62	0.67	0.76	0.37	
Avail Cap(c_a), veh/h	720	1700	908	754	3648		370	440	411	1757	1106	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.9	26.7	26.7	31.7	23.5	0.0	28.1	32.5	32.6	17.6	17.8	0.0
Incr Delay (d2), s/veh	2.2	0.6	1.2	6.0	0.5	0.0	0.3	3.3	4.2	1.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.9	3.2	3.8	4.7	0.0	0.9	2.3	2.3	6.5	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	27.3	27.9	37.7	24.0	0.0	28.4	35.7	36.8	19.0	18.1	0.0
LnGrp LOS	D	C	C	D	C		C	D	D	B	B	
Approach Vol, veh/h		706			1196	A		298			1241	A
Approach Delay, s/veh		29.0			26.3			34.8			18.8	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.4	12.9	15.4	20.7	7.9	32.3	9.0	27.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	32.7	18.9	32.3	38.1	6.5	45.1	15.9	54.5				
Max Q Clear Time (g_c+I1), s	19.3	7.4	10.5	9.8	4.1	9.4	4.4	14.9				
Green Ext Time (p_c), s	3.5	1.0	0.5	3.6	0.0	1.6	0.2	7.6				

Intersection Summary

HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary  
2: Shore Dr

Horizon No Build AM Peak  
04/25/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	0	83	0	1	4	30	1395	4	3	1896	16
Future Volume (veh/h)	16	0	83	0	1	4	30	1395	4	3	1896	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	0	90	0	1	4	33	1516	4	3	2061	17
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	0	122	0	25	101	214	2769	7	294	2607	1163
Arrive On Green	0.08	0.00	0.08	0.00	0.08	0.08	0.03	0.76	0.76	0.00	0.73	0.73
Sat Flow, veh/h	1411	0	1585	0	327	1308	1781	3636	10	1781	3554	1585
Grp Volume(v), veh/h	17	0	90	0	0	5	33	741	779	3	2061	17
Grp Sat Flow(s),veh/h/ln	1411	0	1585	0	0	1635	1781	1777	1869	1781	1777	1585
Q Serve(g_s), s	1.0	0.0	4.8	0.0	0.0	0.2	0.4	14.6	14.6	0.0	31.5	0.2
Cycle Q Clear(g_c), s	1.2	0.0	4.8	0.0	0.0	0.2	0.4	14.6	14.6	0.0	31.5	0.2
Prop In Lane	1.00		1.00	0.00		0.80	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	189	0	122	0	0	126	214	1353	1423	294	2607	1163
V/C Ratio(X)	0.09	0.00	0.74	0.00	0.00	0.04	0.15	0.55	0.55	0.01	0.79	0.01
Avail Cap(c_a), veh/h	376	0	333	0	0	343	350	1731	1821	391	3284	1465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	0.0	38.7	0.0	0.0	36.6	9.3	4.2	4.2	3.8	7.2	3.1
Incr Delay (d2), s/veh	0.2	0.0	8.4	0.0	0.0	0.1	0.3	0.3	0.3	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.1	0.0	0.0	0.1	0.3	3.7	3.9	0.0	8.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	0.0	47.1	0.0	0.0	36.7	9.7	4.5	4.5	3.8	8.3	3.1
LnGrp LOS	D	A	D	A	A	D	A	A	A	A	A	A
Approach Vol, veh/h		107			5			1553			2081	
Approach Delay, s/veh		45.5			36.7			4.6			8.3	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	69.8		11.1	7.2	67.4		11.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	83.5		18.0	9.3	79.2		18.0				
Max Q Clear Time (g_c+I1), s	2.0	16.6		6.8	2.4	33.5		2.2				
Green Ext Time (p_c), s	0.0	18.0		0.3	0.0	29.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				7.9								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
3: Cambridge Blvd

Horizon No Build AM Peak  
04/25/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	108	98	1418	26	38	1797
Future Volume (veh/h)	108	98	1418	26	38	1797
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	107	1541	28	41	1953
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	140	128	2262	1009	272	2591
Arrive On Green	0.16	0.16	0.64	0.64	0.04	0.73
Sat Flow, veh/h	875	800	3647	1585	1781	3647
Grp Volume(v), veh/h	225	0	1541	28	41	1953
Grp Sat Flow(s),veh/h/ln	1683	0	1777	1585	1781	1777
Q Serve(g_s), s	10.5	0.0	22.6	0.5	0.6	26.8
Cycle Q Clear(g_c), s	10.5	0.0	22.6	0.5	0.6	26.8
Prop In Lane	0.52	0.48		1.00	1.00	
Lane Grp Cap(c), veh/h	269	0	2262	1009	272	2591
V/C Ratio(X)	0.84	0.00	0.68	0.03	0.15	0.75
Avail Cap(c_a), veh/h	529	0	3263	1455	349	3745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	0.0	9.5	5.5	8.0	6.6
Incr Delay (d2), s/veh	6.7	0.0	0.4	0.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	7.3	0.2	0.2	7.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.8	0.0	9.8	5.5	8.3	7.1
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	225		1569			1994
Approach Delay, s/veh	39.8		9.8			7.2
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.5	56.1			63.7	17.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	6.5	74.5			85.5	25.5
Max Q Clear Time (g_c+I1), s	2.6	24.6			28.8	12.5
Green Ext Time (p_c), s	0.0	19.1			30.3	0.5
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			10.2			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
4: Ponce De Leon Dr & Hwy 609

Horizon No Build AM Peak  
04/25/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	110	88	1001	79	63	1429
Future Volume (veh/h)	110	88	1001	79	63	1429
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	0	1088	0	68	1553
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	160		1781		502	2527
Arrive On Green	0.09	0.00	0.50	0.00	0.11	0.71
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	120	0	1088	0	68	1553
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	3.0	0.0	10.0	0.0	0.6	10.2
Cycle Q Clear(g_c), s	3.0	0.0	10.0	0.0	0.6	10.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	160		1781		502	2527
V/C Ratio(X)	0.75		0.61		0.14	0.61
Avail Cap(c_a), veh/h	885		5064		1072	6948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	8.1	0.0	4.6	3.4
Incr Delay (d2), s/veh	6.8	0.0	0.3	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.7	0.0	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.9	0.0	8.5	0.0	4.7	3.6
LnGrp LOS	C		A		A	A
Approach Vol, veh/h	120	A	1088	A		1621
Approach Delay, s/veh	26.9		8.5			3.6
Approach LOS	C		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.5	27.2			36.7	8.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	19.5	64.5			88.5	22.5
Max Q Clear Time (g_c+I1), s	2.6	12.0			12.2	5.0
Green Ext Time (p_c), s	0.1	10.7			17.8	0.3

Intersection Summary

HCM 6th Ctrl Delay			6.5			
HCM 6th LOS			A			

Notes

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

HCM 6th Signalized Intersection Summary  
5: Hwy 609 & Old Fort Bayou Rd

Horizon No Build AM Peak  
04/25/2022



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	196	317	295	1330	1172	10
Future Volume (veh/h)	196	317	295	1330	1172	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	213	345	321	1446	1274	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	449	400	379	2242	1616	14
Arrive On Green	0.25	0.25	0.12	0.63	0.45	0.45
Sat Flow, veh/h	1781	1585	1781	3647	3704	31
Grp Volume(v), veh/h	213	345	321	1446	627	658
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1865
Q Serve(g_s), s	7.8	16.0	6.8	19.5	23.2	23.2
Cycle Q Clear(g_c), s	7.8	16.0	6.8	19.5	23.2	23.2
Prop In Lane	1.00	1.00	1.00			0.02
Lane Grp Cap(c), veh/h	449	400	379	2242	795	835
V/C Ratio(X)	0.47	0.86	0.85	0.64	0.79	0.79
Avail Cap(c_a), veh/h	637	567	747	3857	1236	1297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	27.5	15.1	8.8	18.1	18.1
Incr Delay (d2), s/veh	0.8	9.5	5.3	0.3	1.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.7	2.7	5.4	8.4	8.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.2	37.1	20.4	9.1	20.0	19.9
LnGrp LOS	C	D	C	A	C	B
Approach Vol, veh/h	558			1767	1285	
Approach Delay, s/veh	32.5			11.2	20.0	
Approach LOS	C			B	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.1	38.9			53.0	23.9
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	25.5	53.5			83.5	27.5
Max Q Clear Time (g_c+I1), s	8.8	25.2			21.5	18.0
Green Ext Time (p_c), s	0.8	9.3			15.1	1.4

Intersection Summary

HCM 6th Ctrl Delay			17.6			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Horizon No Build AM Peak  
04/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 				 		 	 			 	
Traffic Volume (veh/h)	312	38	550	30	35	61	348	965	28	4	1238	267
Future Volume (veh/h)	312	38	550	30	35	61	348	965	28	4	1238	267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	339	41	0	33	38	66	378	1049	30	4	1346	0
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	448	243		42	48	84	459	2005	894	9	1551	
Arrive On Green	0.13	0.13	0.00	0.10	0.10	0.10	0.13	0.56	0.56	0.01	0.44	0.00
Sat Flow, veh/h	3456	1870	1585	410	472	820	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	339	41	0	137	0	0	378	1049	30	4	1346	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1702	0	0	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.6	1.8	0.0	7.1	0.0	0.0	9.6	16.5	0.8	0.2	31.1	0.0
Cycle Q Clear(g_c), s	8.6	1.8	0.0	7.1	0.0	0.0	9.6	16.5	0.8	0.2	31.1	0.0
Prop In Lane	1.00		1.00	0.24		0.48	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	448	243		174	0	0	459	2005	894	9	1551	
V/C Ratio(X)	0.76	0.17		0.79	0.00	0.00	0.82	0.52	0.03	0.42	0.87	
Avail Cap(c_a), veh/h	974	527		339	0	0	554	2102	938	98	1729	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.0	35.0	0.0	39.7	0.0	0.0	38.2	12.2	8.8	44.9	23.1	0.0
Incr Delay (d2), s/veh	2.6	0.3	0.0	7.8	0.0	0.0	8.3	0.2	0.0	27.6	4.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.8	0.0	3.3	0.0	0.0	4.4	5.6	0.2	0.2	12.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	35.4	0.0	47.4	0.0	0.0	46.4	12.4	8.8	72.4	27.7	0.0
LnGrp LOS	D	D		D	A	A	D	B	A	E	C	
Approach Vol, veh/h		380	A		137			1457			1350	A
Approach Delay, s/veh		40.0			47.4			21.2			27.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	55.5		16.2	16.5	44.0		13.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	53.5		25.5	14.5	44.0		18.0				
Max Q Clear Time (g_c+I1), s	2.2	18.5		10.6	11.6	33.1		9.1				
Green Ext Time (p_c), s	0.0	8.4		1.2	0.4	6.4		0.4				

Intersection Summary

HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Horizon No Build AM Peak  
04/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	82	62	92	40	223	74	1407	43	282	1098	84
Future Volume (veh/h)	203	82	62	92	40	223	74	1407	43	282	1098	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	221	89	67	100	43	242	80	1529	47	307	1193	91
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	208	157	311	38	213	269	1563	697	333	1957	873
Arrive On Green	0.10	0.21	0.21	0.05	0.15	0.15	0.04	0.44	0.44	0.15	0.55	0.55
Sat Flow, veh/h	1781	990	746	1781	245	1378	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	221	0	156	100	0	285	80	1529	47	307	1193	91
Grp Sat Flow(s),veh/h/ln	1781	0	1736	1781	0	1622	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	12.2	0.0	9.3	5.6	0.0	18.5	2.9	50.5	2.0	15.8	27.1	3.3
Cycle Q Clear(g_c), s	12.2	0.0	9.3	5.6	0.0	18.5	2.9	50.5	2.0	15.8	27.1	3.3
Prop In Lane	1.00		0.43	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	0	365	311	0	251	269	1563	697	333	1957	873
V/C Ratio(X)	0.90	0.00	0.43	0.32	0.00	1.13	0.30	0.98	0.07	0.92	0.61	0.10
Avail Cap(c_a), veh/h	247	0	365	311	0	251	280	1563	697	342	1957	873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	0.0	40.9	40.1	0.0	50.4	18.0	32.9	19.3	38.1	18.1	12.8
Incr Delay (d2), s/veh	31.3	0.0	0.8	0.6	0.0	97.6	0.6	17.8	0.0	29.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	0.0	4.1	2.5	0.0	14.3	1.2	24.0	0.8	6.8	10.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.8	0.0	41.7	40.7	0.0	148.0	18.6	50.7	19.3	67.6	18.7	12.8
LnGrp LOS	E	A	D	D	A	F	B	D	B	E	B	B
Approach Vol, veh/h		377			385			1656			1591	
Approach Delay, s/veh		57.6			120.1			48.2			27.8	
Approach LOS		E			F			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.4	57.0	10.4	29.6	9.1	70.2	17.0	23.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.5	52.5	5.9	25.1	5.4	65.6	12.5	18.5				
Max Q Clear Time (g_c+I1), s	17.8	52.5	7.6	11.3	4.9	29.1	14.2	20.5				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.7	0.0	10.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			47.9									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary  
1: Hwy 90

Horizon No Build PM Peak  
04/25/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	451	1015	118	376	940	1111	88	264	199	1124	370	394
Future Volume (veh/h)	451	1015	118	376	940	1111	88	264	199	1124	370	394
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	490	1103	128	409	1022	0	96	287	216	1222	402	0
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	1221	142	429	2002		250	273	199	908	631	
Arrive On Green	0.11	0.26	0.26	0.24	0.39	0.00	0.04	0.14	0.14	0.23	0.34	0.00
Sat Flow, veh/h	3456	4640	538	1781	5106	1585	1781	1959	1431	3456	1870	1585
Grp Volume(v), veh/h	490	809	422	409	1022	0	96	260	243	1222	402	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1774	1781	1702	1585	1781	1777	1613	1728	1870	1585
Q Serve(g_s), s	16.5	33.8	33.9	33.3	22.4	0.0	5.3	20.5	20.5	34.5	26.7	0.0
Cycle Q Clear(g_c), s	16.5	33.8	33.9	33.3	22.4	0.0	5.3	20.5	20.5	34.5	26.7	0.0
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.89	1.00		1.00
Lane Grp Cap(c), veh/h	387	896	467	429	2002		250	247	225	908	631	
V/C Ratio(X)	1.27	0.90	0.90	0.95	0.51		0.38	1.05	1.08	1.35	0.64	
Avail Cap(c_a), veh/h	387	936	488	442	2098		250	247	225	908	631	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	65.4	52.4	52.5	55.0	34.0	0.0	53.1	63.4	63.4	44.8	41.1	0.0
Incr Delay (d2), s/veh	138.5	11.6	19.7	30.6	0.2	0.0	1.0	70.7	84.2	163.3	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	15.5	17.3	18.2	9.1	0.0	3.2	14.2	13.7	35.4	12.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	203.8	64.1	72.2	85.6	34.2	0.0	54.0	134.1	147.6	208.0	43.3	0.0
LnGrp LOS	F	E	E	F	C		D	F	F	F	D	
Approach Vol, veh/h		1721			1431	A		599			1624	A
Approach Delay, s/veh		105.8			48.9			126.7			167.3	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	39.0	25.0	40.0	43.2	9.8	54.2	21.0	62.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	34.5	20.5	36.5	40.5	5.3	49.7	16.5	60.5				
Max Q Clear Time (g_c+I1), s	36.5	22.5	35.3	35.9	7.3	28.7	18.5	24.4				
Green Ext Time (p_c), s	0.0	0.0	0.2	2.9	0.0	2.4	0.0	7.8				

Intersection Summary

HCM 6th Ctrl Delay	111.6
HCM 6th LOS	F

Notes

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

HCM 6th Signalized Intersection Summary  
2: Shore Dr

Horizon No Build PM Peak  
04/25/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1	61	0	1	6	65	2237	5	3	2269	17
Future Volume (veh/h)	25	1	61	0	1	6	65	2237	5	3	2269	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	1	66	0	1	7	71	2432	5	3	2466	18
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	1	94	0	12	85	178	2916	6	135	2710	1209
Arrive On Green	0.06	0.06	0.06	0.00	0.06	0.06	0.04	0.80	0.80	0.00	0.76	0.76
Sat Flow, veh/h	1407	24	1565	0	202	1414	1781	3638	7	1781	3554	1585
Grp Volume(v), veh/h	27	0	67	0	0	8	71	1187	1250	3	2466	18
Grp Sat Flow(s),veh/h/ln	1407	0	1589	0	0	1616	1781	1777	1869	1781	1777	1585
Q Serve(g_s), s	1.9	0.0	4.2	0.0	0.0	0.5	0.8	40.2	40.2	0.0	54.1	0.3
Cycle Q Clear(g_c), s	2.3	0.0	4.2	0.0	0.0	0.5	0.8	40.2	40.2	0.0	54.1	0.3
Prop In Lane	1.00		0.99	0.00		0.87	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	150	0	96	0	0	97	178	1424	1498	135	2710	1209
V/C Ratio(X)	0.18	0.00	0.70	0.00	0.00	0.08	0.40	0.83	0.83	0.02	0.91	0.01
Avail Cap(c_a), veh/h	317	0	285	0	0	290	267	1478	1554	216	2803	1250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	0.0	46.3	0.0	0.0	44.6	27.2	6.0	6.0	9.5	9.3	2.9
Incr Delay (d2), s/veh	0.6	0.0	8.9	0.0	0.0	0.4	1.4	4.2	4.0	0.1	4.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.9	0.0	0.0	0.2	1.4	11.2	11.7	0.0	16.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	0.0	55.2	0.0	0.0	44.9	28.7	10.1	10.0	9.5	14.1	2.9
LnGrp LOS	D	A	E	A	A	D	C	B	A	A	B	A
Approach Vol, veh/h		94			8			2508			2487	
Approach Delay, s/veh		52.6			44.9			10.6			14.0	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	85.0		10.5	8.8	81.1		10.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	83.5		18.0	9.3	79.2		18.0				
Max Q Clear Time (g_c+I1), s	2.0	42.2		6.2	2.8	56.1		2.5				
Green Ext Time (p_c), s	0.0	34.3		0.3	0.1	20.5		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				13.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
3: Cambridge Blvd

Horizon No Build PM Peak  
04/25/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	71	75	2150	93	100	1857
Future Volume (veh/h)	71	75	2150	93	100	1857
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	82	2337	101	109	2018
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	93	99	2515	1122	173	2835
Arrive On Green	0.12	0.12	0.71	0.71	0.05	0.80
Sat Flow, veh/h	806	859	3647	1585	1781	3647
Grp Volume(v), veh/h	160	0	2337	101	109	2018
Grp Sat Flow(s),veh/h/ln	1675	0	1777	1585	1781	1777
Q Serve(g_s), s	9.6	0.0	57.9	2.1	1.5	27.4
Cycle Q Clear(g_c), s	9.6	0.0	57.9	2.1	1.5	27.4
Prop In Lane	0.48	0.51		1.00	1.00	
Lane Grp Cap(c), veh/h	193	0	2515	1122	173	2835
V/C Ratio(X)	0.83	0.00	0.93	0.09	0.63	0.71
Avail Cap(c_a), veh/h	414	0	2564	1144	202	2943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	0.0	12.9	4.7	28.7	4.9
Incr Delay (d2), s/veh	8.8	0.0	6.7	0.0	4.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	21.1	0.6	2.2	7.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	53.5	0.0	19.5	4.7	33.5	5.7
LnGrp LOS	D	A	B	A	C	A
Approach Vol, veh/h	160		2438			2127
Approach Delay, s/veh	53.5		18.9			7.1
Approach LOS	D		B			A
Timer - Assigned Phs	1	2				6
Phs Duration (G+Y+Rc), s	9.3	77.6				86.9
Change Period (Y+Rc), s	4.5	4.5				4.5
Max Green Setting (Gmax), s	6.5	74.5				85.5
Max Q Clear Time (g_c+I1), s	3.5	59.9				29.4
Green Ext Time (p_c), s	0.1	13.1				31.9
Green Ext Time (p_c), s						0.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			14.8			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
4: Ponce De Leon Dr & Hwy 609

Horizon No Build PM Peak  
04/25/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶	↕	↷	↶	↕
Traffic Volume (veh/h)	92	124	1692	181	210	1705
Future Volume (veh/h)	92	124	1692	181	210	1705
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	0	1839	0	228	1853
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	132		2395		301	2855
Arrive On Green	0.07	0.00	0.67	0.00	0.07	0.80
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	100	0	1839	0	228	1853
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	4.0	0.0	25.7	0.0	2.5	15.7
Cycle Q Clear(g_c), s	4.0	0.0	25.7	0.0	2.5	15.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	132		2395		301	2855
V/C Ratio(X)	0.76		0.77		0.76	0.65
Avail Cap(c_a), veh/h	546		3122		653	4284
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	0.0	8.1	0.0	16.0	3.0
Incr Delay (d2), s/veh	8.6	0.0	0.9	0.0	3.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	7.5	0.0	2.8	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.0	0.0	9.0	0.0	19.9	3.2
LnGrp LOS	D		A		B	A
Approach Vol, veh/h	100	A	1839	A		2081
Approach Delay, s/veh	42.0		9.0			5.0
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.5	54.0			63.5	9.9
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	19.5	64.5			88.5	22.5
Max Q Clear Time (g_c+11), s	4.5	27.7			17.7	6.0
Green Ext Time (p_c), s	0.5	21.8			25.6	0.2

Intersection Summary

HCM 6th Ctrl Delay			7.8			
HCM 6th LOS			A			

Notes

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

HCM 6th Signalized Intersection Summary  
5: Hwy 609 & Old Fort Bayou Rd

Horizon No Build PM Peak  
04/25/2022



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (veh/h)	139	244	272	1795	1601	43
Future Volume (veh/h)	139	244	272	1795	1601	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	265	296	1951	1740	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	343	305	337	2541	1883	51
Arrive On Green	0.19	0.19	0.14	0.72	0.53	0.53
Sat Flow, veh/h	1781	1585	1781	3647	3628	95
Grp Volume(v), veh/h	151	265	296	1951	872	915
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1777	1777	1853
Q Serve(g_s), s	7.3	15.8	10.6	33.8	43.9	44.5
Cycle Q Clear(g_c), s	7.3	15.8	10.6	33.8	43.9	44.5
Prop In Lane	1.00	1.00	1.00			0.05
Lane Grp Cap(c), veh/h	343	305	337	2541	947	987
V/C Ratio(X)	0.44	0.87	0.88	0.77	0.92	0.93
Avail Cap(c_a), veh/h	502	447	560	3042	975	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	38.2	29.4	8.8	20.9	21.0
Incr Delay (d2), s/veh	0.9	11.7	8.7	1.0	13.4	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	7.0	7.3	9.3	19.1	20.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.6	49.9	38.1	9.8	34.3	34.8
LnGrp LOS	D	D	D	A	C	C
Approach Vol, veh/h	416			2247	1787	
Approach Delay, s/veh	44.7			13.5	34.6	
Approach LOS	D			B	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.8	56.5			74.2	23.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	25.5	53.5			83.5	27.5
Max Q Clear Time (g_c+I1), s	12.6	46.5			35.8	17.8
Green Ext Time (p_c), s	0.7	5.5			24.4	1.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			24.9			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Horizon No Build PM Peak  
04/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 				 		 	 			 	
Traffic Volume (veh/h)	202	49	487	39	32	52	367	1039	40	5	1132	227
Future Volume (veh/h)	202	49	487	39	32	52	367	1039	40	5	1132	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	220	53	0	42	35	57	399	1129	43	5	1230	0
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	183		54	45	74	497	2011	897	12	1524	
Arrive On Green	0.10	0.10	0.00	0.10	0.10	0.10	0.14	0.57	0.57	0.01	0.43	0.00
Sat Flow, veh/h	3456	1870	1585	537	447	728	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	220	53	0	134	0	0	399	1129	43	5	1230	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1712	0	0	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.8	2.1	0.0	6.0	0.0	0.0	8.8	15.9	1.0	0.2	23.8	0.0
Cycle Q Clear(g_c), s	4.8	2.1	0.0	6.0	0.0	0.0	8.8	15.9	1.0	0.2	23.8	0.0
Prop In Lane	1.00		1.00	0.31		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	183		174	0	0	497	2011	897	12	1524	
V/C Ratio(X)	0.65	0.29		0.77	0.00	0.00	0.80	0.56	0.05	0.43	0.81	
Avail Cap(c_a), veh/h	1117	605		391	0	0	635	2410	1075	113	1982	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.3	33.0	0.0	34.5	0.0	0.0	32.7	10.9	7.6	39.0	19.7	0.0
Incr Delay (d2), s/veh	2.1	0.9	0.0	7.1	0.0	0.0	5.8	0.2	0.0	22.7	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.9	0.0	2.8	0.0	0.0	3.8	5.0	0.3	0.2	8.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	33.9	0.0	41.6	0.0	0.0	38.5	11.1	7.7	61.7	21.6	0.0
LnGrp LOS	D	C		D	A	A	D	B	A	E	C	
Approach Vol, veh/h		273	A		134			1571			1235	A
Approach Delay, s/veh		35.9			41.6			18.0			21.8	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	49.1		12.2	15.8	38.3		12.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	53.5		25.5	14.5	44.0		18.0				
Max Q Clear Time (g_c+1), s	2.2	17.9		6.8	10.8	25.8		8.0				
Green Ext Time (p_c), s	0.0	9.4		0.9	0.5	8.0		0.4				

Intersection Summary

HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Horizon No Build PM Peak  
04/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	79	84	41	51	172	109	1663	57	392	1497	187
Future Volume (veh/h)	187	79	84	41	51	172	109	1663	57	392	1497	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	203	86	91	45	55	187	118	1808	62	426	1627	203
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	255	188	199	283	58	196	182	1555	693	335	1943	866
Arrive On Green	0.10	0.23	0.23	0.03	0.15	0.15	0.04	0.44	0.44	0.15	0.55	0.55
Sat Flow, veh/h	1781	832	880	1781	373	1269	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	203	0	177	45	0	242	118	1808	62	426	1627	203
Grp Sat Flow(s),veh/h/ln	1781	0	1712	1781	0	1642	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.2	0.0	10.7	2.5	0.0	17.5	4.4	52.5	2.7	18.5	45.9	8.0
Cycle Q Clear(g_c), s	11.2	0.0	10.7	2.5	0.0	17.5	4.4	52.5	2.7	18.5	45.9	8.0
Prop In Lane	1.00		0.51	1.00		0.77	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	255	0	387	283	0	253	182	1555	693	335	1943	866
V/C Ratio(X)	0.80	0.00	0.46	0.16	0.00	0.96	0.65	1.16	0.09	1.27	0.84	0.23
Avail Cap(c_a), veh/h	255	0	387	313	0	253	182	1555	693	335	1943	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	40.1	40.8	0.0	50.3	25.2	33.7	19.8	40.7	22.7	14.1
Incr Delay (d2), s/veh	16.1	0.0	0.8	0.3	0.0	44.4	7.8	80.8	0.1	144.3	3.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	4.6	1.1	0.0	10.3	2.1	38.4	1.0	18.6	18.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	0.0	40.9	41.0	0.0	94.7	33.1	114.6	19.8	184.9	26.1	14.3
LnGrp LOS	D	A	D	D	A	F	C	F	B	F	C	B
Approach Vol, veh/h		380			287			1988			2256	
Approach Delay, s/veh		47.6			86.3			106.8			55.1	
Approach LOS		D			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	57.0	8.4	31.6	9.9	70.1	17.0	23.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.5	52.5	5.9	25.1	5.4	65.6	12.5	18.5				
Max Q Clear Time (g_c+1), s	20.5	54.5	4.5	12.7	6.4	47.9	13.2	19.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	11.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				77.2								
HCM 6th LOS				E								

Lanes, Volumes, Timings  
1: Hwy 90

Horizon Build AM Peak  
06/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	518	30	189	912	575	51	145	78	913	229	360
Future Volume (vph)	101	518	30	189	912	575	51	145	78	913	229	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	400		0	200		0	390		200
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	0.97	1.00	1.00
Frt		0.992				0.850		0.948				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5045	0	1770	5085	1583	1770	3355	0	3433	1863	1583
Flt Permitted	0.950			0.950			0.605			0.429		
Satd. Flow (perm)	3433	5045	0	1770	5085	1583	1127	3355	0	1550	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				580		85				323
Link Speed (mph)		45			45			30				30
Link Distance (ft)		600			641			583				2872
Travel Time (s)		9.1			9.7			13.3				65.3
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
Adj. Flow (vph)	110	563	33	205	991	625	55	158	85	992	249	391
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	596	0	205	991	625	55	243	0	992	249	391
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		24			24			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
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2			6		6

Lanes, Volumes, Timings  
1: Hwy 90

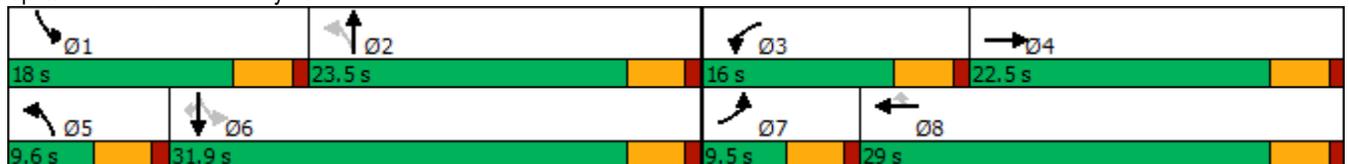
Horizon Build AM Peak  
06/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	9.5	22.5		16.0	29.0	29.0	9.6	23.5		18.0	31.9	31.9
Total Split (%)	11.9%	28.1%		20.0%	36.3%	36.3%	12.0%	29.4%		22.5%	39.9%	39.9%
Maximum Green (s)	5.0	18.0		11.5	24.5	24.5	5.1	19.0		13.5	27.4	27.4
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	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
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	5.1	15.7		11.0	23.9	23.9	14.4	9.3		27.5	22.1	22.1
Actuated g/C Ratio	0.08	0.23		0.16	0.35	0.35	0.21	0.14		0.41	0.33	0.33
v/c Ratio	0.43	0.51		0.71	0.55	0.67	0.19	0.46		0.99	0.41	0.53
Control Delay	37.9	24.3		44.5	20.0	6.9	16.0	20.5		46.1	22.7	8.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	37.9	24.3		44.5	20.0	6.9	16.0	20.5		46.1	22.7	8.0
LOS	D	C		D	B	A	B	C		D	C	A
Approach Delay		26.4			18.2			19.6			33.4	
Approach LOS		C			B			B			C	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	67.8
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	25.2
Intersection LOS:	C
Intersection Capacity Utilization:	69.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 1: Hwy 90



Lanes, Volumes, Timings  
2: Shore Dr

Horizon Build AM Peak  
06/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	16	0	83	0	1	4	30	1395	4	65	3	1896
Future Volume (vph)	16	0	83	0	1	4	30	1395	4	65	3	1896
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	0		0	175		0		100	
Storage Lanes	1		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.850			0.892							
Flt Protected	0.950						0.950				0.950	
Satd. Flow (prot)	1770	1583	0	0	1662	0	1770	3539	0	0	1770	3539
Flt Permitted	0.755						0.076				0.117	
Satd. Flow (perm)	1406	1583	0	0	1662	0	142	3539	0	0	218	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		104			4							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		260			148			2872				3058
Travel Time (s)		5.9			3.4			65.3				69.5
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
Adj. Flow (vph)	17	0	90	0	1	4	33	1516	4	71	3	2061
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	90	0	0	5	0	33	1520	0	0	74	2061
Enter Blocked Intersection	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	
Number of Detectors	1	2		1	2		1	2		1	1	2
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100		20	100		20	20	100
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA			NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2			6	6	

Lane Group	SBR
Lane Configurations	7
Traffic Volume (vph)	16
Future Volume (vph)	16
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Adj. Flow (vph)	17
Shared Lane Traffic (%)	
Lane Group Flow (vph)	17
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lanes, Volumes, Timings  
2: Shore Dr

Horizon Build AM Peak  
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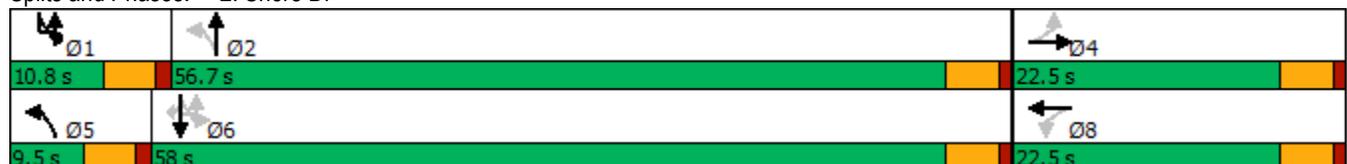


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4		8	8		5	2		1	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	9.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		9.5	56.7		10.8	10.8	58.0
Total Split (%)	25.0%	25.0%		25.0%	25.0%		10.6%	63.0%		12.0%	12.0%	64.4%
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	52.2		6.3	6.3	53.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?							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
Recall Mode	None	None		None	None		None	Min		None	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0				7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0				11.0
Pedestrian Calls (#/hr)	0	0		0	0			0				0
Act Effct Green (s)	6.7	6.7			6.7		54.3	51.5			57.4	56.2
Actuated g/C Ratio	0.09	0.09			0.09		0.76	0.72			0.80	0.78
v/c Ratio	0.13	0.38			0.03		0.15	0.60			0.24	0.74
Control Delay	34.6	11.0			23.6		3.7	8.6			3.9	9.4
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	34.6	11.0			23.6		3.7	8.6			3.9	9.4
LOS	C	B			C		A	A			A	A
Approach Delay		14.8			23.6			8.5				9.2
Approach LOS		B			C			A				A

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	71.9
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	9.1
Intersection LOS:	A
Intersection Capacity Utilization	71.6%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 2: Shore Dr



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	58.0
Total Split (%)	64.4%
Maximum Green (s)	53.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	56.2
Actuated g/C Ratio	0.78
v/c Ratio	0.01
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings  
3: Cambridge Blvd

Horizon Build AM Peak  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕			↕			↕	↑↑	↗		↕
Traffic Volume (vph)	0	0	0	108	0	98	65	3	1418	26	78	38
Future Volume (vph)	0	0	0	108	0	98	65	3	1418	26	78	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		100		100		100
Storage Lanes	0		0	0		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt					0.936					0.850		
Flt Protected					0.975			0.950				0.950
Satd. Flow (prot)	0	1863	0	0	1700	0	0	1770	3539	1583	0	1770
Flt Permitted					0.975			0.086				0.117
Satd. Flow (perm)	0	1863	0	0	1700	0	0	160	3539	1583	0	218
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)					76					76		
Link Speed (mph)		30			30				30			
Link Distance (ft)		369			1196				3058			
Travel Time (s)		8.4			27.2				69.5			
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
Adj. Flow (vph)	0	0	0	117	0	107	71	3	1541	28	85	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	224	0	0	74	1541	28	0	126
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				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)	60		60	15		9	9	60		9	9	15
Number of Detectors	1	2		1	2		1	1	2	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100		20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type				Split	NA		Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4		8	8				2		1	1
Permitted Phases	4						2	2		2	6	6

Lanes, Volumes, Timings  
3: Cambridge Blvd

Horizon Build AM Peak  
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Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1797	0
Future Volume (vph)	1797	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Flt		
Flt Protected		
Satd. Flow (prot)	3539	0
Flt Permitted		
Satd. Flow (perm)	3539	0
Right Turn on Red		Yes
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	782	
Travel Time (s)	17.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	1953	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1953	0
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)		60
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		

Lanes, Volumes, Timings  
3: Cambridge Blvd

Horizon Build AM Peak  
06/14/2022

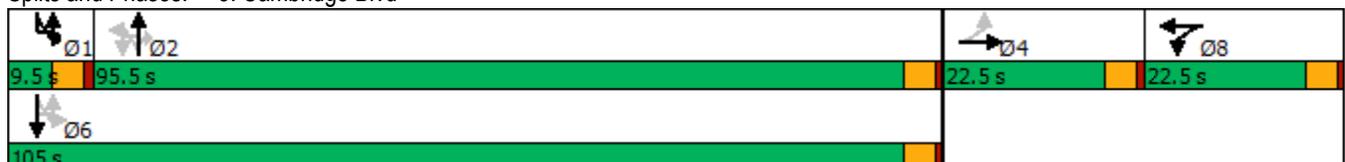


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector Phase	4	4		8	8		2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	9.5	9.5
Total Split (s)	22.5	22.5		22.5	22.5		95.5	95.5	95.5	95.5	9.5	9.5
Total Split (%)	15.0%	15.0%		15.0%	15.0%		63.7%	63.7%	63.7%	63.7%	6.3%	6.3%
Maximum Green (s)	18.0	18.0		18.0	18.0		91.0	91.0	91.0	91.0	5.0	5.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5	4.5		4.5
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							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
Recall Mode	None	None		None	None		Min	Min	Min	Min	None	None
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0		
Act Effct Green (s)					15.8			91.1	91.1	91.1		100.6
Actuated g/C Ratio					0.13			0.73	0.73	0.73		0.80
v/c Ratio					0.80			0.64	0.60	0.02		0.53
Control Delay					55.7			39.1	9.8	0.0		11.3
Queue Delay					0.0			0.0	0.0	0.0		0.0
Total Delay					55.7			39.1	9.8	0.0		11.3
LOS					E			D	A	A		B
Approach Delay					55.7				11.0			
Approach LOS					E				B			

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	125.4
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	11.7
Intersection Capacity Utilization	77.1%
Analysis Period (min)	15
Intersection LOS:	B
ICU Level of Service	D

Splits and Phases: 3: Cambridge Blvd





Lane Group	SBT	SBR
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	105.0	
Total Split (%)	70.0%	
Maximum Green (s)	100.5	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	100.6	
Actuated g/C Ratio	0.80	
v/c Ratio	0.69	
Control Delay	7.3	
Queue Delay	0.0	
Total Delay	7.3	
LOS	A	
Approach Delay	7.6	
Approach LOS	A	
Intersection Summary		

Lanes, Volumes, Timings  
4: Ponce De Leon Dr & Hwy 609

Horizon Build AM Peak  
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Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			 				 
Traffic Volume (vph)	110	88	1001	79	78	63	1429
Future Volume (vph)	110	88	1001	79	78	63	1429
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		180		175	
Storage Lanes	1	1		1		1	
Taper Length (ft)	25					25	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.850		0.850			
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1770	1583	3539	1583	0	1770	3539
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	1770	1583	3539	1583	0	1770	3539
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		58		86			
Link Speed (mph)	30		30				45
Link Distance (ft)	926		456				1769
Travel Time (s)	21.0		10.4				26.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	96	1088	86	85	68	1553
Shared Lane Traffic (%)							
Lane Group Flow (vph)	120	96	1088	86	0	153	1553
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	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	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	
Number of Detectors	1	1	2	1	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	20	100	20	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94
Detector 2 Size(ft)			6				6
Detector 2 Type			Cl+Ex				Cl+Ex
Detector 2 Channel							
Detector 2 Extend (s)			0.0				0.0
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	Prot	NA
Protected Phases	8!	8 1!	2	8	1!	1	Free!
Permitted Phases				2			

Lanes, Volumes, Timings  
4: Ponce De Leon Dr & Hwy 609

Horizon Build AM Peak  
06/14/2022

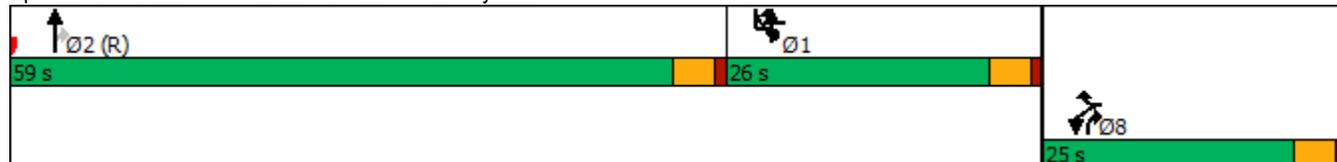


Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Detector Phase	8	8 1	2	8	1	1	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5	
Total Split (s)	25.0		59.0	25.0	26.0	26.0	
Total Split (%)	22.7%		53.6%	22.7%	23.6%	23.6%	
Maximum Green (s)	20.5		54.5	20.5	21.5	21.5	
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	4.5		4.5	4.5		4.5	
Lead/Lag			Lead		Lag	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	
Recall Mode	None		C-Min	None	None	None	
Walk Time (s)	7.0		7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	0	
Act Effct Green (s)	12.8	32.0	69.0	86.3		14.7	110.0
Actuated g/C Ratio	0.12	0.29	0.63	0.78		0.13	1.00
v/c Ratio	0.59	0.19	0.49	0.07		0.65	0.44
Control Delay	57.0	12.4	13.1	0.9		47.8	0.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	57.0	12.4	13.1	0.9		47.8	0.3
LOS	E	B	B	A		D	A
Approach Delay	37.2		12.3				4.6
Approach LOS	D		B				A

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 48 (44%), Referenced to phase 2:NBT and 6:, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 9.8  
 Intersection Capacity Utilization 52.8%  
 Analysis Period (min) 15  
 ! Phase conflict between lane groups.

Splits and Phases: 4: Ponce De Leon Dr & Hwy 609



Lanes, Volumes, Timings  
5: Hwy 609 & Old Fort Bayou Rd

Horizon Build AM Peak  
06/14/2022



Lane Group	SBL	SBR	SBR2	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEL2
Lane Configurations												
Traffic Volume (vph)	196	0	317	97	295	1330	28	26	14	1172	10	58
Future Volume (vph)	196	0	317	97	295	1330	28	26	14	1172	10	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0			175		0		100		0	
Storage Lanes	1	1			2		0		1		0	
Taper Length (ft)	25				25				25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95	1.00	0.95	0.95	1.00
Frt		0.850				0.997				0.999		
Flt Protected	0.950				0.950				0.950			
Satd. Flow (prot)	1770	1583	0	0	3433	3529	0	0	1770	3536	0	0
Flt Permitted	0.950				0.110				0.094			
Satd. Flow (perm)	1770	1583	0	0	398	3529	0	0	175	3536	0	0
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		105				3				1		
Link Speed (mph)	35					45				45		
Link Distance (ft)	1997					2597				1769		
Travel Time (s)	38.9					39.3				26.8		
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
Adj. Flow (vph)	213	0	345	105	321	1446	30	28	15	1274	11	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	345	0	0	426	1476	0	0	43	1285	0	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Right	Right	R NA	Left	Left	Right	R NA	Left	Left	Right	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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	60	9	9	15		60	9	60		9	60
Number of Detectors	1	1		1	1	2		1	1	2		1
Detector Template	Left	Right		Left	Left	Thru		Left	Left	Thru		Left
Leading Detector (ft)	20	20		20	20	100		20	20	100		20
Trailing Detector (ft)	0	0		0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0		0
Detector 1 Size(ft)	20	20		20	20	6		20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						94				94		
Detector 2 Size(ft)						6				6		
Detector 2 Type						Cl+Ex				Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Prot	Perm		pm+pt	pm+pt	NA		Perm	Perm	NA		Perm
Protected Phases	3			1	1	6				2		
Permitted Phases		8		6	6			2	2			4

Lanes, Volumes, Timings  
5: Hwy 609 & Old Fort Bayou Rd

Horizon Build AM Peak  
06/14/2022



Lane Group	NEL	NER
Lane Configurations		
Traffic Volume (vph)	0	67
Future Volume (vph)	0	67
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)	0	0
Storage Lanes	1	0
Taper Length (ft)	25	
Lane Util. Factor	1.00	1.00
Frt	0.928	
Flt Protected	0.977	
Satd. Flow (prot)	1689	0
Flt Permitted	0.690	
Satd. Flow (perm)	1193	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	104	
Link Speed (mph)	30	
Link Distance (ft)	518	
Travel Time (s)	11.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	0	73
Shared Lane Traffic (%)		
Lane Group Flow (vph)	136	0
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)	60	60
Number of Detectors	1	
Detector Template	Left	
Leading Detector (ft)	20	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type	Perm	
Protected Phases		
Permitted Phases	4	





Lane Group	NEL	NER
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	22.5	
Total Split (%)	20.5%	
Maximum Green (s)	18.0	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	9.7	
Actuated g/C Ratio	0.09	
v/c Ratio	0.68	
Control Delay	31.7	
Queue Delay	0.0	
Total Delay	31.7	
LOS	C	
Approach Delay	31.7	
Approach LOS	C	
<b>Intersection Summary</b>		

Lanes, Volumes, Timings  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Horizon Build AM Peak  
06/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	312	38	550	30	35	61	26	348	965	28	39	4
Future Volume (vph)	312	38	550	30	35	61	26	348	965	28	39	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	100		0		235		100		115
Storage Lanes	1		1	1		0		2		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.97	0.95	1.00	0.95	1.00
Frt			0.850		0.905					0.850		
Flt Protected	0.950	0.962		0.950				0.950				0.950
Satd. Flow (prot)	1681	1702	1583	1770	1686	0	0	3433	3539	1583	0	1770
Flt Permitted	0.950	0.962		0.632				0.950				0.950
Satd. Flow (perm)	1681	1702	1583	1177	1686	0	0	3433	3539	1583	0	1770
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			380		66					104		
Link Speed (mph)		45			30				45			
Link Distance (ft)		621			623				2597			
Travel Time (s)		9.4			14.2				39.3			
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
Adj. Flow (vph)	339	41	598	33	38	66	28	378	1049	30	42	4
Shared Lane Traffic (%)	44%											
Lane Group Flow (vph)	190	190	598	33	104	0	0	406	1049	30	0	46
Enter Blocked Intersection	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
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Split	NA	Perm	Perm	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	4	4			8		5	5	2		1	1
Permitted Phases			4	8						2		

Lanes, Volumes, Timings  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Horizon Build AM Peak  
06/14/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1238	267
Future Volume (vph)	1238	267
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		125
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		128
Link Speed (mph)	45	
Link Distance (ft)	2164	
Travel Time (s)	32.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	1346	290
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1346	290
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
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6

Lanes, Volumes, Timings  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Horizon Build AM Peak  
06/14/2022

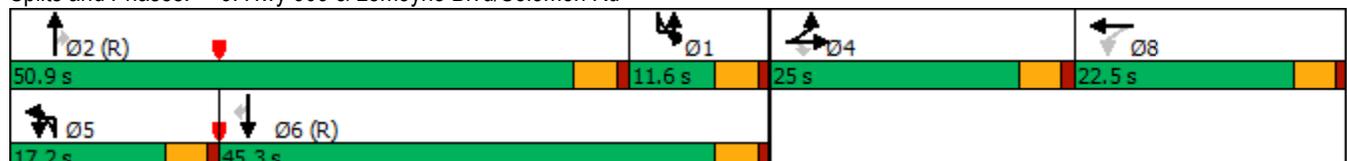


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector Phase	4	4	4	8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	9.5	22.5	22.5	9.5	9.5
Total Split (s)	25.0	25.0	25.0	22.5	22.5		17.2	17.2	50.9	50.9	11.6	11.6
Total Split (%)	22.7%	22.7%	22.7%	20.5%	20.5%		15.6%	15.6%	46.3%	46.3%	10.5%	10.5%
Maximum Green (s)	20.5	20.5	20.5	18.0	18.0		12.7	12.7	46.4	46.4	7.1	7.1
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
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)	4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5		4.5
Lead/Lag							Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?							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	7.0				7.0	7.0		
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0				11.0	11.0		
Pedestrian Calls (#/hr)	0	0	0	0	0				0	0		
Act Effct Green (s)	20.5	20.5	20.5	8.8	8.8			19.7	57.1	57.1		9.9
Actuated g/C Ratio	0.19	0.19	0.19	0.08	0.08			0.18	0.52	0.52		0.09
v/c Ratio	0.61	0.60	0.99	0.35	0.53			0.66	0.57	0.03		0.29
Control Delay	50.3	49.9	51.5	57.2	30.6			39.6	15.3	0.1		37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	50.3	49.9	51.5	57.2	30.6			39.6	15.3	0.1		37.0
LOS	D	D	D	E	C			D	B	A		D
Approach Delay		51.0			37.0				21.7			
Approach LOS		D			D				C			

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.99  
 Intersection Signal Delay: 32.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 99.5%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 6: Hwy 609 & Lemoyne Blvd/Solomon Rd

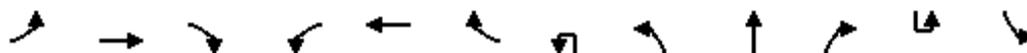




Lane Group	SBT	SBR
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	45.3	45.3
Total Split (%)	41.2%	41.2%
Maximum Green (s)	40.8	40.8
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag	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)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	43.1	43.1
Actuated g/C Ratio	0.39	0.39
v/c Ratio	0.97	0.42
Control Delay	35.1	6.3
Queue Delay	0.0	0.0
Total Delay	35.1	6.3
LOS	D	A
Approach Delay	30.2	
Approach LOS	C	
Intersection Summary		

Lanes, Volumes, Timings  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Horizon Build AM Peak  
06/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	203	82	62	92	40	223	26	74	1407	43	13	282
Future Volume (vph)	203	82	62	92	40	223	26	74	1407	43	13	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		60	0		200		230		170		150
Storage Lanes	1		1	0		1		1		1		2
Taper Length (ft)	70			50				75				150
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Frt			0.850			0.850				0.850		
Flt Protected	0.950	0.979			0.966			0.950				0.950
Satd. Flow (prot)	1681	1732	1583	0	1799	1583	0	1770	3539	1583	0	3433
Flt Permitted	0.581	0.820			0.573			0.149				0.104
Satd. Flow (perm)	1028	1451	1583	0	1067	1583	0	278	3539	1583	0	376
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			149			161				149		
Link Speed (mph)		30			30				45			
Link Distance (ft)		592			571				2164			
Travel Time (s)		13.5			13.0				32.8			
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
Adj. Flow (vph)	221	89	67	100	43	242	28	80	1529	47	14	307
Shared Lane Traffic (%)	31%											
Lane Group Flow (vph)	152	158	67	0	143	242	0	108	1529	47	0	321
Enter Blocked Intersection	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
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	20
Detector 1 Type	Cl+Ex											
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4		4	8		8	2	2		2	6	6

Lanes, Volumes, Timings  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Horizon Build AM Peak  
06/14/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1098	84
Future Volume (vph)	1098	84
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		149
Link Speed (mph)	45	
Link Distance (ft)	1174	
Travel Time (s)	17.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	1193	91
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1193	91
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
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6

Lanes, Volumes, Timings  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Horizon Build AM Peak  
06/14/2022

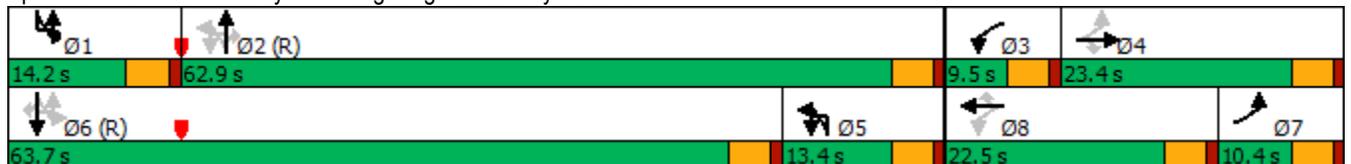


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector Phase	7	4	4	3	8	8	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	9.5
Total Split (s)	10.4	23.4	23.4	9.5	22.5	22.5	13.4	13.4	62.9	62.9	14.2	14.2
Total Split (%)	9.5%	21.3%	21.3%	8.6%	20.5%	20.5%	12.2%	12.2%	57.2%	57.2%	12.9%	12.9%
Maximum Green (s)	5.9	18.9	18.9	5.0	18.0	18.0	8.9	8.9	58.4	58.4	9.7	9.7
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Min	C-Min	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		
Flash Dont Walk (s)		11.0	11.0		11.0	11.0			11.0	11.0		
Pedestrian Calls (#/hr)		0	0		0	0			0	0		
Act Effct Green (s)	31.0	31.0	31.0		20.7	20.7			55.7	55.7		48.4
Actuated g/C Ratio	0.28	0.28	0.28		0.19	0.19			0.51	0.51		0.44
v/c Ratio	0.47	0.37	0.12		0.71	0.57			0.29	0.85		0.73
Control Delay	40.5	36.2	0.5		64.4	20.7			13.7	16.0		30.5
Queue Delay	0.0	0.0	0.0		0.0	0.0			0.0	0.0		0.0
Total Delay	40.5	36.2	0.5		64.4	20.7			13.7	16.0		30.5
LOS	D	D	A		E	C			B	B		A
Approach Delay		31.6			36.9				15.4			
Approach LOS		C			D				B			

Intersection Summary

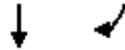
Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 104 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 23.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 83.9%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 7: Hwy 609 & Big Ridge Rd/Money Farm Rd



Lanes, Volumes, Timings  
 7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Horizon Build AM Peak  
 06/14/2022



Lane Group	SBT	SBR
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	63.7	63.7
Total Split (%)	57.9%	57.9%
Maximum Green (s)	59.2	59.2
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	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)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	48.4	48.4
Actuated g/C Ratio	0.44	0.44
v/c Ratio	0.77	0.12
Control Delay	29.2	0.6
Queue Delay	0.0	0.0
Total Delay	29.2	0.6
LOS	C	A
Approach Delay	27.9	
Approach LOS	C	
Intersection Summary		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑	↑↑↑	
Traffic Volume (vph)	0	0	0	1080	1539	0
Future Volume (vph)	0	0	0	1080	1539	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	1.00
<b>Fr</b>						
<b>Flt Protected</b>						
Satd. Flow (prot)	0	0	0	3539	5085	0
<b>Flt Permitted</b>						
Satd. Flow (perm)	0	0	0	3539	5085	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	196			782	456	
Travel Time (s)	4.5			17.8	10.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1174	1673	0
<b>Shared Lane Traffic (%)</b>						
Lane Group Flow (vph)	0	0	0	1174	1673	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
<b>Two way Left Turn Lane</b>						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Stop	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.2%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
1: Hwy 90

Horizon Build PM Peak  
06/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 		 
Traffic Volume (vph)	451	1015	118	376	940	1111	88	264	199	1124	370	394
Future Volume (vph)	451	1015	118	376	940	1111	88	264	199	1124	370	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	400		0	200		0	390		200
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	0.97	1.00	1.00
Frt		0.984				0.850		0.936				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5004	0	1770	5085	1583	1770	3313	0	3433	1863	1583
Flt Permitted	0.950			0.950			0.526			0.162		
Satd. Flow (perm)	3433	5004	0	1770	5085	1583	980	3313	0	585	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				509		105				281
Link Speed (mph)		45			45			30				30
Link Distance (ft)		600			641			583				2872
Travel Time (s)		9.1			9.7			13.3				65.3
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
Adj. Flow (vph)	490	1103	128	409	1022	1208	96	287	216	1222	402	428
Shared Lane Traffic (%)												
Lane Group Flow (vph)	490	1231	0	409	1022	1208	96	503	0	1222	402	428
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)		24			24			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
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2			6		6

Lanes, Volumes, Timings  
1: Hwy 90

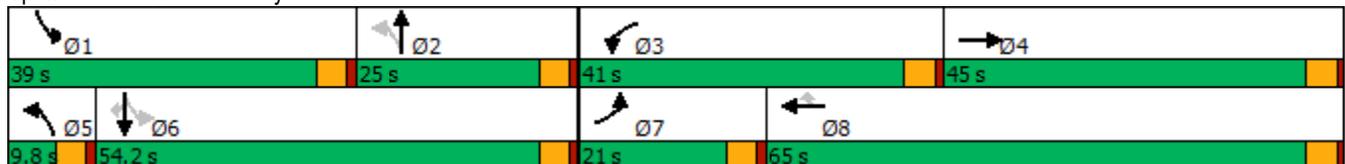
Horizon Build PM Peak  
06/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5		9.5	22.5	22.5
Total Split (s)	21.0	45.0		41.0	65.0	65.0	9.8	25.0		39.0	54.2	54.2
Total Split (%)	14.0%	30.0%		27.3%	43.3%	43.3%	6.5%	16.7%		26.0%	36.1%	36.1%
Maximum Green (s)	16.5	40.5		36.5	60.5	60.5	5.3	20.5		34.5	49.7	49.7
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	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
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	16.5	41.1		35.9	60.5	60.5	25.5	20.2		59.2	49.4	49.4
Actuated g/C Ratio	0.11	0.27		0.24	0.40	0.40	0.17	0.13		0.40	0.33	0.33
v/c Ratio	1.30	0.89		0.96	0.50	1.28	0.49	0.94		1.38	0.65	0.60
Control Delay	202.0	60.8		91.4	34.3	157.5	46.8	76.0		212.1	48.9	17.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	202.0	60.8		91.4	34.3	157.5	46.8	76.0		212.1	48.9	17.4
LOS	F	E		F	C	F	D	E		F	D	B
Approach Delay		101.0			99.6			71.3			139.5	
Approach LOS		F			F			E			F	

Intersection Summary

Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 149.7  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.38  
 Intersection Signal Delay: 109.2  
 Intersection LOS: F  
 Intersection Capacity Utilization 106.6%  
 ICU Level of Service G  
 Analysis Period (min) 15

Splits and Phases: 1: Hwy 90



Lanes, Volumes, Timings  
2: Shore Dr

Horizon Build PM Peak  
06/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	25	1	61	0	1	6	65	2237	5	65	3	2269
Future Volume (vph)	25	1	61	0	1	6	65	2237	5	65	3	2269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	0		0	175		0		100	
Storage Lanes	1		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.852			0.882							
Flt Protected	0.950						0.950				0.950	
Satd. Flow (prot)	1770	1587	0	0	1643	0	1770	3539	0	0	1770	3539
Flt Permitted	0.752						0.046				0.046	
Satd. Flow (perm)	1401	1587	0	0	1643	0	86	3539	0	0	86	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		66			7							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		260			148			2872				3058
Travel Time (s)		5.9			3.4			65.3				69.5
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
Adj. Flow (vph)	27	1	66	0	1	7	71	2432	5	71	3	2466
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	67	0	0	8	0	71	2437	0	0	74	2466
Enter Blocked Intersection	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	
Number of Detectors	1	2		1	2		1	2		1	1	2
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100		20	100		20	20	100
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA			NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2			6	6	

Lanes, Volumes, Timings  
2: Shore Dr

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	17
Future Volume (vph)	17
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	55
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Adj. Flow (vph)	18
Shared Lane Traffic (%)	
Lane Group Flow (vph)	18
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
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lanes, Volumes, Timings  
2: Shore Dr

Horizon Build PM Peak  
06/14/2022

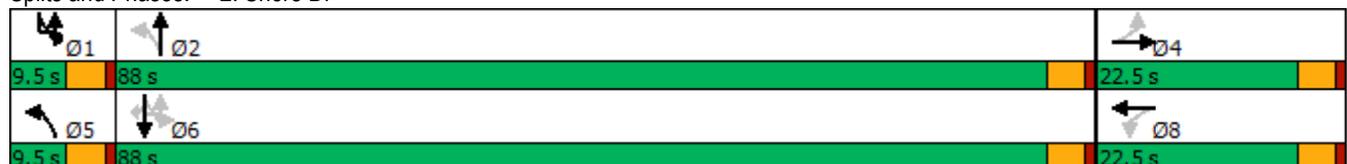


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4		8	8		5	2		1	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	9.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		9.5	88.0		9.5	9.5	88.0
Total Split (%)	18.8%	18.8%		18.8%	18.8%		7.9%	73.3%		7.9%	7.9%	73.3%
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	83.5		5.0	5.0	83.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?							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
Recall Mode	None	None		None	None		None	Min		None	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0				7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0				11.0
Pedestrian Calls (#/hr)	0	0		0	0			0				0
Act Effct Green (s)	7.7	7.7			7.7		90.8	87.8			90.8	87.8
Actuated g/C Ratio	0.07	0.07			0.07		0.83	0.81			0.83	0.81
v/c Ratio	0.28	0.39			0.07		0.48	0.85			0.50	0.86
Control Delay	55.4	19.0			29.4		22.6	13.5			24.1	14.1
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	55.4	19.0			29.4		22.6	13.5			24.1	14.1
LOS	E	B			C		C	B			C	B
Approach Delay		29.5			29.4			13.8				14.3
Approach LOS		C			C			B				B

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	108.8
Natural Cycle:	120
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	14.3
Intersection LOS:	B
Intersection Capacity Utilization:	78.3%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 2: Shore Dr



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	88.0
Total Split (%)	73.3%
Maximum Green (s)	83.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	87.8
Actuated g/C Ratio	0.81
v/c Ratio	0.01
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings  
3: Cambridge Blvd

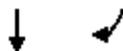
Horizon Build PM Peak  
06/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕			↕			↕	↑↑	↗		↕
Traffic Volume (vph)	12	0	0	71	0	75	65	0	2150	93	78	100
Future Volume (vph)	12	0	0	71	0	75	65	0	2150	93	78	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		100		100		100
Storage Lanes	0		0	0		0		1		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Frt					0.930					0.850		
Flt Protected		0.950			0.976			0.950				0.950
Satd. Flow (prot)	0	1770	0	0	1691	0	0	1770	3539	1583	0	1770
Flt Permitted					0.976			0.074				0.043
Satd. Flow (perm)	0	1863	0	0	1691	0	0	138	3539	1583	0	80
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)					76					76		
Link Speed (mph)		30			30				30			
Link Distance (ft)		369			1196				3058			
Travel Time (s)		8.4			27.2				69.5			
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
Adj. Flow (vph)	13	0	0	77	0	82	71	0	2337	101	85	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	159	0	0	71	2337	101	0	194
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				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)	60		60	15		9	9	60		9	9	15
Number of Detectors	1	2		1	2		1	1	2	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100		20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA		Split	NA		Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4		8	8				2		1	1
Permitted Phases	4						2	2		2	6	6

Lanes, Volumes, Timings  
3: Cambridge Blvd

Horizon Build PM Peak  
06/14/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1857	0
Future Volume (vph)	1857	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Flt		
Flt Protected		
Satd. Flow (prot)	3539	0
Flt Permitted		
Satd. Flow (perm)	3539	0
Right Turn on Red		Yes
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	782	
Travel Time (s)	17.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	2018	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2018	0
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)		60
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		

Lanes, Volumes, Timings  
3: Cambridge Blvd

Horizon Build PM Peak  
06/14/2022

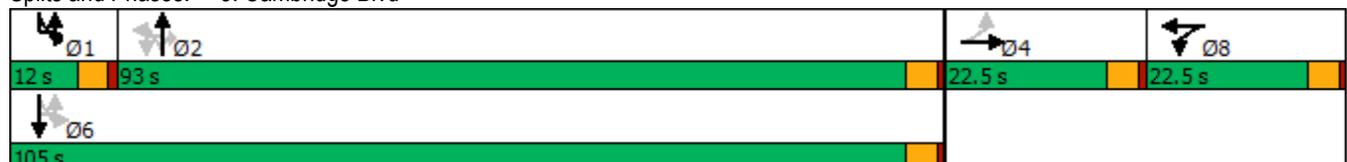


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector Phase	4	4		8	8		2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5	22.5	22.5	9.5	9.5
Total Split (s)	22.5	22.5		22.5	22.5		93.0	93.0	93.0	93.0	12.0	12.0
Total Split (%)	15.0%	15.0%		15.0%	15.0%		62.0%	62.0%	62.0%	62.0%	8.0%	8.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		88.5	88.5	88.5	88.5	7.5	7.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5	4.5		4.5
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							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
Recall Mode	None	None		None	None		Min	Min	Min	Min	None	None
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0	11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0		
Act Effct Green (s)		7.6			11.6			89.1	89.1	89.1		101.2
Actuated g/C Ratio		0.06			0.09			0.70	0.70	0.70		0.80
v/c Ratio		0.12			0.71			0.74	0.94	0.09		1.18
Control Delay		62.2			47.8			62.9	27.8	3.3		159.9
Queue Delay		0.0			0.0			0.0	0.0	0.0		0.0
Total Delay		62.2			47.8			62.9	27.8	3.3		159.9
LOS		E			D			E	C	A		F
Approach Delay		62.3			47.8				27.8			
Approach LOS		E			D				C			

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	127.1
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.18
Intersection Signal Delay:	26.5
Intersection LOS:	C
Intersection Capacity Utilization:	88.2%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 3: Cambridge Blvd



Lanes, Volumes, Timings  
3: Cambridge Blvd

Horizon Build PM Peak  
06/14/2022



Lane Group	SBT	SBR
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	105.0	
Total Split (%)	70.0%	
Maximum Green (s)	100.5	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	101.2	
Actuated g/C Ratio	0.80	
v/c Ratio	0.72	
Control Delay	10.1	
Queue Delay	0.0	
Total Delay	10.1	
LOS	B	
Approach Delay	23.3	
Approach LOS	C	
Intersection Summary		

Lanes, Volumes, Timings  
4: Ponce De Leon Dr & Hwy 609

Horizon Build PM Peak  
06/14/2022

							
Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	92	124	1692	181	78	210	1705
Future Volume (vph)	92	124	1692	181	78	210	1705
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0		180		175	
Storage Lanes	1	1		1		1	
Taper Length (ft)	25					25	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt		0.850		0.850			
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1770	1583	3539	1583	0	1770	3539
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	1770	1583	3539	1583	0	1770	3539
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		7		197			
Link Speed (mph)	30		30				45
Link Distance (ft)	926		456				1769
Travel Time (s)	21.0		10.4				26.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	100	135	1839	197	85	228	1853
Shared Lane Traffic (%)							
Lane Group Flow (vph)	100	135	1839	197	0	313	1853
Enter Blocked Intersection	No						
Lane Alignment	Left	Right	Left	Right	R NA	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	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	
Number of Detectors	1	1	2	1	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	20	100	20	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6
Detector 1 Type	Cl+Ex						
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94
Detector 2 Size(ft)			6				6
Detector 2 Type			Cl+Ex				Cl+Ex
Detector 2 Channel							
Detector 2 Extend (s)			0.0				0.0
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	Prot	NA
Protected Phases	8!	8 1!	2	8	1!	1	Free!
Permitted Phases				2			

Lanes, Volumes, Timings  
4: Ponce De Leon Dr & Hwy 609

Horizon Build PM Peak  
06/14/2022

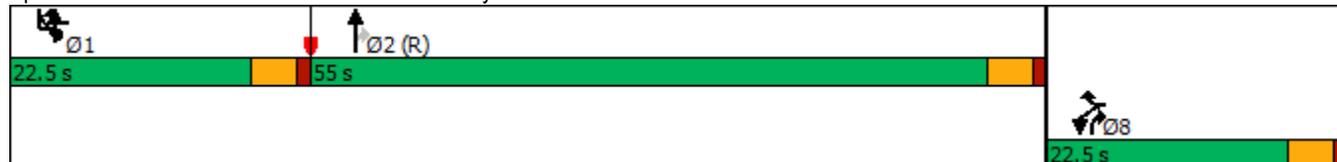


Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Detector Phase	8	8 1	2	8	1	1	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5	
Total Split (s)	22.5		55.0	22.5	22.5	22.5	
Total Split (%)	22.5%		55.0%	22.5%	22.5%	22.5%	
Maximum Green (s)	18.0		50.5	18.0	18.0	18.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	
Total Lost Time (s)	4.5		4.5	4.5		4.5	
Lead/Lag			Lag		Lead	Lead	
Lead-Lag Optimize?			Yes		Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	
Recall Mode	None		C-Min	None	None	None	
Walk Time (s)	7.0		7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	0	
Act Effct Green (s)	11.0	38.6	52.4	68.0		23.0	100.0
Actuated g/C Ratio	0.11	0.39	0.52	0.68		0.23	1.00
v/c Ratio	0.52	0.22	0.99	0.17		0.77	0.52
Control Delay	50.7	20.0	43.9	1.1		36.0	0.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	50.7	20.0	43.9	1.1		36.0	0.3
LOS	D	B	D	A		D	A
Approach Delay	33.0		39.7				5.5
Approach LOS	C		D				A

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 88 (88%), Referenced to phase 2:NBT and 6:, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.99  
 Intersection Signal Delay: 22.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 81.7%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ! Phase conflict between lane groups.

Splits and Phases: 4: Ponce De Leon Dr & Hwy 609



Lanes, Volumes, Timings  
5: Hwy 609 & Old Fort Bayou Rd

Horizon Build PM Peak  
06/14/2022



Lane Group	SBL	SBR	SBR2	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEL2
Lane Configurations												
Traffic Volume (vph)	139	0	244	97	272	1795	79	26	102	1601	43	35
Future Volume (vph)	139	0	244	97	272	1795	79	26	102	1601	43	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0			175		0		100		0	
Storage Lanes	1	1			2		0		1		0	
Taper Length (ft)	25				25				25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95	1.00	0.95	0.95	1.00
Frt		0.850				0.994				0.996		
Flt Protected	0.950				0.950				0.950			
Satd. Flow (prot)	1770	1583	0	0	3433	3518	0	0	1770	3525	0	0
Flt Permitted	0.950				0.066				0.071			
Satd. Flow (perm)	1770	1583	0	0	239	3518	0	0	132	3525	0	0
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		65				6				3		
Link Speed (mph)	35					45				45		
Link Distance (ft)	1997					2597				1769		
Travel Time (s)	38.9					39.3				26.8		
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
Adj. Flow (vph)	151	0	265	105	296	1951	86	28	111	1740	47	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	265	0	0	401	2037	0	0	139	1787	0	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Right	Right	R NA	Left	Left	Right	R NA	Left	Left	Right	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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	60	9	9	15		60	9	60		9	60
Number of Detectors	1	1		1	1	2		1	1	2		1
Detector Template	Left	Right		Left	Left	Thru		Left	Left	Thru		Left
Leading Detector (ft)	20	20		20	20	100		20	20	100		20
Trailing Detector (ft)	0	0		0	0	0		0	0	0		0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0		0
Detector 1 Size(ft)	20	20		20	20	6		20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Detector 2 Position(ft)						94				94		
Detector 2 Size(ft)						6				6		
Detector 2 Type						Cl+Ex				Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Prot	Perm		pm+pt	pm+pt	NA		Perm	Perm	NA		Perm
Protected Phases	3			1	1	6				2		
Permitted Phases		8		6	6			2	2			4

Lanes, Volumes, Timings  
5: Hwy 609 & Old Fort Bayou Rd

Horizon Build PM Peak  
06/14/2022



Lane Group	NEL	NER
Lane Configurations		
Traffic Volume (vph)	0	58
Future Volume (vph)	0	58
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)	0	0
Storage Lanes	1	0
Taper Length (ft)	25	
Lane Util. Factor	1.00	1.00
Frt	0.916	
Flt Protected	0.982	
Satd. Flow (prot)	1676	0
Flt Permitted	0.467	
Satd. Flow (perm)	797	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	115	
Link Speed (mph)	30	
Link Distance (ft)	518	
Travel Time (s)	11.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	0	63
Shared Lane Traffic (%)		
Lane Group Flow (vph)	101	0
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)	60	60
Number of Detectors	1	
Detector Template	Left	
Leading Detector (ft)	20	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type	Prot	
Protected Phases	4	
Permitted Phases		

Lanes, Volumes, Timings  
5: Hwy 609 & Old Fort Bayou Rd

Horizon Build PM Peak  
06/14/2022

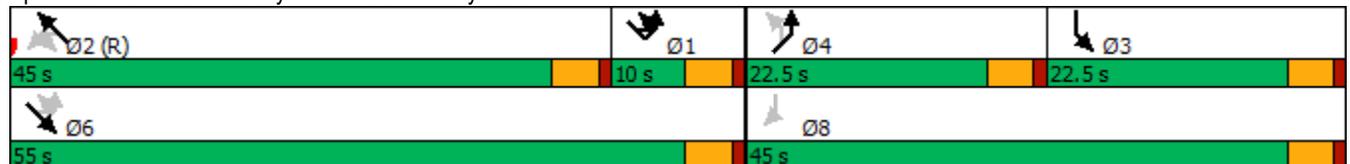


Lane Group	SBL	SBR	SBR2	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEL2
Detector Phase	3	8		1	1	6		2	2	2		4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0	5.0		5.0
Minimum Split (s)	22.5	22.5		9.5	9.5	22.5		22.5	22.5	22.5		22.5
Total Split (s)	22.5	45.0		10.0	10.0	55.0		45.0	45.0	45.0		22.5
Total Split (%)	22.5%	45.0%		10.0%	10.0%	55.0%		45.0%	45.0%	45.0%		22.5%
Maximum Green (s)	18.0	40.5		5.5	5.5	50.5		40.5	40.5	40.5		18.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5		3.5	3.5	3.5		3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		
Total Lost Time (s)	4.5	4.5			4.5	4.5			4.5	4.5		
Lead/Lag	Lag			Lag	Lag			Lead	Lead	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
Recall Mode	None	None		None	None	Min		C-Min	C-Min	C-Min		None
Walk Time (s)	7.0	7.0				7.0		7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0				11.0		11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0				0		0	0	0		0
Act Effct Green (s)	14.1	23.6			67.4	67.4			57.4	57.4		
Actuated g/C Ratio	0.14	0.24			0.67	0.67			0.57	0.57		
v/c Ratio	0.61	0.63			1.19	0.86			1.85	0.88		
Control Delay	50.3	30.8			145.5	26.2			415.6	9.6		
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		
Total Delay	50.3	30.8			145.5	26.2			415.6	9.6		
LOS	D	C			F	C			F	A		
Approach Delay	37.8					45.9				38.9		
Approach LOS	D					D				D		

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 24 (24%), Referenced to phase 2:NWTL, Start of Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.85  
 Intersection Signal Delay: 42.0  
 Intersection LOS: D  
 Intersection Capacity Utilization 87.4%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 5: Hwy 609 & Old Fort Bayou Rd





Lane Group	NEL	NER
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	22.5	
Total Split (s)	22.5	
Total Split (%)	22.5%	
Maximum Green (s)	18.0	
Yellow Time (s)	3.5	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	4.5	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	7.0	
Actuated g/C Ratio	0.07	
v/c Ratio	0.62	
Control Delay	23.7	
Queue Delay	0.0	
Total Delay	23.7	
LOS	C	
Approach Delay	23.7	
Approach LOS	C	
<b>Intersection Summary</b>		

Lanes, Volumes, Timings  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Horizon Build PM Peak  
06/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	202	49	487	39	32	52	26	367	1039	40	39	5
Future Volume (vph)	202	49	487	39	32	52	26	367	1039	40	39	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	100		0		235		100		115
Storage Lanes	1		1	1		0		2		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.97	0.95	1.00	0.95	1.00
Frt			0.850		0.907					0.850		
Flt Protected	0.950	0.970		0.950				0.950				0.950
Satd. Flow (prot)	1681	1717	1583	1770	1690	0	0	3433	3539	1583	0	1770
Flt Permitted	0.950	0.970		0.664				0.950				0.950
Satd. Flow (perm)	1681	1717	1583	1237	1690	0	0	3433	3539	1583	0	1770
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			421		57					115		
Link Speed (mph)		45			30				45			
Link Distance (ft)		621			623				2597			
Travel Time (s)		9.4			14.2				39.3			
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
Adj. Flow (vph)	220	53	529	42	35	57	28	399	1129	43	42	5
Shared Lane Traffic (%)	39%											
Lane Group Flow (vph)	134	139	529	42	92	0	0	427	1129	43	0	47
Enter Blocked Intersection	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
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Split	NA	Perm	Perm	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	4	4			8		5	5	2		1	1
Permitted Phases			4	8						2		

Lanes, Volumes, Timings  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

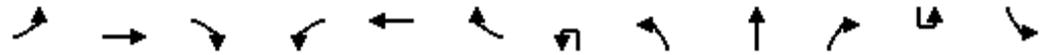
Horizon Build PM Peak  
06/14/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1132	227
Future Volume (vph)	1132	227
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		125
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		124
Link Speed (mph)	45	
Link Distance (ft)	2164	
Travel Time (s)	32.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	1230	247
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1230	247
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
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6

Lanes, Volumes, Timings  
6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Horizon Build PM Peak  
06/14/2022

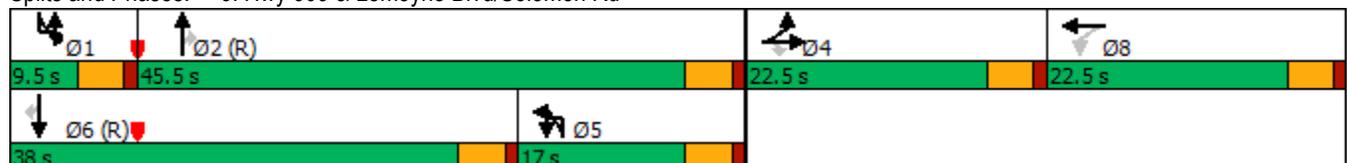


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector Phase	4	4	4	8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	9.5	22.5	22.5	9.5	9.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5		17.0	17.0	45.5	45.5	9.5	9.5
Total Split (%)	22.5%	22.5%	22.5%	22.5%	22.5%		17.0%	17.0%	45.5%	45.5%	9.5%	9.5%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		12.5	12.5	41.0	41.0	5.0	5.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
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)	4.5	4.5	4.5	4.5	4.5			4.5	4.5	4.5		4.5
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							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	7.0				7.0	7.0		
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0				11.0	11.0		
Pedestrian Calls (#/hr)	0	0	0	0	0				0	0		
Act Effct Green (s)	14.9	14.9	14.9	8.9	8.9			12.5	54.2	54.2		8.1
Actuated g/C Ratio	0.15	0.15	0.15	0.09	0.09			0.12	0.54	0.54		0.08
v/c Ratio	0.54	0.55	0.89	0.38	0.46			1.00	0.59	0.05		0.33
Control Delay	46.7	46.8	27.9	51.9	26.6			64.0	8.5	0.1		56.5
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	46.7	46.8	27.9	51.9	26.6			64.0	8.5	0.1		56.5
LOS	D	D	C	D	C			E	A	A		E
Approach Delay		34.3			34.5				23.1			
Approach LOS		C			C				C			

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 64 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 21.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 92.5%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 6: Hwy 609 & Lemoyne Blvd/Solomon Rd





Lane Group	SBT	SBR
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	38.0	38.0
Total Split (%)	38.0%	38.0%
Maximum Green (s)	33.5	33.5
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	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)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	47.7	47.7
Actuated g/C Ratio	0.48	0.48
v/c Ratio	0.73	0.30
Control Delay	11.5	1.8
Queue Delay	0.0	0.0
Total Delay	11.5	1.8
LOS	B	A
Approach Delay	11.4	
Approach LOS	B	
Intersection Summary		

Lanes, Volumes, Timings  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Horizon Build PM Peak  
06/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	187	79	84	41	51	172	26	109	1663	57	13	392
Future Volume (vph)	187	79	84	41	51	172	26	109	1663	57	13	392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		60	0		200		230		170		150
Storage Lanes	1		1	0		1		1		1		2
Taper Length (ft)	70			50				75				150
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Frt			0.850			0.850				0.850		
Flt Protected	0.950	0.980			0.978			0.950				0.950
Satd. Flow (prot)	1681	1734	1583	0	1822	1583	0	1770	3539	1583	0	3433
Flt Permitted	0.475	0.683			0.782			0.085				0.085
Satd. Flow (perm)	841	1209	1583	0	1457	1583	0	158	3539	1583	0	307
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			164			164				164		
Link Speed (mph)		30			30				45			
Link Distance (ft)		592			571				2164			
Travel Time (s)		13.5			13.0				32.8			
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
Adj. Flow (vph)	203	86	91	45	55	187	28	118	1808	62	14	426
Shared Lane Traffic (%)	30%											
Lane Group Flow (vph)	142	147	91	0	100	187	0	146	1808	62	0	440
Enter Blocked Intersection	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
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	20
Detector 1 Type	Cl+Ex											
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases	4		4	8		8	2	2		2	6	6

Lanes, Volumes, Timings  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Horizon Build PM Peak  
06/14/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	1497	187
Future Volume (vph)	1497	187
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		195
Link Speed (mph)	45	
Link Distance (ft)	1174	
Travel Time (s)	17.8	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	1627	203
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1627	203
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
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6

Lanes, Volumes, Timings  
7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Horizon Build PM Peak  
06/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector Phase	7	4	4	3	8	8	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	9.5
Total Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	11.6	11.6	54.6	54.6	13.4	13.4
Total Split (%)	9.5%	22.5%	22.5%	9.5%	22.5%	22.5%	11.6%	11.6%	54.6%	54.6%	13.4%	13.4%
Maximum Green (s)	5.0	18.0	18.0	5.0	18.0	18.0	7.1	7.1	50.1	50.1	8.9	8.9
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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)	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5		4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	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	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Min	C-Min	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		
Flash Dont Walk (s)		11.0	11.0		11.0	11.0			11.0	11.0		
Pedestrian Calls (#/hr)		0	0		0	0			0	0		
Act Effct Green (s)	21.5	21.5	21.5		12.0	12.0		56.1	56.1	56.1		56.0
Actuated g/C Ratio	0.22	0.22	0.22		0.12	0.12		0.56	0.56	0.56		0.56
v/c Ratio	0.64	0.51	0.19		0.57	0.56		0.63	0.91	0.06		0.98
Control Delay	47.1	39.7	0.9		53.5	15.5		32.0	22.1	0.1		74.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	47.1	39.7	0.9		53.5	15.5		32.0	22.1	0.1		74.9
LOS	D	D	A		D	B		C	C	A		E
Approach Delay		33.2			28.7				22.2			
Approach LOS		C			C				C			

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 10 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 27.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 90.4%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 7: Hwy 609 & Big Ridge Rd/Money Farm Rd



Lanes, Volumes, Timings  
 7: Hwy 609 & Big Ridge Rd/Money Farm Rd

Horizon Build PM Peak  
 06/14/2022



Lane Group	SBT	SBR
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	56.4	56.4
Total Split (%)	56.4%	56.4%
Maximum Green (s)	51.9	51.9
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	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)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	56.0	56.0
Actuated g/C Ratio	0.56	0.56
v/c Ratio	0.82	0.21
Control Delay	23.4	2.7
Queue Delay	0.0	0.0
Total Delay	23.4	2.7
LOS	C	A
Approach Delay	31.5	
Approach LOS	C	
Intersection Summary		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑	↑↑↑	
Traffic Volume (vph)	0	0	0	1773	1797	0
Future Volume (vph)	0	0	0	1773	1797	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.91	1.00
<b>Fr</b>						
<b>Flt Protected</b>						
Satd. Flow (prot)	0	0	0	3539	5085	0
<b>Flt Permitted</b>						
Satd. Flow (perm)	0	0	0	3539	5085	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	196			782	456	
Travel Time (s)	4.5			17.8	10.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1927	1953	0
<b>Shared Lane Traffic (%)</b>						
Lane Group Flow (vph)	0	0	0	1927	1953	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
<b>Two way Left Turn Lane</b>						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Stop	Stop	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection: 1: Hwy 90

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	T	T	T	R	L	T
Maximum Queue (ft)	28	113	140	116	54	113	213	192	126	122	29	134
Average Queue (ft)	14	70	103	80	29	97	149	132	53	51	23	100
95th Queue (ft)	35	131	142	133	57	122	243	215	115	129	42	153
Link Distance (ft)			557	557	557		589	589	589	589		517
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400	400				400					200	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Hwy 90

Movement	NB	SB	SB	SB
Directions Served	TR	L	L	T
Maximum Queue (ft)	119	170	188	51
Average Queue (ft)	44	120	141	30
95th Queue (ft)	106	183	202	62
Link Distance (ft)	517		2763	2763
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		390		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Shore Dr

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	UL	T	T	R
Maximum Queue (ft)	24	67	21	26	134	134	27	206	290	28
Average Queue (ft)	7	30	12	20	93	89	16	92	104	9
95th Queue (ft)	23	68	29	36	143	129	37	219	275	29
Link Distance (ft)		201	92		2763	2763		2985	2985	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	115			175			100			100
Storage Blk Time (%)								7	7	
Queuing Penalty (veh)								4	1	

**Intersection: 3: Cambridge Blvd**

Movement	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	UL	T	T	R	UL	T	TR
Maximum Queue (ft)	175	91	181	156	30	125	230	237
Average Queue (ft)	127	46	94	108	9	78	164	164
95th Queue (ft)	177	107	199	172	29	147	249	234
Link Distance (ft)	1131		2985	2985			737	737
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		100			100	100		
Storage Blk Time (%)		1	7	7		0	14	
Queuing Penalty (veh)		4	5	2		2	16	

**Intersection: 4: Ponce De Leon Dr & Hwy 609**

Movement	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	UL
Maximum Queue (ft)	136	288	276	205	110
Average Queue (ft)	85	171	182	41	87
95th Queue (ft)	132	344	339	176	110
Link Distance (ft)		403	403		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	200			180	175
Storage Blk Time (%)			15		
Queuing Penalty (veh)			12		

**Intersection: 5: Hwy 609 & Old Fort Bayou Rd**

Movement	SB	SB	SE	SE	SE	SE	NW	NW	NW	NE
Directions Served	L	R>	UL	L	T	TR	UL	T	TR	<LR
Maximum Queue (ft)	174	312	116	122	141	138	26	396	438	96
Average Queue (ft)	116	154	73	86	118	79	16	162	142	74
95th Queue (ft)	205	314	135	143	167	158	37	379	395	98
Link Distance (ft)		1924			2494	2494		1720	1720	465
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		175	175			100			
Storage Blk Time (%)	10	6							17	
Queuing Penalty (veh)	32	11							7	

Intersection: 6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	LT	R	L	TR	UL	L	T	T	R	UL	T
Maximum Queue (ft)	281	333	62	49	113	106	113	173	160	30	25	312
Average Queue (ft)	211	226	31	20	68	80	85	81	73	6	10	206
95th Queue (ft)	289	318	73	51	119	106	138	164	157	26	30	312
Link Distance (ft)	564	564			554			2494	2494			2066
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			50	100		235	235			100	115	
Storage Blk Time (%)		52	1		1				9			35
Queuing Penalty (veh)		287	2		0				3			15

Intersection: 6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	373	150
Average Queue (ft)	203	90
95th Queue (ft)	354	210
Link Distance (ft)	2066	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		125
Storage Blk Time (%)	14	0
Queuing Penalty (veh)	37	1

**Intersection: 7: Hwy 609 & Big Ridge Rd/Money Farm Rd**

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	LT	R	UL	T	T	R	UL	L	T
Maximum Queue (ft)	122	191	85	107	169	85	284	302	29	126	180	273
Average Queue (ft)	51	126	38	73	104	33	155	177	11	100	142	230
95th Queue (ft)	137	199	84	109	160	76	277	310	32	150	176	289
Link Distance (ft)		504		506			2066	2066				1108
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	60		60		200	230			170	150	150	
Storage Blk Time (%)		41	0				6	11			4	30
Queuing Penalty (veh)		66	1				6	5			24	90

**Intersection: 7: Hwy 609 & Big Ridge Rd/Money Farm Rd**

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	321	71
Average Queue (ft)	232	29
95th Queue (ft)	332	67
Link Distance (ft)	1108	1108
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 22:**

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)

**Network Summary**

Network wide Queuing Penalty: 631

Intersection: 1: Hwy 90

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	T	T	T	R	L	T
Maximum Queue (ft)	412	425	572	449	246	394	333	318	255	601	72	238
Average Queue (ft)	338	375	376	291	202	316	208	198	152	396	56	199
95th Queue (ft)	478	472	644	442	248	386	328	308	258	589	78	266
Link Distance (ft)			557	557	557		589	589	589	589		517
Upstream Blk Time (%)			23							3		
Queuing Penalty (veh)			0							0		
Storage Bay Dist (ft)	400	400				400					200	
Storage Blk Time (%)	3	34				1						6
Queuing Penalty (veh)	9	116				4						5

Intersection: 1: Hwy 90

Movement	NB	SB	SB	SB	SB
Directions Served	TR	L	L	T	R
Maximum Queue (ft)	381	414	596	294	225
Average Queue (ft)	304	272	325	199	84
95th Queue (ft)	437	484	609	315	209
Link Distance (ft)	517		2763	2763	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		390			200
Storage Blk Time (%)		2	4	4	0
Queuing Penalty (veh)		10	24	14	0

Intersection: 2: Shore Dr

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	TR	UL	T	T	R
Maximum Queue (ft)	46	84	21	45	139	138	89	200	240	50
Average Queue (ft)	27	42	4	20	106	114	47	108	112	10
95th Queue (ft)	64	87	18	46	174	153	85	221	239	43
Link Distance (ft)		201	92		2763	2763		2985	2985	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	115			175			100			100
Storage Blk Time (%)							0	6	5	
Queuing Penalty (veh)							3	4	1	

**Intersection: 3: Cambridge Blvd**

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	LTR	LTR	UL	T	T	R	UL	T	TR	
Maximum Queue (ft)	30	170	67	331	352	124	124	298	226	
Average Queue (ft)	18	122	27	230	228	35	95	145	151	
95th Queue (ft)	42	206	63	364	360	111	154	291	243	
Link Distance (ft)	323	1131		2985	2985			737	737	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			100			100	100			
Storage Blk Time (%)				13	17			27	7	
Queuing Penalty (veh)				8	15			249	12	

**Intersection: 4: Ponce De Leon Dr & Hwy 609**

Movement	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	UL	T
Maximum Queue (ft)	122	314	320	204	200	260
Average Queue (ft)	76	168	158	41	162	52
95th Queue (ft)	115	360	364	176	221	224
Link Distance (ft)		403	403			1720
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	200			180	175	
Storage Blk Time (%)			8			13
Queuing Penalty (veh)			15			107

**Intersection: 5: Hwy 609 & Old Fort Bayou Rd**

Movement	SB	SB	SE	SE	SE	SE	NW	NW	NW	NE	
Directions Served	L	R>	UL	L	T	TR	UL	T	TR	<LR	
Maximum Queue (ft)	104	111	123	198	269	316	124	650	659	114	
Average Queue (ft)	75	79	87	98	177	207	96	241	251	66	
95th Queue (ft)	109	120	136	188	268	330	149	605	611	112	
Link Distance (ft)		1924			2494	2494		1720	1720	465	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	150		175	175			100				
Storage Blk Time (%)					4			42	10		
Queuing Penalty (veh)					15			333	12		

Intersection: 6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	TR	UL	L	T	T	UL	T	T
Maximum Queue (ft)	141	380	45	64	47	111	90	73	90	78	177	181
Average Queue (ft)	80	218	27	36	28	70	63	53	52	32	150	154
95th Queue (ft)	137	419	51	60	48	111	97	82	101	74	183	183
Link Distance (ft)	564	564			554			2494	2494		2066	2066
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			50	100		235	235			115		
Storage Blk Time (%)		39	0						0		41	20
Queuing Penalty (veh)		191	0						0		18	45

Intersection: 6: Hwy 609 & Lemoyne Blvd/Solomon Rd

Movement	SB
Directions Served	R
Maximum Queue (ft)	150
Average Queue (ft)	90
95th Queue (ft)	211
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	125
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 7: Hwy 609 & Big Ridge Rd/Money Farm Rd**

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	LT	R	UL	T	T	R	UL	L	T
Maximum Queue (ft)	130	227	85	85	168	136	297	298	30	212	299	348
Average Queue (ft)	82	157	59	55	113	91	217	222	11	110	184	249
95th Queue (ft)	168	284	111	83	165	143	320	330	33	225	304	342
Link Distance (ft)		504		506			2066	2066				1108
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	60		60		200	230			170	150	150	
Storage Blk Time (%)	0	47	0				8	12		1	9	21
Queuing Penalty (veh)	0	83	1				11	7		4	64	86

**Intersection: 7: Hwy 609 & Big Ridge Rd/Money Farm Rd**

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	337	50
Average Queue (ft)	256	35
95th Queue (ft)	359	67
Link Distance (ft)	1108	1108
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 22:**

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)

**Network Summary**

Network wide Queuing Penalty: 1466

## Crash Figures

On USB Drive

## Cost Estimate

<b>Summary of Cost By Phase</b>	
Phase 1 - Big Ridge Road to Old Fort Bayou Road	
Construction	\$ 8,800,000.00
Engineering	\$ 1,300,000.00
Right-of-Way	\$ 50,000.00
Contengency	\$ 2,640,000.00
<b>Total Cost Phase 1</b>	<b>\$ 12,790,000.00</b>
Phase 2 - Old Fort Bayou Road to Hwy 90	
Construction	\$ 12,100,000.00
Engineering	\$ 1,800,000.00
Right-of-Way	\$ 100,000.00
Contengency	\$ 3,630,000.00
<b>Total Cost Phase 1</b>	<b>\$ 17,630,000.00</b>

Highway 609 Gateway Improvements Phase 1 - I10 to Old Fort Bayou Road Jackson County				Engineer's Estimate	
Pay Item	Item Description	Unit	Quantity	Unit Price	Extension
*****EARTHWORK ITEMS*****					
201-A001	Clearing and Grubbing	LS	1	\$ 10,000.00	\$ 10,000.00
202-A001	Removal of Obstructions	LS	1	\$ 15,000.00	\$ 15,000.00
202-B051	Removal of Concrete Curb, All Types	LF	252	\$ 7.00	\$ 1,764.00
202-B057	Removal of Concrete Junction Box, Manhole, Inlet and Flared End Sections, All Sizes	EA	42	\$ 650.00	\$ 27,300.00
202-B188	Removal of Pavement, All Types & Depths	SY	3360	\$ 6.00	\$ 20,160.00
202-B261	Removal of Pump Station and Control Panel	LS	1	\$ 5,000.00	\$ 5,000.00
203-EX013	Borrow Excavation, AH, FME, Class B4	CY	5610.36	\$ 17.00	\$ 95,376.12
203-G001	Excess Excavation, FM, AH	CY	6101.76	\$ 8.00	\$ 48,814.08
216-A001	Solid Sodding	SY	8939.7	\$ 5.00	\$ 44,698.50
234-A001	Temporary Silt Fence	LF	10500	\$ 3.00	\$ 31,500.00
237-A001	Wattles, 12"	LF	10500	\$ 5.00	\$ 52,500.00
*****SUB BASE & BASE ITEMS*****					
304-G002	Size 610 Crushed Stone Base, AEA	CY	7560	\$ 90.00	\$ 680,400.00
*****ASPHALT PAVING ITEMS*****					
403-A005	Asphalt Pavement, MT, 19-mm Mixture	TON	8820	\$ 114.00	\$ 1,005,480.00
403-A014	Asphalt Pavement, MT, 9.5-mm Mixture	TON	4620	\$ 94.00	\$ 434,280.00
403-B002	Asphalt Pavement, MT, 12.5-mm Mixture	TON	4620	\$ 114.00	\$ 526,680.00
*****BITUMINOUS PAVING ITEMS*****					
406-A002	Cold Milling of Bituminous Pavement, All Depths	SY	2100	\$ 4.00	\$ 8,400.00
407-A001	Asphalt for Tack Coat	GAL	4788	\$ 5.00	\$ 23,940.00
*****DRAINAGE ITEMS*****					
601-B001	Class "B" Structural Concrete, Minor Structures	CY	126	\$ 5,000.00	\$ 630,000.00
602-A001	Reinforcing Steel	LB	7717.5	\$ 2.00	\$ 15,435.00
603-CA012	18" Reinforced Concrete Pipe, Class III	LF	1344	\$ 40.00	\$ 53,760.00
603-CA027	24" Reinforced Concrete Pipe, Class III	LF	630	\$ 55.00	\$ 34,650.00
*****INCIDENTAL CONSTRUCTION ITEMS*****					
608-A001	Concrete Sidewalk, Without Reinforcement	SY	5082	\$ 65.00	\$ 330,330.00
608-C001	Detectable Warning Panels, Per Plans	SF	504	\$ 50.00	\$ 25,200.00
609-B001	Concrete Curb, Special Slotted Curb	LF	84	\$ 39.00	\$ 3,276.00
609-D001	Combination Concrete Curb and Gutter Type 1	LF	21886.2	\$ 30.00	\$ 656,586.00
613-B002	Adjustment of Castings, Gratings & Utility Appurtenances	EA	21	\$ 900.00	\$ 18,900.00
614-A001	Concrete Driveway, Without Reinforcement, 6-inch Thickness	SY	336	\$ 75.00	\$ 25,200.00
616-A004	Concrete Median and/or Island Pavement, 4-inch	SY	0	\$ 61.00	\$ -
618-A001	Maintenance of Traffic	LS	1	\$ 374,000.00	\$ 374,000.00
620-A001	Mobilization	LS	1	\$ 898,000.00	\$ 898,000.00
*****PAVEMENT MARKING ITEMS*****					
626-A003	6" Thermoplastic Traffic Stripe, Skip White	LF	10710	\$ 0.65	\$ 6,961.50
626-C003	6" Thermoplastic Edge Stripe, Continuous White	LF	13020	\$ 1.20	\$ 15,624.00
626-E003	6" Thermoplastic Traffic Stripe, Continuous Yellow	LF	2604	\$ 1.20	\$ 3,124.80
626-F004	6" Thermoplastic Edge Stripe, Continuous Yellow	LF	10920	\$ 1.20	\$ 13,104.00
626-G002-01	Thermoplastic Detail Stripe, White, 6"	LF	4830	\$ 1.50	\$ 7,245.00
626-G002-02	Thermoplastic Detail Stripe, White, 12"	LF	168	\$ 1.50	\$ 252.00
626-G003-01	Thermoplastic Detail Stripe, Yellow, 6"	LF	92.4	\$ 1.50	\$ 138.60
626-G003-02	Thermoplastic Detail Stripe, Yellow, 12"	LF	420	\$ 1.50	\$ 630.00
626-H005	Thermoplastic Legend, White, 24" Stop Bar	LF	1638	\$ 3.00	\$ 4,914.00
626-H004-1	Thermoplastic Legend, White, TURN ARROW AND ONLY	SF	2520	\$ 8.00	\$ 20,160.00
626-H004-2	Thermoplastic Legend, White, COMBINATION ARROW	SF	546	\$ 8.00	\$ 4,368.00
626-H004-3	Thermoplastic Legend, White, ONLY	SF	0	\$ 8.00	\$ -
626-H004-5	Thermoplastic Legend, White, THRU ARROW	SF	462	\$ 8.00	\$ 3,696.00
*****TRAFFIC CONTROL ITEMS*****					
632-A000	Traffic Signal (intersection)	EA	2.1	\$ 250,000.00	\$ 525,000.00
632-A000	Traffic Signal (cinema drive upgrade)	EA	2.1	\$ 200,000.00	\$ 420,000.00
*****ROADWAY LIGHTING ITEMS*****					
682-F002	Secondary Power Controllers, Per Plans	EA	10.5	\$ 10,000.00	\$ 105,000.00
683-A001	Lighting Assembly (with receptacles)	EA	101.64	\$ 15,000.00	\$ 1,524,600.00
Engineer's opinions of probable construction cost provided herein are made on the basis of Engineer's experience, qualifications, general familiarity with the construction industry, and the level of information available to Engineer at the time this opinion of construction cost is provided. However, because Engineer has no control over the cost of labor, materials, equipment, services furnished by others, contractors' methods of determining prices, competitive bidding or market conditions, Engineer cannot and does not guarantee or warrant that proposals, bids or actual construction cost will not vary from this opinion of probable construction cost. This estimate is intended for the use of the client only as an order of magnitude tool.				<b>ESTIMATED CONSTRUCTION TOTAL</b>	
				<b>\$ 8,800,000.00</b>	
				<b>CONTINGENCIES (30%)</b>	
				<b>\$ 2,640,000.00</b>	
				<b>ENGINEERING (15%)</b>	
				<b>\$ 1,300,000.00</b>	
				<b>ESTIMATED TOTAL COST</b>	
				<b>\$ 12,800,000.00</b>	

Highway 609 Gateway Improvements Phase 2 - Old Fort Bayou Road to HWY 90 Jackson County				Engineer's Estimate	
Pay Item	Item Description	Unit	Quantity	Unit Price	Extension
*****EARTHWORK ITEMS*****					
201-A001	Clearing and Grubbing	LS	1	\$ 10,000.00	\$ 10,000.00
202-A001	Removal of Obstructions	LS	1	\$ 15,000.00	\$ 15,000.00
202-B051	Removal of Concrete Curb, All Types	LF	348	\$ 7.00	\$ 2,436.00
202-B057	Removal of Concrete Junction Box, Manhole, Inlet and Flared End Sections, All Sizes	EA	58	\$ 650.00	\$ 37,700.00
202-B188	Removal of Pavement, All Types & Depths	SY	4640	\$ 6.00	\$ 27,840.00
202-B261	Removal of Pump Station and Control Panel	LS	1	\$ 5,000.00	\$ 5,000.00
203-EX013	Borrow Excavation, AH, FME, Class B4	CY	7747.64	\$ 17.00	\$ 131,709.88
203-G001	Excess Excavation, FM, AH	CY	8426.24	\$ 8.00	\$ 67,409.92
216-A001	Solid Sodding	SY	12345.3	\$ 5.00	\$ 61,726.50
234-A001	Temporary Silt Fence	LF	14500	\$ 3.00	\$ 43,500.00
237-A001	Wattles, 12"	LF	14500	\$ 5.00	\$ 72,500.00
*****SUB BASE & BASE ITEMS*****					
304-G002	Size 610 Crushed Stone Base, AEA	CY	10440	\$ 90.00	\$ 939,600.00
*****ASPHALT PAVING ITEMS*****					
403-A005	Asphalt Pavement, MT, 19-mm Mixture	TON	12180	\$ 114.00	\$ 1,388,520.00
403-A014	Asphalt Pavement, MT, 9.5-mm Mixture	TON	6380	\$ 94.00	\$ 599,720.00
403-B002	Asphalt Pavement, MT, 12.5-mm Mixture	TON	6380	\$ 114.00	\$ 727,320.00
*****BITUMINOUS PAVING ITEMS*****					
406-A002	Cold Milling of Bituminous Pavement, All Depths	SY	2900	\$ 4.00	\$ 11,600.00
407-A001	Asphalt for Tack Coat	GAL	6612	\$ 5.00	\$ 33,060.00
*****DRAINAGE ITEMS*****					
601-B001	Class "B" Structural Concrete, Minor Structures	CY	174	\$ 5,000.00	\$ 870,000.00
602-A001	Reinforcing Steel	LB	10657.5	\$ 2.00	\$ 21,315.00
603-CA012	18" Reinforced Concrete Pipe, Class III	LF	1856	\$ 40.00	\$ 74,240.00
603-CA027	24" Reinforced Concrete Pipe, Class III	LF	870	\$ 55.00	\$ 47,850.00
*****INCIDENTAL CONSTRUCTION ITEMS*****					
608-A001	Concrete Sidewalk, Without Reinforcement	SY	7018	\$ 65.00	\$ 456,170.00
608-C001	Detectable Warning Panels, Per Plans	SF	696	\$ 50.00	\$ 34,800.00
609-B001	Concrete Curb, Special Slotted Curb	LF	116	\$ 39.00	\$ 4,524.00
609-D001	Combination Concrete Curb and Gutter Type 1	LF	30223.8	\$ 30.00	\$ 906,714.00
613-B002	Adjustment of Castings, Gratings & Utility Appurtenances	EA	29	\$ 900.00	\$ 26,100.00
614-A001	Concrete Driveway, Without Reinforcement, 6-inch Thickness	SY	464	\$ 75.00	\$ 34,800.00
616-A004	Concrete Median and/or Island Pavement, 4-inch	SY	0	\$ 61.00	\$ -
618-A001	Maintenance of Traffic	LS	1	\$ 516,000.00	\$ 516,000.00
620-A001	Mobilization	LS	1	\$ 1,239,000.00	\$ 1,239,000.00
*****PAVEMENT MARKING ITEMS*****					
626-A003	6" Thermoplastic Traffic Stripe, Skip White	LF	14790	\$ 0.65	\$ 9,613.50
626-C003	6" Thermoplastic Edge Stripe, Continuous White	LF	17980	\$ 1.20	\$ 21,576.00
626-E003	6" Thermoplastic Traffic Stripe, Continuous Yellow	LF	3596	\$ 1.20	\$ 4,315.20
626-F004	6" Thermoplastic Edge Stripe, Continuous Yellow	LF	15080	\$ 1.20	\$ 18,096.00
626-G002-01	Thermoplastic Detail Stripe, White, 6"	LF	6670	\$ 1.50	\$ 10,005.00
626-G002-02	Thermoplastic Detail Stripe, White, 12"	LF	232	\$ 1.50	\$ 348.00
626-G003-01	Thermoplastic Detail Stripe, Yellow, 6"	LF	127.6	\$ 1.50	\$ 191.40
626-G003-02	Thermoplastic Detail Stripe, Yellow, 12"	LF	580	\$ 1.50	\$ 870.00
626-H005	Thermoplastic Legend, White, 24" Stop Bar	LF	2262	\$ 3.00	\$ 6,786.00
626-H004-1	Thermoplastic Legend, White, TURN ARROW AND ONLY	SF	3480	\$ 8.00	\$ 27,840.00
626-H004-2	Thermoplastic Legend, White, COMBINATION ARROW	SF	754	\$ 8.00	\$ 6,032.00
626-H004-3	Thermoplastic Legend, White, ONLY	SF	0	\$ 8.00	\$ -
626-H004-5	Thermoplastic Legend, White, THRU ARROW	SF	638	\$ 8.00	\$ 5,104.00
*****TRAFFIC CONTROL ITEMS*****					
632-A000	Traffic Signal (intersection)	EA	2.9	\$ 250,000.00	\$ 725,000.00
632-A000	Traffic Signal (cinema drive upgrade)	EA	2.9	\$ 200,000.00	\$ 580,000.00
*****ROADWAY LIGHTING ITEMS*****					
682-F002	Secondary Power Controllers, Per Plans	EA	14.5	\$ 10,000.00	\$ 145,000.00
683-A001	Lighting Assembly (with receptacles)	EA	140.36	\$ 15,000.00	\$ 2,105,400.00
<b>ESTIMATED CONSTRUCTION TOTAL</b>					<b>\$ 12,100,000.00</b>
<b>CONTINGENCIES (30%)</b>					<b>\$ 3,630,000.00</b>
<b>ENGINEERING (15%)</b>					<b>\$ 1,800,000.00</b>
<b>ESTIMATED TOTAL COST</b>					<b>\$ 17,500,000.00</b>

Engineer's opinions of probable construction cost provided herein are made on the basis of Engineer's experience, qualifications, general familiarity with the construction industry, and the level of information available to Engineer at the time this opinion of construction cost is provided. However, because Engineer has no control over the cost of labor, materials, equipment, services furnished by others, contractors' methods of determining prices, competitive bidding or market conditions, Engineer cannot and does not guarantee or warrant that proposals, bids or actual construction cost will not vary from this opinion of probable construction cost. This estimate is intended for the use of the client only as an order of magnitude tool.

## Public Meeting

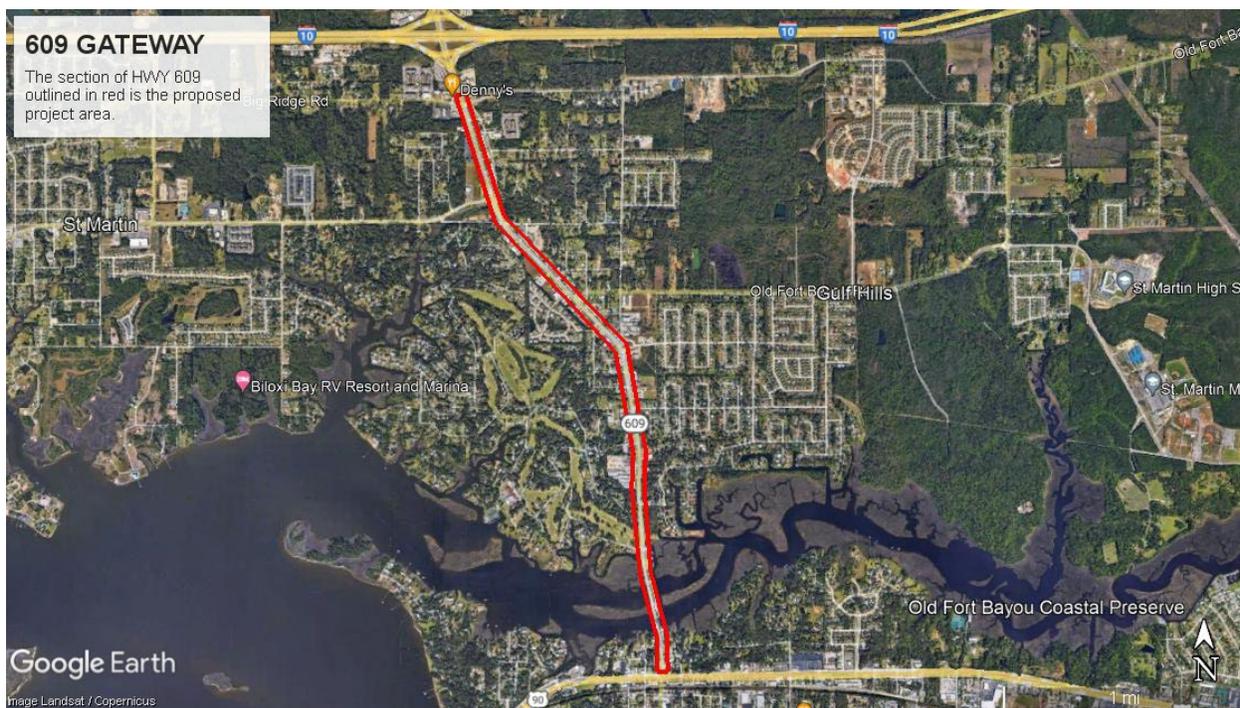
**HWY 609 GATEWAY IMPROVEMENTS  
COMMUNITY ENGAGEMENT MEETING**

**THURSDAY, APRIL 28, 2022, AT 6:00 P.M.**

**ST. MARTIN COMMUNITY CENTER**

**15008 LEMOYNE BOULEVARD**

Jackson County will host a community engagement meeting on April 28, 2022 at 6:00 p.m. in the St. Martin Community Center to discuss the highway 609 gateway improvements. Jackson County is proposing to implement traffic signal upgrades, bike/pedestrian accommodations, landscaping, lighting, and raised curb median islands to improve the view for traffic traveling to-and-from the area as well as a reduction in crash rates. The proposed project area begins south of I-10 and ends near highway 90. Jackson County invites all interested parties to attend this public meeting on April 28, 2022 to offer discussion and comments regarding the project.



## SR 609 Gateway Study – Public Meeting Comment Summary

### Strickland

- Sidewalks at Old Fort Bayou Road and Yellowjacket

### Probst

- Lengthen southbound left turn onto Money Farm and close left turn into Park and Ride
- Construct interchange at I-10 and Old Fort Bayou Road
- Breakdown shoulders
- U Turns at intersections
- High tech traffic signals

### GRPC

- Multi Use Path
- Use MPO Complete Street Policy
- Consider electric vehicle charging stations
- Balance safety improvements with access to businesses and speed of vehicles

### Hebert

- Crash data does not justify loss of left turn access for businesses

### Clunan

- Place reflective pavement markings on local road turnouts

### Holloway

- Lengthen southbound left turn onto Money Farm and close left turn into Park and Ride

### Stephens

- Improve turning radius at Windsor Porte

### Beck

- Add a right turn lane northbound at Windsor Porte

### Chapman

- Turning shoulder (Continuous right turn lane) between Old Fort Bayou and Lemoyne
- More turn bays for businesses
- Six lanes instead of four
- Don't use parking lots for turnarounds

### Brad Powell

- Provide a left turn lane into north drive of Shoppes at Washington Ave.

### Susan Powell

- Provide a left turn lane into north drive of Shoppes at Washington Ave.

### KFCU

- Do not restrict ingress and egress

### Taco Sombrero

- Provide a break in the median at Shoppes at Washington Ave.

### Up N Smoke

- Provide a left turn lane at the strip mall

### Regal Nails Lounge

- Provide a "Convenience Road" (northbound left turn lane)

### Lawana Cummings

- Provide left turn lanes on Tucker, Money Farm and Big Ridge at intersections

### Michelle Richards

- Provide a break in the median at Shoppes at Washington Ave.

# COMMUNITY ENGAGEMENT MEETING

## COMMENT SHEET

April 28, 2022  
St. Martin Community Center  
15008 Lemoyne Boulevard  
Biloxi, MS 39532

PROJECT BEING CONSIDERED
<p><b>HWY 609 GATEWAY IMPROVEMENTS</b> Jackson County</p> <p>Neel-Schaffer, Inc FAX Number: 228-374-1216</p> <p>E-mail: <a href="mailto:hw609gateway@neel-schaffer.com">hw609gateway@neel-schaffer.com</a></p>

Name Neil Strickland Telephone 769.307.6112  
 Address 7413 Kroger Pl.  
 City OS State MS Zip 39564  
 Email Address strickland92411@gmail.com

Jackson County is interested in your comments about the proposed project.

Please indicate your comments, recommendations, and/or questions concerning the project

We have noticed bike/walk lines being added to Old Fort Bayou. We are wondering why there no walk/bike lanes in front of the 3 schools to the light at yellow jacket rd & Old Fort Bayou intersection. At this time there is no safe way for the children that walk to school can get there. They are having to walk in the ditch. A walk/bike lane would allow children to use these as a safe way to get to & from the schools that want to walk/ride their bike there.

Public comments are encouraged Jackson County requests comments be submitted at the meeting or mailed to the address on reverse side. Mailed comments must be received by May 14, 2022, to be included in the summary of this meeting. Comments may also be submitted by email at [hw609gateway@neel-schaffer.com](mailto:hw609gateway@neel-schaffer.com). All comments should include the name and address of the person commenting.

# COMMUNITY ENGAGEMENT MEETING

## PROJECT BEING CONSIDERED

### COMMENT SHEET

April 28, 2022  
St. Martin Community Center  
15008 Lemoine Boulevard  
Biloxi, MS 39532

### HWY 609 GATEWAY IMPROVEMENTS

Jackson County

Neel-Schaffer, Inc FAX Number: 228-374-1216

E-mail: [hw609gateway@neel-schaffer.com](mailto:hw609gateway@neel-schaffer.com)

Name Walt Probst Telephone 228 369 1890

Address 7605 Falcon Circle

City B.S. State MS Zip 39564

Email Address walterprobst@yahoo.com

Jackson County is interested in your comments about the proposed project.

Please indicate your comments, recommendations, and/or questions concerning the project

- Extend South Bound 609 Left turn lane, No Northbound Left turn into parking lot. <sup>'bnto Money Farm</sup>
- Put on and off ramps to I10 at Old Fort Bayou, Relieve pressure on 609 by providing local residents other options to access I10.
- Need vehicle breakdown shoulders to clear cars from travel lanes
- Intersections need for room to allow for left turns
- Utilize latest technology for traffic lights to manage traffic flow,

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# COMMUNITY ENGAGEMENT MEETING

## PROJECT BEING CONSIDERED

### HWY 609 GATEWAY IMPROVEMENTS

Jackson County

Neel-Schaffer, Inc FAX Number: 228-374-1216

E-mail: [hw609gateway@neel-schaffer.com](mailto:hw609gateway@neel-schaffer.com)

## COMMENT SHEET

April 28, 2022

St. Martin Community Center

15008 Lemoyne Boulevard

Biloxi, MS 39532

Name CRP Telephone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email Address \_\_\_\_\_

Jackson County is interested in your comments about the proposed project.

Please indicate your comments, recommendations, and/or questions concerning the project

- Multi-use pathways are needed with the proximity of apartments and residents. Transit Stop accommodations
- Compliance to the MPO's Complete Street Policy strongly recommended. Multi-modal traffic is good for business
- Consider Electric Vehicle Charging Stations at the Park of Rites locations or any other local/state govt property along the corridor.
- Balance safety improvements/access to businesses / Speed of vehicles

Public comments are encouraged Jackson County requests comments be submitted at the meeting or mailed to the address on reverse side. Mailed comments must be received by May 14, 2022, to be included in the summary of this meeting. Comments may also be submitted by email at [hw609gateway@neel-schaffer.com](mailto:hw609gateway@neel-schaffer.com). All comments should include the name and address of the person commenting.



# COMMUNITY ENGAGEMENT MEETING

PROJECT BEING CONSIDERED
<p><b>HWY 609 GATEWAY IMPROVEMENTS</b> Jackson County</p> <p>Neel-Schaffer, Inc FAX Number: 228-374-1216 E-mail: <a href="mailto:hw609gateway@neel-schaffer.com">hw609gateway@neel-schaffer.com</a></p>

## COMMENT SHEET

April 28, 2022  
St. Martin Community Center  
15008 Lemoyne Boulevard  
Biloxi, MS 39532

Name Patricia Clunan Telephone (228) 365-1846

Address 10291 Lake Forest Dr.

City Vandervee State MS Zip 39565

Email Address clunan55@gmail.com

Jackson County is interested in your comments about the proposed project.

Please indicate your comments, recommendations, and/or questions concerning the project

① When turning North on Hwy 609, please put reflectors or reflective paint on curbing lanes so travelers can see where to turn at night

②

Public comments are encouraged Jackson County requests comments be submitted at the meeting or mailed to the address on reverse side. Mailed comments must be received by May 14, 2022, to be included in the summary of this meeting. Comments may also be submitted by email at [hw609gateway@neel-schaffer.com](mailto:hw609gateway@neel-schaffer.com). All comments should include the name and address of the person commenting.

# COMMUNITY ENGAGEMENT MEETING

## PROJECT BEING CONSIDERED

### HWY 609 GATEWAY IMPROVEMENTS

Jackson County

Neel-Schaffer, Inc FAX Number: 228-374-1216

E-mail: [hw609gateway@neel-schaffer.com](mailto:hw609gateway@neel-schaffer.com)

## COMMENT SHEET

April 28, 2022

St. Martin Community Center

15008 Lemoyne Boulevard

Biloxi, MS 39532

Name DARREL HOLLOWAY Telephone 228-235-4464

Address 15000 PINE RIDGE ROAD

City VAN CLEAVE State MS Zip 39565

Email Address msbigd1961@yahoo.com

Jackson County is interested in your comments about the proposed project.

Please indicate your comments, recommendations, and/or questions concerning the project

PLEASE EXTEND THE HWY 609 SOUTH BOUND EXIST  
LANE @ MONEY FARM ROAD. CLOSE OFF THE  
TURN LANE TO THE PARK & RIDE. THE CURRENT  
TURN LANE BACKS UP TO MONEY FARM BACKS  
UP IN EVENINGS DUE TO THE QUANTITY OF THE  
FOLKS GOING HOME OR TO ST. MARTIN EAST  
OR FOLKS GOING THE BACK WAY TO ST. MARTIN  
HIGH, JR. HIGH & MIDDLE SCHOOL AND  
SPORTS AREA BEHIND THOSE FACILITIES.  
PLEASE EXTEND THIS TURN LANE!

Public comments are encouraged Jackson County requests comments be submitted at the meeting or mailed to the address on reverse side. Mailed comments must be received by May 14, 2022, to be included in the summary of this meeting. Comments may also be submitted by email at [hw609gateway@neel-schaffer.com](mailto:hw609gateway@neel-schaffer.com). All comments should include the name and address of the person commenting.

# COMMUNITY ENGAGEMENT MEETING

<b>PROJECT BEING CONSIDERED</b>
<p><b>HWY 609 GATEWAY IMPROVEMENTS</b>          Jackson County</p> <p>Neel-Schaffer, Inc FAX Number: 228-374-1216          E-mail: <a href="mailto:hw609gateway@neel-schaffer.com">hw609gateway@neel-schaffer.com</a></p>

COMMENT SHEET  
 April 28, 2022  
 St. Martin Community Center  
 15008 Lemoyne Boulevard  
 Biloxi, MS 39532

Name DONA STEPHENS Telephone 228-209-1763  
 Address 13140 Hanover Drive (Windsor Porte)  
 City Ocean Springs, MS (St Martin) State MS Zip 39561  
 Email Address dws\_44@yahoo.com

Jackson County is interested in your comments about the proposed project.

Please indicate your comments, recommendations, and/or questions concerning the project

*Thank you for the great visual presentation!*

*Glad to see the entrance to the Reserve Apt complex will be safer.*

*Issue at Windsor Porte entrance would be better with a wider turning radius.*

Public comments are encouraged Jackson County requests comments be submitted at the meeting or mailed to the address on reverse side. Mailed comments must be received by May 14, 2022, to be included in the summary of this meeting. Comments may also be submitted by email at [hw609gateway@neel-schaffer.com](mailto:hw609gateway@neel-schaffer.com). All comments should include the name and address of the person commenting.

# COMMUNITY ENGAGEMENT MEETING

<b>PROJECT BEING CONSIDERED</b>
<p><b>HWY 609 GATEWAY IMPROVEMENTS</b> Jackson County</p> <p>Neel-Schaffer, Inc FAX Number: 228-374-1216 E-mail: <a href="mailto:hw609gateway@neel-schaffer.com">hw609gateway@neel-schaffer.com</a></p>

## COMMENT SHEET

April 28, 2022  
St. Martin Community Center  
15008 Lemoyne Boulevard  
Biloxi, MS 39532

Name ALAN BECK Telephone 228-818-0006

Address 5900 DAVID DAVIS PL

City OCEAN SPRINGS State MS Zip 39564

Email Address ALANNBECK@YAHOO.COM

Jackson County is interested in your comments about the proposed project.

Please indicate your comments, recommendations, and/or questions concerning the project

NICE PRESENTATION. THE MEDIAN WILL BE A NICE IMPROVEMENT & THE NEW INTERSECTION WITH OLD FORT BAYON ROAD WILL HELP SAFETY IN THAT AREA.

I WOULD LIKE TO SEE A SHORT TURN LANE FOR NORTH BOUND TRAFFIC TURNING INTO WINDSOR PORTE. AS IT IS PRESENTLY WE MUST SLOW SO MUCH TO MAKE THAT TURN IT IS DANGEROUS.

Public comments are encouraged Jackson County requests comments be submitted at the meeting or mailed to the address on reverse side. Mailed comments must be received by May 14, 2022, to be included in the summary of this meeting. Comments may also be submitted by email at [hw609gateway@neel-schaffer.com](mailto:hw609gateway@neel-schaffer.com). All comments should include the name and address of the person commenting.

## COMMUNITY ENGAGEMENT MEETING

## PROJECT BEING CONSIDERED

## HWY 609 GATEWAY IMPROVEMENTS

Jackson County

Neel-Schaffer, Inc FAX Number: 228-374-1216

E-mail: [hw609gateway@neel-schaffer.com](mailto:hw609gateway@neel-schaffer.com)

## COMMENT SHEET

April 28, 2022

St. Martin Community Center

15008 Lemoyne Boulevard

Biloxi, MS 39532

Name Anthony and Lisa Chapman Telephone 228-235-1498  
 Address 6801 Washington Avenue  
 City Ocean Springs State MS Zip 39564  
 Email Address atcchapmandmd@gmail.com

Jackson County is interested in your comments about the proposed project.

Please indicate your comments, recommendations, and/or questions concerning the project

A turning shoulder is needed between Old Fort Bayou Rd and Lemoyne for the businesses on both sides with more turning bays to prevent north and south bound travel from having to go such distances to get to businesses on the opposite sides of the road.

Six lanes of travel would help the flow of traffic allowing people to access a shoulder turning lane for the businesses.

Currently we have 50-75 people a day that use our parking lot to turn around - including 18 wheelers that are servicing Dollar Tree and Dollar General

Public comments are encouraged Jackson County requests comments be submitted at the meeting or mailed to the address on reverse side. Mailed comments must be received by May 14, 2022, to be included in the summary of this meeting. Comments may also be submitted by email at [hw609gateway@neel-schaffer.com](mailto:hw609gateway@neel-schaffer.com). All comments should include the name and address of the person commenting.

Our parking lot is not designed to withstand the traffic and especially NOT ~~the~~ Semi trucks

5/13/2022

BSP Properties, LLC  
Shoppes at Washington Ave  
6835 Washington Ave  
Ocean Springs, MS 39564

Troy Ross  
District 4 Supervisor  
Jackson County, MS

Good Afternoon Troy,

I would like to follow up with our discussion on April 28<sup>th</sup> regarding the New Plans to help with traffic on Washington Ave. With the exception of the Neighborhood Walmart our strip center (Shoppes at Washington Ave) is by far the busiest Retail Center (Business) on Washington Ave. The businesses located in our center consist of Taco Sombrero, The Fudge Factory, Royal Nails Lounge, The Liquor House, Donutlicious, Up in Smoke Vape Store, Pizza Hut, BM Distribution and Keesler Federal Credit Union.

<u>Business:</u>	<u>Sales Per Day:</u>
Taco Sombrero	300-400
The Fudge Shack	30-50
Royal Nails Lounge	50-150
The Liquor House	120-200
Donutlicious	100-150
Up in Smoke Vape	150-200
Pizza Hut	150-250
BM Distribution	New Business (Not Available)
Keesler Federal Credit Union	175-225(Not including ATM transactions)

Based on the actual sales from each location the total daily count of customer tickets (Above) which equates to traffic ranges from 1075 to 1625 cars per day depending on the day or weekend. This does not include the additional traffic that visits the center but does make a purchase. We have 2 entrances/exits, one of the North end of the property and one on the South. The 2 entrances/exits are equally as busy. Traffic enters and exits from both ends of our property.

Under the current plan for the Hwy 609 Gateway Improvements, only the southbound traffic will have direct access to turn into the strip center. North bound traffic will be forced to go down the hill ¼ of a mile, do a U-Turn at Lemoyne Ave. and travel back ¼ of a mile just to get to our strip center. This will be extremely detrimental to the businesses currently located in the center as well as any future tenants that may choose to place a business in the center.

The general public as a whole are lazy and are looking for what is most convenient for them. There are over 12,000 households within a 3 mile radius of the Strip Center and this number continues to grow

with the developments on going down Old Fort Bayou Rd. The majority of these households will have to travel North to reach the businesses located within our Strip Center. This inconvenience will cause these patrons to go somewhere else to do business.

My wife and I chose this exact location to build the Strip Center due to the traffic count and the potential that putting a quality product in this St Martin location would be successful and certainly add value to North Washington Ave which at that time was considered a home for used car lots. Since then some of the used car lots have shut down and been replaced with other retail strip centers adding more opportunity for retail stores and restaurants to locate to this growing area.

Just 5 years ago the traffic count in this area was over 40,000 cars a day passing in front of our property. I am confident this # is probably closer to 50,000 cars a day by now. By placing this grass median as proposed approx. ½ of those cars will not have direct access to our Strip Center. We cannot be guaranteed that once these cars pass our property that they will turn around and travel back up the hill to spend money at our Strip Center. It is easier stop somewhere else where access is easier on their way to a different location.

With the success that our center is currently having and the businesses within the center continuing to grow, my wife and I have plans to develop the vacant lot to the South of the Strip Center into Phase 2 of the current Shoppes at Washington Ave. However, if traffic flow going north bound on Washington Ave. is not allowed to directly access our Strip Center, we will be forced to put those plans on hold and consider something different moving forward.

I have attached the Comment Sheets from some of the other businesses in the Center. Please take the time to read their concerns. The 2 largest retail tenants, Keesler Federal Credit Union and Taco Sombrero have both expressed their concerns to me regarding the issue with the North bound traffic not having access to the Center. Both have stated that if this is to happen, they will be forced to consider moving their businesses from the area, thus causing me to lose my two anchor tenants which hurts all the businesses.

At the very least, we request a break in the median in the location of our North Entrance thus allowing North Bound traffic to cross Washington Ave to enter our Strip Center. We choose this location as this is the entrance for Taco Sombrero's Drive Thru and Keesler Federal's Drive Up ATM.

Thank you in advance for your consideration and we look forward to working with you in the future.

Kindest Regards,



Brad Powell

228-860-8046



kfcu.org | PO Box 7001 | Biloxi, MS 39534-7001  
 US: 1-888-KEESLER (533-7537) | UK: 0-800-585-765

May 13<sup>th</sup>, 2022

Jackson County Planning and Zoning  
 c/o Troy Ross

Dear Mr. Ross,

The site we chose for our Credit Union Branch at the Shoppes at Washington was based on a number of factors including the +40K vehicles per day traffic counts that have access to the shopping center. The modifications and access restrictions as recently proposed, would introduce an undeniable adverse obstacle to the current access our Credit Union Members enjoy and would be in direct contradiction of the due diligence data and conditions that led us to enter into a lease for the space in which our branch is "currently" located.

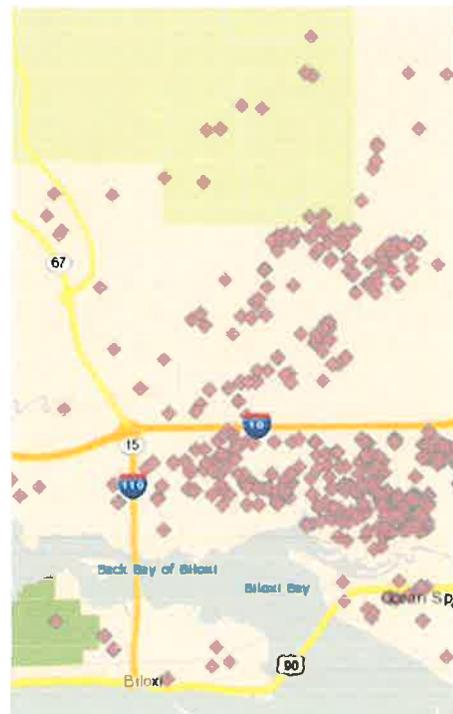
Between our branch lobby and our ATMs, we average approximately 178 visits to our location per day (37 branch visits and 141 ATM visits). Please see the attached map of our Membership who utilize this branch on a regular basis. It is fairly simple to see the amount of members who will be affected by the proposed access modification restrictions whether approaching our branch from the south, or exiting the branch to go north.

With the amount of traffic our branch, the shopping center, and our neighboring business generate, I would respectfully request that any future plans include for a solution that will not restrict the ingress or egress convenience that was a basis for our choice of this location.

Kind Regards,

A handwritten signature in blue ink, appearing to read 'Tom Johnson', is written over a light blue circular stamp or watermark.

**Tom Johnson, CFM**  
 Director of Corporate Real Estate  
 Keesler Federal Credit Union  
[tom.johnson@kfcu.org](mailto:tom.johnson@kfcu.org)  
 (228) 385-5500 ext.6313



## COMMUNITY ENGAGEMENT MEETING

## PROJECT BEING CONSIDERED

## HWY 609 GATEWAY IMPROVEMENTS

Jackson County

Neel-Schaffer, Inc FAX Number: 228-374-1216

E-mail: [hw609gateway@neel-schaffer.com](mailto:hw609gateway@neel-schaffer.com)

## COMMENT SHEET

April 28, 2022

St. Martin Community Center

15008 Lemoyne Boulevard

Biloxi, MS 39532

Name Susan Powell Telephone 228-860-8006Address 6835 F Washington AveCity Ocean Springs, MS 39564 State \_\_\_\_\_ Zip \_\_\_\_\_Email Address theliquorhouse@live.com

Jackson County is interested in your comments about the proposed project.

Please indicate your comments, recommendations, and/or questions concerning the project

We own a Liquor Store at Shoppes At Washington in Ocean Springs. Not having a turning lane at our store will be detrimental to our business. Most of our neighborhood business comes from the area south of us.

Customers go for convenience... That is why there are convenience stores. They are more costly, but it saves them time. People DO NOT want to have to go 1/2 mile out of their way to come to our store as there are 2 stores south of us and 1 north of us. The competition is steep in Ocean Springs.

We need a turning lane on our North Entrance where north bound traffic can turn into

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our center. Our customer base count runs anywhere from 120 to 200 people, sometimes more and we're just one store. We don't want to lose 1 customer. As it stands <sup>over</sup> →

Neel-Schaffer, Inc.  
Attn: Hwy 609 Gateway Improvements  
772 Howard Avenue  
Biloxi, MS 39530

now, we could lose a lot of customers due to inconvenience. We are the busiest Shopping Center on Washington Ave.

If you are trying to streamline traffic, where are you trying to "streamline" them to? We ~~deserve~~ pay plenty of county taxes. Are you trying to push them through so they can spend their money at the Casinos in Biloxi. We built here because of the traffic. We also own the acre south of us that we wanted to develop, so we can "streamline" the cars through to go somewhere else, not stop at the businesses developed on Washington Ave. We do not want to lose any customers. Thank you!

Susan Powell



## COMMUNITY ENGAGEMENT MEETING

### PROJECT BEING CONSIDERED

COMMENT SHEET April 28,  
2022 St. Martin  
Community Center 15008  
Lemoyne Boulevard Biloxi MS  
39532

### HWY 609 GATEWAY IMPROVEMENTS Jackson County

Neel-Schaffer, Inc FAX Number:  
228-374 1216 E-mail:  
[hwy609gateway@neel-schaffer.com](mailto:hwy609gateway@neel-schaffer.com)

**Name:**

Taco  
Sombrero  
Ocean  
Springs/  
St. Martin

**Telephone**

228-215-1418

**Address**

6835  
Washington  
Avenue,  
Suite A,  
Shoppes at  
Washington

**City**

Ocean  
Springs

**State**

MS

Zip

39531

**Email Address**windymmerc@  
gmail.com

Jackson County is interested in your comments about the proposed project.

Please indicate your comments, recommendations, and/or questions concerning the project

We sincerely thank you for requesting input from the businesses in St. Martin/Ocean Springs affected by this project. Without a break in the median in front of Shoppes at Washington, we expect the inconvenient access to detrimentally deter customers forcing us to move our business to D'Iberville or other areas outside of St. Martin/Ocean Springs. This will not only affect our business, but all of the businesses in the new development in Shoppes at Washington. More importantly, this will affect the jobs of our many employees and likely all of those employed by the other businesses in the shopping center. A solution would be a break in the median on both sides of the center. We appreciate your work to find a solution that will work for all involved. The traffic in and out of this shopping center is much greater than other businesses and government agencies located in the vicinity. Like other businesses in Shoppes at Washington, we are open weekends and extended hours as opposed to other businesses/government agencies across the avenue. Our business alone services 270-325 tickets per day which equates to well over 400 vehicles in and out from Taco Sombrero alone. When you combine that with the high-traffic from Keesler Federal Credit Union, Pizza Hut, Liquor House, The Fudge Shack, Royal Nails, Up in Smoke, Delicious Donuts and more, the math clearly indicates that a break in the median in front of Shoppes at Washington is absolutely necessary to prevent an even bigger traffic issue resulting from the project along with creating financial issues for the area. We sincerely thank you again for understanding how important ease of access to Shoppes at Washington is. If we can help with any additional information or anything else, please let me know.

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meeting. Comments may also be submitted by email at [hw609gateway@neel-schaffer.com](mailto:hw609gateway@neel-schaffer.com). All comments should include the name and

address of the person commenting.

# COMMUNITY ENGAGEMENT MEETING

## PROJECT BEING CONSIDERED

### HWY 609 GATEWAY IMPROVEMENTS

Jackson County

Neel-Schaffer, Inc FAX Number: 228-374-1216

E-mail: [hwY609gateway@neel-schaffer.com](mailto:hwY609gateway@neel-schaffer.com)

## COMMENT SHEET

April 28, 2022

St. Martin Community Center

15008 Lemoyne Boulevard

Biloxi, MS 39532

Name UP N smoke Telephone 228-215-1335

Address 6835 Washington Ave ocean springs MS 39564

City Ocean Springs State MS Zip 39564

Email Address UPnsmokeocean13@gmail.com

Jackson County is interested in your comments about the proposed project.

Please indicate your comments, recommendations, and/or questions concerning the project

At UP N smoke we appreciate the efforts to improve the HWY. At the same time we believe that we are located in the busiest Plaza on Washington Ave, moving the turn as far as the traffic light would affect our business on the short and long term. We suggest that you consider the number of cars and customers we get everyday. We would like you to consider our suggestion on adding turn to our Plaza to avoid any inconvenience for our small business or the other small businesses. We ~~believe~~ believe that adding this turn by our strip mall will help us keep our good business and it would be ~~most~~ much easier for our customers to keep doing business with us. Thank you.

Public comments are encouraged Jackson County requests comments be submitted at the meeting or mailed to the address on reverse side. Mailed comments must be received by May 14, 2022, to be included in the summary of this meeting. Comments may also be submitted by email at [hwY609gateway@neel-schaffer.com](mailto:hwY609gateway@neel-schaffer.com). All comments should include the name and address of the person commenting.

## COMMUNITY ENGAGEMENT MEETING

## COMMENT SHEET

April 28, 2022  
 St. Martin Community Center  
 15008 Lemoyne Boulevard  
 Biloxi, MS 39532

## PROJECT BEING CONSIDERED

## HWY 609 GATEWAY IMPROVEMENTS

Jackson County

Neel-Schaffer, Inc FAX Number: 228-374-1216

E-mail: [hwy609gateway@neel-schaffer.com](mailto:hwy609gateway@neel-schaffer.com)

Name Royal Nails Lounge Telephone 228 324-0234  
 Address 6835 Washington ave Suite - D  
 City Ocean Springs State MS Zip 39564  
 Email Address gtllong2012@yahoo.com

Jackson County is interested in your comments about the proposed project.

Please indicate your comments, recommendations, and/or questions concerning the project

- we located on the subject plaza on Washington ave.
- high end customer / Rich customer
- customer want to be convenience in and out services
- customer's need faster service and good services
- customer don't even want to wait 5 mins to get their services don't
- we ask for convenience Road for our customers to be in
- we will lose a lot of customer going ~~from~~ to north bound. They not going to make a turn for their services
- As a nail place we have so many competitor. For the convenience Road will lose a lot of our customer to competitor due to block of Road
- # of customer per day:  
 Mon- 50 Tue- 50 - Wed: 80 Wed- 80 - Thurs- 100  
 Fri- 150 Sat- 150 Sun- 120

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Mgt: Steven Tran  
 228-327-5543

# FAX COVER SHEET

## JACKSON COUNTY SCHOOLS

### ST. MARTIN EAST ELEMENTARY

7508 ROSE FARM RD.  
OCEAN SPRINGS, MS 39564

PHONE: (228) 283-3570

FAX: (228) 875-3155

Nannette Whitehead  
Principal

Jillian Vallo  
Assistant Principal

DATE: 5/13/22



TO: \_\_\_\_\_



FAX: 228- 374-1216

FROM: Lawsna Cummings

NUMBER OF PAGES INCLUDING THIS PAGE: 2

COMMENTS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please call if you did not receive the amount of pages noted above or received this fax in error.

# COMMUNITY ENGAGEMENT MEETING

## COMMENT SHEET

April 28, 2022  
St. Martin Community Center  
15008 Lemoyne Boulevard  
Biloxi, MS 39532

PROJECT BEING CONSIDERED	
<b>HWY 609 GATEWAY IMPROVEMENTS</b>	
Jackson County	
Neel-Schaffer, Inc FAX Number: 228-374-1216	
E-mail: <a href="mailto:hw609gateway@neel-schaffer.com">hw609gateway@neel-schaffer.com</a>	

Name LAWANA Cummings Telephone \_\_\_\_\_

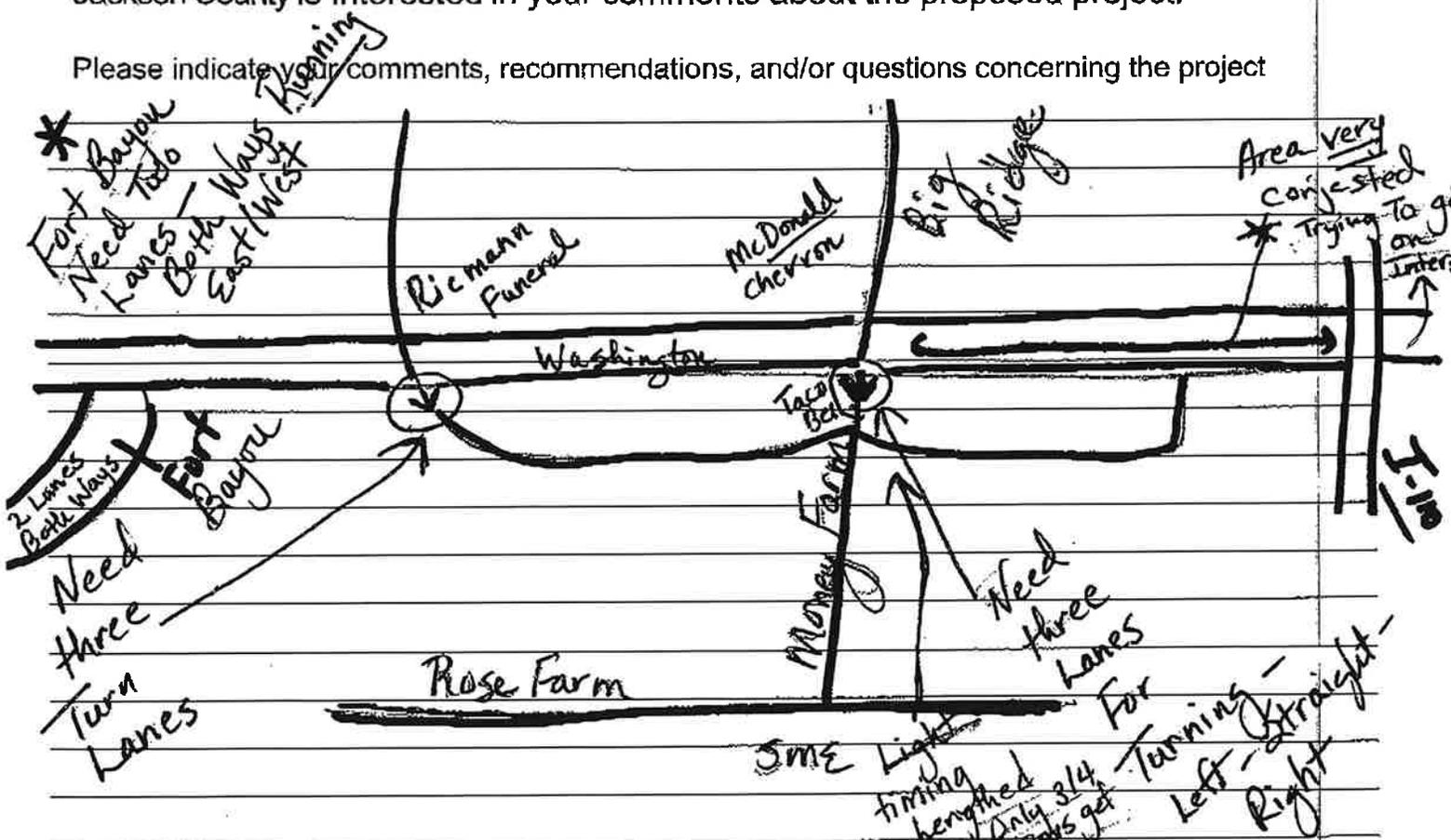
Address 6851 Sundown Ave

City Biloxi, Ms Zip 39532 State Ms

Email Address \_\_\_\_\_

Jackson County is interested in your comments about the proposed project.

Please indicate your comments, recommendations, and/or questions concerning the project



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through Before Light change.

# COMMUNITY ENGAGEMENT MEETING

PROJECT BEING CONSIDERED
<b>HWY 609 GATEWAY IMPROVEMENTS</b> Jackson County  Neel-Schaffer, Inc FAX Number: 228-374-1216 E-mail: <a href="mailto:hw609gateway@neel-schaffer.com">hw609gateway@neel-schaffer.com</a>

## COMMENT SHEET

April 28, 2022  
 St. Martin Community Center  
 15008 Lemoyne Boulevard  
 Biloxi, MS 39532

Name Michelle Richards Telephone \_\_\_\_\_

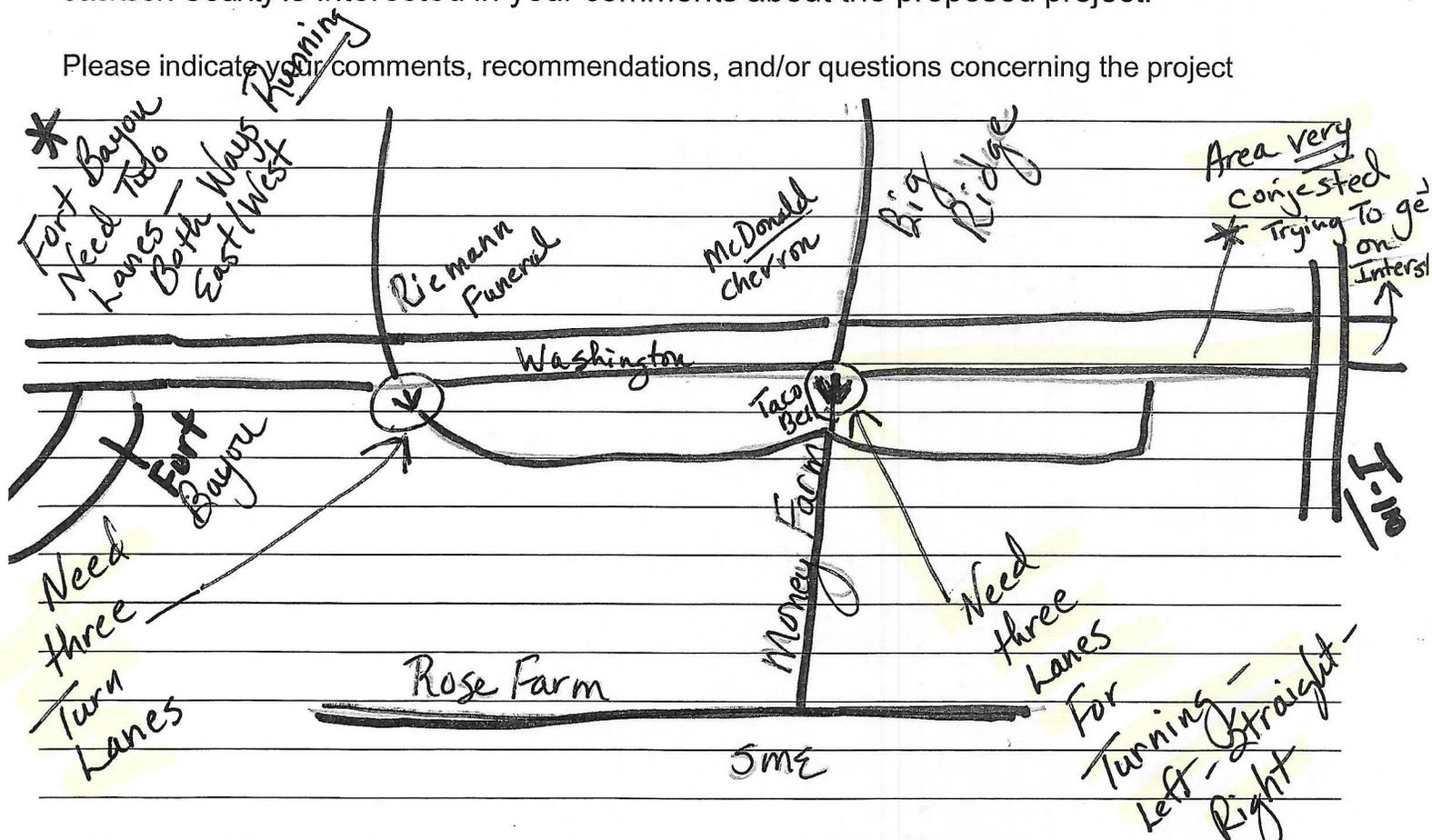
Address 116024 Cook Rd

City Biloxi, Ms 39532 State Ms Zip 39532

Email Address \_\_\_\_\_

Jackson County is interested in your comments about the proposed project.

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# COMMUNITY ENGAGEMENT MEETING

G26

## COMMENT SHEET

April 28, 2022  
St. Martin Community Center  
15008 Lemoyne Boulevard  
Biloxi, MS 39532

PROJECT BEING CONSIDERED
<b>HWY 609 GATEWAY IMPROVEMENTS</b> Jackson County
Neel-Schaffer, Inc FAX Number: 228-374-1216
E-mail: <a href="mailto:hw609gateway@neel-schaffer.com">hw609gateway@neel-schaffer.com</a>

Name Michelle Richards Telephone \_\_\_\_\_

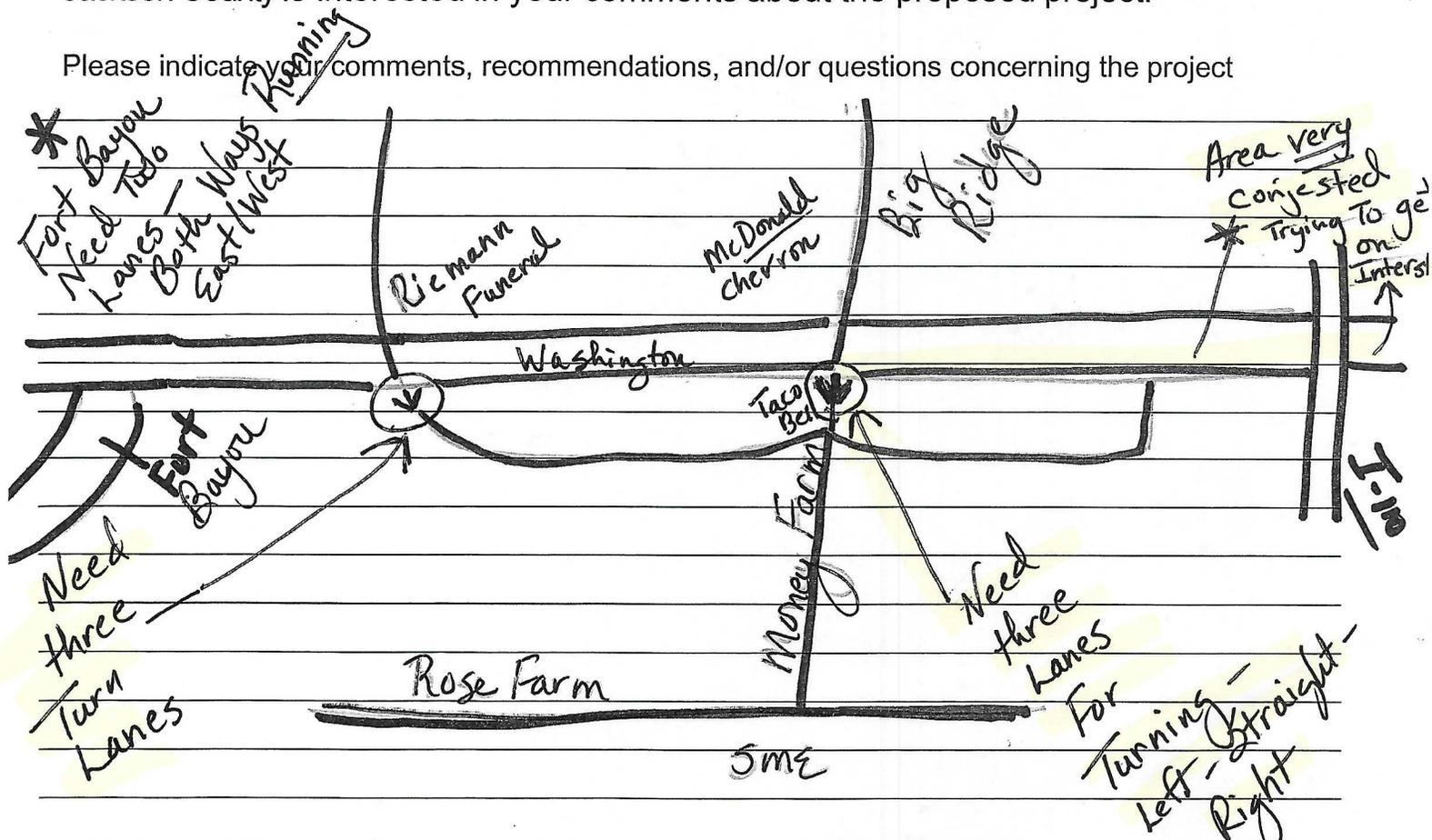
Address 116024 Cook Rd

City Biloxi, Ms 39532 State Ms Zip 39532

Email Address \_\_\_\_\_

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# COMMUNITY ENGAGEMENT MEETING

Highway 609 Gateway Improvements  
Jackson County, Mississippi



## SIGN IN SHEET

April 28, 2022

Name	Address	Phone	Email
Keith + Vicki Rhodes	13216 Hugh Seymour O. Spgs MS 39564	228-872-8048	Krhodes@my-floor trader.com
Mark Dye	994 Howard Ave Biloxi	228 229 7477	mrDye@me.com
Jesse + MaryAlice Kanode	12701 Cambridge Blvd Ocean Springs, MS 39564	228-424-2808	Kanfam123@aol.com
Darrel D. Guice, Jr.			Darrel_Guice@Co.3rdDist.MS.US
DARREL HOLLOWAY	15000 PINE RIDGE ROAD VAN CLEAVE, MS 39565	228-235-4464	msbigd1961@yahoo.com
LISA Chapman	6801 Washington Ave Ocean Springs, MS 39564	228-875-3258 228-235-1498	lKChapmandmd@gmail.com
Patricia Clunan Jim Clunan	10391 Lake Forest Dr Vanclave, MS 39565	228-365-1846 601-519-2595	clunansdmes8@gmail.com clunan55@gmail.com
Art Hughes	3201 Greenacres Dr Ocean Springs MS	228-217 7500	fahrenteitosms@gmail.com
Brad Powell	12701 Hammer Dr. Ocean Springs MS 39564	228-860-8046	
Susan Powell	12701 Hammer Dr. Ocean Springs MS 39564	228-860-8046	



# COMMUNITY ENGAGEMENT MEETING

Highway 609 Gateway Improvements  
Jackson County, Mississippi

April 28, 2022

## SIGN IN SHEET

Name	Address	Phone	Email
Tanie Guice	13825 Perisio	326-2475	Reguice@gmail.com
Danny Guice Jr	↓	806-8036	↓
ROBIN HEBERT	6514 MAYFAIR		GARROBEYE @ AOL
OCEAN MARINE GROUP CHRIS CASO	5927 WASHINGTON AVE. OCEAN SPRINGS	228-215-2342	CHRIS.CASO@ <del>CHRIS</del> OCEAN-MARINE.COM
DONA STEPHENS	13140 Hanover Dr.	228-209-1763	dws_44@yahoo.com
ALAN BECK	5900 DAVID DAVIS PL	228-818-0006	ALANNBECK@YAHOO.COM
Jeff Loffus	GRPC	207-7386	joff@grpc.com
Douglas Goff	13302 Goffville Rd	334-3623	Douglas Goff
PAWANA Cummings	Biloxi Ms 39532 6851 Sundown Ave		
FAT MAMANTO	Washington Ave	228-861-9083	





STAFF

# COMMUNITY ENGAGEMENT MEETING

Highway 609 Gateway Improvements  
Jackson County, Mississippi



## SIGN IN SHEET

April 28, 2022

Name	Address	Phone	Email
KARI BAILEN	772 HOWARD AVE.	228-232-0509	kari.bailen@neel-schaffer.com
Jim Long	13077 Parje	228-257-1581	
TOMMY BRODNAX	15624 RAMSAY LN VANLEAVE, 39565	228-702-1022	
BRIAN FULTON	4122 Silverwood Dr. Ocean Springs, MS 39564	228-702-1064	brian_fulton@co.jackson.ms.us
Toy Ross	4 Scheriff Ln O.S. MS 39564	228 7693457	
Kerry Fountain	4725 Bayou Lower Dr. Biloxi, ms 39532	228-990-8318	Kerry_fountain@co.jackson.ms.us
Steve Tweedt	772 HOWARD AVE.	228 297 1829	
Shane Bergin	772 Howard Ave	261-545-7219	shane.bergin@neel-schaffer.com