NOTICE OF PROPOSED CHANGE
TRAFFIC ANALYSIS

Tradition DRI (# P22-093)
Port St. Lucie, FL

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CA 29013

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INTRODUCTION

The Tradition Development of Regional Impact (DRI) (the "Project") is generally located west of I-95 and north of Tradition Parkway in the City of Port Saint Lucie, Florida (as shown in Figure 1). The buildout of the project, which is proposed to be completed by the end of 2030, proposes a simultaneous increase and decrease in land use intensity. The Developer is utilizing the DRI trade-off Matrix contained in Exhibit F of the DRI. The Developer proposes reducing Commercial Use by 16,500 square feet (SF) and Office Use by 160,000 SF and proposes an increase in Multi-family use by 397 Dwelling Units (DUs) and Assisted living by 120 beds.

The existing and proposed DRI entitlements are shown in Table 1.

Table 1. Tradition DRI Entitlements

	Residential Single Family	Residential Multi-Family	ALF	Hotel	Commercial	Office	Warehouse	Open Space/Parks
Unit	DUs	DUs	Beds	Rooms	SF	SF	SF	Acres
Existing Entitlements (Including Previous Use Conversions)*	4,990	1,171	300	150	920,795	627,823	177,046	245
Proposed Use Conversion		397	120		-16,500	-160,000		
Proposed Entitlements	4,990	1,568	420	150	904,295	467,823	177,046	245

*From AJ Entitlements Development Report

The proposed multi-family residential entitlements exceed the maximum listed in Exhibit F (1,250 DUs). The proposed residential DUs are less than the maximum allowable DUs in the conversion matrix. The DRI's combined maximum single family and multi-family entitlement are 8,681 DUs and the proposed combined single family and multi-family dwelling units are 6,558 DUs. Therefore, the character of the DRI is not changing and the proposed conversion of use does not result in additional unmitigated impacts because the residential use does not increase by more than 25 percent (Section 4.5 - Resolution 16-R25). The conversion is also consistent with Comprehensive Plan Policy 1.2.8.1, which permits up to 11,307 residential dwelling units within Western Grove and Tradition. The combined permitted residential units of Tradition and Western Grove after the proposed change is 10,558 DUs.

DATA

The information contained below was used to develop the foregoing traffic analysis.

- Regional DRI Transportation Traffic Study
- Tradition DRI Application for Development Approval
- FDOT's 2023 Quality/Level Of Service Manual
- FDOT Florida Traffic Online
  - Traffic Count Information (2023)
  - Peak Season Factor Category Report (2023)
  - Annual Average Daily Traffic Report (2022)
- *Trip Generation, 11th Edition* (ITE report)
- St. Lucie 2024 TPO data
- St. Lucie County Adopted Transportation Element
- Port St. Lucie Comprehensive Plan Transportation Element
- 2045 St. Lucie TPO Long Range Transportation Plan
- St. Lucie County 5-year Capital Improvement Plan
- Port St. Lucie 5-year Capital Improvement Plan
- FDOT 5-year Work Program
- MacKenzie Engineering & Planning, Inc., Turning Movement Counts

STUDY AREA

The project is simultaneously increasing and decreasing intensity within the approved DRI. Therefore, the project study area was limited to roadway network generally west of I-95 and south of Crosstown Parkway in Port St. Lucie. The roadway network east of I-95 is not expected to change; therefore, the study area is generally described by the following boundaries:

North	-	Crosstown Parkway
South	-	Discovery way
East	-	I-95
West	-	Rangeline Road

The study area is shown in Figure 1, and Tradition DRI traffic assignment and internal capture traffic assignment are shown in Figures 2 and 3.

Figure 1. Site Location Map and Study Area

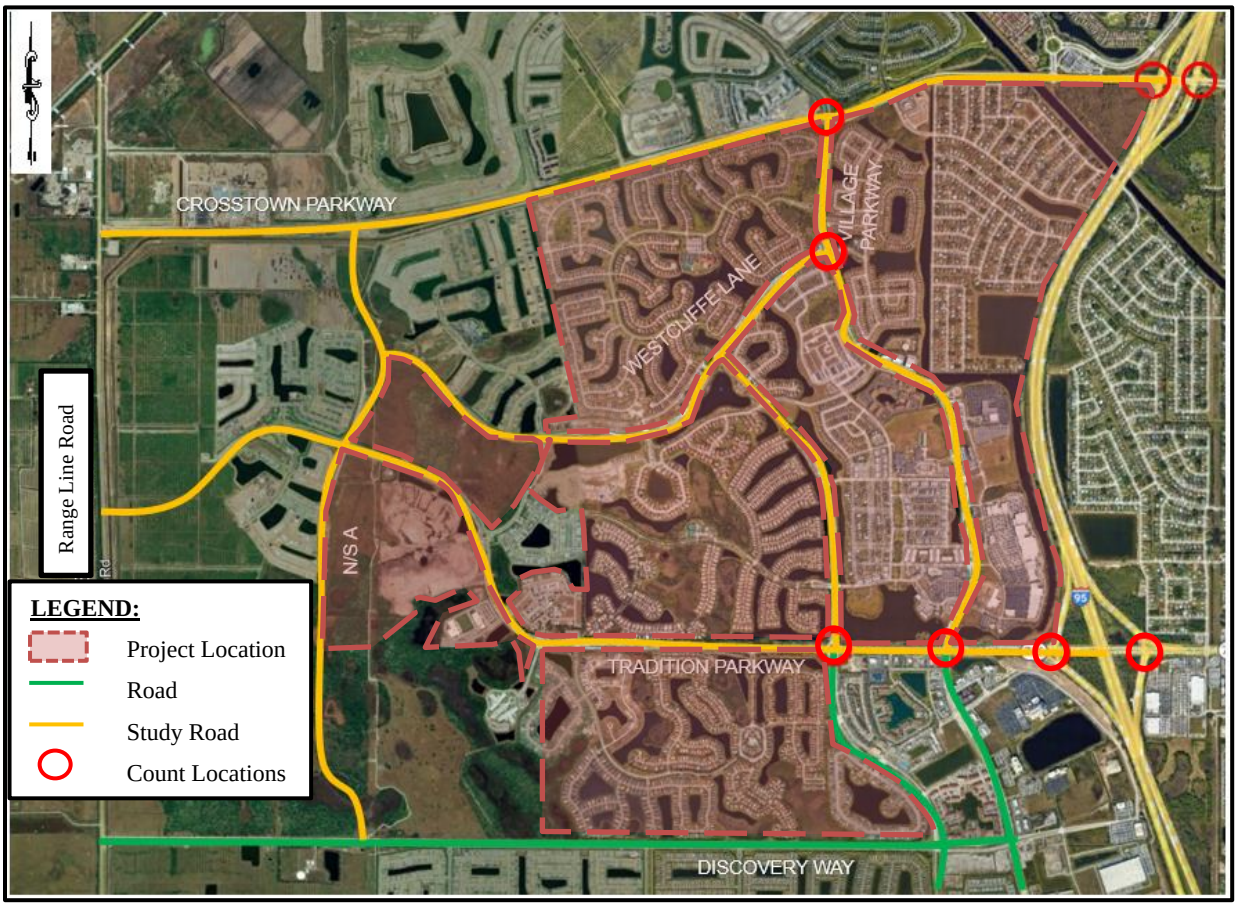


Figure 2. Traffic Assignment

Figure 3. Internal Capture - Traffic Assignment

PROGRAMMED IMPROVEMENTS

The Capital Improvements Programs for the City of Port St. Lucie, St. Lucie TPO Transportation Improvement Program (FY 2024 – FY 2028), and the Work Program for District IV of the Florida Department of Transportation (FDOT) were reviewed to identify the roadway improvements in the study area that are programmed for construction within the next three years. Applicable improvements are summarized in Table 3. Specific programmed improvement details are located in Appendix B.

Table 2. Programmed Improvements

Roadway	Limits	Improvement	Appendix
Crosstown Parkway	Village Parkway to Rangeline Road	New 4L Road	B

ROADWAY SERVICE CAPACITY

St. Lucie TPO roadway capacities were used for existing roadway facilities. In cases where roads are widened, will be widened, or do not exist yet, FDOT capacities were applied from FDOT's *2023 Multimodal Quality/Level of Service Handbook*. The roads were analyzed using service volumes based on FDOT's Q/LOS Handbook, the City's adopted level of service (LOS) standard is "D" for Collectors and "E" for Arterials.

Information regarding facility type and area was obtained from the City comprehensive plan.

The analysis focuses on AM and PM peak hour as agreed upon in the methodology.

PROPOSED CHANGES

Buildout Extension

An extension is not being requested. The current DRI buildout date is 2030 pursuant to Resolution 16-R25.

Use Changes

Use changes are being proposed. The DRI proposes reducing Commercial Use by 16,500 SF and Office Use by 160,000 SF and increasing Multi-family Use by 397 Dwelling Units (DUs) and Assisted living by 120 beds.

TRIP GENERATION

Trip generation for the DRI is based on Institute of Transportation Engineering's (ITE) manual, *Trip Generation Manual (11th Edition)* consistent with the DRI development Order. Additionally, the study uses trip generation rates for Warehousing (ITE Land Use 150), Single Family Detached (ITE Land Use 210), Multi-family housing (Low-Rise) (ITE Land Use 220), Assisted Living (ITE Land Use 254), Hotel (ITE Land Use 310), Soccer Complex (ITE Land Use 488), General Office Building (ITE Land Use 710), and Shopping Center (>150ksf) (ITE Land Use 820).

Approved Entitlements

The approved built use are 4,990 Single family Dwelling Units (DUs) (ITE Land Use 210), 1,171 Multi-family (Low-Rise) DUs (ITE Land Use 220), 300 beds Assisted living (ITE Land Use 254), 150 Rooms Hotel (ITE Land Use 310), 11 Fields Soccer Complex (ITE Land Use 488), 920,795 SF of Shopping Center (>150ksf) (ITE Land Use 820), 927,823 SF of General Office Building (ITE Land Use 710), and 177,046 SF of Warehousing (ITE Land Use 150).

The approved use generates the following net buildout trips:

- 72,091 daily, 4,276 AM peak hour (1,783 in/2,493 out), and 6,446 PM peak hour (3,517 in/2,930 out) trips.

Existing Built DRI Entitlements

The existing built DRI entitlements are 4,442 Single family Dwelling Units (DUs) (ITE Land Use 210), 749 Multi-family (Low-Rise) DUs (ITE Land Use 220), 278 beds Assisted living (ITE Land Use 254), 148 Rooms Hotel (ITE Land Use 310), 689,188 SF of Shopping Center (>150ksf) (ITE Land Use 820), 112,252 SF of General Office Building (ITE Land Use 710), and 177,046 SF of Warehousing (ITE Land Use 150).

The existing DRI built entitlements generate the following net existing trips:

- 57,295 daily, 3,279 AM peak hour (1,131 in/2,148 out), and 5,171 PM peak hour (2,959 in/2,212 out) trips.

Proposed DRI Buildout

The proposed development includes a reduction of Commercial Use by 16,500 SF and Office Use by 160,000 SF and increase in Multi-family Use by 397 DUs and Assisted living by 120 beds and the remaining land use intensity remains the same.

The proposed DRI buildout generates the following net buildout trips:

- 73,582 daily, 4,269 AM peak hour (1,681 in/2,588 out), and 6,532 PM peak hour (3,628 in/2,904 out) trips.

Internal Capture

Internal Capture for current buildout entitlements is conservatively estimated at 6.0% AM peak hour, 17.9% PM peak hour, and 7.1% Daily, for existing entitlements it is conservatively estimated at 3.5% AM peak hour, 15.1% PM peak hour, and 6.4% Daily, and for proposed buildout it is conservatively estimated at 5.2% AM peak hour, 17.0% PM peak hour, and 6.6% Daily. The internal capture rates are in accordance with the ITE trip generation handbook 3rd edition, Table 6.2, as shown in Exhibit 2 and Appendix C.

Pass-by Capture

The current buildout entitlements, existing entitlements, and proposed buildout pass-by capture of 19 percent is used for commercial uses and is in accordance with the ITE pass by rates for the land-use Shopping Plaza (>150K) (Land Use 820). This is in accordance with the ITE pass-by rates for the land use Commercial Retail (Land Use 820), as shown in Appendix D.

Table 3. Approved Buildout Entitlements Trip Generation

Land Use	Intensity			Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Existing Site Traffic										
Soccer Complex	11		Fields	785	11	7	4	188	124	64
Warehousing	177.046		1000 SF	318	45	35	10	48	13	35
Single Family Detached	4,990		DU	36,827	2,614	654	1,960	3,922	2,471	1,451
Multi-family Housing (Low-rise)	1,171		DU	7,581	386	93	293	524	330	194
Assisted Living	300		Beds	780	54	32	22	72	28	44
Hotel	150		Rooms	1,202	68	38	30	83	42	41
General Office Building	627.823		1000 SF	5,737	813	715	98	715	122	593
Shopping Center (>150k)	920.795		1000 SF	29,906	677	420	257	2,791	1,340	1,451
Subtotal				83,136	4,668	1,994	2,674	8,343	4,470	3,873
Internal Capture	AM	PM	DAILY							
Soccer Complex	0.0%	0.0%	0.0%	0	0	0	0	0	0	0
Warehousing	0.0%	0.0%	0.0%	0	0	0	0	0	0	0
Single Family Detached	2.0%	1.0%	4.6%	2,095	51	14	37	507	331	176
Multi-family Housing (Low-rise)	2.3%	1.3%	0.8%	370	9	2	7	89	58	31
Assisted Living	0.0%	0.0%	0.0%	0	0	0	0	0	0	0
Hotel	36.8%	30.1%	18.3%	220	25	0	25	19	12	7
General Office Building	12.1%	3.8%	9.0%	515	98	71	27	216	97	119
Shopping Center (>150k)	14.6%	1.6%	8.9%	2,670	99	54	45	661	248	413
Subtotal	6.0%	17.9%	7.1%	5,870	282	141	141	1,492	746	746
Pass-By Traffic	AM	PM/Daily								
Shopping Center (>150k)	19.0%	19.0%		5,175	110	70	40	405	207	197
Subtotal				5,175	110	70	40	405	207	197
NET EXISTING TRIPS				***72,091***	***4,276***	***1,783***	***2,493***	***6,446***	***3,517***	***2,930***
Total Existing Driveway Volumes				***77,266***	***4,386***	***1,853***	***2,533***	***6,851***	***3,724***	***3,127***

Note: Trip generation was calculated using the following data*:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Warehousing	150	1000 SF	T = 1.58(X) +38.29	0%	77/23	T = 0.12(X) + 23.62	28/72	T = 0.12(X) + 26.48
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55
Assisted Living	254	Beds	2.6	0%	60/40	0.18	39/61	0.24
Hotel	310	Rooms	T = 10.84(X) - 423.51	0%	56/44	T = 0.50(X) - 7.45	51/49	T = 0.74(X) - 27.89
General Office Building	710	1000 SF	Ln(T) = 0.87 Ln(X) + 3.05	0%	88/12	Ln(T) = 0.86 Ln(X) + 1.16	17/83	Ln(T) = 0.83 Ln(X) + 1.29
Shopping Center (>150k)	820	1000 SF	T = 26.11(X) + 5863.73	19%	62/38	T = 0.59(X) + 133.55	48/52	Ln(T) = 0.72 Ln(X) + 3.02
Soccer Complex	488	Fields	71.33	0%	61/39	0.99	66/34	T = 13.92(X) + 35.13

ITE 11th Edition

Table 4. Existing Built DRI Entitlements Trip Generation

Land Use	Intensity			Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Existing Site Traffic										
Warehousing	177.046		1000 SF	318	45	35	10	48	13	35
Single Family Detached	4,442		DU	33,089	2,352	588	1,764	3,515	2,214	1,301
Multi-family Housing (Low-rise)	749		DU	4,876	255	61	194	343	216	127
Assisted Living	278		Beds	723	50	30	20	67	26	41
Hotel	148		Rooms	1,181	67	38	29	82	42	40
General Office Building	112.252		1000 SF	1,283	185	163	22	174	30	144
Shopping Center (>150k)	689.188		1000 SF	23,858	540	335	205	2,266	1,088	1,178
Subtotal				65,328	3,494	1,250	2,244	6,495	3,629	2,866
Internal Capture	AM		PM / DAILY							
Warehousing	0.0%	0.0%	0.0%	0	0	0	0	0	0	0
Single Family Detached	1.4%	0.6%	4.1%	1,348	33	12	21	374	263	111
Multi-family Housing (Low-rise)	2.3%	1.1%	0.7%	238	6	2	4	66	46	20
Assisted Living	0.0%	0.0%	0.0%	0	0	0	0	0	0	0
Hotel	13.4%	11.0%	15.6%	184	9	0	9	18	12	6
General Office Building	12.4%	3.4%	9.0%	116	23	17	6	58	26	32
Shopping Center (>150k)	9.4%	0.9%	8.3%	1,992	51	30	21	466	144	322
Subtotal	3.5%	15.1%	5.9%	3,878	122	61	61	982	491	491
Pass-By Traffic	AM	PM/Daily								
Shopping Center (>150k)	19.0%	19.0%		4,155	93	58	35	342	179	163
Subtotal				4,155	93	58	35	342	179	163
NET EXISTING TRIPS				***57,295***	***3,279***	***1,131***	***2,148***	***5,171***	***2,959***	***2,212***
Total Existing Driveway Volumes				***61,450***	***3,372***	***1,189***	***2,183***	***5,513***	***3,138***	***2,375***

Note: Trip generation was calculated using the following data*:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Warehousing	150	1000 SF	T = 1.58(X) +38.29	0%	77/23	T = 0.12(X) + 23.62	28/72	T = 0.12(X) + 26.48
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55
Assisted Living	254	Beds	2.6	0%	60/40	0.18	39/61	0.24
Hotel	310	Rooms	T = 10.84(X) - 423.51	0%	56/44	T = 0.50(X) - 7.45	51/49	T = 0.74(X) - 27.89
General Office Building	710	1000 SF	Ln(T) = 0.87 Ln(X) + 3.05	0%	88/12	Ln(T) = 0.86 Ln(X) + 1.16	17/83	Ln(T) = 0.83 Ln(X) + 1.29
Shopping Center (>150k)	820	1000 SF	T = 26.11(X) + 5863.73	19%	62/38	T = 0.59(X) + 133.55	48/52	Ln(T) = 0.72 Ln(X) + 3.02

ITE 11th Edition

Table 5. Proposed DRI Buildout Trip Generation

Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic									
Soccer Complex	11	Fields	785	11	7	4	188	124	64
Warehousing	177.046	1000 SF	318	45	35	10	48	13	35
Single Family Detached	4,990	DU	36,827	2,614	654	1,960	3,922	2,471	1,451
Multi-family Housing (Low-rise)	1,568	DU	10,126	509	122	387	695	438	257
Assisted Living	420	Beds	1,092	76	46	30	101	39	62
Hotel	150	Rooms	1,202	68	38	30	83	42	41
General Office Building	467.823	1000 SF	4,442	631	555	76	562	96	466
Shopping Center (>150k)	904.295	1000 SF	29,475	667	414	253	2,755	1,322	1,433
Subtotal			84,267	4,621	1,871	2,750	8,354	4,545	3,809
Internal Capture	AM	PM	DAILY						
Soccer Complex	0.0%	0.0%	0.0%	0	0	0	0	0	0
Warehousing	0.0%	0.0%	0.0%	0	0	0	0	0	0
Single Family Detached	2.2%	1.0%	5.0%	2,391	57	16	41	574	382	192
Multi-family Housing (Low-rise)	0.0%	0.0%	0.0%	0	0	0	0	0	0	0
Assisted Living	0.0%	0.0%	0.0%	0	0	0	0	0	0	0
Hotel	30.9%	25.3%	17.5%	210	21	0	21	19	12	7
General Office Building	12.2%	3.7%	9.0%	399	77	56	21	186	84	102
Shopping Center (>150k)	13.0%	1.4%	8.7%	2,574	87	49	38	641	232	409
Subtotal	5.2%	17.0%	6.6%	5,574	242	121	121	1,420	710	710
Pass-By Traffic	AM	PM							
Shopping Center (>150k)	19.0%	19.0%		5,111	110	69	41	402	207	195
Subtotal				5,111	110	69	41	402	207	195
			NET PROPOSED TRIPS	***73,582***	***4,269***	***1,681***	***2,588***	***6,532***	***3,628***	***2,904***
			Total Proposed Driveway Volumes	***78,693***	***4,621***	***1,871***	***2,750***	***8,354***	***4,545***	***3,809***

Note: Trip generation was calculated using the following data*:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Hotel	310	Rooms	T = 10.84(X) - 423.51	0%	56/44	T = 0.50(X) - 7.45	51/49	T = 0.74(X) - 27.89
General Office Building	710	1000 SF	Ln(T) = 0.87 Ln(X) + 3.05	0%	88/12	Ln(T) = 0.86 Ln(X) + 1.16	17/83	Ln(T) = 0.83 Ln(X) + 1.29
Shopping Center (>150k)	820	1000 SF	T = 26.11(X) + 5863.73	19%	62/38	T = 0.59(X) + 133.55	48/52	Ln(T) = 0.72 Ln(X) + 3.02
Warehousing	150	1000 SF	T = 1.58(X) +38.29	0%	77/23	T = 0.12(X) + 23.62	28/72	T = 0.12(X) + 26.48
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55
Assisted Living	254	Beds	2.6	0%	60/40	0.18	39/61	0.24

ITE 11th Edition

To provide recommendations for the proposed change in the land use intensity two scenarios were considered and the roadway and intersection analysis include two scenarios as shown below:

Scenario 1

Scenario 1 is the remaining approved buildout net and internal capture trips. These trips are calculated by subtracting the existing built DRI entitlement trips from the approved DRI entitlements trips.

Scenario 2

Scenario 2 is the remaining proposed buildout net and internal capture trips. These trips are calculated by subtracting the existing built DRI entitlement trips from the proposed built DRI entitlement.

To calculate the change in trips associated with the proposed change in Scenario 2, the net trips from Scenario 2 were subtracted from Scenario 1.

Tables 6 and 7 show the trip generation summary and internal capture summary, respectively.

Table 6. Trip Generation summary

TRIP GENERATION SUMMARY								
Trip Scenario	Trip Scenario Name	Daily	AM Peak Hour			PM Peak Hour		
		Trips	Total	In	Out	Total	In	Out
A	Approved Buildout Entitlements	72,091	4,276	1,783	2,493	6,446	3,517	2,930
B	Existing DRI Built Entitlements	57,295	3,279	1,131	2,148	5,171	2,959	2,212
C	Proposed Buildout Entitlement	73,582	4,269	1,681	2,588	6,532	3,628	2,904
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		**16,287**	**990**	**550**	**440**	**1,361**	**669**	**692**
SCENARIO 1 : REMANING BUILDOUT TRIPS		**14,796**	**997**	**652**	**345**	**1,275**	**558**	**718**
SCENARIO 2 : REMANING BUILDOUT TRIPS WITH PROPOSED CHANGES		**16,287**	**990**	**550**	**440**	**1,361**	**669**	**692**
CHANGE IN TRIPS RELATED TO PROPOSED CHANGE		1,491	(7)	(102)	95	86	111	(26)

Table 7. Residential Internal Capture summary

INTERNAL CAPTURE TRIP SUMMARY								
Trip Scenario	Trip Scenario Name	Daily	AM Peak Hour			PM Peak Hour		
		Trips	Total	In	Out	Total	In	Out
A	Built Use	2,095	51	14	37	507	331	176
B	Current DRI Buildout Entitlements	1,348	33	12	21	374	263	111
C	Proposed Buildout Entitlement:	2,391	57	16	41	574	382	192
SCENARIO 1 : REMANING BUILDOUT INTERNAL CAPTURE TRIPS		**747**	**18**	**2**	**16**	**133**	**68**	**65**
SCENARIO 2 : REMANING BUILDOUT INTERNAL CAPTURE TRIPS WITH PROPOSED CHANGES		**1,043**	**24**	**4**	**20**	**200**	**119**	**81**

HISTORICAL GROWTH

In order to provide accurate traffic analysis, the growth rate at each intersection was determined by a volume-weighted averaging of the growth on each leg of the intersection as shown in Table 8. The historic annual growth rate on the surrounding facilities between 2013 and 2024 is 5.3%. The historic growth rate includes growth from Tradition. Therefore, including the historic growth rate plus the buildout of Tradition is expected to result in a conservative analysis.

Table 8. Growth rate Calculation

		Average Daily Traffic										Annaual Absolute Growth	Growth Rate
Station	Description	2014	2015	2016	2017	2018	2019	2021	2022	2023	2024		
650	CROSSTOWN PKWY E. OF VISCONTI WAY			12500				15500				600.00	3.9%
944026	I-95 SB OFF RAMP TO CROSSTOWN EXPWY	4600	4400	4700	5600	5900	6900	9600	9400	10000		704.17	7.0%
944027	I-95 SB ON RAMP FROM CROSSTOWN EXPWY	3100	3000	3200	3300	3500	3600	7000	8200	8900		702.50	7.9%
944032	I-95 NB OFF RAMP TO CROSSTOWN EXPWY	3600	3100	3300	2600	2700	6000	7300	8200	8900		713.33	8.0%
720	VILLAGE PKWY 520 FEET SOUTH OF CROSSTOWN PKWY			10500			12000			17500		1020.27	5.8%
722	WESTCLIFFE LN W. OF VILLAGE PKWY		2200			5900				4900		282.65	5.8%
711	TRADITION PKWY W. OF COMMUNITY BLVD		6900			7500		6200				-116.67	-1.9%
719	VILLAGE PKWY 680 FEET NORTH OF TRADITION PKWY		17000		20500		23000	23500			27500	1090.16	4.0%
712	TRADITION PKWY E. VILLAGE PKWY		23000	19500		35500	36500	33500	35500	41000	43500	2225.17	5.1%
944002	I-95 SB OFF RAMP TO GATLIN BLVD	9500	10000	10500	8300	8700	11000	16500	16000	17500		983.75	5.6%
944003	I-95 SB ON RAMP FROM GATLIN BLVD	4700	4700	5000	4800	5000	5500	7700	8000	8700		479.58	5.5%
944000	I-95 NB OFF RAMP TO GATLIN BLVD	5400	4900	5200	5000	5200	7100	7700	5300	5800		143.75	2.5%
647	COMMUNITY BLVD 915 FEET NORTH OF TRADITION PKWY	3300			4600			5400				294.59	5.5%
												Weighted Average	5.3%
												Growth Rate Used	**5.3%**

ROADWAY ANALYSIS

This analysis has been performed to analyze the relocation of uses within the Tradition DRI.

Significance

The traffic assignment was compared to the roadway capacities within 2 miles of the property as per Port St. Lucie Standardized TIS methodology. In addition, consistent with the Port St. Lucie TIS methodology impacts of greater than one percent (1%) on adjacent road segments and five percent (5%) on all other road segments are considered to have a significant impact. Table 9 displays the roadway segments with significant impacts for based on the change in trips related to the proposed change.

Table 9. Project Impacts (Significance)

Roadway	From	To	E + C Lanes	Capacity	Assign	Project Traffic	Impact	Significant Impact? (Y/N)
Crosstown Parkway	N/S A	SW Village Parkway / SW Verano	2	1,110	0%	0	0.0%	NO
	SW Village Parkway / SW Verano	Commerce Center Dr	4	1,940	28%	31	1.6%	**YES**
	Commerce Center Dr	I-95 Interchange	6	3,170	26%	29	0.9%	NO
Westcliffe Lane	N/S A	Community Blvd	4	1,710	25%	28	1.6%	**YES**
	Community Blvd	Village Parkway	4	1,470	22%	24	1.6%	**YES**
Gatlin Blvd/ Tradition Pkwy	Range Line Rd	SW Powerline Road	4	1,850	0%	0	0.0%	NO
	SW Powerline Road	SW Community Blvd	4	1,850	25%	28	1.5%	**YES**
	SW Community Blvd	Village Parkway	4	1,710	23%	26	1.5%	**YES**
	Village Parkway	I-95 Interchange	6	3,170	43%	48	1.5%	**YES**
SW Village Pkwy	Gatlin Blvd / Tradition Pkwy	Westcliffe Ln	2	1,710	40%	44	2.6%	**YES**
	Westcliffe Ln	Crosstown Pkwy	4	1,710	32%	36	2.1%	**YES**
Community Blvd	Gatlin Blvd / Tradition Pkwy	Westcliffe Ln	4	1,470	3%	3	0.2%	NO

Roadway Analysis

The 2024 existing AM and PM peak hour traffic volumes were increased based on the annual compound growth rate plus committed project (Oak Ridge Ranches) to develop the projected year 2030 background growth traffic volumes. The Oak Ridge Ranches trips from the project are estimated based on linear interpolation between 2026 and 2045. The post development 2030 traffic volumes were developed by adding background traffic volume plus project traffic and internal capture trips for scenarios 1 and 2.

A road segment is over capacity if the volume-to-capacity ratio (v/c ratio) exceeds 1.0 and is operating acceptably if the v/c ratio is 1.0 or less. The analysis result is shown as acceptable or failure. All roads shown in the total future traffic roadway analysis are projected to operate acceptably except for Crosstown Parkway from Village Parkway to Commerce Center Drive and Gatlin Boulevard/Tradition Parkway from Village Parkway to I-95 Interchange for both scenarios 1 and 2; Village Parkway from Westcliffe Lane to Crosstown Parkway for scenarios 1, as shown in Tables 11A & 11B.

Roadway Summary

The proposed changes in Tradition Land Use are projected to result in lower peak hour peak direction trips on the following critical roadway segments:

- Tradition Parkway – SW Village Parkway to I-95
- Village Parkway – SW Westcliffe Lane to Crosstown Parkway
- Crosstown Parkway – SW Village Parkway to SW Visconti way (Commerce Centre Drive)

Crosstown Parkway from Village Parkway to Commerce Center Drive and Gatlin Boulevard/Tradition Parkway from Village Parkway to I-95 Interchange are projected to be over capacity for both scenarios 1 and 2. Village Parkway from Westcliffe Lane to Crosstown Parkway is projected to be over capacity for scenarios 1.

Table 10. 2030 Background Traffic volume calculation (PM peak hour)

Roadway	From	To	E + C Lanes	Count Year	Existing Peak Hour Directional Volumes		PSCF	Peak Hour Directional 2024 Volume		Growth Rate	2030 Ambient Traffic		Oak Ridge Traffic Assign	2030 Oak Ridge Traffic		2030 Background Traffic	
					NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
Crosstown Parkway	SW Village Parkway / SW Verano	Commerce Center Dr	4	2024	1,162	1,027	1.08	1,255	1,109	5.3%	1,711	1,512	18.2%	103	147	1,814	1,659
Westcliffe Lane	N/S A	Community Blvd	4	2024	192	213	1.08	207	230	5.3%	283	314	8.1%	46	65	329	379
	Community Blvd	Village Parkway	4	2024	78	52	1.08	84	56	5.3%	115	77	0.1%	1	1	116	78
Gatlin Blvd/ Tradition Pkwy	SW Powerline Road	SW Community Blvd	4	2024	566	443	1.08	611	478	5.3%	833	652	12.7%	72	102	905	754
	SW Community Blvd	Village Parkway	4	2024	724	655	1.08	782	707	5.3%	1,066	964	11.5%	65	93	1,131	1,057
	Village Parkway	I-95 Interchange	6	2024	1,999	1,976	1.08	2,159	2,134	5.3%	2,943	2,909	8.5%	48	68	2,991	2,977
SW Village Pkwy	Gatlin Blvd / Tradition Pkwy	Westcliffe Ln	2	2024	882	597	1.08	953	645	5.3%	1,299	879	0.4%	3	2	1,302	881
	Westcliffe Ln	Crosstown Pkwy	4	2024	1,004	851	1.08	1,084	919	5.3%	1,478	1,253	0.4%	3	2	1,481	1,255

Table 11A. Total Future Roadway Analysis – Scenario 1 (PM peak hour)

Roadway	From	To	E + C Lanes	2030 Background Traffic		Project Traffic Assign	2030 Project trips		Internal Capture Traffic Assign	2030 Internal Capture trips		2030 Total Traffic		Roadway Capacity	Acceptable?		Vol/Cap Ratio
				NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	
Crosstown Parkway	SW Village Parkway / SW Verano	Commerce Center Dr	4	1,814	1,659	28%	201	156				2,015	1,815	1,940	**NO**	Yes	**1.04**
Westcliffe Lane	N/S A	Community Blvd	4	329	379	25%	180	140	90%	58	61	567	580	1,710	Yes	Yes	0.34
	Community Blvd	Village Parkway	4	116	78	22%	158	123	45%	29	31	303	232	1,470	Yes	Yes	0.21
Gatlin Blvd/ Tradition Pkwy	SW Powerline Road	SW Community Blvd	4	905	754	25%	180	140	10%	7	6	1,092	900	1,850	Yes	Yes	0.59
	SW Community Blvd	Village Parkway	4	1,131	1,057	23%	165	128	8%	5	5	1,301	1,190	1,710	Yes	Yes	0.76
	Village Parkway	I-95 Interchange	6	2,991	2,977	43%	309	240				3,300	3,217	3,170	**NO**	**NO**	**1.04**
SW Village Pkwy	Gatlin Blvd / Tradition Pkwy	Westcliffe Ln	2	1,302	881	40%	223	287	45%	31	29	1,556	1,197	1,710	Yes	Yes	0.91
	Westcliffe Ln	Crosstown Pkwy	4	1,481	1,255	32%	230	179				1,711	1,434	1,710	**NO**	Yes	**1.00**

Table 11B. Total Future Roadway Analysis – Scenario 2 (PM peak hour)

Roadway	From	To	E + C Lanes	2030 Background Traffic		Assign	2030 Project trips		Internal Capture Traffic Assign	2030 Internal Capture trips		2030 Total Traffic		Roadway Capacity	Acceptable?		Vol/Cap Ratio	Direction Improved? (Compared to Scenario 1)
				NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB		
Crosstown Parkway	SW Village Parkway / SW Verano	Commerce Center Dr	4	1,814	1,659	28%	194	187				2,008	1,846	1,940	**NO**	Yes	**1.04**	YES
Westcliffe Lane	N/S A	Community Blvd	4	329	379	25%	173	167	90%	73	107	575	653	1,710	Yes	Yes	0.38	-
	Community Blvd	Village Parkway	4	116	78	22%	152	147	45%	36	54	304	279	1,470	Yes	Yes	0.21	-
Gatlin Blvd/ Tradition Pkwy	SW Powerline Road	SW Community Blvd	4	905	754	25%	180	140	10%	8	12	1,093	906	1,850	Yes	Yes	0.59	-
	SW Community Blvd	Village Parkway	4	1,131	1,057	23%	159	154	8%	6	10	1,296	1,221	1,710	Yes	Yes	0.76	-
	Village Parkway	I-95 Interchange	6	2,991	2,977	43%	298	288				3,289	3,265	3,170	**NO**	**NO**	**1.04**	YES
SW Village Pkwy	Gatlin Blvd / Tradition Pkwy	Westcliffe Ln	2	1,302	881	40%	268	277	45%	54	36	1,624	1,194	1,710	Yes	Yes	0.95	-
	Westcliffe Ln	Crosstown Pkwy	4	1,481	1,255	32%	221	214				1,702	1,469	1,710	Yes	Yes	**1.00**	YES

INTERSECTION ANALYSIS

Intersections

The intersections were evaluated in the 2030 total future (existing traffic plus background plus committed trips plus project traffic and internal capture trips both scenarios 1 and 2) traffic conditions using Synchro 11 and HCS 7 for multi-lane roundabouts. This study analyzes the impacts of the following intersections for the AM and PM peak hours.

1. Crosstown Parkway & Village Parkway
2. Crosstown Parkway & I-95 SB
3. Crosstown Parkway & I-95 NB
4. Village Parkway & Westcliffe Lane
5. Tradition Parkway & Community Boulevard
6. Tradition Parkway & Village Parkway
7. Tradition Parkway & I-95 SB
8. Tradition Parkway & I-95 NB

Data for the intersections were collected based on aerial photography and site observations. MacKenzie Engineering and Planning, Inc. collected AM and PM peak hour turning movement counts. The counts were adjusted to peak season conditions using FDOT's peak season adjustment factors.

Analysis

Crosstown Parkway & Village Parkway

MEP evaluated the Crosstown Parkway and Village Parkway intersection. With the project traffic in scenarios 1 and 2 improved signal timings from 120 to 145 seconds are recommended at the intersection for both AM and PM peak hours. The intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). The AM peak hour scenario 2 has slightly better results than scenario 1 and in the PM peak hour scenario 1 has slightly better results.

Crosstown Parkway & I-95 SB

MEP evaluated the Crosstown Parkway and I-95 SB intersection. With the project traffic in scenarios 1 and 2 improved signal timings from 120 to 145 seconds are recommended at the intersection for both AM and PM peak hours. The intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). Both scenarios 1 and 2 have similar results.

Crosstown Parkway & I-95 NB

MEP evaluated the Crosstown Parkway and I-95 NB intersection. With the project traffic in scenarios 1 and 2 improved signal timings from 120 to 145 seconds are recommended at the intersection for both AM and PM peak hours. The intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). Both scenarios 1 and 2 have similar results.

Village Parkway & Westcliffe Lane

MEP evaluated the Village Parkway and Westcliffe Lane intersection. With project traffic in scenarios 1 and 2, the roundabout is projected to operate acceptably.

Tradition Parkway & Community Boulevard

MEP evaluated the Tradition Parkway and Community Boulevard intersection. With project traffic in scenarios 1 and 2, a traffic signal, northbound and southbound through and left-turn lanes, and eastbound and westbound dual through and single left-turn lanes are recommended in order to provide acceptable operations. With the needed improvements, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). Scenario 1 and scenario 2 have slightly better results in the PM peak hour. Scenario 2 does not cause the need for additional improvements beyond those needed in Scenario 1.

Tradition Parkway & Village Parkway

MEP evaluated the Tradition Parkway and Village Parkway intersection. With the project traffic in scenarios 1 and 2, a second westbound right-turn lane and third eastbound through lane. In addition, restriping is needed as follows:

- Convert the existing northbound shared through/right-turn lane to a dedicated 2nd northbound right-turn lane; and
- Convert the 3rd southbound through lane to a 3rd southbound left-turn lane

Along with this, improved signal timings from 130 to 145 seconds for AM peak hour and 130 to 150 seconds for PM peak hour are recommended. With significant improvements, the intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0) with the needed improvements. Scenario 1 has slightly better results in the AM peak hour and Scenario 2 has slightly better results in the PM peak hour. Scenario 2 does not cause the need for additional improvements beyond those needed in Scenario 1.

Tradition Parkway & I-95 SB

MEP evaluated the Tradition Parkway and I-95 SB intersection. Improved signal timings from 120 to 145 seconds for AM and 130 to 150 seconds for PM peak hour are recommended at the intersection. The intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0) in the AM peak hour. The PM peak hour southbound left-turn has a v/c ratio of 1.01 for the peak 15 minutes with the peak hour and a level of service is E. Therefore, the intersection is operating adequately. Both scenarios have similar results. Scenario 2 does not cause the need for additional improvements beyond those needed in Scenario 1.

Tradition Parkway & I-95 NB

MEP evaluated the Tradition Parkway and I-95 NB intersection. With the project traffic, a third northbound right-turn lane and improved signal timings from 120 to 145 seconds for AM and 130 to 150 seconds for PM peak hour are recommended. The signalized intersection is projected to be under capacity with all movements operating under capacity (v/c ratio less than 1.0). A second westbound right-turn lane will be needed if the AM peak hour westbound right-turn volumes (to travel north on I-95) continue to increase at five percent (5%) per year. The westbound right-turn free flow lane is near capacity in 2024 during the AM peak hour. Both Scenarios have similar results. Scenario 2 does not cause the need for additional improvements beyond those needed in Scenario 1.

The intersection analysis summary is shown in Tables 12A-C.

Table 12A. Intersection Analysis Summary

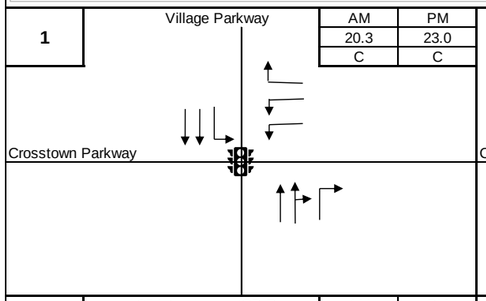
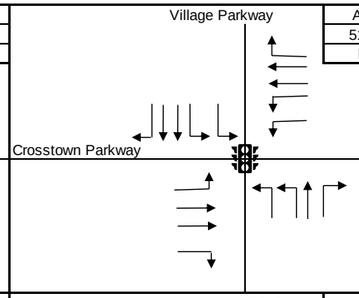
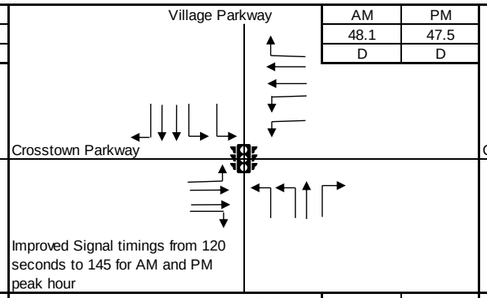
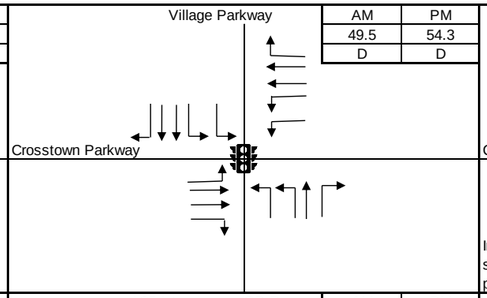
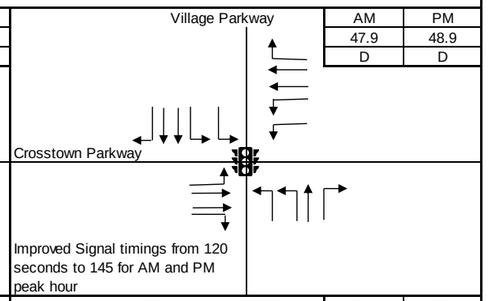
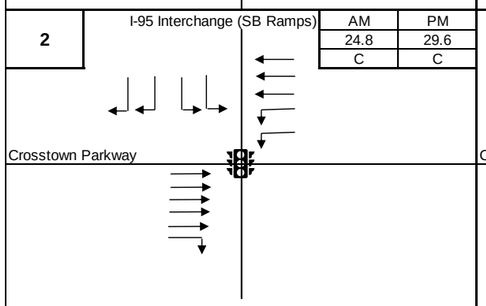
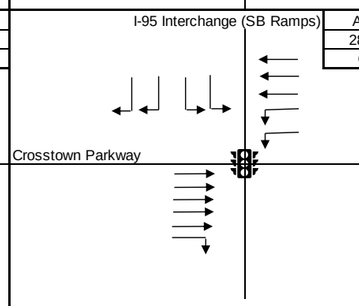
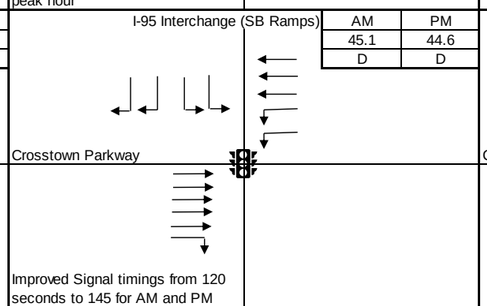
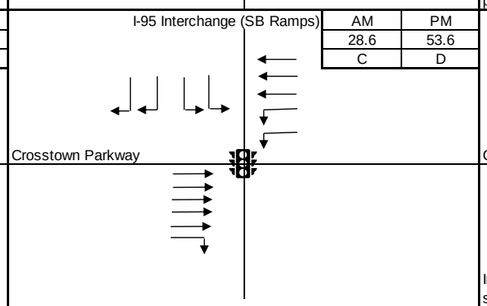
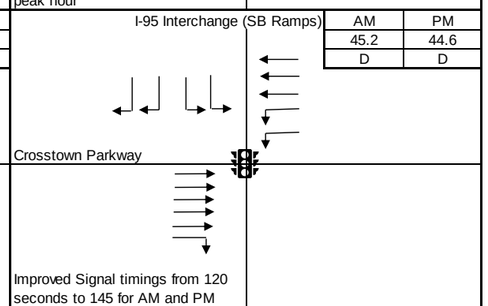
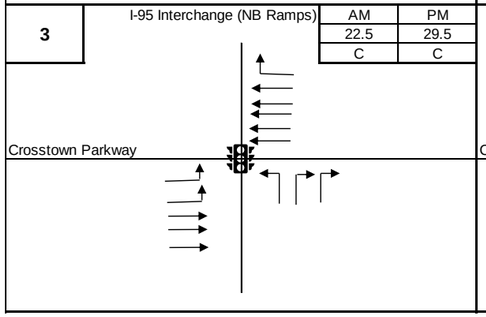
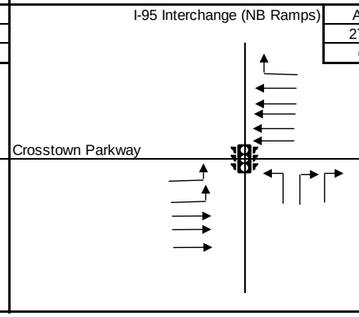
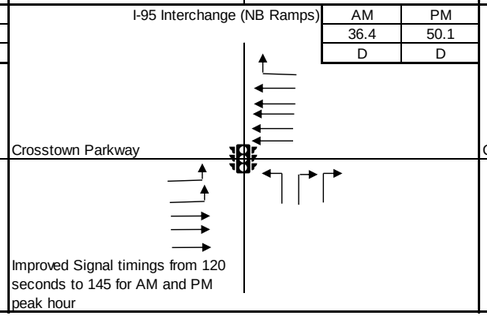
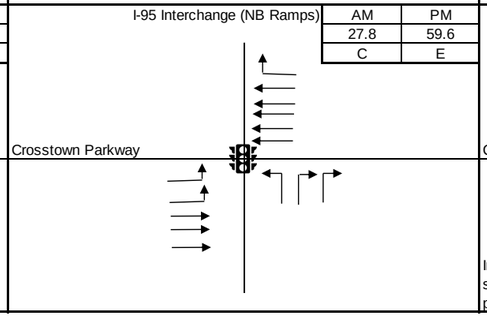
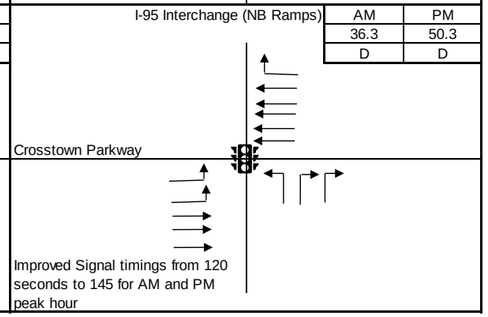
Existing	Scenario 1	Scenario 1 with Improvement	Scenario 2	Scenario 2 with Improvement
Legend: Improvements ◯				
1  	AM 20.3 C PM 23.0 C	 AM 51.2 D PM 52.4 D	 Improved Signal timings from 120 seconds to 145 for AM and PM peak hour AM 48.1 D PM 47.5 D	 AM 49.5 D PM 54.3 D	 Improved Signal timings from 120 seconds to 145 for AM and PM peak hour AM 47.9 D PM 48.9 D
2  	AM 24.8 C PM 29.6 C	 AM 28.3 C PM 53.7 D	 Improved Signal timings from 120 seconds to 145 for AM and PM peak hour AM 45.1 D PM 44.6 D	 AM 28.6 C PM 53.6 D	 Improved Signal timings from 120 seconds to 145 for AM and PM peak hour AM 45.2 D PM 44.6 D
3  	AM 22.5 C PM 29.5 C	 AM 27.8 C PM 59.1 E	 Improved Signal timings from 120 seconds to 145 for AM and PM peak hour AM 36.4 D PM 50.1 D	 AM 27.8 C PM 59.6 E	 Improved Signal timings from 120 seconds to 145 for AM and PM peak hour AM 36.3 D PM 50.3 D

Table 12B. Intersection Analysis Summary

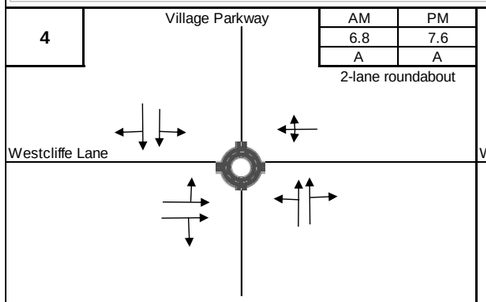
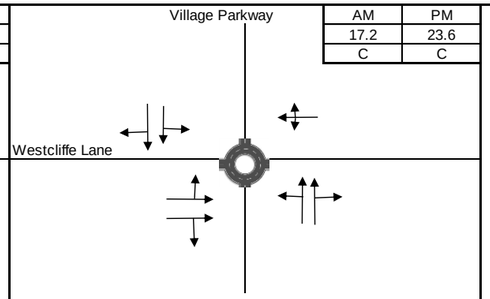
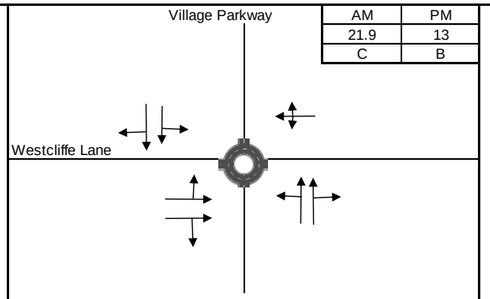
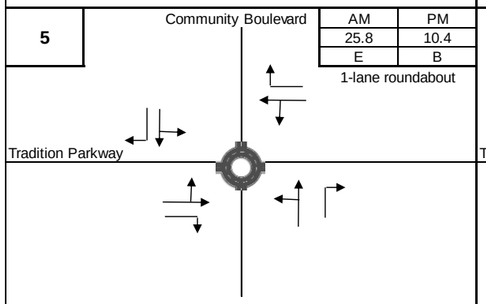
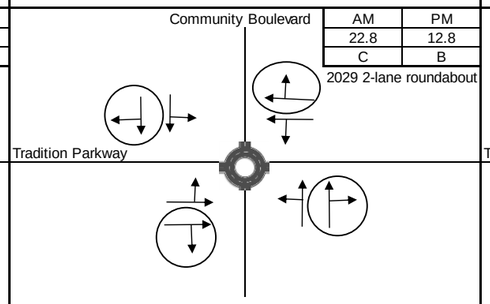
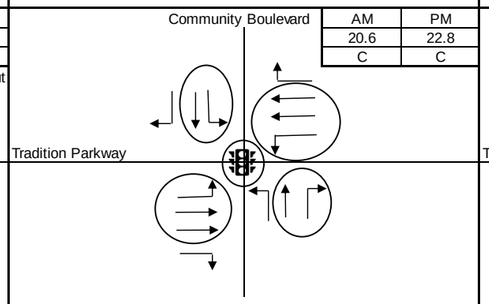
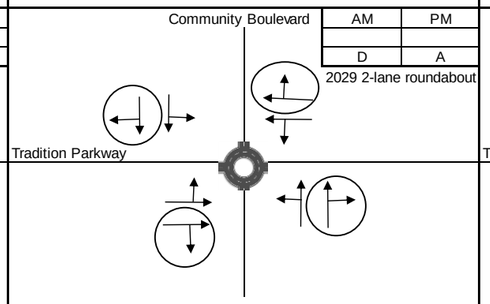
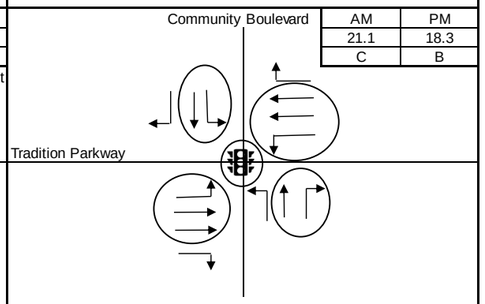
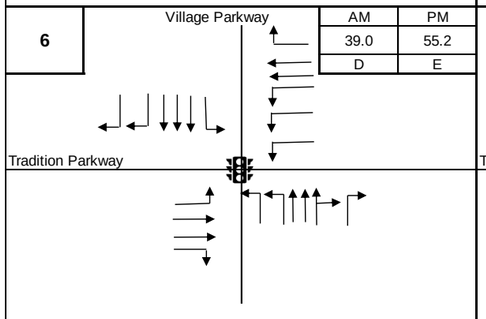
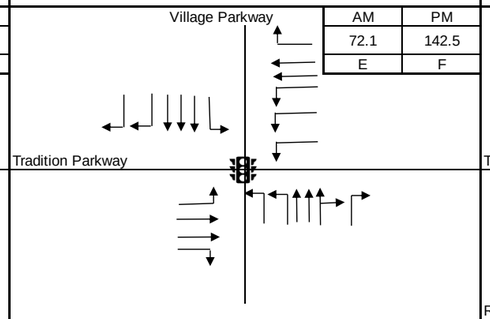
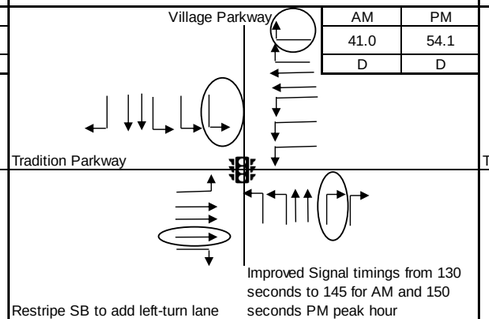
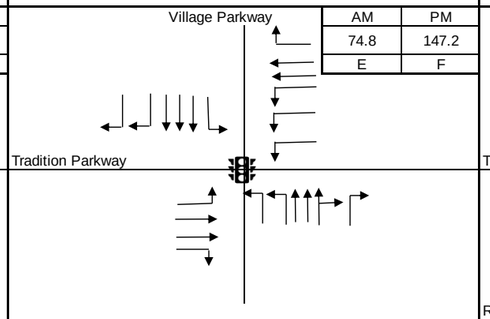
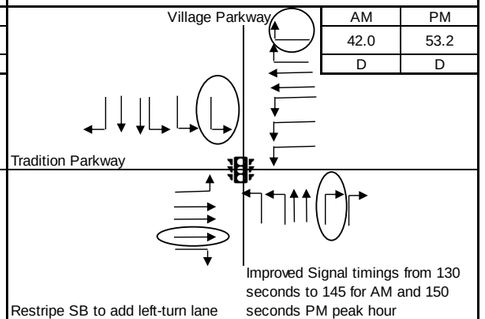
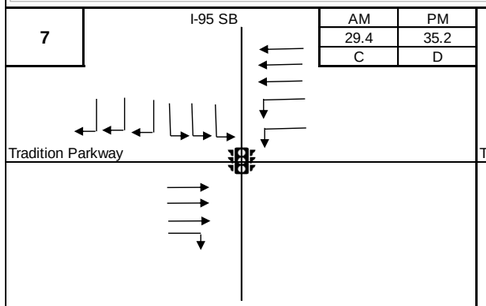
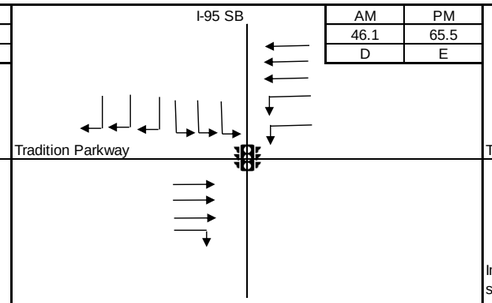
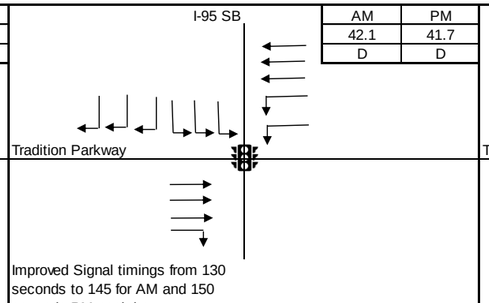
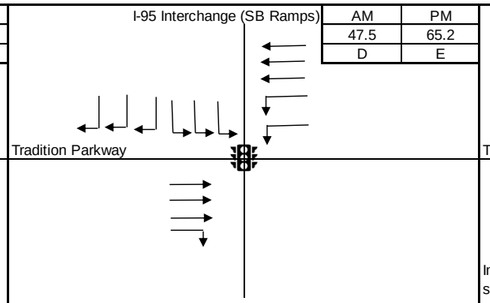
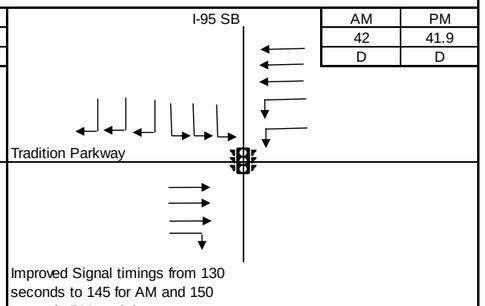
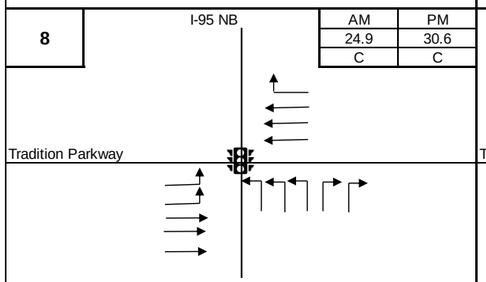
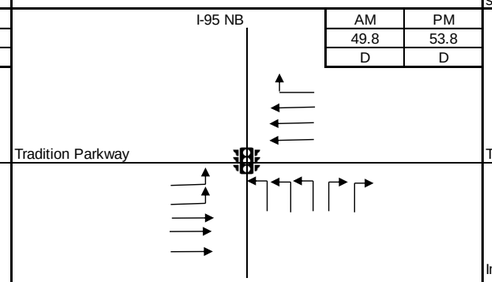
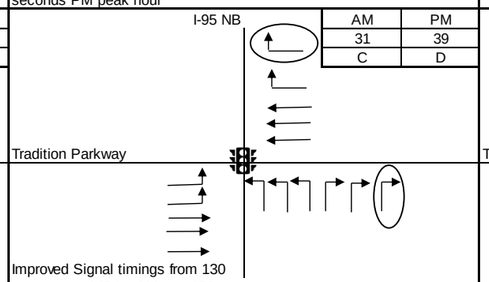
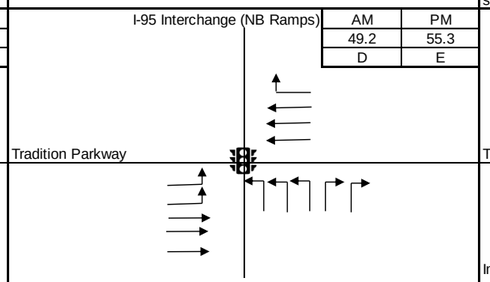
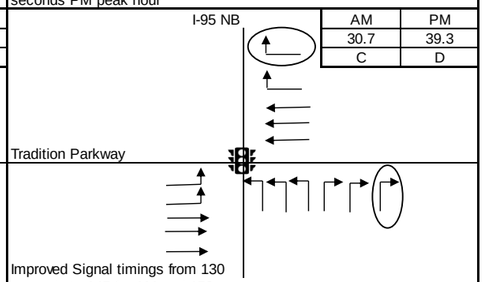
Existing	Scenario 1	Scenario 1 with Improvement	Scenario 2	Scenario 2 with Improvement
Legend: Improvements 				
4  AM: 6.8, A PM: 7.6, A 2-lane roundabout	 AM: 17.2, C PM: 23.6, C		 AM: 21.9, C PM: 13, B	
5  AM: 25.8, E PM: 10.4, B 1-lane roundabout	 AM: 22.8, C PM: 12.8, B 2029 2-lane roundabout	 AM: 20.6, C PM: 22.8, C	 AM: , D PM: , A 2029 2-lane roundabout	 AM: 21.1, C PM: 18.3, B
6  AM: 39.0, D PM: 55.2, E	 AM: 72.1, E PM: 142.5, F	 AM: 41.0, D PM: 54.1, D Restripe SB to add left-turn lane and NB to add right-turn lane Improved Signal timings from 130 seconds to 145 for AM and 150 seconds PM peak hour NB right- turn - Overlap + permitted	 AM: 74.8, E PM: 147.2, F	 AM: 42.0, D PM: 53.2, D Restripe SB to add left-turn lane and NB to add right-turn lane Improved Signal timings from 130 seconds to 145 for AM and 150 seconds PM peak hour NB right- turn - Overlap + permitted

Table 12C. Intersection Analysis Summary

Existing	Scenario 1	Scenario 1 with Improvement	Scenario 2	Scenario 2 with Improvement
Legend: Improvements 				
7  AM 29.4 C PM 35.2 D	 AM 46.1 D PM 65.5 E	 AM 42.1 D PM 41.7 D Improved Signal timings from 130 seconds to 145 for AM and 150 seconds PM peak hour	 AM 47.5 D PM 65.2 E	 AM 42 D PM 41.9 D Improved Signal timings from 130 seconds to 145 for AM and 150 seconds PM peak hour
8  AM 24.9 C PM 30.6 C	 AM 49.8 D PM 53.8 D	 AM 31 C PM 39 D Improved Signal timings from 130 seconds to 145 for AM and 150 seconds PM peak hour	 AM 49.2 D PM 55.3 E	 AM 30.7 C PM 39.3 D Improved Signal timings from 130 seconds to 145 for AM and 150 seconds PM peak hour

RECOMMENDATION

The following needed improvements were identified for both scenarios 1 and 2:

- Crosstown Parkway & Village Parkway
    - Improved signal timings – from 120 to 145 seconds for AM and PM peak hour
- Crosstown Parkway & I-95 SB
    - Improved signal timings – from 120 to 145 seconds for AM and PM peak hour
- Crosstown Parkway & I-95 NB
    - Improved signal timings – from 120 to 145 seconds for AM and PM peak hour
- Tradition Parkway & Community Boulevard
    - Convert back to a 2-lane roundabout and then monitor regarding signalization
    - Signalize with following laneage:
        - Northbound and Southbound:
            - 1 left
            - 1 through
            - 1 right
        - Eastbound and Westbound:
            - 1 left
            - 2 throughs
            - 1 right

- Tradition Parkway & Village Parkway
    - Restripe Southbound to add third left-turn lane and remove a through lane
    - Restripe Northbound to add second right-turn lane and remove a shared through/right-turn lane
    - Add Eastbound third through lane
    - Add Westbound second right-turn lane
    - Improved signal timings – from 130 to 145 seconds for AM and 130 to 150 seconds for PM peak hour
- Tradition Parkway & I-95 SB
    - Improved signal timings – from 130 to 145 seconds for AM and 130 to 150 seconds for PM peak hour
- Tradition Parkway & I-95 NB
    - Add 3rd Northbound right-turn lane
    - Add 2nd Westbound right-turn lane
    - Improved signal timings – from 130 to 145 seconds for AM and 130 to 150 seconds for PM peak hour

IMPROVEMENT TIMING

MEP developed a recommended schedule for the proposed construction related improvements based on the timing of needed improvements. Trips from the project are estimated based on linear interpolation between 2024 and 2030.

Roadways

The roadway failures occurring in Scenario 1 are a result of background and committed traffic. Therefore, these improvements are considered as committed improvements consistent with Chapter 163.3180(5). Scenario 2 (Tradition with the proposal use changes) results in decreased impacts on these road segments and does not increase the deficiency beyond the Scenario 1 condition. Therefore, the applicant is not responsible for the needed background improvements.

The Developer will construct Fern Lake Drive from Tradition Parkway to Westcliffe Lane consistent with the approved Brynlie road construction condition.

Intersections

The intersection failures occurring in Scenario 1 are a result of background and committed traffic. Therefore, these improvements are considered as committed improvements consistent with Chapter 163.3180(5). Scenario 2 (Tradition with the proposal use changes) results in decreased impacts on these road segments and does not increase the deficiency beyond the Scenario 1 condition. Therefore, the applicant is not responsible for the needed background improvements.

The DRI does have a condition to monitor the roundabouts within Tradition. Therefore, based on this analysis and the DRI development order, the following improvement and schedule is proposed:

- Tradition Parkway & Community Boulevard
  - 2-lane Roundabout - Need by Year 2025(5,419 dwelling units for Scenario 2) - proposed for continued monitoring
  - Traffic Signal - Need by Year 2030 (At or prior to 6,331 dwelling units for Scenario 2)

  Note: Dwelling units = single family + multi-family dwelling units (ALF beds/units not included).

After the roundabout is improved to 2 circulating lanes, the roundabout is recommended for continued monitoring. The roundabout may function at an acceptable level of service longer than this conservative estimate based on the construction of reliever and diversionary roads, including Fern Lake Drive and Powerline Road (North-South Road A).

CONCLUSION

The Master developer proposes a simultaneous increase and decrease in intensity which includes reducing Commercial use by 16,000 SF and Office use by 160,000 SF and increasing Multi-family use by 397 dwelling units and Assisted living by 120 beds. The Developer is utilizing the DRI trade-off Matrix contained in Exhibit F of the DRI. The proposed changes in the intensity of the Tradition DRI do not result in significant or substantial changes in trips from the approved Tradition DRI intensity. The buildout of the project is proposed to be completed by the end of 2030.

The recommended improvements needed for scenario 1 (approved Tradition DRI intensity) satisfies the needed improvements for scenario 2 (proposed Tradition DRI intensity).

The overall changes in use will not affect the needed transportation improvements (the transportation needs are not changed by the proposed use).

Therefore, significant additional improvements are not needed by the applicant.

Roadway Summary

The proposed changes in Tradition Land Use are projected to result in lower peak hour peak direction trips on the following critical roadway segments:

- Tradition Parkway – SW Village Parkway to I-95
- Village Parkway – SW Westcliffe Lane to Crosstown Parkway
- Crosstown Parkway – SW Village Parkway to SW Visconti way (Commerce Centre Drive)

In addition the developer will construct Fern Lake Drive from Tradition Parkway to Westcliffe Lane consistent with the approved Brynlie road construction condition.

Intersection Summary

The following improvements are proposed based on the changes and the existing Tradition DRI development order:

- Tradition Parkway & Community Boulevard
  - 2-lane Roundabout - Need by Year 2025(5,419 dwelling units for Scenario 2) - proposed for continued monitoring
  - Traffic Signal - Need by Year 2029 (At or prior to 6,331 dwelling units for Scenario 2)

  Note: Dwelling units = single family + multi-family dwelling units (ALF beds/units not included).

The revised buildout uses are shown below:

	Residential Single Family	Residential Multi-Family	ALF	Hotel	Commercial	Office	Warehouse	Open Space/Parks
Unit	DUs	DUs	Beds	Rooms	SF	SF	SF	Acres
Proposed Entitlements	4,990	1,568	420	150	904,295	467,823	177,046	245

APPENDICES

Exhibit 1A

APPROVED CURRENT DRI BUILDOUT ENTITLEMENTS - Tradition

Land Use	Intensity			Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Existing Site Traffic										
Soccer Complex	11		Fields	785	11	7	4	188	124	64
Warehousing	177.046		1000 SF	318	45	35	10	48	13	35
Single Family Detached	4,990		DU	36,827	2,614	654	1,960	3,922	2,471	1,451
Multi-family Housing (Low-rise)	1,171		DU	7,581	386	93	293	524	330	194
Assisted Living	300		Beds	780	54	32	22	72	28	44
Hotel	150		Rooms	1,202	68	38	30	83	42	41
General Office Building	627.823		1000 SF	5,737	813	715	98	715	122	593
Shopping Center (>150k)	920.795		1000 SF	29,906	677	420	257	2,791	1,340	1,451
Subtotal				83,136	4,668	1,994	2,674	8,343	4,470	3,873
Internal Capture	AM	PM	DAILY							
Soccer Complex	0.0%	0.0%	0.0%	0	0	0	0	0	0	0
Warehousing	0.0%	0.0%	0.0%	0	0	0	0	0	0	0
Single Family Detached	2.0%	1.0%	4.6%	2,095	51	14	37	507	331	176
Multi-family Housing (Low-rise)	2.3%	1.3%	0.8%	370	9	2	7	89	58	31
Assisted Living	0.0%	0.0%	0.0%	0	0	0	0	0	0	0
Hotel	36.8%	30.1%	18.3%	220	25	0	25	19	12	7
General Office Building	12.1%	3.8%	9.0%	515	98	71	27	216	97	119
Shopping Center (>150k)	14.6%	1.6%	8.9%	2,670	99	54	45	661	248	413
Subtotal	6.0%	17.9%	7.1%	5,870	282	141	141	1,492	746	746
Pass-By Traffic	AM	PM/Daily								
Shopping Center (>150k)	19.0%	19.0%		5,175	110	70	40	405	207	197
Subtotal				5,175	110	70	40	405	207	197
NET EXISTING TRIPS				***72,091***	***4,276***	***1,783***	***2,493***	***6,446***	***3,517***	***2,930***
Total Existing Driveway Volumes				***77,266***	***4,386***	***1,853***	***2,533***	***6,851***	***3,724***	***3,127***

Note: Trip generation was calculated using the following data*:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Warehousing	150	1000 SF	T = 1.58(X) +38.29	0%	77/23	T = 0.12(X) + 23.62	28/72	T = 0.12(X) + 26.48
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55
Assisted Living	254	Beds	2.6	0%	60/40	0.18	39/61	0.24
Hotel	310	Rooms	T = 10.84(X) - 423.51	0%	56/44	T = 0.50(X) - 7.45	51/49	T = 0.74(X) - 27.89
General Office Building	710	1000 SF	Ln(T) = 0.87 Ln(X) + 3.05	0%	88/12	Ln(T) = 0.86 Ln(X) + 1.16	17/83	Ln(T) = 0.83 Ln(X) + 1.29
Shopping Center (>150k)	820	1000 SF	T = 26.11(X) + 5863.73	19%	62/38	T = 0.59(X) + 133.55	48/52	Ln(T) = 0.72 Ln(X) + 3.02
Soccer Complex	488	Fields	71.33	0%	61/39	0.99	66/34	T = 13.92(X) + 35.13

ITE 11th Edition

Exhibit 1B

EXISTING BUILT USE - Tradition

Land Use	Intensity			Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Existing Site Traffic										
Warehousing	177.046		1000 SF	318	45	35	10	48	13	35
Single Family Detached	4,442		DU	33,089	2,352	588	1,764	3,515	2,214	1,301
Multi-family Housing (Low-rise)	749		DU	4,876	255	61	194	343	216	127
Assisted Living	278		Beds	723	50	30	20	67	26	41
Hotel	148		Rooms	1,181	67	38	29	82	42	40
General Office Building	112.252		1000 SF	1,283	185	163	22	174	30	144
Shopping Center (>150k)	689.188		1000 SF	23,858	540	335	205	2,266	1,088	1,178
Subtotal				65,328	3,494	1,250	2,244	6,495	3,629	2,866
Internal Capture	AM		PM / DAILY							
Warehousing	0.0%	0.0%	0.0%	0	0	0	0	0	0	0
Single Family Detached	1.4%	0.6%	4.1%	1,348	33	12	21	374	263	111
Multi-family Housing (Low-rise)	2.3%	1.1%	0.7%	238	6	2	4	66	46	20
Assisted Living	0.0%	0.0%	0.0%	0	0	0	0	0	0	0
Hotel	13.4%	11.0%	15.6%	184	9	0	9	18	12	6
General Office Building	12.4%	3.4%	9.0%	116	23	17	6	58	26	32
Shopping Center (>150k)	9.4%	0.9%	8.3%	1,992	51	30	21	466	144	322
Subtotal	3.5%	15.1%	5.9%	3,878	122	61	61	982	491	491
Pass-By Traffic	AM	PM/Daily								
Shopping Center (>150k)	19.0%	19.0%		4,155	93	58	35	342	179	163
Subtotal				4,155	93	58	35	342	179	163
			NET EXISTING TRIPS	***57,295***	***3,279***	***1,131***	***2,148***	***5,171***	***2,959***	***2,212***
			Total Existing Driveway Volumes	***61,450***	***3,372***	***1,189***	***2,183***	***5,513***	***3,138***	***2,375***

Note: Trip generation was calculated using the following data*:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Warehousing	150	1000 SF	T = 1.58(X) +38.29	0%	77/23	T = 0.12(X) + 23.62	28/72	T = 0.12(X) + 26.48
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55
Assisted Living	254	Beds	2.6	0%	60/40	0.18	39/61	0.24
Hotel	310	Rooms	T = 10.84(X) - 423.51	0%	56/44	T = 0.50(X) - 7.45	51/49	T = 0.74(X) - 27.89
General Office Building	710	1000 SF	Ln(T) = 0.87 Ln(X) + 3.05	0%	88/12	Ln(T) = 0.86 Ln(X) + 1.16	17/83	Ln(T) = 0.83 Ln(X) + 1.29
Shopping Center (>150k)	820	1000 SF	T = 26.11(X) + 5863.73	19%	62/38	T = 0.59(X) + 133.55	48/52	Ln(T) = 0.72 Ln(X) + 3.02

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Exhibit 1C

PROPOSED DRI BUILDOUT- Tradition

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Site Traffic									
Soccer Complex	11	Fields	785	11	7	4	188	124	64
Warehousing	177.046	1000 SF	318	45	35	10	48	13	35
Single Family Detached	4,990	DU	36,827	2,614	654	1,960	3,922	2,471	1,451
Multi-family Housing (Low-rise)	1,568	DU	10,126	509	122	387	695	438	257
Assisted Living	420	Beds	1,092	76	46	30	101	39	62
Hotel	150	Rooms	1,202	68	38	30	83	42	41
General Office Building	467.823	1000 SF	4,442	631	555	76	562	96	466
Shopping Center (>150k)	904.295	1000 SF	29,475	667	414	253	2,755	1,322	1,433
Subtotal			84,267	4,621	1,871	2,750	8,354	4,545	3,809
Internal Capture	AM	PM	DAILY						
Soccer Complex	0.0%	0.0%	0.0%	0	0	0	0	0	0
Warehousing	0.0%	0.0%	0.0%	0	0	0	0	0	0
Single Family Detached	2.2%	1.0%	5.0%	2,391	57	16	41	574	382	192
Multi-family Housing (Low-rise)	0.0%	0.0%	0.0%	0	0	0	0	0	0	0
Assisted Living	0.0%	0.0%	0.0%	0	0	0	0	0	0	0
Hotel	30.9%	25.3%	17.5%	210	21	0	21	19	12	7
General Office Building	12.2%	3.7%	9.0%	399	77	56	21	186	84	102
Shopping Center (>150k)	13.0%	1.4%	8.7%	2,574	87	49	38	641	232	409
Subtotal	5.2%	17.0%	6.6%	5,574	242	121	121	1,420	710	710
Pass-By Traffic	AM	PM							
Shopping Center (>150k)	19.0%	19.0%		5,111	110	69	41	402	207	195
Subtotal				5,111	110	69	41	402	207	195
NET PROPOSED TRIPS				***73,582***	***4,269***	***1,681***	***2,588***	***6,532***	***3,628***	***2,904***
Total Proposed Driveway Volumes				***78,693***	***4,621***	***1,871***	***2,750***	***8,354***	***4,545***	***3,809***

Note: Trip generation was calculated using the following data*:

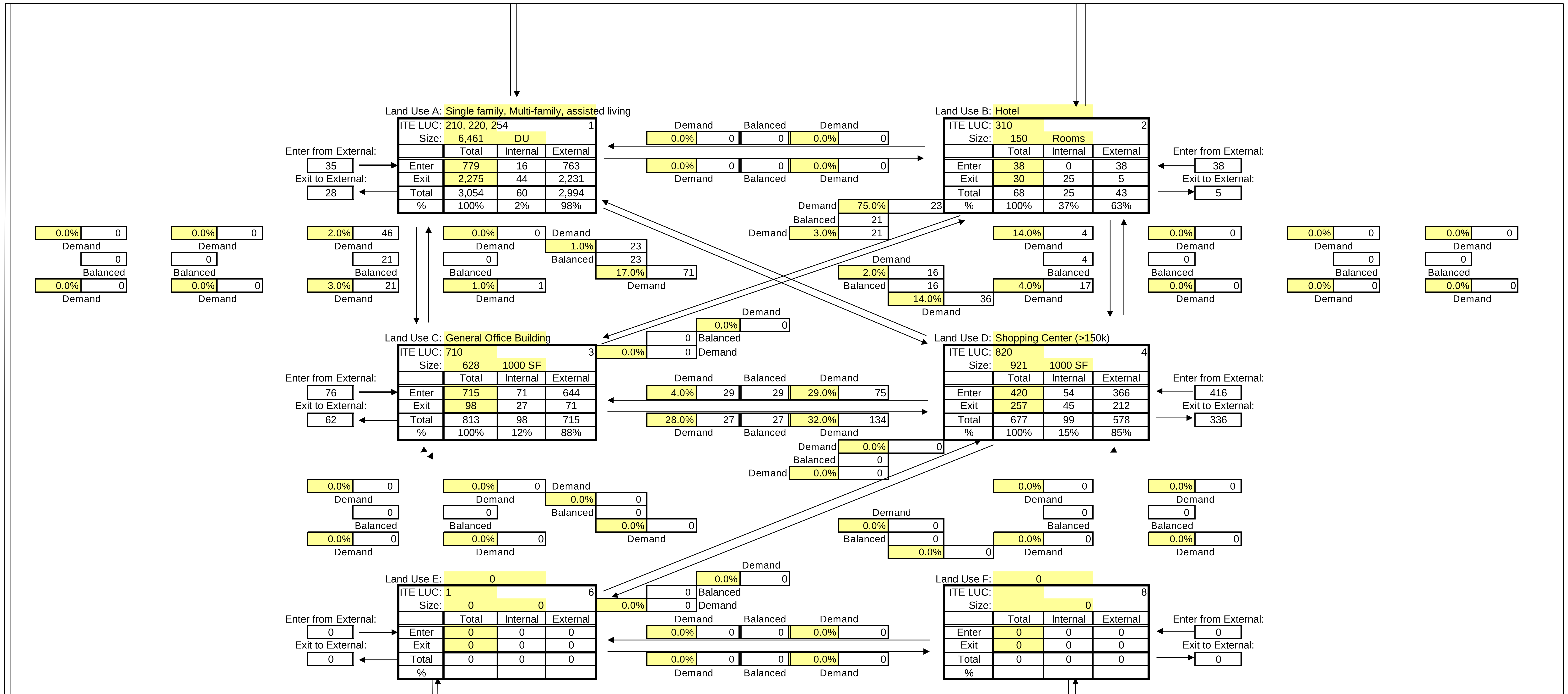
Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Hotel	310	Rooms	T = 10.84(X) - 423.51	0%	56/44	T = 0.50(X) - 7.45	51/49	T = 0.74(X) - 27.89
General Office Building	710	1000 SF	Ln(T) = 0.87 Ln(X) + 3.05	0%	88/12	Ln(T) = 0.86 Ln(X) + 1.16	17/83	Ln(T) = 0.83 Ln(X) + 1.29
Shopping Center (>150k)	820	1000 SF	T = 26.11(X) + 5863.73	19%	62/38	T = 0.59(X) + 133.55	48/52	Ln(T) = 0.72 Ln(X) + 3.02
Warehousing	150	1000 SF	T = 1.58(X) +38.29	0%	77/23	T = 0.12(X) + 23.62	28/72	T = 0.12(X) + 26.48
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55
Assisted Living	254	Beds	2.6	0%	60/40	0.18	39/61	0.24

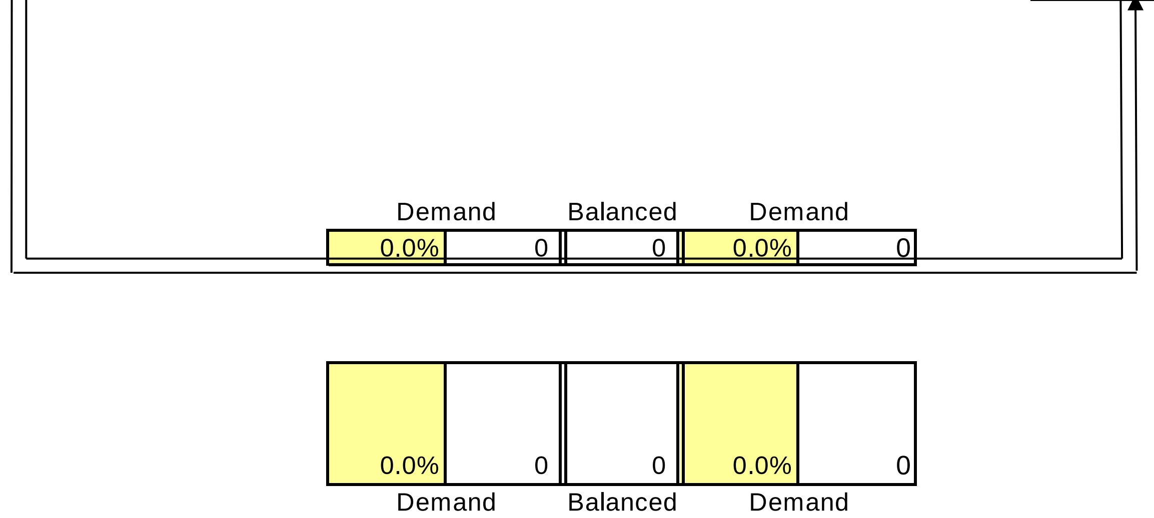
ITE 11th Edition

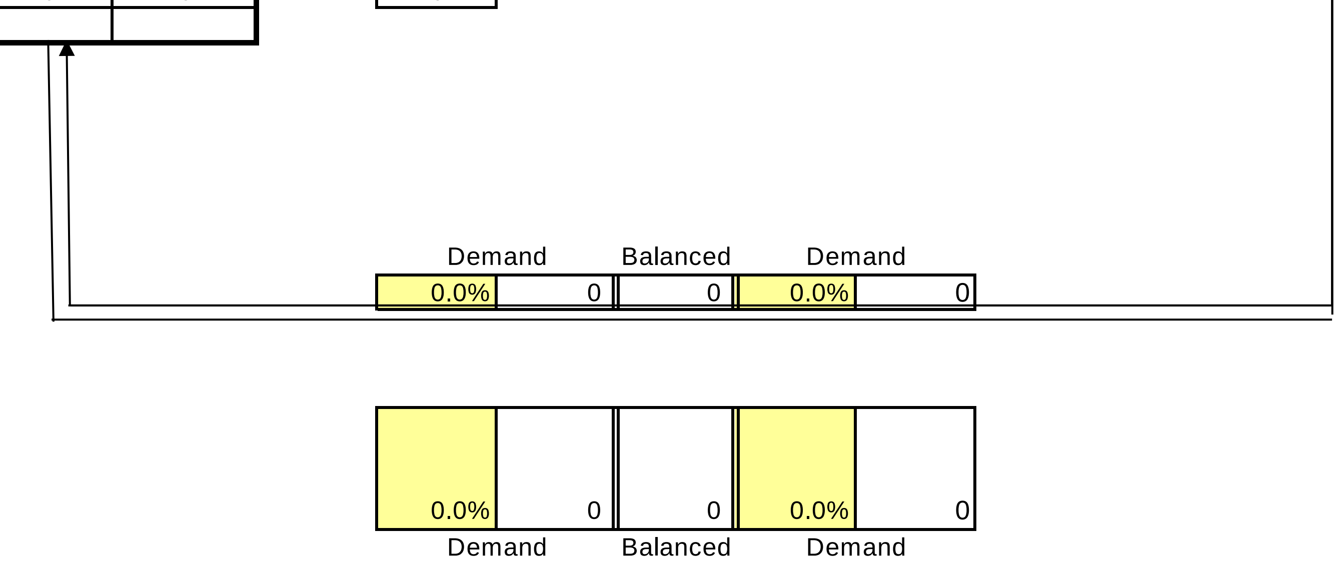
EXHIBIT 2-1-A

Analysis Period: PM____, Midday____, AM __X__.
Analyst: MEP
Date: 3/9/2025

Project Number: 140014 **Task Number:**
Project Name: Tradition DRI
Scenario: AM Peak Hour







NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1	2	3	4	5	6	Total
		Single family, Multi-family, assisted living	Hotel	General Office Building	Shopping Center (>150k)	0	0	
External Trips	Enter	763	38	644	366	0	0	1,811
	Exit	2,231	5	71	212	0	0	2,519
	Total	2,994	43	715	578	0	0	**4,330**
Internal Trips	Enter	16	0	71	54	0	0	141
	Exit	44	25	27	45	0	0	141
	Total	60	25	98	99	0	0	**282**
Single Use Trip Gen Estimate		3,054	68	813	677	0	0	**4,612**
		1.96%	36.76%	12.05%	14.62%	0.00%	0.00%	

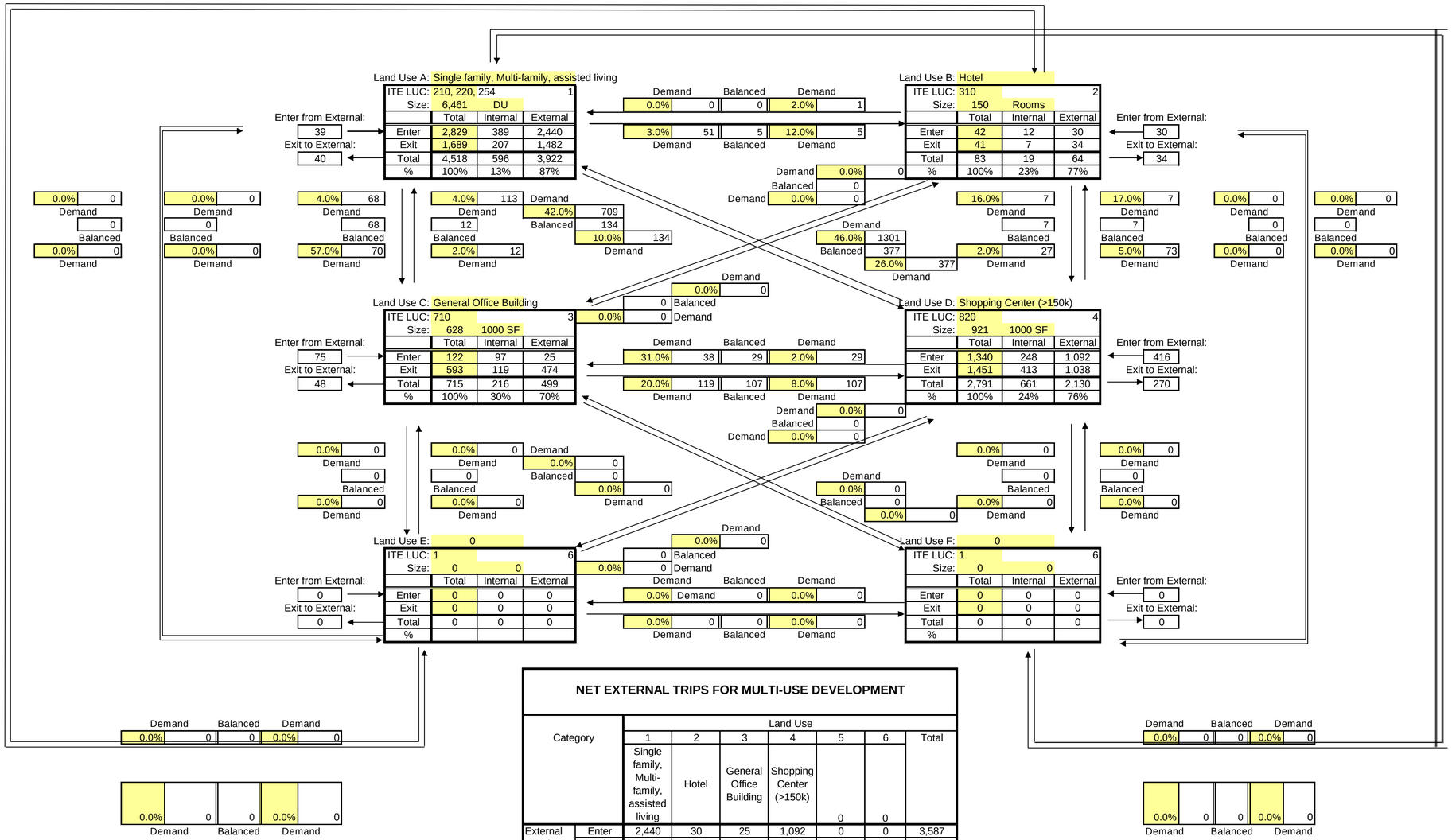
Internal Capture = 6.11%

Print Date = 03/09/25
File Name =
C:\Users\KritikaAgrawal\Desktop\working\Traffic\[Tradition NOPC Trip Gen - 3-9-2025.xlsx]tgen - S2

EXHIBIT 2-1-A

Analysis Period: PM_X___, AM ____.
Analyst: MEP
Date: 3/9/2025

Project Number: 140014 **Task Number:**
Project Name: Tradition DRI
Scenario: PM Peak Hour



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1: Single family, Multi-family, assisted living	2: Hotel	3: General Office Building	4: Shopping Center (>150k)	5: 0	6: 0	Total
External Trips	Enter	2,440	30	25	1,092	0	0	3,587
	Exit	1,482	34	474	1,038	0	0	3,028
	Total	3,922	64	499	2,130	0	0	**6,615**
Internal Trips	Enter	389	12	97	248	0	0	746
	Exit	207	7	119	413	0	0	746
	Total	596	19	216	661	0	0	**1,492**
Single Use Trip Gen Estimate		4,518	83	715	2,791	0	0	**8,107**
		13.19%	22.89%	30.21%	23.68%	0.00%	0.00%	

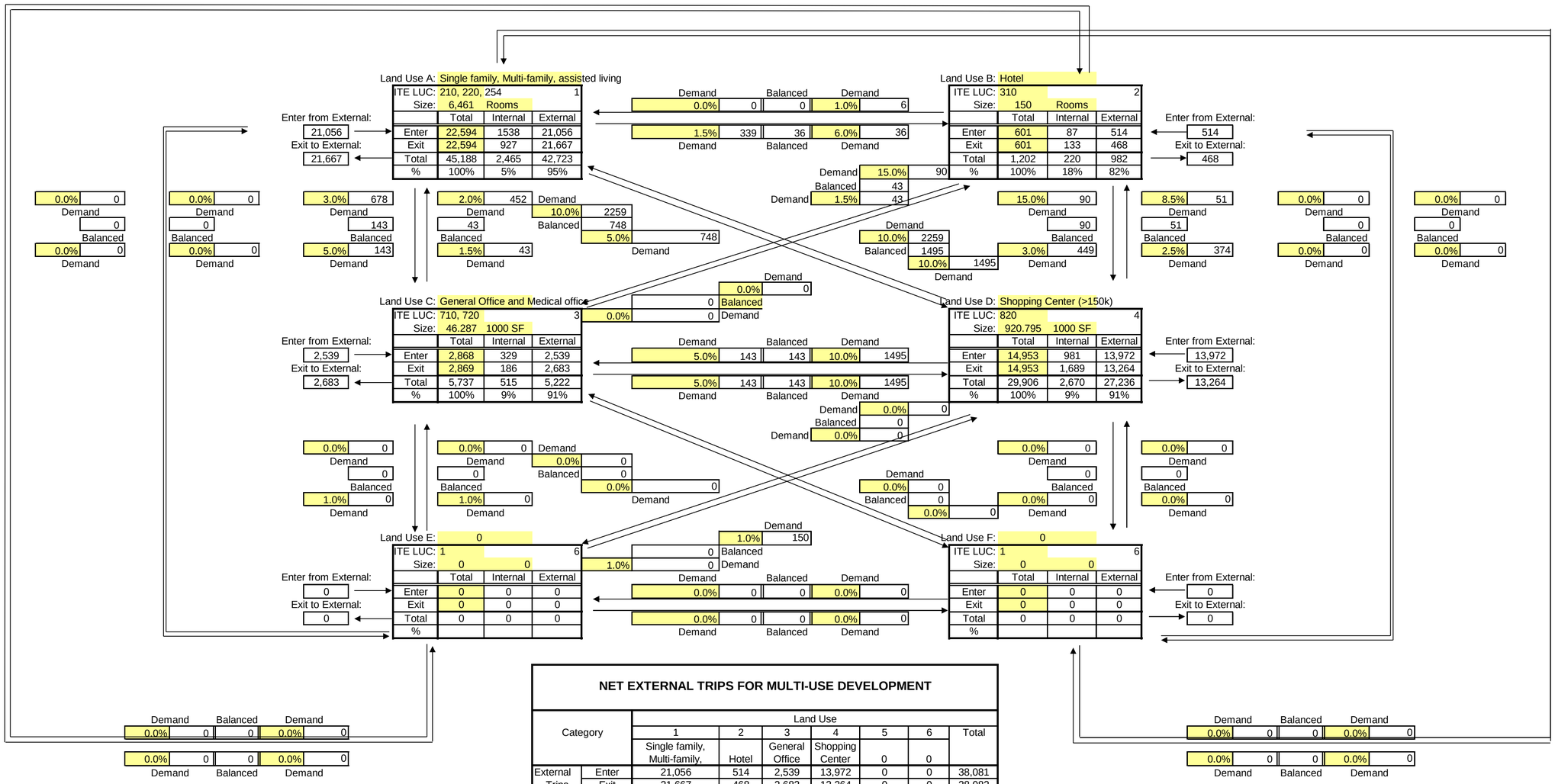
Internal Capture = 18.40%

Print Date = 03/09/25
File Name = C:\Users\KritikaAgrawal\Desktop\working\Traffic\[Tradition NOPC Trip Gen - 3-9-2025.xlsx]tgen - S2

EXHIBIT 2-1-A

Analysis Period: PM____, Daily__X__, AM ___.
Analyst: MEP
Date: 3/9/2025

Project Number: 140014 **Task Number:**
Project Name: Tradition DRI
Scenario: Daily - Projected



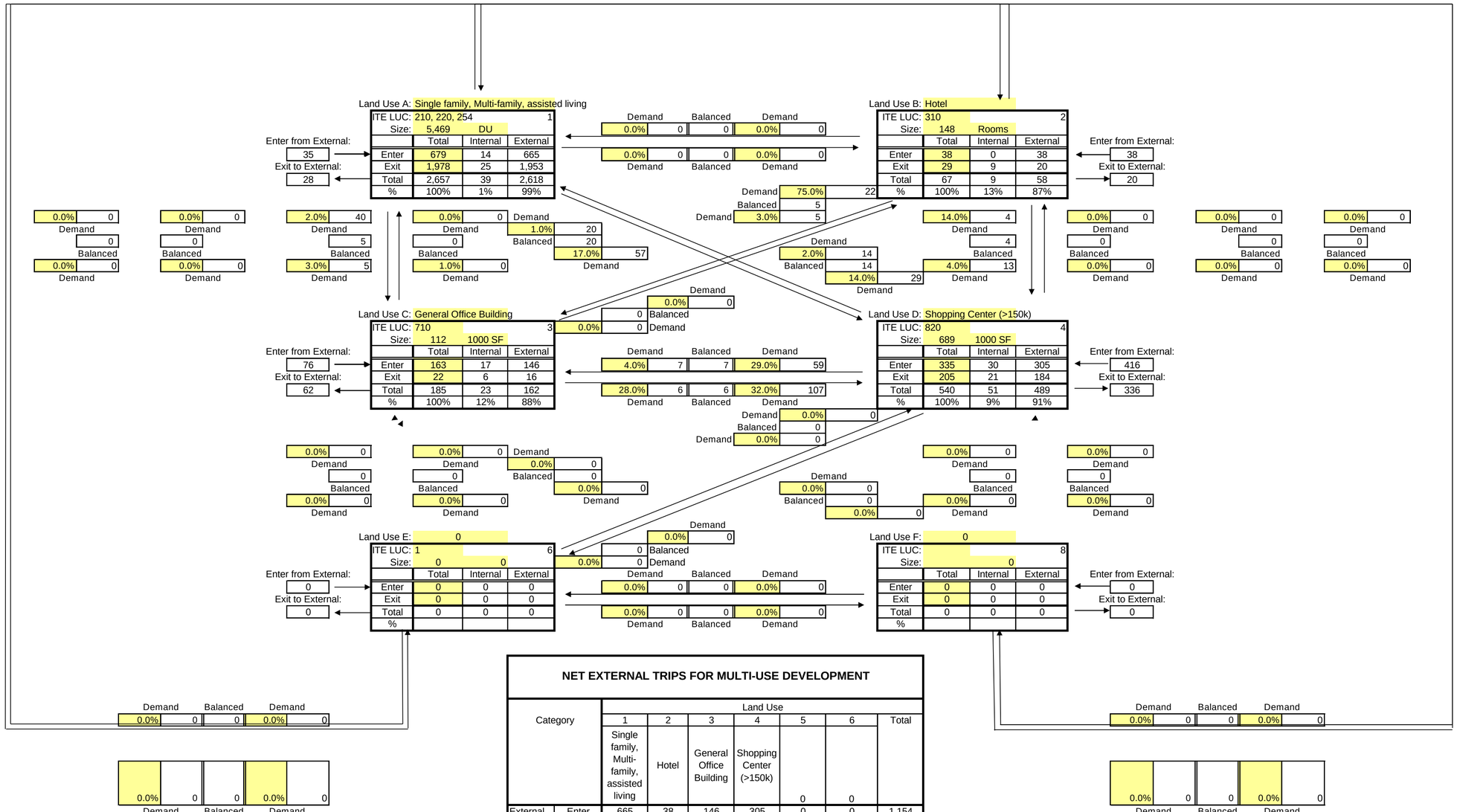
NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1 Single family, Multi-family,	2 Hotel	3 General Office	4 Shopping Center	5 0	6 0	Total
External Trips	Enter	21,056	514	2,539	13,972	0	0	38,081
	Exit	21,667	468	2,683	13,264	0	0	38,082
	Total	42,723	982	5,222	27,236	0	0	**76,163**
Internal Trips	Enter	1,538	87	329	981	0	0	2,935
	Exit	927	133	186	1,689	0	0	2,935
	Total	2,465	220	515	2,670	0	0	**5,870**
Single Use Trip Gen Estimate		45,188	1,202	5,737	29,906	0	0	**82,033**

Print Date = 03/09/25
File Name =
C:\Users\KritikaAgrawal\Desktop\working\Traffic\[Tradition NOPC Trip Gen - 3-9-2025.xlsx]tgen - S2

EXHIBIT 2-1-B

Analysis Period: PM____, Midday____, AM __X__. **Project Number:** 140014 **Task Number:**
Analyst: MEP **Project Name:** Tradition DRI
Date: 3/9/2025 **Scenario:** AM Peak Hour



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1	2	3	4	5	6	Total
		Single family, Multi-family, assisted living	Hotel	General Office Building	Shopping Center (>150k)			
External Trips	Enter	665	38	146	305	0	0	1,154
	Exit	1,953	20	16	184	0	0	2,173
	Total	2,618	58	162	489	0	0	**3,327**
Internal Trips	Enter	14	0	17	30	0	0	61
	Exit	25	9	6	21	0	0	61
	Total	39	9	23	51	0	0	**122**
Single Use Trip Gen Estimate		2,657	67	185	540	0	0	**3,449**
		1.47%	13.43%	12.43%	9.44%	0.00%	0.00%	

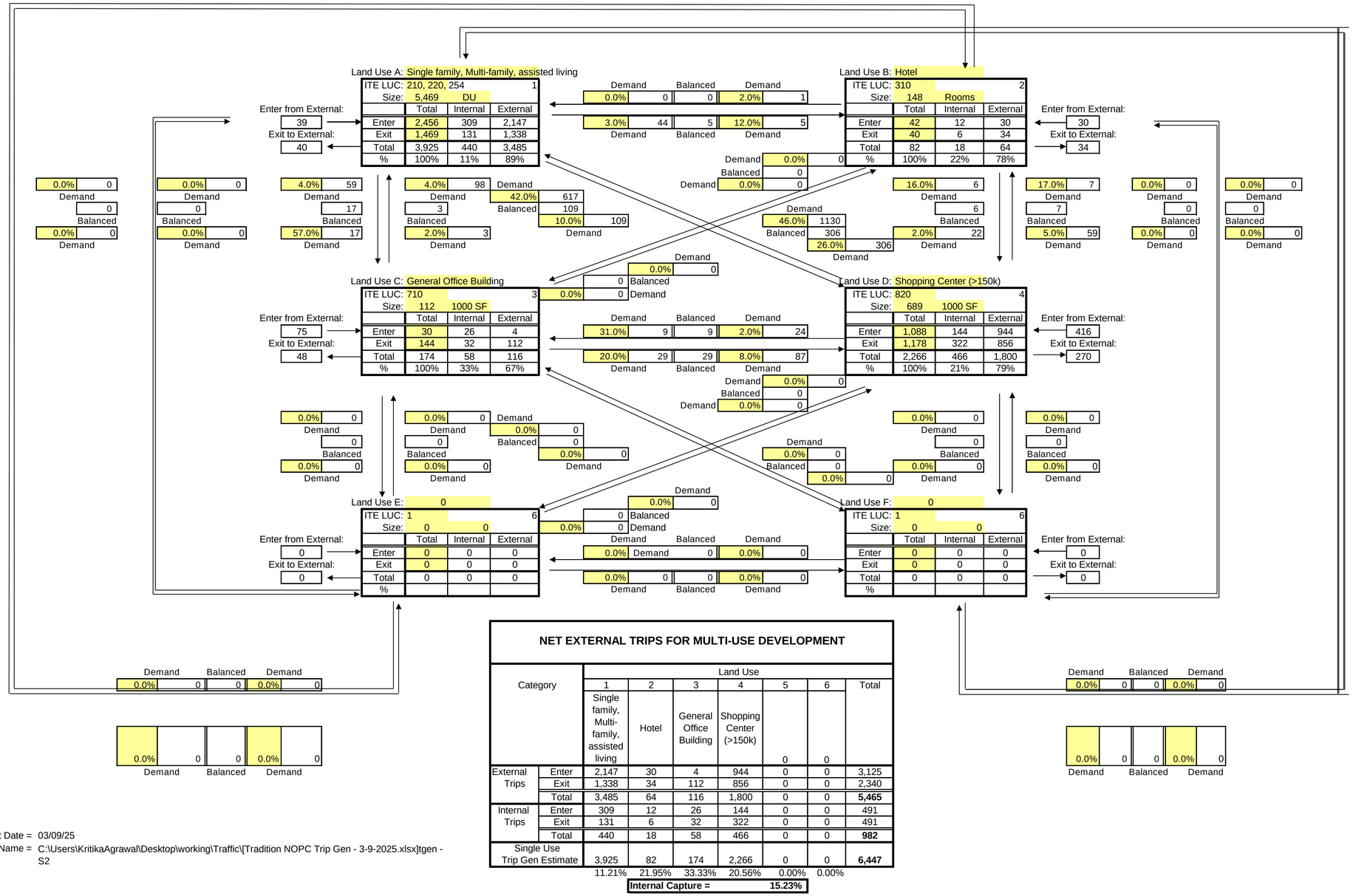
Internal Capture = 3.54%

Print Date = 03/09/25
File Name = C:\Users\KritikaAgrawal\Desktop\working\Traffic\[Tradition NOPC Trip Gen - 3-9-2025.xlsx]tgen - S2

EXHIBIT 2-1-B

Analysis Period: PM_X___, AM ____.
Analyst: MEP
Date: 3/9/2025

Project Number: 140014 **Task Number:**
Project Name: Tradition DRI
Scenario: PM Peak Hour



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1: Single family, Multi-family, assisted living	2: Hotel	3: General Office Building	4: Shopping Center (>150k)	5	6	Total
External Trips	Enter	2,147	30	4	944	0	0	3,125
	Exit	1,338	34	112	856	0	0	2,340
	Total	3,485	64	116	1,800	0	0	**5,465**
Internal Trips	Enter	309	12	26	144	0	0	491
	Exit	131	6	32	322	0	0	491
	Total	440	18	58	466	0	0	**982**
Single Use Trip Gen Estimate		3,925	82	174	2,266	0	0	**6,447**
		11.21%	21.95%	33.33%	20.56%	0.00%	0.00%	

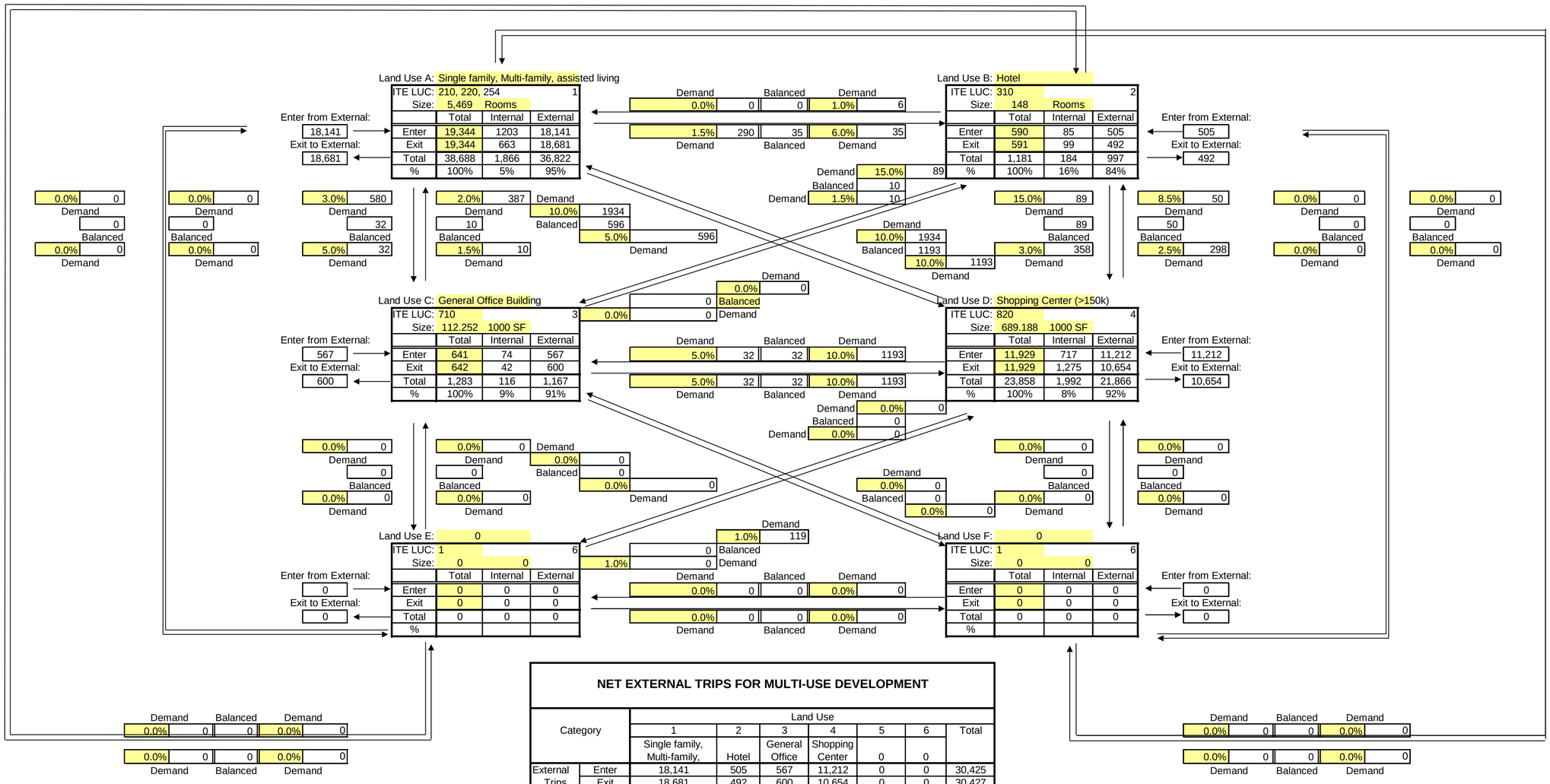
Internal Capture = 15.23%

Print Date = 03/09/25
File Name = C:\Users\KritikaAgrawal\Desktop\working\Traffic\[Tradition NOPC Trip Gen - 3-9-2025.xlsx]tgen - S2

EXHIBIT 2-1-B

Analysis Period: PM____, Daily__X__, AM ___.
Analyst: MEP
Date: 3/9/2025

Project Number: 140014 **Task Number:**
Project Name: Tradition DRI
Scenario: Daily - Projected



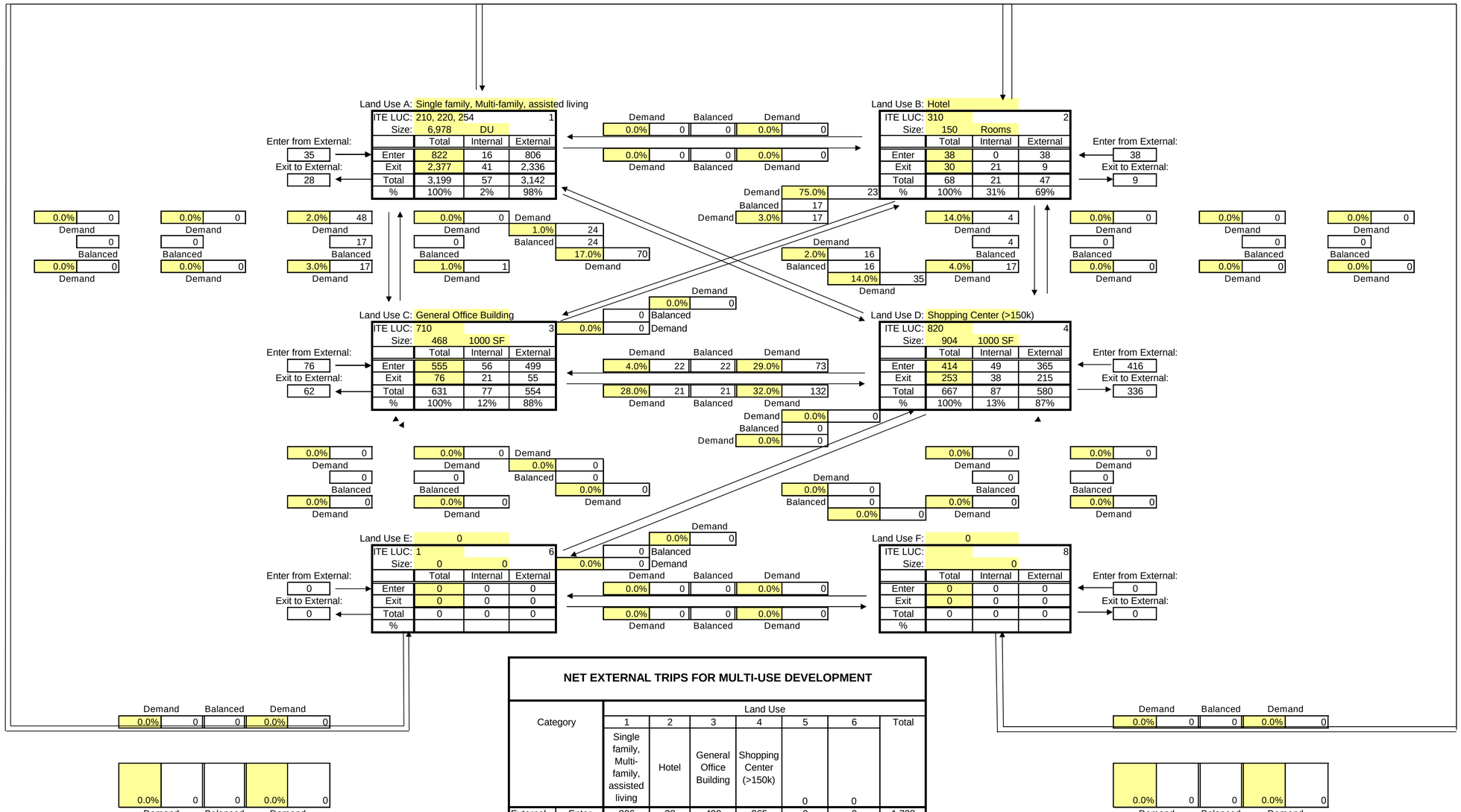
NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1 Single family, Multi-family,	2 Hotel	3 General Office	4 Shopping Center	5 0	6 0	Total
External Trips	Enter	18,141	505	567	11,212	0	0	30,425
	Exit	18,681	492	600	10,654	0	0	30,427
	Total	36,822	997	1,167	21,866	0	0	**60,852**
Internal Trips	Enter	1,203	85	74	717	0	0	2,079
	Exit	663	99	42	1,275	0	0	2,079
	Total	1,866	184	116	1,992	0	0	**4,158**
Single Use Trip Gen Estimate		38,688	1,181	1,283	23,858	0	0	**65,010**

Print Date = 03/09/25
File Name =
C:\Users\KritikaAgrawal\Desktop\working\Traffic\[Tradition NOPC Trip Gen - 3-9-2025.xlsx]tgen - S2

EXHIBIT 2-1-C

Analysis Period: PM____, Midday____, AM __X__. **Project Number:** 140014 **Task Number:**
Analyst: MEP **Project Name:** Tradition DRI
Date: 3/9/2025 **Scenario:** AM Peak Hour



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1	2	3	4	5	6	Total
		Single family, Multi-family, assisted living	Hotel	General Office Building	Shopping Center (>150k)	0	0	
External Trips	Enter	806	38	499	365	0	0	1,708
	Exit	2,336	9	55	215	0	0	2,615
	Total	3,142	47	554	580	0	0	**4,323**
Internal Trips	Enter	16	0	56	49	0	0	121
	Exit	41	21	21	38	0	0	121
	Total	57	21	77	87	0	0	**242**
Single Use Trip Gen Estimate		3,199	68	631	667	0	0	**4,565**
		1.78%	30.88%	12.20%	13.04%	0.00%	0.00%	

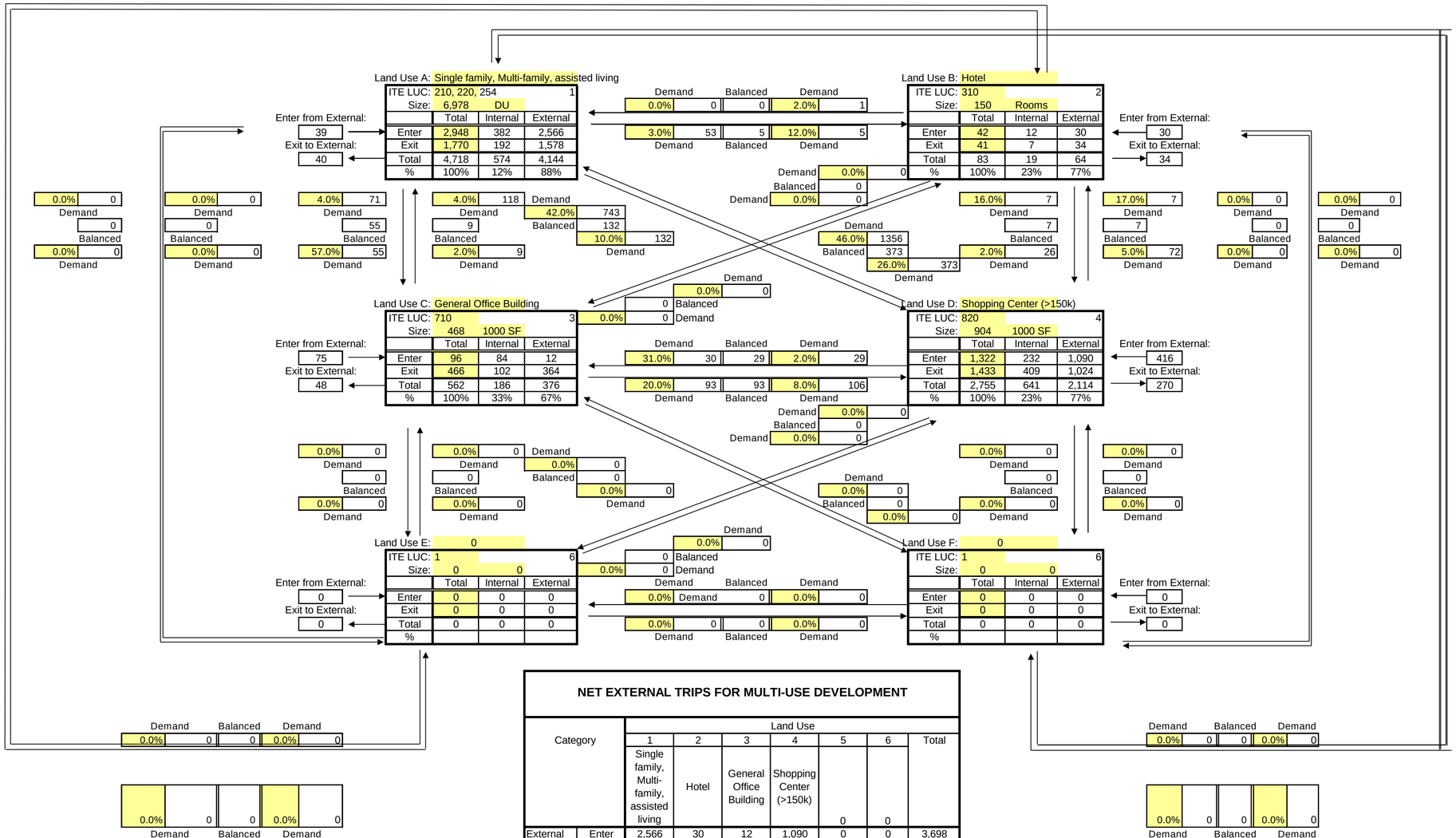
Internal Capture = 5.30%

Print Date = 03/09/25
File Name =
C:\Users\KritikaAgrawal\Desktop\working\Traffic\[Tradition NOPC Trip Gen - 3-9-2025.xlsx]tgen - S2

EXHIBIT 2-1-C

Analysis Period: PM_X___, AM ____.
Analyst: MEP
Date: 3/9/2025

Project Number: 140014 **Task Number:**
Project Name: Tradition DRI
Scenario: PM Peak Hour



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1: Single family, Multi-family, assisted living	2: Hotel	3: General Office Building	4: Shopping Center (>150k)	5: 0	6: 0	Total
External Trips	Enter	2,566	30	12	1,090	0	0	3,698
	Exit	1,578	34	364	1,024	0	0	3,000
	Total	4,144	64	376	2,114	0	0	**6,698**
Internal Trips	Enter	382	12	84	232	0	0	710
	Exit	192	7	102	409	0	0	710
	Total	574	19	186	641	0	0	**1,420**
Single Use Trip Gen Estimate		4,718	83	562	2,755	0	0	**8,118**
		12.17%	22.89%	33.10%	23.27%	0.00%	0.00%	

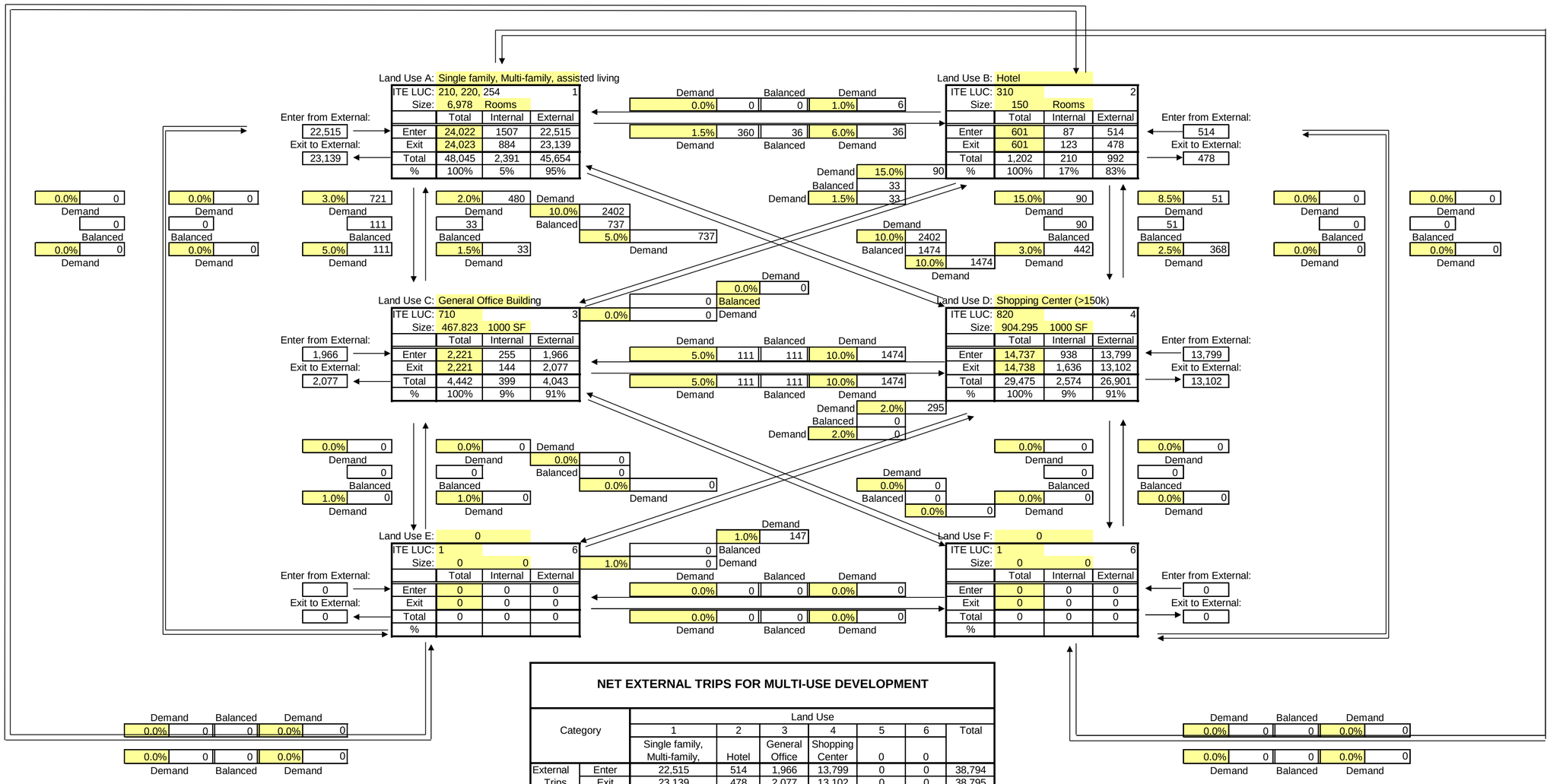
Internal Capture = 17.49%

Print Date = 03/09/25
File Name = C:\Users\KritikaAgrawal\Desktop\working\Traffic\[Tradition NOPC Trip Gen - 3-9-2025.xlsx]tgen - S2

EXHIBIT 2-1-C

Analysis Period: PM____, Daily__X__, AM ___.
Analyst: MEP
Date: 3/9/2025

Project Number: 140014 **Task Number:**
Project Name: Tradition DRI
Scenario: Daily - Projected



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1 Single family, Multi-family,	2 Hotel	3 General Office	4 Shopping Center	5 0	6 0	Total
External Trips	Enter	22,515	514	1,966	13,799	0	0	38,794
	Exit	23,139	478	2,077	13,102	0	0	38,795
	Total	45,654	992	4,043	26,901	0	0	**77,589**
Internal Trips	Enter	1,507	87	255	938	0	0	2,787
	Exit	884	123	144	1,636	0	0	2,787
	Total	2,391	210	399	2,574	0	0	**5,574**
Single Use Trip Gen Estimate		48,045	1,202	4,442	29,475	0	0	**83,163**

Print Date = 03/09/25
File Name =
C:\Users\KritikaAgrawal\Desktop\working\Traffic\[Tradition NOPC Trip Gen - 3-9-2025.xlsx]tgen - S2

INTERSECTION 1-A
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
Crosstown Pkwy & SW Village Pkwy

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	0	0	0	127	2	54	0	0	14	171	0	86	22	0	476
7:15 AM	7:30 AM	0	0	1	0	0	109	1	68	0	0	21	153	1	59	31	0	444
7:30 AM	7:45 AM	0	0	0	0	0	158	1	53	0	0	18	193	0	71	26	0	520
7:45 AM	8:00 AM	0	0	0	0	0	183	2	78	0	0	14	152	0	75	22	0	526
8:00 AM	8:15 AM	0	1	0	0	0	161	0	79	1	0	25	182	0	71	28	1	549
8:15 AM	8:30 AM	0	0	0	0	0	144	0	75	0	0	27	137	0	63	23	0	469
8:30 AM	8:45 AM	0	0	1	0	0	181	0	75	0	0	13	145	0	63	23	0	501
8:45 AM	9:00 AM	0	0	0	0	1	188	0	60	0	0	27	111	0	80	34	0	501
		0	1	2	0	1	1251	6	542	1	0	159	1244	1	568	209	1	3986
Peak Hour Traffic Volume																		
7:30 AM	8:30 AM	0	1	0	0	0	646	3	285	1	0	84	664	0	280	99	1	2064

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.94 Adjusted PHF 0.94

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	0	1	0	0	0	646	3	285	1	0	84	664	0	280	99	1
Seasonal Factor	0	0	0	0	0	52	0	23	0	0	7	53	0	22	8	0
Adjusted Volumes		1	**0**	**0**		698	**3**	**308**		1	**91**	**717**		302	**107**	**1**
2024 Volumes		**1**	**0**	**0**	**0**	**698**	**3**	**308**	**1**	**1**	**91**	**717**	**0**	**302**	**107**	**1**
Growth Rate	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%
Growth Volume	0	0	0	0	0	254	1		0	0	33	260	0			
Verano Committed		**11**	**298**	**34**	**0**	**0**	**634**	**158**	**0**	**90**	**0**	**0**	**0**	**480**	**55**	**18**
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out			Out	Out			In			In						
Assignment		0.0%	18.2%	0.4%		0.0%	18.2%	0.0%		0.4%	0.0%	0.0%		0.0%	0.0%	0.0%
2030 Oak Ridge Committed	**0**	**0**	**103**	**2**	**0**	**0**	**147**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
2030 Background growth Volumes	**0**	**12**	**401**	**36**	**0**	**952**	**785**	**466**	**1**	**94**	**124**	**977**	**0**	**782**	**162**	**19**
2030 Background Volumes		**12**	**401**	**36**	**0**	**952**	**785**	**466**	**1**	**94**	**124**	**977**	**0**	**782**	**162**	**19**
Tradition NOPC Projet Traffic Scenario 1		**0**	**0**	**0**	**0**	**183**	**0**	**0**	**0**	**0**	**14**	**97**	**0**	**0**	**26**	**0**
Post Development Volumes S1		**12**	**401**	**36**	**0**	**1135**	**785**	**466**	**1**	**94**	**138**	**1074**	**0**	**782**	**188**	**19**
2030 Background growth Volumes		**12**	**401**	**36**	**0**	**952**	**785**	**466**	**1**	**94**	**124**	**977**	**0**	**782**	**162**	**19**
Tradition NOPC Projet Traffic Scenario 2		**0**	**0**	**0**	**0**	**154**	**0**	**0**	**0**	**0**	**18**	**123**	**0**	**0**	**22**	**0**
Post Development Volumes S2		**12**	**401**	**36**	**0**	**1106**	**785**	**466**	**1**	**94**	**142**	**1100**	**0**	**782**	**184**	**19**
Project Traffic						In					Out	Out			In	
Assignment		0.0%	0.0%	0.0%		28.0%	0.0%	0.0%		0.0%	4.0%	28.0%		0.0%	4.0%	0.0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing		1	0	0		698	3	308		1	91	717		302	107	1
S1		12	401	36	0	1135	785	466	0	94	138	1074	0	782	188	19
S2		12	401	36	0	1106	785	466	0	94	142	1100	0	782	184	19

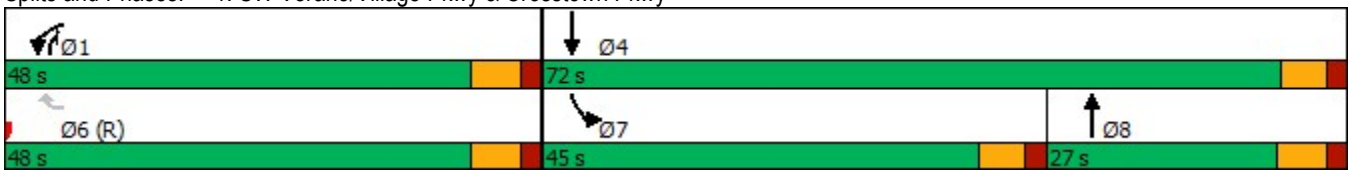
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	698	0	308	0	91	717	302	107	0
Future Volume (vph)	0	0	0	698	0	308	0	91	717	302	107	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	775		485	270		270	205		245
Storage Lanes	0		0	2		0	0		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850		0.880	0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	0	3505	0	1538	0	3265	1583	1719	3654	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	0	3505	0	1538	0	3265	1583	1719	3654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						328		382	381			
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		959			1211			1266			537	
Travel Time (s)		14.5			18.3			24.7			9.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	3%	0%	5%	0%	4%	2%	5%	4%	0%
Adj. Flow (vph)	0	0	0	743	0	328	0	97	763	321	114	0
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	0	0	0	743	0	328	0	479	381	321	114	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		1		2	1	1	2	
Detector Template				Left		Right		Thru	Right	Left	Thru	
Leading Detector (ft)				20		20		100	20	20	100	
Trailing Detector (ft)				0		0		0	0	0	0	
Detector 1 Position(ft)				0		0		0	0	0	0	
Detector 1 Size(ft)				20		20		6	20	20	6	
Detector 1 Type				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	
Detector 1 Queue (s)				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	
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		NA	Over	Prot	NA	
Protected Phases				1				8	1	7	4	

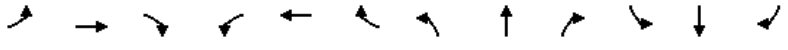
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						6						
Detector Phase				1		6		8	1	7	4	
Switch Phase												
Minimum Initial (s)				5.0		5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)				11.8		24.8		11.8	11.8	11.8	24.8	
Total Split (s)				48.0		48.0		27.0	48.0	45.0	72.0	
Total Split (%)				40.0%		40.0%		22.5%	40.0%	37.5%	60.0%	
Maximum Green (s)				41.6		41.6		20.6	41.6	39.0	66.0	
Yellow Time (s)				4.4		4.4		4.4	4.4	4.0	4.0	
All-Red Time (s)				2.0		2.0		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)				0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)				6.4		6.4		6.4	6.4	6.0	6.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)				3.0		3.0		3.0	3.0	3.0	3.0	
Recall Mode				None		C-Min		None	None	None	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)				63.1		63.1		10.2	63.1	27.8	44.5	
Actuated g/C Ratio				0.53		0.53		0.08	0.53	0.23	0.37	
v/c Ratio				0.40		0.34		0.76	0.38	0.81	0.08	
Control Delay				19.8		3.4		20.0	3.3	58.7	22.3	
Queue Delay				0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay				19.8		3.4		20.0	3.3	58.7	22.3	
LOS				B		A		B	A	E	C	
Approach Delay					14.8			12.6			49.1	
Approach LOS					B			B			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2: and 6:WBR, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

* User Entered Value

Splits and Phases: 1: SW Verano/Village Pkwy & Crosstown Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	401	36	1135	785	466	94	138	1074	782	188	19
Future Volume (vph)	12	401	36	1135	785	466	94	138	1074	782	188	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	775		485	270		270	205		245
Storage Lanes	0		1	2		0	2		2	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	*1.00	0.95	1.00	0.97	*1.00	*1.00	0.97	*1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	3505	3610	1538	3502	1827	3167	3335	1827	1615
Flt Permitted	0.338			0.950			0.632			0.950		
Satd. Flow (perm)	642	3610	1615	3505	3610	1538	2330	1827	3167	3335	1827	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			496			85			130
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		959			1211			1266			537	
Travel Time (s)		14.5			18.3			24.7			9.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	3%	0%	5%	0%	4%	2%	5%	4%	0%
Adj. Flow (vph)	13	427	38	1207	835	496	100	147	1143	832	200	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	427	38	1207	835	496	100	147	1143	832	200	20
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	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6			8	1	7	4	
Permitted Phases	2		2			6	8		8			4
Detector Phase	5	2	2	1	6	6	8	8	1	7	4	4
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	11.8	24.8	24.8	11.8	11.8	11.8	11.8	24.8	24.8
Total Split (s)	9.5	24.9	24.9	45.0	60.4	60.4	16.1	16.1	45.0	34.0	50.1	50.1
Total Split (%)	7.9%	20.8%	20.8%	37.5%	50.3%	50.3%	13.4%	13.4%	37.5%	28.3%	41.8%	41.8%
Maximum Green (s)	5.0	20.4	20.4	38.6	54.0	54.0	9.7	9.7	38.6	28.0	44.1	44.1
Yellow Time (s)	3.5	3.5	3.5	4.4	4.4	4.4	4.4	4.4	4.4	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	6.4	6.4	6.4	6.4	6.4	6.4	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead		
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	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	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)	23.4	18.4	18.4	38.6	57.7	57.7	9.7	9.7	54.7	30.0	46.1	46.1
Actuated g/C Ratio	0.20	0.15	0.15	0.32	0.48	0.48	0.08	0.08	0.46	0.25	0.38	0.38
v/c Ratio	0.08	0.77	0.09	1.07	0.48	0.50	0.53	1.00	0.77	1.00	0.29	0.03
Control Delay	20.6	58.6	0.5	87.3	22.6	3.6	63.9	129.7	29.4	76.4	27.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	58.6	0.5	87.3	22.6	3.6	63.9	129.7	29.4	76.4	27.5	0.1
LOS	C	E	A	F	C	A	E	F	C	E	C	A
Approach Delay		53.0			49.6			42.5			65.7	
Approach LOS		D			D			D			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	5	167	0	~518	204	0	39	116	338	~355	107	0
Queue Length 95th (ft)	14	222	0	#648	297	60	69	#252	423	#493	170	0
Internal Link Dist (ft)		879			1131			1186			457	
Turn Bay Length (ft)	200		150	775		485	270		270	205		245
Base Capacity (vph)	173	613	428	1127	1736	997	188	147	1489	833	701	700
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.70	0.09	1.07	0.48	0.50	0.53	1.00	0.77	1.00	0.29	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 51.2		Intersection LOS: D	
Intersection Capacity Utilization 92.5%		ICU Level of Service F	
Analysis Period (min) 15			
* User Entered Value			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

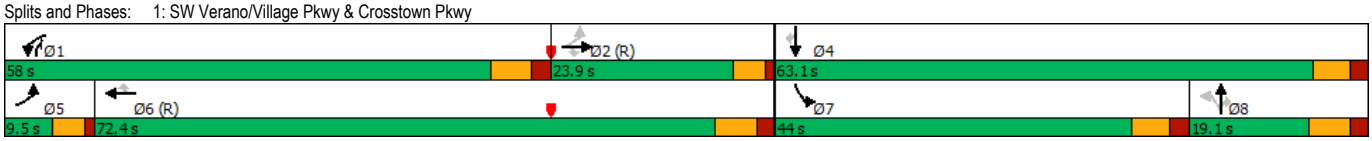
Splits and Phases: 1: SW Verano/Village Pkwy & Crosstown Pkwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	401	36	1135	785	466	94	138	1074	782	188	19
Future Volume (vph)	12	401	36	1135	785	466	94	138	1074	782	188	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	775		485	270		270	205		245
Storage Lanes	0		1	2		0	2		2	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	*1.00	0.95	1.00	0.97	*1.00	*1.00	0.97	*1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	3505	3610	1538	3502	1827	3167	3335	1827	1615
Flt Permitted	0.338			0.950			0.632			0.950		
Satd. Flow (perm)	642	3610	1615	3505	3610	1538	2330	1827	3167	3335	1827	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153			496			71			108
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		8839			1211			1266			537	
Travel Time (s)		133.9			18.3			24.7			9.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	3%	0%	5%	0%	4%	2%	5%	4%	0%
Adj. Flow (vph)	13	427	38	1207	835	496	100	147	1143	832	200	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	427	38	1207	835	496	100	147	1143	832	200	20
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	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6			8	1	7	4	
Permitted Phases	2		2			6	8		8			4
Detector Phase	5	2	2	1	6	6	8	8	1	7	4	4
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	11.8	24.8	24.8	11.8	11.8	11.8	11.8	24.8	24.8
Total Split (s)	9.5	23.9	23.9	58.0	72.4	72.4	19.1	19.1	58.0	44.0	63.1	63.1
Total Split (%)	6.6%	16.5%	16.5%	40.0%	49.9%	49.9%	13.2%	13.2%	40.0%	30.3%	43.5%	43.5%
Maximum Green (s)	5.0	19.4	19.4	51.6	66.0	66.0	12.7	12.7	51.6	38.0	57.1	57.1
Yellow Time (s)	3.5	3.5	3.5	4.4	4.4	4.4	4.4	4.4	4.4	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	6.4	6.4	6.4	6.4	6.4	6.4	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead		
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	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	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)	24.2	19.1	19.1	52.0	71.9	71.9	12.9	12.9	71.3	37.6	56.9	56.9
Actuated g/C Ratio	0.17	0.13	0.13	0.36	0.50	0.50	0.09	0.09	0.49	0.26	0.39	0.39
v/c Ratio	0.09	0.90	0.11	0.96	0.47	0.49	0.48	0.91	0.72	0.96	0.28	0.03
Control Delay	27.2	84.1	0.6	62.8	25.7	3.7	71.4	113.8	30.2	75.3	31.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	84.1	0.6	62.8	25.7	3.7	71.4	113.8	30.2	75.3	31.3	0.1
LOS	C	F	A	E	C	A	E	F	C	E	C	A
Approach Delay		75.9			39.1			42.0			65.5	
Approach LOS		E			D			D			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	6	211	0	559	252	0	47	140	396	400	128	0
Queue Length 95th (ft)	17	#303	0	#704	351	63	79	#276	477	#529	191	0
Internal Link Dist (ft)		8759			1131			1186			457	
Turn Bay Length (ft)	200		150	775		485	270		270	205		245
Base Capacity (vph)	148	482	348	1258	1789	1012	207	162	1594	874	719	701
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.89	0.11	0.96	0.47	0.49	0.48	0.91	0.72	0.95	0.28	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 48.1		Intersection LOS: D	
Intersection Capacity Utilization 92.5%		ICU Level of Service F	
Analysis Period (min) 15			
* User Entered Value			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: SW Verano/Village Pkwy & Crosstown Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	401	36	1106	785	466	94	142	1100	782	184	19
Future Volume (vph)	12	401	36	1106	785	466	94	142	1100	782	184	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	775		485	270		270	205		245
Storage Lanes	0		1	2		0	2		2	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	*1.00	0.95	1.00	0.97	*1.00	*1.00	0.97	*1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	3505	3610	1538	3502	1827	3167	3335	1827	1615
Flt Permitted	0.338			0.950			0.634			0.950		
Satd. Flow (perm)	642	3610	1615	3505	3610	1538	2337	1827	3167	3335	1827	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			496			85			130
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		8800			1211			1266			537	
Travel Time (s)		133.3			18.3			24.7			9.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	3%	0%	5%	0%	4%	2%	5%	4%	0%
Adj. Flow (vph)	13	427	38	1177	835	496	100	151	1170	832	196	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	427	38	1177	835	496	100	151	1170	832	196	20
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	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6			8	1	7	4	
Permitted Phases	2		2			6	8		8			4
Detector Phase	5	2	2	1	6	6	8	8	1	7	4	4
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	11.8	24.8	24.8	11.8	11.8	11.8	11.8	24.8	24.8
Total Split (s)	9.5	24.9	24.9	45.0	60.4	60.4	16.1	16.1	45.0	34.0	50.1	50.1
Total Split (%)	7.9%	20.8%	20.8%	37.5%	50.3%	50.3%	13.4%	13.4%	37.5%	28.3%	41.8%	41.8%
Maximum Green (s)	5.0	20.4	20.4	38.6	54.0	54.0	9.7	9.7	38.6	28.0	44.1	44.1
Yellow Time (s)	3.5	3.5	3.5	4.4	4.4	4.4	4.4	4.4	4.4	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	6.4	6.4	6.4	6.4	6.4	6.4	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead		
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	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	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)	23.4	18.4	18.4	38.6	57.7	57.7	9.7	9.7	54.7	30.0	46.1	46.1
Actuated g/C Ratio	0.20	0.15	0.15	0.32	0.48	0.48	0.08	0.08	0.46	0.25	0.38	0.38
v/c Ratio	0.08	0.77	0.09	1.04	0.48	0.50	0.53	1.03	0.79	1.00	0.28	0.03
Control Delay	20.6	58.6	0.5	79.0	22.6	3.6	63.9	135.7	30.2	76.4	27.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	58.6	0.5	79.0	22.6	3.6	63.9	135.7	30.2	76.4	27.4	0.1
LOS	C	E	A	E	C	A	E	F	C	E	C	A
Approach Delay		53.0			45.3			43.7			65.8	
Approach LOS		D			D			D			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	5	167	0	~494	204	0	39	~122	351	~355	105	0
Queue Length 95th (ft)	14	222	0	#623	297	60	69	#261	439	#493	167	0
Internal Link Dist (ft)		8720			1131			1186			457	
Turn Bay Length (ft)	200		150	775		485	270		270	205		245
Base Capacity (vph)	173	613	428	1127	1736	997	188	147	1489	833	701	700
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.70	0.09	1.04	0.48	0.50	0.53	1.03	0.79	1.00	0.28	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 49.5		Intersection LOS: D	
Intersection Capacity Utilization 91.8%		ICU Level of Service F	
Analysis Period (min) 15			
* User Entered Value			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

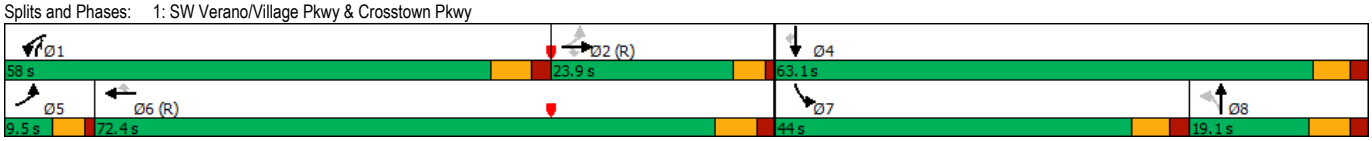
Splits and Phases: 1: SW Verano/Village Pkwy & Crosstown Pkwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	401	36	1106	785	466	94	142	1100	782	184	19
Future Volume (vph)	12	401	36	1106	785	466	94	142	1100	782	184	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	775		485	270		270	205		245
Storage Lanes	0		1	2		0	2		2	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	*1.00	0.95	1.00	0.97	*1.00	*1.00	0.97	*1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	3505	3610	1538	3502	1827	3167	3335	1827	1615
Flt Permitted	0.338			0.950			0.634			0.950		
Satd. Flow (perm)	642	3610	1615	3505	3610	1538	2337	1827	3167	3335	1827	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153			496			429			108
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		959			1211			1266			537	
Travel Time (s)		14.5			18.3			24.7			9.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	3%	0%	5%	0%	4%	2%	5%	4%	0%
Adj. Flow (vph)	13	427	38	1177	835	496	100	151	1170	832	196	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	427	38	1177	835	496	100	151	1170	832	196	20
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	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	pm+pt	NA	Perm	Prot	NA	Perm	Perm	NA	Over	Prot	NA	Perm
Protected Phases	5	2		1	6			8	1	7	4	
Permitted Phases	2		2			6	8					4
Detector Phase	5	2	2	1	6	6	8	8	1	7	4	4
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	11.8	24.8	24.8	11.8	11.8	11.8	11.8	24.8	24.8
Total Split (s)	9.5	23.9	23.9	58.0	72.4	72.4	19.1	19.1	58.0	44.0	63.1	63.1
Total Split (%)	6.6%	16.5%	16.5%	40.0%	49.9%	49.9%	13.2%	13.2%	40.0%	30.3%	43.5%	43.5%
Maximum Green (s)	5.0	19.4	19.4	51.6	66.0	66.0	12.7	12.7	51.6	38.0	57.1	57.1
Yellow Time (s)	3.5	3.5	3.5	4.4	4.4	4.4	4.4	4.4	4.4	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	6.4	6.4	6.4	6.4	6.4	6.4	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead		
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	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	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)	24.5	19.4	19.4	51.6	71.7	71.7	13.1	13.1	51.6	37.6	57.1	57.1
Actuated g/C Ratio	0.17	0.13	0.13	0.36	0.49	0.49	0.09	0.09	0.36	0.26	0.39	0.39
v/c Ratio	0.09	0.89	0.11	0.94	0.47	0.49	0.48	0.92	0.83	0.96	0.27	0.03
Control Delay	27.2	82.3	0.6	60.4	25.8	3.7	71.0	116.0	32.6	75.3	31.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.2	82.3	0.6	60.4	25.8	3.7	71.0	116.0	32.6	75.3	31.2	0.1
LOS	C	F	A	E	C	A	E	F	C	E	C	A
Approach Delay		74.3			37.7			44.2			65.6	
Approach LOS		E			D			D			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	6	211	0	538	252	0	47	144	342	400	125	0
Queue Length 95th (ft)	17	#303	0	#674	351	63	79	#288	437	#529	188	0
Internal Link Dist (ft)		879			1131			1186			457	
Turn Bay Length (ft)	200		150	775		485	270		270	205		245
Base Capacity (vph)	149	482	348	1247	1785	1011	210	164	1403	874	719	701
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.89	0.11	0.94	0.47	0.49	0.48	0.92	0.83	0.95	0.27	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 47.9		Intersection LOS: D	
Intersection Capacity Utilization 91.8%		ICU Level of Service F	
Analysis Period (min) 15			
* User Entered Value			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: SW Verano/Village Pkwy & Crosstown Pkwy



INTERSECTION 1-B
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
Crosstown Pkwy & Village Pkwy

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	0	0	0	189	0	73	0	0	22	247	0	52	18	0	601
4:15 PM	4:30 PM	0	0	0	0	0	146	0	48	1	0	37	264	0	78	36	0	610
4:30 PM	4:45 PM	0	0	0	0	0	200	0	80	0	0	41	222	0	63	23	0	629
4:45 PM	5:00 PM	0	0	0	0	0	179	0	80	0	0	33	203	0	58	35	0	588
5:00 PM	5:15 PM	0	0	0	0	0	169	0	53	0	0	30	223	0	84	30	0	589
5:15 PM	5:30 PM	0	0	0	0	0	185	0	81	0	0	28	224	0	85	30	0	633
5:30 PM	5:45 PM	0	0	0	0	0	184	0	73	0	0	36	173	0	78	19	0	563
5:45 PM	6:00 PM	0	0	0	0	0	168	0	68	1	0	40	176	0	53	28	0	534
		0	0	0	0	0	1420	0	556	2	0	267	1732	0	551	219	0	4747
Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	0	0	0	0	0	733	0	294	0	0	132	872	0	290	118	0	2439

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.96 Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	0	0	0	0	0	733	0	294	0	0	132	872	0	290	118	0
Seasonal Factor	0	0	0	0	0	59	0	24	0	0	11	70	0	23	9	0
Adjusted Volumes		0	**0**	**0**		792	**0**	**318**		0	**143**	**942**		313	**127**	**0**
2024 Volumes		**0**	**0**	**0**	**0**	**792**	**0**	**318**	**0**	**0**	**143**	**942**	**0**	**313**	**127**	**0**
Growth Rate	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%
Growth Volume	0	0	0	0	0	288	0		0	0	52	342	0			
Verano Committed		**16**	**160**	**18**	**0**	**0**	**148**	**542**	**0**	**79**	**0**	**0**	**0**	**322**	**37**	**15**
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out			Out	Out			In			In						
Assignment		0.0%	18.2%	0.4%		0.0%	18.2%	0.0%		0.4%	0.0%	0.0%		0.0%	0.0%	0.0%
2030 Oak Ridge Committed	**0**	**0**	**103**	**2**	**0**	**0**	**147**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
2030 Background growth Volumes	**0**	**16**	**263**	**20**	**0**	**1080**	**295**	**860**	**0**	**82**	**195**	**1284**	**0**	**635**	**164**	**15**
2030 Background Volumes		**16**	**263**	**20**	**0**	**1080**	**295**	**860**	**0**	**82**	**195**	**1284**	**0**	**635**	**164**	**15**
Tradition NOPC Projet Traffic Scenario 1		**0**	**0**	**0**	**0**	**156**	**0**	**0**	**0**	**0**	**29**	**201**	**0**	**0**	**22**	**0**
Post Development Volumes S1		**16**	**263**	**20**	**0**	**1236**	**295**	**860**	**0**	**82**	**224**	**1485**	**0**	**635**	**186**	**15**
Post Development Volumes S1		**16**	**263**	**20**	**0**	**1080**	**295**	**860**	**0**	**82**	**195**	**1284**	**0**	**635**	**164**	**15**
Tradition NOPC Projet Traffic Scenario 2		**0**	**0**	**0**	**0**	**187**	**0**	**0**	**0**	**0**	**28**	**194**	**0**	**0**	**27**	**0**
Post Development Volumes S2		**16**	**263**	**20**	**0**	**1267**	**295**	**860**	**0**	**82**	**223**	**1478**	**0**	**635**	**191**	**15**
Project Traffic Assignment		0.0%	0.0%	0.0%		In 28.0%	0.0%	0.0%		0.0%	Out 4.0%	Out 28.0%		0.0%	In 4.0%	0.0%

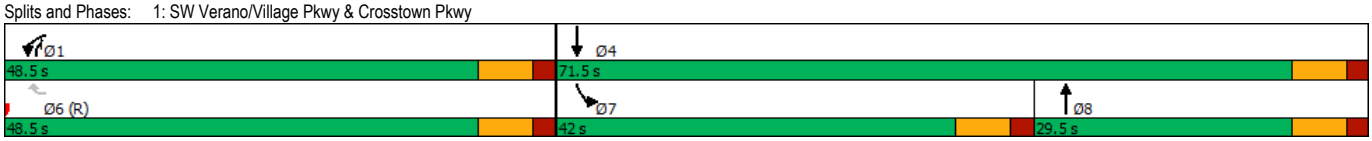
	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing		0	0	0		792	0	318		0	143	942		313	127	0
S1		16	263	20	0	1236	295	860	0	82	224	1485	0	635	186	15
S2		16	263	20	0	1267	295	860	0	82	223	1478	0	635	191	15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	792	0	318	0	143	942	313	127	0
Future Volume (vph)	0	0	0	792	0	318	0	143	942	313	127	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	775		485	270		270	205		245
Storage Lanes	0		0	2		0	0		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850		0.885	0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	0	3574	0	1583	0	3297	1583	1719	3725	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	0	3574	0	1583	0	3297	1583	1719	3725	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						335		496	496			
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		959			1211			1266			537	
Travel Time (s)		14.5			18.3			24.7			9.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%	0%	2%	2%	5%	2%	0%
Adj. Flow (vph)	0	0	0	834	0	335	0	151	992	329	134	0
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	0	0	0	834	0	335	0	647	496	329	134	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		1		2	1	1	2	
Detector Template				Left		Right		Thru	Right	Left	Thru	
Leading Detector (ft)				20		20		100	20	20	100	
Trailing Detector (ft)				0		0		0	0	0	0	
Detector 1 Position(ft)				0		0		0	0	0	0	
Detector 1 Size(ft)				20		20		6	20	20	6	
Detector 1 Type				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	
Detector 1 Queue (s)				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	
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		NA	Over	Prot	NA	
Protected Phases				1				8	1	7	4	
Permitted Phases						6						
Detector Phase				1		6		8	1	7	4	
Switch Phase												
Minimum Initial (s)				5.0		5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)				11.8		24.8		24.8	11.8	11.8	24.8	
Total Split (s)				48.5		48.5		29.5	48.5	42.0	71.5	
Total Split (%)				40.4%		40.4%		24.6%	40.4%	35.0%	59.6%	
Maximum Green (s)				41.7		41.7		22.7	41.7	35.2	64.7	
Yellow Time (s)				4.8		4.8		4.8	4.8	4.8	4.8	
All-Red Time (s)				2.0		2.0		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)				0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)				6.8		6.8		6.8	6.8	6.8	6.8	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Vehicle Extension (s)				3.0		3.0		3.0	3.0	3.0	3.0	
Recall Mode				None		C-Max		None	None	None	Max	
Walk Time (s)						7.0		7.0			7.0	
Flash Dont Walk (s)						11.0		11.0			11.0	
Pedestrian Calls (#/hr)						0		0			0	
Act Effct Green (s)				41.7		41.7		30.0	41.7	27.9	64.7	
Actuated g/C Ratio				0.35		0.35		0.25	0.35	0.23	0.54	
v/c Ratio				0.67		0.44		0.54	0.57	0.82	0.07	
Control Delay				36.6		4.8		11.5	5.3	60.5	13.4	
Queue Delay				0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay				36.6		4.8		11.5	5.3	60.5	13.4	
LOS				D		A		B	A	E	B	
Approach Delay					27.5			8.8			46.8	
Approach LOS					C			A			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)				273		0		46	0	242	24	
Queue Length 95th (ft)				341		62		108	75	327	39	
Internal Link Dist (ft)		879			1131			1186			457	
Turn Bay Length (ft)				775		485			270	205		
Base Capacity (vph)				1241		768		1196	873	504	2008	
Starvation Cap Reductn				0		0		0	0	0	0	
Spillback Cap Reductn				0		0		0	0	0	0	
Storage Cap Reductn				0		0		0	0	0	0	
Reduced v/c Ratio				0.67		0.44		0.54	0.57	0.65	0.07	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2: and 6:WBR, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 23.0		Intersection LOS: C	
Intersection Capacity Utilization 68.7%		ICU Level of Service C	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 1: SW Verano/Village Pkwy & Crosstown Pkwy

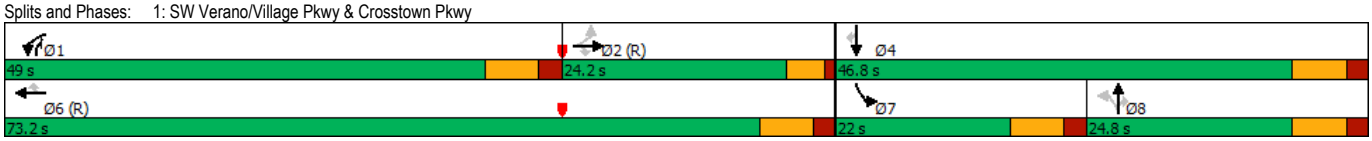


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	263	20	1236	295	860	82	224	1485	635	186	15
Future Volume (vph)	16	263	20	1236	295	860	82	224	1485	635	186	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	775		485	270		270	205		245
Storage Lanes	0		1	2		0	2		2	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	*1.00	0.95	1.00	0.97	*1.00	*1.00	0.97	*1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	3574	3610	1583	3502	1863	3167	3335	3725	1615
Flt Permitted	0.563			0.950			0.634			0.950		
Satd. Flow (perm)	1070	3610	1615	3574	3610	1583	2337	1863	3167	3335	3725	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158			574			125			96
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		959			1211			1266			537	
Travel Time (s)		14.5			18.3			24.7			9.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%	0%	2%	2%	5%	2%	0%
Adj. Flow (vph)	17	277	21	1301	311	905	86	236	1563	668	196	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	277	21	1301	311	905	86	236	1563	668	196	16
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	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Prot	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm
Protected Phases		2		1	6			8	1	7	4	
Permitted Phases	2		2			6	8		8			4
Detector Phase	2	2	2	1	6	6	8	8	1	7	4	4
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	11.8	24.8	24.8	24.8	24.8	11.8	11.8	24.8	24.8
Total Split (s)	24.2	24.2	24.2	49.0	73.2	73.2	24.8	24.8	49.0	22.0	46.8	46.8
Total Split (%)	20.2%	20.2%	20.2%	40.8%	61.0%	61.0%	20.7%	20.7%	40.8%	18.3%	39.0%	39.0%
Maximum Green (s)	19.7	19.7	19.7	42.2	66.4	66.4	18.0	18.0	42.2	15.2	40.0	40.0
Yellow Time (s)	3.5	3.5	3.5	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag	Lead	Lead		
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	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0			0	0
Act Effct Green (s)	14.8	14.8	14.8	42.8	62.1	62.1	17.4	17.4	67.0	20.1	44.3	44.3
Actuated g/C Ratio	0.12	0.12	0.12	0.36	0.52	0.52	0.14	0.14	0.56	0.17	0.37	0.37
v/c Ratio	0.13	0.62	0.06	1.02	0.17	0.83	0.25	0.88	0.86	1.19	0.14	0.02
Control Delay	47.4	56.0	0.3	69.1	15.3	15.5	47.4	81.1	26.5	147.3	26.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	56.0	0.3	69.1	15.3	15.5	47.4	81.1	26.5	147.3	26.1	0.1
LOS	D	E	A	E	B	B	D	F	C	F	C	A
Approach Delay		51.8			43.2			34.3			117.7	
Approach LOS		D			D			C			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	12	108	0	~542	65	228	30	180	458	~319	49	0
Queue Length 95th (ft)	34	147	0	#672	83	412	56	#318	570	#498	81	0
Internal Link Dist (ft)		879			1131			1186			457	
Turn Bay Length (ft)	200		150	775		485	270		270	205		245
Base Capacity (vph)	175	592	397	1275	1997	1132	350	279	1823	559	1375	657
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.47	0.05	1.02	0.16	0.80	0.25	0.85	0.86	1.19	0.14	0.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.19			
Intersection Signal Delay: 52.4		Intersection LOS: D	
Intersection Capacity Utilization 93.2%		ICU Level of Service F	
Analysis Period (min) 15			
* User Entered Value			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: SW Verano/Village Pkwy & Crosstown Pkwy

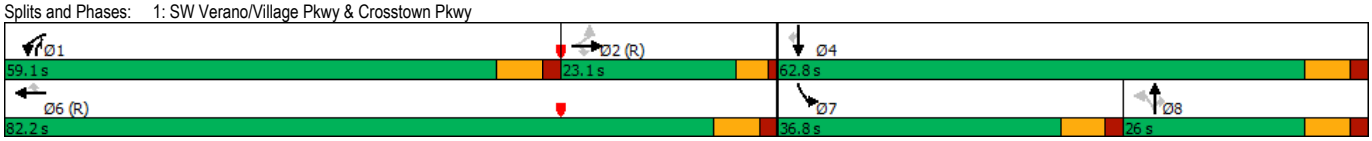


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	263	20	1236	295	860	82	224	1485	635	186	15
Future Volume (vph)	16	263	20	1236	295	860	82	224	1485	635	186	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	775		485	270		270	205		245
Storage Lanes	0		1	2		0	2		2	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	*1.00	0.95	1.00	0.97	*1.00	*1.00	0.97	*1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	3574	3610	1583	3502	1863	3167	3335	3725	1615
Flt Permitted	0.563			0.950			0.634			0.950		
Satd. Flow (perm)	1070	3610	1615	3574	3610	1583	2337	1863	3167	3335	3725	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131			705			80			80
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		959			1211			1266			537	
Travel Time (s)		14.5			18.3			24.7			9.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%	0%	2%	2%	5%	2%	0%
Adj. Flow (vph)	17	277	21	1301	311	905	86	236	1563	668	196	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	277	21	1301	311	905	86	236	1563	668	196	16
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	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Prot	NA	Perm	Perm	NA	pm+ov	Prot	NA	Perm
Protected Phases		2		1	6			8	1	7	4	
Permitted Phases	2		2			6	8		8			4
Detector Phase	2	2	2	1	6	6	8	8	1	7	4	4
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	11.8	24.8	24.8	24.8	24.8	11.8	11.8	24.8	24.8
Total Split (s)	23.1	23.1	23.1	59.1	82.2	82.2	26.0	26.0	59.1	36.8	62.8	62.8
Total Split (%)	15.9%	15.9%	15.9%	40.8%	56.7%	56.7%	17.9%	17.9%	40.8%	25.4%	43.3%	43.3%
Maximum Green (s)	18.6	18.6	18.6	52.3	75.4	75.4	19.2	19.2	52.3	30.0	56.0	56.0
Yellow Time (s)	3.5	3.5	3.5	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag	Lead	Lead		
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	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0			0	0
Act Effct Green (s)	16.0	16.0	16.0	53.2	73.7	73.7	19.5	19.5	79.5	31.4	57.7	57.7
Actuated g/C Ratio	0.11	0.11	0.11	0.37	0.51	0.51	0.13	0.13	0.55	0.22	0.40	0.40
v/c Ratio	0.14	0.70	0.07	0.99	0.17	0.79	0.27	0.95	0.88	0.92	0.13	0.02
Control Delay	60.0	71.7	0.5	68.4	19.4	11.2	59.2	106.2	34.6	74.7	28.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.0	71.7	0.5	68.4	19.4	11.2	59.2	106.2	34.6	74.7	28.3	0.1
LOS	E	E	A	E	B	B	E	F	C	E	C	A
Approach Delay		66.3			41.8			44.7			63.0	
Approach LOS		E			D			D			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	15	134	0	~625	81	145	38	225	614	319	58	0
Queue Length 95th (ft)	40	182	0	#776	107	342	67	#397	731	#451	87	0
Internal Link Dist (ft)		879			1131			1186			457	
Turn Bay Length (ft)	200		150	775		485	270		270	205		245
Base Capacity (vph)	137	463	321	1312	1877	1161	313	249	1771	723	1482	690
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.60	0.07	0.99	0.17	0.78	0.27	0.95	0.88	0.92	0.13	0.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 47.5		Intersection LOS: D	
Intersection Capacity Utilization 93.2%		ICU Level of Service F	
Analysis Period (min) 15			
* User Entered Value			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: SW Verano/Village Pkwy & Crosstown Pkwy

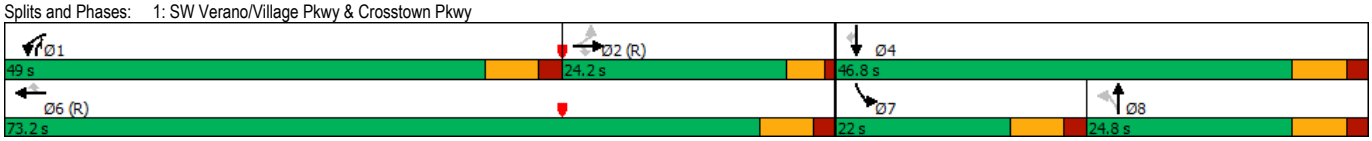


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	263	20	1267	295	860	82	223	1478	635	191	15
Future Volume (vph)	16	263	20	1267	295	860	82	223	1478	635	191	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	775		485	270		270	205		245
Storage Lanes	0		1	2		0	2		2	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	*1.00	0.95	1.00	0.97	*1.00	*1.00	0.97	*1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	3574	3610	1583	3502	1863	3167	3335	3725	1615
Flt Permitted	0.563			0.950			0.632			0.950		
Satd. Flow (perm)	1070	3610	1615	3574	3610	1583	2330	1863	3167	3335	3725	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158			574			857			96
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		8899			1211			1266			537	
Travel Time (s)		134.8			18.3			24.7			9.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%	0%	2%	2%	5%	2%	0%
Adj. Flow (vph)	17	277	21	1334	311	905	86	235	1556	668	201	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	277	21	1334	311	905	86	235	1556	668	201	16
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	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Prot	NA	Perm	Perm	NA	Over	Prot	NA	Perm
Protected Phases		2		1	6			8	1	7	4	
Permitted Phases	2		2			6	8					4
Detector Phase	2	2	2	1	6	6	8	8	1	7	4	4
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	11.8	24.8	24.8	24.8	24.8	11.8	11.8	24.8	24.8
Total Split (s)	24.2	24.2	24.2	49.0	73.2	73.2	24.8	24.8	49.0	22.0	46.8	46.8
Total Split (%)	20.2%	20.2%	20.2%	40.8%	61.0%	61.0%	20.7%	20.7%	40.8%	18.3%	39.0%	39.0%
Maximum Green (s)	19.7	19.7	19.7	42.2	66.4	66.4	18.0	18.0	42.2	15.2	40.0	40.0
Yellow Time (s)	3.5	3.5	3.5	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag	Lead	Lead		
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	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0			0	0
Act Effct Green (s)	14.8	14.8	14.8	42.8	62.1	62.1	17.4	17.4	42.8	20.1	44.3	44.3
Actuated g/C Ratio	0.12	0.12	0.12	0.36	0.52	0.52	0.14	0.14	0.36	0.17	0.37	0.37
v/c Ratio	0.13	0.62	0.06	1.05	0.17	0.83	0.26	0.87	0.93	1.19	0.15	0.02
Control Delay	47.4	56.0	0.3	76.2	15.3	15.5	47.4	80.8	26.9	147.3	26.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	56.0	0.3	76.2	15.3	15.5	47.4	80.8	26.9	147.3	26.2	0.1
LOS	D	E	A	E	B	B	D	F	C	F	C	A
Approach Delay		51.8			47.2			34.6			117.1	
Approach LOS		D			D			C			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	12	108	0	~568	65	228	30	179	308	~319	51	0
Queue Length 95th (ft)	34	147	0	#700	83	412	56	#316	#482	#498	82	0
Internal Link Dist (ft)		8819			1131			1186			457	
Turn Bay Length (ft)	200		150	775		485	270		270	205		245
Base Capacity (vph)	175	592	397	1275	1997	1132	349	279	1681	559	1375	656
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.47	0.05	1.05	0.16	0.80	0.25	0.84	0.93	1.19	0.15	0.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.19			
Intersection Signal Delay: 54.3		Intersection LOS: D	
Intersection Capacity Utilization 94.0%		ICU Level of Service F	
Analysis Period (min) 15			
* User Entered Value			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: SW Verano/Village Pkwy & Crosstown Pkwy

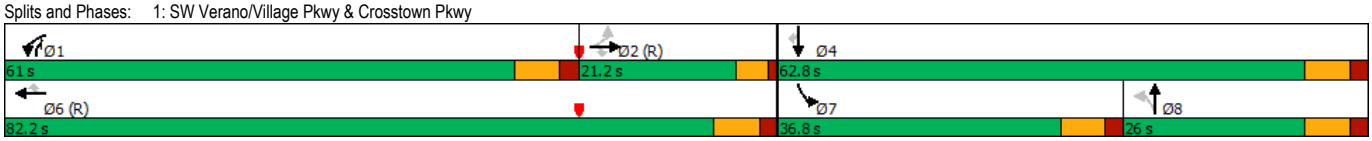


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	263	20	1267	295	860	82	223	1478	635	191	15
Future Volume (vph)	16	263	20	1267	295	860	82	223	1478	635	191	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	775		485	270		270	205		245
Storage Lanes	0		1	2		0	2		2	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	*1.00	0.95	1.00	0.97	*1.00	*1.00	0.97	*1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	3574	3610	1583	3502	1863	3167	3335	3725	1615
Flt Permitted	0.563			0.950			0.632			0.950		
Satd. Flow (perm)	1070	3610	1615	3574	3610	1583	2330	1863	3167	3335	3725	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131			705			690			80
Link Speed (mph)		45			45			35			40	
Link Distance (ft)		959			1211			1266			537	
Travel Time (s)		14.5			18.3			24.7			9.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%	0%	2%	2%	5%	2%	0%
Adj. Flow (vph)	17	277	21	1334	311	905	86	235	1556	668	201	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	277	21	1334	311	905	86	235	1556	668	201	16
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	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Prot	NA	Perm	Perm	NA	Over	Prot	NA	Perm
Protected Phases		2		1	6			8	1	7	4	
Permitted Phases	2		2			6	8					4
Detector Phase	2	2	2	1	6	6	8	8	1	7	4	4
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)	20.0	20.0	20.0	11.8	24.8	24.8	24.8	24.8	11.8	11.8	24.8	24.8
Total Split (s)	21.2	21.2	21.2	61.0	82.2	82.2	26.0	26.0	61.0	36.8	62.8	62.8
Total Split (%)	14.6%	14.6%	14.6%	42.1%	56.7%	56.7%	17.9%	17.9%	42.1%	25.4%	43.3%	43.3%
Maximum Green (s)	16.7	16.7	16.7	54.2	75.4	75.4	19.2	19.2	54.2	30.0	56.0	56.0
Yellow Time (s)	3.5	3.5	3.5	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag	Lead	Lead		
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	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	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)	15.3	15.3	15.3	54.8	74.6	74.6	19.4	19.4	54.8	30.6	56.8	56.8
Actuated g/C Ratio	0.11	0.11	0.11	0.38	0.51	0.51	0.13	0.13	0.38	0.21	0.39	0.39
v/c Ratio	0.15	0.73	0.07	0.99	0.17	0.78	0.28	0.95	0.96	0.95	0.14	0.02
Control Delay	61.4	74.3	0.5	66.3	18.9	11.0	59.3	106.3	38.5	79.9	28.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	74.3	0.5	66.3	18.9	11.0	59.3	106.3	38.5	79.9	28.9	0.1
LOS	E	E	A	E	B	B	E	F	D	E	C	A
Approach Delay		68.7			40.9			48.0			66.8	
Approach LOS		E			D			D			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	15	134	0	627	79	139	38	224	474	325	61	0
Queue Length 95th (ft)	41	185	0	#785	107	342	67	#395	#648	#451	89	0
Internal Link Dist (ft)		879			1131			1186			457	
Turn Bay Length (ft)	200		150	775		485	270		270	205		245
Base Capacity (vph)	123	415	301	1350	1877	1161	311	248	1626	703	1458	680
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.67	0.07	0.99	0.17	0.78	0.28	0.95	0.96	0.95	0.14	0.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 48.9		Intersection LOS: D	
Intersection Capacity Utilization 94.0%		ICU Level of Service F	
Analysis Period (min) 15			
* User Entered Value			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: SW Verano/Village Pkwy & Crosstown Pkwy

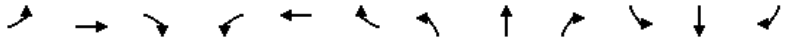


INTERSECTION 2-A
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
I-95 SB & Crosstown Parkway

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	247	76	0	193	149	0	0	0	0	0	0	72	1	42	780
7:15 AM	7:30 AM	0	0	279	65	1	162	159	0	0	0	0	0	0	89	0	42	797
7:30 AM	7:45 AM	0	0	260	55	0	144	183	0	0	0	0	0	0	82	0	52	776
7:45 AM	8:00 AM	0	0	251	56	0	148	216	0	0	0	0	0	0	156	0	71	898
8:00 AM	8:15 AM	0	0	247	61	0	148	200	0	0	0	0	0	0	93	0	65	814
8:15 AM	8:30 AM	0	0	210	48	0	174	204	0	0	0	0	0	0	113	0	59	808
8:30 AM	8:45 AM	0	0	180	62	0	186	233	0	0	0	0	0	0	96	0	76	833
8:45 AM	9:00 AM	0	0	224	44	0	161	215	0	0	0	0	0	0	88	0	47	779
		0	0	1898	467	1	1316	1559	0	0	0	0	0	0	789	1	454	6485
Peak Hour Traffic Volume																		
7:45 AM	8:45 AM	0	0	888	227	0	656	853	0	0	0	0	0	0	458	0	271	3353

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.93 Adjusted PHF 0.93

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	0	0	888	227	0	656	853	0	0	0	0	0	0	458	0	271
Seasonal Factor	0	0	71	18	0	52	68	0	0	0	0	0	0	37	0	22
Adjusted Volumes		0	**959**	**245**		708	**921**	**0**		0	**0**	**0**		495	**0**	**293**
2024 Volumes		**0**	**959**	**245**	**0**	**708**	**921**	**0**	**0**	**0**	**0**	**0**	**0**	**495**	**0**	**293**
Growth Rate	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%
Growth Volume	0	0	348	89	0	257	335	0	0	0	0	0	0	180	0	106
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out			Out	Out			In									In
Assignment		0%	15.2%	0.8%		0.0%	16.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.2%
2030 Oak Ridge Committed	**0**	**0**	**95**	**5**	**0**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
2030 Background growth Volumes	**0**	**0**	**1402**	**339**	**0**	**965**	**1304**	**0**	**0**	**0**	**0**	**0**	**0**	**675**	**0**	**400**
2030 Background Volumes	0	0	1402	339	0	965	1304	0	0	0	0	0	0	675	0	400
Tradition NOPC Projet Traffic Scenario 1	0	0	72	17	0	0	137	0	0	0	0	0	0	0	0	33
Post Development Volumes S1	0	0	1474	356	0	965	1441	0	0	0	0	0	0	675	0	433
2030 Background Volumes	**0**	**0**	**1402**	**339**	**0**	**965**	**1304**	**0**	**0**	**0**	**0**	**0**	**0**	**675**	**0**	**400**
Tradition NOPC Projet Traffic Scenario 2	**0**	**0**	**92**	**22**	**0**	**0**	**116**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**
Post Development Volumes S2	**0**	**0**	**1494**	**361**	**0**	**965**	**1420**	**0**	**0**	**0**	**0**	**0**	**0**	**675**	**0**	**428**
Project Traffic			Out	Out			In									In
Assignment		0.0%	21.0%	5.0%		0.0%	21.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	5.0%
Existing		0	959	245		708	921	0		0	0	0		495	0	293
S1		0	1474	356	0	965	1441	0	0	0	0	0	0	675	0	433
S2		0	1494	361	0	965	1420	0	0	0	0	0	0	675	0	428

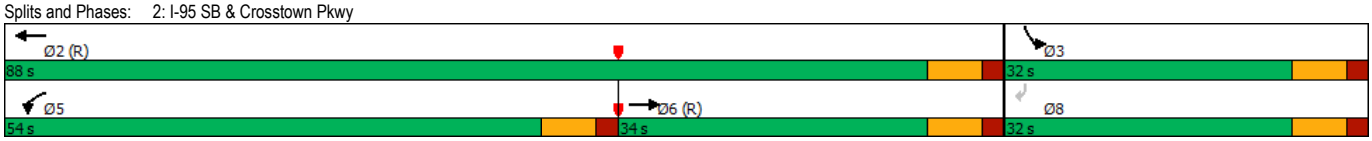


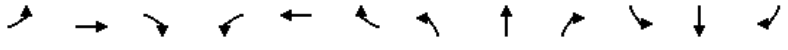
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	959	245	708	921	0	0	0	0	495	0	293
Future Volume (vph)	0	959	245	708	921	0	0	0	0	495	0	293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	420		420
Storage Lanes	0		1	2		0	0		0	1		2
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	9314	1568	3471	5534	0	0	0	0	3438	0	3106
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	9314	1568	3471	5534	0	0	0	0	3438	0	3106
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			263									
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2072			641			290			1494	
Travel Time (s)		31.4			9.7			5.6			29.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	3%	4%	3%	0%	0%	0%	0%	5%	0%	4%
Adj. Flow (vph)	0	1031	263	761	990	0	0	0	0	532	0	315
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1031	263	761	990	0	0	0	0	532	0	315
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)		32			32			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		6			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		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0		7.0
Minimum Split (s)		24.8		13.8	24.8					13.8		24.8
Total Split (s)		34.0		54.0	88.0					32.0		32.0
Total Split (%)		28.3%		45.0%	73.3%					26.7%		26.7%
Maximum Green (s)		27.2		47.2	81.2					25.2		25.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Max		None	C-Max					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		0			0							0
Act Effct Green (s)		44.2	120.0	32.7	83.7					22.7		22.7
Actuated g/C Ratio		0.37	1.00	0.27	0.70					0.19		0.19
v/c Ratio		0.30	0.17	0.80	0.26					0.82		0.54
Control Delay		28.4	0.2	25.6	2.5					57.5		47.1
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		28.4	0.2	25.6	2.5					57.5		47.1
LOS		C	A	C	A					E		D
Approach Delay		22.6			12.5						53.7	
Approach LOS		C			B						D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		114	0	241	6					197		110
Queue Length 95th (ft)		150	0	39	8					254		153
Internal Link Dist (ft)		1992			561			210			1414	
Turn Bay Length (ft)			250							420		420
Base Capacity (vph)		3429	1568	1365	3859					721		652
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.30	0.17	0.56	0.26					0.74		0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 55 (46%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 24.8		Intersection LOS: C	
Intersection Capacity Utilization 62.4%		ICU Level of Service B	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 2: I-95 SB & Crosstown Pkwy



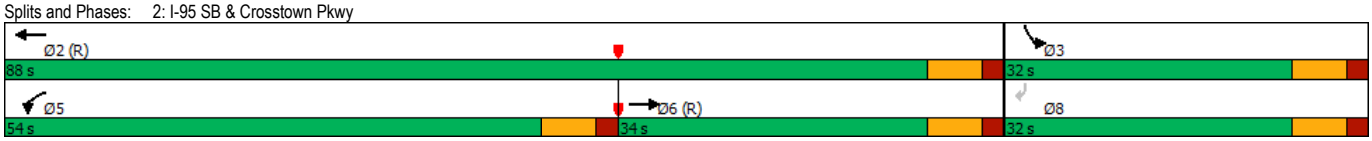


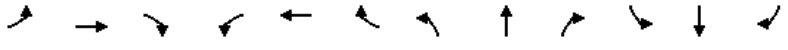
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1474	356	965	1441	0	0	0	0	675	0	433
Future Volume (vph)	0	1474	356	965	1441	0	0	0	0	675	0	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	420		420
Storage Lanes	0		1	2		0	0		0	1		2
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	9314	1568	3471	5534	0	0	0	0	3438	0	3106
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	9314	1568	3471	5534	0	0	0	0	3438	0	3106
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			383									
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2072			641			290			1494	
Travel Time (s)		31.4			9.7			5.6			29.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	3%	4%	3%	0%	0%	0%	0%	5%	0%	4%
Adj. Flow (vph)	0	1585	383	1038	1549	0	0	0	0	726	0	466
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1585	383	1038	1549	0	0	0	0	726	0	466
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)		32			32			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		6			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		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0		7.0
Minimum Split (s)		24.8		13.8	24.8					13.8		24.8
Total Split (s)		34.0		54.0	88.0					32.0		32.0
Total Split (%)		28.3%		45.0%	73.3%					26.7%		26.7%
Maximum Green (s)		27.2		47.2	81.2					25.2		25.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		0			0							0
Act Effct Green (s)		32.0	120.0	41.8	80.6					25.8		25.8
Actuated g/C Ratio		0.27	1.00	0.35	0.67					0.22		0.22
v/c Ratio		0.64	0.24	0.86	0.42					0.98		0.70
Control Delay		40.8	0.4	14.7	1.6					76.4		50.1
Queue Delay		0.0	0.0	0.0	0.0					1.7		0.0
Total Delay		40.8	0.4	14.7	1.6					78.1		50.1
LOS		D	A	B	A					E		D
Approach Delay		33.0			6.9						67.1	
Approach LOS		C			A						E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		217	0	40	13					~286		169
Queue Length 95th (ft)		259	0	25	14					#412		226
Internal Link Dist (ft)		1992			561			210			1414	
Turn Bay Length (ft)			250							420		420
Base Capacity (vph)		2480	1568	1365	3744					739		668
Starvation Cap Reductn		0	0	3	0					0		0
Spillback Cap Reductn		0	0	0	0					6		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.64	0.24	0.76	0.41					0.99		0.70

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 55 (46%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 28.3		Intersection LOS: C	
Intersection Capacity Utilization 80.9%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: I-95 SB & Crosstown Pkwy



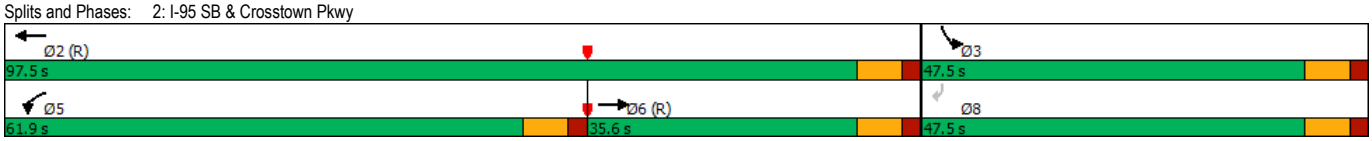


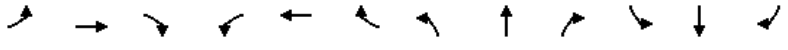
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1474	356	965	1441	0	0	0	0	675	0	433
Future Volume (vph)	0	1474	356	965	1441	0	0	0	0	675	0	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	420		420
Storage Lanes	0		1	2		0	0		0	1		2
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	9314	1568	3471	5534	0	0	0	0	3438	0	3106
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	9314	1568	3471	5534	0	0	0	0	3438	0	3106
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			330									
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2072			641			290			1494	
Travel Time (s)		31.4			9.7			5.6			29.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	3%	4%	3%	0%	0%	0%	0%	5%	0%	4%
Adj. Flow (vph)	0	1585	383	1038	1549	0	0	0	0	726	0	466
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1585	383	1038	1549	0	0	0	0	726	0	466
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)		32			32			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		6			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		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0		7.0
Minimum Split (s)		24.8		13.8	24.8					13.8		24.8
Total Split (s)		35.6		61.9	97.5					47.5		47.5
Total Split (%)		24.6%		42.7%	67.2%					32.8%		32.8%
Maximum Green (s)		28.8		55.1	90.7					40.7		40.7
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		0			0							0
Act Effct Green (s)		39.8	145.0	49.3	95.9					35.5		35.5
Actuated g/C Ratio		0.27	1.00	0.34	0.66					0.24		0.24
v/c Ratio		0.62	0.24	0.88	0.42					0.86		0.61
Control Delay		48.6	0.4	84.6	14.0					63.4		51.9
Queue Delay		0.0	0.0	1.7	0.2					0.0		0.0
Total Delay		48.6	0.4	86.3	14.2					63.4		51.9
LOS		D	A	F	B					E		D
Approach Delay		39.2			43.1						58.9	
Approach LOS		D			D						E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		265	0	471	139					330		196
Queue Length 95th (ft)		322	0	484	273					387		243
Internal Link Dist (ft)		1992			561			210			1414	
Turn Bay Length (ft)			250							420		420
Base Capacity (vph)		2555	1568	1318	3659					965		871
Starvation Cap Reductn		0	0	138	1037					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.62	0.24	0.88	0.59					0.75		0.54

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 45.1		Intersection LOS: D	
Intersection Capacity Utilization 80.9%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 2: I-95 SB & Crosstown Pkwy



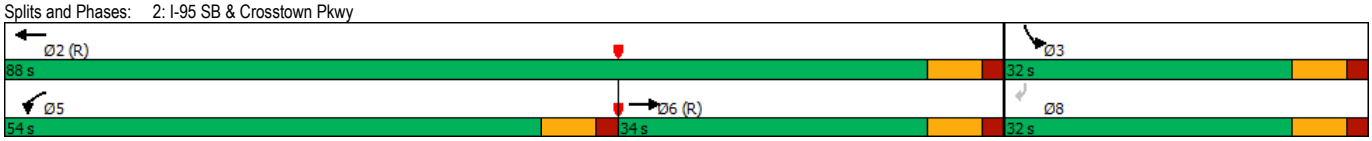


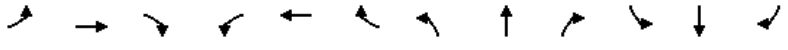
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1494	361	965	1420	0	0	0	0	675	0	428
Future Volume (vph)	0	1494	361	965	1420	0	0	0	0	675	0	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	420		420
Storage Lanes	0		1	2		0	0		0	1		2
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	9314	1568	3471	5534	0	0	0	0	3438	0	3106
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	9314	1568	3471	5534	0	0	0	0	3438	0	3106
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			388									
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2072			641			290			1494	
Travel Time (s)		31.4			9.7			5.6			29.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	3%	4%	3%	0%	0%	0%	0%	5%	0%	4%
Adj. Flow (vph)	0	1606	388	1038	1527	0	0	0	0	726	0	460
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1606	388	1038	1527	0	0	0	0	726	0	460
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)		32			32			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		6			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		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0		7.0
Minimum Split (s)		24.8		13.8	24.8					13.8		24.8
Total Split (s)		34.0		54.0	88.0					32.0		32.0
Total Split (%)		28.3%		45.0%	73.3%					26.7%		26.7%
Maximum Green (s)		27.2		47.2	81.2					25.2		25.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		0			0							0
Act Effct Green (s)		32.0	120.0	41.8	80.6					25.8		25.8
Actuated g/C Ratio		0.27	1.00	0.35	0.67					0.22		0.22
v/c Ratio		0.65	0.25	0.86	0.41					0.98		0.69
Control Delay		40.9	0.4	14.8	1.6					76.7		49.8
Queue Delay		0.0	0.0	0.0	0.0					2.6		0.0
Total Delay		40.9	0.4	14.8	1.6					79.4		49.8
LOS		D	A	B	A					E		D
Approach Delay		33.0			6.9						67.9	
Approach LOS		C			A						E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		220	0	40	13					~286		166
Queue Length 95th (ft)		263	0	25	14					#412		223
Internal Link Dist (ft)		1992			561			210			1414	
Turn Bay Length (ft)			250							420		420
Base Capacity (vph)		2483	1568	1365	3744					738		667
Starvation Cap Reductn		0	0	3	0					0		0
Spillback Cap Reductn		0	0	0	0					9		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.65	0.25	0.76	0.41					1.00		0.69

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 55 (46%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 28.6		Intersection LOS: C	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: I-95 SB & Crosstown Pkwy



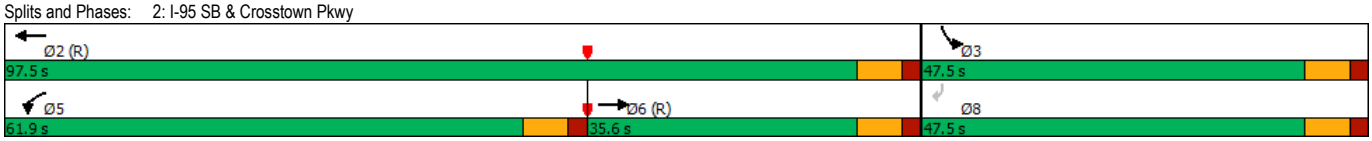


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1494	361	965	1420	0	0	0	0	675	0	428
Future Volume (vph)	0	1494	361	965	1420	0	0	0	0	675	0	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	420		420
Storage Lanes	0		1	2		0	0		0	1		2
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	9314	1568	3471	5534	0	0	0	0	3438	0	3106
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	9314	1568	3471	5534	0	0	0	0	3438	0	3106
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			330									
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2072			641			290			1494	
Travel Time (s)		31.4			9.7			5.6			29.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	3%	4%	3%	0%	0%	0%	0%	5%	0%	4%
Adj. Flow (vph)	0	1606	388	1038	1527	0	0	0	0	726	0	460
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1606	388	1038	1527	0	0	0	0	726	0	460
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)		32			32			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		6			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		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0		7.0
Minimum Split (s)		24.8		13.8	24.8					13.8		24.8
Total Split (s)		35.6		61.9	97.5					47.5		47.5
Total Split (%)		24.6%		42.7%	67.2%					32.8%		32.8%
Maximum Green (s)		28.8		55.1	90.7					40.7		40.7
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		0			0							0
Act Effct Green (s)		39.8	145.0	49.3	95.9					35.5		35.5
Actuated g/C Ratio		0.27	1.00	0.34	0.66					0.24		0.24
v/c Ratio		0.63	0.25	0.88	0.42					0.86		0.61
Control Delay		48.8	0.4	84.6	14.0					63.4		51.6
Queue Delay		0.0	0.0	1.7	0.2					0.0		0.0
Total Delay		48.8	0.4	86.3	14.1					63.4		51.6
LOS		D	A	F	B					E		D
Approach Delay		39.4			43.3						58.9	
Approach LOS		D			D						E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		269	0	471	136					330		193
Queue Length 95th (ft)		327	0	483	266					387		239
Internal Link Dist (ft)		1992			561			210			1414	
Turn Bay Length (ft)			250							420		420
Base Capacity (vph)		2555	1568	1318	3659					965		871
Starvation Cap Reductn		0	0	138	1047					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.63	0.25	0.88	0.58					0.75		0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 45.2		Intersection LOS: D	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 2: I-95 SB & Crosstown Pkwy

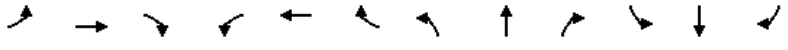


INTERSECTION 2-B
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
I-95 SB & Crosstown Parkway

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	218	56	0	123	239	0	0	0	0	0	0	154	0	87	877
4:15 PM	4:30 PM	1	0	326	40	1	133	221	0	0	0	0	0	0	138	0	77	937
4:30 PM	4:45 PM	0	0	232	55	0	122	280	0	0	0	0	0	0	171	0	87	947
4:45 PM	5:00 PM	0	0	272	48	0	102	205	0	0	0	0	0	0	163	0	102	892
5:00 PM	5:15 PM	0	0	271	39	0	113	243	0	0	0	0	0	0	158	0	99	923
5:15 PM	5:30 PM	0	0	274	43	0	132	259	0	0	0	0	0	0	158	0	105	971
5:30 PM	5:45 PM	0	0	257	58	0	135	261	0	0	0	0	0	0	175	0	99	985
5:45 PM	6:00 PM	0	0	243	37	0	114	227	0	0	0	0	0	0	164	0	100	885
		1	0	2093	376	1	974	1935	0	0	0	0	0	0	1281	0	756	7417
Peak Hour Traffic Volume																		
4:45 PM	5:45 PM	0	0	1074	188	0	482	968	0	0	0	0	0	0	654	0	405	3771

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.96 Adjusted PHF 0.95

	ebu	ebl	ebt*	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	0	0	1074	188	0	482	968	0	0	0	0	0	0	654	0	405
Seasonal Factor	0	0	86	15	0	39	77	0	0	0	0	0	0	52	0	32
Adjusted Volumes		0	**1160**	**203**		521	**1045**	**0**		0	**0**	**0**		706	**0**	**437**
2024 Volumes		**0**	**1160**	**203**	**0**	**521**	**1045**	**0**	**0**	**0**	**0**	**0**	**0**	**706**	**0**	**437**
Growth Rate	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%
Growth Volume	0	0	421	74	0	189	380	0	0	0	0	0	0	256	0	159
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out			Out	Out			In									In
Assignment		0%	15.2%	0.8%		0.0%	16.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.2%
2030 Oak Ridge Committed	**0**	**0**	**86**	**5**	**0**	**0**	**129**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
2030 Background growth Volumes	**0**	**0**	**1667**	**282**	**0**	**710**	**1554**	**0**	**0**	**0**	**0**	**0**	**0**	**962**	**0**	**598**
2030 Background Volumes	0	0	1667	282	0	710	1554	0	0	0	0	0	0	962	0	598
Tradition NOPC Projet Traffic Scenario 1	0	0	150	36	0	0	117	0	0	0	0	0	0	0	0	28
Post Development Volumes S1	0	0	1817	318	0	710	1671	0	0	0	0	0	0	962	0	626
2030 Background Volumes	**0**	**0**	**1667**	**282**	**0**	**710**	**1554**	**0**	**0**	**0**	**0**	**0**	**0**	**962**	**0**	**598**
Tradition NOPC Projet Traffic Scenario 2		**0**	**145**	**35**	**0**	**0**	**140**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**
Post Development Volumes S2	**0**	**0**	**1812**	**317**	**0**	**710**	**1694**	**0**	**0**	**0**	**0**	**0**	**0**	**962**	**0**	**631**
Project Traffic			Out	Out			In									In
Assignment		0.0%	21.0%	5.0%		0.0%	21.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	5.0%
Existing		0	1160	203	0	521	1045	0	0	0	0	0	0	706	0	437
S1		0	1817	318	0	710	1671	0	0	0	0	0	0	962	0	626
S2		0	1812	317	0	710	1694	0	0	0	0	0	0	962	0	631

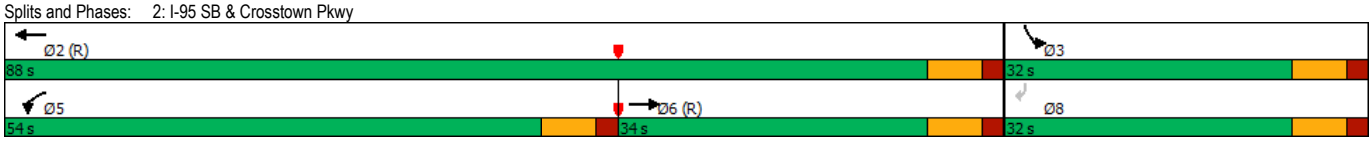


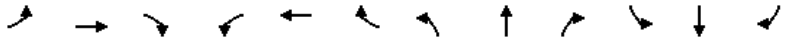
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1160	203	521	1045	0	0	0	0	706	0	437
Future Volume (vph)	0	1160	203	521	1045	0	0	0	0	706	0	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	420		420
Storage Lanes	0		1	2		0	0		0	1		2
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	9314	1568	3574	5644	0	0	0	0	3574	0	3198
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	9314	1568	3574	5644	0	0	0	0	3574	0	3198
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			216									
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2072			641			290			1494	
Travel Time (s)		31.4			9.7			5.6			29.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	3%	1%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	1234	216	554	1112	0	0	0	0	751	0	465
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1234	216	554	1112	0	0	0	0	751	0	465
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)		32			32			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		6			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		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0		7.0
Minimum Split (s)		24.8		13.8	24.8					13.8		24.8
Total Split (s)		34.0		54.0	88.0					32.0		32.0
Total Split (%)		28.3%		45.0%	73.3%					26.7%		26.7%
Maximum Green (s)		27.2		47.2	81.2					25.2		25.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Max		None	C-Max					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		0			0							0
Act Effct Green (s)		50.0	120.0	24.4	81.2					25.2		25.2
Actuated g/C Ratio		0.42	1.00	0.20	0.68					0.21		0.21
v/c Ratio		0.32	0.14	0.76	0.29					1.00		0.69
Control Delay		24.3	0.2	20.0	2.8					80.7		50.1
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		24.3	0.2	20.0	2.8					80.7		50.1
LOS		C	A	C	A					F		D
Approach Delay		20.7			8.6						69.0	
Approach LOS		C			A						E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		126	0	20	4					~293		168
Queue Length 95th (ft)		159	0	24	11					#421		224
Internal Link Dist (ft)		1992			561			210			1414	
Turn Bay Length (ft)			250							420		420
Base Capacity (vph)		3880	1568	1405	3819					750		671
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.32	0.14	0.39	0.29					1.00		0.69

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 55 (46%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 29.6		Intersection LOS: C	
Intersection Capacity Utilization 74.1%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: I-95 SB & Crosstown Pkwy





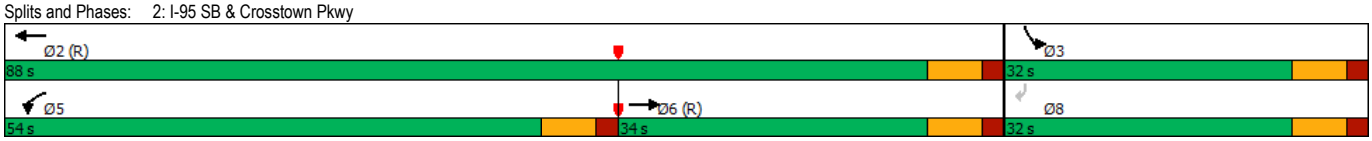
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1817	318	710	1671	0	0	0	0	962	0	626
Future Volume (vph)	0	1817	318	710	1671	0	0	0	0	962	0	626
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	420		420
Storage Lanes	0		1	2		0	0		0	1		2
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	9314	1568	3574	5644	0	0	0	0	3574	0	3198
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	9314	1568	3574	5644	0	0	0	0	3574	0	3198
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			288									
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2072			641			290			1494	
Travel Time (s)		31.4			9.7			5.6			29.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	3%	1%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	1933	338	755	1778	0	0	0	0	1023	0	666
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1933	338	755	1778	0	0	0	0	1023	0	666
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)		32			32			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		6			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		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0		7.0
Minimum Split (s)		24.8		13.8	24.8					13.8		24.8
Total Split (s)		34.0		54.0	88.0					32.0		32.0
Total Split (%)		28.3%		45.0%	73.3%					26.7%		26.7%
Maximum Green (s)		27.2		47.2	81.2					25.2		25.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		0			0							0
Act Effct Green (s)		42.6	120.0	31.8	81.2					25.2		25.2
Actuated g/C Ratio		0.36	1.00	0.26	0.68					0.21		0.21
v/c Ratio		0.58	0.22	0.80	0.47					1.36		0.99
Control Delay		33.0	0.3	13.1	2.1					209.5		80.5
Queue Delay		0.0	0.0	0.0	0.4					2.3		0.0
Total Delay		33.0	0.3	13.1	2.5					211.8		80.5
LOS		C	A	B	A					F		F
Approach Delay		28.1			5.7						160.1	
Approach LOS		C			A						F	

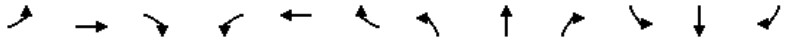
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		243	0	33	15					~522		259
Queue Length 95th (ft)		293	0	m0	m23					#648		#381
Internal Link Dist (ft)		1992			561			210			1414	
Turn Bay Length (ft)			250							420		420
Base Capacity (vph)		3309	1568	1405	3819					750		671
Starvation Cap Reductn		0	0	0	1283					0		0
Spillback Cap Reductn		0	0	0	0					211		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.58	0.22	0.54	0.70					1.90		0.99

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 55 (46%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.36			
Intersection Signal Delay: 53.7		Intersection LOS: D	
Intersection Capacity Utilization 100.7%		ICU Level of Service G	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: I-95 SB & Crosstown Pkwy





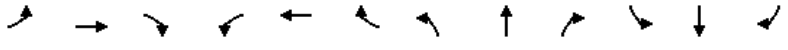
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑↑	↱	↰↰	↑↑↑					↰↰		↱↱
Traffic Volume (vph)	0	1817	318	710	1671	0	0	0	0	962	0	626
Future Volume (vph)	0	1817	318	710	1671	0	0	0	0	962	0	626
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	420		420
Storage Lanes	0		1	2		0	0		0	1		2
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	9314	1568	3574	5644	0	0	0	0	3574	0	3198
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	9314	1568	3574	5644	0	0	0	0	3574	0	3198
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			239									
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2072			641			290			1494	
Travel Time (s)		31.4			9.7			5.6			29.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	3%	1%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	1933	338	755	1778	0	0	0	0	1023	0	666
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1933	338	755	1778	0	0	0	0	1023	0	666
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)		32			32			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		6			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		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0		7.0
Minimum Split (s)		24.8		13.8	24.8					13.8		24.8
Total Split (s)		42.0		45.0	87.0					58.0		58.0
Total Split (%)		29.0%		31.0%	60.0%					40.0%		40.0%
Maximum Green (s)		35.2		38.2	80.2					51.2		51.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		0			0							0
Act Effct Green (s)		42.7	145.0	35.0	84.5					46.9		46.9
Actuated g/C Ratio		0.29	1.00	0.24	0.58					0.32		0.32
v/c Ratio		0.70	0.22	0.88	0.54					0.88		0.64
Control Delay		48.3	0.3	92.6	21.5					56.3		44.7
Queue Delay		0.0	0.0	0.0	0.2					0.0		0.0
Total Delay		48.3	0.3	92.6	21.7					56.3		44.7
LOS		D	A	F	C					E		D
Approach Delay		41.2			42.8						51.8	
Approach LOS		D			D						D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		335	0	380	257					452		265
Queue Length 95th (ft)		382	0	m413	309					521		319
Internal Link Dist (ft)		1992			561			210			1414	
Turn Bay Length (ft)			250							420		420
Base Capacity (vph)		2744	1568	942	3288					1261		1129
Starvation Cap Reductn		0	0	0	571					0		0
Spillback Cap Reductn		11	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.71	0.22	0.80	0.65					0.81		0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 44.6		Intersection LOS: D	
Intersection Capacity Utilization 100.7%		ICU Level of Service G	
Analysis Period (min) 15			
* User Entered Value			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: I-95 SB & Crosstown Pkwy



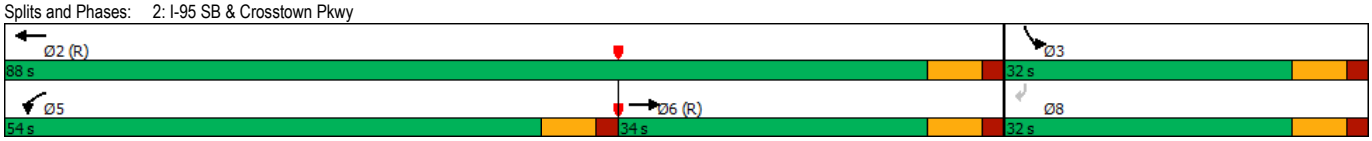
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1812	317	710	1694	0	0	0	0	962	0	631
Future Volume (vph)	0	1812	317	710	1694	0	0	0	0	962	0	631
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	420		420
Storage Lanes	0		1	2		0	0		0	1		2
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	9314	1568	3574	5644	0	0	0	0	3574	0	3198
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	9314	1568	3574	5644	0	0	0	0	3574	0	3198
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			288									
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2072			641			290			1494	
Travel Time (s)		31.4			9.7			5.6			29.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	3%	1%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	1928	337	755	1802	0	0	0	0	1023	0	671
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1928	337	755	1802	0	0	0	0	1023	0	671
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)		32			32			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		6			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		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0		7.0
Minimum Split (s)		24.8		13.8	24.8					13.8		24.8
Total Split (s)		34.0		54.0	88.0					32.0		32.0
Total Split (%)		28.3%		45.0%	73.3%					26.7%		26.7%
Maximum Green (s)		27.2		47.2	81.2					25.2		25.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		0			0							0
Act Effct Green (s)		42.6	120.0	31.8	81.2					25.2		25.2
Actuated g/C Ratio		0.36	1.00	0.26	0.68					0.21		0.21
v/c Ratio		0.58	0.21	0.80	0.47					1.36		1.00
Control Delay		33.0	0.3	12.2	2.2					209.5		82.4
Queue Delay		0.0	0.0	0.0	0.4					2.3		0.0
Total Delay		33.0	0.3	12.2	2.6					211.8		82.4
LOS		C	A	B	A					F		F
Approach Delay		28.1			5.5						160.5	
Approach LOS		C			A						F	

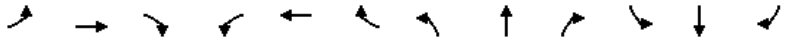
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		242	0	33	18					~522		262
Queue Length 95th (ft)		292	0	m0	m26					#648		#385
Internal Link Dist (ft)		1992			561			210			1414	
Turn Bay Length (ft)			250							420		420
Base Capacity (vph)		3309	1568	1405	3819					750		671
Starvation Cap Reductn		0	0	0	1283					0		0
Spillback Cap Reductn		0	0	0	0					209		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.58	0.21	0.54	0.71					1.89		1.00

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 55 (46%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.36			
Intersection Signal Delay: 53.6		Intersection LOS: D	
Intersection Capacity Utilization 100.6%		ICU Level of Service G	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: I-95 SB & Crosstown Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1812	317	710	1694	0	0	0	0	962	0	631
Future Volume (vph)	0	1812	317	710	1694	0	0	0	0	962	0	631
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	420		420
Storage Lanes	0		1	2		0	0		0	1		2
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	9314	1568	3574	5644	0	0	0	0	3574	0	3198
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	9314	1568	3574	5644	0	0	0	0	3574	0	3198
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			238									
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2072			641			290			1494	
Travel Time (s)		31.4			9.7			5.6			29.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	3%	1%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	1928	337	755	1802	0	0	0	0	1023	0	671
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1928	337	755	1802	0	0	0	0	1023	0	671
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)		32			32			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		6			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		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					7.0		7.0
Minimum Split (s)		24.8		13.8	24.8					13.8		24.8
Total Split (s)		42.0		45.0	87.0					58.0		58.0
Total Split (%)		29.0%		31.0%	60.0%					40.0%		40.0%
Maximum Green (s)		35.2		38.2	80.2					51.2		51.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		0			0							0
Act Effct Green (s)		42.7	145.0	35.0	84.5					46.9		46.9
Actuated g/C Ratio		0.29	1.00	0.24	0.58					0.32		0.32
v/c Ratio		0.70	0.21	0.88	0.55					0.88		0.65
Control Delay		48.2	0.3	92.3	22.1					56.3		44.8
Queue Delay		0.0	0.0	0.0	0.2					0.0		0.0
Total Delay		48.2	0.3	92.3	22.3					56.3		44.8
LOS		D	A	F	C					E		D
Approach Delay		41.1			43.0						51.8	
Approach LOS		D			D						D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		334	0	380	265					452		268
Queue Length 95th (ft)		381	0	m410	316					521		322
Internal Link Dist (ft)		1992			561			210			1414	
Turn Bay Length (ft)			250							420		420
Base Capacity (vph)		2744	1568	942	3288					1261		1129
Starvation Cap Reductn		0	0	0	571					0		0
Spillback Cap Reductn		10	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.71	0.21	0.80	0.66					0.81		0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 44.6		Intersection LOS: D	
Intersection Capacity Utilization 100.6%		ICU Level of Service G	
Analysis Period (min) 15			
* User Entered Value			

m Volume for 95th percentile queue is metered by upstream signal.

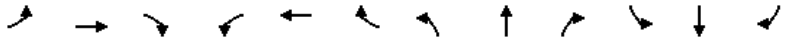
Splits and Phases: 2: I-95 SB & Crosstown Pkwy

INTERSECTION 3-A
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
I-95 NB & Crosstown Parkway

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	87	231	0	0	0	304	172	0	28	0	87	0	0	0	0	909
7:15 AM	7:30 AM	0	100	266	0	0	0	304	180	0	24	0	92	0	0	0	0	966
7:30 AM	7:45 AM	0	100	238	0	0	0	289	159	0	36	0	141	0	0	0	0	963
7:45 AM	8:00 AM	0	87	310	0	0	0	326	171	0	36	0	129	0	0	0	0	1059
8:00 AM	8:15 AM	0	87	253	0	0	0	319	147	0	32	0	118	0	0	0	0	956
8:15 AM	8:30 AM	0	82	246	0	0	0	335	124	0	43	0	104	0	0	0	0	934
8:30 AM	8:45 AM	0	82	204	0	0	0	391	123	0	34	0	84	0	0	0	0	918
8:45 AM	9:00 AM	0	92	223	0	0	0	352	120	0	27	0	92	0	0	0	0	906
		0	717	1971	0	0	0	2620	1196	0	260	0	847	0	0	0	0	7611
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	0	374	1067	0	0	0	1238	657	0	128	0	480	0	0	0	0	3944

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.93 Adjusted PHF 0.93

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	0	374	1067	0	0	0	1238	657	0	128	0	480	0	0	0	0
Seasonal Factor	0	30	85	0	0	0	99	53	0	10	0	38	0	0	0	0
Adjusted Volumes		404	**1152**	**0**		0	**1337**	**710**		138	**0**	**518**		0	**0**	**0**
2024 Volumes		**404**	**1152**	**0**	**0**	**0**	**1337**	**710**	**0**	**138**	**0**	**518**	**0**	**0**	**0**	**0**
Growth Rate	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%
Growth Volume	0	147	418	0	0	0	486	258	0	50	0	188	0	0	0	0
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out		Out	Out				In			In						
Assignment		0.2%	15.2%	0.0%		0.0%	15.2%	0.0%		0.8%	0.0%	0.0%		0.0%	0.0%	0.0%
2030 Oak Ridge Committed	**0**	**1**	**95**	**0**	**0**	**0**	**46**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
2030 Background growth Volumes	**0**	**552**	**1665**	**0**	**0**	**0**	**1869**	**968**	**0**	**190**	**0**	**706**	**0**	**0**	**0**	**0**
2030 Background Volumes	0	552	1665	0	0	0	1869	968	0	190	0	706	0	0	0	0
Tradition NOPC Projet Traffic Scenario 1	0	17	55	0	0	0	104	0	0	32	0	0	0	0	0	0
Post Development Volumes S1	0	569	1720	0	0	0	1973	968	0	222	0	706	0	0	0	0
2030 Background Volumes	**0**	**552**	**1665**	**0**	**0**	**0**	**1869**	**968**	**0**	**190**	**0**	**706**	**0**	**0**	**0**	**0**
Tradition NOPC Projet Traffic Scenario 2	**0**	**22**	**70**	**0**	**0**	**0**	**88**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**
Post Development Volumes S2	**0**	**574**	**1735**	**0**	**0**	**0**	**1957**	**968**	**0**	**217**	**0**	**706**	**0**	**0**	**0**	**0**
Project Traffic		Out	Out				In			In						
Assignment		5.0%	16.0%	0.0%		0.0%	16.0%	0.0%		5.0%	0.0%	0.0%		0.0%	0.0%	0.0%
Existing		404	1152	0		0	1337	710		138	0	518		0	0	0
S1		569	1720	0	0	0	1973	968	0	222	0	706	0	0	0	0
S2		574	1735	0	0	0	1957	968	0	217	0	706	0	0	0	0

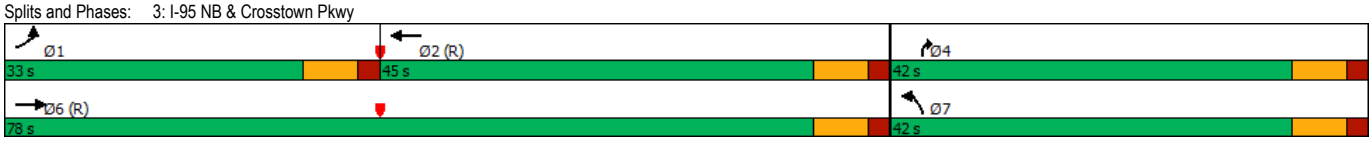


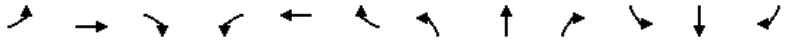
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	404	1152	0	0	1337	710	138	0	518	0	0	0
Future Volume (vph)	404	1152	0	0	1337	710	138	0	518	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	380		340	420		420	0		0
Storage Lanes	2		0	2		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3505	5481	0	0	9223	1583	1719	0	3167	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3505	5481	0	0	9223	1583	1719	0	3167	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						763						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		641			2260			1680			453	
Travel Time (s)		9.7			34.2			32.7			8.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	4%	0%	0%	3%	2%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	434	1239	0	0	1438	763	148	0	557	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	434	1239	0	0	1438	763	148	0	557	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		32			32			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		4			
Permitted Phases						Free						
Detector Phase	1	6			2		7		4			
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		13.8		13.8			
Total Split (s)	33.0	78.0			45.0		42.0		42.0			
Total Split (%)	27.5%	65.0%			37.5%		35.0%		35.0%			
Maximum Green (s)	26.2	71.2			38.2		35.2		35.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Recall Mode	None	C-Max			C-Max		None		None			
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	20.1	80.0			53.1	120.0	26.4		26.4			
Actuated g/C Ratio	0.17	0.67			0.44	1.00	0.22		0.22			
v/c Ratio	0.74	0.34			0.35	0.48	0.39		0.80			
Control Delay	36.7	13.4			23.4	1.1	42.2		53.3			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	36.7	13.4			23.4	1.1	42.2		53.3			
LOS	D	B			C	A	D		D			
Approach Delay		19.4			15.7			50.9				
Approach LOS		B			B			D				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	153	166			144	0	99		205			
Queue Length 95th (ft)	189	190			193	0	152		251			
Internal Link Dist (ft)		561			2180			1600			373	
Turn Bay Length (ft)						340	420		420			
Base Capacity (vph)	765	3655			4084	1583	504		928			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.57	0.34			0.35	0.48	0.29		0.60			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 62.4%		ICU Level of Service B	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 3: I-95 NB & Crosstown Pkwy





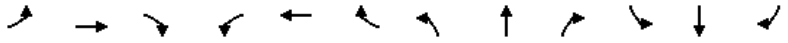
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	569	1720	0	0	1973	968	222	0	706	0	0	0
Future Volume (vph)	569	1720	0	0	1973	968	222	0	706	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	380		340	420		420	0		0
Storage Lanes	2		0	2		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3505	5481	0	0	9223	1583	1719	0	3167	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3505	5481	0	0	9223	1583	1719	0	3167	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						810						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		641			2260			1680			453	
Travel Time (s)		9.7			34.2			32.7			8.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	4%	0%	0%	3%	2%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	612	1849	0	0	2122	1041	239	0	759	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	612	1849	0	0	2122	1041	239	0	759	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		32			32			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		4			
Permitted Phases						Free						
Detector Phase	1	6			2		7		4			
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		13.8		13.8			
Total Split (s)	33.0	78.0			45.0		42.0		42.0			
Total Split (%)	27.5%	65.0%			37.5%		35.0%		35.0%			
Maximum Green (s)	26.2	71.2			38.2		35.2		35.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Recall Mode	None	C-Max			C-Max		None		None			
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	24.5	73.8			42.5	120.0	32.6		32.6			
Actuated g/C Ratio	0.20	0.62			0.35	1.00	0.27		0.27			
v/c Ratio	0.85	0.55			0.65	0.66	0.51		0.88			
Control Delay	36.5	17.4			34.4	2.2	40.8		54.5			
Queue Delay	0.0	1.6			0.0	0.0	0.0		0.0			
Total Delay	36.5	19.0			34.4	2.2	40.8		54.5			
LOS	D	B			C	A	D		D			
Approach Delay		23.4			23.8			51.2				
Approach LOS		C			C			D				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	232	366			287	0	153		275			
Queue Length 95th (ft)	262	m391			319	0	232		347			
Internal Link Dist (ft)		561			2180			1600			373	
Turn Bay Length (ft)						340	420		420			
Base Capacity (vph)	765	3371			3263	1583	504		928			
Starvation Cap Reductn	0	1271			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.80	0.88			0.65	0.66	0.47		0.82			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 27.8		Intersection LOS: C	
Intersection Capacity Utilization 80.9%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: I-95 NB & Crosstown Pkwy

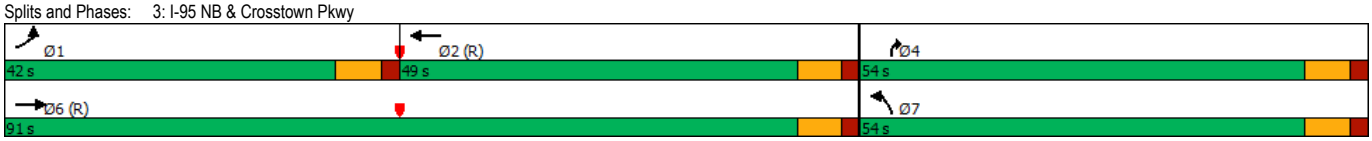


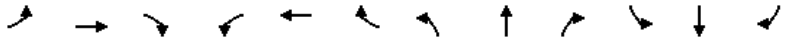
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	569	1720	0	0	1973	968	222	0	706	0	0	0
Future Volume (vph)	569	1720	0	0	1973	968	222	0	706	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	380		340	420		420	0		0
Storage Lanes	2		0	2		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3505	5481	0	0	9223	1583	1719	0	3167	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3505	5481	0	0	9223	1583	1719	0	3167	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						793						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		641			2260			1680			453	
Travel Time (s)		9.7			34.2			32.7			8.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	4%	0%	0%	3%	2%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	612	1849	0	0	2122	1041	239	0	759	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	612	1849	0	0	2122	1041	239	0	759	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		32			32			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		4			
Permitted Phases						Free						
Detector Phase	1	6			2		7		4			
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		13.8		13.8			
Total Split (s)	42.0	91.0			49.0		54.0		54.0			
Total Split (%)	29.0%	62.8%			33.8%		37.2%		37.2%			
Maximum Green (s)	35.2	84.2			42.2		47.2		47.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Recall Mode	None	C-Max			C-Max		None		None			
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	30.1	91.1			54.2	145.0	40.3		40.3			
Actuated g/C Ratio	0.21	0.63			0.37	1.00	0.28		0.28			
v/c Ratio	0.84	0.54			0.62	0.66	0.50		0.86			
Control Delay	101.5	19.6			39.2	2.2	47.0		60.3			
Queue Delay	0.0	0.1			0.0	0.0	0.0		0.0			
Total Delay	101.5	19.7			39.2	2.2	47.0		60.3			
LOS	F	B			D	A	D		E			
Approach Delay		40.0			27.0			57.1				
Approach LOS		D			C			E				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	281	246			328	0	189		340			
Queue Length 95th (ft)	309	252			400	0	259		393			
Internal Link Dist (ft)		561			2180			1600			373	
Turn Bay Length (ft)						340	420		420			
Base Capacity (vph)	850	3443			3444	1583	559		1030			
Starvation Cap Reductn	0	353			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.72	0.60			0.62	0.66	0.43		0.74			

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 36.4		Intersection LOS: D	
Intersection Capacity Utilization 80.9%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 3: I-95 NB & Crosstown Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	574	1735	0	0	1957	968	217	0	706	0	0	0
Future Volume (vph)	574	1735	0	0	1957	968	217	0	706	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	380		340	420		420	0		0
Storage Lanes	2		0	2		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3505	5481	0	0	9223	1583	1719	0	3167	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3505	5481	0	0	9223	1583	1719	0	3167	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						810						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		641			2260			1680			453	
Travel Time (s)		9.7			34.2			32.7			8.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	4%	0%	0%	3%	2%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	617	1866	0	0	2104	1041	233	0	759	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	617	1866	0	0	2104	1041	233	0	759	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		32			32			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		4			
Permitted Phases						Free						
Detector Phase	1	6			2		7		4			
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		13.8		13.8			
Total Split (s)	33.0	78.0			45.0		42.0		42.0			
Total Split (%)	27.5%	65.0%			37.5%		35.0%		35.0%			
Maximum Green (s)	26.2	71.2			38.2		35.2		35.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Recall Mode	None	C-Max			C-Max		None		None			
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	24.7	73.8			42.3	120.0	32.6		32.6			
Actuated g/C Ratio	0.21	0.62			0.35	1.00	0.27		0.27			
v/c Ratio	0.86	0.55			0.65	0.66	0.50		0.88			
Control Delay	36.6	17.7			34.4	2.2	40.4		54.5			
Queue Delay	0.0	1.8			0.0	0.0	0.0		0.0			
Total Delay	36.6	19.4			34.4	2.2	40.4		54.5			
LOS	D	B			C	A	D		D			
Approach Delay		23.7			23.7			51.2				
Approach LOS		C			C			D				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	234	379			284	0	149		275			
Queue Length 95th (ft)	264	m401			316	0	227		347			
Internal Link Dist (ft)		561			2180			1600			373	
Turn Bay Length (ft)						340	420		420			
Base Capacity (vph)	766	3371			3254	1583	504		928			
Starvation Cap Reductn	0	1271			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.81	0.89			0.65	0.66	0.46		0.82			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 27.8		Intersection LOS: C	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

m Volume for 95th percentile queue is metered by upstream signal.

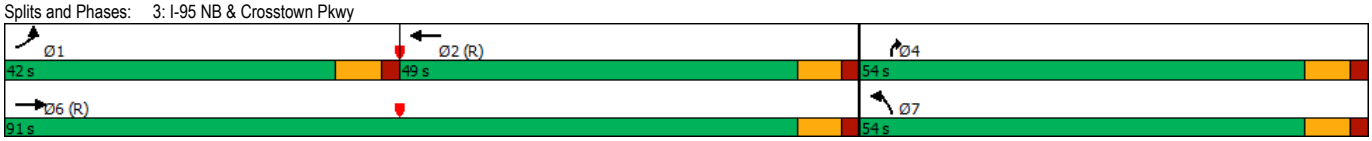
Splits and Phases: 3: I-95 NB & Crosstown Pkwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	574	1735	0	0	1957	968	217	0	706	0	0	0
Future Volume (vph)	574	1735	0	0	1957	968	217	0	706	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	380		340	420		420	0		0
Storage Lanes	2		0	2		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3505	5481	0	0	9223	1583	1719	0	3167	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3505	5481	0	0	9223	1583	1719	0	3167	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						793						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		641			2260			1680			453	
Travel Time (s)		9.7			34.2			32.7			8.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	4%	0%	0%	3%	2%	5%	0%	2%	0%	0%	0%
Adj. Flow (vph)	617	1866	0	0	2104	1041	233	0	759	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	617	1866	0	0	2104	1041	233	0	759	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		32			32			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		4			
Permitted Phases						Free						
Detector Phase	1	6			2		7		4			
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		13.8		13.8			
Total Split (s)	42.0	91.0			49.0		54.0		54.0			
Total Split (%)	29.0%	62.8%			33.8%		37.2%		37.2%			
Maximum Green (s)	35.2	84.2			42.2		47.2		47.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Recall Mode	None	C-Max			C-Max		None		None			
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	30.3	91.1			54.0	145.0	40.3		40.3			
Actuated g/C Ratio	0.21	0.63			0.37	1.00	0.28		0.28			
v/c Ratio	0.84	0.54			0.61	0.66	0.49		0.86			
Control Delay	101.4	19.5			39.2	2.2	46.6		60.3			
Queue Delay	0.0	0.1			0.0	0.0	0.0		0.0			
Total Delay	101.4	19.6			39.2	2.2	46.6		60.3			
LOS	F	B			D	A	D		E			
Approach Delay		39.9			26.9			57.0				
Approach LOS		D			C			E				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	283	246			325	0	184		340			
Queue Length 95th (ft)	311	252			396	0	253		393			
Internal Link Dist (ft)		561			2180			1600			373	
Turn Bay Length (ft)						340	420		420			
Base Capacity (vph)	850	3443			3434	1583	559		1030			
Starvation Cap Reductn	0	353			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.73	0.60			0.61	0.66	0.42		0.74			

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 36.3		Intersection LOS: D	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 3: I-95 NB & Crosstown Pkwy



INTERSECTION 3-B
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
I-95 NB & Crosstown Parkway

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	2	70	281	0	0	0	314	118	0	60	0	187	0	0	0	0	1032
4:15 PM	4:30 PM	0	80	391	0	0	0	290	106	0	60	0	207	0	0	0	0	1134
4:30 PM	4:45 PM	0	79	326	0	0	0	332	100	0	60	0	189	0	0	0	0	1086
4:45 PM	5:00 PM	0	98	345	0	0	0	261	112	0	51	0	217	0	0	0	0	1084
5:00 PM	5:15 PM	1	69	352	0	0	0	296	119	0	61	0	186	0	0	0	0	1084
5:15 PM	5:30 PM	1	93	350	0	0	0	310	121	0	85	0	235	0	0	0	0	1195
5:30 PM	5:45 PM	0	77	362	0	0	0	307	132	0	65	0	216	0	0	0	0	1159
5:45 PM	6:00 PM	0	70	326	0	0	0	279	114	0	83	0	256	0	0	0	0	1128
		4	636	2733	0	0	0	2389	922	0	525	0	1693	0	0	0	0	8902
Peak Hour Traffic Volume																		
5:00 PM	6:00 PM	2	309	1390	0	0	0	1192	486	0	294	0	893	0	0	0	0	4566

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.96 Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	2	309	1390	0	0	0	1192	486	0	294	0	893	0	0	0	0
Seasonal Factor	0	25	111	0	0	0	95	39	0	24	0	71	0	0	0	0
Adjusted Volumes		336	**1501**	**0**		0	**1287**	**525**		318	**0**	**964**	**0**	0	**0**	**0**
2024 Volumes		**336**	**1501**	**0**	**0**	**0**	**1287**	**525**	**0**	**318**	**0**	**964**	**0**	**0**	**0**	**0**
Growth Rate	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%
Growth Volume	0	122	545	0	0	0	467	191	0	116	0	350	0	0	0	0
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out		Out	Out				In			In						
Assignment		0.2%	15.2%	0.0%		0.0%	15.2%	0.0%		0.8%	0.0%	0.0%		0.0%	0.0%	0.0%
2030 Oak Ridge Committed	**0**	**1**	**86**	**0**	**0**	**0**	**122**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**
2030 Background growth Volumes	**0**	**459**	**2132**	**0**	**0**	**0**	**1876**	**716**	**0**	**440**	**0**	**1314**	**0**	**0**	**0**	**0**
2030 Background growth Volumes	0	459	2132	0	0	0	1876	716	0	440	0	1314	0	0	0	0
Tradition NOPC Projet Traffic Scenario 1	0	36	114	0	0	0	89	0	0	28	0	0	0	0	0	0
Post Development Volumes S1	0	495	2246	0	0	0	1965	716	0	468	0	1314	0	0	0	0
2030 Background growth Volumes	**0**	**459**	**2132**	**0**	**0**	**0**	**1876**	**716**	**0**	**440**	**0**	**1314**	**0**	**0**	**0**	**0**
Tradition NOPC Projet Traffic Scenario 2		**35**	**110**	**0**	**0**	**0**	**107**	**0**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**0**
Post Development Volumes S2		**494**	**2242**	**0**	**0**	**0**	**1983**	**716**	**0**	**473**	**0**	**1314**	**0**	**0**	**0**	**0**
Project Traffic		Out	Out				In			In						
Assignment		5.0%	16.0%	0.0%		0.0%	16.0%	0.0%		5.0%	0.0%	0.0%		0.0%	0.0%	0.0%
Existing		336	1501	0	0	0	1287	525	0	318	0	964	0	0	0	0
S1		495	2246	0	0	0	1965	716	0	468	0	1314	0	0	0	0
S2		494	2242	0	0	0	1983	716	0	473	0	1314	0	0	0	0

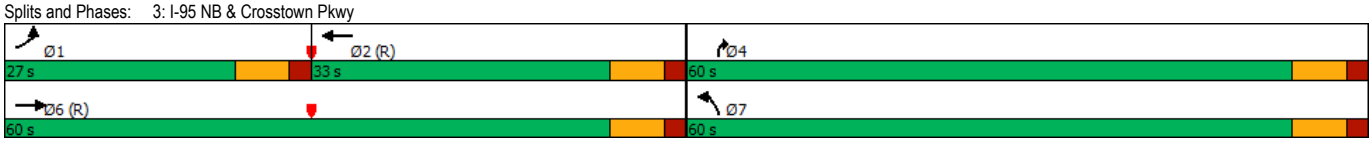
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	336	1501	0	0	1287	525	318	0	964	0	0	0
Future Volume (vph)	336	1501	0	0	1287	525	318	0	964	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	380		340	420		420	0		0
Storage Lanes	2		0	2		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3471	5644	0	0	9406	1583	1805	0	3198	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3471	5644	0	0	9406	1583	1805	0	3198	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						553						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		641			2260			1680			453	
Travel Time (s)		9.7			34.2			32.7			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	1%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	354	1580	0	0	1355	553	335	0	1015	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	354	1580	0	0	1355	553	335	0	1015	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		32			32			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		4			
Permitted Phases						Free						
Detector Phase	1	6			2		7		4			
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		13.8		13.8			
Total Split (s)	27.0	60.0			33.0		60.0		60.0			
Total Split (%)	22.5%	50.0%			27.5%		50.0%		50.0%			
Maximum Green (s)	20.2	53.2			26.2		53.2		53.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Recall Mode	None	C-Max			C-Max		None		None			
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	17.2	61.2			37.2	120.0	45.2		45.2			
Actuated g/C Ratio	0.14	0.51			0.31	1.00	0.38		0.38			
v/c Ratio	0.71	0.55			0.47	0.35	0.49		0.84			
Control Delay	44.9	23.4			35.3	0.6	30.5		41.0			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	44.9	23.4			35.3	0.6	30.5		41.0			
LOS	D	C			D	A	C		D			
Approach Delay		27.4			25.3			38.4				
Approach LOS		C			C			D				

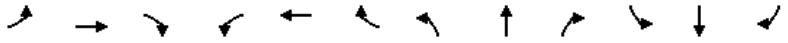
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	146	237			169	0	196		354			
Queue Length 95th (ft)	196	m409			220	0	256		395			
Internal Link Dist (ft)		561			2180			1600			373	
Turn Bay Length (ft)						340	420		420			
Base Capacity (vph)	588	2877			2912	1583	800		1417			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.60	0.55			0.47	0.35	0.42		0.72			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 29.5		Intersection LOS: C	
Intersection Capacity Utilization 74.1%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: I-95 NB & Crosstown Pkwy





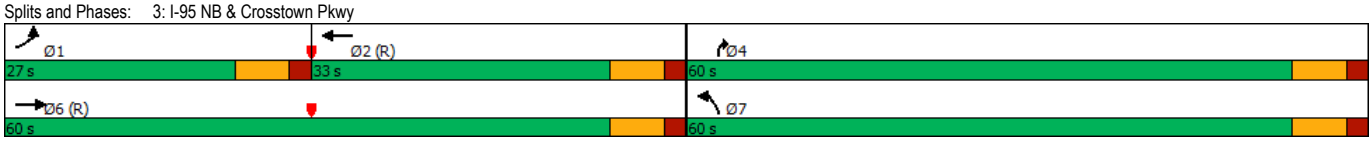
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	495	2246	0	0	1965	716	468	0	1314	0	0	0
Future Volume (vph)	495	2246	0	0	1965	716	468	0	1314	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	380		340	420		420	0		0
Storage Lanes	2		0	2		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3471	5644	0	0	9406	1583	1805	0	3198	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3471	5644	0	0	9406	1583	1805	0	3198	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						754						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		641			2260			1680			453	
Travel Time (s)		9.7			34.2			32.7			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	1%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	521	2364	0	0	2068	754	493	0	1383	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	521	2364	0	0	2068	754	493	0	1383	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		32			32			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		4			
Permitted Phases						Free						
Detector Phase	1	6			2		7		4			
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		13.8		13.8			
Total Split (s)	27.0	60.0			33.0		60.0		60.0			
Total Split (%)	22.5%	50.0%			27.5%		50.0%		50.0%			
Maximum Green (s)	20.2	53.2			26.2		53.2		53.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	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							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	19.9	53.3			26.5	120.0	53.1		53.1			
Actuated g/C Ratio	0.17	0.44			0.22	1.00	0.44		0.44			
v/c Ratio	0.90	0.94			0.99	0.48	0.62		0.98			
Control Delay	55.6	38.5			65.2	1.0	29.8		52.3			
Queue Delay	0.0	44.6			0.0	0.0	0.0		0.0			
Total Delay	55.6	83.1			65.2	1.0	29.8		52.3			
LOS	E	F			E	A	C		D			
Approach Delay		78.2			48.1			46.4				
Approach LOS		E			D			D				

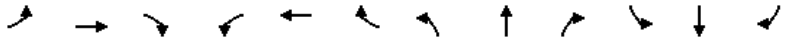
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	216	656			~326	0	287		515			
Queue Length 95th (ft)	#299	m608			#387	0	403		#674			
Internal Link Dist (ft)		561			2180			1600			373	
Turn Bay Length (ft)						340	420		420			
Base Capacity (vph)	584	2505			2080	1583	800		1417			
Starvation Cap Reductn	0	522			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.89	1.19			0.99	0.48	0.62		0.98			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 59.1		Intersection LOS: E	
Intersection Capacity Utilization 100.7%		ICU Level of Service G	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: I-95 NB & Crosstown Pkwy



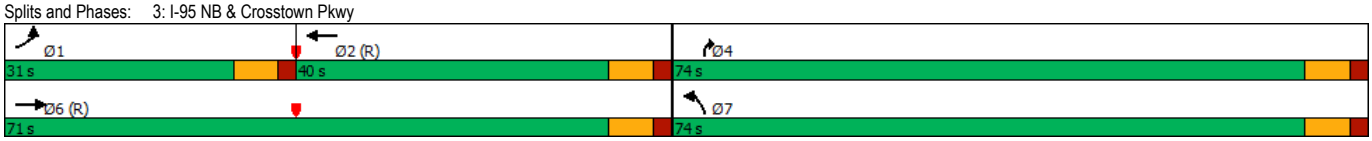


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	495	2246	0	0	1965	716	468	0	1314	0	0	0
Future Volume (vph)	495	2246	0	0	1965	716	468	0	1314	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	380		340	420		420	0		0
Storage Lanes	2		0	2		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3471	5644	0	0	9406	1583	1805	0	3198	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3471	5644	0	0	9406	1583	1805	0	3198	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						660						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		641			2260			1680			453	
Travel Time (s)		9.7			34.2			32.7			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	1%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	521	2364	0	0	2068	754	493	0	1383	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	521	2364	0	0	2068	754	493	0	1383	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		32			32			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		4			
Permitted Phases						Free						
Detector Phase	1	6			2		7		4			
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		13.8		13.8			
Total Split (s)	31.0	71.0			40.0		74.0		74.0			
Total Split (%)	21.4%	49.0%			27.6%		51.0%		51.0%			
Maximum Green (s)	24.2	64.2			33.2		67.2		67.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	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							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	23.9	65.3			34.7	145.0	66.1		66.1			
Actuated g/C Ratio	0.16	0.45			0.24	1.00	0.46		0.46			
v/c Ratio	0.91	0.93			0.92	0.48	0.60		0.95			
Control Delay	119.4	42.8			61.5	1.0	33.1		52.1			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	119.4	42.8			61.5	1.0	33.1		52.1			
LOS	F	D			E	A	C		D			
Approach Delay		56.6			45.4			47.1				
Approach LOS		E			D			D				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	262	422			389	0	338		607			
Queue Length 95th (ft)	#347	526			#439	0	457		#762			
Internal Link Dist (ft)		561			2180			1600			373	
Turn Bay Length (ft)						340	420		420			
Base Capacity (vph)	581	2542			2248	1583	836		1482			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.90	0.93			0.92	0.48	0.59		0.93			

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 50.1		Intersection LOS: D	
Intersection Capacity Utilization 100.7%		ICU Level of Service G	
Analysis Period (min) 15			
* User Entered Value			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: I-95 NB & Crosstown Pkwy



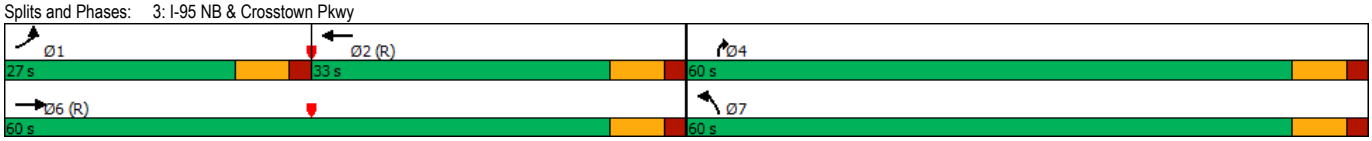
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	494	2242	0	0	1983	716	473	0	1314	0	0	0
Future Volume (vph)	494	2242	0	0	1983	716	473	0	1314	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	380		340	420		420	0		0
Storage Lanes	2		0	2		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3471	5644	0	0	9406	1583	1805	0	3198	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3471	5644	0	0	9406	1583	1805	0	3198	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						754						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		641			2260			1680			453	
Travel Time (s)		9.7			34.2			32.7			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	1%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	520	2360	0	0	2087	754	498	0	1383	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	520	2360	0	0	2087	754	498	0	1383	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		32			32			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		4			
Permitted Phases						Free						
Detector Phase	1	6			2		7		4			
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		13.8		13.8			
Total Split (s)	27.0	60.0			33.0		60.0		60.0			
Total Split (%)	22.5%	50.0%			27.5%		50.0%		50.0%			
Maximum Green (s)	20.2	53.2			26.2		53.2		53.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	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							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	19.9	53.3			26.6	120.0	53.1		53.1			
Actuated g/C Ratio	0.17	0.44			0.22	1.00	0.44		0.44			
v/c Ratio	0.90	0.94			1.00	0.48	0.62		0.98			
Control Delay	55.6	38.4			67.1	1.0	30.0		52.3			
Queue Delay	0.0	44.7			0.0	0.0	0.0		0.0			
Total Delay	55.6	83.1			67.1	1.0	30.0		52.3			
LOS	E	F			E	A	C		D			
Approach Delay		78.1			49.6			46.4				
Approach LOS		E			D			D				

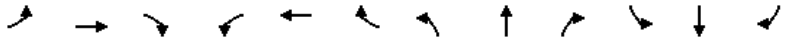
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	216	655			~334	0	290		515			
Queue Length 95th (ft)	#299	m607			#394	0	408		#674			
Internal Link Dist (ft)		561			2180			1600			373	
Turn Bay Length (ft)						340	420		420			
Base Capacity (vph)	584	2505			2081	1583	800		1417			
Starvation Cap Reductn	0	522			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.89	1.19			1.00	0.48	0.62		0.98			

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 59.6		Intersection LOS: E	
Intersection Capacity Utilization 100.6%		ICU Level of Service G	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: I-95 NB & Crosstown Pkwy



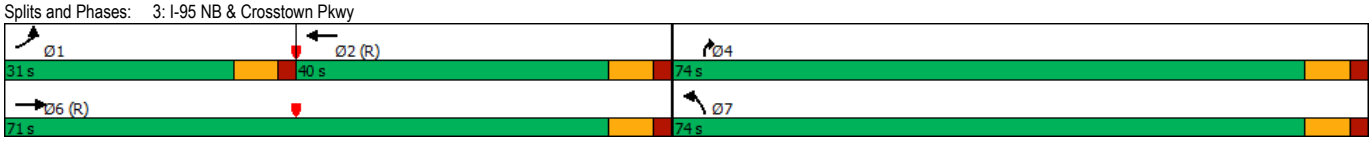


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	494	2242	0	0	1983	716	473	0	1314	0	0	0
Future Volume (vph)	494	2242	0	0	1983	716	473	0	1314	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	380		340	420		420	0		0
Storage Lanes	2		0	2		1	1		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3471	5644	0	0	9406	1583	1805	0	3198	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3471	5644	0	0	9406	1583	1805	0	3198	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						655						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		641			2260			1680			453	
Travel Time (s)		9.7			34.2			32.7			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	1%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	520	2360	0	0	2087	754	498	0	1383	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	520	2360	0	0	2087	754	498	0	1383	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		32			32			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		4			
Permitted Phases						Free						
Detector Phase	1	6			2		7		4			
Switch Phase												
Minimum Initial (s)	7.0	7.0			7.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		13.8		13.8			
Total Split (s)	31.0	71.0			40.0		74.0		74.0			
Total Split (%)	21.4%	49.0%			27.6%		51.0%		51.0%			
Maximum Green (s)	24.2	64.2			33.2		67.2		67.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	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							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	23.8	65.3			34.7	145.0	66.1		66.1			
Actuated g/C Ratio	0.16	0.45			0.24	1.00	0.46		0.46			
v/c Ratio	0.91	0.93			0.93	0.48	0.61		0.95			
Control Delay	119.3	42.7			62.2	1.0	33.3		52.1			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	119.3	42.7			62.2	1.0	33.3		52.1			
LOS	F	D			E	A	C		D			
Approach Delay		56.5			46.0			47.1				
Approach LOS		E			D			D				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	261	421			394	0	343		607			
Queue Length 95th (ft)	#346	524			#446	0	463		#762			
Internal Link Dist (ft)		561			2180			1600			373	
Turn Bay Length (ft)						340	420		420			
Base Capacity (vph)	581	2542			2249	1583	836		1482			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.90	0.93			0.93	0.48	0.60		0.93			

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 50.3		Intersection LOS: D	
Intersection Capacity Utilization 100.6%		ICU Level of Service G	
Analysis Period (min) 15			
* User Entered Value			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: I-95 NB & Crosstown Pkwy



INTERSECTION 4-A
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
Village Parkway & Westcliffe Lane

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	79	0	1	0	5	4	25	1	1	83	3	1	2	90	53	348
7:15 AM	7:30 AM	1	64	2	4	0	6	1	19	0	2	77	1	3	1	92	56	329
7:30 AM	7:45 AM	1	85	1	4	0	6	3	13	0	1	90	2	3	1	117	55	382
7:45 AM	8:00 AM	2	67	2	2	0	9	0	12	0	3	84	2	2	8	140	51	384
8:00 AM	8:15 AM	1	63	0	3	1	10	2	21	1	2	119	3	5	4	142	41	418
8:15 AM	8:30 AM	1	38	3	4	0	11	0	10	0	9	89	1	6	5	140	41	358
8:30 AM	8:45 AM	5	43	1	3	0	7	0	11	0	4	96	7	2	8	149	33	369
8:45 AM	9:00 AM	1	32	0	11	0	4	0	12	0	1	77	4	5	6	172	52	377
		12	471	9	32	1	58	10	123	2	23	715	23	27	35	1042	382	2965
Peak Hour Traffic Volume																		
7:30 AM	8:30 AM	5	253	6	13	1	36	5	56	1	15	382	8	16	18	539	188	1542

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.92 Adjusted PHF 0.92

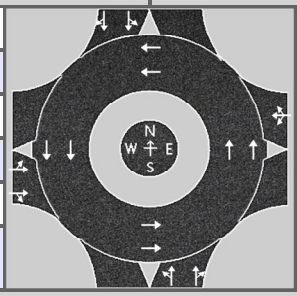
	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	5	253	6	13	1	36	5	56	1	15	382	8	16	18	539	188
Seasonal Factor	0	20	0	1	0	3	0	4	0	1	31	1	1	1	43	15
Adjusted Volumes		278	**6**	**14**		40	**5**	**60**		17	**413**	**9**		36	**582**	**203**
2024 Volumes		**278**	**6**	**14**		**40**	**5**	**60**		**17**	**413**	**9**		**36**	**582**	**203**
Growth Rate	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%
Growth Volumes	0	101	2	5	0	15	2	22	0	6	150	3	0	13	211	74
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out											In				Out	
Assignment											0.4%				0.4%	
2030 Oak Ridge Committed	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**
2030 Background growth Volumes	**0**	**379**	**8**	**19**	**0**	**55**	**7**	**82**	**0**	**23**	**564**	**12**	**0**	**49**	**796**	**277**
2030 Background Volumes	**0**	**379**	**8**	**19**	**0**	**55**	**7**	**82**	**0**	**23**	**564**	**12**	**0**	**49**	**796**	**277**
				Out						**In**						
Internal capture assignment				45%						45%						
Internal Capture Trips S1				9						1						
2030 Background Volumes	**0**	**379**	**8**	**19**	**0**	**55**	**7**	**82**	**0**	**23**	**564**	**12**	**0**	**49**	**796**	**277**
Internal Capture Trips S1	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
Tradition NOPC Projet Traffic Scenario 1	**0**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**65**	**143**
Post Development Volumes S1	**0**	**455**	**8**	**28**	**0**	**55**	**7**	**82**	**0**	**24**	**599**	**12**	**0**	**49**	**861**	**420**
				Out						**In**						
Internal capture assignment				45%						45%						
Internal Capture Trips S2				6						1						
2030 Background Volumes	**0**	**379**	**8**	**19**	**0**	**55**	**7**	**82**	**0**	**23**	**564**	**12**	**0**	**49**	**796**	**277**
Internal Capture Trips S2	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
Tradition NOPC Projet Traffic Scenario 2	**0**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**55**	**121**
Post Development Volumes S2	**0**	**476**	**8**	**25**	**0**	**55**	**7**	**82**	**0**	**24**	**608**	**12**	**0**	**49**	**851**	**398**
		Out									Out				In	In
Project Traffic Assignment		22.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	10.0%	0.0%		0.0%	10.0%	22.0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	0	278	6	14	0	40	5	60	0	17	413	9	0	36	582	203
S1	0	455	8	28	0	55	7	82	0	24	599	12	0	49	861	420
S2	0	476	8	25	0	55	7	82	0	24	608	12	0	49	851	398

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2024
Time Analyzed	
Project Description	Existing AM



Site Information

Intersection	Village Pkwy & Westcliffe Ln
E/W Street Name	Westcliffe Ln
N/S Street Name	Village Pkwy
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.95
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR				LTR		LT		TR		LT		TR	
Volume (V), veh/h	0	278	6	14	0	40	5	60	0	17	413	9	0	36	582	203
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	298	6	15	0	43	5	64	0	18	443	10	0	39	625	218
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276			4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352			2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	298	21			112		221	250		415	467	
Entry Volume, veh/h	292	21			110		217	245		406	458	
Circulating Flow (v_c), pc/h	707			759			343			66		
Exiting Flow (v_{ex}), pc/h	55			241			805			683		
Capacity (c_{pce}), pc/h	704	779			745		985	1061		1270	1343	
Capacity (c), veh/h	691	763			730		965	1040		1246	1316	
v/c Ratio (x)	0.42	0.03			0.15		0.22	0.24		0.33	0.35	

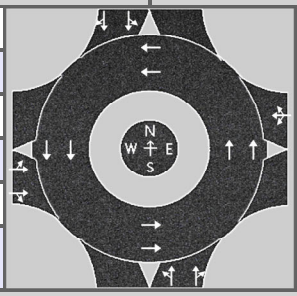
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	11.1	5.0			6.6		5.9	5.7		5.9	5.9	
Lane LOS	B	A			A		A	A		A	A	
95% Queue Length, Q_{95} (veh)	2.1	0.1			0.5		0.9	0.9		1.4	1.6	
95% Queue Length, Q_{95} (ft)	53.3	2.5			12.7		22.9	22.9		35.6	40.6	
Approach Delay, s/veh | LOS	10.7	B		6.6	A		5.8	A		5.9	A	
Intersection Delay, s/veh | LOS	6.8						A					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2030
Time Analyzed	
Project Description	Scenario 1 AM



Site Information

Intersection	Village Pkwy & Westcliffe Ln
E/W Street Name	Westcliffe Ln
N/S Street Name	Village Pkwy
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.95
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR				LTR		LT		TR		LT		TR	
Volume (V), veh/h	0	455	8	28	0	55	7	82	0	24	599	12	0	49	861	420
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	489	9	30	0	59	8	88	0	26	643	13	0	53	924	451
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276			4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352			2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	489	39			155		321	361		671	757	
Entry Volume, veh/h	479	38			152		314	354		658	742	
Circulating Flow (v_c), pc/h	1036			1158			551			93		
Exiting Flow (v_{ex}), pc/h	75			485			1220			1013		
Capacity (c_{pce}), pc/h	520	589			531		813	889		1239	1312	
Capacity (c), veh/h	510	577			520		797	872		1215	1286	
v/c Ratio (x)	0.94	0.07			0.29		0.39	0.41		0.54	0.58	

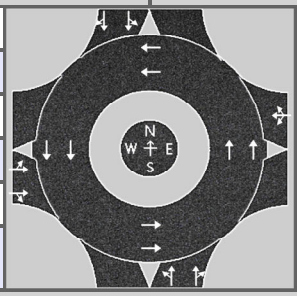
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	54.4	7.0			11.2		9.4	9.0		9.1	9.4	
Lane LOS	F	A			B		A	A		A	A	
95% Queue Length, Q_{95} (veh)	11.6	0.2			1.2		1.9	2.0		3.4	3.9	
95% Queue Length, Q_{95} (ft)	294.6	5.1			30.5		48.3	50.8		86.4	99.1	
Approach Delay, s/veh | LOS	50.9	F		11.2	B		9.2	A		9.3	A	
Intersection Delay, s/veh | LOS	17.2						C					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2030
Time Analyzed	
Project Description	Scenario 2 AM



Site Information

Intersection	Village Pkwy & Westcliffe Ln
E/W Street Name	Westcliffe Ln
N/S Street Name	Village Pkwy
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.95
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR				LTR		LT		TR		LT		TR	
Volume (V), veh/h	0	476	8	25	0	55	7	82	0	24	608	12	0	49	851	398
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	511	9	27	0	59	8	88	0	26	653	13	0	53	914	427
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276			4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352			2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	511	36			155		325	367		655	739	
Entry Volume, veh/h	501	35			152		319	360		642	724	
Circulating Flow (v_c), pc/h	1026			1190			573			93		
Exiting Flow (v_{ex}), pc/h	75			461			1252			1000		
Capacity (c_{pce}), pc/h	525	594			516		797	873		1239	1312	
Capacity (c), veh/h	515	582			506		781	855		1215	1286	
v/c Ratio (x)	0.97	0.06			0.30		0.41	0.42		0.53	0.56	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	61.4	6.9			11.6		9.8	9.3		8.9	9.2	
Lane LOS	F	A			B		A	A		A	A	
95% Queue Length, Q_{95} (veh)	12.9	0.2			1.3		2.0	2.1		3.2	3.7	
95% Queue Length, Q_{95} (ft)	327.7	5.1			33.0		50.8	53.3		81.3	94.0	
Approach Delay, s/veh | LOS	57.8	F		11.6	B		9.5	A		9.0	A	
Intersection Delay, s/veh | LOS	18.9						C					

INTERSECTION 4-B
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
Village Parkway & Westcliffe Lane

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	44	0	4	0	7	2	4	0	5	218	9	2	8	151	42	496
4:15 PM	4:30 PM	1	38	1	5	0	4	1	7	0	8	241	6	4	11	125	46	498
4:30 PM	4:45 PM	0	39	0	2	0	4	0	7	0	6	204	8	5	17	147	43	482
4:45 PM	5:00 PM	0	54	0	4	0	6	3	7	0	4	152	5	5	13	138	53	444
5:00 PM	5:15 PM	2	49	1	2	0	4	1	13	0	5	210	10	4	19	140	33	493
5:15 PM	5:30 PM	2	39	1	3	0	4	1	7	0	2	185	14	0	15	150	42	465
5:30 PM	5:45 PM	0	43	4	5	0	0	0	11	0	3	155	9	6	16	134	39	425
5:45 PM	6:00 PM	0	42	2	2	0	8	3	9	0	3	151	4	1	11	144	38	418
		5	348	9	27	0	37	11	65	0	36	1516	65	27	110	1129	336	3721
Peak Hour Traffic Volume																		
4:00 PM	5:00 PM	1	175	1	15	0	21	6	25	0	23	815	28	16	49	561	184	1920

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.96 Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	1	175	1	15	0	21	6	25	0	23	815	28	16	49	561	184
Seasonal Factor	0	14	0	1	0	2	0	2	0	2	65	2	1	4	45	15
Adjusted Volumes		190	**1**	**16**		23	**6**	**27**		25	**880**	**30**		70	**606**	**199**
2024 Volumes		**190**	**1**	**16**		**23**	**6**	**27**		**25**	**880**	**30**		**70**	**606**	**199**
Growth Rate	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%
Growth Volumes	0	69	0	6	0	8	2	10	0	9	320	11	0	25	220	72

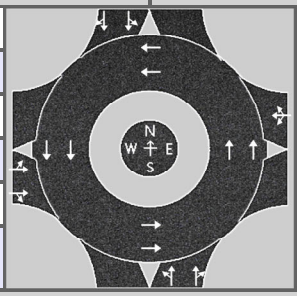
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out											In				Out	
Assignment											0.4%				0.4%	
2030 Oak Ridge Committed	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**
2030 Background growth Volumes	**0**	**259**	**1**	**22**	**0**	**31**	**8**	**37**	**0**	**34**	**1203**	**41**	**0**	**95**	**828**	**271**
2030 Background Volumes	**0**	**259**	**1**	**22**	**0**	**31**	**8**	**37**	**0**	**34**	**1203**	**41**	**0**	**95**	**828**	**271**
				Out						**In**						
Internal capture assignment				45%						45%						
Internal Capture Trips S1				34						36						
2030 Background Volumes	**0**	**259**	**1**	**22**	**0**	**31**	**8**	**37**	**0**	**34**	**1203**	**41**	**0**	**95**	**828**	**271**
Internal Capture Trips S1	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**
Tradition NOPC Projet Traffic Scenario 1	**0**	**158**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**72**	**0**	**0**	**0**	**56**	**123**
Post Development Volumes S1	**0**	**417**	**1**	**56**	**0**	**31**	**8**	**37**	**0**	**70**	**1275**	**41**	**0**	**95**	**884**	**394**
				Out						**In**						
Internal capture assignment				45%						45%						
Internal Capture Trips S2				23						28						
2030 Background Volumes	**0**	**259**	**1**	**22**	**0**	**31**	**8**	**37**	**0**	**34**	**1203**	**41**	**0**	**95**	**828**	**271**
Internal Capture Trips S2	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**
Tradition NOPC Projet Traffic Scenario 2	0	152	0	0	0	0	0	0	0	0	69	0	0	0	67	147
Post Development Volumes S2	**0**	**411**	**1**	**45**	**0**	**31**	**8**	**37**	**0**	**62**	**1272**	**41**	**0**	**95**	**895**	**418**

Existing	0	190	1	16	0	23	6	27	0	25	880	30	0	70	606	199
S1	0	417	1	56	0	31	8	37	0	70	1275	41	0	95	884	394
S2	0	411	1	45	0	31	8	37	0	62	1272	41	0	95	895	418

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2024
Time Analyzed	
Project Description	Existing PM



Site Information

Intersection	Village Pkwy & Westcliffe Ln
E/W Street Name	Westcliffe Ln
N/S Street Name	Village Pkwy
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.95
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR				LTR		LT		TR		LT		TR	
Volume (V), veh/h	0	190	1	16	0	23	6	27	0	25	880	30	0	70	606	199
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	204	1	17	0	25	6	29	0	27	945	32	0	75	651	214
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276			4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352			2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	204	18			60		472	532		442	498	
Entry Volume, veh/h	200	18			59		463	522		433	488	
Circulating Flow (v_c), pc/h	751			1176			280			58		
Exiting Flow (v_{ex}), pc/h	108			247			1178			693		
Capacity (c_{pce}), pc/h	677	750			523		1043	1119		1280	1352	
Capacity (c), veh/h	663	735			512		1023	1097		1255	1325	
v/c Ratio (x)	0.30	0.02			0.11		0.45	0.48		0.35	0.37	

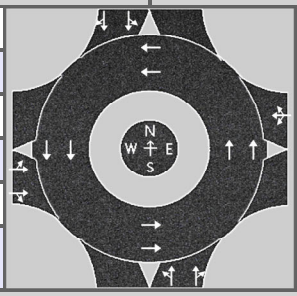
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	9.3	5.1			8.5		8.7	8.6		6.1	6.1	
Lane LOS	A	A			A		A	A		A	A	
95% Queue Length, Q_{95} (veh)	1.3	0.1			0.4		2.4	2.6		1.6	1.7	
95% Queue Length, Q_{95} (ft)	33.0	2.5			10.2		61.0	66.0		40.6	43.2	
Approach Delay, s/veh | LOS	8.9	A		8.5	A		8.6	A		6.1	A	
Intersection Delay, s/veh | LOS	7.6						A					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2030
Time Analyzed	
Project Description	Scenario 1 PM



Site Information

Intersection	Village Pkwy & Westcliffe Ln
E/W Street Name	Westcliffe Ln
N/S Street Name	Village Pkwy
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.95
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR				LTR		LT		TR		LT		TR	
Volume (V), veh/h	0	417	1	56	0	31	8	37	0	70	1275	41	0	95	884	394
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	448	1	60	0	33	9	40	0	75	1369	44	0	102	949	423
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276			4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352			2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	448	61			82		699	789		693	781	
Entry Volume, veh/h	439	60			80		686	773		679	766	
Circulating Flow (v_c), pc/h	1084			1892			551			117		
Exiting Flow (v_{ex}), pc/h	147			507			1857			1042		
Capacity (c_{pce}), pc/h	498	565			284		813	889		1212	1286	
Capacity (c), veh/h	488	554			279		797	872		1188	1260	
v/c Ratio (x)	0.90	0.11			0.29		0.86	0.89		0.57	0.61	

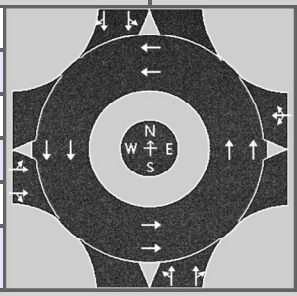
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	48.4	7.8			19.5		29.7	31.1		9.8	10.2	
Lane LOS	E	A			C		D	D		A	B	
95% Queue Length, Q_{95} (veh)	10.1	0.4			1.2		10.5	12.0		3.8	4.3	
95% Queue Length, Q_{95} (ft)	256.5	10.2			30.5		266.7	304.8		96.5	109.2	
Approach Delay, s/veh | LOS	43.5	E		19.5	C		30.4	D		10.0	B	
Intersection Delay, s/veh | LOS	23.6						C					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2030
Time Analyzed	
Project Description	Scenario 2 PM



Site Information

Intersection	Village Pkwy & Westcliffe Ln
E/W Street Name	Westcliffe Ln
N/S Street Name	Village Pkwy
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.95
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR				LTR		LT		TR		LT		TR	
Volume (V), veh/h	0	411	1	45	0	31	8	37	0	62	1272	41	0	95	895	418
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	441	1	48	0	33	9	40	0	67	1366	44	0	102	961	449
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276			4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352			2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	441	49			82		694	783		711	801	
Entry Volume, veh/h	432	48			80		681	767		697	786	
Circulating Flow (v_c), pc/h	1096			1874			544			109		
Exiting Flow (v_{ex}), pc/h	147			525			1847			1042		
Capacity (c_{pce}), pc/h	493	559			289		818	894		1221	1294	
Capacity (c), veh/h	483	548			283		802	877		1197	1269	
v/c Ratio (x)	0.90	0.09			0.28		0.85	0.88		0.58	0.62	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	48.0	7.6			19.1		28.2	29.5		10.0	10.4	
Lane LOS	E	A			C		D	D		B	B	
95% Queue Length, Q_{95} (veh)	10.0	0.3			1.1		10.1	11.5		3.9	4.5	
95% Queue Length, Q_{95} (ft)	254.0	7.6			27.9		256.5	292.1		99.1	114.3	
Approach Delay, s/veh | LOS	44.0	E		19.1	C		28.9	D		10.2	B	
Intersection Delay, s/veh | LOS	22.8						C					

INTERSECTION 5-A
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
Community Boulevard & Tradition Parkway

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	44	194	22	1	1	186	16	0	28	6	47	0	34	5	72	656
7:15 AM	7:30 AM	0	33	185	20	0	1	161	6	0	11	12	55	0	32	9	53	578
7:30 AM	7:45 AM	0	49	191	20	1	5	163	18	0	32	16	50	0	25	10	49	629
7:45 AM	8:00 AM	0	39	193	25	0	1	163	30	0	8	18	54	0	31	9	40	611
8:00 AM	8:15 AM	0	32	126	2	1	15	51	24	0	7	18	51	0	34	13	28	402
8:15 AM	8:30 AM	0	19	70	3	0	12	62	28	0	5	14	54	0	46	12	24	349
8:30 AM	8:45 AM	0	11	108	5	0	11	40	23	0	2	22	40	0	41	10	14	327
8:45 AM	9:00 AM	0	16	100	1	0	12	56	27	0	4	17	55	0	50	15	18	371
		0	243	1167	98	3	58	882	172	0	97	123	406	0	293	83	298	3923
Peak Hour Traffic Volume																		
7:00 AM	8:00 AM	0	165	763	87	2	8	673	70	0	79	52	206	0	122	33	214	2474

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.94 Adjusted PHF 0.94

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	0	165	763	87	2	8	673	70	0	79	52	206	0	122	33	214
Seasonal Factor	0	13	61	7	0	1	54	6	0	6	4	16	0	10	3	17
Adjusted Volumes		178	**824**	**94**		11	**727**	**76**		85	**56**	**222**		132	**36**	**231**
2024 Volumes		**178**	**824**	**94**		**11**	**727**	**76**		**85**	**56**	**222**		**132**	**36**	**231**
Growth Rate	0.0%	0.0%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%
Growth Volume	0	0	299	34	0	4	264	0	0	31	0	81	0	0	0	0
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out			Out				In				In				Out	
Assignment			11.5%				11.5%				3.2%				3.2%	
2030 Oak Ridge Committed	**0**	**0**	**72**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**20**	**0**
2030 Background growth Volumes	**0**	**178**	**1195**	**128**	**0**	**15**	**1026**	**76**	**0**	**116**	**66**	**303**	**0**	**132**	**56**	**231**
		In	In				Out									Out
Internal capture assignment		2%	8%				8%									2%
Internal Capture Trips S1		0	0				2									0
2030 Background growth Volumes	0	178	1195	128	0	15	1026	76	0	116	66	303	0	132	56	231
Internal Capture Trips S1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
Tradition NOPC Projet Traffic Scenario 1	0	0	130	17	0	12	69	10	0	32	10	23	0	5	5	0
Post Development Volumes S1	0	178	1325	145	0	27	1097	86	0	148	76	326	0	137	61	231
		In	In				Out									Out
Internal capture assignment		2%	8%				8%									2%
Internal Capture Trips S2		0	0				1									0
2030 Background growth Volumes	0	178	1195	128	0	15	1026	76	0	116	66	303	0	132	56	231
Internal Capture Trips S2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Pre Development Volumes S2		0	110	22	0	15	88	8	0	27	8	19	0	7	7	0
Tradition NOPC Projet Traffic Scenario 2	**0**	**178**	**1305**	**150**	**0**	**30**	**1115**	**84**	**0**	**143**	**74**	**322**	**0**	**139**	**63**	**231**
			In	Out		Out	Out	In		In	In	In		Out	Out	
Project Traffic Assignment		0.0%	20.0%	5.0%		3.5%	20.0%	1.5%		5.0%	1.5%	3.5%		1.5%	1.5%	0.0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	0	178	824	94	0	11	727	76	0	85	56	222	0	132	36	231
S1	0	178	1325	145	0	27	1097	86	0	148	76	326	0	137	61	231
S2	0	178	1305	150	0	30	1115	84	0	143	74	322	0	139	63	231

AM PEAK HOUR TURNING MOVEMENTS

Scenario 1

YEAR	Dwelling Units	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr		
2024	5,191	**0**	**178**	**824**	**94**	**0**	**11**	**727**	**76**	**0**	**85**	**56**	**222**	**0**	**132**	**36**	**231**	0%	0
2025	5,353	**0**	**178**	**908**	**103**	**0**	**14**	**789**	**78**	**0**	**96**	**59**	**239**	**0**	**133**	**40**	**231**	17%	166
2026	5,514	**0**	**178**	**991**	**111**	**0**	**16**	**850**	**79**	**0**	**106**	**63**	**257**	**0**	**134**	**44**	**231**	33%	332
2027	5,676	**0**	**178**	**1075**	**120**	**0**	**19**	**912**	**81**	**0**	**117**	**66**	**274**	**0**	**135**	**49**	**231**	50%	499
2028	5,838	**0**	**178**	**1158**	**128**	**0**	**22**	**974**	**83**	**0**	**127**	**69**	**291**	**0**	**135**	**53**	**231**	67%	665
2029	5,999	**0**	**178**	**1242**	**137**	**0**	**24**	**1035**	**84**	**0**	**138**	**73**	**309**	**0**	**136**	**57**	**231**	83%	831
2030	6,161	**0**	**178**	**1325**	**145**	**0**	**27**	**1097**	**86**	**0**	**148**	**76**	**326**	**0**	**137**	**61**	**231**	100%	997

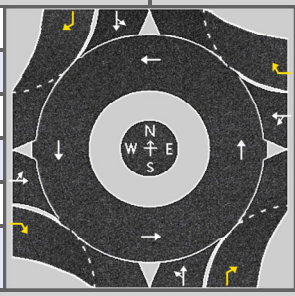
Scenario 2

YEAR	Dwelling Units	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr		
2024	5,191	**0**	**178**	**824**	**94**	**0**	**11**	**727**	**76**	**0**	**85**	**56**	**222**	**0**	**132**	**36**	**231**	0%	0
2025	5,419	**0**	**178**	**904**	**103**	**0**	**14**	**792**	**77**	**0**	**95**	**59**	**239**	**0**	**133**	**41**	**231**	17%	166
2026	5,647	**0**	**178**	**984**	**113**	**0**	**17**	**856**	**79**	**0**	**104**	**62**	**255**	**0**	**134**	**45**	**231**	33%	332
2027	5,875	**0**	**178**	**1065**	**122**	**0**	**21**	**921**	**80**	**0**	**114**	**65**	**272**	**0**	**136**	**50**	**231**	50%	499
2028	6,102	**0**	**178**	**1145**	**131**	**0**	**24**	**986**	**81**	**0**	**124**	**68**	**289**	**0**	**137**	**54**	**231**	67%	665
2029	6,330	**0**	**178**	**1225**	**141**	**0**	**27**	**1050**	**83**	**0**	**133**	**71**	**305**	**0**	**138**	**59**	**231**	83%	831
2030	6,558	**0**	**178**	**1305**	**150**	**0**	**30**	**1115**	**84**	**0**	**143**	**74**	**322**	**0**	**139**	**63**	**231**	100%	997

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2024
Time Analyzed	AM
Project Description	Existing AM



Site Information

Intersection	Community & Tradition
E/W Street Name	Tradition Parkway
N/S Street Name	Community Boulevard
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LT				LT				LT				LT	
Volume (V), veh/h	0	178	824	94	0	11	727	76	0	85	56	222	0	132	56	231
Percent Heavy Vehicles, %	0	1	1	1	0	0	2	5	0	2	0	1	0	1	5	1
Flow Rate (v_{PCE}), pc/h	0	191	885	101	0	12	789	85	0	92	60	239	0	142	63	248
Right-Turn Bypass	Yielding				Yielding				Yielding				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763	4.9763		4.9763	4.9763		4.9763	4.9763		4.9763	4.9763
Follow-Up Headway, s		2.6087	2.6087		2.6087	2.6087		2.6087	2.6087		2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		1076	101		801	85		152	239		205	248
Entry Volume, veh/h		1065	100		786	81		150	237		201	246
Circulating Flow (v_c), pc/h	217			343			1218			893		
Exiting Flow (v_{ex}), pc/h	1027			881			251			75		
Capacity (c_{pce}), pc/h		1106	1278		973	1068		398	484		555	562
Capacity (c), veh/h		1095	1266		954	1017		394	479		543	556
v/c Ratio (x)		0.97	0.08		0.82	0.08		0.38	0.49		0.37	0.44

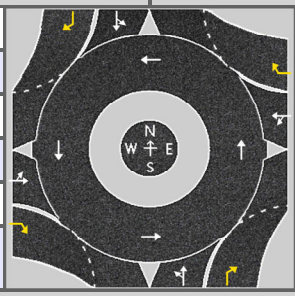
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		40.5	3.5		22.7	4.2		16.6	17.1		12.3	13.7
Lane LOS		E	A		C	A		C	C		B	B
95% Queue Length, Q_{95} (veh)		18.2	0.3		9.6	0.3		1.7	2.7		1.7	2.2
95% Queue Length, Q_{95} (ft)		458.6	7.6		249.6	7.8		42.8	68.0		42.8	55.4
Approach Delay, s/veh | LOS	37.3	E		21.0	C		16.9	C		13.1	B	
Intersection Delay, s/veh | LOS	25.8						D					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2025
Time Analyzed	AM
Project Description	Scenario 1 AM



Site Information

Intersection	Community & Tradition
E/W Street Name	Tradition Parkway
N/S Street Name	Community Boulevard
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LT				LT				LT				LT	
Volume (V), veh/h	0	178	908	103	0	14	789	78	0	96	59	239	0	133	40	231
Percent Heavy Vehicles, %	0	1	1	1	0	0	2	5	0	2	0	1	0	1	5	1
Flow Rate (v_{PCE}), pc/h	0	191	976	111	0	15	856	87	0	104	63	257	0	143	45	248
Right-Turn Bypass	Yielding				Yielding				Yielding				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763	4.9763		4.9763	4.9763		4.9763	4.9763		4.9763	4.9763
Follow-Up Headway, s		2.6087	2.6087		2.6087	2.6087		2.6087	2.6087		2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		1167	111		871	87		167	257		188	248
Entry Volume, veh/h		1155	110		854	83		165	254		184	246
Circulating Flow (v_c), pc/h	203			358			1310			975		
Exiting Flow (v_{ex}), pc/h	1119			960			254			60		
Capacity (c_{pce}), pc/h		1122	1298		958	1065		363	441		510	518
Capacity (c), veh/h		1111	1285		939	1014		358	436		501	513
v/c Ratio (x)		1.04	0.09		0.91	0.08		0.46	0.58		0.37	0.48

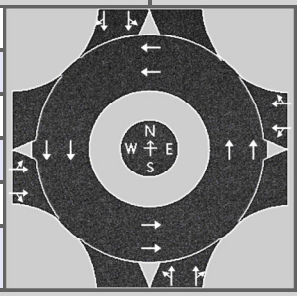
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		57.3	3.5		32.5	4.3		20.6	22.1		13.2	15.7
Lane LOS		F	A		D	A		C	C		B	C
95% Queue Length, Q_{95} (veh)		23.8	0.3		13.3	0.3		2.3	3.6		1.7	2.6
95% Queue Length, Q_{95} (ft)		599.8	7.6		345.8	7.8		58.0	90.7		42.8	65.5
Approach Delay, s/veh | LOS	52.6	F		30.0	D		21.5	C		14.6	B	
Intersection Delay, s/veh | LOS	36.0						E					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2029
Time Analyzed	AM
Project Description	Scenario 1 AM



Site Information

Intersection	Community & Tradition
E/W Street Name	Tradition Parkway
N/S Street Name	Community Boulevard
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR		LT		TR		LT		TR		LT		TR	
Volume (V), veh/h	0	178	1242	137	0	24	1035	84	0	138	73	309	0	136	57	231
Percent Heavy Vehicles, %	0	1	1	1	0	0	2	5	0	2	0	1	0	1	5	1
Flow Rate (v_{PCE}), pc/h	0	191	1334	147	0	26	1123	94	0	150	78	332	0	146	64	248
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276		4.6453	4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352		2.6667	2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	786	886		584	659		228	332		210	248	
Entry Volume, veh/h	778	877		572	645		225	328		207	244	
Circulating Flow (v_c), pc/h	236			419			1671			1299		
Exiting Flow (v_{ex}), pc/h	1812			1521			363			237		
Capacity (c_{pce}), pc/h	1087	1162		918	995		290	343		409	471	
Capacity (c), veh/h	1076	1150		899	973		287	339		402	464	
v/c Ratio (x)	0.72	0.76		0.64	0.66		0.79	0.97		0.51	0.53	

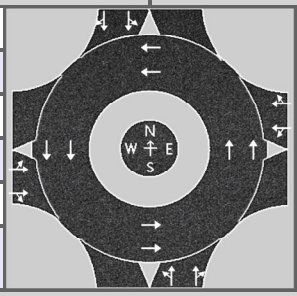
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	15.2	16.2		13.9	14.0		50.5	76.5		20.6	18.7	
Lane LOS	C	C		B	B		F	F		C	C	
95% Queue Length, Q_{95} (veh)	6.7	7.8		4.7	5.2		6.1	10.4		2.8	3.0	
95% Queue Length, Q_{95} (ft)	168.8	196.6		119.3	132.3		154.1	261.7		71.2	76.1	
Approach Delay, s/veh | LOS	15.7	C		13.9	B		65.9	F		19.6	C	
Intersection Delay, s/veh | LOS	22.8						C					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2030
Time Analyzed	AM
Project Description	Scenario 1 AM



Site Information

Intersection	Community & Tradition
E/W Street Name	Tradition Parkway
N/S Street Name	Community Boulevard
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR		LT		TR		LT		TR		LT		TR	
Volume (V), veh/h	0	178	1325	145	0	27	1097	86	0	148	76	326	0	137	61	231
Percent Heavy Vehicles, %	0	1	1	1	0	0	2	5	0	2	0	1	0	1	5	1
Flow Rate (v_{PCE}), pc/h	0	191	1424	156	0	29	1190	96	0	161	81	350	0	147	68	248
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276		4.6453	4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352		2.6667	2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	832	939		618	697		242	350		215	248	
Entry Volume, veh/h	824	929		605	682		239	346		212	244	
Circulating Flow (v_c), pc/h	244			433			1762			1380		
Exiting Flow (v_{ex}), pc/h	1921			1599			368			253		
Capacity (c_{pce}), pc/h	1079	1154		906	983		267	318		379	439	
Capacity (c), veh/h	1068	1143		887	962		264	314		373	433	
v/c Ratio (x)	0.77	0.81		0.68	0.71		0.91	1.10		0.57	0.56	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	17.6	19.2		15.7	15.9		74.7	118.3		24.4	21.4	
Lane LOS	C	C		C	C		F	F		C	C	
95% Queue Length, Q_{95} (veh)	8.0	9.6		5.6	6.2		8.1	13.6		3.4	3.4	
95% Queue Length, Q_{95} (ft)	201.6	241.9		142.2	157.8		204.6	342.2		86.5	86.2	
Approach Delay, s/veh | LOS	18.5	C		15.8	C		100.5	F		22.8	C	
Intersection Delay, s/veh | LOS	29.9						D					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	1325	145	27	1097	86	148	76	326	137	61	231
Future Volume (vph)	178	1325	145	27	1097	86	148	76	326	137	61	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1805	3539	1538	1770	1900	1599	1787	1810	1599
Flt Permitted	0.206			0.147			0.715			0.704		
Satd. Flow (perm)	388	3574	1599	279	3539	1538	1332	1900	1599	1324	1810	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			154			91			83			132
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1457			2167			700			682	
Travel Time (s)		33.1			49.3			15.9			15.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	0%	2%	5%	2%	0%	1%	1%	5%	1%
Adj. Flow (vph)	189	1410	154	29	1167	91	157	81	347	146	65	246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	1410	154	29	1167	91	157	81	347	146	65	246
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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
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)	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4
Total Split (s)	112.0	112.0	112.0	112.0	112.0	112.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	77.2%	77.2%	77.2%	77.2%	77.2%	77.2%	22.8%	22.8%	22.8%	22.8%	22.8%	22.8%
Maximum Green (s)	105.6	105.6	105.6	105.6	105.6	105.6	26.6	26.6	26.6	26.6	26.6	26.6
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	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	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	103.0	103.0	103.0	103.0	103.0	103.0	29.2	29.2	29.2	29.2	29.2	29.2
Actuated g/C Ratio	0.71	0.71	0.71	0.71	0.71	0.71	0.20	0.20	0.20	0.20	0.20	0.20
v/c Ratio	0.69	0.56	0.13	0.15	0.46	0.08	0.59	0.21	0.89	0.55	0.18	0.58
Control Delay	27.3	11.1	1.0	4.1	5.3	0.4	62.7	50.2	68.0	61.0	49.7	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	11.1	1.0	4.1	5.3	0.4	62.7	50.2	68.0	61.0	49.7	29.7
LOS	C	B	A	A	A	A	E	D	E	E	D	C
Approach Delay		12.0			4.9			64.1			42.6	
Approach LOS		B			A			E			D	
Queue Length 50th (ft)	107	356	0	5	100	0	128	61	239	118	49	91
Queue Length 95th (ft)	211	333	19	m2	31	m0	222	118	#462	207	99	197
Internal Link Dist (ft)		1377			2087			620			602	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)	283	2609	1209	204	2584	1147	270	386	391	268	368	430
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.54	0.13	0.14	0.45	0.08	0.58	0.21	0.89	0.54	0.18	0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 80.4%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

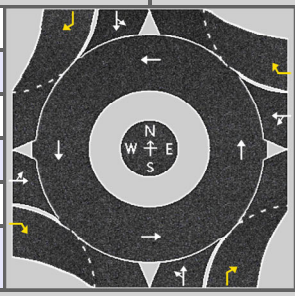
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SW Community Blvd & Tradition Parkway

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2025
Time Analyzed	AM
Project Description	Scenario 2 AM



Site Information

Intersection	Community & Tradition
E/W Street Name	Tradition Parkway
N/S Street Name	Community Boulevard
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LT				LT				LT				LT	
Volume (V), veh/h	0	178	904	103	0	14	792	77	0	95	59	239	0	133	41	231
Percent Heavy Vehicles, %	0	1	1	1	0	0	2	5	0	2	0	1	0	1	5	1
Flow Rate (v_{PCE}), pc/h	0	191	971	111	0	15	859	86	0	103	63	257	0	143	46	248
Right-Turn Bypass	Yielding				Yielding				Yielding				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763	4.9763		4.9763	4.9763		4.9763	4.9763		4.9763	4.9763
Follow-Up Headway, s		2.6087	2.6087		2.6087	2.6087		2.6087	2.6087		2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		1162	111		874	86		166	257		189	248
Entry Volume, veh/h		1150	110		857	82		164	254		185	246
Circulating Flow (v_c), pc/h	204			357			1305			977		
Exiting Flow (v_{ex}), pc/h	1114			962			254			61		
Capacity (c_{pce}), pc/h		1121	1297		959	1065		365	443		509	517
Capacity (c), veh/h		1110	1284		940	1014		360	439		500	512
v/c Ratio (x)		1.04	0.09		0.91	0.08		0.46	0.58		0.37	0.48

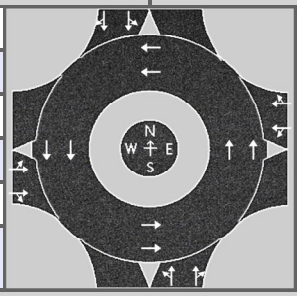
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		56.3	3.5		32.8	4.3		20.4	21.8		13.2	15.7
Lane LOS		F	A		D	A		C	C		B	C
95% Queue Length, Q_{95} (veh)		23.5	0.3		13.5	0.3		2.3	3.6		1.7	2.6
95% Queue Length, Q_{95} (ft)		592.2	7.6		351.0	7.8		58.0	90.7		42.8	65.5
Approach Delay, s/veh | LOS	51.7	F		30.3	D		21.3	C		14.7	B	
Intersection Delay, s/veh | LOS	35.7						E					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2029
Time Analyzed	AM
Project Description	Scenario 2 AM



Site Information

Intersection	Community & Tradition
E/W Street Name	Tradition Parkway
N/S Street Name	Community Boulevard
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR		LT		TR		LT		TR		LT		TR	
Volume (V), veh/h	0	178	1225	141	0	27	1050	83	0	133	71	305	0	138	59	231
Percent Heavy Vehicles, %	0	1	1	1	0	0	2	5	0	2	0	1	0	1	5	1
Flow Rate (v_{PCE}), pc/h	0	191	1316	152	0	29	1139	93	0	144	76	328	0	148	66	248
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276		4.6453	4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352		2.6667	2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	780	879		593	668		220	328		214	248	
Entry Volume, veh/h	772	871		580	654		218	324		211	244	
Circulating Flow (v_c), pc/h	243			411			1655			1312		
Exiting Flow (v_{ex}), pc/h	1792			1531			360			247		
Capacity (c_{pce}), pc/h	1080	1155		925	1001		294	348		404	466	
Capacity (c), veh/h	1069	1144		905	980		291	344		398	458	
v/c Ratio (x)	0.72	0.76		0.64	0.67		0.75	0.94		0.53	0.53	

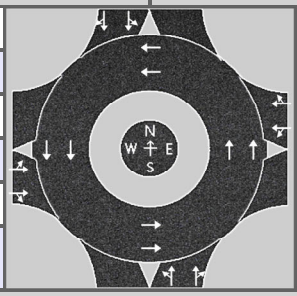
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	15.2	16.2		14.0	14.1		45.2	70.2		21.5	19.1	
Lane LOS	C	C		B	B		E	F		C	C	
95% Queue Length, Q_{95} (veh)	6.6	7.8		4.8	5.3		5.5	9.9		3.0	3.1	
95% Queue Length, Q_{95} (ft)	166.3	196.6		121.9	134.9		138.9	249.1		76.3	78.6	
Approach Delay, s/veh | LOS	15.7	C		14.0	B		60.2	F		20.2	C	
Intersection Delay, s/veh | LOS	21.9						C					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2030
Time Analyzed	AM
Project Description	Scenario 2 AM



Site Information

Intersection	Community & Tradition
E/W Street Name	Tradition Parkway
N/S Street Name	Community Boulevard
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR		LT		TR		LT		TR		LT		TR	
Volume (V), veh/h	0	178	1325	145	0	27	1097	86	0	148	76	326	0	137	61	231
Percent Heavy Vehicles, %	0	1	1	1	0	0	2	5	0	2	0	1	0	1	5	1
Flow Rate (v_{PCE}), pc/h	0	191	1424	156	0	29	1190	96	0	161	81	350	0	147	68	248
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276		4.6453	4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352		2.6667	2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	832	939		618	697		242	350		215	248	
Entry Volume, veh/h	824	929		605	682		239	346		212	244	
Circulating Flow (v_c), pc/h	244			433			1762			1380		
Exiting Flow (v_{ex}), pc/h	1921			1599			368			253		
Capacity (c_{pce}), pc/h	1079	1154		906	983		267	318		379	439	
Capacity (c), veh/h	1068	1143		887	962		264	314		373	433	
v/c Ratio (x)	0.77	0.81		0.68	0.71		0.91	1.10		0.57	0.56	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	17.6	19.2		15.7	15.9		74.7	118.3		24.4	21.4	
Lane LOS	C	C		C	C		F	F		C	C	
95% Queue Length, Q_{95} (veh)	8.0	9.6		5.6	6.2		8.1	13.6		3.4	3.4	
95% Queue Length, Q_{95} (ft)	201.6	241.9		142.2	157.8		204.6	342.2		86.5	86.2	
Approach Delay, s/veh | LOS	18.5	C		15.8	C		100.5	F		22.8	C	
Intersection Delay, s/veh | LOS	29.9						D					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	1305	150	30	1115	84	143	74	322	139	63	231
Future Volume (vph)	178	1305	150	30	1115	84	143	74	322	139	63	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1805	3539	1538	1770	1900	1599	1787	1810	1599
Flt Permitted	0.200			0.151			0.713			0.706		
Satd. Flow (perm)	376	3574	1599	287	3539	1538	1328	1900	1599	1328	1810	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			89			72			108
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1457			2167			700			682	
Travel Time (s)		33.1			49.3			15.9			15.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	0%	2%	5%	2%	0%	1%	1%	5%	1%
Adj. Flow (vph)	189	1388	160	32	1186	89	152	79	343	148	67	246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	1388	160	32	1186	89	152	79	343	148	67	246
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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
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)	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4
Total Split (s)	105.0	105.0	105.0	105.0	105.0	105.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	72.4%	72.4%	72.4%	72.4%	72.4%	72.4%	27.6%	27.6%	27.6%	27.6%	27.6%	27.6%
Maximum Green (s)	98.6	98.6	98.6	98.6	98.6	98.6	33.6	33.6	33.6	33.6	33.6	33.6
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	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	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	102.5	102.5	102.5	102.5	102.5	102.5	29.7	29.7	29.7	29.7	29.7	29.7
Actuated g/C Ratio	0.71	0.71	0.71	0.71	0.71	0.71	0.20	0.20	0.20	0.20	0.20	0.20
v/c Ratio	0.71	0.55	0.14	0.16	0.47	0.08	0.56	0.20	0.89	0.55	0.18	0.60
Control Delay	32.1	11.7	1.3	3.6	5.6	0.7	59.4	47.7	69.3	58.7	47.3	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.1	11.7	1.3	3.6	5.6	0.7	59.4	47.7	69.3	58.7	47.3	34.2
LOS	C	B	A	A	A	A	E	D	E	E	D	C
Approach Delay		13.0			5.2			63.7			44.0	
Approach LOS		B			A			E			D	
Queue Length 50th (ft)	104	325	0	0	7	0	127	61	252	123	52	115
Queue Length 95th (ft)	#282	392	23	m8	460	m9	201	108	#401	196	95	208
Internal Link Dist (ft)		1377			2087			620			602	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)	265	2526	1177	203	2502	1113	307	440	425	307	419	453
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.55	0.14	0.16	0.47	0.08	0.50	0.18	0.81	0.48	0.16	0.54

Intersection Summary

Area Type: Other
Cycle Length: 145
Actuated Cycle Length: 145
Offset: 40 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 21.1 Intersection LOS: C
Intersection Capacity Utilization 79.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SW Community Blvd & Tradition Parkway

INTERSECTION 5-B
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
Community Boulevard & Tradition Parkway

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	17	73	2	4	34	67	48	0	1	31	38	0	28	26	19	388
4:15 PM	4:30 PM	0	15	64	7	1	33	75	56	0	4	21	37	0	45	30	39	427
4:30 PM	4:45 PM	0	30	138	18	1	23	77	47	0	8	23	51	0	29	26	36	507
4:45 PM	5:00 PM	0	21	86	8	0	37	85	59	0	6	29	43	0	37	23	36	470
5:00 PM	5:15 PM	0	23	87	12	3	33	71	43	0	4	23	42	0	38	24	22	425
5:15 PM	5:30 PM	0	35	98	4	2	40	78	56	1	4	16	44	0	31	14	16	439
5:30 PM	5:45 PM	0	15	62	5	0	46	71	61	0	6	21	43	0	34	28	17	409
5:45 PM	6:00 PM	0	13	59	4	5	44	62	55	0	3	20	38	0	37	19	25	384
		0	169	667	60	16	290	586	425	1	36	184	336	0	279	190	210	3449
Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	0	109	409	42	6	133	311	205	1	22	91	180	0	135	87	110	1841

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.91 Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	0	109	409	42	6	133	311	205	1	22	91	180	0	135	87	110
Seasonal Factor	0	9	33	3	0	11	25	16	0	2	7	14	0	11	7	9
Adjusted Volumes		118	**442**	**45**		150	**336**	**221**		25	**98**	**194**		146	**94**	**119**
2024 Volumes		**118**	**442**	**45**		**150**	**336**	**221**		**25**	**98**	**194**		**146**	**94**	**119**
Growth Rate	0.0%	0.0%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%
Growth Volume	0	0	161	16	0	54	122	0	0	9	0	70	0	0	0	0
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out			Out				In				In				Out	
Assignment			11.5%				11.5%				3.2%				3.2%	
2030 Oak Ridge Committed	**0**	**0**	**65**	**0**	**0**	**0**	**93**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**18**	**0**
2030 Background growth Volumes	**0**	**118**	**668**	**61**	**0**	**204**	**551**	**221**	**0**	**34**	**124**	**264**	**0**	**146**	**112**	**119**
		In	In				Out									Out
Internal capture assignment		2%	8%				8%									2%
Internal Capture Trips S1		2	6				6									2
2030 Background growth Volumes	0	118	668	61	0	204	551	221	0	34	124	264	0	146	112	119
Internal Capture Trips S1	0	2	6	0	0	0	6	0	0	0	0	0	0	0	0	2
Tradition NOPC Projet Traffic Scenario 1	0	0	112	36	0	25	144	8	0	28	8	20	0	11	11	0
Post Development Volumes S1	0	120	786	97	0	229	701	229	0	62	132	284	0	157	123	121
		In	In				Out									Out
Internal capture assignment		2%	8%				8%									2%
Internal Capture Trips S2		1	5				4									1
2030 Background growth Volumes	0	118	668	61	0	204	551	221	0	34	124	264	0	146	112	119
Internal Capture Trips S2	0	1	5	0	0	0	4	0	0	0	0	0	0	0	0	1
Pre Development Volumes S2		0	134	35	0	24	138	10	0	33	10	23	0	10	10	0
Tradition NOPC Projet Traffic Scenario 2	**0**	**119**	**807**	**96**	**0**	**228**	**693**	**231**	**0**	**67**	**134**	**287**	**0**	**156**	**122**	**120**
			In	Out		Out	Out	In		In	In	In		Out	Out	
Project Traffic Assignment		0.0%	20.0%	5.0%		3.5%	20.0%	1.5%		5.0%	1.5%	3.5%		1.5%	1.5%	0.0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	0	118	442	45	0	150	336	221	0	25	98	194	0	146	94	119
S1	0	120	786	97	0	229	701	229	0	62	132	284	0	157	123	121
S2	0	119	807	96	0	228	693	231	0	67	134	287	0	156	122	120

PM PEAK HOUR TURNING MOVEMENTS

Scenario 1

YEAR	Dwelling Units	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr		trips
2024	5,191	**0**	**118**	**442**	**45**	**0**	**150**	**336**	**221**	**0**	**25**	**98**	**194**	**0**	**146**	**94**	**119**	0%	0
2025	5,353	**0**	**118**	**499**	**54**	**0**	**163**	**397**	**222**	**0**	**31**	**104**	**209**	**0**	**148**	**99**	**119**	17%	213
2026	5,514	**0**	**119**	**557**	**62**	**0**	**176**	**458**	**224**	**0**	**37**	**109**	**224**	**0**	**150**	**104**	**120**	33%	425
2027	5,676	**0**	**119**	**614**	**71**	**0**	**190**	**519**	**225**	**0**	**44**	**115**	**239**	**0**	**152**	**109**	**120**	50%	638
2028	5,838	**0**	**119**	**671**	**80**	**0**	**203**	**579**	**226**	**0**	**50**	**121**	**254**	**0**	**153**	**113**	**120**	67%	851
2029	5,999	**0**	**120**	**729**	**88**	**0**	**216**	**640**	**228**	**0**	**56**	**126**	**269**	**0**	**155**	**118**	**121**	83%	1,063
2030	6,161	**0**	**120**	**786**	**97**	**0**	**229**	**701**	**229**	**0**	**62**	**132**	**284**	**0**	**157**	**123**	**121**	100%	1,276

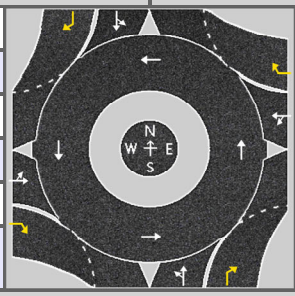
Scenario 2

YEAR	Dwelling Units	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr		trips
2024	5,191	**0**	**118**	**442**	**45**	**0**	**150**	**336**	**221**	**0**	**25**	**98**	**194**	**0**	**146**	**94**	**119**	0%	0
2025	5,419	**0**	**118**	**503**	**54**	**0**	**163**	**396**	**223**	**0**	**32**	**104**	**210**	**0**	**148**	**99**	**119**	17%	213
2026	5,647	**0**	**118**	**564**	**62**	**0**	**176**	**455**	**224**	**0**	**39**	**110**	**225**	**0**	**149**	**103**	**119**	33%	425
2027	5,875	**0**	**119**	**625**	**71**	**0**	**189**	**515**	**226**	**0**	**46**	**116**	**241**	**0**	**151**	**108**	**120**	50%	638
2028	6,102	**0**	**119**	**685**	**79**	**0**	**202**	**574**	**228**	**0**	**53**	**122**	**256**	**0**	**153**	**113**	**120**	67%	851
2029	6,330	**0**	**119**	**746**	**88**	**0**	**215**	**634**	**229**	**0**	**60**	**128**	**272**	**0**	**154**	**117**	**120**	83%	1,063
2030	6,558	**0**	**119**	**807**	**96**	**0**	**228**	**693**	**231**	**0**	**67**	**134**	**287**	**0**	**156**	**122**	**120**	100%	1,276

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2024
Time Analyzed	PM
Project Description	Existing PM



Site Information

Intersection	Community & Tradition
E/W Street Name	Tradition Parkway
N/S Street Name	Community Boulevard
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LT				LT				LT				LT	
Volume (V), veh/h	0	118	442	45	0	150	336	221	0	25	98	194	0	146	94	119
Percent Heavy Vehicles, %	0	1	1	1	0	0	2	5	0	2	0	1	0	1	5	1
Flow Rate (v_{PCE}), pc/h	0	130	485	49	0	163	373	252	0	28	107	213	0	160	107	131
Right-Turn Bypass	Yielding				Yielding				Yielding				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763	4.9763		4.9763	4.9763		4.9763	4.9763		4.9763	4.9763
Follow-Up Headway, s		2.6087	2.6087		2.6087	2.6087		2.6087	2.6087		2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		615	49		536	252		135	213		267	131
Entry Volume, veh/h		609	49		529	240		134	211		260	130
Circulating Flow (v_c), pc/h	430			265			775			564		
Exiting Flow (v_{ex}), pc/h	645			401			237			270		
Capacity (c_{pce}), pc/h		890	1048		1053	1084		626	715		776	917
Capacity (c), veh/h		881	1037		1039	1032		623	708		757	908
v/c Ratio (x)		0.69	0.05		0.51	0.23		0.22	0.30		0.34	0.14

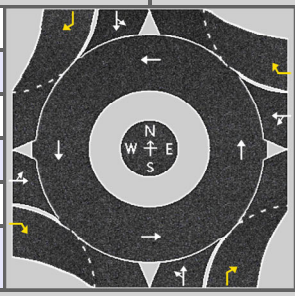
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		16.1	3.9		9.5	5.7		8.4	8.7		8.9	5.3
Lane LOS		C	A		A	A		A	A		A	A
95% Queue Length, Q_{95} (veh)		5.7	0.1		3.0	0.9		0.8	1.2		1.5	0.5
95% Queue Length, Q_{95} (ft)		143.6	2.5		78.0	23.4		20.2	30.2		37.8	12.6
Approach Delay, s/veh | LOS	15.2	C		8.3	A		8.6	A		7.7	A	
Intersection Delay, s/veh | LOS	10.4						B					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2025
Time Analyzed	PM
Project Description	Scenario 1 PM



Site Information

Intersection	Community & Tradition
E/W Street Name	Tradition Parkway
N/S Street Name	Community Boulevard
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LT				LT				LT				LT	
Volume (V), veh/h	0	118	499	54	0	163	397	22	0	31	104	209	0	148	99	119
Percent Heavy Vehicles, %	0	1	1	1	0	0	2	5	0	2	0	1	0	1	5	1
Flow Rate (v_{PCE}), pc/h	0	130	548	59	0	177	440	25	0	34	113	229	0	162	113	131
Right-Turn Bypass	Yielding				Yielding				Yielding				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763	4.9763		4.9763	4.9763		4.9763	4.9763		4.9763	4.9763
Follow-Up Headway, s		2.6087	2.6087		2.6087	2.6087		2.6087	2.6087		2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		678	59		617	25		147	229		275	131
Entry Volume, veh/h		671	58		608	24		146	227		268	130
Circulating Flow (v_c), pc/h	452			277			840			651		
Exiting Flow (v_{ex}), pc/h	710			474			243			290		
Capacity (c_{pce}), pc/h		870	1027		1040	1077		586	669		710	851
Capacity (c), veh/h		862	1016		1026	1026		583	662		692	843
v/c Ratio (x)		0.78	0.06		0.59	0.02		0.25	0.34		0.39	0.15

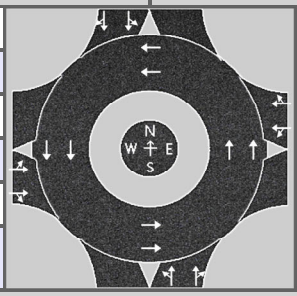
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		21.1	4.0		11.5	3.7		9.5	10.0		10.4	5.8
Lane LOS		C	A		B	A		A	A		B	A
95% Queue Length, Q_{95} (veh)		7.9	0.2		4.1	0.1		1.0	1.5		1.8	0.5
95% Queue Length, Q_{95} (ft)		199.1	5.0		106.6	2.6		25.2	37.8		45.4	12.6
Approach Delay, s/veh | LOS	19.7	C		11.2	B		9.8	A		8.9	A	
Intersection Delay, s/veh | LOS	13.4						B					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2029
Time Analyzed	PM
Project Description	Scenario 1 PM



Site Information

Intersection	Community & Tradition
E/W Street Name	Tradition Parkway
N/S Street Name	Community Boulevard
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR		LT		TR		LT		TR		LT		TR	
Volume (V), veh/h	0	120	729	88	0	216	640	228	0	56	126	269	0	155	118	121
Percent Heavy Vehicles, %	0	1	1	1	0	0	2	5	0	2	0	1	0	1	5	1
Flow Rate (v_{PCE}), pc/h	0	132	800	97	0	235	710	260	0	62	137	295	0	170	135	133
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276		4.6453	4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352		2.6667	2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	484	545		566	639		199	295		206	232	
Entry Volume, veh/h	479	540		554	625		197	293		201	227	
Circulating Flow (v_c), pc/h	540			331			1102			1007		
Exiting Flow (v_{ex}), pc/h	1265			905			529			467		
Capacity (c_{pce}), pc/h	821	897		996	1072		490	557		535	603	
Capacity (c), veh/h	813	888		974	1048		486	552		523	590	
v/c Ratio (x)	0.59	0.61		0.57	0.60		0.41	0.53		0.39	0.38	

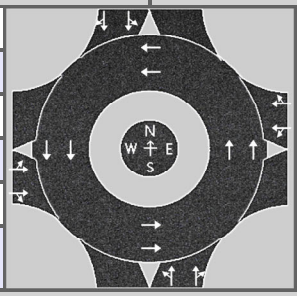
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	13.5	13.2		11.3	11.3		14.4	16.3		13.1	11.8	
Lane LOS	B	B		B	B		B	C		B	B	
95% Queue Length, Q_{95} (veh)	3.9	4.2		3.7	4.1		1.9	3.1		1.8	1.8	
95% Queue Length, Q_{95} (ft)	98.3	105.8		93.6	104.8		47.7	77.9		46.0	46.1	
Approach Delay, s/veh | LOS	13.3	B		11.3	B		15.5	C		12.4	B	
Intersection Delay, s/veh | LOS	12.8						B					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2030
Time Analyzed	PM
Project Description	Scenario 1 PM



Site Information

Intersection	Community & Tradition
E/W Street Name	Tradition Parkway
N/S Street Name	Community Boulevard
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR		LT		TR		LT		TR		LT		TR	
Volume (V), veh/h	0	120	786	97	0	229	701	229	0	62	132	284	0	157	123	121
Percent Heavy Vehicles, %	0	1	1	1	0	0	2	5	0	2	0	1	0	1	5	1
Flow Rate (v_{PCE}), pc/h	0	132	863	106	0	249	777	261	0	69	143	312	0	172	140	133
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276		4.6453	4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352		2.6667	2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	517	584		605	682		212	312		209	236	
Entry Volume, veh/h	512	578		592	667		210	309		205	231	
Circulating Flow (v_c), pc/h	561			344			1167			1095		
Exiting Flow (v_{ex}), pc/h	1347			979			536			495		
Capacity (c_{pce}), pc/h	806	881		984	1060		461	527		493	560	
Capacity (c), veh/h	798	873		963	1037		457	522		482	548	
v/c Ratio (x)	0.64	0.66		0.61	0.64		0.46	0.59		0.42	0.42	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	15.5	15.1		12.6	12.7		16.7	19.4		15.0	13.4	
Lane LOS	C	C		B	B		C	C		B	B	
95% Queue Length, Q_{95} (veh)	4.8	5.2		4.4	4.9		2.4	3.8		2.1	2.1	
95% Queue Length, Q_{95} (ft)	121.0	131.0		111.3	125.2		60.3	95.5		53.7	53.8	
Approach Delay, s/veh | LOS	15.3	C		12.7	B		18.3	C		14.1	B	
Intersection Delay, s/veh | LOS	14.6						B					

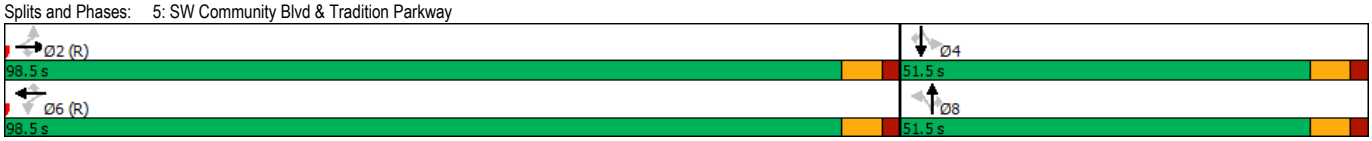
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	786	97	229	701	229	62	132	284	157	123	121
Future Volume (vph)	120	786	97	229	701	229	62	132	284	157	123	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1805	3539	1538	1770	1881	1599	1787	1810	1599
Flt Permitted	0.345			0.310			0.588			0.566		
Satd. Flow (perm)	649	3574	1599	589	3539	1538	1095	1881	1599	1065	1810	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			105			249			176			132
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1457			2167			700			682	
Travel Time (s)		33.1			49.3			15.9			15.5	
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
Heavy Vehicles (%)	1%	1%	1%	0%	2%	5%	2%	1%	1%	1%	5%	1%
Adj. Flow (vph)	130	854	105	249	762	249	67	143	309	171	134	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	854	105	249	762	249	67	143	309	171	134	132
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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
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)	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4
Total Split (s)	98.5	98.5	98.5	98.5	98.5	98.5	51.5	51.5	51.5	51.5	51.5	51.5
Total Split (%)	65.7%	65.7%	65.7%	65.7%	65.7%	65.7%	34.3%	34.3%	34.3%	34.3%	34.3%	34.3%
Maximum Green (s)	92.1	92.1	92.1	92.1	92.1	92.1	45.1	45.1	45.1	45.1	45.1	45.1
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	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	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	109.5	109.5	109.5	109.5	109.5	109.5	27.7	27.7	27.7	27.7	27.7	27.7
Actuated g/C Ratio	0.73	0.73	0.73	0.73	0.73	0.73	0.18	0.18	0.18	0.18	0.18	0.18
v/c Ratio	0.27	0.33	0.09	0.58	0.29	0.21	0.33	0.41	0.71	0.87	0.40	0.33
Control Delay	10.1	8.4	1.6	32.0	14.1	5.8	55.0	55.8	32.0	96.2	55.6	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	8.4	1.6	32.0	14.1	5.8	55.0	55.8	32.0	96.2	55.6	9.0
LOS	B	A	A	C	B	A	E	E	C	F	E	A
Approach Delay		7.9			16.0			41.5			57.4	
Approach LOS		A			B			D			E	
Queue Length 50th (ft)	39	139	0	204	303	88	58	125	125	165	117	0
Queue Length 95th (ft)	92	226	21	m82	m85	m9	98	177	215	236	168	54
Internal Link Dist (ft)		1377			2087			620			602	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)	473	2610	1196	430	2584	1190	329	565	603	320	544	573
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.33	0.09	0.58	0.29	0.21	0.20	0.25	0.51	0.53	0.25	0.23

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 22.8 Intersection LOS: C
Intersection Capacity Utilization 71.4% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

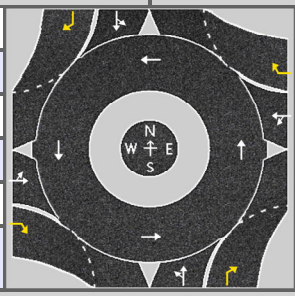
Splits and Phases: 5: SW Community Blvd & Tradition Parkway



HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2025
Time Analyzed	PM
Project Description	Scenario 2 PM



Site Information

Intersection	Community & Tradition
E/W Street Name	Tradition Parkway
N/S Street Name	Community Boulevard
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LT				LT				LT				LT	
Volume (V), veh/h	0	118	503	54	0	163	396	223	0	32	104	210	0	148	99	119
Percent Heavy Vehicles, %	0	1	1	1	0	0	2	5	0	2	0	1	0	1	5	1
Flow Rate (v_{PCE}), pc/h	0	130	552	59	0	177	439	255	0	35	113	231	0	162	113	131
Right-Turn Bypass	Yielding				Yielding				Yielding				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763	4.9763		4.9763	4.9763		4.9763	4.9763		4.9763	4.9763
Follow-Up Headway, s		2.6087	2.6087		2.6087	2.6087		2.6087	2.6087		2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		682	59		616	255		148	231		275	131
Entry Volume, veh/h		675	58		607	243		147	229		268	130
Circulating Flow (v_c), pc/h	452			278			844			651		
Exiting Flow (v_{ex}), pc/h	714			474			243			290		
Capacity (c_{pce}), pc/h		870	1027		1039	1077		583	666		710	851
Capacity (c), veh/h		862	1016		1025	1026		581	660		692	843
v/c Ratio (x)		0.78	0.06		0.59	0.24		0.25	0.35		0.39	0.15

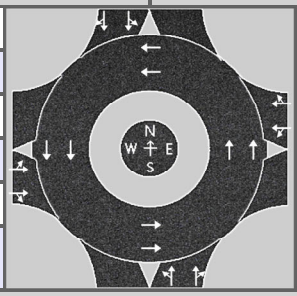
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		21.4	4.0		11.5	5.8		9.6	10.1		10.4	5.8
Lane LOS		C	A		B	A		A	B		B	A
95% Queue Length, Q_{95} (veh)		8.1	0.2		4.1	0.9		1.0	1.5		1.8	0.5
95% Queue Length, Q_{95} (ft)		204.1	5.0		106.6	23.4		25.2	37.8		45.4	12.6
Approach Delay, s/veh | LOS	20.0	C		9.8	A		9.9	A		8.9	A	
Intersection Delay, s/veh | LOS	12.9						B					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2029
Time Analyzed	PM
Project Description	Scenario 2 PM



Site Information

Intersection	Community & Tradition
E/W Street Name	Tradition Parkway
N/S Street Name	Community Boulevard
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR		LT		TR		LT		TR		LT		TR	
Volume (V), veh/h	0	119	746	88	0	215	634	229	0	60	128	272	0	154	117	120
Percent Heavy Vehicles, %	0	1	1	1	0	0	2	5	0	2	0	1	0	1	5	1
Flow Rate (v_{PCE}), pc/h	0	131	819	97	0	234	703	261	0	67	139	299	0	169	134	132
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276		4.6453	4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352		2.6667	2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	492	555		563	635		206	299		204	231	
Entry Volume, veh/h	487	549		551	621		204	296		200	226	
Circulating Flow (v_c), pc/h	537			337			1119			1004		
Exiting Flow (v_{ex}), pc/h	1287			902			531			465		
Capacity (c_{pce}), pc/h	824	900		990	1066		482	549		536	605	
Capacity (c), veh/h	816	891		968	1043		478	544		524	592	
v/c Ratio (x)	0.60	0.62		0.57	0.60		0.43	0.55		0.38	0.38	

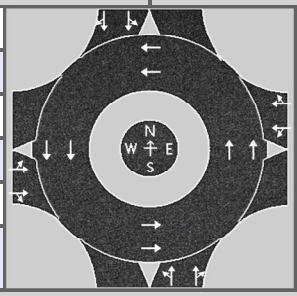
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	13.7	13.4		11.3	11.4		15.2	17.0		12.9	11.7	
Lane LOS	B	B		B	B		C	C		B	B	
95% Queue Length, Q_{95} (veh)	4.1	4.4		3.7	4.1		2.1	3.3		1.8	1.8	
95% Queue Length, Q_{95} (ft)	103.3	110.9		93.6	104.8		52.8	82.9		46.0	46.1	
Approach Delay, s/veh | LOS	13.6	B		11.4	B		16.2	C		12.3	B	
Intersection Delay, s/veh | LOS	13.0						B					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	3/9/2025
Analysis Year	2030
Time Analyzed	PM
Project Description	Scenario 2 PM



Site Information

Intersection	Community & Tradition
E/W Street Name	Tradition Parkway
N/S Street Name	Community Boulevard
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR		LT		TR		LT		TR		LT		TR	
Volume (V), veh/h	0	119	807	96	0	228	693	231	0	67	134	287	0	156	122	120
Percent Heavy Vehicles, %	0	1	1	1	0	0	2	5	0	2	0	1	0	1	5	1
Flow Rate (v_{PCE}), pc/h	0	131	886	105	0	248	768	264	0	74	146	315	0	171	139	132
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276		4.6453	4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352		2.6667	2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	527	595		602	678		220	315		208	234	
Entry Volume, veh/h	522	589		589	664		218	312		203	229	
Circulating Flow (v_c), pc/h	558			351			1188			1090		
Exiting Flow (v_{ex}), pc/h	1372			974			541			492		
Capacity (c_{pce}), pc/h	808	884		977	1054		453	517		495	562	
Capacity (c), veh/h	800	875		956	1031		449	513		484	550	
v/c Ratio (x)	0.65	0.67		0.62	0.64		0.49	0.61		0.42	0.42	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	15.8	15.5		12.7	12.8		17.8	20.4		14.8	13.2	
Lane LOS	C	C		B	B		C	C		B	B	
95% Queue Length, Q_{95} (veh)	4.9	5.4		4.4	4.9		2.6	4.0		2.0	2.0	
95% Queue Length, Q_{95} (ft)	123.5	136.1		111.3	125.2		65.3	100.5		51.1	51.2	
Approach Delay, s/veh | LOS	15.6	C		12.7	B		19.3	C		14.0	B	
Intersection Delay, s/veh | LOS	14.9						B					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	807	96	228	693	231	67	134	287	156	122	120
Future Volume (vph)	119	807	96	228	693	231	67	134	287	156	122	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1805	3539	1538	1770	1881	1599	1787	1810	1599
Flt Permitted	0.349			0.301			0.590			0.559		
Satd. Flow (perm)	657	3574	1599	572	3539	1538	1099	1881	1599	1052	1810	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			251			214			130
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1457			2167			700			682	
Travel Time (s)		33.1			49.3			15.9			15.5	
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
Heavy Vehicles (%)	1%	1%	1%	0%	2%	5%	2%	1%	1%	1%	5%	1%
Adj. Flow (vph)	129	877	104	248	753	251	73	146	312	170	133	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	877	104	248	753	251	73	146	312	170	133	130
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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
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)	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4
Total Split (s)	112.0	112.0	112.0	112.0	112.0	112.0	38.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	74.7%	74.7%	74.7%	74.7%	74.7%	74.7%	25.3%	25.3%	25.3%	25.3%	25.3%	25.3%
Maximum Green (s)	105.6	105.6	105.6	105.6	105.6	105.6	31.6	31.6	31.6	31.6	31.6	31.6
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	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	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	109.5	109.5	109.5	109.5	109.5	109.5	27.7	27.7	27.7	27.7	27.7	27.7
Actuated g/C Ratio	0.73	0.73	0.73	0.73	0.73	0.73	0.18	0.18	0.18	0.18	0.18	0.18
v/c Ratio	0.27	0.34	0.09	0.59	0.29	0.21	0.36	0.42	0.67	0.88	0.40	0.33
Control Delay	9.3	8.1	1.4	16.5	3.4	0.6	57.1	56.8	24.3	97.8	56.3	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	8.1	1.4	16.5	3.4	0.6	57.1	56.8	24.3	97.8	56.3	9.6
LOS	A	A	A	B	A	A	E	E	C	F	E	A
Approach Delay		7.6			5.4			37.8			58.6	
Approach LOS		A			A			D			E	
Queue Length 50th (ft)	40	153	0	79	78	5	62	126	86	162	114	0
Queue Length 95th (ft)	76	196	18	m106	9	m0	113	194	193	#278	179	57
Internal Link Dist (ft)		1377			2087			620			602	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)	482	2623	1201	419	2597	1195	235	403	510	225	388	444
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.33	0.09	0.59	0.29	0.21	0.31	0.36	0.61	0.76	0.34	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 38 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SW Community Blvd & Tradition Parkway

INTERSECTION 6-A
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
Tradition Parkway & Village Parkway

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	*nbt	nbr	sbu	sbl	*sbt	sbr	totals
7:00 AM	7:15 AM	0	18	230	7	0	179	199	64	4	11	32	142	0	55	61	3	1005
7:15 AM	7:30 AM	1	25	216	8	0	148	151	45	5	11	38	144	0	62	67	18	939
7:30 AM	7:45 AM	2	22	268	14	0	173	169	58	9	12	38	163	0	56	73	13	1070
7:45 AM	8:00 AM	0	31	196	18	0	190	163	106	9	6	44	145	0	81	68	19	1076
8:00 AM	8:15 AM	0	23	235	13	0	167	87	107	0	8	52	134	0	51	73	10	960
8:15 AM	8:30 AM	0	26	134	18	1	181	73	115	6	8	42	138	0	91	93	9	935
8:30 AM	8:45 AM	3	17	139	17	0	160	52	117	3	6	61	154	0	67	77	13	886
8:45 AM	9:00 AM	3	35	143	22	0	209	76	145	6	4	54	141	0	61	76	11	986
		9	197	1561	117	1	1407	970	757	42	66	361	1161	0	524	588	96	7857
Peak Hour Traffic Volume																		
7:00 AM	8:00 AM	3	96	910	47	0	690	682	273	27	40	152	594	0	254	269	53	4090

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.95 Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	3	96	910	47	0	690	682	273	27	40	152	594	0	254	269	53
Seasonal Factor	0	8	73	4	0	55	55	22	2	3	12	48	0	20	22	4
Adjusted Volumes		107	**983**	**51**		745	**737**	**295**		72	**164**	**642**		274	**291**	**57**
2024 Volumes		**107**	**983**	**51**		**745**	**737**	**295**		**72**	**164**	**642**		**274**	**291**	**57**
Growth Rate	0.0%	0.0%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%
Growth Volume	0	0	357	19	0	271	268	0	0	26	0	233	0	0	0	0
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out			Out	Out			In			In	In				Out	
Assignment		0.0%	8.5%	1.4%		0.0%	8.5%	0.0%		1.4%	0.4%	0.0%		0.0%	0.4%	0.0%
2030 Oak Ridge Committed	**0**	**0**	**53**	**9**	**0**	**0**	**26**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**3**	**0**
2030 Background growth Volumes	**0**	**107**	**1393**	**79**	**0**	**1016**	**1031**	**295**	**0**	**102**	**165**	**875**	**0**	**274**	**294**	**57**
		In														Out
Internal capture assignment		8%														8%
Internal Capture Trips S1		0														2
2030 Background growth Volumes	0	107	1393	79	0	1016	1031	295	0	102	165	875	0	274	294	57
Internal Capture Trips S1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tradition NOPC Projet Traffic Scenario 1	0	23	63	10	0	0	121	160	0	19	78	0	0	85	41	12
Post Development Volumes S1	**0**	**130**	**1456**	**89**	**0**	**1016**	**1152**	**455**	**0**	**121**	**243**	**875**	**0**	**359**	**335**	**71**
		In														Out
Internal capture assignment		8%														8%
Internal Capture Trips S2		0														1
2030 Background growth Volumes	0	107	1393	79	0	1016	1031	295	0	102	165	875	0	274	294	57
Internal Capture Trips S2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tradition NOPC Projet Traffic Scenario 2		19	81	13	0	0	102	135	0	16	66	0	0	108	53	0
Post Development Volumes S2	**0**	**126**	**1474**	**92**	**0**	**1016**	**1133**	**430**	**0**	**118**	**231**	**875**	**0**	**382**	**347**	**58**
		In	Out	Out			In	In		In	In			Out	Out	Out
Project Traffic Assignment		3.5%	18.5%	3.0%		0.0%	18.5%	24.5%		3.0%	12.0%	0.0%		24.5%	12.0%	3.5%

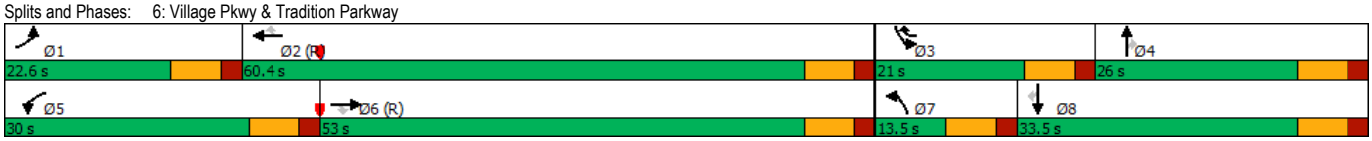
	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing		107	983	51	0	745	737	295	0	72	164	642	0	274	291	57
S1	0	130	1456	89	0	1016	1152	455	0	121	243	875	0	359	335	71
S2	0	126	1474	92	0	1016	1133	430	0	118	231	875	0	382	347	58

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	983	51	745	737	295	72	164	642	274	291	57
Future Volume (vph)	107	983	51	745	737	295	72	164	642	274	291	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205		245	340		290	520		390	455		185
Storage Lanes	1		1	3		1	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850			0.850		0.901	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3762	1615	5257	3689	1583	3471	5036	1568	3505	5588	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3762	1615	5257	3689	1583	3471	5036	1568	3505	5588	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			260			277		272	272			203
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2167			748			988			812	
Travel Time (s)		32.8			11.3			15.0			12.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	3%	3%	2%	4%	0%	3%	3%	2%	5%
Adj. Flow (vph)	113	1035	54	784	776	311	76	173	676	288	306	60
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	113	1035	54	784	776	311	76	511	338	288	306	60
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)		36			36			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	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	3	7	4	4	3	8	8
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)	11.8	24.8	24.8	11.8	24.8	11.8	11.8	24.8	24.8	11.8	24.8	24.8
Total Split (s)	22.6	53.0	53.0	30.0	60.4	21.0	13.5	26.0	26.0	21.0	33.5	33.5
Total Split (%)	17.4%	40.8%	40.8%	23.1%	46.5%	16.2%	10.4%	20.0%	20.0%	16.2%	25.8%	25.8%
Maximum Green (s)	15.8	46.2	46.2	23.2	53.6	14.2	6.7	19.2	19.2	14.2	26.7	26.7
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	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	C-Min	C-Min	None	C-Min	None	None	None	None	None	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)	13.0	51.3	51.3	22.9	61.2	82.2	7.0	14.4	14.4	14.2	24.1	24.1
Actuated g/C Ratio	0.10	0.39	0.39	0.18	0.47	0.63	0.05	0.11	0.11	0.11	0.19	0.19
v/c Ratio	0.64	0.70	0.07	0.85	0.45	0.28	0.41	0.64	0.81	0.75	0.30	0.13
Control Delay	72.4	37.1	0.2	60.5	27.6	9.0	66.2	28.7	28.4	69.3	46.3	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.4	37.1	0.2	60.5	27.6	9.0	66.2	28.7	28.4	69.3	46.3	0.6
LOS	E	D	A	E	C	A	E	C	C	E	D	A
Approach Delay		38.7			38.3			31.7			52.3	
Approach LOS		D			D			C			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	93	379	0	225	321	59	31	64	53	117	76	0
Queue Length 95th (ft)	155	465	0	275	401	115	57	96	162	#175	100	0
Internal Link Dist (ft)		2087			668			908			732	
Turn Bay Length (ft)	205		245	340		290	520		390	455		185
Base Capacity (vph)	215	1483	794	956	1737	1107	190	975	463	394	1154	479
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.70	0.07	0.82	0.45	0.28	0.40	0.52	0.73	0.73	0.27	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 39.0		Intersection LOS: D	
Intersection Capacity Utilization 79.8%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Village Pkwy & Tradition Parkway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	1456	89	1016	1152	455	121	243	875	359	335	71
Future Volume (vph)	130	1456	89	1016	1152	455	121	243	875	359	335	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205		245	340		290	520		390	455		185
Storage Lanes	1		1	3		1	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850			0.850		0.904	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3762	1615	5257	3689	1583	3471	5055	1568	3505	5588	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3762	1615	5257	3689	1583	3471	5055	1568	3505	5588	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			260			173		258	260			203
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2167			748			988			812	
Travel Time (s)		32.8			11.3			15.0			12.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	3%	3%	2%	4%	0%	3%	3%	2%	5%
Adj. Flow (vph)	137	1533	94	1069	1213	479	127	256	921	378	353	75
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	137	1533	94	1069	1213	479	127	717	460	378	353	75
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)		36			36			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	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	3	7	4	4	3	8	8
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)	11.8	24.8	24.8	11.8	24.8	11.8	11.8	24.8	24.8	11.8	24.8	24.8
Total Split (s)	22.6	53.0	53.0	30.0	60.4	21.0	13.5	26.0	26.0	21.0	33.5	33.5
Total Split (%)	17.4%	40.8%	40.8%	23.1%	46.5%	16.2%	10.4%	20.0%	20.0%	16.2%	25.8%	25.8%
Maximum Green (s)	15.8	46.2	46.2	23.2	53.6	14.2	6.7	19.2	19.2	14.2	26.7	26.7
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	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	C-Min	C-Min	None	C-Min	None	None	None	None	None	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)	13.9	46.2	46.2	23.2	55.5	76.5	6.7	19.2	19.2	14.2	26.7	26.7
Actuated g/C Ratio	0.11	0.36	0.36	0.18	0.43	0.59	0.05	0.15	0.15	0.11	0.21	0.21
v/c Ratio	0.72	1.15	0.13	1.14	0.77	0.48	0.71	1.02dr	1.02	0.99	0.31	0.16
Control Delay	77.5	114.1	0.3	120.7	26.9	14.2	82.4	38.8	70.1	101.1	44.7	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.5	114.1	0.3	120.7	26.9	14.2	82.4	38.8	70.1	101.1	44.7	0.7
LOS	E	F	A	F	C	B	F	D	E	F	D	A
Approach Delay		105.2			61.0			54.1			67.0	
Approach LOS		F			E			D			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	112	~757	0	~358	424	165	53	125	~200	161	85	0
Queue Length 95th (ft)	183	#890	0	#435	517	m268	#99	169	#424	#262	114	0
Internal Link Dist (ft)		2087			668			908			732	
Turn Bay Length (ft)	205		245	340		290	520		390	455		185
Base Capacity (vph)	215	1336	741	938	1575	1002	178	966	453	382	1147	477
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	1.15	0.13	1.14	0.77	0.48	0.71	0.74	1.02	0.99	0.31	0.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 72.1		Intersection LOS: E	
Intersection Capacity Utilization 103.7%		ICU Level of Service G	
Analysis Period (min) 15			
* User Entered Value			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			

Splits and Phases: 6: Village Pkwy & Tradition Parkway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	1456	89	1016	1152	455	121	243	875	359	335	71
Future Volume (vph)	130	1456	89	1016	1152	455	121	243	875	359	335	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205		245	340		290	520		390	455		185
Storage Lanes	1		1	3		2	2		2	3		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	*1.00	1.00	*1.00	*1.00	0.88	*1.00	*1.00	*1.00	*1.00	*1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5644	1615	5257	3689	2787	3471	3800	3136	5257	3725	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5644	1615	5257	3689	2787	3471	3800	3136	5257	3725	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			253			80			182
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2167			748			988			812	
Travel Time (s)		32.8			11.3			15.0			12.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	3%	3%	2%	4%	0%	3%	3%	2%	5%
Adj. Flow (vph)	137	1533	94	1069	1213	479	127	256	921	378	353	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	1533	94	1069	1213	479	127	256	921	378	353	75
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)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	3	7	4	5	3	8	8
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)	11.8	24.8	24.8	11.8	24.8	11.8	11.8	24.8	11.8	11.8	24.8	24.8
Total Split (s)	19.7	51.0	51.0	40.0	71.3	23.0	16.6	31.0	40.0	23.0	37.4	37.4
Total Split (%)	13.6%	35.2%	35.2%	27.6%	49.2%	15.9%	11.4%	21.4%	27.6%	15.9%	25.8%	25.8%
Maximum Green (s)	12.9	44.2	44.2	33.2	64.5	16.2	9.8	24.2	33.2	16.2	30.6	30.6
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	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	C-Min	C-Min	None	C-Min	None	None	None	None	None	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)	16.9	50.0	50.0	37.7	70.8	92.6	9.3	15.1	59.5	15.0	20.8	20.8
Actuated g/C Ratio	0.12	0.34	0.34	0.26	0.49	0.64	0.06	0.10	0.41	0.10	0.14	0.14
v/c Ratio	0.67	0.79	0.14	0.78	0.67	0.26	0.57	0.65	0.69	0.69	0.66	0.20
Control Delay	75.8	44.5	1.1	50.7	22.1	7.9	76.2	70.1	34.4	69.8	64.7	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.8	44.5	1.1	50.7	22.1	7.9	76.2	70.1	34.4	69.8	64.7	1.2
LOS	E	D	A	D	C	A	E	E	C	E	E	A
Approach Delay		44.7			30.7			45.5			61.2	
Approach LOS		D			C			D			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	130	376	0	260	390	67	59	118	316	115	159	0
Queue Length 95th (ft)	m191	487	m7	m315	m501	m96	93	160	378	151	205	0
Internal Link Dist (ft)		2087			668			908			732	
Turn Bay Length (ft)	205		245	340		290	520		390	455		185
Base Capacity (vph)	207	1947	676	1369	1801	1892	234	634	1337	587	786	468
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.79	0.14	0.78	0.67	0.25	0.54	0.40	0.69	0.64	0.45	0.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 41.0		Intersection LOS: D	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			
* User Entered Value			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Village Pkwy & Tradition Parkway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	1474	92	1016	1133	430	118	231	875	382	347	58
Future Volume (vph)	126	1474	92	1016	1133	430	118	231	875	382	347	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205		245	340		290	520		390	455		185
Storage Lanes	1		1	3		1	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850			0.850		0.902	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3762	1615	5257	3689	1583	3471	5042	1568	3505	5588	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3762	1615	5257	3689	1583	3471	5042	1568	3505	5588	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			260			186		258	260			203
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2167			748			988			812	
Travel Time (s)		32.8			11.3			15.0			12.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	3%	3%	2%	4%	0%	3%	3%	2%	5%
Adj. Flow (vph)	133	1552	97	1069	1193	453	124	243	921	402	365	61
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	133	1552	97	1069	1193	453	124	704	460	402	365	61
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)		36			36			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	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	3	7	4	4	3	8	8
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)	11.8	24.8	24.8	11.8	24.8	11.8	11.8	24.8	24.8	11.8	24.8	24.8
Total Split (s)	22.6	53.0	53.0	30.0	60.4	21.0	13.5	26.0	26.0	21.0	33.5	33.5
Total Split (%)	17.4%	40.8%	40.8%	23.1%	46.5%	16.2%	10.4%	20.0%	20.0%	16.2%	25.8%	25.8%
Maximum Green (s)	15.8	46.2	46.2	23.2	53.6	14.2	6.7	19.2	19.2	14.2	26.7	26.7
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	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	C-Min	C-Min	None	C-Min	None	None	None	None	None	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)	13.7	46.2	46.2	23.2	55.7	76.7	6.7	19.2	19.2	14.2	26.7	26.7
Actuated g/C Ratio	0.11	0.36	0.36	0.18	0.43	0.59	0.05	0.15	0.15	0.11	0.21	0.21
v/c Ratio	0.71	1.16	0.13	1.14	0.76	0.45	0.70	1.02dr	1.02	1.05	0.32	0.13
Control Delay	76.7	119.6	0.4	120.8	26.6	12.8	81.1	38.1	70.1	115.3	44.8	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.7	119.6	0.4	120.8	26.6	12.8	81.1	38.1	70.1	115.3	44.8	0.6
LOS	E	F	A	F	C	B	F	D	E	F	D	A
Approach Delay		109.9			61.4			53.7			75.8	
Approach LOS		F			E			D			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	109	~773	0	~358	419	149	52	121	~200	~184	88	0
Queue Length 95th (ft)	179	#906	0	#435	503	m219	#95	165	#424	#286	117	0
Internal Link Dist (ft)		2087			668			908			732	
Turn Bay Length (ft)	205		245	340		290	520		390	455		185
Base Capacity (vph)	215	1336	741	938	1579	1009	178	964	453	382	1147	477
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	1.16	0.13	1.14	0.76	0.45	0.70	0.73	1.02	1.05	0.32	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 74.8		Intersection LOS: E	
Intersection Capacity Utilization 104.8%		ICU Level of Service G	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Village Pkwy & Tradition Parkway

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	1474	92	1016	1133	430	118	231	875	382	347	58
Future Volume (vph)	126	1474	92	1016	1133	430	118	231	875	382	347	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205		245	340		290	520		390	455		185
Storage Lanes	1		1	3		2	2		2	3		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	*1.00	1.00	*1.00	*1.00	0.88	*1.00	*1.00	*1.00	*1.00	*1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5644	1615	5257	3689	2787	3471	3800	3136	5257	3725	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5644	1615	5257	3689	2787	3471	3800	3136	5257	3725	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			278			80			182
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2167			748			988			812	
Travel Time (s)		32.8			11.3			15.0			12.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	3%	3%	2%	4%	0%	3%	3%	2%	5%
Adj. Flow (vph)	133	1552	97	1069	1193	453	124	243	921	402	365	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	1552	97	1069	1193	453	124	243	921	402	365	61
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)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	3	7	4	5	3	8	8
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)	11.8	24.8	24.8	11.8	24.8	11.8	11.8	24.8	11.8	11.8	24.8	24.8
Total Split (s)	19.7	51.0	51.0	40.0	71.3	23.0	16.6	31.0	40.0	23.0	37.4	37.4
Total Split (%)	13.6%	35.2%	35.2%	27.6%	49.2%	15.9%	11.4%	21.4%	27.6%	15.9%	25.8%	25.8%
Maximum Green (s)	12.9	44.2	44.2	33.2	64.5	16.2	9.8	24.2	33.2	16.2	30.6	30.6
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	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	C-Min	C-Min	None	C-Min	None	None	None	None	None	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)	16.5	50.1	50.1	37.8	71.4	93.5	9.3	14.6	59.2	15.3	20.6	20.6
Actuated g/C Ratio	0.11	0.35	0.35	0.26	0.49	0.64	0.06	0.10	0.41	0.11	0.14	0.14
v/c Ratio	0.66	0.80	0.14	0.78	0.66	0.24	0.56	0.63	0.69	0.73	0.69	0.16
Control Delay	68.7	48.2	2.8	50.1	21.5	6.7	75.9	70.1	34.7	70.9	65.9	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	48.2	2.8	50.1	21.5	6.7	75.9	70.1	34.7	70.9	65.9	0.9
LOS	E	D	A	D	C	A	E	E	C	E	E	A
Approach Delay		47.3			30.3			45.3			63.6	
Approach LOS		D			C			D			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	124	478	1	257	374	47	57	112	318	123	166	0
Queue Length 95th (ft)	m185	520	m17	m316	m491	m77	92	153	378	160	213	0
Internal Link Dist (ft)		2087			668			908			732	
Turn Bay Length (ft)	205		245	340		290	520		390	455		185
Base Capacity (vph)	204	1949	676	1375	1816	1911	234	634	1331	587	786	468
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.80	0.14	0.78	0.66	0.24	0.53	0.38	0.69	0.68	0.46	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 42.0		Intersection LOS: D	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			
* User Entered Value			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Village Pkwy & Tradition Parkway

INTERSECTION 6-B
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
Tradition Parkway & Village Parkway

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	*nbt	nbr	sbu	sbl	*sbt	sbr	totals
4:00 PM	4:15 PM	0	42	154	10	0	182	132	227	11	9	93	181	0	164	122	33	1360
4:15 PM	4:30 PM	3	47	170	10	0	144	136	195	4	25	92	150	0	130	140	26	1272
4:30 PM	4:45 PM	0	42	194	6	2	141	130	184	8	16	91	209	0	159	132	25	1339
4:45 PM	5:00 PM	5	45	158	13	0	161	137	205	2	16	89	174	0	156	100	36	1297
5:00 PM	5:15 PM	0	39	140	16	2	133	125	191	3	14	118	196	0	151	100	31	1259
5:15 PM	5:30 PM	3	48	150	7	0	153	140	218	3	9	112	163	0	150	138	25	1319
5:30 PM	5:45 PM	3	42	135	13	2	152	146	215	2	19	75	180	2	123	111	30	1250
5:45 PM	6:00 PM	1	40	124	8	4	135	172	242	3	12	72	121	0	127	115	31	1207
		15	345	1225	83	10	1201	1118	1677	36	120	742	1374	2	1160	958	237	10303
Peak Hour Traffic Volume																		
4:00 PM	5:00 PM	8	176	676	39	2	628	535	811	25	66	365	714	0	609	494	120	5268

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.97 Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	8	176	676	39	2	628	535	811	25	66	365	714	0	609	494	120
Seasonal Factor	1	14	54	3	0	50	43	65	2	5	29	57	0	49	40	10
Adjusted Volumes		199	**730**	**42**		680	**578**	**876**		98	**394**	**771**		658	**534**	**130**
2024 Volumes		**199**	**730**	**42**		**680**	**578**	**876**		**98**	**394**	**771**		**658**	**534**	**130**
Growth Rate	0.0%	0.0%	5.3%	5.3%	5.3%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%
Growth Volume	0	0	265	15	0	247	210	0	0	36	0	280	0	0	0	0
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out			Out	Out			In			In	In				Out	
Assignment		0.0%	8.5%	1.4%		0.0%	8.5%	0.0%		1.4%	0.4%	0.0%		0.0%	0.4%	0.0%
2030 Oak Ridge Committed	**0**	**0**	**48**	**8**	**0**	**0**	**68**	**0**	**0**	**11**	**3**	**0**	**0**	**0**	**2**	**0**
2030 Background growth Volumes	**0**	**199**	**1043**	**65**	**0**	**927**	**856**	**876**	**0**	**145**	**397**	**1051**	**0**	**658**	**536**	**130**
		In														Out
Internal capture assignment		8%														8%
Internal Capture Trips S1		6														6
2030 Background growth Volumes	0	199	1043	65	0	927	856	876	0	145	397	1051	0	658	536	130
Internal Capture Trips S1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Tradition NOPC Projet Traffic Scenario 1	0	20	133	22	0	0	103	137	0	17	67	0	0	176	86	25
Post Development Volumes S1	**0**	**225**	**1176**	**87**	**0**	**927**	**959**	**1013**	**0**	**162**	**464**	**1051**	**0**	**834**	**622**	**161**
		In														Out
Internal capture assignment		8%														8%
Internal Capture Trips S2		5														4
2030 Background growth Volumes	0	199	1043	65	0	927	856	876	0	145	397	1051	0	658	536	130
Internal Capture Trips S2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Tradition NOPC Projet Traffic Scenario 2		23	128	21	0	0	124	164	0	20	80	0	0	170	83	0
Post Development Volumes S2	**0**	**227**	**1171**	**86**	**0**	**927**	**980**	**1040**	**0**	**165**	**477**	**1051**	**0**	**828**	**619**	**134**
		In	Out	Out			In	In		In	In			Out	Out	Out
Project Traffic Assignment		3.5%	18.5%	3.0%		0.0%	18.5%	24.5%		3.0%	12.0%	0.0%		24.5%	12.0%	3.5%

0

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	0	199	730	42	0	680	578	876	0	98	394	771	0	658	534	130
S1	0	225	1176	87	0	927	959	1013	0	162	464	1051	0	834	622	161
S2	0	227	1171	86	0	927	980	1040	0	165	477	1051	0	828	619	134

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	730	42	680	578	876	98	394	771	658	534	130
Future Volume (vph)	199	730	42	680	578	876	98	394	771	658	534	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205		245	340		290	520		390	455		185
Storage Lanes	1		1	3		1	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850			0.850		0.926	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3725	1538	5309	3725	1583	3471	5175	1583	3539	5588	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3725	1538	5309	3725	1583	3471	5175	1583	3539	5588	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			99		157	282			146
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2167			748			988			812	
Travel Time (s)		49.3			17.0			22.5			18.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	4%	2%	2%	2%	2%	3%
Adj. Flow (vph)	209	768	44	716	608	922	103	415	812	693	562	137
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	209	768	44	716	608	922	103	821	406	693	562	137
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)		36			36			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	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	3	7	4	4	3	8	8
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)	11.8	24.8	24.8	11.8	24.8	11.8	11.8	24.8	24.8	11.8	24.8	24.8
Total Split (s)	26.6	35.2	35.2	25.0	33.6	45.0	15.0	24.8	24.8	45.0	54.8	54.8
Total Split (%)	20.5%	27.1%	27.1%	19.2%	25.8%	34.6%	11.5%	19.1%	19.1%	34.6%	42.2%	42.2%
Maximum Green (s)	19.8	28.4	28.4	18.2	26.8	38.2	8.2	18.0	18.0	38.2	48.0	48.0
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	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	C-Min	C-Min	None	C-Min	None	None	None	None	None	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)	18.4	28.4	28.4	18.2	28.2	73.2	7.9	18.0	18.0	38.2	48.3	48.3
Actuated g/C Ratio	0.14	0.22	0.22	0.14	0.22	0.56	0.06	0.14	0.14	0.29	0.37	0.37
v/c Ratio	0.84	0.94	0.09	0.96	0.75	0.99	0.49	1.15dr	0.88	0.67	0.27	0.20
Control Delay	81.5	70.7	0.4	72.8	39.4	62.0	67.2	68.3	37.8	44.1	29.0	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.5	70.7	0.4	72.8	39.4	62.0	67.2	68.3	37.8	44.1	29.0	4.3
LOS	F	E	A	E	D	E	E	E	D	D	C	A
Approach Delay		69.9			59.3			58.9			34.1	
Approach LOS		E			E			E			C	

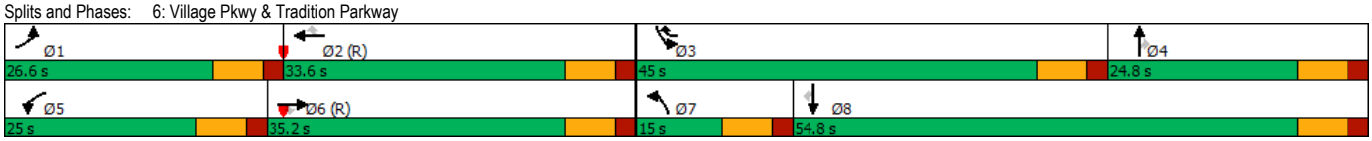
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	171	321	0	203	200	~489	42	191	107	257	110	0
Queue Length 95th (ft)	#291	#438	0	#276	265	#1075	73	#273	#292	322	138	38
Internal Link Dist (ft)		2087			668			908			732	
Turn Bay Length (ft)	205		245	340		290	520		390	455		185
Base Capacity (vph)	269	813	494	743	808	934	218	851	462	1039	2076	674
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.94	0.09	0.96	0.75	0.99	0.47	0.96	0.88	0.67	0.27	0.20

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 55.2 Intersection LOS: E
Intersection Capacity Utilization 95.6% ICU Level of Service F
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Village Pkwy & Tradition Parkway



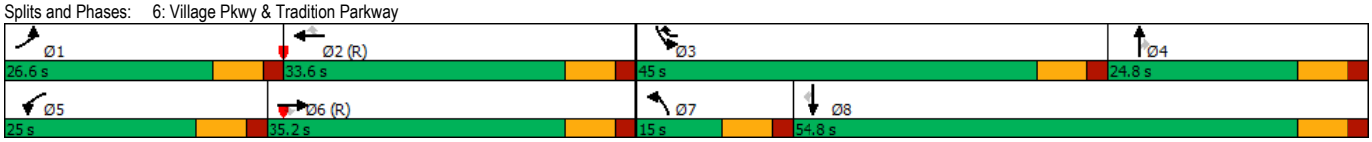
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	1176	87	927	959	1013	162	464	1051	834	622	161
Future Volume (vph)	225	1176	87	927	959	1013	162	464	1051	834	622	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205		245	340		290	520		390	455		185
Storage Lanes	1		1	3		1	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850			0.850		0.920	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3725	1538	5309	3725	1583	3471	5141	1583	3539	5588	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3725	1538	5309	3725	1583	3471	5141	1583	3539	5588	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			89		183	268			169
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2167			748			988			812	
Travel Time (s)		49.3			17.0			22.5			18.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	4%	2%	2%	2%	2%	3%
Adj. Flow (vph)	237	1238	92	976	1009	1066	171	488	1106	878	655	169
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	237	1238	92	976	1009	1066	171	1041	553	878	655	169
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)		36			36			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	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	3	7	4	4	3	8	8
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)	11.8	24.8	24.8	11.8	24.8	11.8	11.8	24.8	24.8	11.8	24.8	24.8
Total Split (s)	26.6	35.2	35.2	25.0	33.6	45.0	15.0	24.8	24.8	45.0	54.8	54.8
Total Split (%)	20.5%	27.1%	27.1%	19.2%	25.8%	34.6%	11.5%	19.1%	19.1%	34.6%	42.2%	42.2%
Maximum Green (s)	19.8	28.4	28.4	18.2	26.8	38.2	8.2	18.0	18.0	38.2	48.0	48.0
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	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	C-Min	C-Min	None	C-Min	None	None	None	None	None	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)	19.2	28.4	28.4	18.2	27.4	72.4	8.2	18.0	18.0	38.2	48.0	48.0
Actuated g/C Ratio	0.15	0.22	0.22	0.14	0.21	0.56	0.06	0.14	0.14	0.29	0.37	0.37
v/c Ratio	0.91	1.52	0.19	1.31	1.29	1.16	0.78	1.47dr	1.23	0.85	0.32	0.25
Control Delay	90.5	276.9	0.8	190.4	172.7	114.8	84.2	139.2	145.3	51.9	29.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.5	276.9	0.8	190.4	172.7	114.8	84.2	139.2	145.3	51.9	29.8	4.9
LOS	F	F	A	F	F	F	F	F	F	D	C	A
Approach Delay		232.5			158.1			135.8			38.7	
Approach LOS		F			F			F			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	198	~727	0	~351	~541	~1083	72	~308	~369	348	130	0
Queue Length 95th (ft)	#347	#859	0	m#412	m#637	m#1279	#128	#395	#596	428	161	48
Internal Link Dist (ft)		2087			668			908			732	
Turn Bay Length (ft)	205		245	340		290	520		390	455		185
Base Capacity (vph)	269	813	494	743	783	920	218	869	450	1039	2063	685
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	1.52	0.19	1.31	1.29	1.16	0.78	1.20	1.23	0.85	0.32	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.52			
Intersection Signal Delay: 142.5		Intersection LOS: F	
Intersection Capacity Utilization 116.7%		ICU Level of Service H	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: Village Pkwy & Tradition Parkway

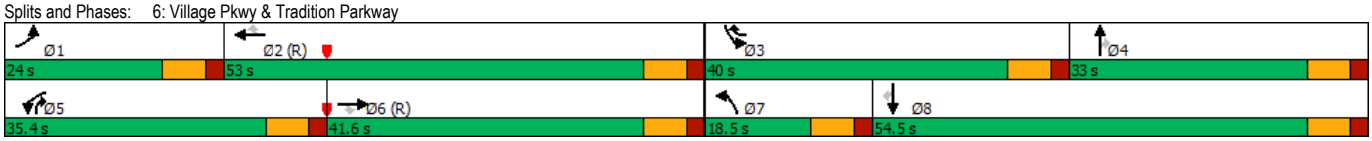


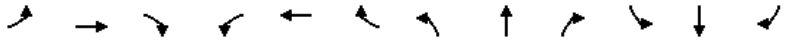
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	1176	87	927	959	1013	162	464	1051	834	622	161
Future Volume (vph)	225	1176	87	927	959	1013	162	464	1051	834	622	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205		245	340		290	520		390	455		185
Storage Lanes	1		1	3		2	2		2	3		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	*1.00	*1.00	1.00	*1.00	*1.00	0.88	*1.00	*1.00	*1.00	*1.00	*1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5588	1538	5309	3725	2787	3471	3725	3167	5309	3725	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5588	1538	5309	3725	2787	3471	3725	3167	5309	3725	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			225			77			127			176
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2167			748			988			812	
Travel Time (s)		49.3			17.0			22.5			18.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	4%	2%	2%	2%	2%	3%
Adj. Flow (vph)	237	1238	92	976	1009	1066	171	488	1106	878	655	169
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	1238	92	976	1009	1066	171	488	1106	878	655	169
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)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	3	7	4	5	3	8	8
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)	11.8	24.8	24.8	11.8	24.8	11.8	11.8	24.8	11.8	11.8	24.8	24.8
Total Split (s)	24.0	41.6	41.6	35.4	53.0	40.0	18.5	33.0	35.4	40.0	54.5	54.5
Total Split (%)	16.0%	27.7%	27.7%	23.6%	35.3%	26.7%	12.3%	22.0%	23.6%	26.7%	36.3%	36.3%
Maximum Green (s)	17.2	34.8	34.8	28.6	46.2	33.2	11.7	26.2	28.6	33.2	47.7	47.7
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	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	C-Min	C-Min	None	C-Min	None	None	None	None	None	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)	20.5	36.2	36.2	30.5	46.2	85.1	11.1	24.0	61.3	32.1	45.0	45.0
Actuated g/C Ratio	0.14	0.24	0.24	0.20	0.31	0.57	0.07	0.16	0.41	0.21	0.30	0.30
v/c Ratio	0.98	0.92	0.17	0.90	0.88	0.66	0.67	0.82	0.81	0.77	0.59	0.28
Control Delay	114.9	64.6	1.3	67.3	55.4	28.5	80.6	72.9	39.9	60.6	46.7	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	114.9	64.6	1.3	67.3	55.4	28.5	80.6	72.9	39.9	60.6	46.7	5.6
LOS	F	E	A	E	E	C	F	E	D	E	D	A
Approach Delay		68.5			49.8			53.0			49.8	
Approach LOS		E			D			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~272	409	1	306	474	361	82	231	426	269	267	0
Queue Length 95th (ft)	#457	#495	11	#404	546	396	122	292	517	318	327	50
Internal Link Dist (ft)		2087			668			908			732	
Turn Bay Length (ft)	205		245	340		290	520		390	455		185
Base Capacity (vph)	242	1348	541	1080	1147	1634	270	650	1368	1175	1184	618
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.92	0.17	0.90	0.88	0.65	0.63	0.75	0.81	0.75	0.55	0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 54.1		Intersection LOS: D	
Intersection Capacity Utilization 92.4%		ICU Level of Service F	
Analysis Period (min) 15			
* User Entered Value			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Village Pkwy & Tradition Parkway



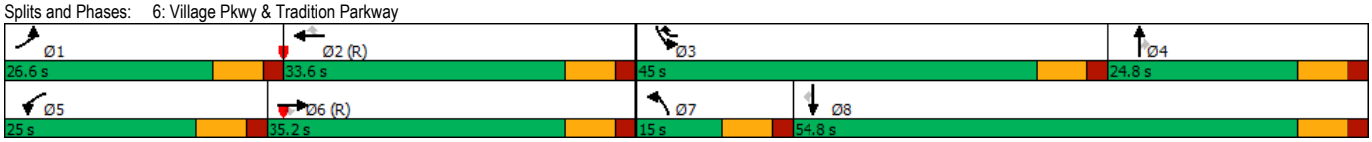


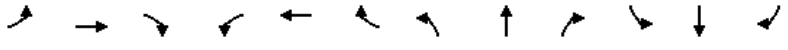
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	1171	86	927	980	1040	165	477	1051	828	619	134
Future Volume (vph)	227	1171	86	927	980	1040	165	477	1051	828	619	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205		245	340		290	520		390	455		185
Storage Lanes	1		1	3		1	2		1	2		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850			0.850		0.921	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3725	1538	5309	3725	1583	3471	5147	1583	3539	5588	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3725	1538	5309	3725	1583	3471	5147	1583	3539	5588	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			89		178	268			146
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2167			748			988			812	
Travel Time (s)		49.3			17.0			22.5			18.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	4%	2%	2%	2%	2%	3%
Adj. Flow (vph)	239	1233	91	976	1032	1095	174	502	1106	872	652	141
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	239	1233	91	976	1032	1095	174	1055	553	872	652	141
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)		36			36			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	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	3	7	4	4	3	8	8
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)	11.8	24.8	24.8	11.8	24.8	11.8	11.8	24.8	24.8	11.8	24.8	24.8
Total Split (s)	26.6	35.2	35.2	25.0	33.6	45.0	15.0	24.8	24.8	45.0	54.8	54.8
Total Split (%)	20.5%	27.1%	27.1%	19.2%	25.8%	34.6%	11.5%	19.1%	19.1%	34.6%	42.2%	42.2%
Maximum Green (s)	19.8	28.4	28.4	18.2	26.8	38.2	8.2	18.0	18.0	38.2	48.0	48.0
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	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	C-Min	C-Min	None	C-Min	None	None	None	None	None	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)	19.3	28.4	28.4	18.2	27.3	72.3	8.2	18.0	18.0	38.2	48.0	48.0
Actuated g/C Ratio	0.15	0.22	0.22	0.14	0.21	0.56	0.06	0.14	0.14	0.29	0.37	0.37
v/c Ratio	0.91	1.52	0.18	1.31	1.32	1.19	0.80	1.49dr	1.23	0.84	0.32	0.21
Control Delay	91.3	274.3	0.8	190.4	186.3	127.7	85.6	147.5	145.3	51.5	29.8	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.3	274.3	0.8	190.4	186.3	127.7	85.6	147.5	145.3	51.5	29.8	4.7
LOS	F	F	A	F	F	F	F	F	F	D	C	A
Approach Delay		230.4			166.9			140.7			39.1	
Approach LOS		F			F			F			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	200	~723	0	~351	~562	~1137	73	~318	~369	345	130	0
Queue Length 95th (ft)	#352	#854	0	m#411	m#654	m#1324	#131	#405	#596	424	161	41
Internal Link Dist (ft)		2087			668			908			732	
Turn Bay Length (ft)	205		245	340		290	520		390	455		185
Base Capacity (vph)	269	813	494	743	781	920	218	866	450	1039	2063	671
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	1.52	0.18	1.31	1.32	1.19	0.80	1.22	1.23	0.84	0.32	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.52			
Intersection Signal Delay: 147.2		Intersection LOS: F	
Intersection Capacity Utilization 116.4%		ICU Level of Service H	
Analysis Period (min) 15			
* User Entered Value			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			
dr Defacto Right Lane. Recode with 1 though lane as a right lane.			

Splits and Phases: 6: Village Pkwy & Tradition Parkway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	1171	86	927	980	1040	165	477	1051	828	619	134
Future Volume (vph)	227	1171	86	927	980	1040	165	477	1051	828	619	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	205		245	340		290	520		390	455		185
Storage Lanes	1		1	3		2	2		2	3		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	*1.00	*1.00	1.00	*1.00	*1.00	0.88	*1.00	*1.00	*1.00	*1.00	*1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5588	1538	5309	3725	2787	3471	3725	3167	5309	3725	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5588	1538	5309	3725	2787	3471	3725	3167	5309	3725	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			165			127			127
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2167			748			988			812	
Travel Time (s)		49.3			17.0			22.5			18.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	4%	2%	2%	2%	2%	3%
Adj. Flow (vph)	239	1233	91	976	1032	1095	174	502	1106	872	652	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	1233	91	976	1032	1095	174	502	1106	872	652	141
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)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	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	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	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	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			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	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	3	7	4	5	3	8	8
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)	11.8	24.8	24.8	11.8	24.8	11.8	11.8	24.8	11.8	11.8	24.8	24.8
Total Split (s)	32.0	47.0	47.0	38.0	53.0	35.0	18.9	30.0	38.0	35.0	46.1	46.1
Total Split (%)	21.3%	31.3%	31.3%	25.3%	35.3%	23.3%	12.6%	20.0%	25.3%	23.3%	30.7%	30.7%
Maximum Green (s)	25.2	40.2	40.2	31.2	46.2	28.2	12.1	23.2	31.2	28.2	39.3	39.3
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	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	C-Min	C-Min	None	C-Min	None	None	None	None	None	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)	23.3	40.4	40.4	31.3	48.5	83.7	11.4	22.6	60.8	28.4	39.6	39.6
Actuated g/C Ratio	0.16	0.27	0.27	0.21	0.32	0.56	0.08	0.15	0.41	0.19	0.26	0.26
v/c Ratio	0.87	0.82	0.17	0.88	0.86	0.67	0.66	0.89	0.81	0.87	0.66	0.28
Control Delay	90.8	55.1	2.6	64.7	50.1	28.3	79.9	81.4	40.5	69.1	53.1	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.8	55.1	2.6	64.7	50.1	28.3	79.9	81.4	40.5	69.1	53.1	10.4
LOS	F	E	A	E	D	C	E	F	D	E	D	B
Approach Delay		57.5			47.0			55.9			57.9	
Approach LOS		E			D			E			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	234	330	0	298	457	344	84	243	428	279	287	10
Queue Length 95th (ft)	m#365	444	m13	#360	#561	379	124	#331	519	#330	354	66
Internal Link Dist (ft)		2087			668			908			732	
Turn Bay Length (ft)	205		245	340		290	520		390	455		185
Base Capacity (vph)	297	1506	543	1108	1203	1627	279	576	1358	1005	984	507
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.82	0.17	0.88	0.86	0.67	0.62	0.87	0.81	0.87	0.66	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 53.2		Intersection LOS: D	
Intersection Capacity Utilization 92.1%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Village Pkwy & Tradition Parkway

INTERSECTION 7-A
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
I-95 SB & Tradition Parkway

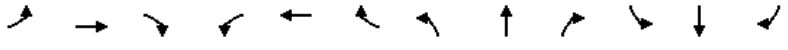
		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	305	140	0	162	242	0	0	0	0	0	0	76	0	165	1090
7:15 AM	7:30 AM	0	0	287	120	0	135	225	0	0	0	0	0	0	101	0	152	1020
7:30 AM	7:45 AM	0	0	358	118	0	123	287	0	0	0	0	0	0	89	0	119	1094
7:45 AM	8:00 AM	0	0	307	104	0	113	293	0	0	0	0	0	0	137	0	175	1129
8:00 AM	8:15 AM	0	0	329	97	0	115	226	0	0	0	0	0	0	98	0	122	987
8:15 AM	8:30 AM	0	0	277	98	1	104	210	0	0	0	0	0	0	135	0	162	987
8:30 AM	8:45 AM	0	0	267	85	2	119	206	0	0	0	0	0	0	145	0	144	968
8:45 AM	9:00 AM	0	0	268	86	0	69	267	0	0	0	0	0	0	112	0	157	959
		0	0	2398	848	3	940	1956	0	0	0	0	0	0	893	0	1196	8234
Peak Hour Traffic Volume																		
7:00 AM	8:00 AM	0	0	1257	482	0	533	1047	0	0	0	0	0	0	403	0	611	4333

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.96 Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	0	0	1257	482	0	533	1047	0	0	0	0	0	0	403	0	611
Seasonal Factor	0	0	101	39	0	43	84	0	0	0	0	0	0	32	0	49
Adjusted Volumes		0	**1358**	**521**		576	**1131**	**0**		0	**0**	**0**		435	**0**	**660**
2024 Volumes		**0**	**1358**	**521**		**576**	**1131**	**0**		**0**	**0**	**0**		**435**	**0**	**660**
Growth Rate	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%
Growth Volume	0	0	493	189	0	209	411	0	0	0	0	0	0	158	0	240
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out			Out	Out			In									
Assignment		0.0%	3.6%	4.6%		0.0%	3.6%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%
2030 Oak Ridge Committed	**0**	**0**	**23**	**29**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2030 Background growth Volumes	**0**	**0**	**1874**	**739**	**0**	**785**	**1553**	**0**	**0**	**0**	**0**	**0**	**0**	**593**	**0**	**900**
2030 Background growth Volumes	0	0	1874	739	0	785	1553	0	0	0	0	0	0	593	0	900
Tradition NOPC Projet Traffic Scenario 1	0	0	113	35	0	0	215	0	0	0	0	0	0	0	0	65
Post Development Volumes S1	0	0	1987	774	0	785	1768	0	0	0	0	0	0	593	0	965

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2030 Background growth Volumes	**0**	**0**	**1874**	**739**	**0**	**785**	**1553**	**0**	**0**	**0**	**0**	**0**	**0**	**593**	**0**	**900**
Tradition NOPC Projet Traffic Scenario 2	0	0	145	44	0	0	182	0	0	0	0	0	0	0	0	55
Post Development Volumes S2		**0**	**2019**	**783**	**0**	**785**	**1735**	**0**	**0**	**0**	**0**	**0**	**0**	**593**	**0**	**955**
			Out	Out			In									In
Project Traffic Assignment		0.0%	33.0%	10.0%		0.0%	33.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	10.0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing		0	1358	521	0	576	1131	0	0	0	0	0	0	435	0	660
S1		0	1987	774	0	785	1768	0	0	0	0	0	0	593	0	965
S2		0	2019	783	0	785	1735	0	0	0	0	0	0	593	0	955

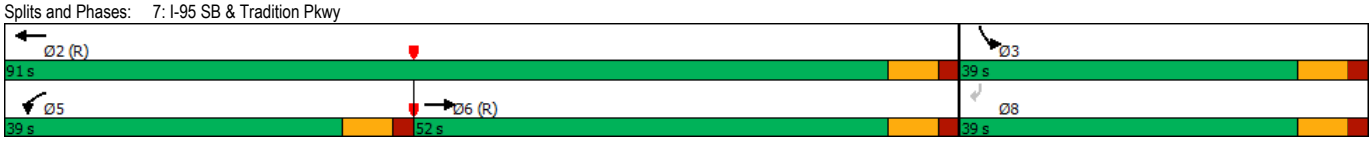


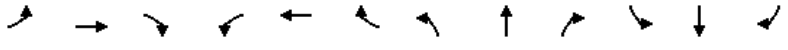
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1358	521	576	1131	0	0	0	0	435	0	660
Future Volume (vph)	0	1358	521	576	1131	0	0	0	0	435	0	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		350	500		0	0		0	1000		1000
Storage Lanes	0		1	2		0	0		0	3		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5588	1599	3574	5588	0	0	0	0	5157	0	4659
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5588	1599	3574	5588	0	0	0	0	5157	0	4659
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			478									285
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		773			1662			1009			2000	
Travel Time (s)		11.7			25.2			19.7			39.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	1%	1%	2%	0%	0%	0%	0%	5%	0%	4%
Adj. Flow (vph)	0	1429	548	606	1191	0	0	0	0	458	0	695
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1429	548	606	1191	0	0	0	0	458	0	695
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)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		10.0		7.0	10.0					7.0		7.0
Minimum Split (s)		24.8		13.8	27.0					13.8		24.8
Total Split (s)		52.0		39.0	91.0					39.0		39.0
Total Split (%)		40.0%		30.0%	70.0%					30.0%		30.0%
Maximum Green (s)		45.2		32.2	84.2					32.2		32.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Max		None	C-Max					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		10			25							0
Act Effct Green (s)		64.2	130.0	27.3	98.3					18.1		18.1
Actuated g/C Ratio		0.49	1.00	0.21	0.76					0.14		0.14
v/c Ratio		0.52	0.34	0.81	0.28					0.64		0.78
Control Delay		34.3	0.4	59.0	6.4					56.7		37.7
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		34.3	0.4	59.0	6.4					56.7		37.7
LOS		C	A	E	A					E		D
Approach Delay		24.9			24.2						45.2	
Approach LOS		C			C						D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		341	0	266	62					124		114
Queue Length 95th (ft)		442	0	316	234					151		149
Internal Link Dist (ft)		693			1582			929			1920	
Turn Bay Length (ft)			350	500						1000		1000
Base Capacity (vph)		2760	1599	893	4226					1277		1368
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.52	0.34	0.68	0.28					0.36		0.51

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 29.4		Intersection LOS: C	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 7: I-95 SB & Tradition Pkwy





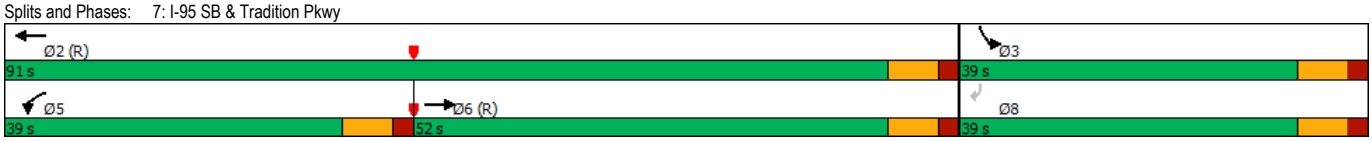
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1987	774	785	1768	0	0	0	0	593	0	965
Future Volume (vph)	0	1987	774	785	1768	0	0	0	0	593	0	965
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		350	500		0	0		0	1000		1000
Storage Lanes	0		1	2		0	0		0	3		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5588	1599	3574	5588	0	0	0	0	5157	0	4659
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5588	1599	3574	5588	0	0	0	0	5157	0	4659
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			486									89
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		773			1662			1009			2000	
Travel Time (s)		11.7			25.2			19.7			39.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	1%	1%	2%	0%	0%	0%	0%	5%	0%	4%
Adj. Flow (vph)	0	2092	815	826	1861	0	0	0	0	624	0	1016
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2092	815	826	1861	0	0	0	0	624	0	1016
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)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		10.0		7.0	10.0					7.0		7.0
Minimum Split (s)		24.8		13.8	27.0					13.8		24.8
Total Split (s)		52.0		39.0	91.0					39.0		39.0
Total Split (%)		40.0%		30.0%	70.0%					30.0%		30.0%
Maximum Green (s)		45.2		32.2	84.2					32.2		32.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		10			25							0
Act Effct Green (s)		47.0	130.0	32.1	85.8					30.6		30.6
Actuated g/C Ratio		0.36	1.00	0.25	0.66					0.24		0.24
v/c Ratio		1.04	0.51	0.94	0.50					0.51		0.87
Control Delay		75.1	0.2	63.5	22.6					44.7		52.8
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		75.1	0.2	63.5	22.6					44.7		52.8
LOS		E	A	E	C					D		D
Approach Delay		54.1			35.2						49.7	
Approach LOS		D			D						D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~649	0	373	397					151		250
Queue Length 95th (ft)		m#579	m0	m396	m429					188		302
Internal Link Dist (ft)		693			1582			929			1920	
Turn Bay Length (ft)			350	500						1000		1000
Base Capacity (vph)		2019	1599	894	3689					1277		1220
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		1.04	0.51	0.92	0.50					0.49		0.83

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 46.1		Intersection LOS: D	
Intersection Capacity Utilization 92.3%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: I-95 SB & Tradition Pkwy



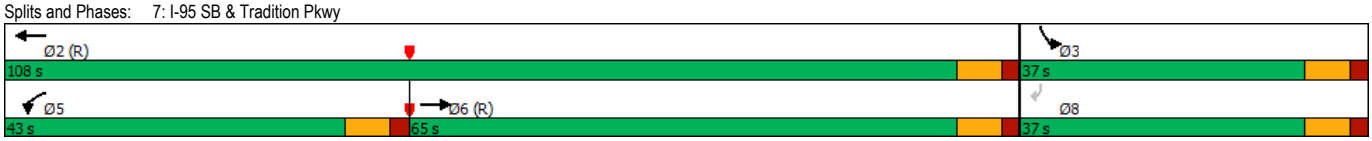
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1987	774	785	1768	0	0	0	0	593	0	965
Future Volume (vph)	0	1987	774	785	1768	0	0	0	0	593	0	965
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		350	500		0	0		0	1000		1000
Storage Lanes	0		1	2		0	0		0	3		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5588	1599	3574	5588	0	0	0	0	5157	0	4659
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5588	1599	3574	5588	0	0	0	0	5157	0	4659
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			435									89
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		773			1662			1009			2000	
Travel Time (s)		11.7			25.2			19.7			39.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	1%	1%	2%	0%	0%	0%	0%	5%	0%	4%
Adj. Flow (vph)	0	2092	815	826	1861	0	0	0	0	624	0	1016
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2092	815	826	1861	0	0	0	0	624	0	1016
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)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		10.0		7.0	10.0					7.0		7.0
Minimum Split (s)		24.8		13.8	27.0					13.8		24.8
Total Split (s)		65.0		43.0	108.0					37.0		37.0
Total Split (%)		44.8%		29.7%	74.5%					25.5%		25.5%
Maximum Green (s)		58.2		36.2	101.2					30.2		30.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		10			25							0
Act Effct Green (s)		58.9	145.0	35.5	101.2					30.2		30.2
Actuated g/C Ratio		0.41	1.00	0.24	0.70					0.21		0.21
v/c Ratio		0.92	0.51	0.94	0.48					0.58		0.98
Control Delay		47.7	1.2	76.7	16.7					54.2		74.5
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		47.7	1.2	76.7	16.7					54.2		74.5
LOS		D	A	E	B					D		E
Approach Delay		34.7			35.1						66.8	
Approach LOS		C			D						E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		522	5	416	357					179		297
Queue Length 95th (ft)		597	22	m#495	408					219		#387
Internal Link Dist (ft)		693			1582			929			1920	
Turn Bay Length (ft)			350	500						1000		1000
Base Capacity (vph)		2268	1599	892	3900					1074		1040
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.92	0.51	0.93	0.48					0.58		0.98

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 42.1		Intersection LOS: D	
Intersection Capacity Utilization 92.3%		ICU Level of Service F	
Analysis Period (min) 15			

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

Splits and Phases: 7: I-95 SB & Tradition Pkwy



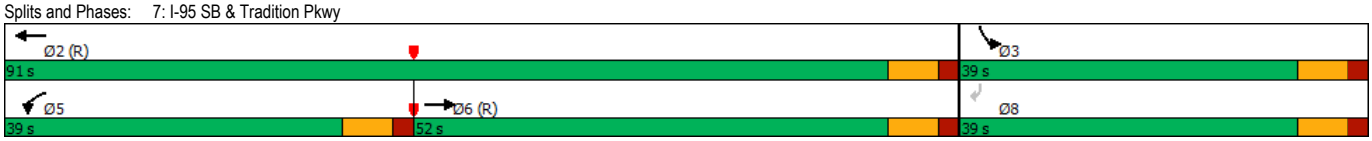
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2019	783	785	1735	0	0	0	0	593	0	955
Future Volume (vph)	0	2019	783	785	1735	0	0	0	0	593	0	955
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		350	500		0	0		0	1000		1000
Storage Lanes	0		1	2		0	0		0	3		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5588	1599	3574	5588	0	0	0	0	5157	0	4659
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5588	1599	3574	5588	0	0	0	0	5157	0	4659
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			483									89
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		773			1662			1009			2000	
Travel Time (s)		11.7			25.2			19.7			39.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	1%	1%	2%	0%	0%	0%	0%	5%	0%	4%
Adj. Flow (vph)	0	2125	824	826	1826	0	0	0	0	624	0	1005
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2125	824	826	1826	0	0	0	0	624	0	1005
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)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		10.0		7.0	10.0					7.0		7.0
Minimum Split (s)		24.8		13.8	27.0					13.8		24.8
Total Split (s)		52.0		39.0	91.0					39.0		39.0
Total Split (%)		40.0%		30.0%	70.0%					30.0%		30.0%
Maximum Green (s)		45.2		32.2	84.2					32.2		32.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		10			25							0
Act Effct Green (s)		47.1	130.0	32.2	86.1					30.3		30.3
Actuated g/C Ratio		0.36	1.00	0.25	0.66					0.23		0.23
v/c Ratio		1.05	0.52	0.93	0.49					0.52		0.87
Control Delay		79.8	0.3	63.5	22.1					44.9		52.7
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		79.8	0.3	63.5	22.1					44.9		52.7
LOS		E	A	E	C					D		D
Approach Delay		57.6			35.0						49.7	
Approach LOS		E			D						D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~668	0	373	389					151		248
Queue Length 95th (ft)		m#580	m0	m#401	m425					188		298
Internal Link Dist (ft)		693			1582			929			1920	
Turn Bay Length (ft)			350	500						1000		1000
Base Capacity (vph)		2026	1599	896	3700					1277		1220
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		1.05	0.52	0.92	0.49					0.49		0.82

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 47.5		Intersection LOS: D	
Intersection Capacity Utilization 91.8%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: I-95 SB & Tradition Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2019	783	785	1735	0	0	0	0	593	0	955
Future Volume (vph)	0	2019	783	785	1735	0	0	0	0	593	0	955
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		350	500		0	0		0	1000		1000
Storage Lanes	0		1	2		0	0		0	3		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5588	1599	3574	5588	0	0	0	0	5157	0	4659
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5588	1599	3574	5588	0	0	0	0	5157	0	4659
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			433									95
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		773			1662			1009			2000	
Travel Time (s)		11.7			25.2			19.7			39.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	1%	1%	2%	0%	0%	0%	0%	5%	0%	4%
Adj. Flow (vph)	0	2125	824	826	1826	0	0	0	0	624	0	1005
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2125	824	826	1826	0	0	0	0	624	0	1005
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)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		10.0		7.0	10.0					7.0		7.0
Minimum Split (s)		24.8		13.8	27.0					13.8		24.8
Total Split (s)		65.0		43.0	108.0					37.0		37.0
Total Split (%)		44.8%		29.7%	74.5%					25.5%		25.5%
Maximum Green (s)		58.2		36.2	101.2					30.2		30.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		10			25							0
Act Effct Green (s)		58.9	145.0	35.5	101.2					30.2		30.2
Actuated g/C Ratio		0.41	1.00	0.24	0.70					0.21		0.21
v/c Ratio		0.94	0.52	0.94	0.47					0.58		0.96
Control Delay		48.7	1.3	77.2	16.4					54.2		71.1
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		48.7	1.3	77.2	16.4					54.2		71.1
LOS		D	A	E	B					D		E
Approach Delay		35.4			35.3						64.7	
Approach LOS		D			D						E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		528	5	416	348					179		290
Queue Length 95th (ft)		#611	27	m#506	402					219		#378
Internal Link Dist (ft)		693			1582			929			1920	
Turn Bay Length (ft)			350	500						1000		1000
Base Capacity (vph)		2268	1599	892	3900					1074		1045
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.94	0.52	0.93	0.47					0.58		0.96

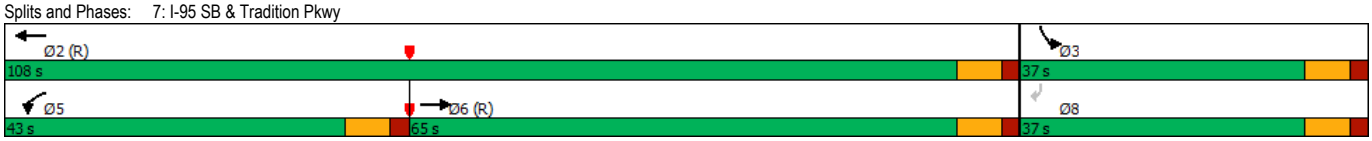
Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 42.0		Intersection LOS: D	
Intersection Capacity Utilization 91.8%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: I-95 SB & Tradition Pkwy



INTERSECTION 7-B
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
I-95 SB & Tradition Parkway

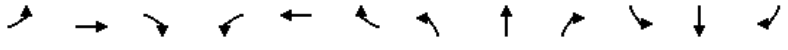
		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	398	67	0	59	344	0	0	0	0	0	0	189	0	159	1216
4:15 PM	4:30 PM	0	0	378	74	1	44	292	0	0	0	0	0	0	224	0	177	1190
4:30 PM	4:45 PM	0	0	464	74	0	52	293	0	0	0	0	0	0	219	0	156	1258
4:45 PM	5:00 PM	0	0	428	75	4	49	345	0	0	0	0	0	0	247	0	181	1329
5:00 PM	5:15 PM	0	0	385	98	3	53	278	0	0	0	0	0	0	244	1	164	1226
5:15 PM	5:30 PM	0	0	405	70	3	55	325	0	0	0	0	0	0	264	0	196	1318
5:30 PM	5:45 PM	0	0	390	66	4	40	304	0	0	0	0	0	0	255	0	207	1266
5:45 PM	6:00 PM	0	0	318	61	9	50	362	0	0	0	0	0	0	217	0	180	1197
		0	0	3166	585	24	402	2543	0	0	0	0	0	0	1859	1	1420	10000
Peak Hour Traffic Volume																		
4:45 PM	5:45 PM	0	0	1608	309	14	197	1252	0	0	0	0	0	0	1010	1	748	5139

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.97 Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	0	0	1608	309	14	197	1252	0	0	0	0	0	0	1010	1	748
Seasonal Factor	0	0	129	25	1	16	100	0	0	0	0	0	0	81	0	60
Adjusted Volumes		0	**1737**	**334**		228	**1352**	**0**		0	**0**	**0**		1091	**1**	**808**
2024 Volumes		**0**	**1737**	**334**		**228**	**1352**	**0**		**0**	**0**	**0**		**1091**	**1**	**808**
Growth Rate	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%
Growth Volume	0	0	631	121	0	83	491	0	0	0	0	0	0	396	0	293
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out			Out	Out			In									
Assignment		0.0%	3.6%	4.6%		0.0%	3.6%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%
2030 Oak Ridge Committed	**0**	**0**	**20**	**26**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2030 Background growth Volumes	**0**	**0**	**2388**	**481**	**0**	**311**	**1872**	**0**	**0**	**0**	**0**	**0**	**0**	**1487**	**1**	**1101**
2030 Background growth Volumes	0	0	2388	481	0	311	1872	0	0	0	0	0	0	1487	1	1101
Tradition NOPC Projet Traffic Scenario 1	0	0	237	72	0	0	184	0	0	0	0	0	0	0	0	56
Post Development Volumes S1	0	0	2625	553	0	311	2056	0	0	0	0	0	0	1487	1	1157

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
2030 Background growth Volumes	0	0	2388	481	0	311	1872	0	0	0	0	0	0	1487	1	1101
Tradition NOPC Projet Traffic Scenario 2	0	0	228	69	0	0	221	0	0	0	0	0	0	0	0	67
Post Development Volumes S2		**0**	**2616**	**550**	**0**	**311**	**2093**	**0**	**0**	**0**	**0**	**0**	**0**	**1487**	**1**	**1168**
Project Traffic Assignment		0.0%	Out 33.0%	Out 10.0%		0.0%	In 33.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	In 10.0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing		0	1737	334	0	228	1352	0	0	0	0	0	0	1091	0	808
S1		0	2625	553	0	311	2056	0	0	0	0	0	0	1487	0	1157
S2		0	2616	550	0	311	2093	0	0	0	0	0	0	1487	0	1168



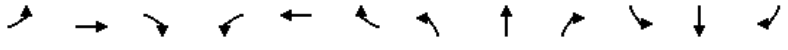
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1737	334	228	1352	0	0	0	0	1091	0	808
Future Volume (vph)	0	1737	334	228	1352	0	0	0	0	1091	0	808
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		350	500		0	0		0	1000		1000
Storage Lanes	0		1	2		0	0		0	3		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5644	1583	3505	5644	0	0	0	0	5361	0	4797
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5644	1583	3505	5644	0	0	0	0	5361	0	4797
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			240									173
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		773			1662			1009			2000	
Travel Time (s)		11.7			25.2			19.7			39.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	3%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	1828	352	240	1423	0	0	0	0	1148	0	851
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1828	352	240	1423	0	0	0	0	1148	0	851
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)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		10.0		7.0	10.0					7.0		7.0
Minimum Split (s)		24.8		13.8	27.0					13.8		24.8
Total Split (s)		52.0		39.0	91.0					39.0		39.0
Total Split (%)		40.0%		30.0%	70.0%					30.0%		30.0%
Maximum Green (s)		45.2		32.2	84.2					32.2		32.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Max		None	C-Max					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		10			25							0
Act Effct Green (s)		63.9	130.0	14.2	84.9					31.5		31.5
Actuated g/C Ratio		0.49	1.00	0.11	0.65					0.24		0.24
v/c Ratio		0.66	0.22	0.63	0.39					0.89		0.66
Control Delay		39.0	0.2	67.5	14.9					56.7		37.6
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		39.0	0.2	67.5	14.9					56.7		37.6
LOS		D	A	E	B					E		D
Approach Delay		32.7			22.5						48.6	
Approach LOS		C			C						D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		496	0	108	182					310		172
Queue Length 95th (ft)		m538	m0	151	285					363		217
Internal Link Dist (ft)		693			1582			929			1920	
Turn Bay Length (ft)			350	500						1000		1000
Base Capacity (vph)		2774	1583	868	3687					1327		1318
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.66	0.22	0.28	0.39					0.87		0.65

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 35.2		Intersection LOS: D	
Intersection Capacity Utilization 77.8%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: I-95 SB & Tradition Pkwy



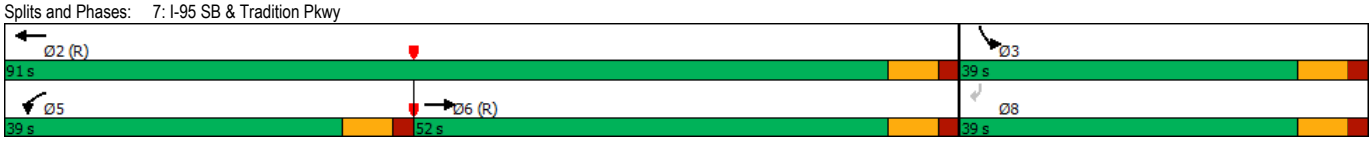
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2625	553	311	2056	0	0	0	0	1487	0	1157
Future Volume (vph)	0	2625	553	311	2056	0	0	0	0	1487	0	1157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		350	500		0	0		0	1000		1000
Storage Lanes	0		1	2		0	0		0	3		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5644	1583	3505	5644	0	0	0	0	5361	0	4797
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5644	1583	3505	5644	0	0	0	0	5361	0	4797
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			262									89
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		773			1662			1009			2000	
Travel Time (s)		11.7			25.2			19.7			39.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	3%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	2763	582	327	2164	0	0	0	0	1565	0	1218
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2763	582	327	2164	0	0	0	0	1565	0	1218
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)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		10.0		7.0	10.0					7.0		7.0
Minimum Split (s)		24.8		13.8	27.0					13.8		24.8
Total Split (s)		52.0		39.0	91.0					39.0		39.0
Total Split (%)		40.0%		30.0%	70.0%					30.0%		30.0%
Maximum Green (s)		45.2		32.2	84.2					32.2		32.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		10			25							0
Act Effct Green (s)		59.9	130.0	17.5	84.2					32.2		32.2
Actuated g/C Ratio		0.46	1.00	0.13	0.65					0.25		0.25
v/c Ratio		1.06	0.37	0.70	0.59					1.18		0.97
Control Delay		74.9	0.1	55.2	25.5					131.7		64.1
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		74.9	0.1	55.2	25.5					131.7		64.1
LOS		E	A	E	C					F		E
Approach Delay		61.9			29.4						102.1	
Approach LOS		E			C						F	

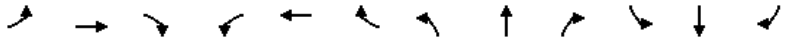
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~834	0	147	426					~526		320
Queue Length 95th (ft)		m635	m0	m129	m406					#614		#413
Internal Link Dist (ft)		693			1582			929			1920	
Turn Bay Length (ft)			350	500						1000		1000
Base Capacity (vph)		2602	1583	868	3655					1327		1255
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		1.06	0.37	0.38	0.59					1.18		0.97

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 65.5		Intersection LOS: E	
Intersection Capacity Utilization 104.9%		ICU Level of Service G	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: I-95 SB & Tradition Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2625	553	311	2056	0	0	0	0	1487	0	1157
Future Volume (vph)	0	2625	553	311	2056	0	0	0	0	1487	0	1157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		350	500		0	0		0	1000		1000
Storage Lanes	0		1	2		0	0		0	3		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5644	1583	3505	5644	0	0	0	0	5361	0	4797
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5644	1583	3505	5644	0	0	0	0	5361	0	4797
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			227									77
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		773			1662			1009			2000	
Travel Time (s)		11.7			25.2			19.7			39.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	3%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	2763	582	327	2164	0	0	0	0	1565	0	1218
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2763	582	327	2164	0	0	0	0	1565	0	1218
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)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		10.0		7.0	10.0					7.0		7.0
Minimum Split (s)		24.8		13.8	27.0					13.8		24.8
Total Split (s)		78.9		21.1	100.0					50.0		50.0
Total Split (%)		52.6%		14.1%	66.7%					33.3%		33.3%
Maximum Green (s)		72.1		14.3	93.2					43.2		43.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		-2.0		-2.0	-2.0					-2.0		-2.0
Total Lost Time (s)		4.8		4.8	4.8					4.8		4.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		0			0							0
Act Effct Green (s)		74.1	150.0	16.3	95.2					45.2		45.2
Actuated g/C Ratio		0.49	1.00	0.11	0.63					0.30		0.30
v/c Ratio		0.99	0.37	0.86	0.60					0.97		0.81
Control Delay		43.8	0.4	98.2	18.1					67.6		50.5
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		43.8	0.4	98.2	18.1					67.6		50.5
LOS		D	A	F	B					E		D
Approach Delay		36.2			28.6						60.1	
Approach LOS		D			C						E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		600	0	170	290					505		348
Queue Length 95th (ft)		#981	m0	m190	318					#600		403
Internal Link Dist (ft)		693			1582			929			1920	
Turn Bay Length (ft)			350	500						1000		1000
Base Capacity (vph)		2788	1583	380	3582					1615		1499
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.99	0.37	0.86	0.60					0.97		0.81

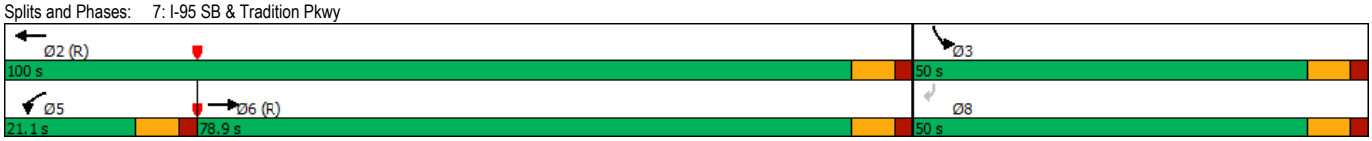
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 41.7		Intersection LOS: D	
Intersection Capacity Utilization 99.9%		ICU Level of Service F	
Analysis Period (min) 15			

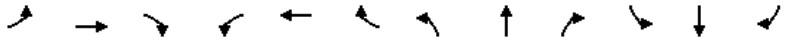
* User Entered Value

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: I-95 SB & Tradition Pkwy





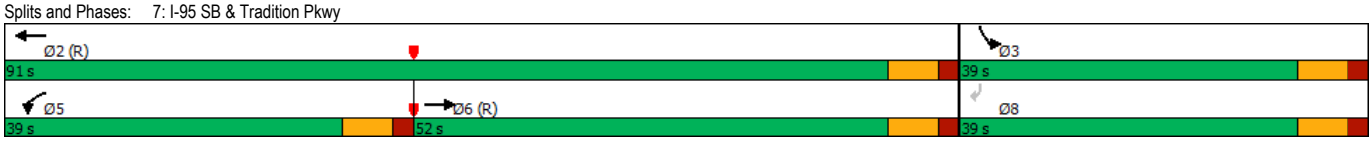
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2616	550	311	2093	0	0	0	0	1487	0	1168
Future Volume (vph)	0	2616	550	311	2093	0	0	0	0	1487	0	1168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		350	500		0	0		0	1000		1000
Storage Lanes	0		1	2		0	0		0	3		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5644	1583	3505	5644	0	0	0	0	5361	0	4797
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5644	1583	3505	5644	0	0	0	0	5361	0	4797
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			262									89
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		773			1662			1009			2000	
Travel Time (s)		11.7			25.2			19.7			39.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	3%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	2754	579	327	2203	0	0	0	0	1565	0	1229
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2754	579	327	2203	0	0	0	0	1565	0	1229
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)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		10.0		7.0	10.0					7.0		7.0
Minimum Split (s)		24.8		13.8	27.0					13.8		24.8
Total Split (s)		52.0		39.0	91.0					39.0		39.0
Total Split (%)		40.0%		30.0%	70.0%					30.0%		30.0%
Maximum Green (s)		45.2		32.2	84.2					32.2		32.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		6.8		6.8	6.8					6.8		6.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		10			25							0
Act Effct Green (s)		59.9	130.0	17.5	84.2					32.2		32.2
Actuated g/C Ratio		0.46	1.00	0.13	0.65					0.25		0.25
v/c Ratio		1.06	0.37	0.70	0.60					1.18		0.98
Control Delay		73.5	0.1	55.2	25.7					131.7		65.9
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		73.5	0.1	55.2	25.7					131.7		65.9
LOS		E	A	E	C					F		E
Approach Delay		60.7			29.5						102.7	
Approach LOS		E			C						F	

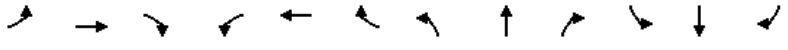
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~829	0	147	433					~526		324
Queue Length 95th (ft)		m632	m0	m127	m408					#614		#419
Internal Link Dist (ft)		693			1582			929			1920	
Turn Bay Length (ft)			350	500						1000		1000
Base Capacity (vph)		2602	1583	868	3655					1327		1255
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		1.06	0.37	0.38	0.60					1.18		0.98

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 65.2		Intersection LOS: E	
Intersection Capacity Utilization 104.7%		ICU Level of Service G	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: I-95 SB & Tradition Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2616	550	311	2093	0	0	0	0	1487	0	1168
Future Volume (vph)	0	2616	550	311	2093	0	0	0	0	1487	0	1168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		350	500		0	0		0	1000		1000
Storage Lanes	0		1	2		0	0		0	3		1
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	5644	1583	3505	5644	0	0	0	0	5361	0	4797
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	5644	1583	3505	5644	0	0	0	0	5361	0	4797
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			227									77
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		773			1662			1009			2000	
Travel Time (s)		11.7			25.2			19.7			39.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	3%	1%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	0	2754	579	327	2203	0	0	0	0	1565	0	1229
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2754	579	327	2203	0	0	0	0	1565	0	1229
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)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1		1
Detector Template		Thru	Right	Left	Thru					Left		Right
Leading Detector (ft)		100	20	20	100					20		20
Trailing Detector (ft)		0	0	0	0					0		0
Detector 1 Position(ft)		0	0	0	0					0		0
Detector 1 Size(ft)		6	20	20	6					20		20
Detector 1 Type		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
Detector 1 Queue (s)		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
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		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5	2					3		
Permitted Phases			Free									8
Detector Phase		6		5	2					3		8
Switch Phase												
Minimum Initial (s)		10.0		7.0	10.0					7.0		7.0
Minimum Split (s)		24.8		13.8	27.0					13.8		24.8
Total Split (s)		78.9		21.1	100.0					50.0		50.0
Total Split (%)		52.6%		14.1%	66.7%					33.3%		33.3%
Maximum Green (s)		72.1		14.3	93.2					43.2		43.2
Yellow Time (s)		4.8		4.8	4.8					4.8		4.8
All-Red Time (s)		2.0		2.0	2.0					2.0		2.0
Lost Time Adjust (s)		-2.0		-2.0	-2.0					-2.0		-2.0
Total Lost Time (s)		4.8		4.8	4.8					4.8		4.8
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0		3.0
Recall Mode		C-Min		None	C-Min					None		None
Walk Time (s)		7.0			7.0							7.0
Flash Dont Walk (s)		11.0			11.0							11.0
Pedestrian Calls (#/hr)		0			0							0
Act Effct Green (s)		74.1	150.0	16.3	95.2					45.2		45.2
Actuated g/C Ratio		0.49	1.00	0.11	0.63					0.30		0.30
v/c Ratio		0.99	0.37	0.86	0.62					0.97		0.82
Control Delay		44.4	0.4	97.4	18.2					67.6		50.9
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		44.4	0.4	97.4	18.2					67.6		50.9
LOS		D	A	F	B					E		D
Approach Delay		36.7			28.4						60.2	
Approach LOS		D			C						E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		697	0	170	293					505		353
Queue Length 95th (ft)		#979	m0	m187	321					#600		408
Internal Link Dist (ft)		693			1582			929			1920	
Turn Bay Length (ft)			350	500						1000		1000
Base Capacity (vph)		2788	1583	380	3582					1615		1499
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.99	0.37	0.86	0.62					0.97		0.82

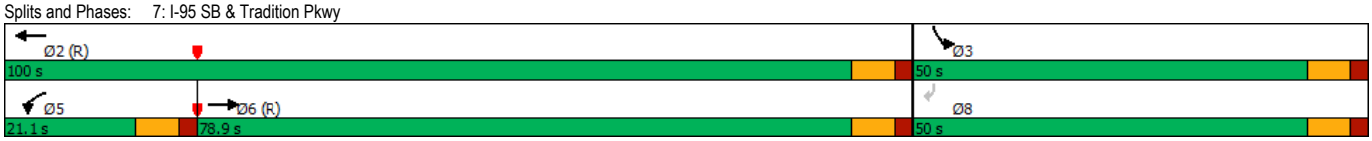
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 41.9		Intersection LOS: D	
Intersection Capacity Utilization 99.7%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: I-95 SB & Tradition Pkwy



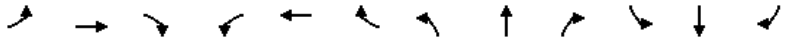
INTERSECTION 8-A
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 3
I-95 NB & Tradition Parkway

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	187	220	0	0	0	348	245	0	57	0	33	0	0	0	0	1090
7:15 AM	7:30 AM	0	132	241	0	0	0	351	274	0	32	0	32	0	0	0	0	1062
7:30 AM	7:45 AM	0	170	277	0	0	0	315	311	0	78	0	50	0	0	0	0	1201
7:45 AM	8:00 AM	1	163	288	0	0	0	357	285	0	78	0	50	0	0	0	0	1222
8:00 AM	8:15 AM	0	164	270	0	0	0	272	277	0	53	1	58	0	0	0	0	1095
8:15 AM	8:30 AM	1	151	259	0	0	0	281	221	0	45	0	35	0	0	0	0	993
8:30 AM	8:45 AM	1	125	285	0	0	0	275	217	0	42	0	28	0	0	0	0	973
8:45 AM	9:00 AM	2	134	259	0	0	0	263	194	0	61	0	56	0	0	0	0	969
		5	1226	2099	0	0	0	2462	2024	0	446	1	342	0	0	0	0	8605
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	1	629	1076	0	0	0	1295	1147	0	241	1	190	0	0	0	0	4580

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.94 Adjusted PHF 0.94

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	1	629	1076	0	0	0	1295	1147	0	241	1	190	0	0	0	0
Seasonal Factor	0	50	86	0	0	0	104	92	0	19	0	15	0	0	0	0
Adjusted Volumes		680	**1162**	**0**		0	**1399**	**1239**		260	**1**	**205**		0	**0**	**0**
2024 Volumes		**680**	**1162**	**0**		**0**	**1399**	**1239**		**260**	**1**	**205**		**0**	**0**	**0**
Growth Rate	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%
Growth Volume	0	247	422	0	0	0	508	450	0	94	0	74	0	0	0	0
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out			Out				In			In						
Assignment		0.0%	3.6%	0.0%		0.0%	3.6%	0.0%		4.6%	0.0%	0.0%		0.0%	0.0%	0.0%
2030 Oak Ridge Committed	**0**	**0**	**23**	**0**	**0**	**0**	**11**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**
2030 Background growth Volumes	**0**	**927**	**1607**	**0**	**0**	**0**	**1918**	**1689**	**0**	**368**	**1**	**279**	**0**	**0**	**0**	**0**
2030 Background growth Volumes	0	927	1607	0	0	0	1918	1689	0	368	1	279	0	0	0	0
Tradition NOPC Projet Traffic Scenario 1	0	0	79	0	0	0	150	0	0	100	0	0	0	0	0	0
Post Development Volumes S1	0	927	1686	0	0	0	2068	1689	0	468	1	279	0	0	0	0
2030 Background growth Volumes	0	927	1607	0	0	0	1918	1689	0	368	1	279	0	0	0	0
Tradition NOPC Projet Traffic Scenario 2		0	101	0	0	0	127	0	0	99	0	0	0	0	0	0
Post Development Volumes S2	0	927	1708	0	0	0	2045	1689	0	467	1	279	0	0	0	0
Project Traffic			Out				In									
Assignment		0.0%	23.0%	0.0%		0.0%	23.0%	0.0%		10.0%	0.0%	0.0%		0.0%	0.0%	0.0%

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing	0	680	1162	0	0	0	1399	1239	0	260	0	205	0	0	0	0
S1	0	927	1686	0	0	0	2068	1689	0	468	0	279	0	0	0	0
S2	0	927	1708	0	0	0	2045	1689	0	467	0	279	0	0	0	0

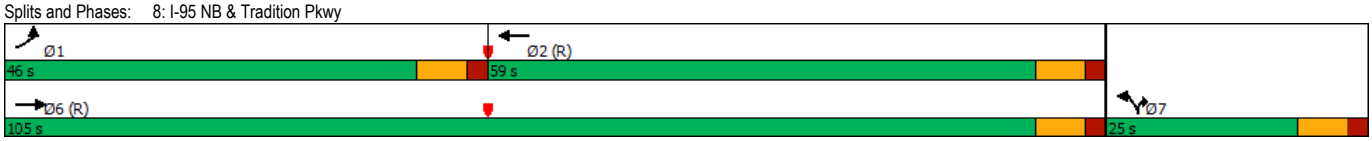


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	680	1162	0	0	1399	1239	260	0	205	0	0	0
Future Volume (vph)	680	1162	0	0	1399	1239	260	0	205	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	0		560	1000		1000	0		0
Storage Lanes	2		0	0		1	3		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3505	5481	0	0	5644	1568	5309	0	3076	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3505	5481	0	0	5644	1568	5309	0	3076	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						716						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1662			1888			1858			744	
Travel Time (s)		25.2			28.6			36.2			14.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	4%	0%	0%	1%	3%	2%	0%	5%	0%	0%	0%
Adj. Flow (vph)	723	1236	0	0	1488	1318	277	0	218	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	723	1236	0	0	1488	1318	277	0	218	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		7			
Permitted Phases						Free						
Detector Phase	1	6			2		7		7			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		14.5		14.5			
Total Split (s)	46.0	105.0			59.0		25.0		25.0			
Total Split (%)	35.4%	80.8%			45.4%		19.2%		19.2%			
Maximum Green (s)	39.2	98.2			52.2		18.2		18.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Recall Mode	None	C-Max			C-Max		None		None			
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		20			20							
Act Effct Green (s)	32.4	102.0			62.8	130.0	14.4		14.4			
Actuated g/C Ratio	0.25	0.78			0.48	1.00	0.11		0.11			
v/c Ratio	0.83	0.29			0.55	0.84	0.47		0.64			
Control Delay	70.0	4.1			25.6	5.6	56.4		63.8			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	70.0	4.1			25.6	5.6	56.4		63.8			
LOS	E	A			C	A	E		E			
Approach Delay		28.4			16.2			59.7				
Approach LOS		C			B			E				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	308	49			286	0	74		89			
Queue Length 95th (ft)	348	168			383	0	100		127			
Internal Link Dist (ft)		1582			1808			1778			664	
Turn Bay Length (ft)	400					560	1000		1000			
Base Capacity (vph)	1056	4300			2727	1568	743		430			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.68	0.29			0.55	0.84	0.37		0.51			

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 24.9		Intersection LOS: C	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 8: I-95 NB & Tradition Pkwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	927	1686	0	0	2068	1689	468	0	279	0	0	0
Future Volume (vph)	927	1686	0	0	2068	1689	468	0	279	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	0		560	1000		1000	0		0
Storage Lanes	2		0	0		1	3		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3505	5481	0	0	5644	1568	5309	0	3076	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3505	5481	0	0	5644	1568	5309	0	3076	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						705						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1662			1888			1858			744	
Travel Time (s)		25.2			28.6			36.2			14.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	4%	0%	0%	1%	3%	2%	0%	5%	0%	0%	0%
Adj. Flow (vph)	986	1794	0	0	2200	1797	498	0	297	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	986	1794	0	0	2200	1797	498	0	297	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		7			
Permitted Phases						Free						
Detector Phase	1	6			2		7		7			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		14.5		14.5			
Total Split (s)	46.0	105.0			59.0		25.0		25.0			
Total Split (%)	35.4%	80.8%			45.4%		19.2%		19.2%			
Maximum Green (s)	39.2	98.2			52.2		18.2		18.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	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							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		20			20							
Act Effct Green (s)	38.9	99.5			53.8	130.0	16.9		16.9			
Actuated g/C Ratio	0.30	0.77			0.41	1.00	0.13		0.13			
v/c Ratio	0.94	0.43			0.94	1.15	0.72		0.75			
Control Delay	60.2	11.4			46.3	80.8	60.8		66.5			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	60.2	11.4			46.3	80.8	60.8		66.5			
LOS	E	B			D	F	E		E			
Approach Delay		28.7			61.8			62.9				
Approach LOS		C			E			E				

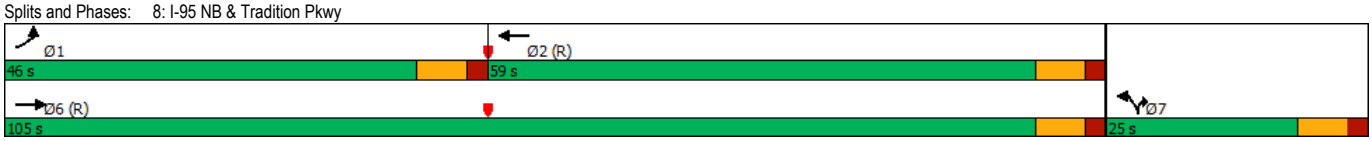
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	430	313			599	~401	134		121			
Queue Length 95th (ft)	m404	m309			#707	#665	172		169			
Internal Link Dist (ft)		1582			1808			1778			664	
Turn Bay Length (ft)	400					560	1000		1000			
Base Capacity (vph)	1064	4196			2335	1568	743		430			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.93	0.43			0.94	1.15	0.67		0.69			

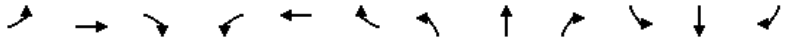
Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 49.8 Intersection LOS: D
Intersection Capacity Utilization 92.3% ICU Level of Service F
Analysis Period (min) 15

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: I-95 NB & Tradition Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	927	1686	0	0	2068	1689	468	0	279	0	0	0
Future Volume (vph)	927	1686	0	0	2068	1689	468	0	279	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	0		560	1000		1000	0		0
Storage Lanes	2		0	0		2	3		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	*1.00	*1.00	1.00	1.00	*1.00	0.88	*1.00	1.00	*1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3505	5481	0	0	5644	2760	5309	0	4614	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3505	5481	0	0	5644	2760	5309	0	4614	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						1218						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1662			1888			1858			744	
Travel Time (s)		25.2			28.6			36.2			14.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	4%	0%	0%	1%	3%	2%	0%	5%	0%	0%	0%
Adj. Flow (vph)	986	1794	0	0	2200	1797	498	0	297	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	986	1794	0	0	2200	1797	498	0	297	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		7			
Permitted Phases						Free						
Detector Phase	1	6			2		7		7			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		14.5		14.5			
Total Split (s)	53.0	122.0			69.0		23.0		23.0			
Total Split (%)	36.6%	84.1%			47.6%		15.9%		15.9%			
Maximum Green (s)	46.2	115.2			62.2		16.2		16.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Recall Mode	None	C-Max			C-Max		None		None			
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		20			20							
Act Effct Green (s)	44.4	115.4			64.2	145.0	16.0		16.0			
Actuated g/C Ratio	0.31	0.80			0.44	1.00	0.11		0.11			
v/c Ratio	0.92	0.41			0.88	0.65	0.85		0.58			
Control Delay	66.8	8.6			42.4	1.2	77.5		66.3			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	66.8	8.6			42.4	1.2	77.5		66.3			
LOS	E	A			D	A	E		E			
Approach Delay		29.2			23.9			73.3				
Approach LOS		C			C			E				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	479	315			641	0	156		90			
Queue Length 95th (ft)	m505	354			704	0	#206		122			
Internal Link Dist (ft)		1582			1808			1778			664	
Turn Bay Length (ft)	400					560	1000		1000			
Base Capacity (vph)	1116	4361			2499	2760	593		515			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.88	0.41			0.88	0.65	0.84		0.58			

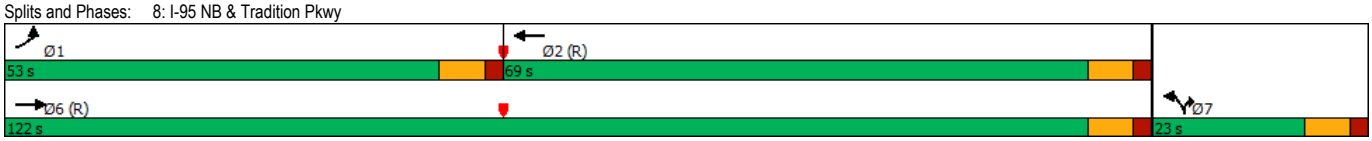
Intersection Summary	
Area Type:	Other
Cycle Length: 145	
Actuated Cycle Length: 145	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 31.0	Intersection LOS: C
Intersection Capacity Utilization 92.3%	ICU Level of Service F
Analysis Period (min) 15	

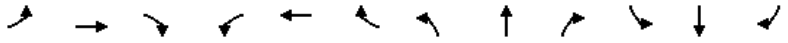
* User Entered Value

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: I-95 NB & Tradition Pkwy





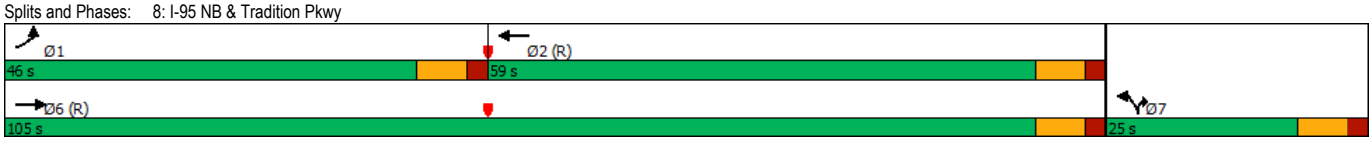
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	927	1708	0	0	2045	1689	467	0	279	0	0	0
Future Volume (vph)	927	1708	0	0	2045	1689	467	0	279	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	0		560	1000		1000	0		0
Storage Lanes	2		0	0		1	3		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3505	5481	0	0	5644	1568	5309	0	3076	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3505	5481	0	0	5644	1568	5309	0	3076	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						705						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1662			1888			1858			744	
Travel Time (s)		25.2			28.6			36.2			14.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	4%	0%	0%	1%	3%	2%	0%	5%	0%	0%	0%
Adj. Flow (vph)	986	1817	0	0	2176	1797	497	0	297	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	986	1817	0	0	2176	1797	497	0	297	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		7			
Permitted Phases						Free						
Detector Phase	1	6			2		7		7			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		14.5		14.5			
Total Split (s)	46.0	105.0			59.0		25.0		25.0			
Total Split (%)	35.4%	80.8%			45.4%		19.2%		19.2%			
Maximum Green (s)	39.2	98.2			52.2		18.2		18.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	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							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		20			20							
Act Effct Green (s)	38.9	99.5			53.8	130.0	16.9		16.9			
Actuated g/C Ratio	0.30	0.77			0.41	1.00	0.13		0.13			
v/c Ratio	0.94	0.43			0.93	1.15	0.72		0.75			
Control Delay	59.4	11.6			45.1	80.8	60.7		66.5			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	59.4	11.6			45.1	80.8	60.7		66.5			
LOS	E	B			D	F	E		E			
Approach Delay		28.4			61.2			62.9				
Approach LOS		C			E			E				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	433	319			589	~401	134		121			
Queue Length 95th (ft)	m404	m312			#693	#665	172		169			
Internal Link Dist (ft)		1582			1808			1778			664	
Turn Bay Length (ft)	400					560	1000		1000			
Base Capacity (vph)	1064	4196			2335	1568	743		430			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.93	0.43			0.93	1.15	0.67		0.69			

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 49.2		Intersection LOS: D	
Intersection Capacity Utilization 91.8%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: I-95 NB & Tradition Pkwy



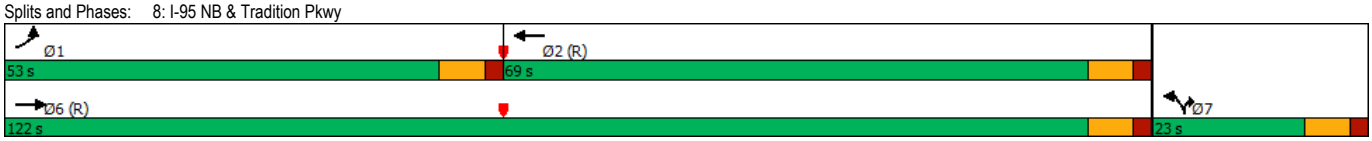
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	927	1708	0	0	2045	1689	467	0	279	0	0	0
Future Volume (vph)	927	1708	0	0	2045	1689	467	0	279	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	0		560	1000		1000	0		0
Storage Lanes	2		0	0		2	3		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	*1.00	*1.00	1.00	1.00	*1.00	0.88	*1.00	1.00	*1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3505	5481	0	0	5644	2760	5309	0	4614	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3505	5481	0	0	5644	2760	5309	0	4614	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						1218						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1662			1888			1858			744	
Travel Time (s)		25.2			28.6			36.2			14.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	4%	0%	0%	1%	3%	2%	0%	5%	0%	0%	0%
Adj. Flow (vph)	986	1817	0	0	2176	1797	497	0	297	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	986	1817	0	0	2176	1797	497	0	297	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		7			
Permitted Phases						Free						
Detector Phase	1	6			2		7		7			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		14.5		14.5			
Total Split (s)	53.0	122.0			69.0		23.0		23.0			
Total Split (%)	36.6%	84.1%			47.6%		15.9%		15.9%			
Maximum Green (s)	46.2	115.2			62.2		16.2		16.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Recall Mode	None	C-Max			C-Max		None		None			
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		20			20							
Act Effct Green (s)	44.4	115.4			64.2	145.0	16.0		16.0			
Actuated g/C Ratio	0.31	0.80			0.44	1.00	0.11		0.11			
v/c Ratio	0.92	0.42			0.87	0.65	0.85		0.58			
Control Delay	66.1	8.9			41.8	1.2	77.4		66.3			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	66.1	8.9			41.8	1.2	77.4		66.3			
LOS	E	A			D	A	E		E			
Approach Delay		29.0			23.4			73.3				
Approach LOS		C			C			E				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	482	323			630	0	156		90			
Queue Length 95th (ft)	m503	m359			691	0	#206		122			
Internal Link Dist (ft)		1582			1808			1778			664	
Turn Bay Length (ft)	400					560	1000		1000			
Base Capacity (vph)	1116	4361			2499	2760	593		515			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.88	0.42			0.87	0.65	0.84		0.58			

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 30.7		Intersection LOS: C	
Intersection Capacity Utilization 91.8%		ICU Level of Service F	
Analysis Period (min) 15			

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

Splits and Phases: 8: I-95 NB & Tradition Pkwy



INTERSECTION 8-B

PM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 3

I-95 NB & Tradition Parkway

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	1	179	411	0	0	0	277	155	0	114	0	136	0	0	0	0	1273
4:15 PM	4:30 PM	0	132	481	0	0	0	263	151	0	90	0	132	0	0	0	0	1249
4:30 PM	4:45 PM	1	183	499	0	0	0	255	167	0	91	0	139	0	0	0	0	1335
4:45 PM	5:00 PM	0	166	507	0	0	0	278	158	0	117	0	155	0	0	0	0	1381
5:00 PM	5:15 PM	2	145	479	0	0	0	249	185	0	93	0	128	0	0	0	0	1281
5:15 PM	5:30 PM	2	161	524	0	0	0	271	184	0	124	0	155	0	0	0	0	1421
5:30 PM	5:45 PM	0	151	503	0	0	0	234	184	0	119	0	159	0	0	0	0	1350
5:45 PM	6:00 PM	1	108	441	0	0	0	286	186	0	142	0	140	0	0	0	0	1304
		7	1225	3845	0	0	0	2113	1370	0	890	0	1144	0	0	0	0	10594
Peak Hour Traffic Volume																		
4:45 PM	5:45 PM	4	623	2013	0	0	0	1032	711	0	453	0	597	0	0	0	0	5433

Count Taken: 11/6/2024
Existing year: 2024
Buildout year: 2030
Growth Rate: 5.3%
Seasonal Factor: 1.08
PHF 0.96 Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
11/6/2024																
Existing Volumes	4	623	2013	0	0	0	1032	711	0	453	0	597	0	0	0	0
Seasonal Factor	0	50	161	0	0	0	83	57	0	36	0	48	0	0	0	0
Adjusted Volumes		677	**2174**	**0**		0	**1115**	**768**		489	**0**	**645**		0	**0**	**0**
2024 Volumes		**677**	**2174**	**0**		**0**	**1115**	**768**		**489**	**0**	**645**		**0**	**0**	**0**
Growth Rate	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%
Growth Volume	0	246	790	0	0	0	405	279	0	178	0	234	0	0	0	0
2030 Oak Ridge	AM	IN	303	OUT	628		PM	IN	805	OUT	565					
In/Out			Out				In			In						
Assignment		0.0%	3.6%	0.0%		0.0%	3.6%	0.0%		4.6%	0.0%	0.0%		0.0%	0.0%	0.0%
2030 Oak Ridge Committed	**0**	**0**	**20**	**0**	**0**	**0**	**29**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**
2030 Background growth Volumes	**0**	**923**	**2984**	**0**	**0**	**0**	**1549**	**1047**	**0**	**704**	**0**	**879**	**0**	**0**	**0**	**0**
2030 Background growth Volumes	0	923	2984	0	0	0	1549	1047	0	704	0	879	0	0	0	0
Tradition NOPC Projet Traffic Scenario 1	0	0	165	0	0	0	128	0	0	127	0	0	0	0	0	0
Post Development Volumes S1	0	923	3149	0	0	0	1677	1047	0	831	0	879	0	0	0	0
2030 Background growth Volumes	0	923	2984	0	0	0	1549	1047	0	704	0	879	0	0	0	0
Tradition NOPC Projet Traffic Scenario 2		0	159	0	0	0	154	0	0	135	0	0	0	0	0	0
Post Development Volumes S2	0	923	3143	0	0	0	1703	1047	0	839	0	879	0	0	0	0
			Out				In									
Project Traffic Assignment		0.0%	23.0%	0.0%		0.0%	23.0%	0.0%		10.0%	0.0%	0.0%		0.0%	0.0%	0.0%

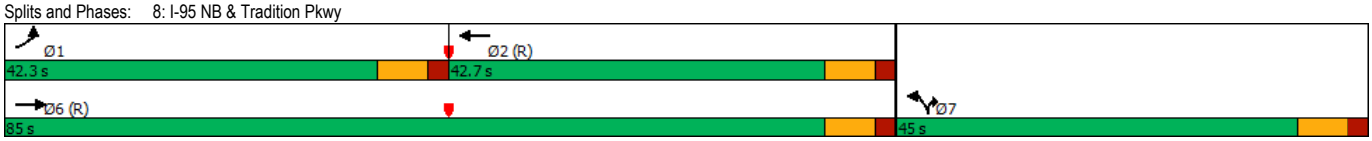
	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Existing		677	2174	0	0	0	1115	768	0	489	0	645	0	0	0	0
S1		923	3149	0	0	0	1677	1047	0	831	0	879	0	0	0	0
S2	0	923	3143	0	0	0	1703	1047	0	839	0	879	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	677	2174	0	0	1115	768	489	0	645	0	0	0
Future Volume (vph)	677	2174	0	0	1115	768	489	0	645	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	0		560	1000		1000	0		0
Storage Lanes	2		0	0		1	3		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3539	5644	0	0	5644	1553	5361	0	3198	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3539	5644	0	0	5644	1553	5361	0	3198	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						748						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1662			1888			1858			744	
Travel Time (s)		25.2			28.6			36.2			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	0%	1%	4%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	713	2288	0	0	1174	808	515	0	679	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	713	2288	0	0	1174	808	515	0	679	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		7			
Permitted Phases						Free						
Detector Phase	1	6			2		7		7			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		14.5		14.5			
Total Split (s)	42.3	85.0			42.7		45.0		45.0			
Total Split (%)	32.5%	65.4%			32.8%		34.6%		34.6%			
Maximum Green (s)	35.5	78.2			35.9		38.2		38.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Recall Mode	None	C-Max			C-Max		None		None			
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		20			20							
Act Effct Green (s)	31.0	82.7			44.9	130.0	33.7		33.7			
Actuated g/C Ratio	0.24	0.64			0.35	1.00	0.26		0.26			
v/c Ratio	0.85	0.64			0.60	0.52	0.37		0.82			
Control Delay	74.6	14.5			38.1	1.2	39.7		53.9			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	74.6	14.5			38.1	1.2	39.7		53.9			
LOS	E	B			D	A	D		D			
Approach Delay		28.8			23.1			47.8				
Approach LOS		C			C			D				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	317	452			274	0	118		268			
Queue Length 95th (ft)	373	540			353	0	144		326			
Internal Link Dist (ft)		1582			1808			1778			664	
Turn Bay Length (ft)	400					560	1000		1000			
Base Capacity (vph)	966	3591			1950	1553	1575		939			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.74	0.64			0.60	0.52	0.33		0.72			

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 30.6		Intersection LOS: C	
Intersection Capacity Utilization 77.8%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 8: I-95 NB & Tradition Pkwy



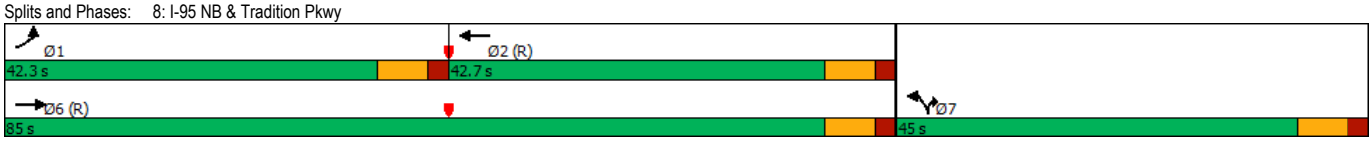
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	923	3149	0	0	1677	1047	831	0	879	0	0	0
Future Volume (vph)	923	3149	0	0	1677	1047	831	0	879	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	0		560	1000		1000	0		0
Storage Lanes	2		0	0		1	3		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3539	5644	0	0	5644	1553	5361	0	3198	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3539	5644	0	0	5644	1553	5361	0	3198	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						740						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1662			1888			1858			744	
Travel Time (s)		25.2			28.6			36.2			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	0%	1%	4%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	972	3315	0	0	1765	1102	875	0	925	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	972	3315	0	0	1765	1102	875	0	925	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		7			
Permitted Phases						Free						
Detector Phase	1	6			2		7		7			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		14.5		14.5			
Total Split (s)	42.3	85.0			42.7		45.0		45.0			
Total Split (%)	32.5%	65.4%			32.8%		34.6%		34.6%			
Maximum Green (s)	35.5	78.2			35.9		38.2		38.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	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							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		20			20							
Act Effct Green (s)	35.5	78.2			35.9	130.0	38.2		38.2			
Actuated g/C Ratio	0.27	0.60			0.28	1.00	0.29		0.29			
v/c Ratio	1.01	0.98			1.13	0.71	0.56		0.99			
Control Delay	74.3	32.9			111.2	2.8	40.4		71.6			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	74.3	32.9			111.2	2.8	40.4		71.6			
LOS	E	C			F	A	D		E			
Approach Delay		42.3			69.5			56.4				
Approach LOS		D			E			E				

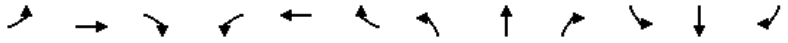
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~441	781			~575	0	207		388			
Queue Length 95th (ft)	m412	m715			#663	0	249		#524			
Internal Link Dist (ft)		1582			1808			1778			664	
Turn Bay Length (ft)	400					560	1000		1000			
Base Capacity (vph)	966	3395			1558	1553	1575		939			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	1.01	0.98			1.13	0.71	0.56		0.99			

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 53.8		Intersection LOS: D	
Intersection Capacity Utilization 104.9%		ICU Level of Service G	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: I-95 NB & Tradition Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	923	3149	0	0	1677	1047	831	0	879	0	0	0
Future Volume (vph)	923	3149	0	0	1677	1047	831	0	879	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	0		560	1000		1000	0		0
Storage Lanes	2		0	0		2	3		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	*1.00	*1.00	1.00	1.00	*1.00	0.88	*1.00	1.00	*1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3539	5644	0	0	5644	2733	5361	0	4797	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3539	5644	0	0	5644	2733	5361	0	4797	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						1053						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1662			1888			1858			744	
Travel Time (s)		25.2			28.6			36.2			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	0%	1%	4%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	972	3315	0	0	1765	1102	875	0	925	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	972	3315	0	0	1765	1102	875	0	925	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		7			
Permitted Phases						Free						
Detector Phase	1	6			2		7		7			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		14.5		14.5			
Total Split (s)	53.0	110.5			57.5		39.5		39.5			
Total Split (%)	35.3%	73.7%			38.3%		26.3%		26.3%			
Maximum Green (s)	46.2	103.7			50.7		32.7		32.7			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	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							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		20			20							
Act Effct Green (s)	44.5	104.0			52.7	150.0	32.4		32.4			
Actuated g/C Ratio	0.30	0.69			0.35	1.00	0.22		0.22			
v/c Ratio	0.92	0.85			0.89	0.40	0.76		0.89			
Control Delay	60.8	24.1			52.9	0.4	59.9		68.9			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	60.8	24.1			52.9	0.4	59.9		68.9			
LOS	E	C			D	A	E		E			
Approach Delay		32.5			32.7			64.5				
Approach LOS		C			C			E				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	506	938			554	0	269		295			
Queue Length 95th (ft)	m510	m955			615	0	317		#351			
Internal Link Dist (ft)		1582			1808			1778			664	
Turn Bay Length (ft)	400					560	1000		1000			
Base Capacity (vph)	1090	3913			1982	2733	1168		1045			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.89	0.85			0.89	0.40	0.75		0.89			

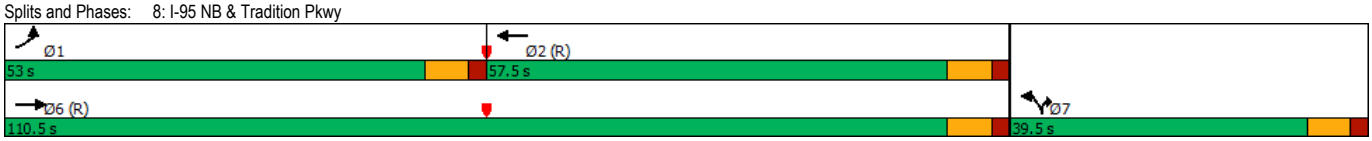
Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 39.0	Intersection LOS: D
Intersection Capacity Utilization 99.9%	ICU Level of Service F
Analysis Period (min) 15	

* User Entered Value

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: I-95 NB & Tradition Pkwy



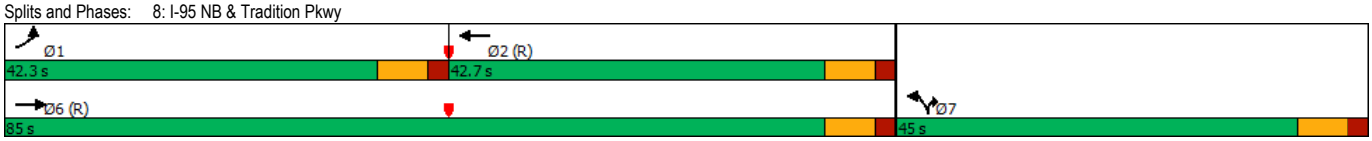
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	923	3143	0	0	1703	1047	839	0	879	0	0	0
Future Volume (vph)	923	3143	0	0	1703	1047	839	0	879	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	0		560	1000		1000	0		0
Storage Lanes	2		0	0		1	3		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. 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
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3539	5644	0	0	5644	1553	5361	0	3198	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3539	5644	0	0	5644	1553	5361	0	3198	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						740						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1662			1888			1858			744	
Travel Time (s)		25.2			28.6			36.2			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	0%	1%	4%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	972	3308	0	0	1793	1102	883	0	925	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	972	3308	0	0	1793	1102	883	0	925	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		7			
Permitted Phases						Free						
Detector Phase	1	6			2		7		7			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		14.5		14.5			
Total Split (s)	42.3	85.0			42.7		45.0		45.0			
Total Split (%)	32.5%	65.4%			32.8%		34.6%		34.6%			
Maximum Green (s)	35.5	78.2			35.9		38.2		38.2			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	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							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		20			20							
Act Effct Green (s)	35.5	78.2			35.9	130.0	38.2		38.2			
Actuated g/C Ratio	0.27	0.60			0.28	1.00	0.29		0.29			
v/c Ratio	1.01	0.97			1.15	0.71	0.56		0.99			
Control Delay	74.3	32.7			118.1	2.8	40.5		71.6			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	74.3	32.7			118.1	2.8	40.5		71.6			
LOS	E	C			F	A	D		E			
Approach Delay		42.1			74.2			56.4				
Approach LOS		D			E			E				

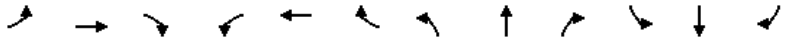
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~440	777			~591	0	210		388			
Queue Length 95th (ft)	m413	m715			#679	0	252		#524			
Internal Link Dist (ft)		1582			1808			1778			664	
Turn Bay Length (ft)	400					560	1000		1000			
Base Capacity (vph)	966	3395			1558	1553	1575		939			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	1.01	0.97			1.15	0.71	0.56		0.99			

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 55.3		Intersection LOS: E	
Intersection Capacity Utilization 104.7%		ICU Level of Service G	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: I-95 NB & Tradition Pkwy





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	923	3143	0	0	1703	1047	839	0	879	0	0	0
Future Volume (vph)	923	3143	0	0	1703	1047	839	0	879	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	0		560	1000		1000	0		0
Storage Lanes	2		0	0		2	3		1	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	*1.00	*1.00	1.00	1.00	*1.00	0.88	*1.00	1.00	*1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3539	5644	0	0	5644	2733	5361	0	4797	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3539	5644	0	0	5644	2733	5361	0	4797	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						1035						
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1662			1888			1858			744	
Travel Time (s)		25.2			28.6			36.2			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	1%	0%	0%	1%	4%	1%	0%	1%	0%	0%	0%
Adj. Flow (vph)	972	3308	0	0	1793	1102	883	0	925	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	972	3308	0	0	1793	1102	883	0	925	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1		1			
Detector Template	Left	Thru			Thru	Right	Left		Right			
Leading Detector (ft)	20	100			100	20	20		20			
Trailing Detector (ft)	0	0			0	0	0		0			
Detector 1 Position(ft)	0	0			0	0	0		0			
Detector 1 Size(ft)	20	6			6	20	20		20			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
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	NA			NA	Free	Prot		Prot			
Protected Phases	1	6			2		7		7			
Permitted Phases						Free						
Detector Phase	1	6			2		7		7			
Switch Phase												
Minimum Initial (s)	7.0	10.0			10.0		7.0		7.0			
Minimum Split (s)	13.8	24.8			24.8		14.5		14.5			
Total Split (s)	53.0	110.5			57.5		39.5		39.5			
Total Split (%)	35.3%	73.7%			38.3%		26.3%		26.3%			
Maximum Green (s)	46.2	103.7			50.7		32.7		32.7			
Yellow Time (s)	4.8	4.8			4.8		4.8		4.8			
All-Red Time (s)	2.0	2.0			2.0		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	6.8	6.8			6.8		6.8		6.8			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Recall Mode	None	C-Max			C-Max		None		None			
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		20			20							
Act Effct Green (s)	44.5	104.0			52.7	150.0	32.4		32.4			
Actuated g/C Ratio	0.30	0.69			0.35	1.00	0.22		0.22			
v/c Ratio	0.92	0.85			0.90	0.40	0.76		0.89			
Control Delay	61.0	24.1			54.0	0.4	60.2		68.9			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	61.0	24.1			54.0	0.4	60.2		68.9			
LOS	E	C			D	A	E		E			
Approach Delay		32.5			33.6			64.6				
Approach LOS		C			C			E				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	506	935			567	0	272		295			
Queue Length 95th (ft)	m511	m955			#636	0	320		#351			
Internal Link Dist (ft)		1582			1808			1778			664	
Turn Bay Length (ft)	400					560	1000		1000			
Base Capacity (vph)	1090	3913			1982	2733	1168		1045			
Starvation Cap Reductn	0	0			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.89	0.85			0.90	0.40	0.76		0.89			

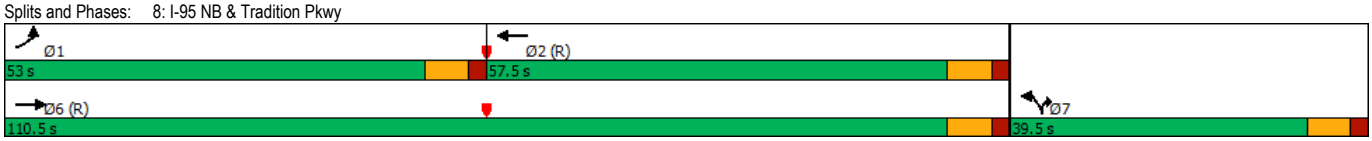
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 39.3		Intersection LOS: D	
Intersection Capacity Utilization 99.7%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: I-95 NB & Tradition Pkwy



APPENDIX A

Land Use: 150
Warehousing

Description

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, and Texas.

Source Numbers

184, 331, 406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940, 1050

Warehousing
(150)

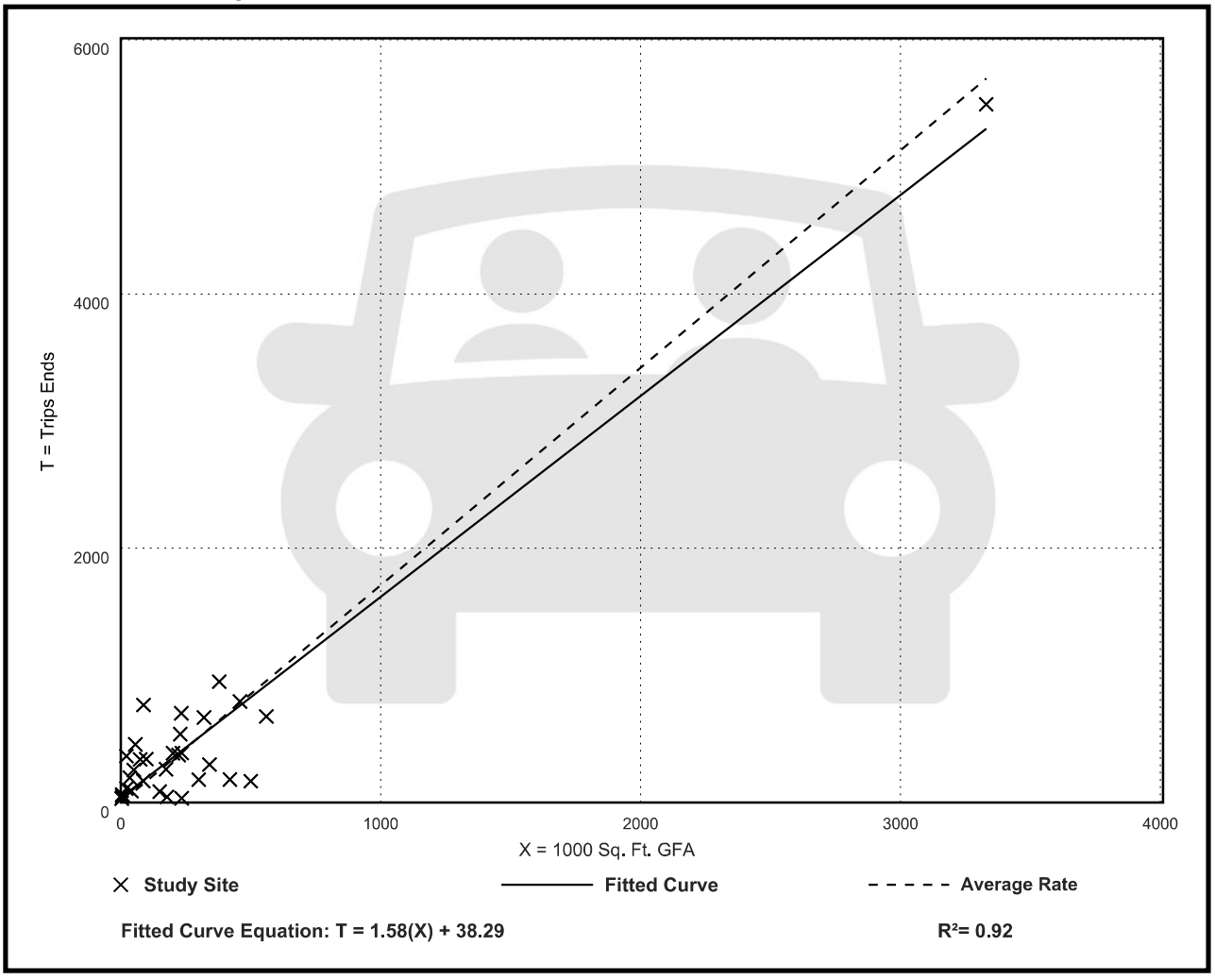
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 292
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



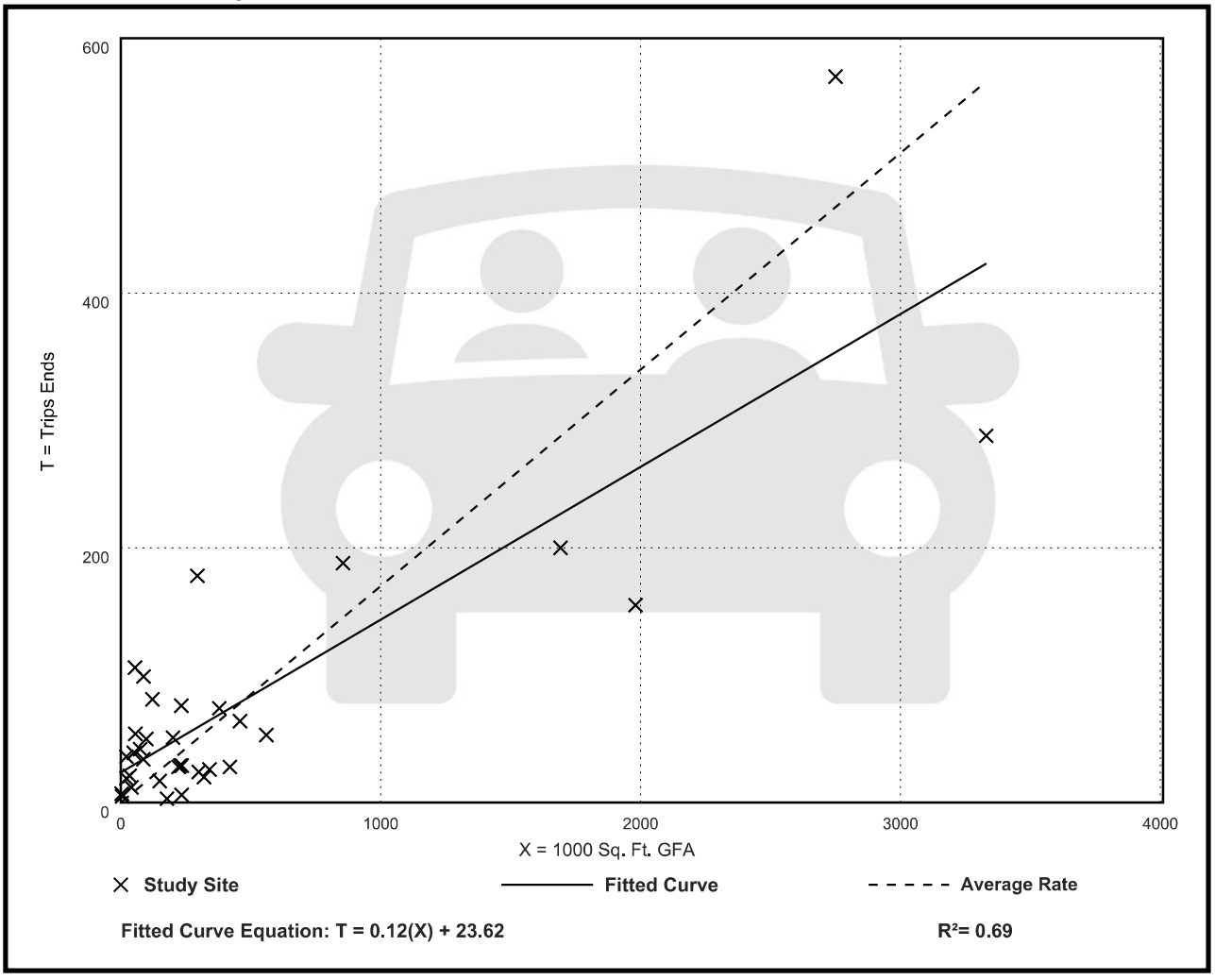
Warehousing
(150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 36
Avg. 1000 Sq. Ft. GFA: 448
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



Fitted Curve Equation: T = 0.12(X) + 23.62

R^2= 0.69

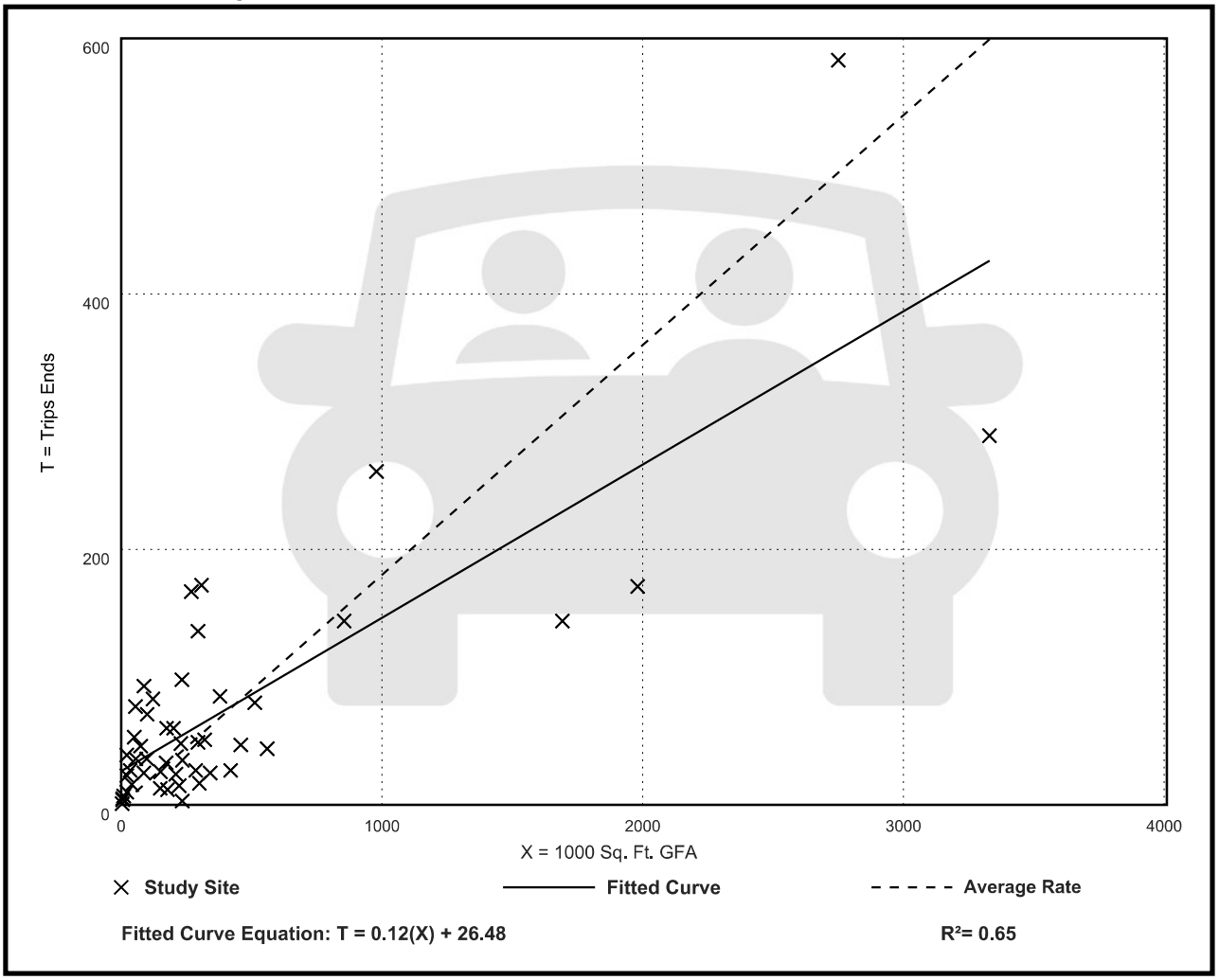
Warehousing
(150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. 1000 Sq. Ft. GFA: 400
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

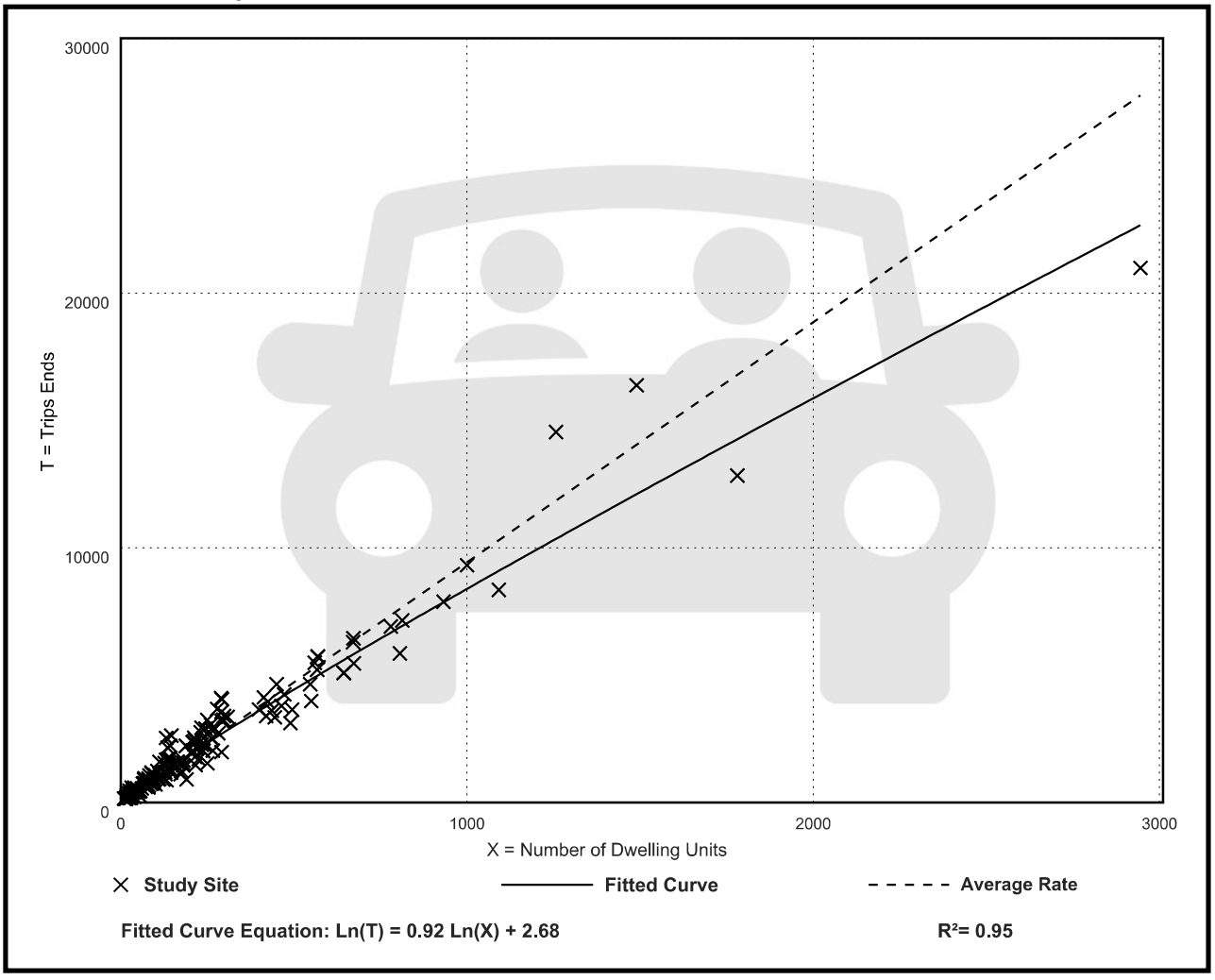
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

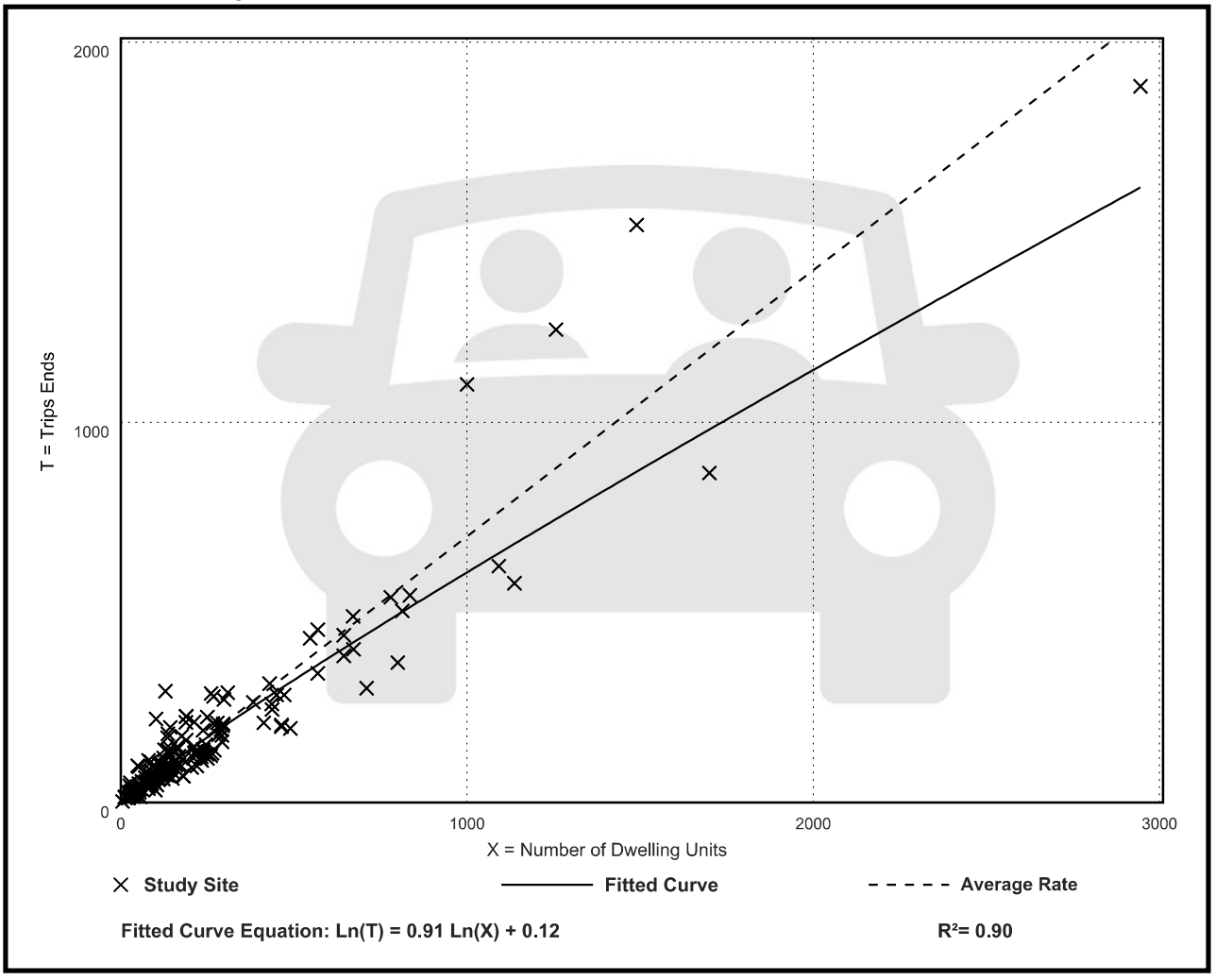
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.91 Ln(X) + 0.12

R^2= 0.90

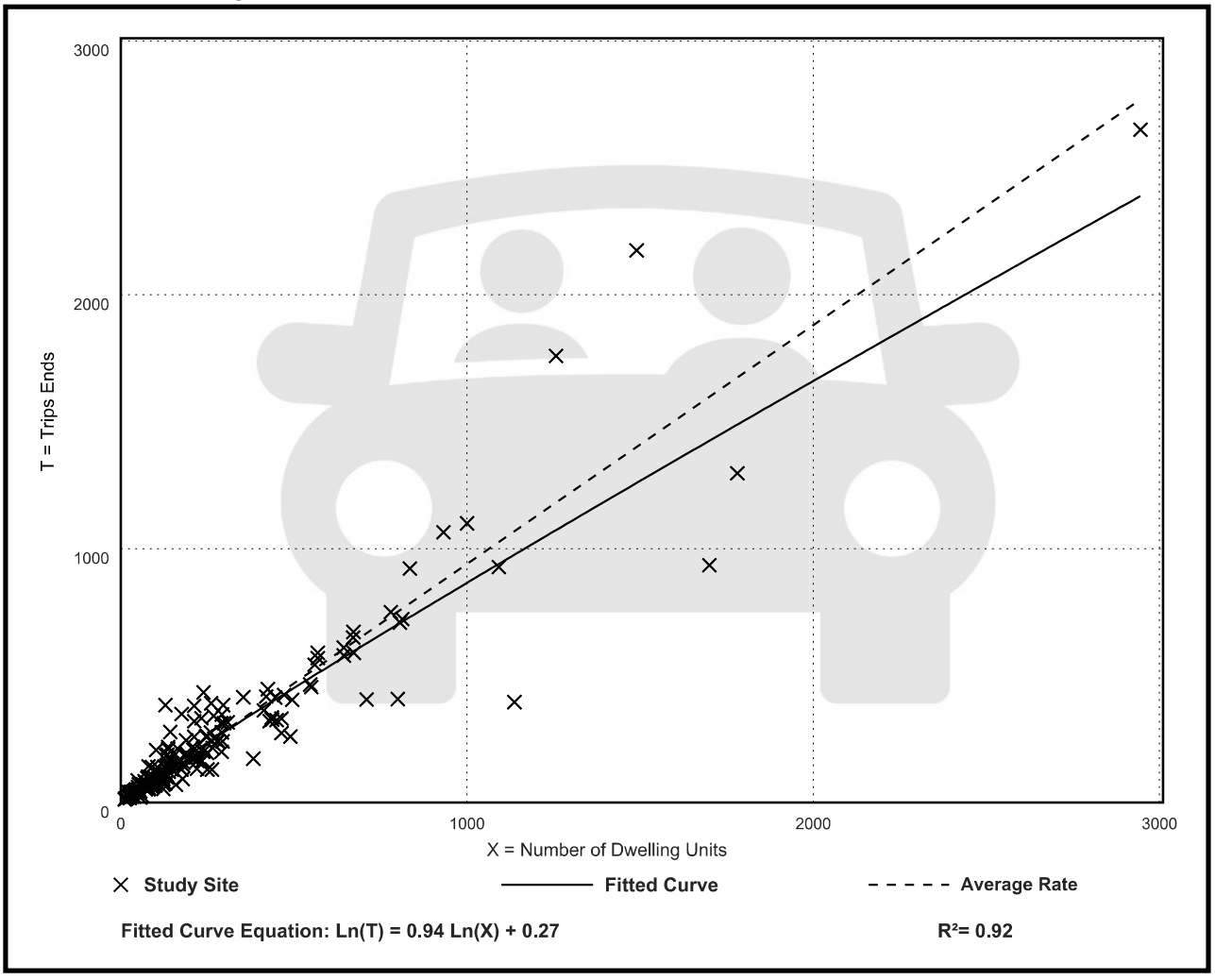
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

R^2= 0.92

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

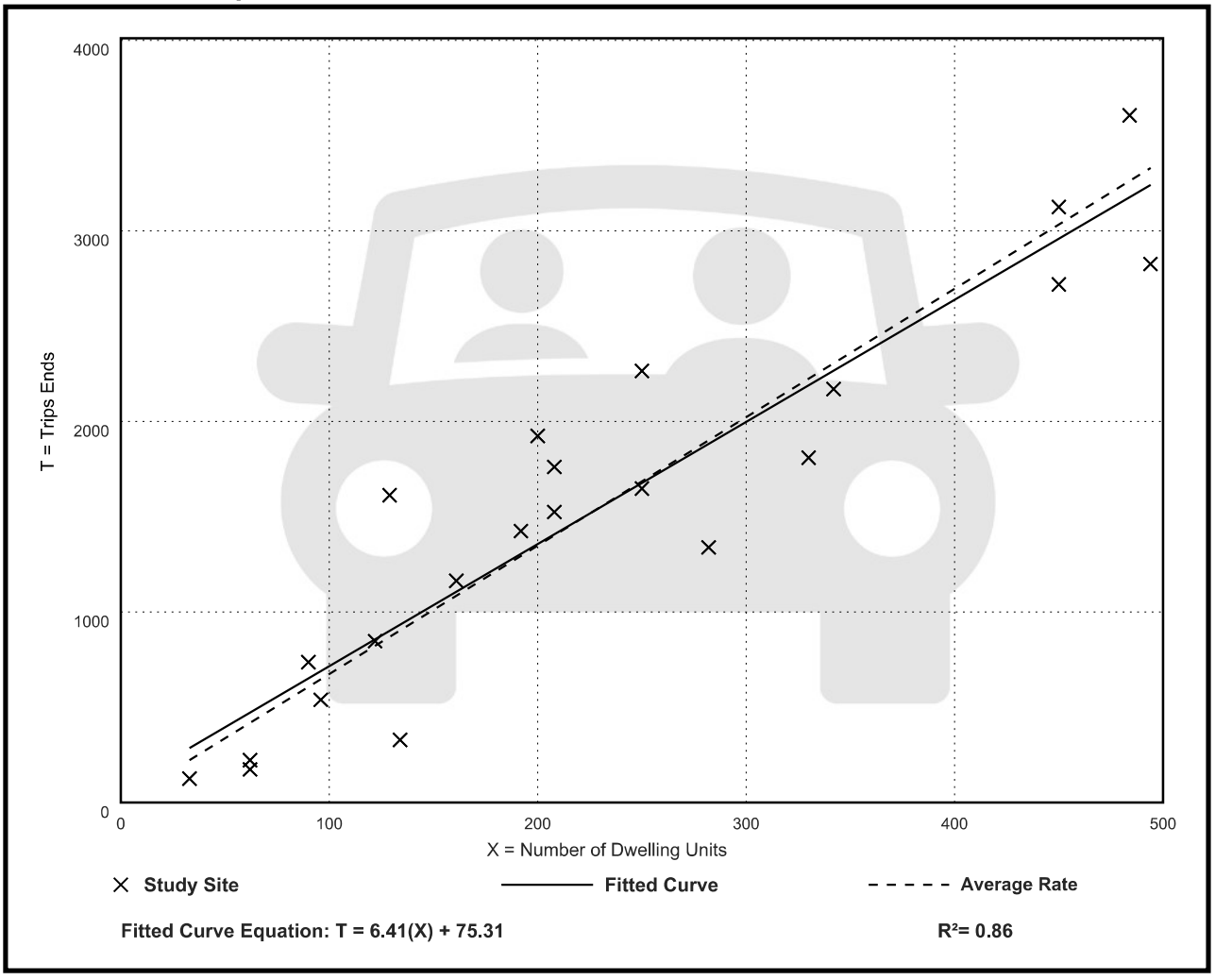
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

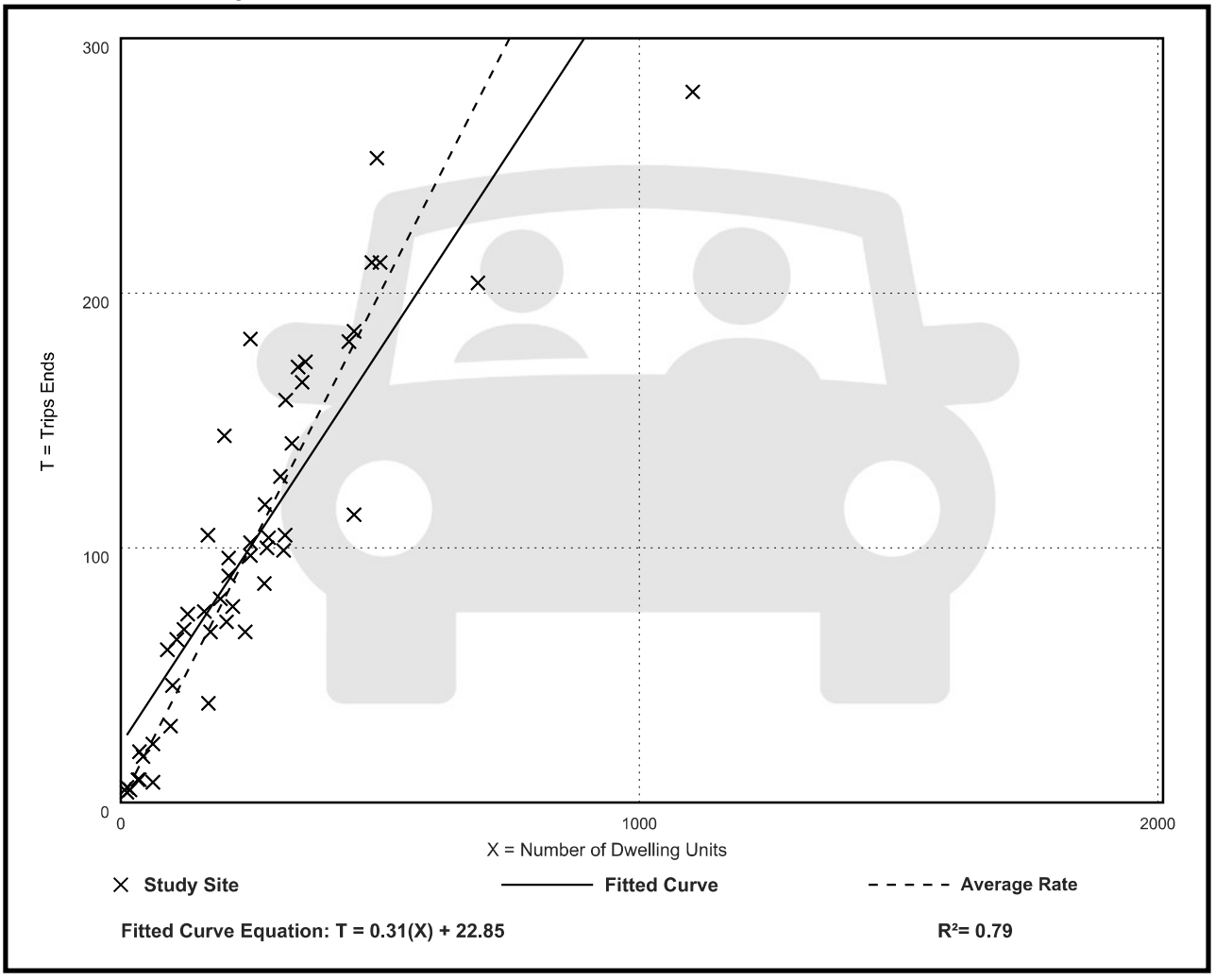
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Fitted Curve Equation: T = 0.31(X) + 22.85

R^2= 0.79

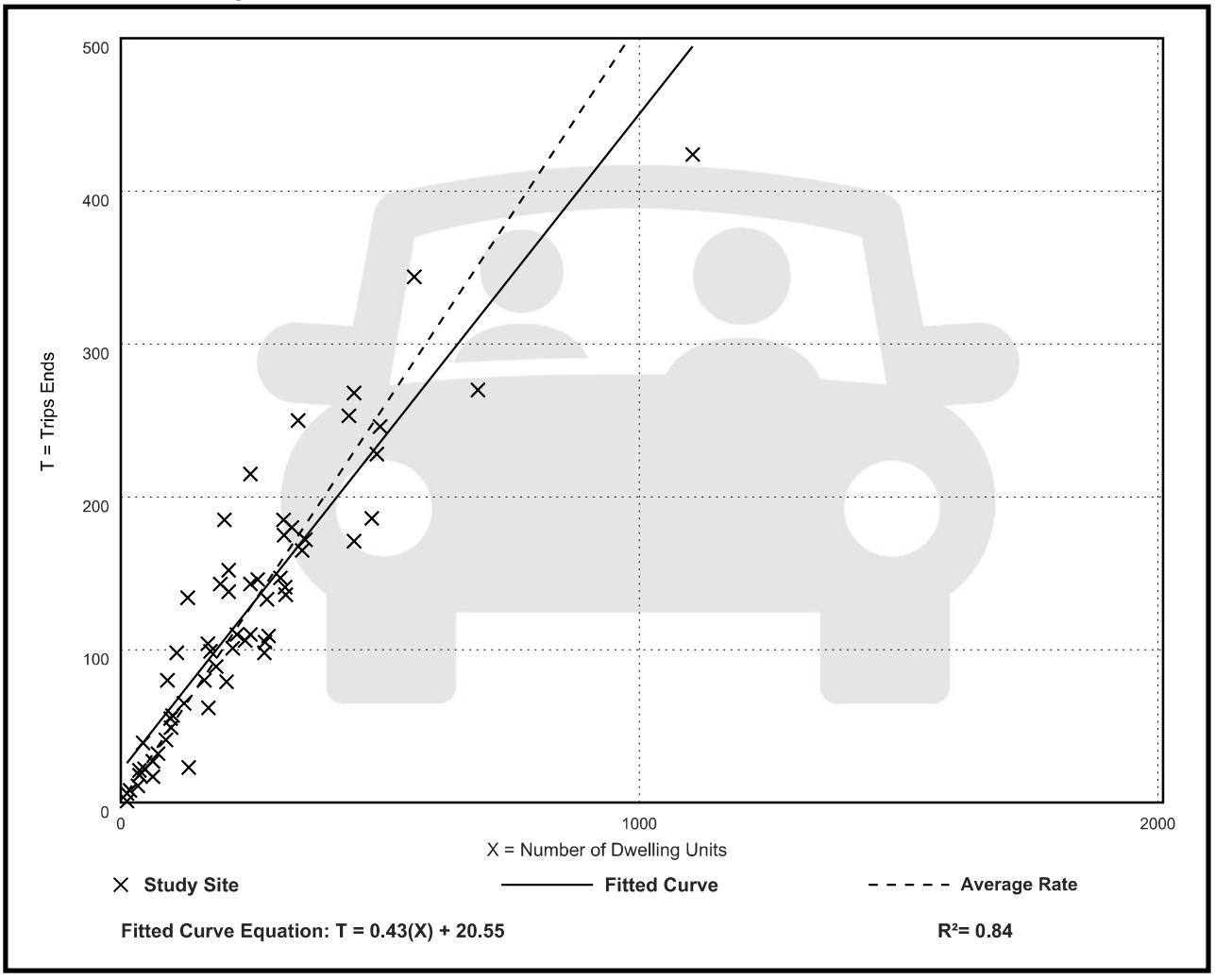
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Land Use: 254
Assisted Living

Description

An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to persons with mental or physical limitations. The typical resident has difficulty managing in an independent living arrangement but does not require nursing home care. Its centralized services typically include dining, housekeeping, social and physical activities, medication administration, and communal transportation.

The complex commonly provides separate living quarters for each resident. Alzheimer's and ALS care are commonly offered at an assisted living facility. Living quarters for these patients may be located separately from the other residents.

Assisted care commonly bridges the gap between independent living and a nursing home. In some areas of the country, an assisted living residence may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required. Congregate care facility (Land Use 253), continuing care retirement community (Land Use 255), and nursing home (Land Use 620) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Connecticut, New Jersey, New York, Oregon, Pennsylvania, Tennessee, Texas, and Utah.

Source Numbers

244, 573, 581, 611, 725, 876, 877, 912, 1016, 1029

Assisted Living
(254)

Vehicle Trip Ends vs: Beds
On a: Weekday

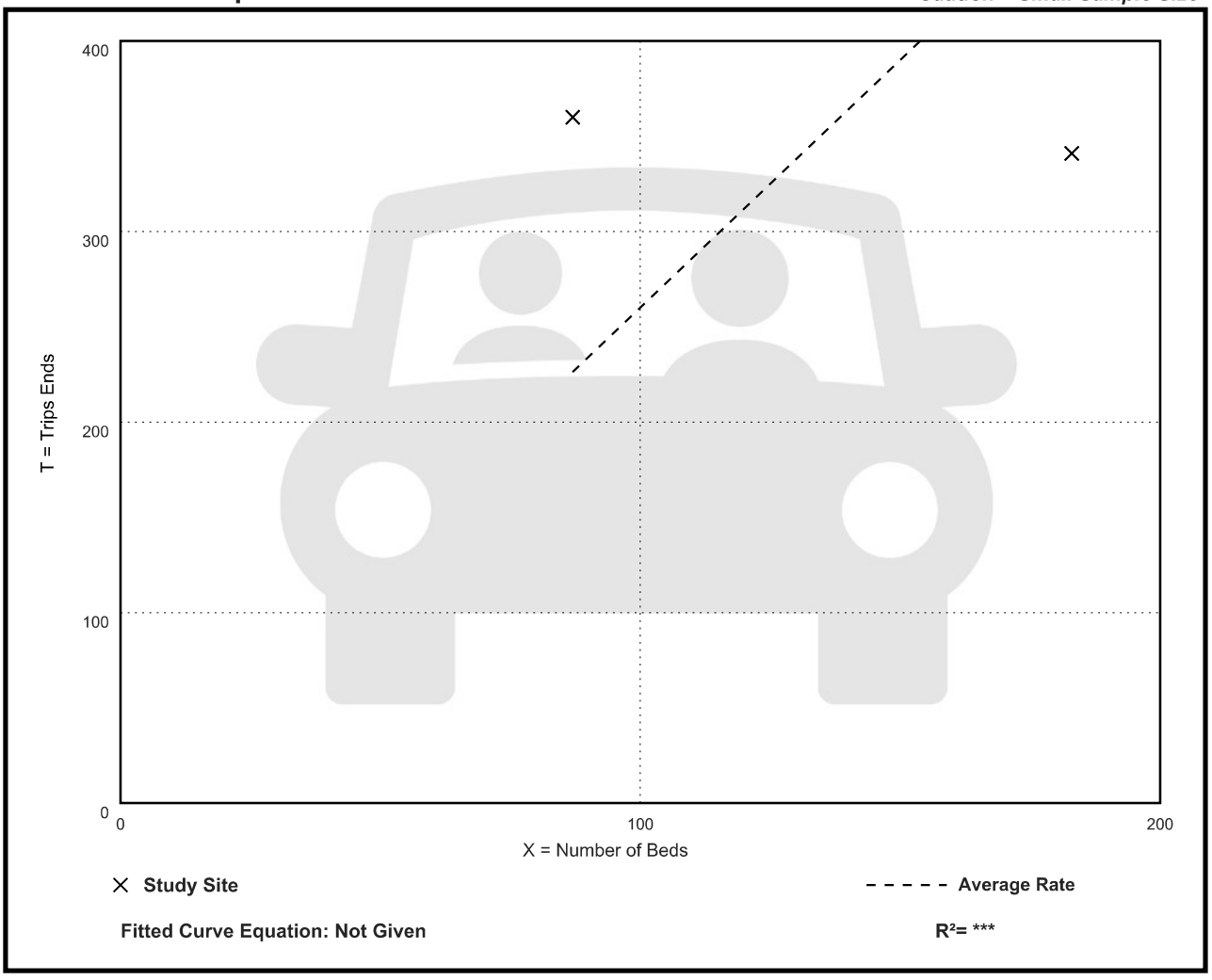
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Beds: 135
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
2.60	1.86 - 4.14	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

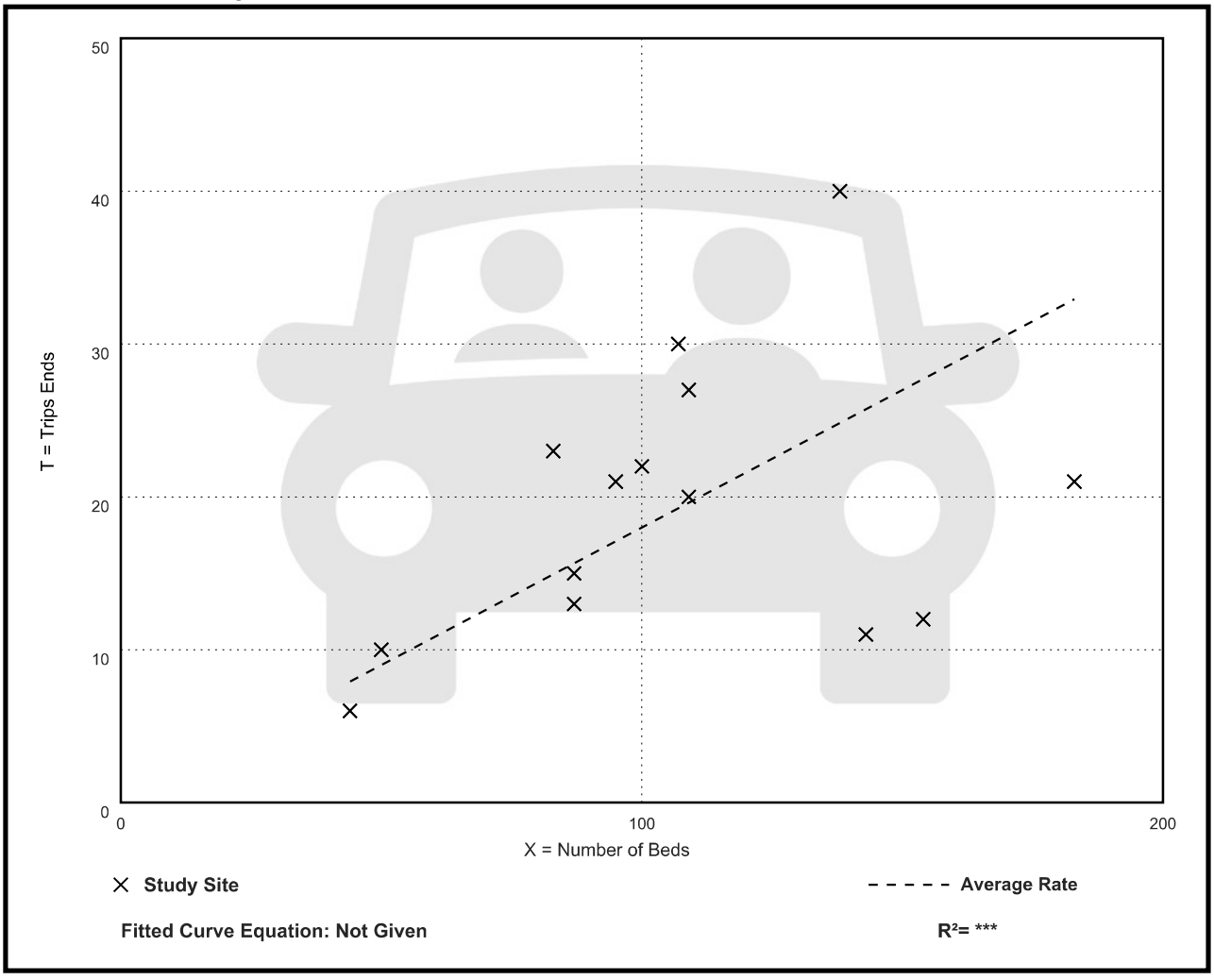
Assisted Living
(254)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Beds: 106
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.29	0.08

Data Plot and Equation



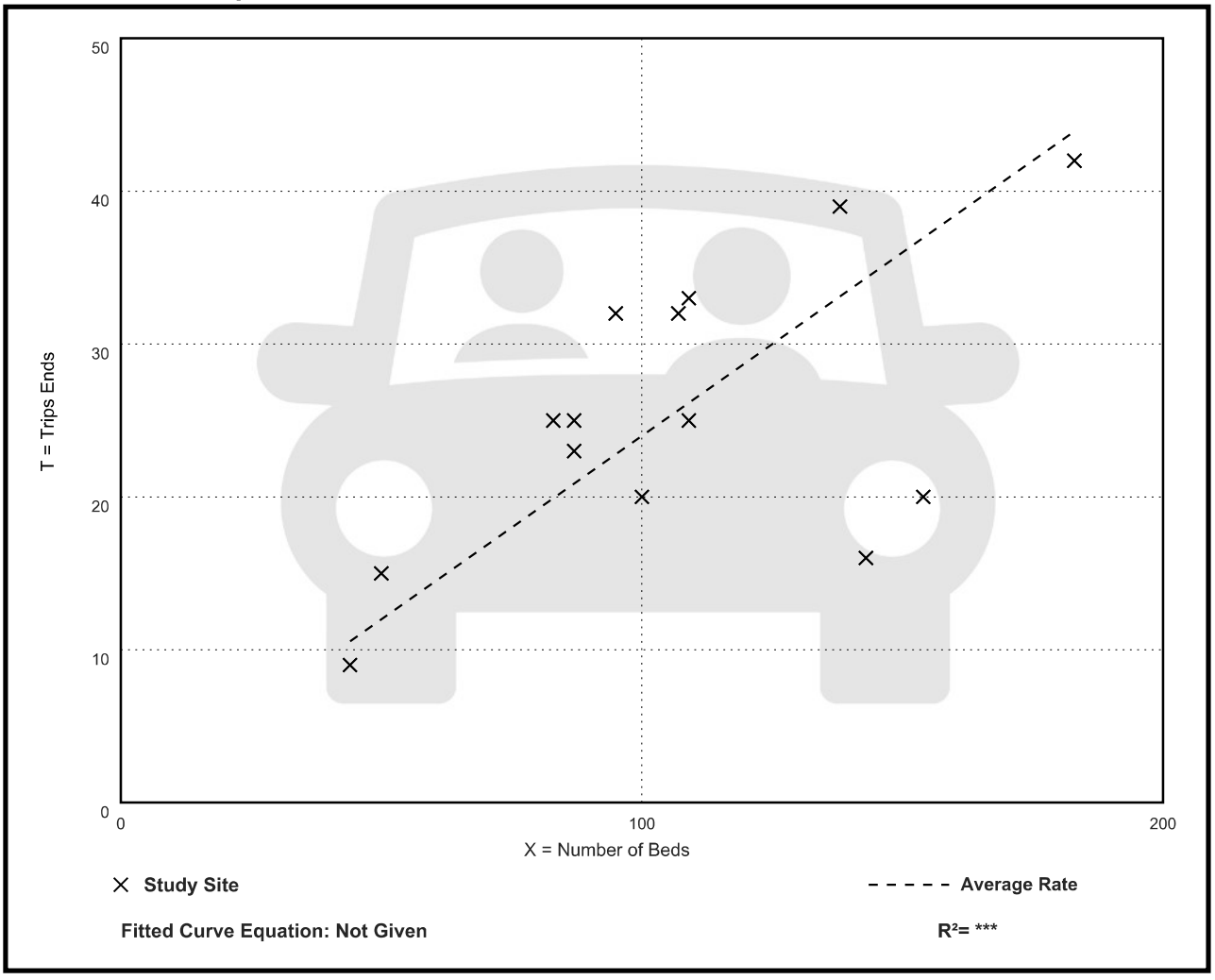
Assisted Living
(254)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Beds: 106
Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.24	0.11 - 0.34	0.07

Data Plot and Equation



Land Use: 310
Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Twenty-five studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Some properties in this land use provide guest transportation services (e.g., airport shuttle, limousine service, golf course shuttle service) which may have an impact on the overall trip generation rates.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, District of Columbia, Florida, Georgia, Indiana, Minnesota, New York, Ontario (CAN), Pennsylvania, South Dakota, Texas, Vermont, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

170, 260, 262, 277, 280, 301, 306, 357, 422, 507, 577, 728, 867, 872, 925, 951, 1009, 1021, 1026, 1046

Hotel
(310)

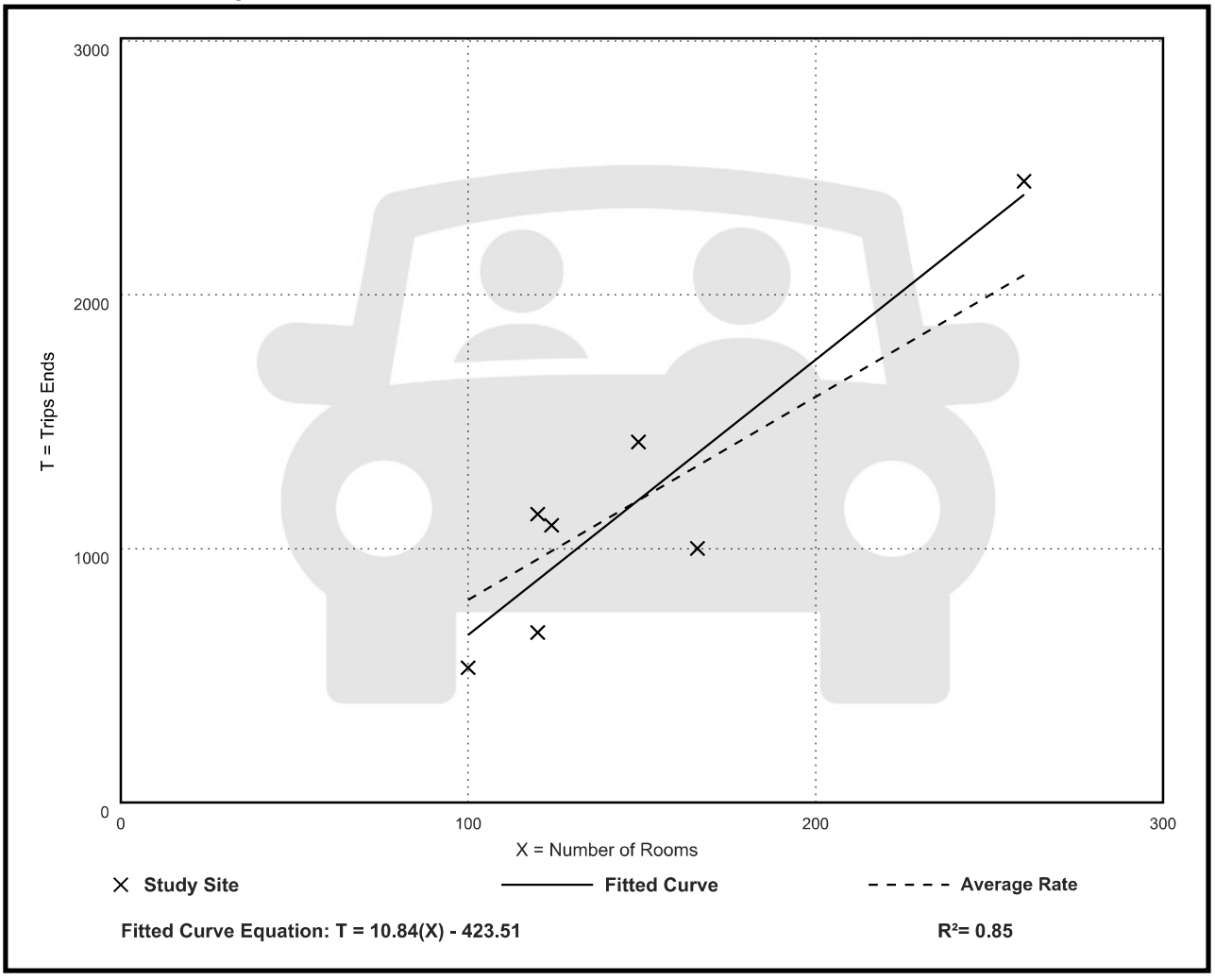
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Rooms: 148
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92

Data Plot and Equation



Fitted Curve Equation: T = 10.84(X) - 423.51

R^2= 0.85

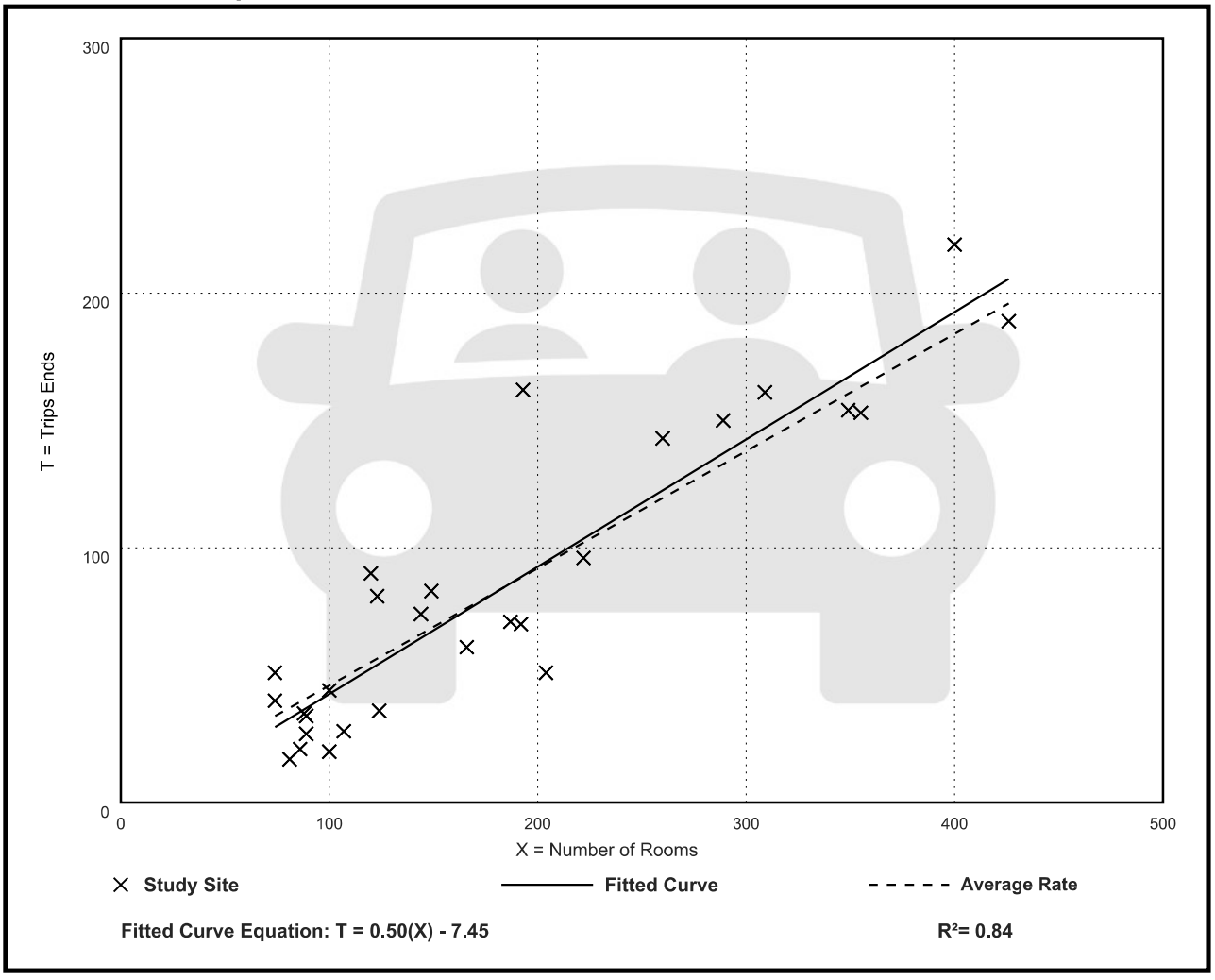
Hotel
(310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. Num. of Rooms: 182
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



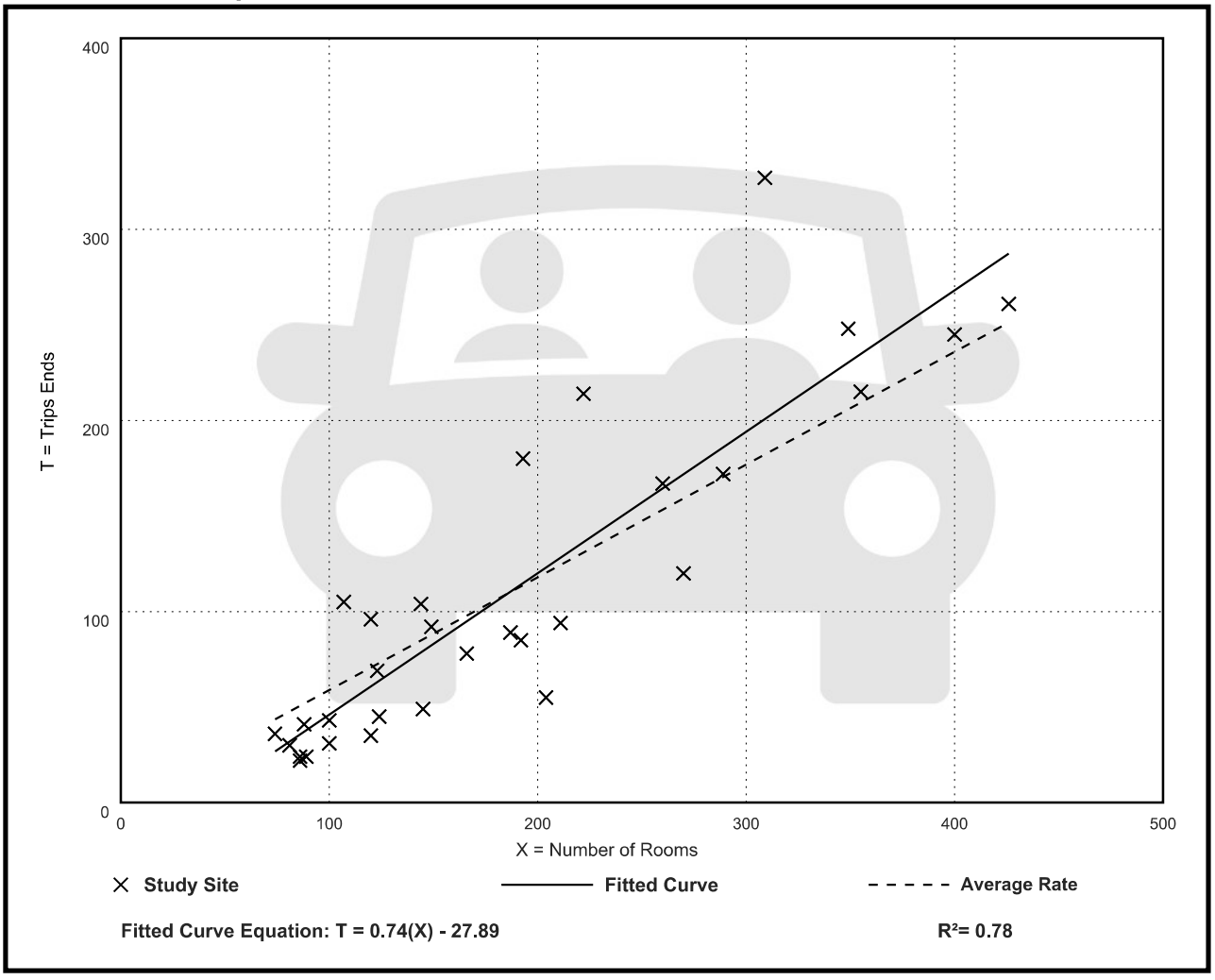
Hotel
(310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Rooms: 186
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



Land Use: 710
General Office Building

Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

Additional Data

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN)Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061

General Office Building
(710)

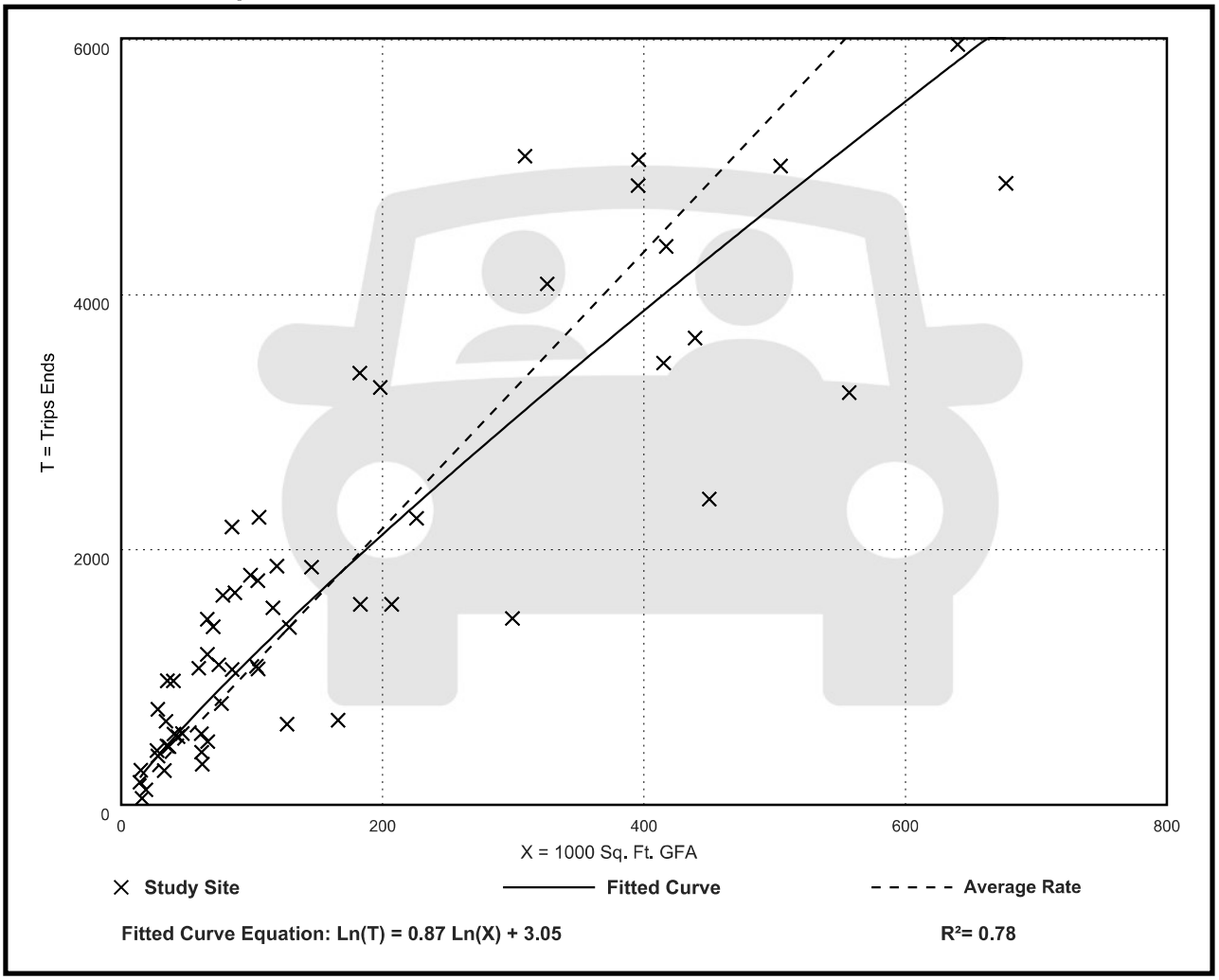
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.87 Ln(X) + 3.05

R^2= 0.78

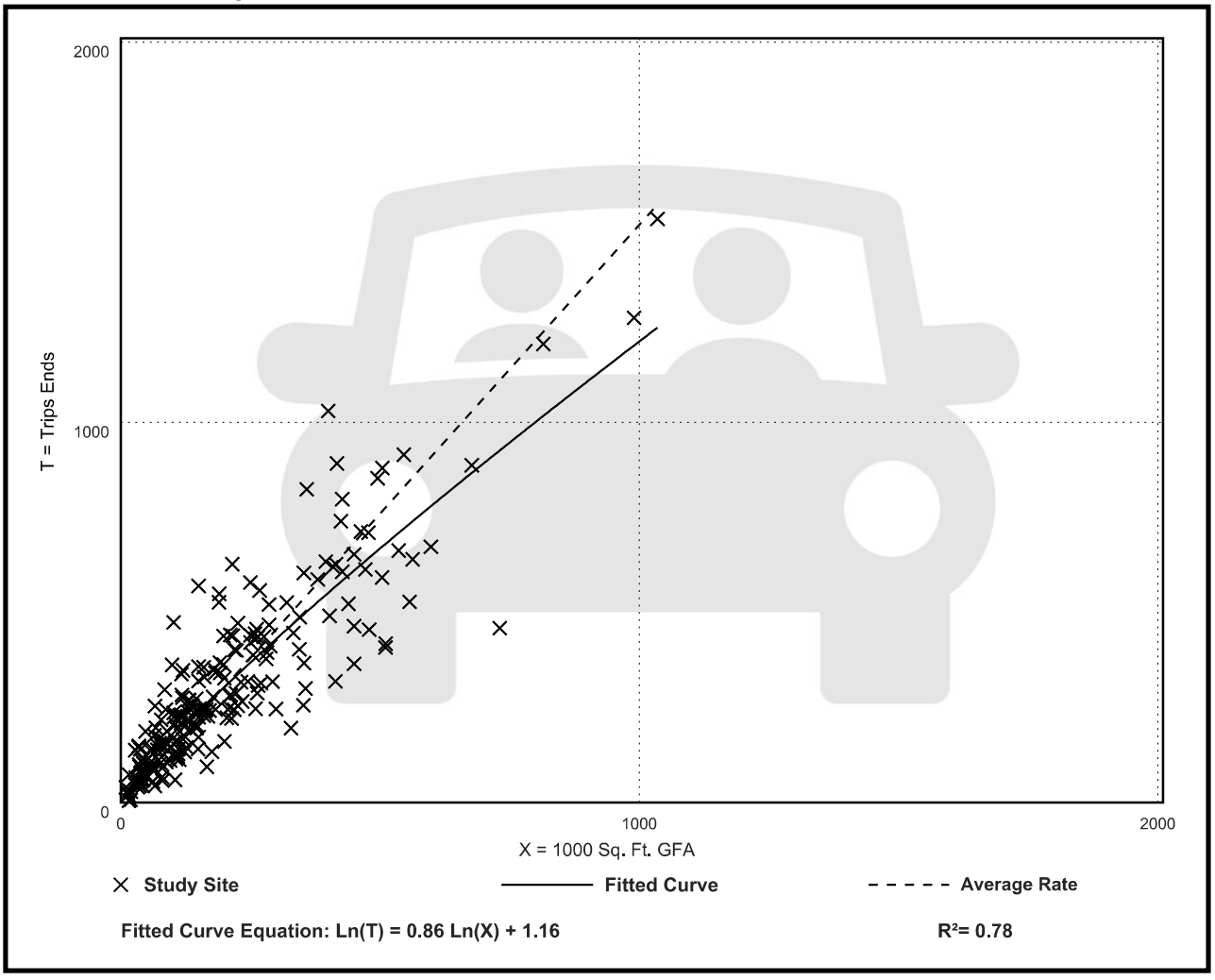
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



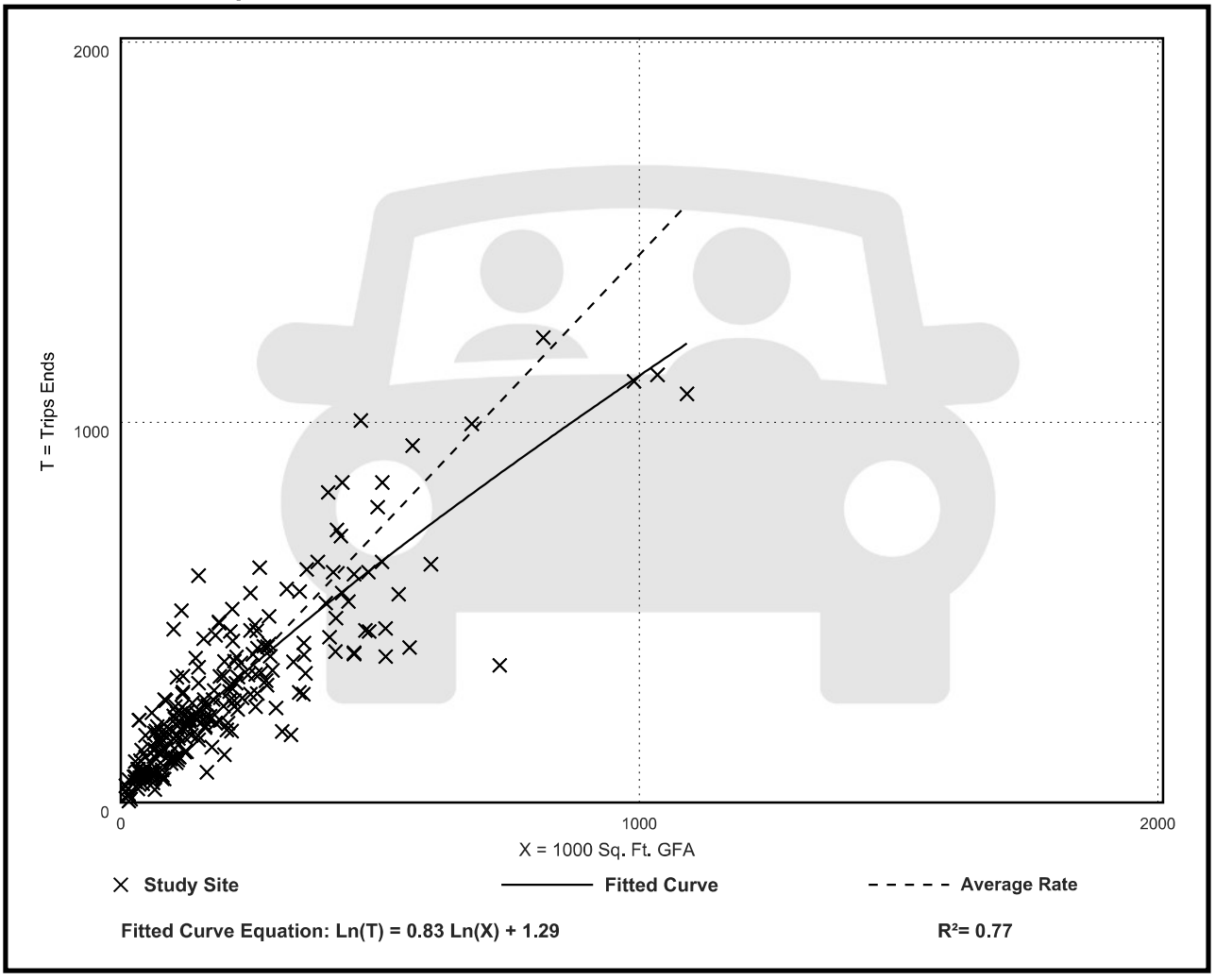
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 1.29

R^2= 0.77

Land Use: 820
Shopping Center (>150k)

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Various names can be assigned to a shopping center within this size range, depending on its specific size and tenants, such as community center, regional center, superregional center, fashion center, and power center.

A shopping center of this size typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants.

A shopping center of this size can be enclosed or open-air. The vehicle trips generated at a shopping center are based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between community/regional shopping center and shopping plaza (Land Use 821) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

Shopping plaza (40-150k) (Land Use 821), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Additional Data

Many shopping centers—in addition to the integrated unit of shops in one building or enclosed around a mall—include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied include peripheral buildings, it can be assumed that some of the data show their effect.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky,

Maryland, Massachusetts, Michigan, Minnesota, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Source Numbers

77, 110, 154, 156, 159, 190, 199, 202, 204, 213, 251, 269, 294, 295, 299, 304, 305, 307, 308, 309, 311, 314, 315, 316, 317, 319, 365, 385, 404, 414, 423, 442, 446, 562, 629, 702, 715, 728, 868, 871, 880, 899, 912, 926, 946, 962, 973, 974, 978, 1034, 1040, 1067

Shopping Center (>150k)
(820)

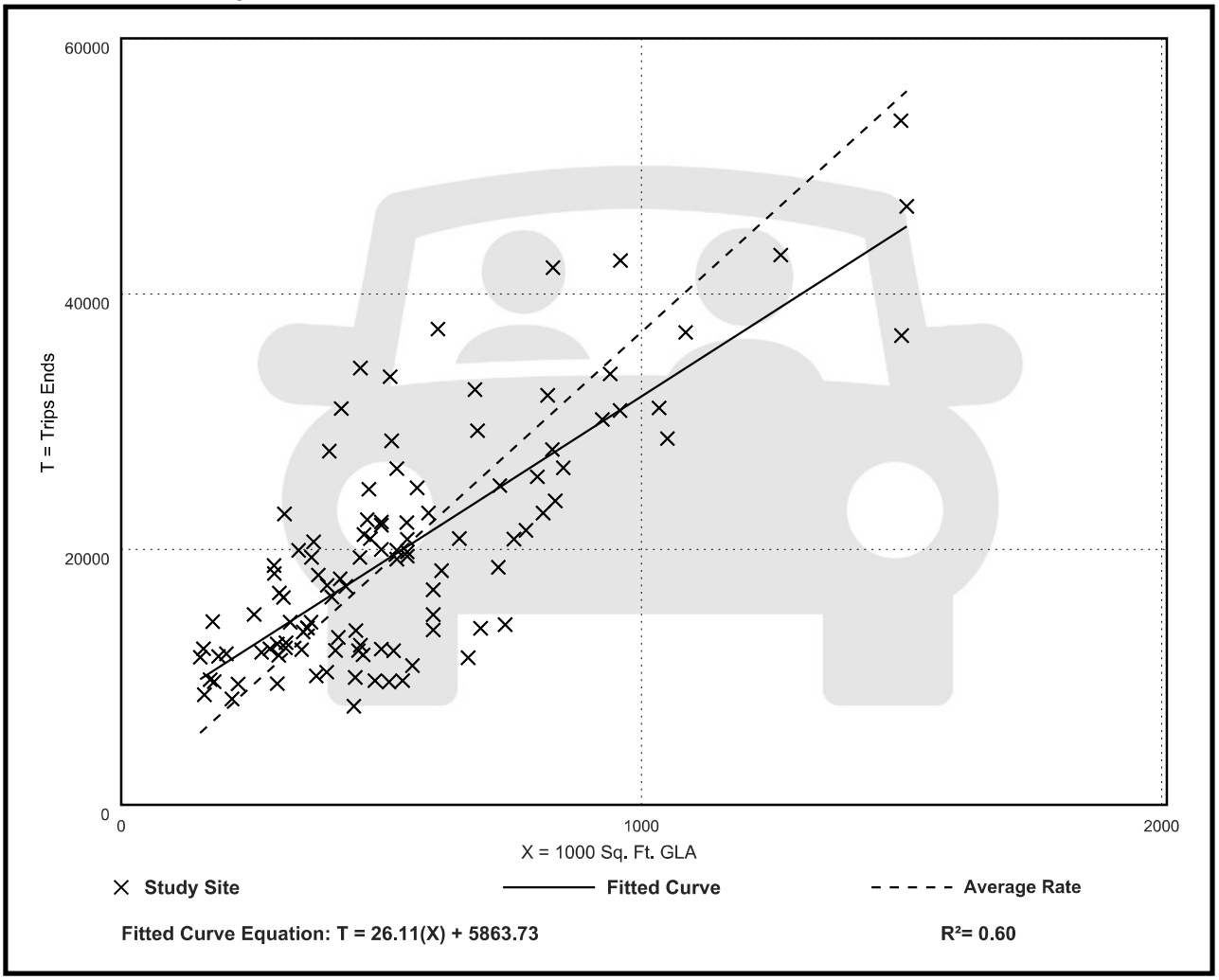
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Fitted Curve Equation: T = 26.11(X) + 5863.73

R^2= 0.60

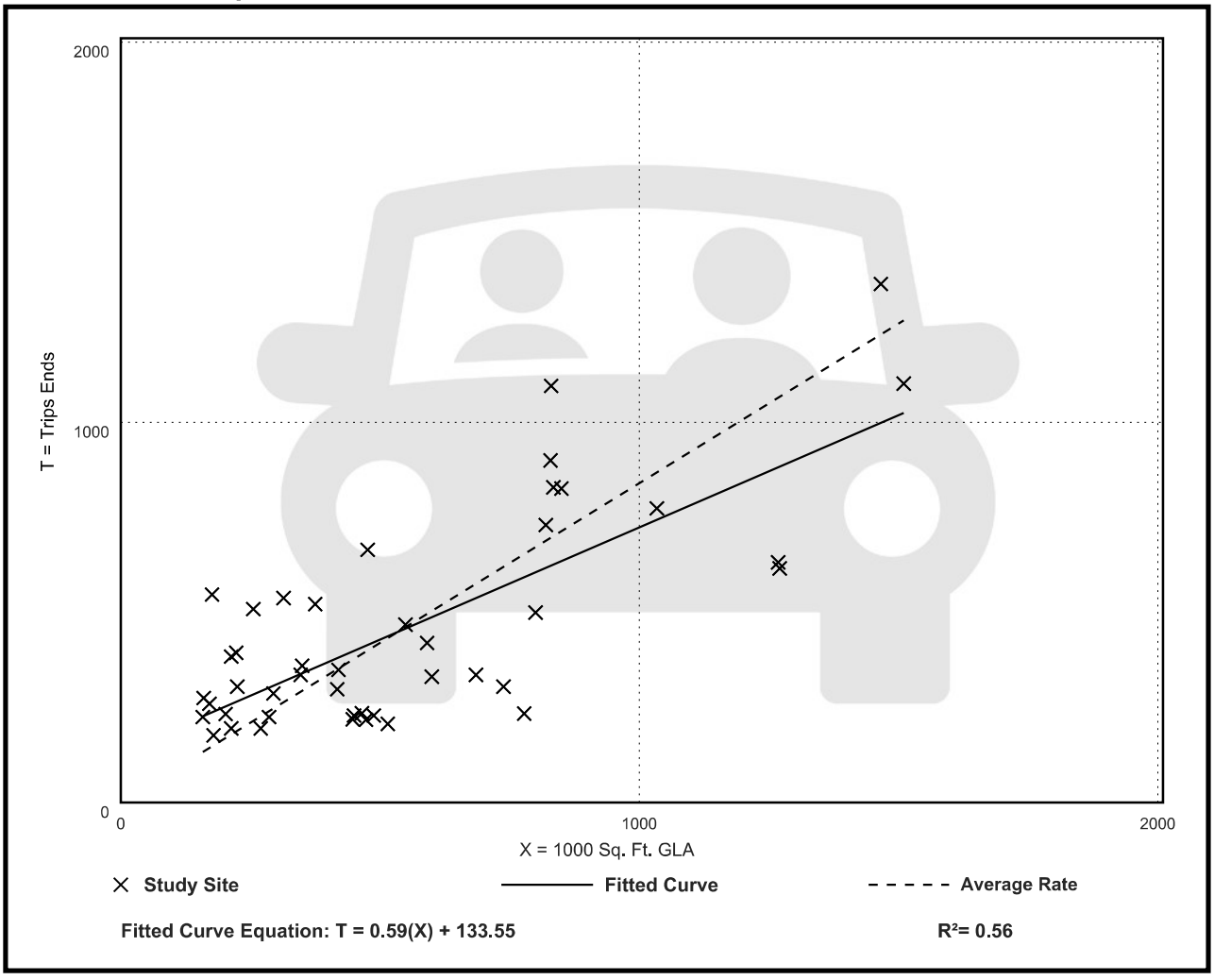
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 44
Avg. 1000 Sq. Ft. GLA: 546
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



Fitted Curve Equation: T = 0.59(X) + 133.55

R^2= 0.56

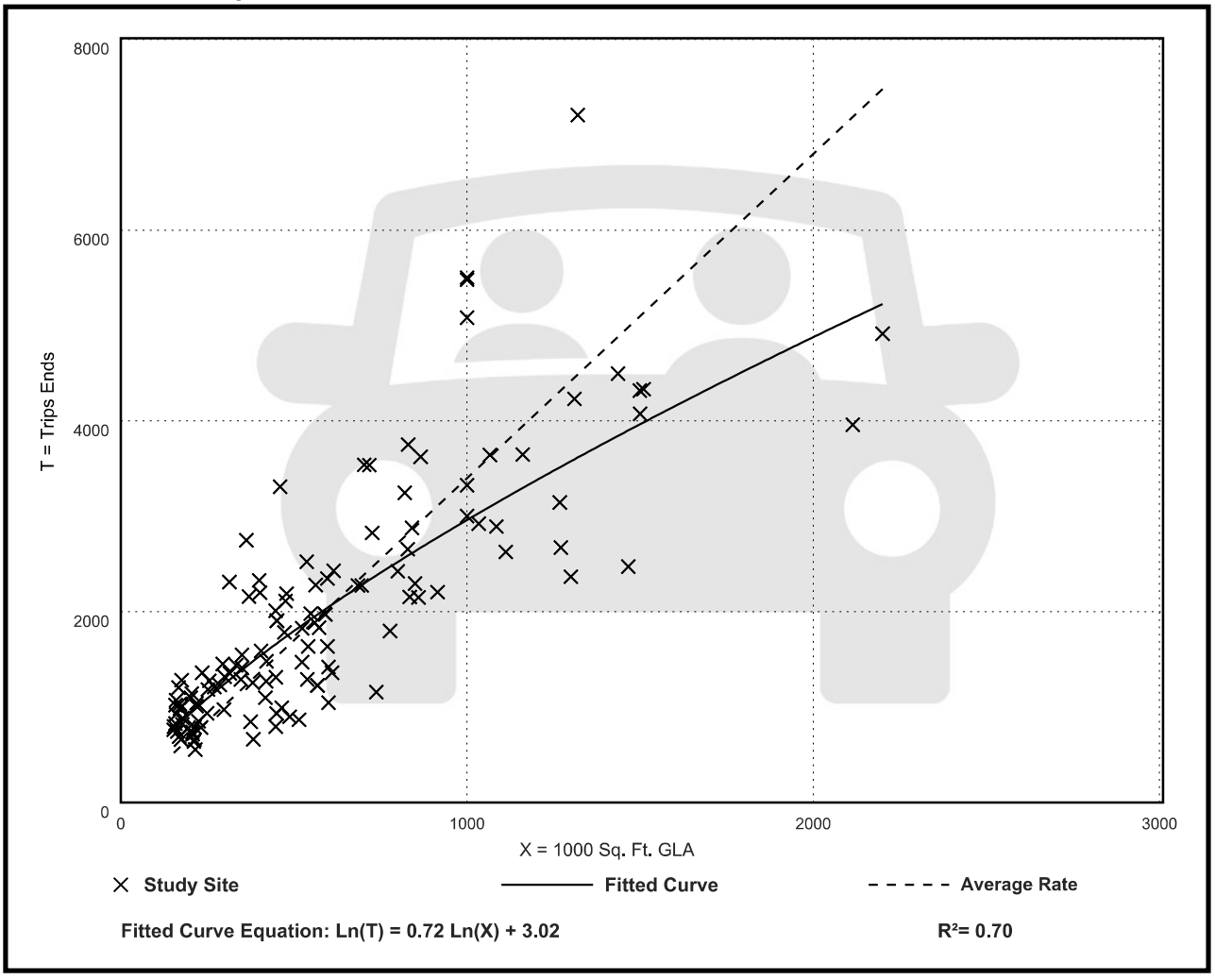
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 126
Avg. 1000 Sq. Ft. GLA: 581
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Project ID	Project	From	To	Type	Length (mile)	Preliminary Engineering	Right-of-Way	Construction	Construction Engineering Inspection	Present Day Cost (2018)	2026 - 2030	2031 - 2035	2036 - 2045
101	Florida's Turnpike at Midway Road[1]			New Interchange		$5.43 M		$56.40 M	$5.64 M	$67.48 M	$89.07 M	$104.59 M	$138.33 M
102	Florida's Turnpike at Northern Connector[2]			New Interchange									
103	I-95 at Northern Connector[2]			New Interchange									
104	Williams Road	Shinn Road	McCarty Road	New 2 Lanes	1.52	$1.64 M	$3.72 M	$7.45 M	$1.12 M	$13.55 M	$17.88 M	$21.0 M	$27.77 M
105	Airport Connector[3]	Johnston Road	Kings Highway	New 4 Lanes	1.42	$2.36 M	$5.36 M	$10.71 M	$1.61 M	$19.49 M	$25.73 M	$30.22 M	$39.96 M
106	Airport Connector[3]	I-95	Johnston Road	New 4 Lanes	0.78	$1.29 M	$2.94 M	$5.89 M	$.88 M	$10.71 M	$14.14 M	$16.60 M	$21.95 M
107	Northern Connector[2]	Florida's Turnpike	I-95	New 4 Lanes	0.94	$12.38 M	$5.32 M	$89.20 M	$13.38 M	$106.91 M	$141.12 M	$165.70 M	$219.16 M
108	Arterial A	Glades Cut-Off Road	Midway Road	New 4 Lanes	2.34	$3.88 M	$8.83 M	$17.66 M	$2.65 M	$32.13 M	$42.41 M	$49.79 M	$65.86 M
109	Becker Road	Range Line Road	N-S Road B	New 4 Lanes	2.03	$3.37 M	$7.66 M	$15.32 M	$2.30 M	$27.87 M	$36.79 M	$43.20 M	$57.13 M
110	Community Boulevard	Becker Road	Discovery Way	New 4 Lanes	2.8	$4.65 M	$10.56 M	$21.13 M	$3.17 M	$38.44 M	$50.74 M	$59.58 M	$78.80 M
111	Crosstown Parkway	Range Line Road	Village Parkway	New 4 Lanes	2.72	$4.52 M	$10.26 M	$20.52 M	$3.08 M	$37.34 M	$49.29 M	$57.88 M	$76.55 M
112	Discovery Way	Range Line Road	N-S Road B	New 4 Lanes	1.99	$3.30 M	$7.51 M	$15.02 M	$2.25 M	$27.32 M	$36.06 M	$42.35 M	$56.01 M
113	E-W Road 2	Community Boulevard	Village Parkway	New 4 Lanes	0.56	$.93 M	$2.11 M	$4.23 M	$.63 M	$7.69 M	$10.15 M	$11.92 M	$15.76 M
114	E-W Road 6	Shinn Road	Glades Cut-Off Road	New 4 Lanes	2.3	$3.82 M	$8.68 M	$17.35 M	$2.60 M	$31.58 M	$41.68 M	$48.94 M	$64.73 M
115	Jenkins Road	N Jenkins Road	St. Lucie Boulevard	New 4 Lanes	2.26	$3.75 M	$8.53 M	$17.05 M	$2.56 M	$31.03 M	$40.96 M	$48.09 M	$63.61 M
116	Jenkins Road[4]	Post Office Road	Glades Cut-Off Road	New 4 Lanes	0.37	$.36 M	$1.4 M	$2.79 M	$.42 M	$4.84 M	$6.38 M	$7.49 M	$9.91 M
117	Jenkins Road[4]	Walmart Distribution Center	Altman Road	New 4 Lanes	0.81	$.79 M	$3.06 M	$6.11 M	$.92 M	$10.59 M	$13.97 M	$16.41 M	$21.70 M

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
		Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GLA (000)	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24

APPENDIX D

Table 6.1 Unconstrained Internal Person Trip Capture Rates for Trip Origins within a Mixed-Use Development

		WEEKDAY	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Retail	28%	20%
	To Restaurant	63%	4%
	To Cinema/Entertainment	0%	0%
	To Residential	1%	2%
	To Hotel	0%	0%
From RETAIL	To Office	29%	2%
	To Restaurant	13%	29%
	To Cinema/Entertainment	0%	4%
	To Residential	14%	26%
	To Hotel	0%	5%
From RESTAURANT	To Office	31%	3%
	To Retail	14%	41%
	To Cinema/Entertainment	0%	8%
	To Residential	4%	18%
	To Hotel	3%	7%
From CINEMA/ENTERTAINMENT	To Office	0%	2%
	To Retail	0%	21%
	To Restaurant	0%	31%
	To Residential	0%	8%
	To Hotel	0%	2%
From RESIDENTIAL	To Office	2%	4%
	To Retail	1%	42%
	To Restaurant	20%	21%
	To Cinema/Entertainment	0%	0%
	To Hotel	0%	3%
From HOTEL	To Office	75%	0%
	To Retail	14%	16%
	To Restaurant	9%	68%
	To Cinema/Entertainment	0%	0%
	To Residential	0%	2%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments.* Washington, DC: Transportation Research Board, Tables 99 and 100, 2011.

Table 6.2 Unconstrained Internal Person Trip Capture Rates for Trip Destinations within a Mixed-Use Development

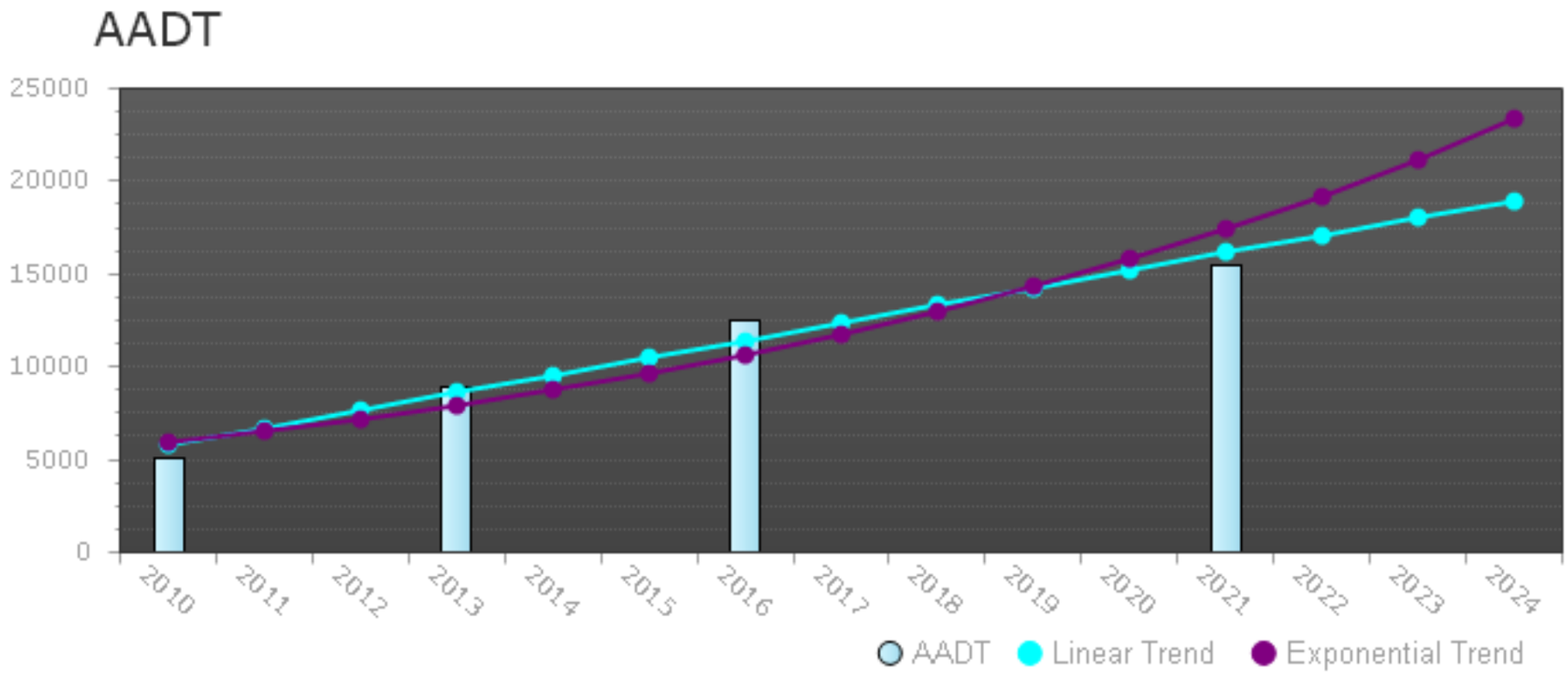
		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Retail	4%	31%
	From Restaurant	14%	30%
	From Cinema/Entertainment	0%	6%
	From Residential	3%	57%
	From Hotel	3%	0%
To RETAIL	From Office	32%	8%
	From Restaurant	8%	50%
	From Cinema/Entertainment	0%	4%
	From Residential	17%	10%
	From Hotel	4%	2%
To RESTAURANT	From Office	23%	2%
	From Retail	50%	29%
	From Cinema/Entertainment	0%	3%
	From Residential	20%	14%
	From Hotel	6%	5%
To CINEMA/ENTERTAINMENT	From Office	0%	1%
	From Retail	0%	26%
	From Restaurant	0%	32%
	From Residential	0%	0%
	From Hotel	0%	0%
To RESIDENTIAL	From Office	0%	4%
	From Retail	2%	46%
	From Restaurant	5%	16%
	From Cinema/Entertainment	0%	4%
	From Hotel	0%	0%
To HOTEL	From Office	0%	0%
	From Retail	0%	17%
	From Restaurant	4%	71%
	From Cinema/Entertainment	0%	1%
	From Residential	0%	12%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments.* Washington, DC: Transportation Research Board, Tables 101 and 102, 2011.

Station 650

CROSSTOWN PKWY E. OF VISCONTI WAY

Linear Growth = 4.97%
Exponential Growth = 9.32%

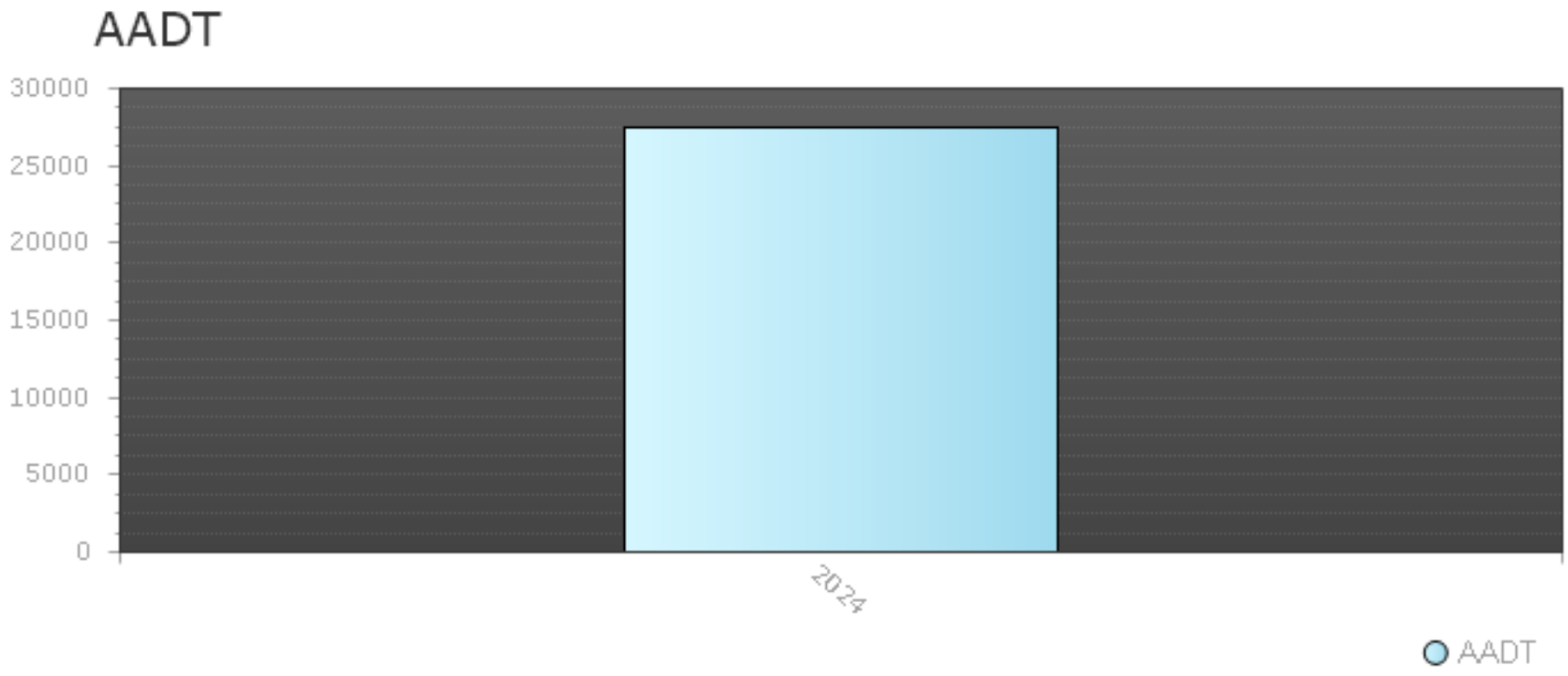


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2021	650	15500	0.093	0.5475	4.74	1232	1409
2016	650	12500	0.099	0.5385	7.38	1082	1202
2013	650	8900			3.98	838	940
2010	650	5100	0.113	0.528	0	586	572

Station 733

CROSSTOWN PKWY, W OF COMMERCE CENTER

Linear Growth = N/A
Exponential Growth = N/A

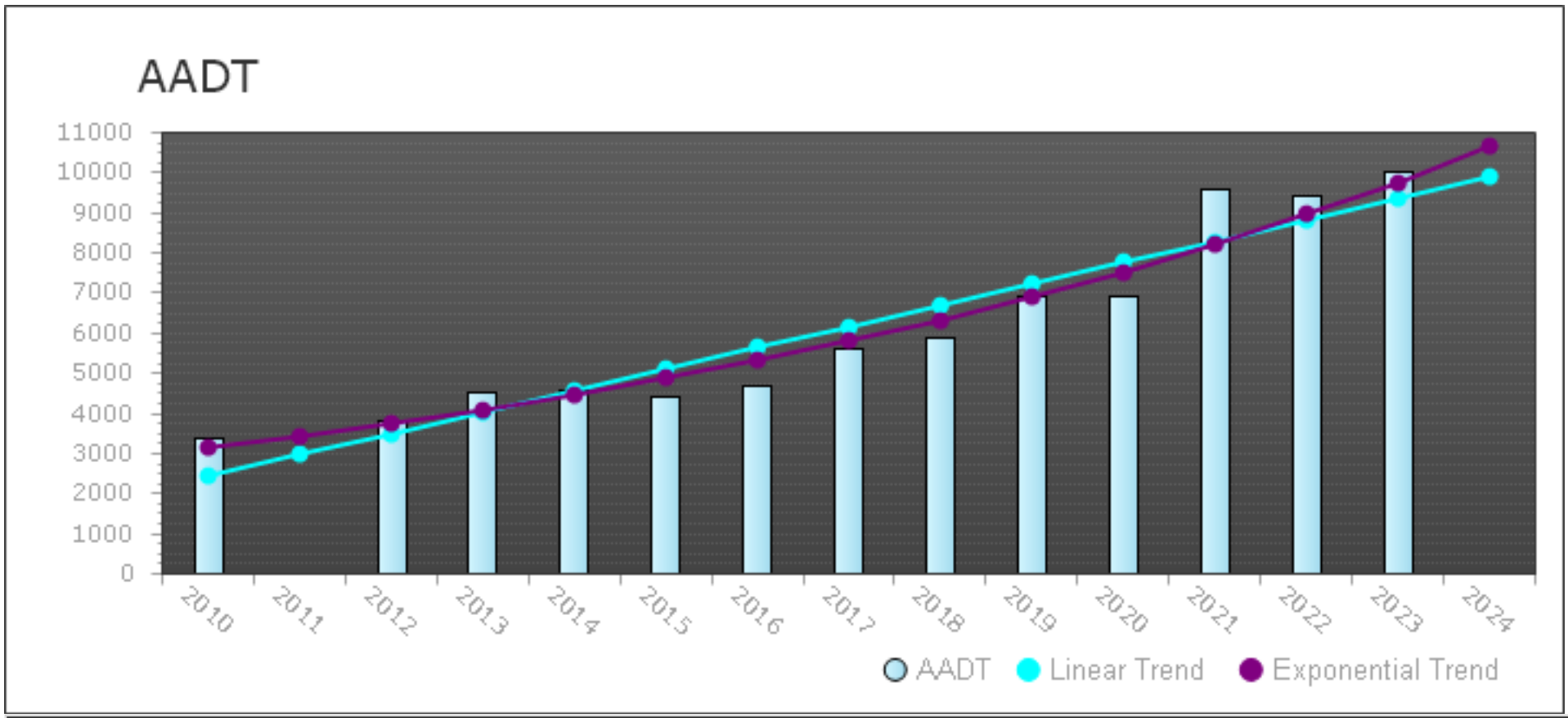


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	733	27500	0.104	0.524	0	2227	2636

Station 944026

I-95 SB OFF RAMP TO CROSSTOWN EXPWY

Linear Growth = 5.38%
Exponential Growth = 8.31%

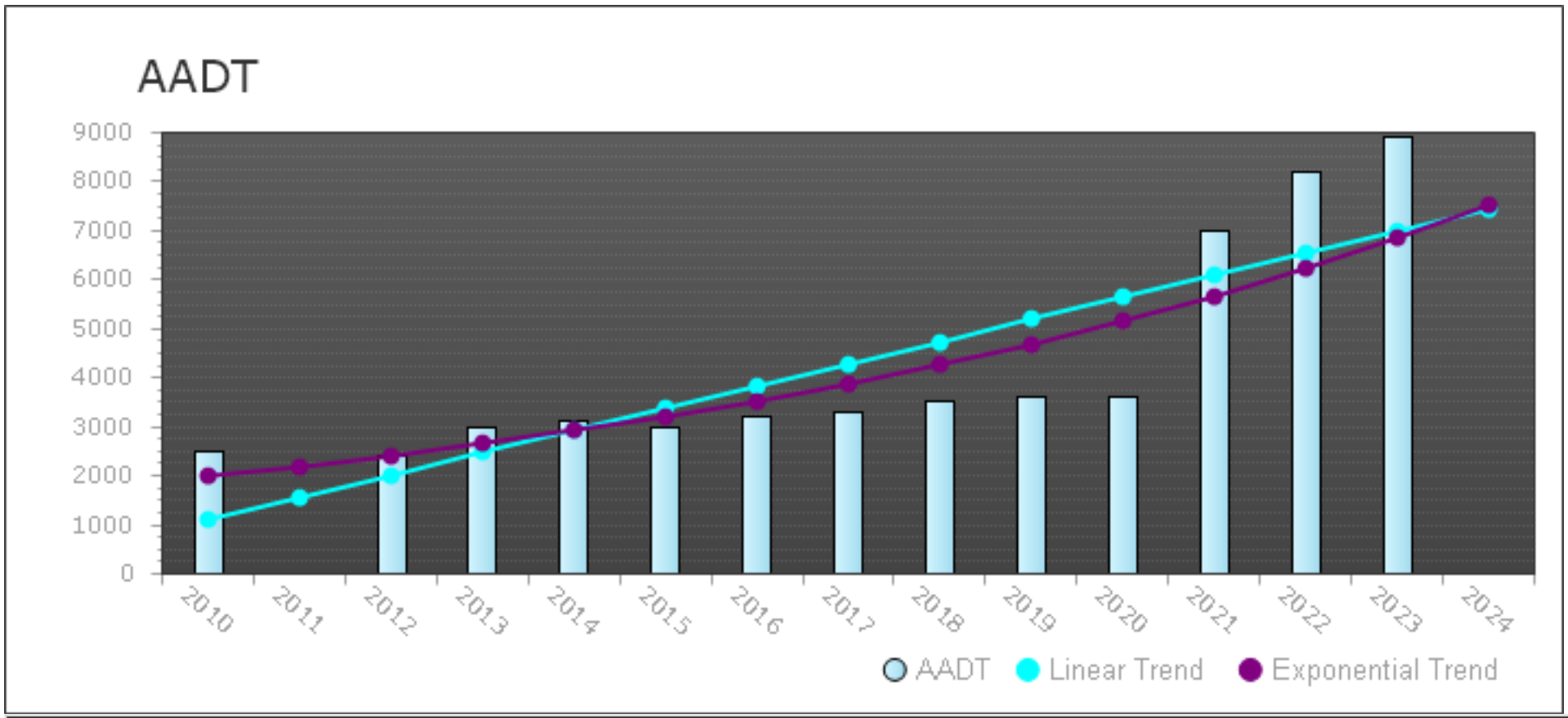


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	944026	10000	0.09	0.999		891	891
2022	944026	9400	0.09	0.999	0	837	837
2021	944026	9600	0.09	0.999	0	855	855
2020	944026	6900		0.999	-1		
2019	944026	6900		99.9			
2018	944026	5900		99.9			
2017	944026	5600		99.9			
2016	944026	4700		99.9			
2015	944026	4400		99.9			
2014	944026	4600		99.9			
2013	944026	4500		99.9			
2012	944026	3800		99.9			
2010	944026	3400			0	222	457

Station 944027

I-95 SB ON RAMP FROM CROSSTOWN EXPWY

Linear Growth = 6.07%
Exponential Growth = 9.05%

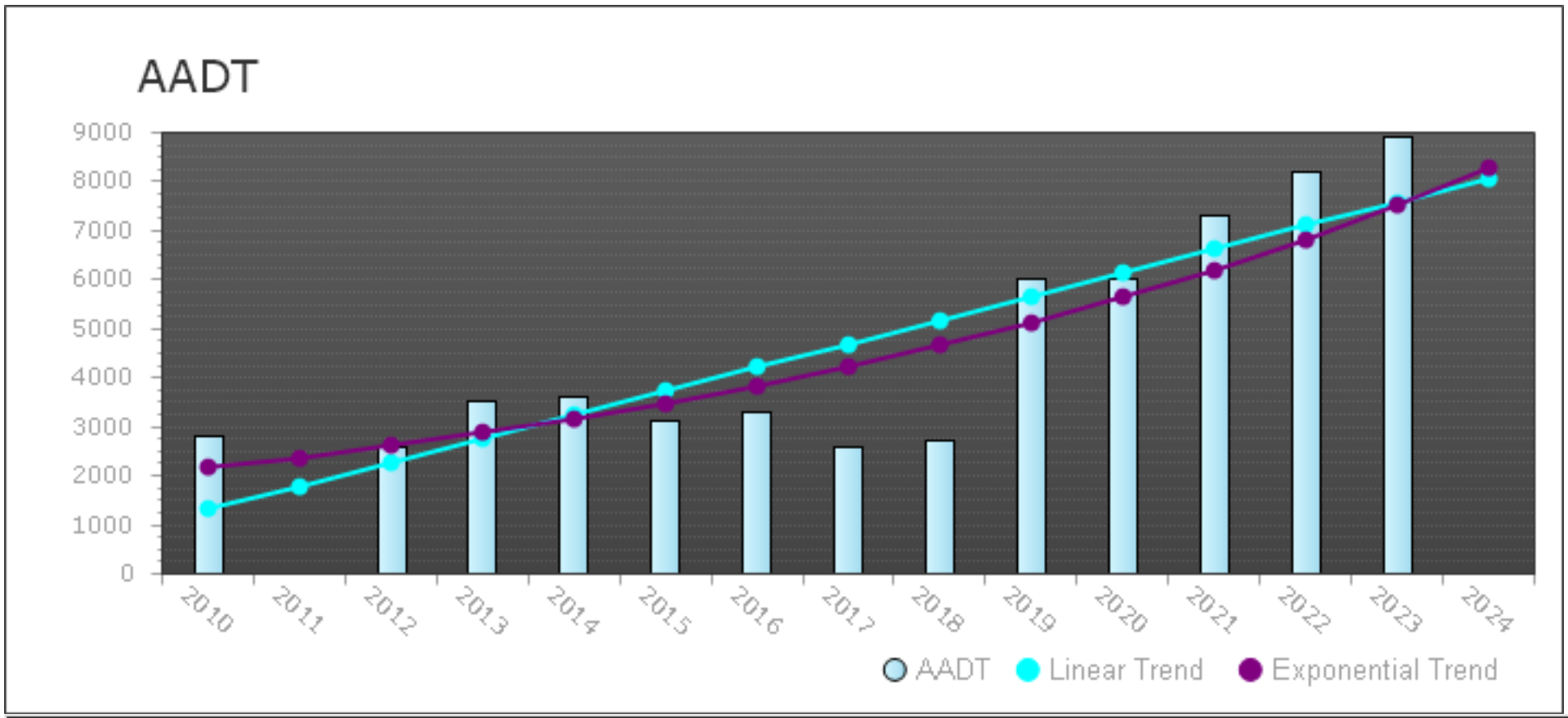


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	944027	8900	0.09	0.999		793	793
2022	944027	8200	0.09	0.999	0	730	730
2021	944027	7000	0.09	0.999	0	624	624
2020	944027	3600		0.999	-1		
2019	944027	3600		99.9			
2018	944027	3500		99.9			
2017	944027	3300		99.9			
2016	944027	3200		99.9			
2015	944027	3000		99.9			
2014	944027	3100		99.9			
2013	944027	3000		99.9			
2012	944027	2400		99.9			
2010	944027	2500			0	353	172

Station 944032

I-95 NB OFF RAMP TO CROSSTOWN EXPWY.

Linear Growth = 5.98%
Exponential Growth = 9.14%

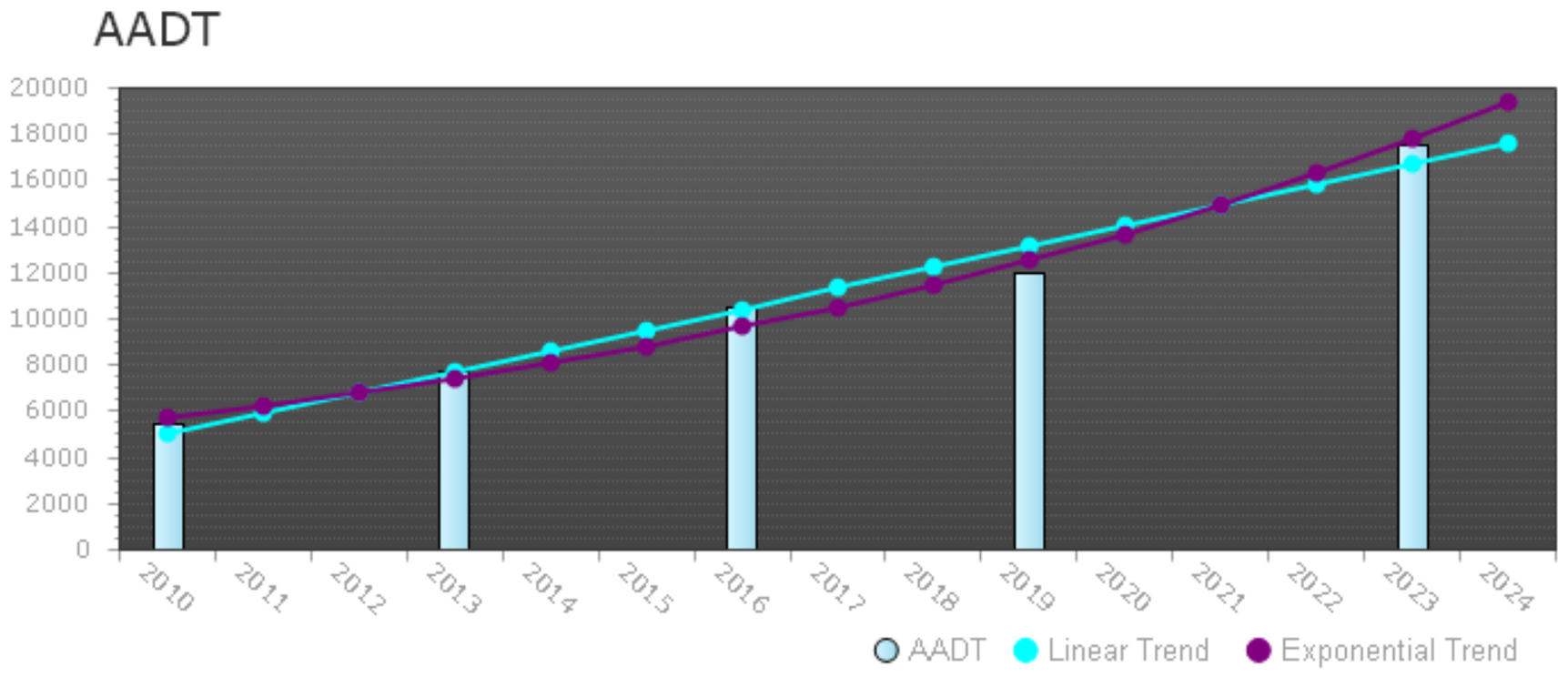


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	944032	8900	0.09	0.999		793	793
2022	944032	8200	0.09	0.999	0	730	730
2021	944032	7300	0.09	0.999	0	650	650
2020	944032	6000		0.999	-1		
2019	944032	6000		99.9			
2018	944032	2700		99.9			
2017	944032	2600		99.9			
2016	944032	3300		99.9			
2015	944032	3100		99.9			
2014	944032	3600		99.9			
2013	944032	3500		99.9			
2012	944032	2600		99.9			
2010	944032	2800			0	196	400

Station 720

VILLAGE PKWY 520 FEET SOUTH OF CROSSTOWN PKWY

Linear Growth = 5.10%
Exponential Growth = 8.35%

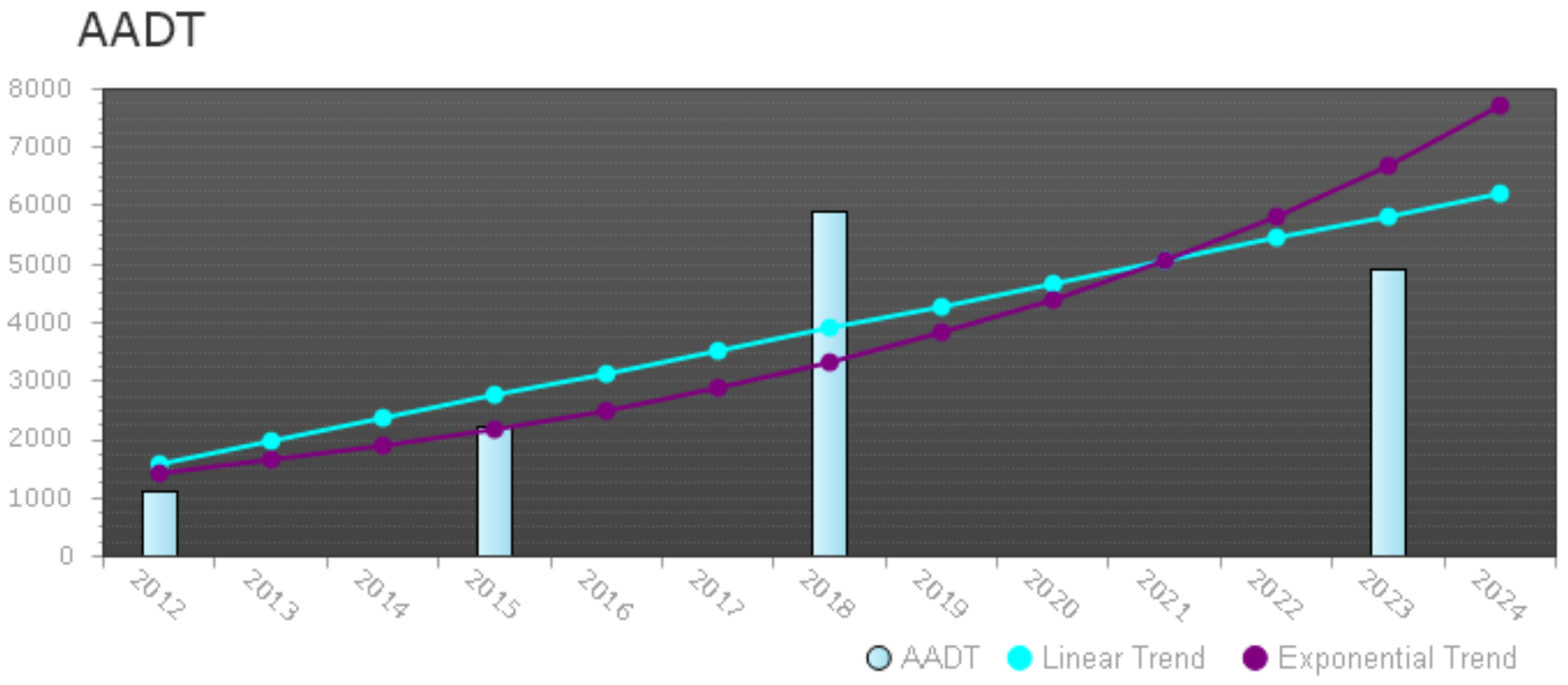


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	720	17500	0.103	0.544	0	1530	1779
2019	720	12000	0.105	0.5035	0	1124	1261
2016	720	10500	0.11	0.53	0	978	1118
2013	720	7700			0	772	891
2010	720	5400	0.118	0.52	0	544	645

Station 722

WESTCLIFFE LN W. OF VILLAGE PKWY

Linear Growth = 6.18%
Exponential Growth = 13.10%

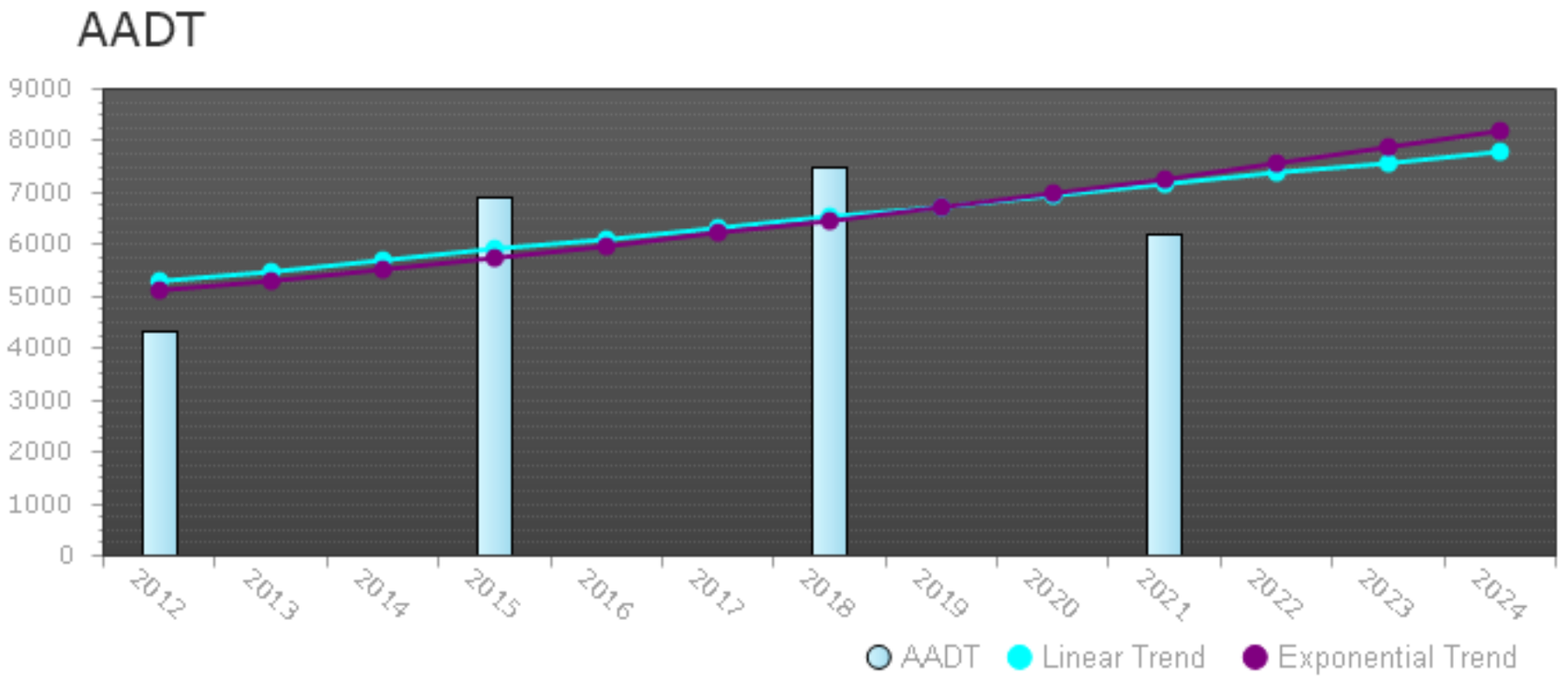


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	722	4900	0.125	0.5395	0	605	483
2018	722	5900	0.098	0.5515	0	748	865
2015	722	2200	0.114	0.537	0	249	211
2012	722	1100	0.108	0.525	0	124	117

Station 711

TRADITION PKWY W. OF COMMUNITY BLVD

Linear Growth = 2.69%
Exponential Growth = 3.86%

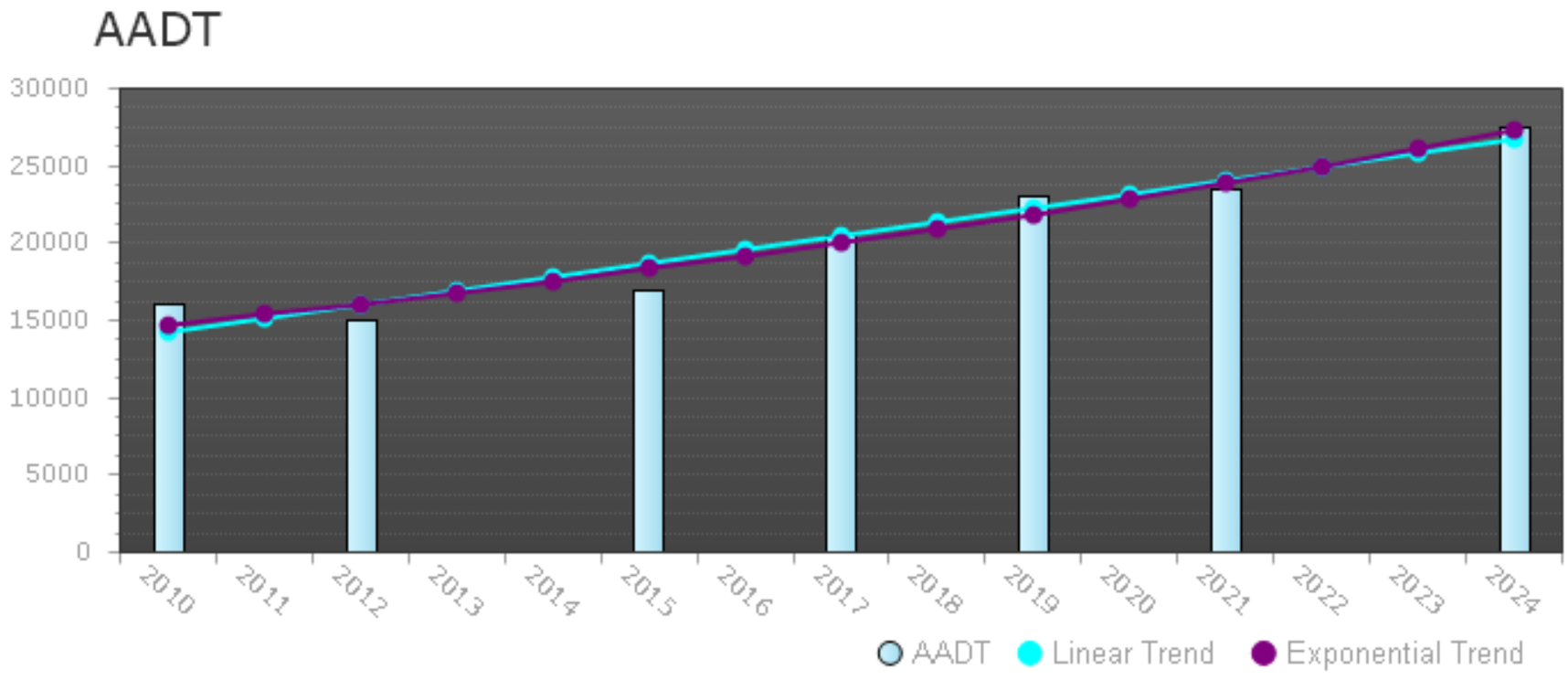


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2021	711	6200	0.197	0.515	0	969	1212
2018	711	7500	0.236	0.5795	0	1749	1144
2015	711	6900	0.14	0.5415	0	1012	807
2012	711	4300	0.101	0.538	0	439	383

Station 719

VILLAGE PKWY 680 FEET NORTH OF TRADITION PKWY

Linear Growth = 3.36%
Exponential Growth = 4.31%

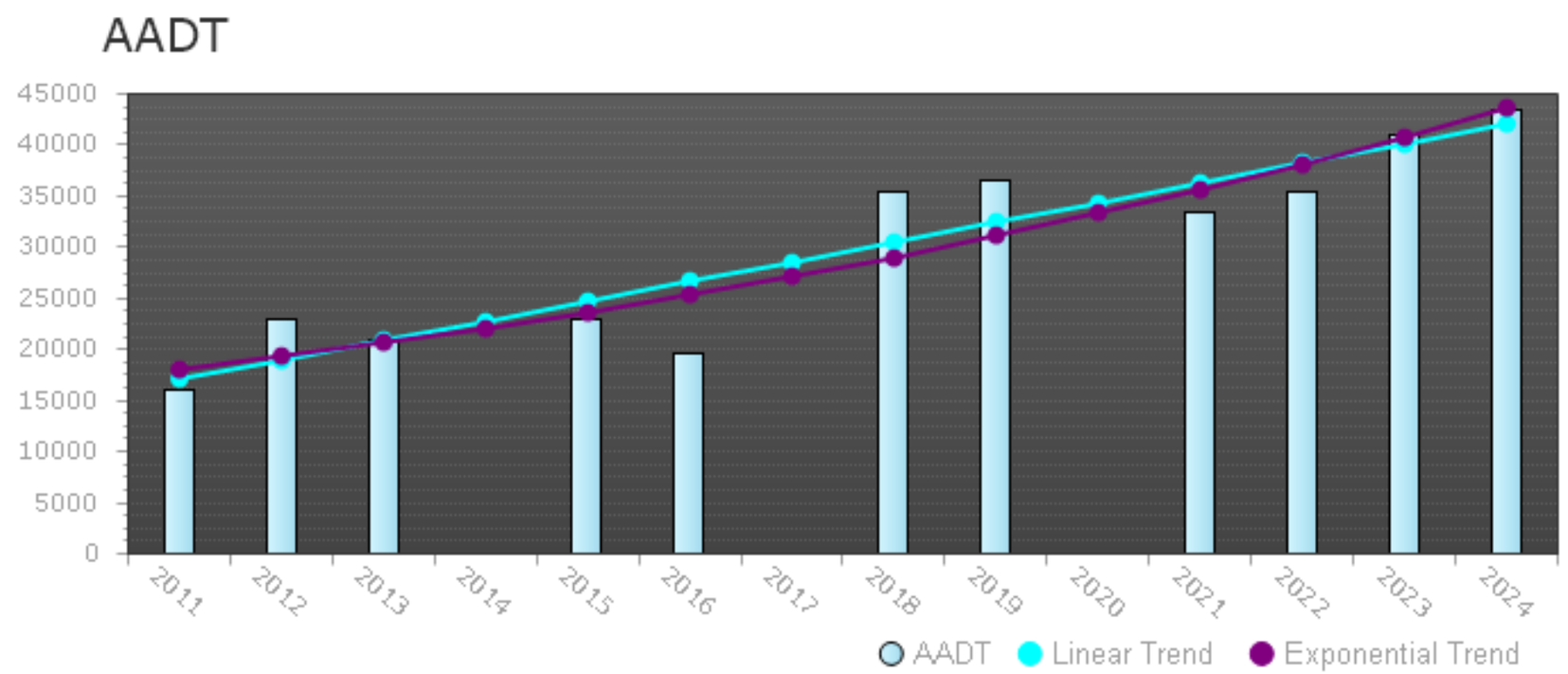


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	719	27500	0.103	0.5165	0	2456	2810
2021	719	23500	0.105	0.525	0	2126	2428
2019	719	23000	0.103	0.534	0	2119	2330
2017	719	20500	0.103	0.521	0	1636	1990
2015	719	17000	0.106	0.5415	0	1489	1773
2012	719	15000	0.108	0.535	0	1406	1663
2010	719	16000	0.107	0.509	0	1349	1716

Station 712

TRADITION PKWY E. VILLAGE PKWY

Linear Growth = 4.57%
Exponential Growth = 6.59%

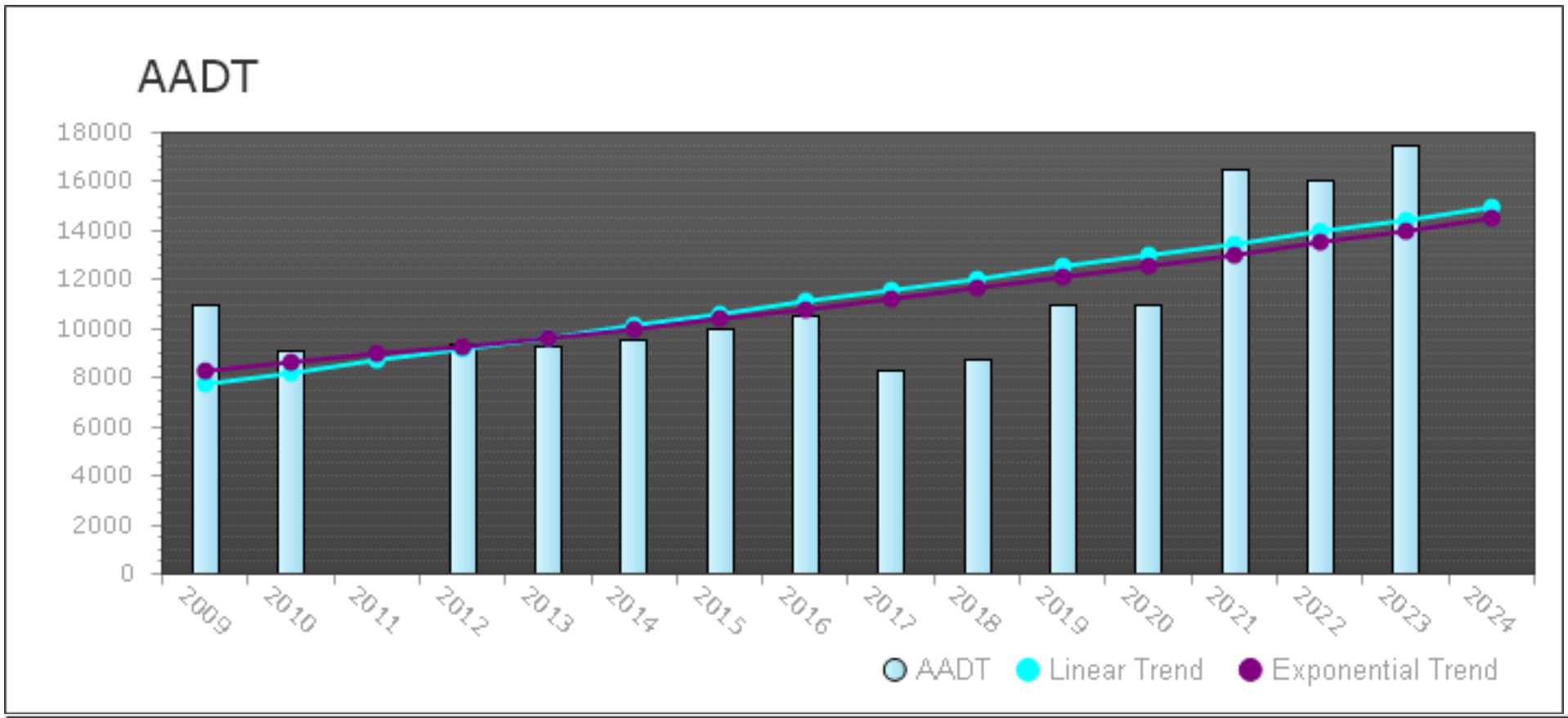


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	712	43500	0.093	0.5045	0	3477	3989
2023	712	41000	0.089	0.5115	0	3270	3618
2022	712	35500	0.09	0.505	0	3075	3134
2021	712	33500	0.093	0.5885	0	2621	3053
2019	712	36500	0.098	0.538	0	3081	3512
2018	712	35500	0.095	0.5395	0	2791	3328
2016	712	19500	0.106	0.519	0	1682	2045
2015	712	23000	0.1	0.526	0	2028	2282
2013	712	21000			0	1810	2079
2012	712	23000	0.099	0.668	8.16	1712	2276
2011	712	16000	0.105	0.526	4.19	1435	1696

Station 944002

I-95 SB OFF RAMP TO GATLIN BLVD.

Linear Growth = 3.21%
Exponential Growth = 3.67%

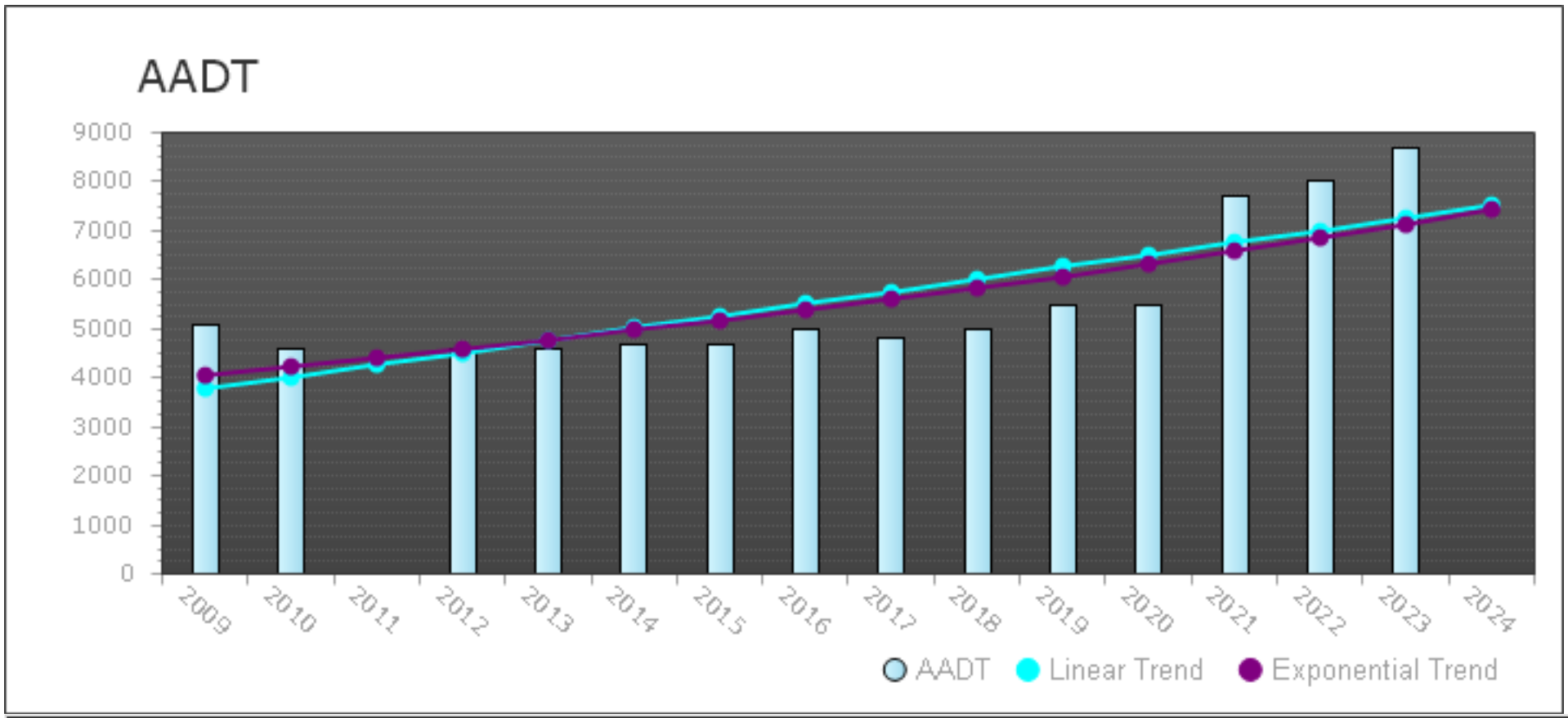


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	944002	17500	0.09	0.999		1559	1559
2022	944002	16000	0.09	0.999	0	1425	1425
2021	944002	16500	0.09	0.999	0	1470	1470
2020	944002	11000		0.999	-1		
2019	944002	11000		99.9			
2018	944002	8700		99.9			
2017	944002	8300		99.9			
2016	944002	10500		99.9			
2015	944002	10000		99.9			
2014	944002	9500		99.9			
2013	944002	9300		99.9			
2012	944002	9400		99.9			
2010	944002	9100			0	568	1142
2009	944002	11000			0	747	1285

Station 944003

I-95 SB ON RAMP FROM GATLIN BLVD.

Linear Growth = 3.32%
Exponential Growth = 3.94%

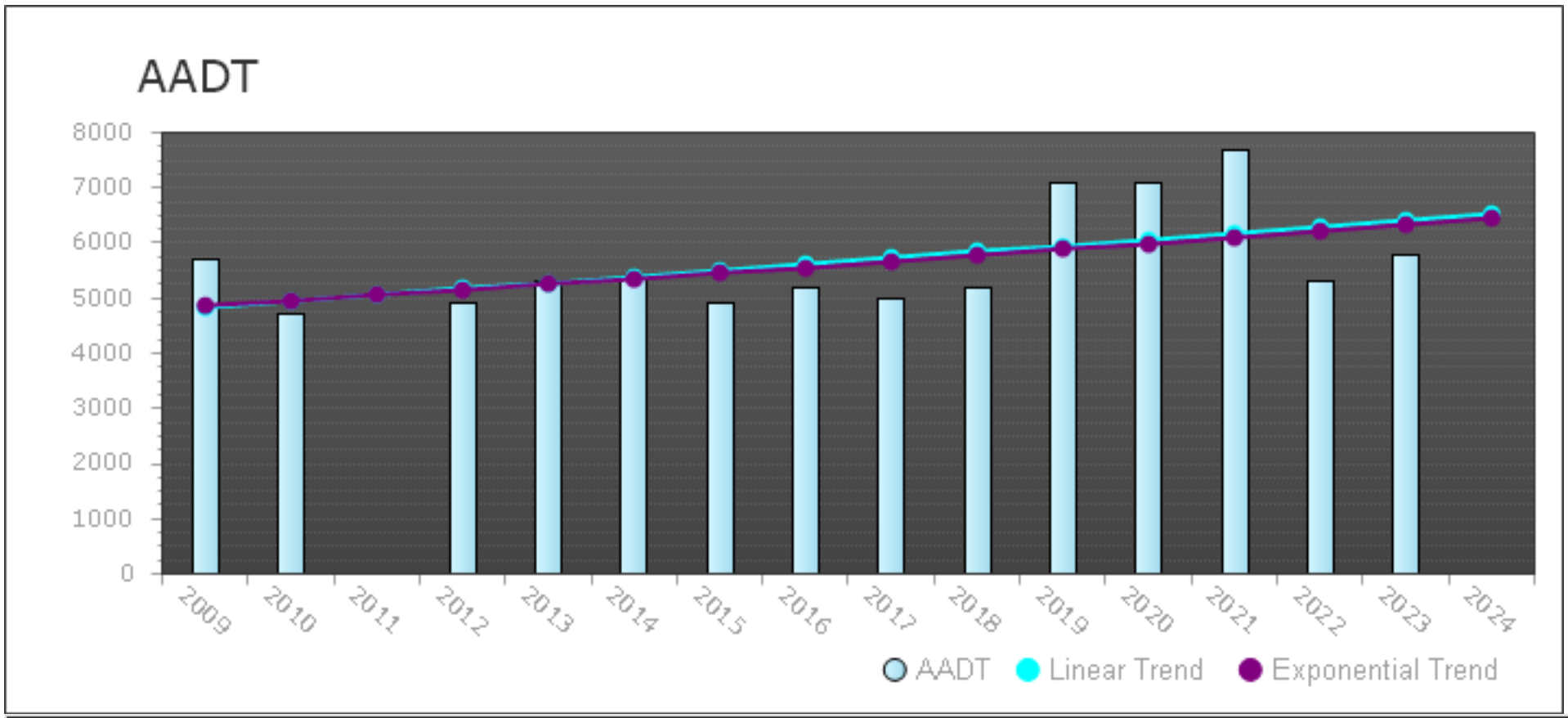


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	944003	8700	0.09	0.999		775	775
2022	944003	8000	0.09	0.999	0	713	713
2021	944003	7700	0.09	0.999	0	686	686
2020	944003	5500		0.999	-1		
2019	944003	5500		99.9			
2018	944003	5000		99.9			
2017	944003	4800		99.9			
2016	944003	5000		99.9			
2015	944003	4700		99.9			
2014	944003	4700		99.9			
2013	944003	4600		99.9			
2012	944003	4600		99.9			
2010	944003	4600			0	788	273
2009	944003	5100			0	864	275

Station 944000

I-95 NB OFF RAMP TO GATLIN BLVD.

Linear Growth = 1.72%
Exponential Growth = 1.84%

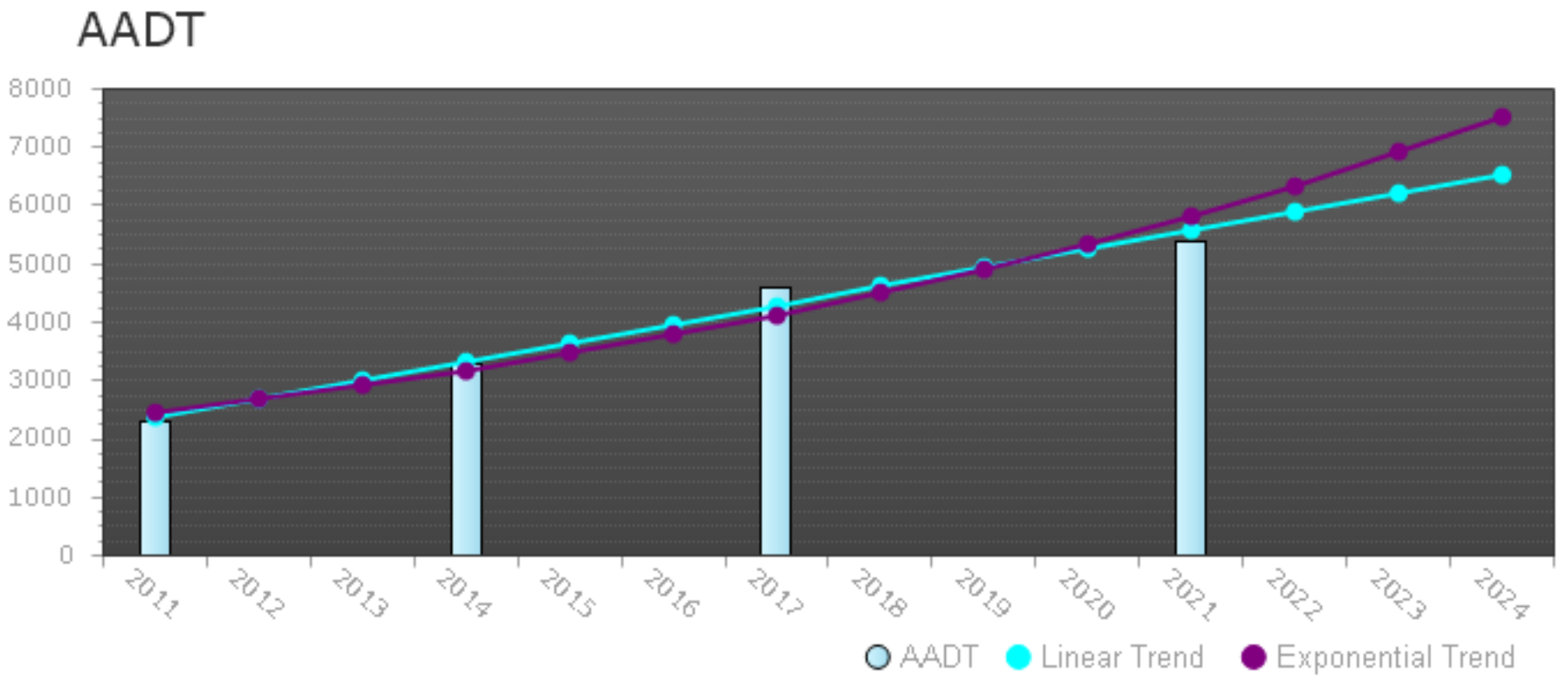


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	944000	5800	0.09	0.999		517	517
2022	944000	5300	0.09	0.999	0	472	472
2021	944000	7700	0.09	0.999	0	686	686
2020	944000	7100		0.999	-1		
2019	944000	7100		99.9			
2018	944000	5200		99.9			
2017	944000	5000		99.9			
2016	944000	5200		99.9			
2015	944000	4900		99.9			
2014	944000	5400		99.9			
2013	944000	5300		99.9			
2012	944000	4900		99.9			
2010	944000	4700			0	251	743
2009	944000	5700			0	254	924

Station 647

COMMUNITY BLVD 915 FEET NORTH OF TRADITION PKWY

Linear Growth = 4.88%
Exponential Growth = 8.25%

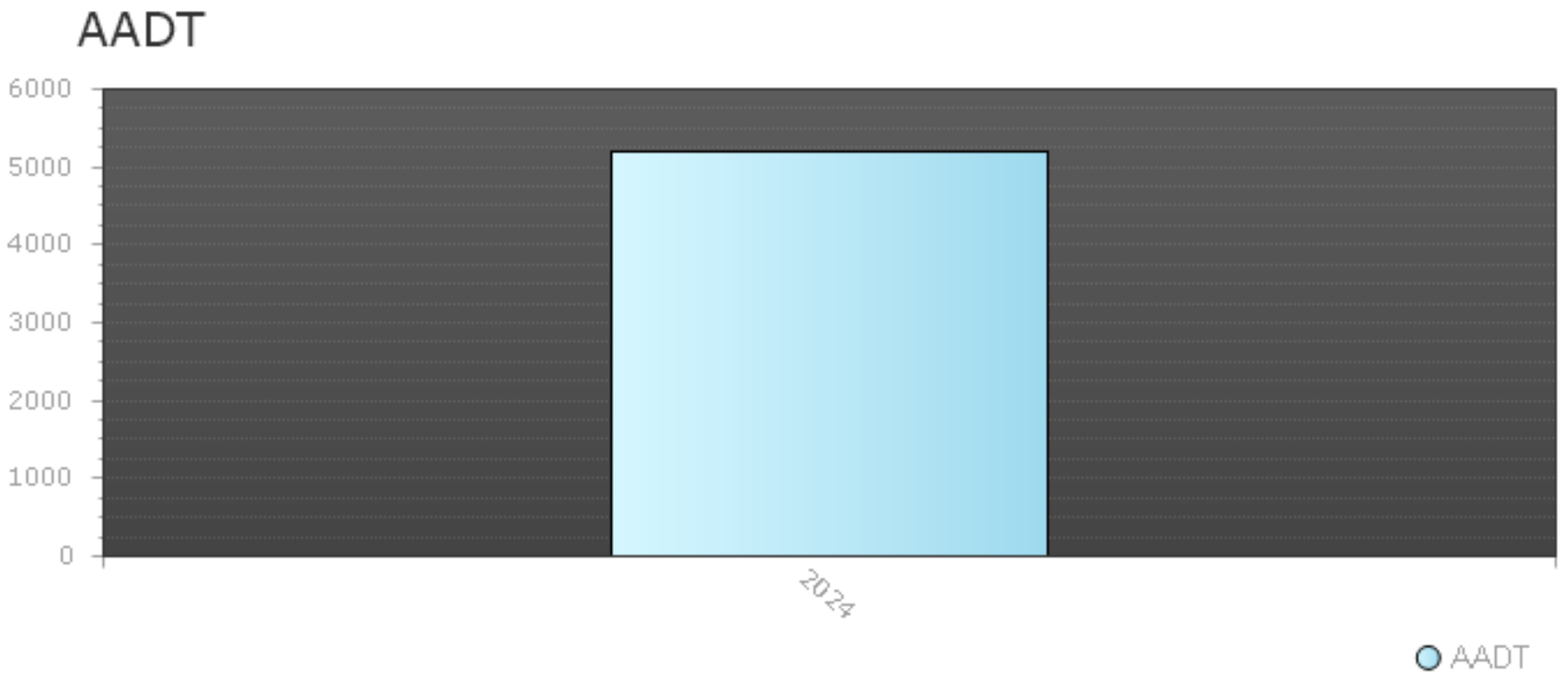


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2021	647	5400	0.105	0.55	0	495	558
2017	647	4600	0.111	0.5695	0	394	453
2014	647	3300	0.116	0.546	0	342	370
2011	647	2300	0.109	0.537	0	207	257

Station 735

COMMUNITY BLVD, S OF TRADITION PKWY

Linear Growth = N/A
Exponential Growth = N/A



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	735	5200	0.106	0.548	0	461	513

APPENDIX F

Traffic Counts and Level of Service Report
2024

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
BELL AVE	25TH ST to SUNRISE BLVD	104	5,390	2023	790	364	C	0.46	337	C	0.43
BELL AVE	SUNRISE BLVD to OLEANDER AVE	102	4,132	2023	600	251	C	0.42	230	C	0.38
CALIFORNIA BLVD	CAMEO BLVD to DEL RIO BLVD	633	8,200	2024	750	588	D	0.78	464	D	0.62
CALIFORNIA BLVD	DEL RIO BLVD to SAVONA BLVD	634	13,344	2023	920	799	C	0.87	734	C	0.80
CALIFORNIA BLVD	SAVONA BLVD to DEL RIO BLVD	635	12,580	2023	920	718	C	0.78	842	C	0.92
CALIFORNIA BLVD	DEL RIO BLVD to CROSSTOWN PKWY	636	17,500	2024	920	1,090	F	1.18	983	F	1.07
CALIFORNIA BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	234	20,500	2024	920	1,100	F	1.20	1,071	F	1.16
CALIFORNIA BLVD	HEATHERWOOD BLVD to ST LUCIE WEST BLVD	234	20,500	2024	920	1,100	F	1.20	1,071	F	1.16
CALIFORNIA BLVD	ST LUCIE WEST BLVD to COUNTRY CLUB DR	233	8,984	2022	920	549	C	0.60	527	C	0.57
CALIFORNIA BLVD	COUNTRY CLUB DR to UNIVERSITY BLVD	724	7,180	2022	790	461	C	0.58	464	C	0.59
CALIFORNIA BLVD	UNIVERSITY BLVD to PEACOCK BLVD	724	7,180	2022	630	461	C	0.73	464	C	0.74
CALIFORNIA BLVD	PEACOCK BLVD to TORINO PKWY	637	13,035	2023	630	863	F	1.37	765	F	1.21
CAMEO BLVD	PORT ST LUICE BLVD to CALIFORNIA BLVD	638	4,711	2023	750	336	C	0.45	291	C	0.39
CAMEO BLVD	CALIFORNIA BLVD to CROSSTOWN PKWY	639	10,675	2021	790	755	D	0.96	635	D	0.80
CAMPBELL RD	PICOS RD to ORANGE AVE	640	745	2022	540	73	C	0.14	53	C	0.10
CANE SLOUGH RD	US 1 to LENNARD RD	167	9,654	2021	1,710	488	C	0.29	492	C	0.29
CARLTON RD	CARLTON RD (S) to OKEECHOBEE RD	641	592	2022	390	35	B	0.09	36	B	0.09
CASHMERE BLVD	PEACOCK BLVD to TORINO PKWY	676	12,000	2024	630	851	F	1.35	747	F	1.19
CASHMERE BLVD	DEL RIO BLVD to CROSSTOWN PKWY	642	10,500	2024	920	662	C	0.72	799	C	0.87
CASHMERE BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	232	16,500	2024	920	1,308	F	1.42	1,193	F	1.30
CASHMERE BLVD	HEATHERWOOD BLVD to ST LUCIE WEST BLVD	232	16,500	2024	920	1,308	F	1.42	1,193	F	1.30
CASHMERE BLVD	ST LUCIE WEST BLVD to PEACOCK BLVD	231	15,000	2024	920	1,054	F	1.15	1,111	F	1.21
CITRUS AVE	7TH ST to US 1	643	989	2023	750	146	C	0.19	146	C	0.19
CITRUS AVE	US 1 to 2ND ST	940160	4,421	2023	790	219	C	0.28	219	C	0.28
CITRUS AVE	2ND ST to INDIAN RIVER DR	644	3,572	2022	540	216	C	0.40	229	C	0.42
COMMUNITY BLVD	DISCOVERY WAY to TRADITION PKWY	735	5,200	2024	920	365	C	0.40	302	C	0.33
COMMUNITY BLVD	WESTCLIFFE LN to TRADITION PKWY	647	6,522	2021	1,470	360	C	0.24	376	C	0.26
COMMERCE CENTER DR	CROSSTOWN PKWY to ST LUCIE WEST BLVD	645	5,635	2021	1,710	334	C	0.20	404	C	0.24
COMMERCE CENTER DR	ST LUCIE WEST BLVD to END OF 4 LANES	646	9,440	2022	1,710	543	C	0.32	514	C	0.30
COMMERCE CENTER DR	END OF 4 LANES to GLADES CUT-OFF RD	732	6,300	2024	630	453	C	0.72	423	C	0.67
CORTEZ BLVD	35TH ST to 25TH ST	948500	2,167	2023	750	100	C	0.13	100	C	0.13
CORTEZ BLVD	25TH ST to SUNRISE BLVD	648	2,996	2023	750	210	C	0.28	192	C	0.26

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values.
Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.
Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

*** NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
COUNTRY CLUB DR	ST LUCIE WEST BLVD to CALIFORNIA BLVD	725	7,310	2023	1,710	529	C	0.31	500	C	0.29
CROSSTOWN PKWY	COMMERCE CENTER DR to I-95	650	18,982	2021	3,170	903	C	0.28	966	C	0.30
CROSSTOWN PKWY	I-95 to CALIFORNIA BLVD	651	44,500	2024	3,170	2,625	C	0.83	2,512	C	0.79
CROSSTOWN PKWY	CALIFORNIA BLVD to CASHMERE BLVD	652	39,500	2024	3,170	2,239	C	0.71	2,303	C	0.73
CROSSTOWN PKWY	CASHMERE BLVD to CAMEO BLVD	653	36,000	2024	3,170	2,016	C	0.64	1,935	C	0.61
CROSSTOWN PKWY	CAMEO BLVD to BAYSHORE BLVD	654	46,000	2024	3,170	2,385	C	0.75	2,367	C	0.75
CROSSTOWN PKWY	BAYSHORE BLVD to AIROSO BLVD	655	35,000	2024	3,170	1,920	C	0.61	1,855	C	0.59
CROSSTOWN PKWY	AIROSO BLVD to SANDIA DR	656	17,705	2021	3,170	857	C	0.27	919	C	0.29
CROSSTOWN PKWY	SANDIA DR to MANTH LN	657	21,986	2021	3,170	1,123	C	0.35	1,102	C	0.35
CROSSTOWN PKWY	FLORESTA DR to US 1	66	34,500	2024	3,170	2,331	C	0.74	2,070	C	0.65
CROSSROADS PKWY	OKEECHOBEE RD to KINGS HWY	649	2,204	2022	790	115	C	0.15	122	C	0.15
CROSSTOWN PKWY	VILLAGE PKWY to COMMERCE CENTER DR	733	27,500	2024	2,100	1,550	C	0.74	1,498	C	0.71
DARWIN BLVD	BECKER RD to PAAR DR	235	9,400	2024	630	812	F	1.29	715	F	1.13
DARWIN BLVD	PAAR DR to TULIP BLVD	235	9,400	2024	920	812	C	0.88	715	C	0.78
DARWIN BLVD	TULIP BLVD to PORT ST LUCIE BLVD	659	11,043	2023	920	582	C	0.63	542	C	0.59
DEL RIO BLVD	PORT ST LUCIE BLVD to CALIFORNIA BLVD	311	9,825	2022	920	585	C	0.64	518	C	0.56
DEL RIO BLVD	CALIFORNIA BLVD to CASHMERE BLVD	660	5,707	2022	880	336	C	0.38	357	C	0.41
DEL RIO BLVD	CASHMERE BLVD to CALIFORNIA BLVD	661	5,196	2021	880	276	C	0.31	280	C	0.32
DELAWARE AVE	HARTMAN RD to 33RD ST	662	1,600	2022	600	313	D	0.52	241	C	0.40
DELAWARE AVE	33RD ST to 25TH ST	500	2,160	2022	1,710	161	C	0.09	168	C	0.10
DELAWARE AVE	25TH ST to OKEECHOBEE RD	948526	1,308	2023	1,220	60	C	0.05	60	C	0.05
DELAWARE AVE	OKEECHOBEE RD to 13TH ST	663	10,632	2023	790	597	D	0.76	567	D	0.72
DELAWARE AVE	13TH ST to 10TH ST	664	8,100	2024	750	469	D	0.63	435	D	0.58
DELAWARE AVE	10TH ST to 7TH ST	664	8,100	2024	600	469	D	0.78	435	D	0.73
DELAWARE AVE	7TH ST to US 1	665	6,552	2023	750	424	D	0.57	382	D	0.51
EAST TORINO PKWY	CASHMERE BLVD to TORINO PKWY	710	10,500	2024	830	651	C	0.78	669	C	0.81
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	237	16,000	2024	880	1,093	F	1.24	918	F	1.04
EASY ST	US 1 to BUCHANAN DR	106	7,204	2021	750	399	D	0.53	505	D	0.67
EASY ST	BUCHANAN DR to YUCCA DR	106	7,204	2021	540	399	D	0.74	505	D	0.94
EDWARDS RD	JENKINS RD to MCNEIL RD	174	14,000	2024	630	742	F	1.18	718	F	1.14
EDWARDS RD	MCNEIL RD to SELVITZ RD	174	14,000	2024	700	742	F	1.06	718	F	1.03
EDWARDS RD	SELVITZ RD to 25TH ST	110	13,500	2024	880	711	C	0.81	702	C	0.80

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values.
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St. Lucie Transportation Planning Organization

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Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
SUNRISE BLVD	EDWARDS RD to CORTEZ BLVD	511	6,751	2023	600	520	D	0.87	454	D	0.76
SUNRISE BLVD	CORTEZ BLVD to VIRGINIA AVE	511	6,751	2023	750	520	D	0.69	454	D	0.61
SUNRISE BLVD	VIRGINIA AVE to OLEANDER AVE	509	5,522	2023	750	345	C	0.46	343	C	0.46
SUNRISE BLVD	OLEANDER AVE to 7TH ST	708	4,722	2022	1,540	272	C	0.18	333	C	0.22
SUNRISE BLVD	7TH ST to US 1	708	4,722	2022	1,710	272	C	0.16	333	C	0.19
TIFFANY AVE	US 1 to HILLMOOR DR	322	17,081	2022	2,100	967	C	0.46	880	C	0.42
TIFFANY AVE	HILLMOOR DR to VILLAGE GREEN DR	322	17,081	2022	2,100	967	C	0.46	880	C	0.42
TIFFANY AVE	VILLAGE GREEN DR to LENNARD RD	320	4,145	2021	2,100	201	C	0.10	195	C	0.09
TORINO PKWY	CASHMERE BLVD to CALIFORNIA BLVD	709	5,500	2024	630	308	C	0.49	287	C	0.46
TORINO PKWY	CALIFORNIA BLVD to EAST TORINO PKWY	238	5,144	2021	630	339	C	0.54	277	C	0.44
TRADITION PKWY	COMMUNITY BLVD to VILLAGE PKWY	711	7,800	2021	1,710	816	D	0.48	791	D	0.46
TRADITION PKWY	VILLAGE PKWY to W OF I-95	712	43,500	2024	3,170	2,047	C	0.65	2,040	C	0.64
TULIP BLVD	DARWIN BLVD to PORT ST LUCIE BLVD	713	8,851	2022	790	580	D	0.73	524	D	0.66
TULIP BLVD	PORT ST LUCIE BLVD to PAAR DR	714	8,900	2024	790	569	D	0.72	518	D	0.66
TULIP BLVD	PAAR DR to DARWIN BLVD	714	8,900	2024	790	569	D	0.72	518	D	0.66
TURNPIKE FEEDER RD	TURNPIKE FEEDER RD SB RAMP to US 1	940078	4,903	2015							
TURNPIKE FEEDER RD	INDIAN PINES BLVD to TURNPIKE FEEDER RD SB R...	940269	11,658	2023							
TURNPIKE FEEDER RD	INDRIO RD to INDIAN PINES BLVD	940745	13,517	2023							
US 1	MARTIN C.L. to LENNARD RD	945071	48,145	2023							
US 1	LENNARD RD to PORT ST LUCIE BLVD	945071	48,145	2023							
US 1	PORT ST LUCIE BLVD to JENNINGS RD	945070	33,953	2023							
US 1	JENNINGS RD to TIFFANY AVE	945070	33,953	2023							
US 1	TIFFANY AVE to WALTON RD	945070	33,953	2023							
US 1	WALTON RD to VILLAGE GREEN DR	945150	47,030	2023							
US 1	VILLAGE GREEN DR to SPANISH LAKES BLVD	940265	46,803	2023							
US 1	SPANISH LAKES BLVD to PRIMA VISTA BLVD	940265	46,803	2023							
US 1	PRIMA VISTA BLVD to RIO MAR DR	940264	36,400	2023							
US 1	RIO MAR DR to KITTERMAN RD	940266	32,710	2023							
US 1	KITTERMAN RD to S OF SAEGER AVE	940266	32,710	2023							
US 1	S OF SAEGER AVE to EASY ST	940266	32,710	2023							
US 1	EASY ST to MIDWAY RD	945156	30,097	2023							
US 1	MIDWAY RD to WEATHERBEE RD	940012	30,959	2023							

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT. FDOT count stations use standard K and D factors to determine peak hour values.
Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.
Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

*** NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
US 1	WEATHERBEE RD to FARMER'S MARKET RD	940012	30,959	2023							
US 1	FARMER'S MARKET RD to EDWARDS RD	940012	30,959	2023							
US 1	EDWARDS RD to SAVANNAH RD	945002	28,117	2023							
US 1	GARDENIA AVE to VIRGINIA AVE	945002	28,117	2023							
US 1	SAVANNAH RD to GARDENIA AVE	945002	28,117	2023							
US 1	VIRGINIA AVE to OHIO AVE	945003	26,002	2023							
US 1	OHIO AVE to GEORGIA AVE	945003	26,002	2023							
US 1	GEORGIA AVE to DELAWARE AVE	945008	27,500	2023							
US 1	DELAWARE AVE to CITRUS AVE	945014	29,114	2023							
US 1	CITRUS AVE to ORANGE AVE	940118	25,392	2023							
US 1	ORANGE AVE to AVENUE A	945014	29,114	2023							
US 1	AVENUE A to AE BACKUS AVE	945014	29,114	2023							
US 1	AE BACKUS AVE to AVENUE D	945014	29,114	2023							
US 1	AVENUE D to SR A1A SOUTH	945014	29,114	2023							
US 1	SR A1A SOUTH to AVENUE H	715	30,660	2023	2,100	1,524	C	0.73	1,521	C	0.72
US 1	AVENUE H to OLD DIXIE HWY	715	30,660	2023	2,000	1,524	C	0.76	1,521	C	0.76
US 1	OLD DIXIE HWY to AVENUE O	940123	28,240	2023							
US 1	AVENUE O to SR A1A NORTH	940123	28,240	2023							
US 1	SR A1A NORTH to JUANITA AVE	940010	20,140	2023							
US 1	JUANITA AVE to ST LUCIE BLVD	940010	20,140	2023							
US 1	ST LUCIE BLVD to 25TH ST	940009	19,911	2023							
US 1	25TH ST to INDRIO RD	940009	19,911	2023							
US 1	INDRIO RD to TURNPIKE FEEDER RD	940107	25,091	2023							
US 1	TURNPIKE FEEDER RD to INDIAN RIVER C.L.	940107	25,091	2023							
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD to LYNGATE DR	329	15,671	2022	2,100	763	C	0.36	741	C	0.35
VETERANS MEMORIAL PKWY	LYNGATE DR to US 1	327	8,900	2024	2,100	507	C	0.24	480	C	0.23
VILLAGE GREEN DR	US 1 to WALTON RD	716	17,000	2024	2,100	1,060	C	0.50	1,146	C	0.55
VILLAGE GREEN DR	WALTON RD to TIFFANY AVE	717	4,612	2022	920	302	C	0.33	255	C	0.28
VILLAGE PKWY	DISCOVERY WAY to TRADITION PKWY	718	26,500	2024	2,650	1,226	C	0.46	1,309	D	0.49
VILLAGE PKWY	BECKER RD to DISCOVERY WAY	734	8,800	2024	1,710	590	C	0.35	609	C	0.36
VILLAGE PKWY	TRADITION PKWY to WESTCLIFFE LN	719	27,500	2024	1,710	1,482	D	0.87	1,462	D	0.85
VILLAGE PKWY	WESTCLIFFE LN to CROSSTOWN PKWY	720	17,629	2023	1,710	935	D	0.55	987	D	0.58

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Traffic Counts and Level of Service Report
2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
VIRGINIA AVE	35TH ST to 25TH ST	940032	23,450	2023							
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	940030	22,526	2023							
VIRGINIA AVE	HARTMAN RD to 35TH ST	940030	22,526	2023							
VIRGINIA AVE	25TH ST to 13TH ST	940033	21,782	2023							
VIRGINIA AVE	13TH ST to 11TH ST	940794	23,667	2023							
VIRGINIA AVE	11TH ST to SUNRISE BLVD	940794	23,667	2023							
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	940792	20,380	2023							
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	940034	18,402	2023							
VIRGINIA AVE	COLONIAL RD to US 1	940034	18,402	2023							
WALTON RD	US 1 to VILLAGE GREEN DR	330	10,000	2024	1,710	581	C	0.34	589	C	0.34
WALTON RD	VILLAGE GREEN DR to LENNARD RD	328	17,500	2024	1,710	957	D	0.56	1,057	D	0.62
WALTON RD	LENNARD RD to GREEN RIVER PKWY	326	12,000	2024	880	747	C	0.85	757	C	0.86
WALTON RD	GREEN RIVER PKWY to INDIAN RIVER DR	324	6,014	2022	630	386	C	0.61	366	C	0.58
WEATHERBEE RD	OLEANDER AVE to US 1	721	3,164	2023	750	198	C	0.26	180	C	0.24
WEATHERBEE RD	US 1 to MIDWAY RD	158	5,987	2023	750	379	D	0.51	379	D	0.51
WESTCLIFFE LN	TREMONTE AVE to VILLAGE PKWY	722	6,219	2023	1,470	457	C	0.31	419	C	0.29
WESTMORELAND BLVD	MORNINGSIDE BLVD to PORT ST LUCIE BLVD	339	14,645	2023	920	784	C	0.85	884	D	0.96
WESTMORELAND BLVD	MARTIN C.L. to MORNINGSIDE BLVD	245	9,076	2022	920	477	C	0.52	522	C	0.57

Countywide Performance

Weighted V/C = **64.29**

% VMT below Standard = **77.98%**

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C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**

(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

APPENIX H

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9402 WEST-W OF I95

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.00	1.09
2	01/08/2023 - 01/14/2023	0.99	1.08
3	01/15/2023 - 01/21/2023	0.98	1.07
* 4	01/22/2023 - 01/28/2023	0.96	1.04
* 5	01/29/2023 - 02/04/2023	0.93	1.01
* 6	02/05/2023 - 02/11/2023	0.90	0.98
* 7	02/12/2023 - 02/18/2023	0.87	0.95
* 8	02/19/2023 - 02/25/2023	0.88	0.96
* 9	02/26/2023 - 03/04/2023	0.89	0.97
*10	03/05/2023 - 03/11/2023	0.91	0.99
*11	03/12/2023 - 03/18/2023	0.92	1.00
*12	03/19/2023 - 03/25/2023	0.93	1.01
*13	03/26/2023 - 04/01/2023	0.94	1.02
*14	04/02/2023 - 04/08/2023	0.95	1.03
*15	04/09/2023 - 04/15/2023	0.96	1.04
*16	04/16/2023 - 04/22/2023	0.97	1.05
17	04/23/2023 - 04/29/2023	0.98	1.07
18	04/30/2023 - 05/06/2023	0.99	1.08
19	05/07/2023 - 05/13/2023	1.00	1.09
20	05/14/2023 - 05/20/2023	1.01	1.10
21	05/21/2023 - 05/27/2023	1.03	1.12
22	05/28/2023 - 06/03/2023	1.04	1.13
23	06/04/2023 - 06/10/2023	1.06	1.15
24	06/11/2023 - 06/17/2023	1.07	1.16
25	06/18/2023 - 06/24/2023	1.08	1.17
26	06/25/2023 - 07/01/2023	1.10	1.20
27	07/02/2023 - 07/08/2023	1.11	1.21
28	07/09/2023 - 07/15/2023	1.12	1.22
29	07/16/2023 - 07/22/2023	1.11	1.21
30	07/23/2023 - 07/29/2023	1.10	1.20
31	07/30/2023 - 08/05/2023	1.10	1.20
32	08/06/2023 - 08/12/2023	1.09	1.18
33	08/13/2023 - 08/19/2023	1.08	1.17
34	08/20/2023 - 08/26/2023	1.08	1.17
35	08/27/2023 - 09/02/2023	1.08	1.17
36	09/03/2023 - 09/09/2023	1.09	1.18
37	09/10/2023 - 09/16/2023	1.09	1.18
38	09/17/2023 - 09/23/2023	1.08	1.17
39	09/24/2023 - 09/30/2023	1.06	1.15
40	10/01/2023 - 10/07/2023	1.05	1.14
41	10/08/2023 - 10/14/2023	1.04	1.13
42	10/15/2023 - 10/21/2023	1.03	1.12
43	10/22/2023 - 10/28/2023	1.02	1.11
44	10/29/2023 - 11/04/2023	1.01	1.10
45	11/05/2023 - 11/11/2023	0.99	1.08
46	11/12/2023 - 11/18/2023	0.98	1.07
47	11/19/2023 - 11/25/2023	0.99	1.08
48	11/26/2023 - 12/02/2023	0.99	1.08
49	12/03/2023 - 12/09/2023	1.00	1.09
50	12/10/2023 - 12/16/2023	1.00	1.09
51	12/17/2023 - 12/23/2023	0.99	1.08
52	12/24/2023 - 12/30/2023	0.99	1.08
53	12/31/2023 - 12/31/2023	0.98	1.07

* PEAK SEASON

09-MAR-2024 18:41:41 830UPD 4_9402_PKSEASON.TXT

Phase III ~~2016~~November 30, 2022 to ~~2020~~ November 30, 2027, and

Phase IV ~~2021~~December 1, 2027 to ~~2025~~ November 29, 2032

3. The developer is hereby authorized to develop the property legally described in Exhibit "A" (Second Revised) attached hereto as follows:

Use	Density/Intensity		PM Peak Hour Trips
Residential			
Single-Family	~~5,945~~4,990	dwelling units	~~4,260~~3,576
Multi-Family	1,000	dwelling units	560
Assisted Living Facilities	300	dwelling units	51
Hotel	150	rooms	107
Commercial	950,000	square feet	2,775
Office	700,000	square feet	864
Warehouse	90,000	square feet	88
Conservation/Mitigation	207.3	acres	
Open Space/Parks	245	acres	32
Total			~~8,737~~8,053

4. In addition to those uses described above, the developer is authorized to develop ancillary and support uses on the property including but not limited to, cellular communication and cable television towers, civic buildings, community centers, irrigation treatment plant and pumping facilities, libraries, places of worship, public service facilities, recreational facilities, day care centers and schools as permitted within each Planned Unit Development Zoning.

5. All development, except agricultural uses, shall be consistent with the Development Plan (Map H), attached hereto as Exhibit "B" (Second Revised). Agriculture and agriculture related activities, such as citrus, cash crops and ranching, shall be permitted on all property within the Tradition DRI until such property is platted for non-agricultural uses.

In order to accommodate changing market demands, at the Developer's request in an application for a specific development permit, and without the Developer filing a notification of proposed change pursuant to Section 380.06(19), Florida Statutes,

the City may increase or decrease the amount of an approved land use by applying the Equivalency Matrix attached as Exhibit "F", which is incorporated into this development order by this reference. The use of the Equivalency Matrix does not allow impacts to water, wastewater, solid waste, transportation or affordable housing to exceed the aggregate impacts projected in the ADA. In addition, to ensure the basic character of the Tradition DRI is not altered, residential and commercial and office land uses may not be increased or decreased by more than 25 percent. The mix of uses shall be consistent with that allowed in the Port St. Lucie Comprehensive Plan. The Developer shall report in each biennial report use of the Equivalency Matrix to increase the amount of one land use with a concurrent reduction in one or more land uses.

Section 5. Conditions of Approval

A. Vegetation and Wildlife

1. Upland Preservation

a. The developer shall maintain the native upland communities in the nine (9) upland Conservation Areas shown in the Tradition Development Plan Map H (Exhibit "B" (Second Revised)). Conservation Areas UC-1, UC-2, UC-3, UC-4, and UC-5 shall maintain 19.9 acres of live oak and cabbage palm communities. Conservation Area UC-6 shall maintain 19.14 acres of pine flatwoods. Conservation Areas UC-7, UC-8, and UC-9 shall maintain 36.8 acres of relatively open grassland with interspersed stands of live oak and slash pine. The continued viability and maintenance of the Conservation Areas shall be assured through Conservation Easements granted to the South Florida Water Management District ("SFWMD"), a Community Development District or other entity acceptable to the City of Port St. Lucie. The upland preservation required by this Development Order exceeds, and thereby satisfies, the 25% upland preservation requirement of the City of Port St. Lucie.

b. The developer shall install temporary fencing around the conservation areas prior to commencing site clearing adjacent to the conservation areas. The fencing shall clearly identify and designate the boundaries of the conservation area and minimize the potential disturbance of the conservation area during land clearing and construction. The temporary fencing shall be established at least 15 feet outside of the boundary of the conservation area and shall remain in place until the completion of the finish grading on the area adjacent to the fencing.

EXHIBIT F

TRADITION DRI
TRIP CONVERSION MATRIX
TOTAL BUILDOUT PM PEAK HOUR

TO			1 Resid. Single Family Unit	1 Resid. Multi-Family Unit	1000 SF Commercial	1000 SF Office	1000 SF Warehouse	1 Hotel room	1 ALF bed
	ITE Code	PM New Total Trip Rate							
FROM			0.717	0.560	3.279	1.182	0.980	0.710	0.170
1 Residential Single Family Unit	210	0.717	1.000	1.280	0.219	0.607	0.732	1.010	4.218
1 Residential Multi-Family Unit	220	0.560	0.781	1.000	0.171	0.474	0.571	0.789	3.294
1000 SF Commercial	820	3.279	4.573	5.855	1.000	2.774	3.346	4.618	19.288
1000 SF Office	710	1.182	1.649	2.111	0.360	1.000	1.206	1.665	6.953
1000 SF Warehouse	110	0.980	1.367	1.750	0.299	0.829	1.000	1.380	5.765
1 Hotel room	310	0.710	0.990	1.268	0.217	0.601	0.724	1.000	4.176
1 ALF bed	252	0.170	0.237	0.304	0.052	0.144	0.173	0.239	1.000

Land Use	DO	Minimum	Maximum
SF Residential (DU)	5,945	4,459	7,431
MF Residential (DU)	1,000	750	1,250
Commercial (SF)	950,000	712,500	1,187,500
Office (SF)	700,000	525,000	875,000
Warehouse (SF)	90,000	67,500	112,500
Hotel (rooms)	150	113	188
ALF (beds)	300	225	375

Table 4. Trip Generation

Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Land Use									
Single Family Detached	5,300	DU	38,926	2,762	691	2,071	4,150	2,615	1,535
Multi-family Housing (Mid-rise)	1,900	DU	9,017	824	190	634	741	452	289
Shopping Center	600	1000 SF	21,530	488	303	185	2,050	984	1,066
Senior Adult Housing—Single-Family	1,400	DU	5,584	289	95	194	347	212	135
General Office Building	50	1000 SF	635	92	81	11	93	16	77
K-8 School	3,200	Students	7,264	2,368	1,279	1,089	512	236	276
Subtotal			82,956	6,823	2,639	4,184	7,893	4,515	3,378
		PM/							
Internal Capture	AM	DAILY							
Single Family Detached	34.2%	12.7%	4,943	944	407	537	527	340	187
Multi-family Housing (Mid-rise)	27.9%	12.1%	1,095	230	99	131	90	59	31
Shopping Center	13.3%	20.5%	4,422	65	38	27	421	127	294
Senior Adult Housing—Single-Family	1.7%	7.2%	402	5	2	3	25	18	7
General Office Building	9.8%	34.4%	218	9	6	3	32	14	18
K-8 School	48.1%	55.3%	4,015	1,139	644	495	283	131	152
Subtotal	35.1%	17.5%	15,095	2,392	1,196	1,196	1,378	689	689
Pass-By Traffic		/ 18.2%							
Shopping Center	10% of Adj Street		44	9	2	7	9	3	6
NET PROPOSED TRIPS			***67,817***	***4,422***	***1,441***	***2,981***	***6,506***	***3,823***	***2,683***
Total Proposed Driveway Volumes			***67,861***	***4,431***	***1,443***	***2,988***	***6,515***	***3,826***	***2,689***
NET CHANGE IN TRIPS			**67,817**	**4,422**	**1,441**	**2,981**	**6,506**	**3,823**	**2,683**
DRIVEWAY TRIPS			**67,861**	**4,431**	**1,443**	**2,988**	**6,515**	**3,826**	**2,689**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Multi-family Housing (Mid-rise)	221	DU	T = 4.77(X) - 46.46	0%	23/77	T = 0.44(X) - 11.61	61/39	T = 0.39(X) + 0.34
Shopping Center	820	1000 SF	T = 26.11 (X) + 5863.73	19%	62/38	T = 0.59 (X) + 133.55	48/52	Ln(T) = 0.72 Ln(X) + 3.02
Senior Adult Housing—Single-Family	251	DU	Ln(T) = 0.85 Ln(X) + 2.47	0.00	33/67	Ln(T) = 0.76 Ln(X) + 0.16	61/39	Ln(T) = 0.78 Ln(X) + 0.20
General Office Building	710	1000 SF	Ln(T) = 0.87 Ln(X) + 3.05	0.00	88/12	Ln(T) = 0.86 Ln(X) + 1.16	17/83	Ln(T) = 0.83 Ln(X) + 1.29
K-8 School	520	Students	2.27	0.00	54/46	0.74	46/54	0.16

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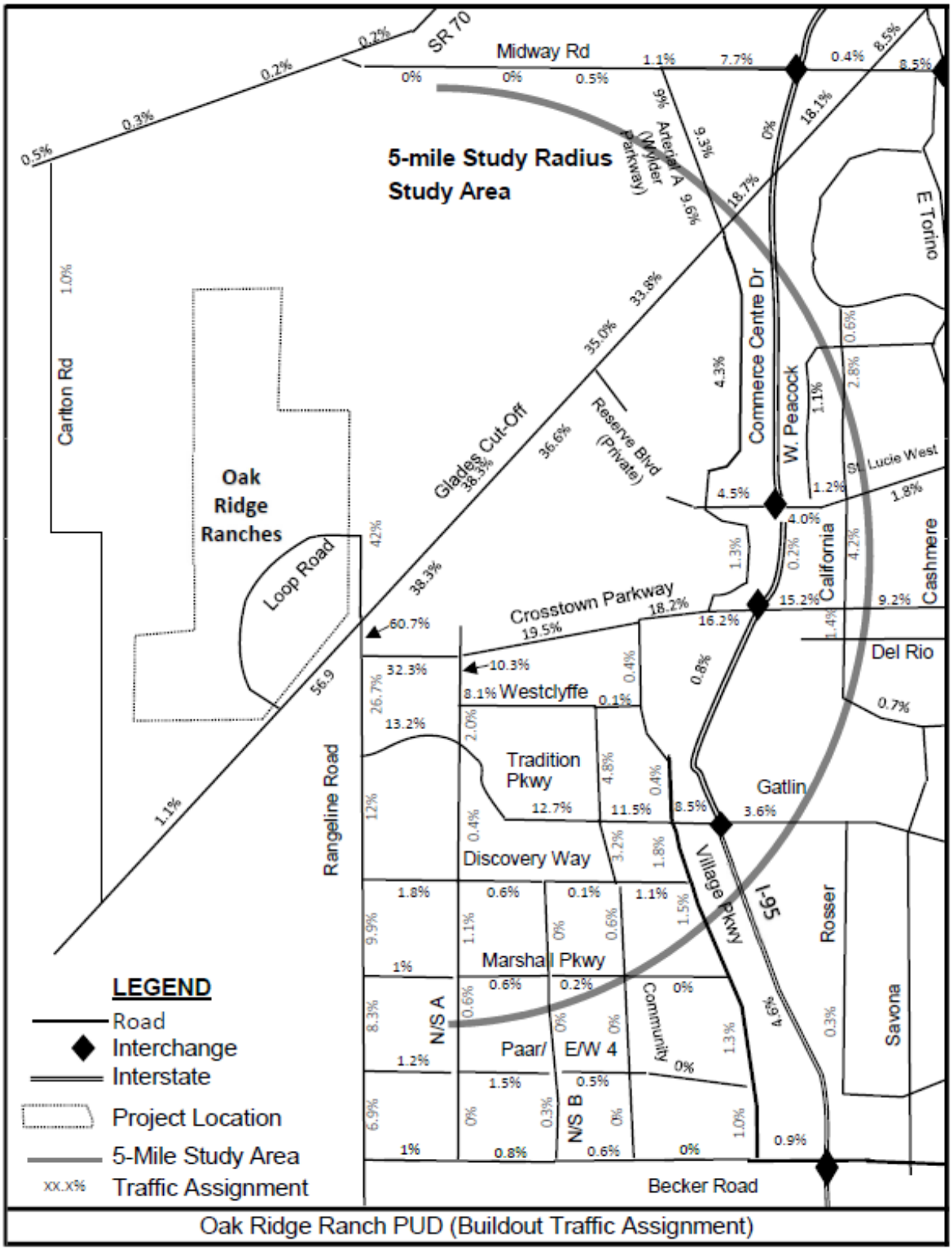
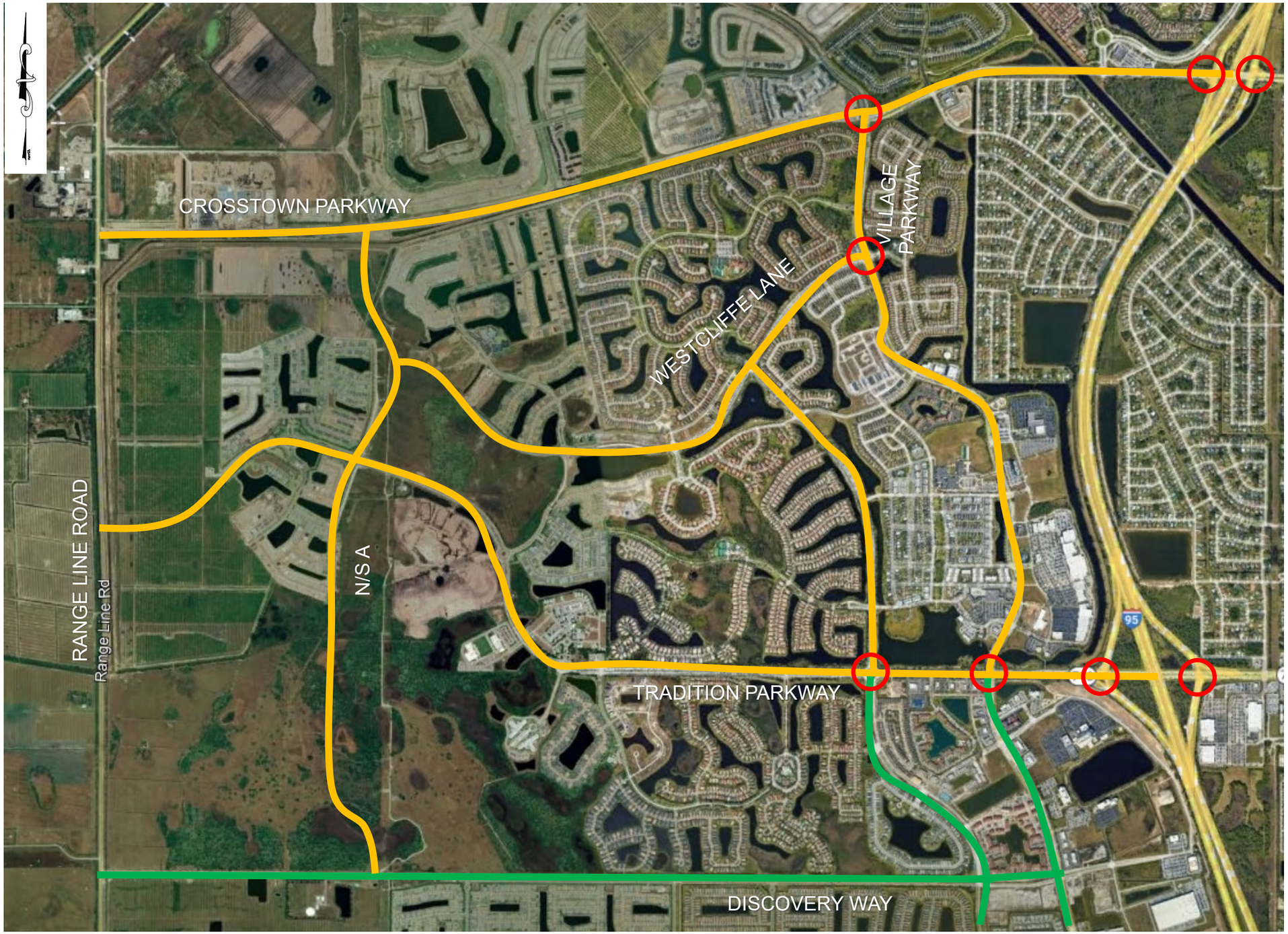
Figure 12. Approved Project Traffic Assignment





LEGEND

ROAD

STUDY ROAD

COUNT LOCATIONS

Date: Oct 14, 2024

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