# final report

February 26, 2016

# **Traffic Impact Study**

Sutherland Pointe Aiken Road

Prepared for

Louisville Metro

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#### INTRODUCTION

The development plan for the Sutherland Pointe residential subdivision on Aiken Road shows 241 buildable single family lots. **Figure 1** displays a map of the site. The recently approved Stapleton Ridge is also shown in Figure 1. Access to the development will be from Aiken Road at two entrances. Eleven lots will access Aiken Road using the existing Old Aiken Road. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study the impact area was defined as the intersections of Aiken Road at Beckley Station Road, Arnold Palmer Boulevard, Bush Farm Road, and Bush Farm Road at Old Henry Road.

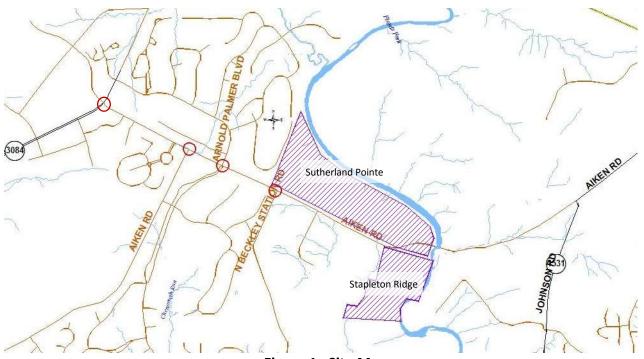


Figure 1. Site Map

#### **EXISTING CONDITIONS**

Aiken Road is a Metro Louisville maintained road with an estimated 2015 Average Annual Daily Traffic (AADT) volume of 7,000 vehicles per day east of Beckley Station, as estimated from the turning movement count. The road is two lanes with ten-foot lanes and a one-foot shoulder. The speed limit is 35 mph. There are no sidewalks. The intersections are controlled with a stop sign.

Bush Farm Road is a Metro Louisville maintained road with an estimated 2015 ADT of 9,700 vehicles per day between Old Henry Road and Promenade Green Way, as estimated from the turning movement count. The road is a two-lane highway with 11 foot lanes. There are exclusive left turn lanes at the intersections with Old Henry Road, Promenade Green Way, and Bush Ridge Drive. The speed limit is 35 mph. There are sidewalks along the south side, east of Promenade Green Way.

A.m. and p.m. peak hour turning movement counts for the intersection were made on various dates (see Appendix A). The a.m. peak occurred between 7:15 and 8:15 and the p.m. peak hour occurred between 4:45 and 5:45. **Figure 2** illustrates the 2015 peak hour traffic volumes.

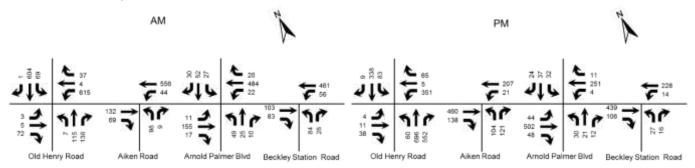


Figure 2. 2015 Peak Hour Volumes

#### **FUTURE CONDITIONS**

The build-out year for this project is 2021. To determine the traffic volumes in 2021, the traffic generated by the approved plans for Stapleton Ridge, the Bush Farm retirement community, and Old Henry Crossings was added to the 2015 volumes. Additionally, one percent annual growth was added to the through volumes on Old Henry Road. **Figure 3** displays the 2021 No Build volumes.

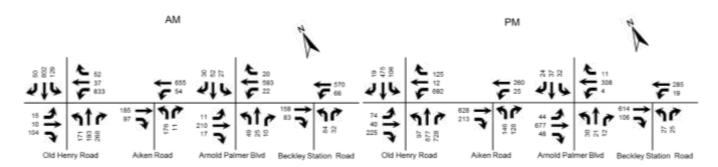


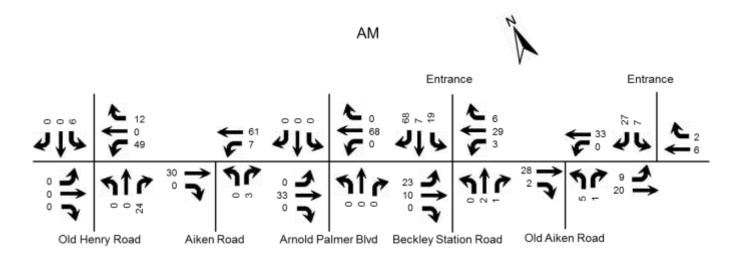
Figure 3. 2021 Peak Hour No Build

#### TRIP GENERATION

The Institute of Transportation Engineers <u>Trip Generation Manual</u>, 9<sup>th</sup> Edition contains trip generation rates for a wide range of developments. The land use of "Single-Family Detached Housing" was reviewed and determined to be the best match. The trip generation results are listed in **Table 1**. The results of the trip generation analysis are that this development will generate 178 a.m. peak hour trips and 232 p.m. peak hour trips. The trips were assigned to the highway network with 80 percent to the west and 20 percent to the east. **Figure 4** shows the trips generated by this development and distributed throughout the road network for the year 2021 during the peak hours. **Figure 5** displays the individual turning movements for the year 2021 for the peak hours when the development is completed.

Table 1. Peak Hour Trips Generated by Site

	A.M.	Peak I	Hour	P.M. Peak Hour			
Land Use	Trips	IN	OUT	Trips	IN	OUT	
Single-Family Detached (210)	178	44	134	232	146	86	



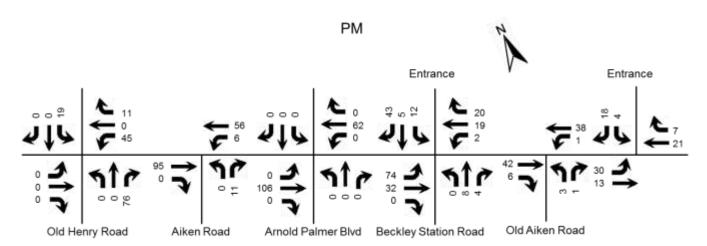


Figure 4. Hour Trips Generated by Site

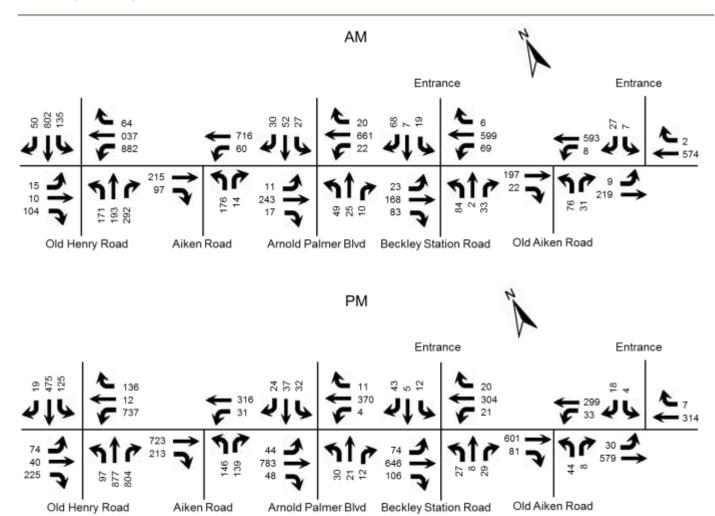


Figure 5. 2021 Peak Hour Build

#### **ANALYSIS**

The qualitative measure of operation for a roadway facility or intersection is evaluated by assigning a "Level of Service" or LOS. Level of Service is a ranking scale from A through F with each level representing a range. LOS results depend upon the type of facility that is analyzed. In this case, the LOS is based upon the average vehicle delay each movement experiences at an intersection.

To evaluate the impact of the proposed development, the vehicle delays at the intersection were determined using procedures detailed in the <u>Highway Capacity Manual</u>, 2010 edition. Average delay and Level of Service were determined for the intersection using HCS 2010 Streets and TWSC (version 6.7) software. **Table 2** shows the results of the analysis.

Table 2. Peak Hour Level of Service

		A.M.			P.M.	
Annuarah	2015	2021	2021	2015	2021	2021
Approach	Existing	No Build	Build	Existing	No Build	Build
Aiken Road at Beckley Station Road						
Aiken Road Eastbound	NA	NA	A 9.2	NA	NA	A 8.1
Aiken Road Westbound	A	A	A	A	A	A
	7.8	8.0	8.0	8.6	9.3	9.4
Beckley Station Northbound	C	D	E	B	C	C
	20.4	30.2	37.1	14.8	18.7	15.9
Sutherland Pointe Entrance Southbound	NA	NA	C 16.7	NA	NA	B 13.1
Aiken Road at Arnold Palmer Boulevard						
Aiken Road Eastbound	A	A	A	A	A	A
	8.6	9.0	9.2	7.9	8.0	8.2
Aiken Road Westbound	A	A	A	A	A	A
	7.6	7.8	7.9	8.2	9.2	9.6
Arnold Palmer Boulevard Northbound	D	E	F	C	E	F
	25.3	38.5	53.8	24.9	40.5	65.2
Arnold Palmer Boulevard Southbound	C	D	E	C	E	F
	21.8	30.4	39.1	24.0	39.2	64.0
Aiken Road at Bush Farm Road						
Aiken Road Westbound	A	A	A	A	A	B
	7.8	8.0	8.1	8.9	9.9	10.5
Aiken Road Northbound	C	F	F	D	F	F
	23.6	86.2	140.8	25.5	113.1	227.6
Old Henry Road at Bush Farm Road	C	F	F	B	F	F
	30.5	88.2	99.1	18.4	138.1	165.6
Bush Farm Road Eastbound	B	B	B	B	B	C
	11.5	13.4	13.4	16.9	20.0	20.1
Bush Farm Road Westbound	D	F	F	C	F	F
	47.6	151.8	179.8	24.5	316.7	357.6
Old Henry Road Northbound	B	F	F	B	F	F
	18.5	88.8	87.3	17.8	93.9	114.4
Old Henry Road Southbound	C	D	D	B	F	F
	20.8	37.8	37.8	14.2	83.6	117.6

		A.M.		P.M.				
Approach	2015 Existing	2021 No Build	2021 Build	2015 Existing	2021 No Build	2021 Build		
Aiken Road at Sutherland Pointe Entrance (East)	J							
Aiken Road Westbound			A 9.0			A 8.0		
Sutherland Pointe Entrance Southbound			C 15.1			B 11.8		

Key: Level of Service, Delay in seconds per vehicle

The western entrance will align with Beckley Station Road. The intersection will include left turn lanes for eastbound and westbound traffic. The eastbound direction will also meet the warrants for right turn lane. Beckley Station Road northbound should be widened to include a left turn lane.

#### **CONCLUSIONS**

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2021, there will be manageable impact to the existing highway network. The delays experienced will increase, but will continue to operate at an acceptable Level of Service.

The intersection of Aiken Road at Bush Farm Road will experience increases in delay in the No Build condition. The intersection should be monitored to determine if a roundabout or traffic signal could provide improvement to the operating condition.

Metro Public Works should continue to monitor the traffic patterns from Old Henry Road Crossing South and the impact on the Bush Farm Road intersections with Old Henry Road. If the projections from the Old Henry Road Crossing traffic study are confirmed, additional improvements are needed at the intersection.

# **APPENDIX**

Traffic Count

# Study Name Aiken Rd & Beckley Station Rd Start Date 10/22/2015 Start Time 7:00 AM Site Code

	uthbound South		rthbound North	• •	astbound Eastb		
Start Time	Right	Thru	Thru	Left	Right	Left	TOTAL
7:00 AM	5	13	103	4	0	3	128
7:15 AM	26	14	125	20	1	7	193
7:30 AM	51	17	111	31	11	25	246
7:45 AM	3	28	126	5	13	43	218
8:00 AM	3	44	99	0	3	9	158
8:15 AM	6	35	89	3	1	9	143
8:30 AM	5	31	118	1	0	17	172
8:45 AM	5	37	106	7	1	12	168
4:00 PM	24	101	42	5	10	26	208
4:15 PM	15	72	63	1	5	13	169
4:30 PM	18	84	48	2	3	10	165
4:45 PM	38	97	64	3	5	9	216
5:00 PM	22	104	52	2	7	5	192
5:15 PM	20	122	60	7	2	4	215
5:30 PM	26	116	52	2	2	9	207
5:45 PM	21	102	56	4	2	9	194

	uthbound Southl		rthbound North		astbound Eastb		
Start Time	Right	Thru	Thru	Left	Right	Left	TOTAL
7:15 AM	26	14	125	20	1	7	193
7:30 AM	51	17	111	31	11	25	246
7:45 AM	3	28	126	5	13	43	218
8:00 AM	3	44	99	0	3	9	158
TOTAL	83	103	461	56	28	84	815
4:45 PM	38	97	64	3	5	9	216
5:00 PM	22	104	52	2	7	5	192
5:15 PM	20	122	60	7	2	4	215
5:30 PM	26	116	52	2	2	9	207
TOTAL	106	439	228	14	16	27	830

### Study Name Aiken Rd & Arnold Palmer Dr Start Date 10/22/2015 Start Time 7:00 AM Site Code

		ound Appouthbour	-		ound App estboun			ound Apporthboun			ound App astbound		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	3	15	3	6	5	1	1	117	6	2	1	2	162
7:15 AM	1	43	3	8	16	16	4	117	6	6	5	15	240
7:30 AM	5	37	3	7	12	5	10	129	6	1	3	11	229
7:45 AM	4	35	3	3	21	4	6	141	9	2	10	10	248
8:00 AM	7	40	2	12	3	2	0	97	1	1	7	13	185
8:15 AM	8	36	4	8	2	2	2	101	1	2	6	8	180
8:30 AM	3	29	6	8	6	2	6	121	11	4	8	13	217
8:45 AM	4	40	3	6	11	2	1	91	11	5	8	22	204
4:00 PM	7	103	8	4	11	5	6	65	2	5	7	5	228
4:15 PM	6	88	6	3	16	2	5	63	4	2	3	4	202
4:30 PM	18	103	9	4	10	5	3	61	6	3	4	6	232
4:45 PM	14	120	14	16	11	8	1	51	4	5	7	4	255
5:00 PM	9	130	12	10	11	3	1	62	0	1	6	6	251
5:15 PM	15	135	14	11	8	3	2	63	1	1	5	7	265
5:30 PM	7	125	11	7	8	12	4	53	1	3	7	5	243
5:45 PM	17	112	7	4	10	6	4	73	2	7	3	12	257

		ound Appouthbour			ound App estboun			ound Apporthboun		Eastbo E			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:15 AM	1	43	3	8	16	16	4	117	6	6	5	15	240
7:30 AM	5	37	3	7	12	5	10	129	6	1	3	11	229
7:45 AM	4	35	3	3	21	4	6	141	9	2	10	10	248
8:00 AM	7	40	2	12	3	2	0	97	1	1	7	13	185
TOTAL	17	155	11	30	52	27	20	484	22	10	25	49	902
5:00 PM	9	130	12	10	11	3	1	62	0	1	6	6	251
5:15 PM	15	135	14	11	8	3	2	63	1	1	5	7	265
5:30 PM	7	125	11	7	8	12	4	53	1	3	7	5	243
5:45 PM	17	112	7	4	10	6	4	73	2	7	3	12	257
TOTAL	48	502	44	32	37	24	11	251	4	12	21	30	1016

## Study Name Bush Farm Rd & Aiken Rd Start Date 10/27/2015 Start Time 7:00 AM Site Code

	Southbound South		Northbound Northl		Eastbound Eastb		
Start Time	Right	Thru	Thru	Left	Right	Left	TOTAL
7:00 AM	19	17	146	5	3	20	210
7:15 AM	14	46	108	11	3	20	202
7:30 AM	14	35	159	14	1	31	254
7:45 AM	22	34	143	14	2	27	242
8:00 AM	27	26	105	16	6	24	204
8:15 AM	30	15	119	13	5	17	199
8:30 AM	50	16	114	23	8	24	235
8:45 AM	72	33	82	27	13	59	286
4:00 PM	19	84	42	5	29	55	234
4:15 PM	22	92	45	3	17	28	207
4:30 PM	29	104	51	4	22	24	234
4:45 PM	45	126	47	8	30	27	283
5:00 PM	31	108	46	2	26	28	241
5:15 PM	30	108	49	4	29	32	252
5:30 PM	32	118	65	7	36	17	275
5:45 PM	20	106	64	5	44	24	263

	Southbound Southl		Northbound Northb		Eastbound Eastb		
Start Time	Right	Thru	Thru	Left	Right	Left	TOTAL
7:00 AM	19	17	146	5	3	20	210
7:15 AM	14	46	108	11	3	20	202
7:30 AM	14	35	159	14	1	31	254
7:45 AM	22	34	143	14	2	27	242
TOTAL	69	132	556	44	9	98	908
4:45 PM	45	126	47	8	30	27	283
5:00 PM	31	108	46	2	26	28	241
5:15 PM	30	108	49	4	29	32	252
5:30 PM	32	118	65	7	36	17	275
TOTAL	138	460	207	21	121	104	1051

#### 11940 Highway 42, Suite 1 Goshen, KY 40026

File Name: OldHenryBushFarmAM

Site Code : 00062151 Start Date : 6/2/2015

Page No : 1

Groups Printed- Unshifted

	8		nry Roa North	ıd	-		arm Roa n East	ed	1		nry Roa South	d			arm Roa n West	ad	
Start Time	Left	Thru	Right	App Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	142	0	152	121	0	5	126	2	16	16	34	0	1	10	11	323
07:15 AM	8	169	1	178	119	0	9	128	2	12	36	50	0	0	9	9	365
07:30 AM	8	150	0	158	155	0	12	167	2	33	34	69	0	3	19	22	416
07:45 AM	14	158	0	172	161	1	9	171	1	20	42	63	2	1	14	17	423
Total	40	619	1	660	556	1	35	592	7	81	128	216	2	5	52	59	1527
08:00 AM	24	147	1	172	153	2	11	166	2	34	29	65	1	1	16	18	421
08:15 AM	23	149	0	172	146	1	5	152	2	28	33	63	0	0	23	23	410
08:30 AM	14	139	0	153	127	0	7	134	3	25	62	90	0	2	12	14	391
08:45 AM	46	126	2	174	149	1	13	163	4	31	74	109	1	3	11	15	461
Total	107	561	3	671	575	4	36	615	11	118	198	327	2	6	62	70	1683
Grand Total	147	1180	4	1331	1131	5	71	1207	18	199	326	543	4	11	114	129	3210
Apprch %	11	88.7	0.3	058551	93.7	0.4	5.9	10011000	3.3	36.6	60		3.1	8.5	88.4		
Total %	4.6	36.8	0.1	41.5	35.2	0.2	2.2	37.6	0.6	6.2	10.2	16.9	0.1	0.3	3.6	4	

	- 2	nry Roa North	d	Bush Farm Road From East				Old Henry Road From South									
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analy	ysis Fro	m 07:00	AM to	08:45 AM	- Peak	1 of 1											
Peak Hour for E	ntire Int	ersectio	n Begir	ns at 08:00	MA												
08:00 AM	24	147	1	172	153	2	11	166	2	34	29	65	1	1	16	18	421
08:15 AM	23	149	0	172	146	1	5	152	2	28	33	63	0	0	23	23	410
08:30 AM	14	139	0	153	127	0	7	134	3	25	62	90	0	2	12	14	391
08:45 AM	46	126	2	174	149	1	13	163	4	31	74	109	1	3	11	15	461
Total Volume	107	561	3	671	575	đ	36	615	11	118	198	327	2	6	62	70	1683

Counted by: Andy Wolak

Counted by: Andy Wolak

File Name : OldHenryBushFarmPM

Site Code : 00062152 Start Date : 6/2/2015 Page No : 1

							Group	s Printed-	Unshif	ted							
			nry Roa North	ď	1		arm Roi n East	ad	10		nry Roa South	d			arm Ro	ad	
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Aau Total	Left	Thru	Right	Age Total	Int. Total
04:00 PM	19	57	1	77	97	4	21	122	13	99	105	217	0	1	4	- 5	421
04:15 PM	12	65	1.1	78	89 67	3	11	103	. 5	93	108	206	0	0	7	7	394
04:30 PM	20	65	1	86	67	0	15	82	15	126	99	240	0	1	7	8	416
04:45 PM	32	83	2	117	78	- 0	15	93	10	134	123	267	2	0	9	- 11	488
Total	83	270	- 5	358	331	. 7	62	400	43	452	435	930	2	2	27	31	1719
05:00 PM	27	91	2	120	107	1	11	119	25	175	145	345	0	3	6	9	593
05:15 PM	16	86	3	105	81	- 1	31	113	15	185	141	341	1	3	- 8	12	571
05:30 PM	18	81	2	101	77	1	12	90	13.	175	131	319	2	3	12	17	527
05:45 PM	22	80	2	104	86	. 2	- 11	99	7	161	135	303	- 1	- 2	12	15	521
Total	83	338	9	430	361	.5	65	421	60	696	552	1308	4	11	38	53	2212
Grand Total	166	608	14	788	682	12	127	821	103	1148	987	2238	6	13	65	84	3931
Approh % Total %	21.1 4.2	77.2 15.5	1.8 0.4	20	83.1 17.3	1.5 0.3	15.5	20.9	4.6 2.6	51.3 29.2	44.1 25.1	56.9	7.1 0.2	15.5	77.4 1.7	2.1	1

		Old Her From	ny Roa North	d			arm Roa n East	ed			nry Roa South	d		- 9900000	arm Roa West	ad	
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App Total	Left	Thru	Right.	App Total	Left	Thru	Right	App Total	Int. Total
Peak Hour Analy	sis Fro	m 04:00	PM to	05:45 PM	- Peak	1 of 1					The state of	- Shinonia	2000			201000000000000000000000000000000000000	1111111111111
Peak Hour for Er	ntire Int	ersectio	n Begin	s at 05:00	PM												
05:00 PM	27	91	2	120	107	1	11	119	25	175	145	345	0	3	6	9	593
05:15 PM	16	86	3	105	81	1	31	113	15	185	141	341	1	3	8	12	571
05:30 PM	18	81	2	101	77	- 1	12	90	13	175	131	319	2	3	12	17	527
05:45 PM	22	80	2	104	86	2	11	99	7	161	135	303	1	2	12	15	521
Total Volume	83	338	. 9	430	351	- 5	- 65	421	60	696	552	1308	4	11	38	53	2212
% App. Total	19.3	78.6	2.1	1 3 3 3 3	83.4	1.2	15.4	955	4.6	53.2	42.2	688	7.5	20.8	71.7		17 233
PHF	.769	929	750	.896	.820	.625	524	.884	.600	941	952	.948	.500	.917	792	.779	.933

**HCS Reports** 

									mma							
General Information							Site	Inforn	nation	i						
Analyst	D82						Inters	ection			Aiken	at Beckl	ey			
Agency/Co.	DBZ						Jurisd	iction								
Date Performed	2/28/	2016					East/\	West Stre	et		Aiken	Road				
Analysis Year	2015					i.	North	/South S	treet	į	Beckl	ey Statio	ns			
Time Analyzed	AM P	ak					Peak I	Hour Fac	tor		0.83					
Intersection Orientation	East-V	Vest					Analy	sis Time	Period (r	nrs)	0.25					
Project Description	Suthe	rland Po	inte													
Lanes																
Wabida Walou 1 *	J			O S O MAN O D		Y Y Y Street Ea	at-West	4 + 3 + 5 + 6								
Vehicle Volumes and Ac	justmen		ound		_	West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	0	U	_						
								R	- 6	L.	T	R	U	1	T	B
Priority	10	1	2	3	4U	4	5	6	u	L 7	T 8	R 9	U	L 10	T 11	
Priority  Number of Lanes	10	1	2	3	4U 0	4		-	0	-	100	10000	U	17		1.
	-	-	_		-		5	6		7	8	9	U	10	11	1; 0
Number of Lanes	-	-	_	0	-	0	5	6		7	8	9	U	10	11	1.
Number of Lanes Configuration	-	-	1	0 TR	-	0 LT	5	6		7	8	9	U	10	11	1.
Number of Lanes Configuration Volume (veh/h)	-	-	1	0 TR	-	0 LT 56	5	6		7 0 84	8	9 0 28	U	10	11	1.
Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	-	0	1	0 TR	-	0 LT 56 1	5	6		7 0 84 3	8	9 0 28	U	10 0	11	1.
Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	-	0	103	0 TR	-	0 LT 56 1	5 1 461	6 0	wided	7 0 84 3	8 0 LR	9 0 28	U	10 0	11 0	1.
Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	-	0	103	0 TR	-	0 LT 56 1	5 1 461	6 0		7 0 84 3	8 0 LR	9 0 28	U	10 0	11 0	1
Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type	0	0	103	0 TR	-	0 LT 56 1	5 1 461	6 0		7 0 84 3	8 0 LR	9 0 28	U	10 0	11 0	1
Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	0	0	103	0 TR	-	0 LT 56 1	5 1 461	6 0		7 0 84 3	8 0 LR	9 0 28	U	10 0	11 0	1
Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, and	0	0	103	0 TR	-	0 LT 56 1	5 1 461	6 0		7 0 84 3	8 0 LR	9 0 28		10 0	11 0	1
Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, and  Flow Rate (veh/h)	0	0	103	0 TR	-	0 LT 56 1 N	5 1 461	6 0		7 0 84 3	8 0 LR	9 0 28		10 0	11 0	1
Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, at  Flow Rate (veh/h)  Capacity	0	0	103	0 TR	-	0 LT 56 1 N	5 1 461	6 0		7 0 84 3	8 0 LR	9 0 28		10 0	11 0	1
Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, and  Flow Rate (veh/h)  Capacity  v/c Ratio	0	0	103	0 TR	-	0 LT 56 1 N 622 1350 0.46	5 1 461	6 0		7 0 84 3	8 0 LR No. 135 367 0.37	9 0 28		10 0	11 0	1
Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, and Flow Rate (veh/h)  Capacity  v/c Ratio  95% Queue Length	0	0	103	0 TR	-	0 LT S6 1 N 622 1350 0.46	5 1 461	6 0		7 0 84 3	8 0 LR lo LR	9 0 28		10 0	11 0	1

	HC	5 201	10 Tw	ro-W	ay St	op C	ontro	ol Su	mma	ry R€	eport					
General Information					1004		Site	Inforn	nation							
Analyst	DBZ						Inters	ection			Aiken	at Beckl	ey			
Agency/Co.	DBZ					- Ú	Jurisd	iction								
Date Performed	2/28/2	2016					East/\	West Stre	et		Aiken	Road				
Analysis Year	2021						North	/South S	Street		Beckl	ey Statio	ns			
Time Analyzed	AM Po	ak No B	luild				Peak l	Hour Fac	tor		0.83					
Intersection Orientation	East-V	Vest					Analy	sis Time	Period (h	irs)	0.25					
Project Description	Suthe	rland Po	inte													
Lanes																
					DESCRIPTION OF	Y	Limiter									
Vehicle Volumes and A	djustmen	ts		-		r Streett, Ea	st-West									
Vehicle Volumes and A	djustmen		oound			r Stréett, Ea				North	bound			South	bound	
Approach Movement	U	Eastt	Т	R	Majo	Westt	bound T	R	U	L	T	R	U	South	bound	R
Approach Movement Priority	10	Eastt L	T 2	3	Major U 4U	Westt	bound T 5	6	U	7	T 8	9	U	1 10	11	12
Approach Movement Priority Number of Lanes	U	Eastt	Т		Majo	Westt	bound T		U	L	8 0	-	U	1.	T	12
Approach  Movement  Priority  Number of Lanes  Configuration	10	Eastt L	T 2	3 0 TR	Major U 4U	Westt	bound T 5	6	U	7 0	T 8	9	U	1 10	11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	10	Eastt L	T 2	3	Major U 4U	Westt L 4	bound T 5	6	U	7	8 0	9	U	1 10	11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	10	Eastt L	T 2	3 0 TR	Major U 4U	Westt L 4 0 LT	bound T 5	6	U	7 0	8 0	9	U	1 10	11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	10	Eastt L 1	T 2 1	3 0 TR	Major U 4U	Westt L 4 0 LT 66 1	bound T 5 1	6	U	1 7 0 84 3	8 0 LR	9 0 32	U	10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	10	Eastt L 1	T 2	3 0 TR	Major U 4U	Westt L 4 0 LT 66 1	bound T 5	6 0		1 7 0 84 3	8 0	9 0 32	U	10 0	11	12
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type	10	Eastt L 1	T 2 1	3 0 TR	Major U 4U	Westt L 4 0 LT 66 1	bound T 5 1	6 0	U	1 7 0 84 3	8 0 LR	9 0 32	U	10 0	T 11 0	R 122 0
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	10 0	Easttl L 1 0	T 2 1 1 158	3 0 TR	Major U 4U	Westt L 4 0 LT 66 1	bound T 5 1	6 0		1 7 0 84 3	8 0 LR	9 0 32	U	10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	10 0	Easttl L 1 0	T 2 1 1 158	3 0 TR	Major U 4U	Westt L 4 0 LT 66 1	bound T 5 1	6 0		1 7 0 84 3	8 0 LR	9 0 32	U	10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	10 0	Easttl L 1 0	T 2 1 1 158	3 0 TR	Major U 4U	Westt L 4 0 LT 66 1	bound T 5 1	6 0		1 7 0 84 3	8 0 LR	9 0 32	U	10 0	T 11 0	12
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a	10 0	Easttl L 1 0	T 2 1 1 158	3 0 TR	Major U 4U	Westl L 4 0 LT 666 1	bound T 5 1	6 0		1 7 0 84 3	T 8 0 LR	9 0 32	U	10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	10 0	Easttl L 1 0	T 2 1 1 158	3 0 TR	Major U 4U	Westt L 4 0 LT 66 1 N	bound T 5 1	6 0		1 7 0 84 3	T 8 0 LR No 140	9 0 32	U	10 0	T 11 0	12
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h) Capacity	10 0	Easttl L 1 0	T 2 1 1 158	3 0 TR	Major U 4U	Westt L 4 0 LT 66 1 N	bound T 5 1	6 0		1 7 0 84 3	T 8 0 LR No 140 279	9 0 32	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio	10 0	Easttl L 1 0	T 2 1 1 158	3 0 TR	Major U 4U	Westt L 4 0 LT 66 1 N 767 1277 0.60	bound T 5 1	6 0		1 7 0 84 3	T 8 0 LR No 140 279 0.50	9 0 32	U	10 0	T 11 0	12
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	10 0	Easttl L 1 0	T 2 1 1 158	3 0 TR	Major U 4U	Westt L 4 0 LT 66 1 N 767 1277 0.60 0.2	bound T 5 1	6 0		1 7 0 84 3	140 279 0,50 2,6	9 0 32	U	10 0	T 11 0	12

	HCS	201	10 Tw	o-W	ay St	ор С	ontro	ol Su	mma	ry Re	port					
General Information							Site I	nforn	nation	,						_
Analyst	DBZ					_	Inters	ection			Aiken	at Beckl	ey Statio	in		
Agency/Co.	DBZ						Jurisd	iction								
Date Performed	2/28/2	016					East/V	Vest Stre	et		Aiken	Road				
Analysis Year	2021						North	/South S	treet		Beckl	ey Station	n/Entran	ce		
Time Analyzed	AM Pe	ak Build					Peak I	Hour Fac	tor		0.83					
Intersection Orientation	East-W	/est					Analy	sis Time	Period (F	nrs)	0.25					
Project Description	Suther	land Po	inte													
Lanes																
				DA SASSING		11		4								
v-1-1-v-1					Majo	x Street: Ea	st-West									_
Vehicle Volumes and A	djustment		oound		Mag		bound			North	bound			South	bound	
	djustment		oound T	R	May			R	U	North	bound	Ř	U	South	bound	R
Approach		Eastb		R 3		West	bound	R 6	U			R 9	U		-	- 0
Approach Movement	U	Eastb	Ť		U	West	bound	-	U	L	Т	1755	U	L	T	- 0
Approach  Movement  Priority	10	Easth L	T 2	3	U 4U	Westi L 4	tound T	6	U	1. 7	T 8	9	U	L 10	T 11	12
Approach Movement Priority Number of Lanes	10	Easth L 1	T 2	3	U 4U	Westi L 4	tound T	6	U	7 1	T 8	9	U	10 0	T 11	12 1 R
Approach Movement Priority Number of Lanes Configuration	10	Easth L 1 1	T 2 1 T	3 1 R	U 4U	Westi	T 5	6 0 TR	U	1 1	T 8	9 0 TR	U	10 0 LT	11 1	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	10	Eastb L 1 1 L	T 2 1 T	3 1 R	U 4U	Westt  L  4  1  L  69	T 5	6 0 TR	U	L 7 1 L 84	T 8 1 2	9 0 TR 33	U	L 10 0 LT 19	11 1	12 1 R 68
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	10	Eastb L 1 1 L 23	T 2 1 T	3 1 R	U 4U	Westi L 4 1 1 L 69 1	T 5	6 0 TR	U	1 L 84 1	T 8 1 2	9 0 TR 33	U	10 0 LT 19 1	11 1	12 1 R 68
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	10	Eastb L 1 1 L 23	7 2 1 T 168	3 1 R	U 4U	Westi L 4 1 1 L 69 1	5 1 599	6 0 TR 6	U	1 L 84 1	T 8 1 1 2 3	9 0 TR 33	U	10 0 LT 19 1	T 11 1 7 1	12 1 R 68
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	10	Eastb L 1 1 L 23	7 2 1 T 168	3 1 R	U 4U	Westi L 4 1 1 L 69 1	5 1 599	6 0 TR 6		1 L 84 1	T 8 1 1 2 3	9 0 TR 33	U	10 0 LT 19 1	T 11 1 7 1	12 1 R 68
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Easth  1 1 1 L 23 1	T 2 1 T 168	3 1 R	U 4U	Westi L 4 1 1 L 69 1	5 1 599	6 0 TR 6	Only	1 L 84 1	T 8 1 1 2 3	9 0 TR 33	U	10 0 LT 19 1	T 11 1 7 1	12 1 R 68
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Easth  1 1 1 L 23 1	T 2 1 T 168	3 1 R	U 4U	Westi L 4 1 1 L 69 1	5 1 599	6 0 TR 6	Only	1 L 84 1	T 8 1 1 2 3	9 0 TR 33	U	10 0 LT 19 1	T 11 1 7 1	12 1 R 68 1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	Eastl L 1 1 L 23 1	T 2 1 T 168	3 1 R	U 4U	Westt  4  1  L  69  1	5 1 599	6 0 TR 6	Only	L 7 1 L 84 1	T 8 1 1 2 3	9 0 TR 33 1	U	L 10 0 LT 19 1	T 11 1 7 1	12 1 R 688 1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage  Delay, Queue Length, a	U 1U 0	Eastl L 1 1 L 23 1	T 2 1 T 168	3 1 R	U 4U	Westi L 4 1 1 L 69 1 N	5 1 599	6 0 TR 6	Only	L 7 1 L 84 1	T 8 1 1 2 3	9 0 TR 33 1	U	L 10 0 LT 19 1	T 11 1 7 1	12 1 R 688 1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	U 1U 0	Eastb L 1 1 L 23 1	T 2 1 T 168	3 1 R	U 4U	Westt  L  4  1  L  69  1  N  83	5 1 599	6 0 TR 6	Only	L 7 1 L 84 1 N N 101 178	T 8 1 1 2 3	9 0 TR 33 1	U	10 0 LT 19 1 N N N N N N N N N N N N N N N N N	T 11 1 7 1	12 1 R 688 1 1 82 426 0.19
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h) Capacity v/c Ratio	U 1U 0	Eastl L 1 1 L 23 1 N Of Ser 28 879 0.03	T 2 1 T 168	3 1 R	U 4U	Westt  4 1 1 L 69 1 N 83 1264 0.07	5 1 599	6 0 TR 6	Only	L 7 1 L 84 1 1 101 178 0.57	T 8 1 1 2 3	9 0 TR 33 1	U	L 10 0 LT 19 1 N N N N N N N N N N N N N N N N N	T 11 1 7 1	12 1 R 68
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	U 1U 0	Eastle  1  1  L  23  1  N  Of Ser  28  879  0.03  0.1	T 2 1 T 168	3 1 R	U 4U	Westt  L  4  1  L  69  1  N  83  1264  0.07	5 1 599	6 0 TR 6	Only	L 7 1 L 84 1 1 101 178 0.57 3.0	T 8 1 1 2 3	9 0 TR 33 1	U	L 10 0 LT 19 1 N N N N N N N N N N N N N N N N N	T 11 1 7 1	12 1 R 68 1 1 426 0.19 0.7

	HC	S 20	10 Tw	o-W	ay St	ор С	ontro	ol Su	mma	гу Ке	port					
General Information					1000		Site	Inforn	nation							
Analyst	DBZ						Inters	ection			Aiken	at Beckl	ey			
Agency/Co.	DBZ					ij	Jurisd	iction								
Date Performed	2/28/	2016					East/\	West Stre	et		Aiken	Road				
Analysis Year	2015						North	/South 9	treet		Beckli	ry Statio	ns			
Time Analyzed	PM Pe	ak					Peak I	Hour Fac	tor		0.96					
Intersection Orientation	East-V	Vest				T	Analy	sis Time	Period (f	irs)	0.25					
Project Description	Suthe	rland Po	inte													
Lanes																
				200	THE STATE OF	Y										
Vehicle Volumes and A	djustmen	ts				Street fa										
Vehicle Volumes and A	djustmen		bound			r Street Ea				North	bound			South	bound	
	<b>djustmen</b>		bound	R		r Street Ea	st-West	R	U	North L	bound	R	U	South	bound	R
Approach		Eastt		R 3	Majo	Westi	sst-West	R 6	U			R 9	U			
Approach Movement	U	Eastt	T	10.000	Majo	West	bound T	75.500	U	L	Т	1000	U	L	T	12
Approach  Movement  Priority	U 1U	Eastt L 1	T 2	3	Majo U 4U	Westi	bound T	6	U	7	T B	9	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes	U 1U	Eastt L 1	T 2	3	Majo U 4U	Westi	bound T	6	U	7	T 8	9	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration	U 1U	Eastt L 1	T 2	3 0 TR	Majo U 4U	Westl L 4 0 LT	bound T 5	6	U	7 0	T 8	9	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	U 1U	Eastt L 1	T 2	3 0 TR	Majo U 4U	Westi L 4 0 LT 14	bound T 5	6	U	1. 7 0	T 8	9 0	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	U 1U	Eastt L 1	T 2	3 0 TR	Majo U 4U	Westl L 4 0 LT 14	bound T 5	6	U	7 0 27 3	T 8	9 0	U	L 10 0	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	U 1U	Eastt L 1	T 2 1 1 439	3 0 TR	Majo U 4U	Westl L 4 0 LT 14	bound T 5 1	6 0	U	7 0 27 3	T 8 0 LR	9 0	U	L 10 0	T 11 0	R 12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	U 1U	Eastt L 1	T 2 1 1 439	3 0 TR	Majo U 4U	Westl L 4 0 LT 14	bound T 5 1	6 0		7 0 27 3	T 8 0 LR	9 0	U	L 10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastl L 1 0	1 1 439 No	3 0 TR	Majo U 4U	Westl L 4 0 LT 14	bound T 5 1	6 0		7 0 27 3	T 8 0 LR	9 0	U	L 10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastl L 1 0	1 1 439 No	3 0 TR	Majo U 4U	Westl L 4 0 LT 14	bound T 5 1	6 0		7 0 27 3	T 8 0 LR	9 0	U	L 10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	Eastl L 1 0	1 1 439 No	3 0 TR	Majo U 4U	Westi L 4 0 LT 14 1	bound T 5 1	6 0		7 0 27 3	T 8 0 LR	9 0	U	L 10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	Eastl L 1 0	1 1 439 No	3 0 TR	Majo U 4U	Westi L 4 0 LT 14 1 N	bound T 5 1	6 0		7 0 27 3	T 8 0 LR	9 0	U	L 10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	U 1U 0	Eastl L 1 0	1 1 439 No	3 0 TR	Majo U 4U	Westi L 4 0 LT 14 1 N N 253 1010	bound T 5 1	6 0		7 0 27 3	T 8 0 LR lo	9 0	.0	L 10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio	U 1U 0	Eastl L 1 0	1 1 439 No	3 0 TR	Majo U 4U	Westi L 4 0 LT 14 1 N 253 1010 0.25	bound T 5 1	6 0		7 0 27 3	T 8 0 LR 145 414 0.11	9 0	U	L 10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio  95% Queue Length	U 1U 0	Eastl L 1 0	1 1 439 No	3 0 TR	Majo U 4U	Westi L 4 0 LT 14 1 N N 253 1010 0.25 0.0	bound T 5 1	6 0		7 0 27 3	T 8 0 1	9 0	U	L 10 0	T 11 0	12

	HC							00000000	(							
General Information							Site	Inform	nation	1						
Analyst	DBZ						Inters	ection			Aiken	at Beckl	ey			
Agency/Co.	DBZ					- j	Jurisd	iction								
Date Performed	2/28/	2016					East/V	West Stre	et		Aiken	Road				
Analysis Year	2021						North	/South S	Street	į	Beckle	ey Statio	ns			
Time Analyzed	PM Pe	ak No 8	uild				Peak l	Hour Fac	tor		0.96					
Intersection Orientation	East-V	West					Analy	sis Time	Period (f	irs)	0.25					
Project Description	Suthe	rland Po	inte													
Lanes	-															
				14 14 6 14 15 15 15 15 15 15 15 15 15 15 15 15 15		Υ		4 1 2 4 4 6 6 6								
						y Street Le										
Vehicle Volumes and A	djustmen		oound			v Street Es				North	bound			South	bound	
	<b>djustmen</b>		oound T	R		v Street Es	ist-West	R	U	North	bound	R	U	South	bound	R
Approach		Eastt		R 3	Majo	w Street Ea	sst-West bound	R 6	U			R 9	U			-
Approach Movement	U	Eastt	T	10000	Majo	West	bound T	75.00	U	L	Т	1000	U	L	T	12
Approach Movement Priority	U 1U	Eastt L 1	7 2	3	Majo	West	bound T	6	U	7	T 8	9	U	L 10	T 11	12
Approach Movement Priority Number of Lanes	U 1U	Eastt L 1	7 2	3	Majo	West L 4	bound T	6	U	7	T 8 0	9	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration	U 1U	Eastt L 1	T 2	3 0 TR	Majo	West L 4 0 LT	bound T 5	6	U	7 0	T 8 0	9	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	U 1U	Eastt L 1	T 2	3 0 TR	Majo	West L 4 0 LT	bound T 5	6	U	1. 7 0	T 8 0	9 0 25	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	U 1U	Easttl L 1 0	T 2	3 0 TR	Majo	West L 4 0 1.7 19 1	bound T 5	6	U	7 0 27 3	T 8 0	9 0 25	U	10 0	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	U 1U	Easttl L 1 0	T 2 1 614	3 0 TR	Majo	West L 4 0 1.7 19 1	bound T 5 1	6 0	U	7 0 27 3	T 8 0 LR	9 0 25	U	10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	U 1U	Easttl L 1 0	T 2 1 614	3 0 TR	Majo	West L 4 0 1.7 19 1	bound T 5 1	6 0		7 0 27 3	T 8 0 LR	9 0 25	U	10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	0	Eastle L 1 0	T 2 1 614	3 0 TR	Majo	West L 4 0 1.7 19 1	bound T 5 1	6 0		7 0 27 3	T 8 0 LR	9 0 25	U	10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	0	Eastle L 1 0	T 2 1 614	3 0 TR	Majo	West L 4 0 1.7 19 1	bound T 5 1	6 0		7 0 27 3	T 8 0 LR	9 0 25	U	10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	0	Eastle L 1 0	T 2 1 614	3 0 TR	Majo	West L 4 0 LT 19 1	bound T 5 1	6 0		7 0 27 3	T 8 0 LR	9 0 25	U	10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	0	Eastle L 1 0	T 2 1 614	3 0 TR	Majo	West L 4 0 LT 19 1	bound T 5 1	6 0		7 0 27 3	T 8 0 LR	9 0 25	U	10 0	T 11 0	12
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage  Delay, Queue Length, a Flow Rate (veh/h) Capacity	0	Eastle L 1 0	T 2 1 614	3 0 TR	Majo	West L 4 0 LT 19 1	bound T 5 1	6 0		7 0 27 3	T 8 0 LR lo 54 316	9 0 25	U	10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio	0	Eastle L 1 0	T 2 1 614	3 0 TR	Majo	West L 4 0 1.T 19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	bound T 5 1	6 0		7 0 27 3	T 8 0 LR 10 10 10 10 10 10 10 10 10 10 10 10 10	9 0 25	U	10 0	T 11 0	12
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage  Delay, Queue Length, a Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	0	Eastle L 1 0	T 2 1 614	3 0 TR	Majo	West L 4 0 LT 19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	bound T 5 1	6 0		7 0 27 3	54 316 0.17	9 0 25	U	10 0	T 11 0	R 12

	HCS															
General Information							Site I	nforn	nation							
Analyst	DBZ						Inters	ection			Aiken	at Beckle	ey Statio	n		
Agency/Co.	D8Z						Jurisd	iction								
Date Performed	2/28/2	016					East/V	Vest Stre	et		Aiken	Road				
Analysis Year	2021						North	/South S	treet		Beckle	y Station	n/Entran	ce		
Time Analyzed	PM Per	ak Build					Peak I	Hour Fac	tor		0,96					
Intersection Orientation	East-W	lest .					Analy	sis Time	Period (h	irs)	0,25					
Project Description	Suther	land Po	inte													
Lanes																
				74.54.50				9								
Vehicle Volumes and A	djustment	ts				7 P		<u></u>								
Vehicle Volumes and A	djustment	20	oound			P M 1		<i>r</i>		North	bound			South	bound	
	djustment	20	oound	R		P M 1	st-West	R	U	North	bound	R	U	South	bound	R
Approach		Eastb		R 3	Majo	y Street Ea	bound	R 6	U		7.45	# 9	U	925		
Approach Movement	U	Eastb	T	10000	Maje	P Y Dreet Ea	bound T	1000	U	L	Т	11/01	U	L	Ţ	
Approach  Movement  Priority	10	Eastb L	T 2	3	U 4U	Westi	bound T	6	U	1. 7	T 8	9	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes	10	Eastt L 1	T 2	3	U 4U	Westl	bound T	6	U	7 1	T 8	9	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration	10	Easth  1 1 L	T 2 1 T	3 1 R	U 4U	Westi	bound T 5	6 0 TR	U	1 1	T 8	9 0 TR	U	10 0 LT	T 11	12 1 R
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	10	Eastl L 1 1 L	T 2 1 T	3 1 R	U 4U	Westi L 4 1 L 21	bound T 5	6 0 TR	U	1 1 L 27	T 8 1	9 0 TR 29	U	L 10 0 LT	11 1	12 1 R 43
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	10	Eastb. 1 1 1 L 74	T 2 1 T	3 1 R	U 4U	Westi L 4 1 L 21	bound T 5	6 0 TR	U	1 1 L 27	T 8 1	9 0 TR 29	U	10 0 LT 12 1	11 1	12 1 R 43
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	10	Eastb. 1 1 1 L 74	T 2 1 T 646	3 1 R	U 4U	Westi L 4 1 L 21	bound T 5	6 0 TR 20	U	1 1 L 27	T 8 1 1 8 3	9 0 TR 29	U	10 0 LT 12 1	T 11 1 5 1	12 1 R 43
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	10	Eastb. 1 1 1 L 74	T 2 1 T 646	3 1 R	U 4U	Westi L 4 1 L 21	bound T 5	6 0 TR 20		1 1 L 27	T 8 1 1 8 3	9 0 TR 29	U	10 0 LT 12 1	T 11 1 5 1	12 1 R 43
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	0	Eastb L 1 1 L 74 1	T 2 1 T 646	3 1 R	U 4U	Westi L 4 1 L 21	bound T 5 1	6 0 TR 20	Only	1 1 L 27	T 8 1 1 8 3	9 0 TR 29	U	10 0 LT 12 1	T 11 1 5 1	12 1 R 43
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	0	Eastb L 1 1 L 74 1	T 2 1 T 646	3 1 R	U 4U	Westi L 4 1 L 21	bound T 5 1	6 0 TR 20	Only	1 1 L 27	T 8 1 1 8 3	9 0 TR 29	U	10 0 LT 12 1	T 11 1 5 1	12 1 R 43 1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	0	Eastb L 1 1 L 74 1	T 2 1 T 646	3 1 R	U 4U	Westl L L L 21 1	bound T 5 1	6 0 TR 20	Only	1 L 27 1	T 8 1 1 8 3	9 0 TR 29 1	U	10 0 LT 12 1	T 11 1 5 1	12 1 R 43 1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage  Delay, Queue Length, a	0	Eastb L 1 1 L 74 1	T 2 1 T 646	3 1 R	U 4U	Westl L 4 1 L 21 1	bound T 5 1	6 0 TR 20	Only	1 L 27 1 N	T 8 1 1 8 3	9 0 TR 29 1	U	L 10 0 LT 12 1	T 11 1 5 1	12 1 R 43 1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	0	Eastb  1  1  1  L  74  1  N  56  FSer  77  1226	T 2 1 T 646	3 1 R	U 4U	West L 4 1 L 21 1 N N 22 22 839	bound T 5 1	6 0 TR 20	Only	1 1 L 27 1 N N 28 28 244	T 8 1 1 8 3	9 0 TR 29 1	U	10 0 LT 12 1 1 N N N N N N N N N N N N N N N N	T 11 1 5 1	12 1 1 8 43 1 1 45 716 0.06
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h) Capacity v/c Ratio	0	Eastb L 1 1 L 74 1 N Off Ser 77 1226 0.06	T 2 1 T 646	3 1 R	U 4U	Westl L 4 1 L 21 1 N 22 839 0.03	bound T 5 1	6 0 TR 20	Only	1 L 27 1 N N 28 244 0.11	T 8 1 1 8 3	9 0 TR 29 1	U	10 0 LT 12 1 1 17 17 321 0.05	T 11 1 5 1	12 1 1 8 43 1 1 45 716 0.06 0.2
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage  Delay, Queue Length, a Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	0	Eastb L 1 1 L 74 1 N Of Ser 77 1226 0.06	T 2 1 T 646	3 1 R	U 4U	Westi L 4 1 L 21 1 N N 22 22 839 0.03 0.1	bound T 5 1	6 0 TR 20	Only	1 L 27 1 N N 28 244 0.11 0.4	T 8 1 1 8 3	9 0 TR 29 1 1 38 576 0.07	U	10 0 LT 12 1 1 17 321 0.05 0.2	T 11 1 5 1	12 1 R 43

	HC:	5 20	10 Tw	o-W	ay St	op C	ontro	ol Sui	mma	ry Re	eport					
General Information							Site	nforn	nation	,						
Analyst	D8Z						Inters	ection			Aiken	at Amo	ld Palme	r		
Agency/Co.	DBZ						Jurisd	iction								
Date Performed	2/28/2	2016					East/\	Vest Stre	et		Aiken	Road				
Analysis Year	2015						North	/South S	treet		Arnol	d Palmer	Bouleya	ırd .		
Time Analyzed	AM Pe	ak					Peak !	Hour Fac	tor		0.91					
Intersection Orientation	East-V	Vest					Analy	sis Time	Period (f	nrs)	0.25					
Project Description	Suthe	rland Po	inte				-				_					
Lanes	1,350,000															
Vehicle Volumes and A	diuctus			ON SECURIOR		† †Y	nst-West	*********								
Approach	ajustmen		oound			Westi	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	1	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		11	155	17		22	484	20		49	25	10		27	52	30
Percent Heavy Vehicles		1				1				1	1	1		1	1	1
Proportion Time Blocked			ī													
Right Turn Channelized		1	Vo.			1	lo.			,	Vo				No.	_
Median Type								Undir	vided							
Median Storage																
Delay, Queue Length, a	and Level	of Sei	rvice		1											
Flow Rate (veh/h)		12				24					92				120	Г
Capacity		1021				1391					268				333	
v/c Ratio		0.01				0.02					0.34				0.36	
95% Queue Length		0.0			-	0.1		2 - 3			1.5				1,6	
Control Delay (s/veh)		8.6				7.6					25.3				21.8	
Level of Service (LOS)		Α				A					D				c	
Approach Delay (s/veh)			0.6			0	.5			2	5.3			2	1.8	
Approach LOS		1),	A			- 4	A			i	D			- }	c	

	HC:	5 20	IO IW	Call	uy o											
General Information							Site	nforn	nation							
Analyst	DBZ						Inters	ection			Aiken	at Arnoi	d Palme	r		_
Agency/Co.	DBZ						Jurisd	iction								
Date Performed	2/28/2	2016					East/V	Vest Stre	et		Aiken	Road				
Analysis Year	2021						North	/South S	treet		Arnol	d Palmer	Bouleva	ird.		
Time Analyzed	AM Pe	ak No E	Build				Peak I	Hour Fac	tor		0.91					
Intersection Orientation	East-V	Vest					Analy	sis Time	Period (h	rs)	0.25					
Project Description	Suther	rland Po	inte													
Lanes																
				4		+		***************************************								
						r Street Ea										
Vehicle Volumes and A	djustmen	0.000	oound			r Street Ea				North	bound			South	bound	
	djustmen	0.000	oound	R		r Street Ea	st-West	R	U	North	bound	R	υ	South	bound	ş
Approach		Eastt		R 3	Majo	w Street Ea	st-West bound	R 6	U	North L		R 9	U	_	_	-
Approach Movement	U	Eastt	T	1000	Majo	Westi	bound	1270	U	L	Т	3.07	U	L	Т	1
Approach Movement Priority	U 1U	Easti L 1	T 2	3	Wejc U 4U	Westi	bound T	6	U	L 7	T 8	9	U	L 10	T 11	1
Approach Movement Priority Number of Lanes	U 1U	Easti L 1	T 2	3	Wejc U 4U	Westi	bound T 5	6	U	L 7	T 8	9	U	L 10	11 1	1
Approach  Movement  Priority  Number of Lanes  Configuration	U 1U	Easti L 1	T 2 1 LTR	3	Wejc U 4U	Westi	bound  T  5  1  LTR	6	U	7 0	B 1 LTR	9	U	10 0	T 11 1 LTR	1 (
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	U 1U	Eastt L 1 0	T 2 1 LTR	3	Wejc U 4U	Westi L 4 0	bound  T  5  1  LTR	6	U	L 7 0	T 8 1 LTR 25	9 0	υ	10 0	11 1 LTR 52	1 (
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	U 1U	Eastt  L  1  0  11  1	T 2 1 LTR	3	Wejc U 4U	Westi L 4 0	bound  T  5  1  LTR	6	U	L 7 0 49 1	T 8 1 LTR 25	9 0	U	10 0 0 27 1	11 1 LTR 52	1 (
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	U 1U	Eastt  L  1  0  11  1	T 2 1 1 LTR 210	3	Wejc U 4U	Westi L 4 0	bound  † 5 1 LTR 593	6 0 20	U	L 7 0 49 1	T 8 1 LTR 25 1	9 0	υ	10 0 0 27 1	T 11 1 LTR 52 1	3
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	U 1U	Eastt  L  1  0  11  1	T 2 1 1 LTR 210	3	Wejc U 4U	Westi L 4 0	bound  † 5 1 LTR 593	6 0 20		L 7 0 49 1	T 8 1 LTR 25 1	9 0	U	10 0 0 27 1	T 11 1 LTR 52 1	1 (
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastle L 1 0 111 1	1 LTR 210	3	Wejc U 4U	Westi L 4 0	bound  † 5 1 LTR 593	6 0 20		L 7 0 49 1	T 8 1 LTR 25 1	9 0	U	10 0 0 27 1	T 11 1 LTR 52 1	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastle L 1 0 111 1	1 LTR 210	3	Wejc U 4U	Westi L 4 0	bound  † 5 1 LTR 593	6 0 20		L 7 0 49 1	T 8 1 LTR 25 1	9 0	U	10 0 0 27 1	T 11 1 LTR 52 1	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	L 1 0 11 1	1 LTR 210	3	Wejc U 4U	Westi L 4 0	bound  † 5 1 LTR 593	6 0 20		L 7 0 49 1	T 8 1 LTR 25 1	9 0	U	10 0 0 27 1	T 11 1 LTR 52 1	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	1 0 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 LTR 210	3	Wejc U 4U	Westi L 4 0 22 1	bound  † 5 1 LTR 593	6 0 20		L 7 0 49 1	1 8 1 LTR 25 1	9 0	U	10 0 0 27 1	T 11 1 1 LTR 52 1	3
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	U 1U 0	Eastle 1 0 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 LTR 210	3	Wejc U 4U	Westi L 4 0 22 1 N 1 24 1321	bound  † 5 1 LTR 593	6 0 20		L 7 0 49 1	T 8 1 LTR 25 1	9 0	U	10 0 0 27 1	T 11 1 1 LTR 52 1	3
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio	U 1U 0	Easttl 1 0 11 1 1 1 1 2 922 0.01	1 LTR 210	3	Wejc U 4U	Westi L 4 0 22 1 N 1321 0.02	bound  † 5 1 LTR 593	6 0 20		L 7 0 49 1	1 LTR 25 1 1 100 92 196 0.47	9 0	U	10 0 0 27 1	T 11 1 1 LTR 52 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio  95% Queue Length	U 1U 0	Easttl 1 0 11 1 1 1 1 1 1 2 2 2 0.01 0.0	1 LTR 210	3	Wejc U 4U	Westi L 4 0 22 1 N 1321 0.02 0.1	bound  † 5 1 LTR 593	6 0 20		L 7 0 49 1	92 196 0.47 2.3	9 0	U	10 0 0 27 1	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1

	HC															
General Information							Site I	nforn	nation	1						
Analyst	DBZ						Inters	ection			Aiken	at Arnol	ld Palmer	r.		_
Agency/Co.	DBZ						Jurisd	iction								
Date Performed	2/28/	2016					East/V	Vest Stre	et		Aiken	Road				
Analysis Year	2021						North	/South S	treet		Amol	d Palmer	Bouleva	rd		
Time Analyzed	AM Po	ak Build	i				Peak I	Hour Fac	tor		0,91					
Intersection Orientation	East-V	Vest					Analy	sis Time	Period (h	irs)	0,25					
Project Description	Suthe	rland Po	inte													
Lanes																
	SW:			4 4 4 4 4 4 6		† PY P Breet E	t P n	***************************************								
Vehicle Volumes and A	djustmen	170				100.00	partician.									
Approach		Eastt	bound			vvesti	bound			North	bound			South	bound	
Approach Movement	U	L	T	R	U	L	T	R	U	North L	bound	R	U	South	bound	R
- // 1 UnitStandardous	10			R 3	U 4U	1 22		R 6	U			R 9	U	- 22		
Movement	1.00	L	T	10000	10,750	L	Т	1000	U	1.	T	1000	U	L	T	1.
Movement Priority	10	L 1	T 2	3	4U	L 4	T 5	6	U	1. 7	T 8	9	U	L 10	T 11	1.
Movement Priority Number of Lanes	10	L 1	T 2	3	4U	L 4	T 5	6	U	1. 7	T 8	9	U	L 10	11 11	1.
Movement Priority Number of Lanes Configuration	10	L 1	T 2 1 LTR	3	4U	L 4	T 5 1 LTR	6	U	1. 7 0	8 1 LTR	9	U	L 10	T 11 1 LTR	0
Movement Priority Number of Lanes Configuration Volume (veh/h)	10	L 1 0	T 2 1 LTR	3	4U	L 4 0	T 5 1 LTR	6	U	1. 7 0	T 8 1 LTR 25	9 0	U	L 10 0	11 1 LTR 52	0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles	10	1 0	T 2 1 LTR	3	4U	L 4 0 22 1	T 5 1 LTR	6	U	1 7 0 49 1	T 8 1 LTR 25	9 0	U	L 10 0 27 1	11 1 LTR 52	0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked	10	1 0	T 2 1 LTR 243	3	4U	L 4 0 22 1	5 1 LTR 661	6 0 20	U	1 7 0 49 1	T 8 1 LTR 25 1	9 0	U	L 10 0 27 1	T 11 1 LTR 52 1	R 12 0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized	10	1 0	T 2 1 LTR 243	3	4U	L 4 0 22 1	5 1 LTR 661	6 0 20		1 7 0 49 1	T 8 1 LTR 25 1	9 0	U	L 10 0 27 1	T 11 1 LTR 52 1	1.
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	10	1 0	T 2 1 LTR 243	3	4U	L 4 0 22 1	5 1 LTR 661	6 0 20		1 7 0 49 1	T 8 1 LTR 25 1	9 0	U	L 10 0 27 1	T 11 1 LTR 52 1	1.
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	10	1 0	T 2 1 LTR 243	3	4U	L 4 0 22 1	5 1 LTR 661	6 0 20		1 7 0 49 1	T 8 1 LTR 25 1	9 0	U	L 10 0 27 1	T 11 1 LTR 52 1	1.
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a	10	1 0 11 1 1 N	T 2 1 LTR 243	3	4U	L 4 0 1 22 1 1 N	5 1 LTR 661	6 0 20		1 7 0 49 1	T 8 1 LTR 25 1	9 0	U	L 10 0 27 1	T 11 1 LTR 52 1	1.
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a	10	1 0 11 1 1 N	T 2 1 LTR 243	3	4U	L 4 0 1 22 1 1 N	5 1 LTR 661	6 0 20		1 7 0 49 1	T 8 1 LTR 25 1	9 0	U	L 10 0 27 1	T 11 1 LTR 52 1	1 (
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h) Capacity	10	1 0 11 1 1 N N N N N N N N N N N N N N N	T 2 1 LTR 243	3	4U	L 4 0 1 22 1 1 N 1 24 1282	5 1 LTR 661	6 0 20		1 7 0 49 1	T 8 1 1 LTR 25 1	9 0	U	L 10 0 27 1	T 11 1 1 LTR 52 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 (
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h) Capacity v/c Ratio	10	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T 2 1 LTR 243	3	4U	L 4 0 1 22 1 1 N 1 24 1 1282 0.02	5 1 LTR 661	6 0 20		1 7 0 49 1	1 LTR 25 1 1 100 92 161 0.57	9 0		L 10 0 27 1	T 11 1 LTR 52 1 1 No 120 221 0.54	1.
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage  Delay, Queue Length, a Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	10	11 1 1 1 N N N N N N N N N N N N N N N	T 2 1 LTR 243	3	4U	L 4 0 122 1 1 N 1282 0.02 0.1	5 1 LTR 661	6 0 20		1 7 0 49 1	92 161 0.57	9 0	U	L 10 0 27 1	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.

	HCS	1201														
General Information							Site	Inforn	nation							_
Analyst	DBZ						Inters	ection			Aiken	at Arnol	d Palmer			
Agency/Co.	DBZ						Jurisd	iction								
Date Performed	2/28/20	016					East/\	West Stre	et		Aiken	Road				_
Analysis Year	2015					Ü	North	/South S	treet	i i	Arnol	d Palmer	Bouleva	rd		
Time Analyzed	PM Pea	sk Build					Peak	Hour Fac	tor		0.96					_
Intersection Orientation	East-W	est					Analy	sis Time	Period (h	rs)	0.25					
Project Description	Sutherl	land Poi	inte													
Lanes																
				4 4 4 4 4 4 4 4				÷ • • • •								
Vehicle Volumes and A	djustment	s				† † Y Street Ea										
Vehicle Volumes and A	djustment		ound			Street Sa				North	bound			South	bound	
	djustment		ound T	R		Street Sa	ect-West	R	U	North L	bound	R	U	South	bound	
Approach		Eastb			Majo	PY Street Ea	bound			110000		R 9	U			-
Approach Movement	U	Eastb	T	R	Majo U	PY Westi	bound T	R		t	Т		U	L	T	1
Approach  Movement  Priority	10	Eastb L	T 2	R 3	Majo U 4U	Westi	bound T	R 6		1 7	T 8	9	U	L 10	T 11	1
Approach  Movement  Priority  Number of Lanes	10	Eastb L	T 2	R 3	Majo U 4U	Westi	bound T 5	R 6		1 7	T 8	9	U	L 10	11 1	1
Approach  Movement  Priority  Number of Lanes  Configuration	10	Eastb L 1	T 2 1 LTR	R 3 0	Majo U 4U	Westi	bound T 5 1 LTR	R 6		1 7 0	T 8 1 LTR	9	U	10 0	T 11 1 LTR	1 2
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	10	Eastb L † 0	T 2 1 LTR	R 3 0	Majo U 4U	Westing A and A an	bound T 5 1 LTR	R 6		T 7 0 30	T 8 1 LTR 21	9 0	U	10 0	11 11 LTR 37	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	10	Eastb L 1 0 0 44 1	T 2 1 LTR	R 3 0	Majo U 4U	Westing A design of the second	bound T 5 1 LTR	R 6		1 7 0 30 1	T 8 1 LTR 21	9 0	U	10 0 32	11 11 LTR 37	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	10	Eastb L 1 0 0 44 1	T 2 1 LTR 502	R 3 0	Majo U 4U	Westing A design of the second	bound T 5 1 LTR 251	R 6 0		1 7 0 30 1	T 8 1 LTR 21 1	9 0	U	10 0 32	1 1 1 LTR 37 1	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	10	Eastb L 1 0 0 44 1	T 2 1 LTR 502	R 3 0	Majo U 4U	Westing A design of the second	bound T 5 1 LTR 251	R 6 0	U	1 7 0 30 1	T 8 1 LTR 21 1	9 0	U	10 0 32	1 1 1 LTR 37 1	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastb L 1 0 0 444 1 N	T 2 1 LTR 502	R 3 0	Majo U 4U	Westing A design of the second	bound T 5 1 LTR 251	R 6 0	U	1 7 0 30 1	T 8 1 LTR 21 1	9 0	U	10 0 32	1 1 1 LTR 37 1	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastb L 1 0 0 444 1 N	T 2 1 LTR 502	R 3 0	Majo U 4U	Westing A design of the second	bound T 5 1 LTR 251	R 6 0	U	1 7 0 30 1	T 8 1 LTR 21 1	9 0	U	10 0 32	1 1 1 LTR 37 1	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	Eastb L 1 0 44 1	T 2 1 LTR 502	R 3 0	Majo U 4U	Westing A	bound T 5 1 LTR 251	R 6 0	U	1 7 0 30 1	T 8 1 LTR 21 1	9 0	U	10 0 32	T 11 1 LTR 37 1	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)	U 1U 0	Eastb L 1 0 44 1 N of Ser 46	T 2 1 LTR 502	R 3 0	Majo U 4U	Westing Street East Street Eas	bound T 5 1 LTR 251	R 6 0	U	1 7 0 30 1	T 8 1 LTR 21 1	9 0	U	10 0 32	T 11 1 LTR 37 1	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	U 1U 0	Eastb L 1 0 44 1 N of Ser 46 1297	T 2 1 LTR 502	R 3 0	Majo U 4U	Westing Street In In Street In Street In Street In Street In Street In In Street In In Street In In Street In	bound T 5 1 LTR 251	R 6 0	U	1 7 0 30 1	T 8 1 LTR 21 1 1 lo 65 245	9 0		10 0 32	T 11 1 LTR 37 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h) Capacity v/c Ratio	U 1U 0	Eastb L 1 0 44 1 N 0 FSer 46 1297 0.04	T 2 1 LTR 502	R 3 0	Majo U 4U	Westing Street Factor   Westing   4	bound T 5 1 LTR 251	R 6 0	U	1 7 0 30 1	T 8 1 LTR 21 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9 0	U	10 0 32	T 11 1 1 LTR 37 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1

			10 Tw		1001	- 1	Alternative Control			2.0	10					
General Information							Site	Inform	nation	i						
Analyst	DBZ						Inters	ection			Aiken	at Amo	ld Palme	Ċ		
Agency/Co.	DBZ						Jurisd	iction								
Date Performed	2/28/2	016					East/\	West Stre	et		Aiken	Road				
Analysis Year	2021						North	/South S	treet		Amol	d Palmer	Bouleva	rd		
Time Analyzed	PM Pe	ak Build	No Build	1			Peak I	Hour Fac	tor		0.96					
Intersection Orientation	East-W	Vest					Analy	sis Time	Period (h	irs)	0.25					
Project Description	Suther	land Poi	inte													
Lanes																
				*		*	180	***************************************								
					mig	or Street: Ea	st-West									
Vehicle Volumes and A	djustment		ound		ang:				Г	North	bound	,		South	bound	
Approach		Eastb	ound	R		Westi	bound T	R	U		bound	R	U		bound	l a
Approach Movement	U		Ť	R	U	Westi	bound	R 6	U	L	Т	R 9	U	L	Т	
Approach Movement Priority	10	Eastb L		R 3	U 4U	Westi L 4	bound	6	U	L 7		9	U	L 10	1	12
Approach Movement Priority Number of Lanes	U	Eastb	7 2	3	U	Westi	bound T		u	L	T 8	1000	U	L	T 11	12
Approach Movement Priority	10	Eastb L	T 2	3	U 4U	Westi L 4	T 5	6	U	L 7	T 8	9	U	L 10	11 1	1.
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	10	Eastb L 1	T 2 1 LTR	3	U 4U	Westi	T 5 1 LTR	6	U	L 7	T 8 1 LTR	9	U	10 0	T 11 1 LTR	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	10	Eastb L 1 0	T 2 1 LTR	3	U 4U	Westi	T 5 1 LTR	6	U	L 7 0 30	T 8 1 LTR 21	9 0	U	10 0	11 1 LTR 37	R 12 0
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	10	Eastb L 1 0	T 2 1 LTR	3	U 4U	Westt L 4 0 4 1	T 5 1 LTR	6	U	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T 8 1 LTR 21	9 0	U	10 0 32	11 1 LTR 37	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	10	Eastb L 1 0	1 LTR 677	3	U 4U	Westt L 4 0 4 1	5 1 LTR 308	6 0	U	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T 8 1 LTR 21 1	9 0	U	10 0 32	T 11 1 LTR 37 1	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	10	Eastb L 1 0	1 LTR 677	3	U 4U	Westt L 4 0 4 1	5 1 LTR 308	6 0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T 8 1 LTR 21 1	9 0	U	10 0 32	T 11 1 LTR 37 1	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastb L 1 0 44 1	T 2 1 LTR 677	3	U 4U	Westt L 4 0 4 1	5 1 LTR 308	6 0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T 8 1 LTR 21 1	9 0	U	10 0 32	T 11 1 LTR 37 1	10
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastb L 1 0 44 1	T 2 1 LTR 677	3	U 4U	Westt L 4 0 4 1	5 1 LTR 308	6 0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T 8 1 LTR 21 1	9 0	U	10 0 32	T 11 1 LTR 37 1	10
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	Eastb L 1 0 44 1	T 2 1 LTR 677	3	U 4U	Westt	5 1 LTR 308	6 0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T 8 1 LTR 21 1	9 0	U	10 0 32	T 11 1 1 LTR 37 1	2
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	Eastb L 1 0 44 1 N of Ser 46	T 2 1 LTR 677	3	U 4U	Westt L 4 0 1 1 N	5 1 LTR 308	6 0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T 8 1 LTR 21 1	9 0	U	10 0 32	T 11 1 1 LTR 37 1	2
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	U 1U 0	Eastb L 1 0 44 1 N of Ser 46 1233	T 2 1 LTR 677	3	U 4U	Westi  4  0  1  1  N  860	5 1 LTR 308	6 0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T 8 1 LTR 21 1	9 0	U	10 0 32	T 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 (
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio	U 1U 0	Eastb L 1 0 44 1 N of Ser 46 1233 0.04	T 2 1 LTR 677	3	U 4U	Westt  L  4  0  1  N  860  0.00	5 1 LTR 308	6 0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T 8 1 LTR 21 1	9 0	U	10 0 32	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	U 1U 0	Eastb L 1 0 44 1 N of Ser 46 1233 0.04 0.1	T 2 1 LTR 677	3	U 4U	Westt  L  4  0  1  N  860  0.00  0.0	5 1 LTR 308	6 0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T 8 1 LTR 21 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9 0	U	10 0 32	T 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12

	HCS	12 U	C ZIII W													
General Information							Site I	nforn	nation							
Analyst	D8Z						Inters	ection			Aiken	at Arnol	ld Palme			_
Agency/Co.	D8Z						Jurisd	iction								
Date Performed	2/28/20	016					East/V	Vest Stre	et		Aiken	Road				_
Analysis Year	2021						North	/South S	treet		Amol	d Palmer	Bouleva	rd		
Time Analyzed	PM Pea	k Build	Build				Peak I	Hour Fac	tor		0.96					
Intersection Orientation	East-W	est					Analys	sis Time	Period (h	nrs)	0.25					
Project Description	Sutherl	and Poi	inte													
Lanes																
				4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		+		****								
Vehicle Volumes and A	diustment	s				∳¥! # Street Ea										_
Vehicle Volumes and A	djustment		ound			₽¥ s Street Ea				North	bound			South	bound	
	djustment		ound	R		₽¥ s Street Ea	st-West	R	U	North	bound	R	υ	South	bound	R
Approach		Eastb		R 3	Majo	y Street Ea	bound	R 6	U		- Alexander	R 9	υ			- 0.0
Approach Movement	u	Eastb	T	1500	Majo	West	bound	77200	U	L	Т	1000	υ	L	T	17
Approach  Movement  Priority	U 10	Eastb L	7	3	Maje U 4U	Westl	bound T	6	U	7	T 8	9	υ	L 10	T 11	17
Approach Movement Priority Number of Lanes	U 10	Eastb L	T 2	3	Maje U 4U	Westl	bound T 5	6	U	7	T 8	9	U	L 10	11 11	17
Approach  Movement  Priority  Number of Lanes  Configuration	U 10	Eastb L 1	T 2 1 LTR	3	Maje U 4U	Westl	bound T 5 1 LTR	6	U	7 0	B 1 LTR	9	U	10 0	T 11 1 LTR	R 12 0 0 24 1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	U 10	Eastb L 1	T 2 1 LTR	3	Maje U 4U	Westl L 4 0	bound T 5 1 LTR	6	U	L 7 0 30	1 LTR 21	9 0	U	10 0	11 1 LTR 37	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	U 10	Eastb L 1 0 44 1	T 2 1 LTR	3	Maje U 4U	Westl  4  0  4  1	bound T 5 1 LTR	6	U	1 7 0 30 1	1 LTR 21	9 0	υ	10 0 32 1	11 1 LTR 37	0 24
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	U 10	Eastb L 1 0 44 1	T 2 1 LTR 783	3	Maje U 4U	Westl  4  0  4  1	bound T 5 1 LTR 370	5 0	U	1 7 0 30 1	T 8 1 LTR 21 1	9 0	U	10 0 32 1	1 11 1 LTR 37 1	12
Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	U 10	Eastb L 1 0 44 1	T 2 1 LTR 783	3	Maje U 4U	Westl  4  0  4  1	bound T 5 1 LTR 370	5 0		1 7 0 30 1	T 8 1 LTR 21 1	9 0	υ	10 0 32 1	1 11 1 LTR 37 1	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type	U 1U 0	Eastb L 1 0 44 1	T 2 1 LTR 783	3	Maje U 4U	Westl  4  0  4  1	bound T 5 1 LTR 370	5 0		1 7 0 30 1	T 8 1 LTR 21 1	9 0	U	10 0 32 1	1 11 1 LTR 37 1	17
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastb L 1 0 44 1	T 2 1 LTR 783	3	Maje U 4U	Westl  4  0  4  1	bound T 5 1 LTR 370	5 0		1 7 0 30 1	T 8 1 LTR 21 1	9 0	U	10 0 32 1	1 11 1 LTR 37 1	17
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	Eastb L 1 0 44 1	T 2 1 LTR 783	3	Maje U 4U	Westli L 4 0	bound T 5 1 LTR 370	5 0		1 7 0 30 1	T 8 1 LTR 21 1	9 0	U	10 0 32 1	11 1 LTR 37 1	1 0
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	L 1 0 444 1 NN 466 Ser 46	T 2 1 LTR 783	3	Maje U 4U	Westle L 4 0 1	bound T 5 1 LTR 370	5 0		1 7 0 30 1	T 8 1 1 LTR 21 1	9 0	U	10 0 32 1	1 1 1 LTR 37 1 1 No 97	1 0
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	U 1U 0	Eastb L 1 0 44 1 N N 168 1168	T 2 1 LTR 783	3	Maje U 4U	Westl L 4 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	bound T 5 1 LTR 370	5 0		1 7 0 30 1	T 8 1 1 LTR 21 1 1 No 65 121	9 0	U	10 0 32 1	11 1 LTR 37 1 1 No 97 151	1 0
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio	U 1U 0	L 1 0 0 444 1 N N 466 1168 0.004	T 2 1 LTR 783	3	Maje U 4U	Westl: Ea Westl: Ea 4 0 4 1 1 1 4 782 0.01	bound T 5 1 LTR 370	5 0		1 7 0 30 1	T 8 1 1 LTR 21 1 1 No 65 121 0.54	9 0		10 0 32 1	11 1 1 LTR 37 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 0
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio  95% Queue Length	U 1U 0	Eastb L 1 0 1 N N N N N N N N N N N N N N N N N	T 2 1 LTR 783	3	Maje U 4U	Westl L 4 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	bound T 5 1 LTR 370	5 0		1 7 0 30 1	T 8 1 1 LTR 21 1 1 No 65 121 0.54 2.6	9 0	U	10 0 32 1	T 11 1 1 LTR 37 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	17

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General Information							Site	Inform	nation	1						
Analyst	DBZ						Inters	ection			Aiken	at Bush	Farm			
Agency/Co.	DBZ						Jurisd	iction								
Date Performed	2/28/	2016					East/\	West Stre	et		Aiken	Road/B	ush Farm	Road		
Analysis Year	2015						North	/South S	Street	į	Aiken	Road				
Time Analyzed	AM Po	eak					Peak	Hour Fac	tor		0.89					
Intersection Orientation	East-V	Vest				- (	Analy	sis Time	Period (h	nrs)	0.25					
Project Description	Suthe	rland Po	inte			"										
Lanes																
				DA CANA PE		**	181	,								
					Majo	or Street: Ea	ist-West									
Vehicle Volumes and A	djustmen		oound		Maje				Г	North	bound			South	bound	
Vehicle Volumes and A Approach Movement	<b>djustmen</b>		oound	R	Maje		bound	R	U	North	bound	Ř	U	South	bound	
Approach Movement		Easti		R 3		Westi	bound	R 6	U			R 9	U			
Approach	U	Eastt L	Ť	-	U	Westi	bound	-	U	L	Т	10000	U	L	Т	1
Approach Movement Priority Number of Lanes	U 1U	Easti L 1	7 2	3	U 4U	Westi L 4	bound T	6	U	L 7	T 8	9	U	L 10	T 11	1
Approach Movement Priority	U 1U	Easti L 1	7 2	3	U 4U	Westi L 4	bound T	6	U	L 7	8 0	9	U	L 10	T 11	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	U 1U	Easti L 1	T 2	3 0 TR	U 4U	Westi	T 5	6	U	1 7 0	8 0	9	U	L 10	T 11	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	U 1U	Easti L 1	T 2	3 0 TR	U 4U	Westi	T 5	6	v	L 7 0 98	8 0	9 0	U	L 10	T 11	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	U 1U	Eastl L 1	T 2	3 0 TR	U 4U	Westt L 4 0 LT 44 1	T 5	6	U	1 7 0 98 1	8 0	9 0	U	10 0	T 11	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	U 1U	Eastl L 1	7 2 1 1 132	3 0 TR	U 4U	Westt L 4 0 LT 44 1	5 1 556	6 0	U	1 7 0 98 1	T 8 0 LR	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	U 1U	Eastl L 1	7 2 1 1 132	3 0 TR	U 4U	Westt L 4 0 LT 44 1	5 1 556	6 0		1 7 0 98 1	T 8 0 LR	9 0	U	10 0	T 11 0	1.00
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastl L 1 0	132	3 0 TR	U 4U	Westt L 4 0 LT 44 1	5 1 556	6 0		1 7 0 98 1	T 8 0 LR	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastl L 1 0	132	3 0 TR	U 4U	Westt L 4 0 LT 44 1	5 1 556	6 0		1 7 0 98 1	T 8 0 LR	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	Eastl L 1 0	132	3 0 TR	U 4U	Westt  L  4  0  LT  44  1	5 1 556	6 0		1 7 0 98 1	T 8 0 LR	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)	U 1U 0	Eastl L 1 0	132	3 0 TR	U 4U	Westt  L  4  0  LT  44  1	5 1 556	6 0		1 7 0 98 1	T 8 0 LR	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	U 1U 0	Eastl L 1 0	132	3 0 TR	U 4U	Westi  1  4  0  LT  44  1  N  674  1348	5 1 556	6 0		1 7 0 98 1	T 8 0 LR lo 120 312	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio	U 1U 0	Eastl L 1 0	132	3 0 TR	U 4U	Westt  L  4  0  LT  44  1  N  674  1348  0.50	5 1 556	6 0		1 7 0 98 1	T 8 0 LR 120 312 0.38	9 0		10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio  95% Queue Length	U 1U 0	Eastl L 1 0	132	3 0 TR	U 4U	Westt  L  4  0  LT  44  1  N  674  1348  0.50  0.1	5 1 556	6 0		1 7 0 98 1	T 8 0 LR 120 312 0.38 1.7	9 0		10 0	T 11 0	1

	HC	5 20	10 Tw	o-W	ay St	op C	ontro	ol Su	mma	гу Ке	port					
General Information							Site	Inforn	nation							_
Analyst	DBZ						Inters	ection			Aiken	at Bush	Farm			_
Agency/Co.	DBZ						Jurisd	iction								
Date Performed	2/28/	2016					East/\	West Stre	et		Aiken	Road/B	ush Farm	Road		
Analysis Year	2021						North	/South S	treet		Aiken	Road				
Time Analyzed	AM Pe	ak No B	Build				Peak	Hour Fac	tor		0.89					
Intersection Orientation	East-V	Vest					Analy	sis Time	Period (h	irs)	0.25					
Project Description	Suthe	rland Po	inte													
Lanes																
				874477	14	Y	20	1								
Vehicle Volumes and A	diustmen	ts			May	or Street: Ea	st-West									
Vehicle Volumes and A	djustmen		oound		Majo	or Street. Ea	st-West bound			North	bound			South	bound	
	<b>djustmen</b>		oound T	R	Majo	or Street. Ea		R	U	North	bound	R	U	South	bound	R
Approach		Eastt		R 3		West	bound	R 6	U			R 9	U			
Approach Movement	U	Eastt	T	- 275	U	Westl	bound	105705	U	L	T	100.00	υ	L	T	1
Approach  Movement  Priority	10	Eastt L 1	T 2	3	U 4U	Westi	oound T	6	υ	7	T B	9	υ	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes	10	Eastt L 1	T 2	3	U 4U	Westi	oound T	6	V	7	T 8	9	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration	10	Eastt L 1	T 2	3 0 TR	U 4U	Westi L 4 0 LT	T 5	6	U	7 0	T 8	9	υ	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	10	Eastt L 1	T 2	3 0 TR	U 4U	Westl L 4 0 LT 54	T 5	6	U	17 0 176	T 8	9 0	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	10	Eastt L 1	T 2	3 0 TR	U 4U	Westl L 4 0 LT 54	T 5	6	U	7 0 176 1	T 8	9 0	U	L 10 0	T 11	12
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked	10	Eastt L 1	T 2 1 1 185	3 0 TR	U 4U	Westl L 4 0 LT 54	5 1 655	6 0	U	7 0 176 1	T 8 0 LR	9 0	υ	L 10 0	T 11 0	RR 122 0
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	10	Eastt L 1	T 2 1 1 185	3 0 TR	U 4U	Westl L 4 0 LT 54	5 1 655	6 0		7 0 176 1	T 8 0 LR	9 0	U	L 10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type	10 0	East!	T 2 1 1 185	3 0 TR	U 4U	Westl L 4 0 LT 54	5 1 655	6 0		7 0 176	T 8 0 LR	9 0	U	L 10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	10 0	East!	T 2 1 1 185	3 0 TR	U 4U	Westl L 4 0 LT 54	5 1 655	6 0		7 0 176	T 8 0 LR	9 0	U	L 10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	10 0	East!	T 2 1 1 185	3 0 TR	U 4U	Westl L 4 0 LT 54 1	5 1 655	6 0		7 0 176	T 8 0 LR	9 0		L 10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	10 0	East!	T 2 1 1 185	3 0 TR	U 4U	Westl L 4 0 LT 54 1	5 1 655	6 0		7 0 176	T 8 0 LR	9 0	U	L 10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	10 0	East!	T 2 1 1 185	3 0 TR	U 4U	Westl L 4 0 LT 54 1 1 797 1248	5 1 655	6 0		7 0 176	T 8 0 LR LR 210 228	9 0		L 10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio	10 0	East!	T 2 1 1 185	3 0 TR	U 4U	Westl L 4 0 LT 54 1 797 1248 0.64	5 1 655	6 0		7 0 176	T 8 0 LR 10 LR 10 10 10 10 10 10 10 10 10 10 10 10 10	9 0		L 10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio  95% Queue Length	10 0	East!	T 2 1 1 185	3 0 TR	U 4U	Westl L 4 0 LT 54 1 797 1248 0.64	5 1 655	6 0		7 0 176	T 8 0 LR 10 10 10 10 10 10 10 10 10 10 10 10 10	9 0	U	L 10 0	T 11 0	1

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General Information							Site	nform	natior	1						
Analyst	DBZ						Inters	ection			Aiken	at Bush	Farm			
Agency/Co.	DBZ						Jurisd	iction								
Date Performed	2/28/7	2016					East/\	Vest Stre	eet		Aiken	Road/B	ush Farm	Road		
Analysis Year	2021						North	/South :	Street		Aiken	Road				
Time Analyzed	AM Pe	ak Build	i				Peak l	Hour Fac	tor		0.89					
Intersection Orientation	East-V	Vest					Analy	sis Time	Period ()	hrs)	0.25					
Project Description	Suthe	rland Po	inte													
Lanes																
				DESIGNATION OF THE PARTY OF THE		Y +Y x Street La		,								
Vehicle Volumes and A	diustmen	te														
	Justinen		onund:		_	West	hound		Г	North	hound	-		South	shound	
Approach		Eastl	oound	R	11		bound	R	U	1	bound	R	U	_	nbound	I R
Approach Movement	U	Eastt L	Ť	R	U	L	T	R 6	u	L	T	R	U	ı	T	-
Approach	U 1U	Easti L		R 3	U 4U			6	U	1		R 9	U	_	1	12
Approach  Movement  Priority  Number of Lanes	U	Eastt L	T 2	3	4U	4	T 5		υ	L 7	T 8 0	9	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration	U 1U	Easti L	T 2	3	4U	4 0	T 5	6	U	L 7	T 8	9	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	U 1U	Easti L	T 2	3 0 TR	4U	1 4 0 LT	T 5	6	U	176	T 8 0	9	U	L 10	T 11	R 12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	U 1U	Easti L	T 2	3 0 TR	4U	L 4 0 LT 60	T 5	6	U	1 7 0	T 8 0	9 0	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	U 1U	Eastl L 1	T 2	3 0 TR	4U	L 4 0 LT 60 1	T 5	6	U	176 1	T 8 0	9 0	U	L 10 0	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	U 1U	Eastl L 1	7 2 1 1 215	3 0 TR	4U	L 4 0 LT 60 1	T 5 1 716	6 0	U	176 1	T 8 0 LR	9 0	U	L 10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	U 1U	Eastl L 1	7 2 1 1 215	3 0 TR	4U	L 4 0 LT 60 1	T 5 1 716	6 0		176 1	T 8 0 LR	9 0	U	L 10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastl L 1 0	2 1 215	3 0 TR	4U	L 4 0 LT 60 1	T 5 1 716	6 0		176 1	T 8 0 LR	9 0	U	L 10 0	T 11 0	1.
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastl L 1 0	2 1 215	3 0 TR	4U	L 4 0 LT 60 1	T 5 1 716	6 0		176 1	T 8 0 LR	9 0	U	L 10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	Eastl L 1 0	2 1 215	3 0 TR	4U	L 4 0 LT 60 1	T 5 1 716	6 0		176 1	T 8 0 LR	9 0	U	L 10 0	T 11 0	1.
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	Eastl L 1 0	2 1 215	3 0 TR	4U	L 4 0 LT 60 1	T 5 1 716	6 0		176 1	T 8 0 LR	9 0	U	L 10 0	T 11 0	1.
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	U 1U 0	Eastl L 1 0	2 1 215	3 0 TR	4U	L 4 0 LT 60 1 N N 1213	T 5 1 716	6 0		176 1	T 8 0 LR lo 214 196	9 0	U	L 10 0	T 11 0	1.
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio	U 1U 0	Eastl L 1 0	2 1 215	3 0 TR	4U	L 4 0 1 1 60 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T 5 1 716	6 0		176 1	T 8 0 LR 100 LR 196 1.09	9 0	U	L 10 0	T 11 0	12
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	U 1U 0	Eastl L 1 0	2 1 215	3 0 TR	4U	L 4 0 LT 60 1 1 N N N N N N N N N N N N N N N N N	T 5 1 716	6 0		176 1	T 8 0 LR 100.	9 0	U	L 10 0	T 11 0	12

	HC:	S 20	10 Tw	vo-W	ay St	op C	ontro	ol Su	mma	ry Re	port					
General Information		_					Site	Inforn	nation							_
Analyst	DBZ						Inters	ection		- 7	Aiken	at Bush	Farm			
Agency/Co.	DBZ						Jurisd	iction								
Date Performed	2/28/2	2016					East/\	West Stre	et		Aiken	Road/B	ish Farm	Road		_
Analysis Year	2015						North	/South S	treet		Aiken	Road				
Time Analyzed	PM Pe	ak					Peak	Hour Fac	tor		0.93					
Intersection Orientation	East-V	Vest					Analy	sis Time	Period (h	nrs)	0.25					
Project Description	Suthe	rland Po	inte													
Lanes	- "															
				AD 4 STATE OF	n s	Y	126	G								
Vehicle Volumes and A	djustmen	ts			Majo	or Street: E										
Vehicle Volumes and A	djustmen		oound	-	Majo					North	bound	-	Ī	South	bound	
	djustmen		oound T	R	Majo		ist-West	R	U	North	bound	R	υ	South	bound	R
Approach		Easti		R 3		West	bound	R 6	U			R 9	U			-
Approach Movement	U	Easti L	T		U	West	bound T		U	L	1		U	ι	T	12
Approach  Movement  Priority	10	Easti L 1	T 2	3	U 4U	West	bound T	б	U	1 7	T 8	9	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes	10	Easti L 1	T 2	3	U 4U	West	bound T	б	U	1 7	T 8	9	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration	10	Easti L 1	T 2	3 0 TR	U 4U	West L 4 0	bound T 5	б	U	7 0	T 8	9	U	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	10	Easti L 1	T 2	3 0 TR	U 4U	West L 4 0 LT 21	bound T 5	б	U	7 0	T 8	9 0 121	υ	L 10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	10	Easti L 1	T 2	3 0 TR	U 4U	West L 4 0 LT 21 1	bound T 5	б	U	104	T 8	9 0 121	U	10 0	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	10	Easti L 1	T 2 1 460	3 0 TR	U 4U	West L 4 0 LT 21 1	bound T 5 1	6 0	U	104	T 8 0 LR	9 0 121	U	10 0	T 11 0	R 120
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	10	Easti L 1	T 2 1 460	3 0 TR	U 4U	West L 4 0 LT 21 1	bound T 5 1	6 0		104	T 8 0 LR	9 0 121	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	10 0	Easti L 1 0	1 460 No	3 0 TR	U 4U	West L 4 0 LT 21 1	bound T 5 1	6 0		104	T 8 0 LR	9 0 121	U	10 0	T 11 0	1;
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	10 0	Easti L 1 0	1 460 No	3 0 TR	U 4U	West L 4 0 LT 21 1	bound T 5 1	6 0		104	T 8 0 LR	9 0 121	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	10 0	Easti L 1 0	1 460 No	3 0 TR	U 4U	West  L  4  0  LT  21  1	bound T 5 1	6 0		104	T 8 0 LR	9 0 121	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	10 0	Easti L 1 0	1 460 No	3 0 TR	U 4U	West  L  4  0  LT  21  1	bound T 5 1	6 0		104	T 8 9 LR	9 0 121	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	10 0	Easti L 1 0	1 460 No	3 0 TR	U 4U	West  L  4  0  LT  21  1  246  946	bound T 5 1	6 0		104	T 8 0 LR	9 0 121	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio	10 0	Easti L 1 0	1 460 No	3 0 TR	U 4U	West  L  4  0  LT  21  1  246  946  0.26	bound T 5 1	6 0		104	T 8 9 LR 0 LR 0 242 411 0.59	9 0 121	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio  95% Queue Length	10 0	Easti L 1 0	1 460 No	3 0 TR	U 4U	West  L  4  0  LT  21  1  246  946  0.26  0.1	bound T 5 1	6 0		104	T 8 0 LR 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9 0 121	U	10 0	T 11 0	1

	HC															
General Information							Site	nforn	nation							
Analyst	DBZ						Inters	ection			Aiken	at Bush	Farm			
Agency/Co.	DBZ						Jurisd	iction								
Date Performed	2/28/	2016					East/V	West Stre	et		Aiken	Road/Bu	ısh Farm	Road		
Analysis Year	2021						North	/South S	treet		Aiken	Road				
Time Analyzed	PM Pe	ak No B	uild				Peak i	Hour Fac	tor		0,93					
Intersection Orientation	East-V	Vest					Analy	sis Time	Period (h	rs)	0.25					
Project Description	Suthe	rland Po	inte													
Lanes																
				14 14 4 1 10				***								
201821-2018				-		Y Y Y Street: Ea			_							
Vehicle Volumes and Ad	djustmen		oound			₽¥!				North	bound			South	bound	
<u></u>	djustmen		oound T	R		₽¥!	st-West	R	υ	North	bound	R	U	South	bound	R
Approach		Eastt			Maji	Street: Ea	bound					R 9	U			-
Approach Movement	U	Eastt	Ť	R	Majs	West	ound	R		L	Т		U	t	T	12
Approach  Movement  Priority	10	Eastt L 1	Ť 2	R 3	Maji U 4U	Westl	bound T	R 6		L 7	T 8	9	U	L 10	11	12
Approach  Movement  Priority  Number of Lanes	10	Eastt L 1	Ť 2	R 3	Maji U 4U	Westl  L  4	bound T	R 6		L 7	T 8 0	9	U	L 10	11	12
Approach  Movement  Priority  Number of Lanes  Configuration	10	Eastt L 1	T 2	R 3 0 TR	Maji U 4U	Westl L 4 0 LT	bound T 5	R 6		7 0	T 8 0	9	U	L 10	11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	10	Eastt L 1	T 2	R 3 0 TR	Maji U 4U	Westl L 4 0 LT 25	bound T 5	R 6		L 7 0 146	T 8 0	9 0	υ	L 10	11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	10	Eastt L 1	T 2	R 3 0 TR	Maji U 4U	Westl  4  0  LT  25	bound T 5	R 6		146 1	T 8 0	9 0	U	10 0	11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	10	Eastt L 1	T 2 1 1 628	R 3 0 TR	Maji U 4U	Westl  4  0  LT  25	bound F 5 1 260	R 6 0		146 1	T 8 0 LR	9 0	U	10 0	T 11 0	R 12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	10	Eastt L 1	T 2 1 1 628	R 3 0 TR	Maji U 4U	Westl  4  0  LT  25	bound F 5 1 260	R 6 0	U	146 1	T 8 0 LR	9 0	U	10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type	10 0	Eastl L 1 0	7 2 1 628 No	R 3 0 TR	Maji U 4U	Westl  4  0  LT  25	bound F 5 1 260	R 6 0	U	146 1	T 8 0 LR	9 0	U	10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	10 0	Eastl L 1 0	7 2 1 628 No	R 3 0 TR	Maji U 4U	Westl  4  0  LT  25	bound F 5 1 260	R 6 0	U	146 1	T 8 0 LR	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	10 0	Eastl L 1 0	7 2 1 628 No	R 3 0 TR	Maji U 4U	Westl  4  0  LT  25	bound F 5 1 260	R 6 0	U	146 1	T 8 0 LR	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)	10 0	Eastl L 1 0	7 2 1 628 No	R 3 0 TR	Maji U 4U	Westl	bound F 5 1 260	R 6 0	U	146 1	T 8 0 LR	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	10 0	Eastl L 1 0	7 2 1 628 No	R 3 0 TR	Maji U 4U	Westl L 4 0 LT 25 1	bound F 5 1 260	R 6 0	U	146 1	T 8 0 LR	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio	10 0	Eastl L 1 0	7 2 1 628 No	R 3 0 TR	Maji U 4U	Westl L 4 0 LT 25 1 N N N N N N N N N N N N N N N N N N	bound F 5 1 260	R 6 0	U	146 1	T 8 0 LR	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio  95% Queue Length	10 0	Eastl L 1 0	7 2 1 628 No	R 3 0 TR	Maji U 4U	Westl L 4 0 LT 25 1 1 N 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	bound F 5 1 260	R 6 0	U	146 1	T 8 0 LR 10 10 10 11.7	9 0	U	10 0	T 11 0	1

	HC:															
General Information							Site I	nforn	nation							
Analyst	DBZ						Inters	ection			Aiken	at Bush	Farm			
Agency/Co.	DBZ						Jurisd	iction								
Date Performed	2/28/	2016					East/V	Vest Stre	et		Aiken	Road/Bu	ish Farm	Road		
Analysis Year	2021						North	/South S	Street		Aiken	Road				
Time Analyzed	PM Pe	ak Build	1				Peak i	Hour Fac	tor		0,93					
Intersection Orientation	East-V	Vest					Analy	sis Time	Period (h	nrs)	0.25					
Project Description	Suthe	rland Po	inte													
Lanes																
				874 * Y * F C				4 4 4 4 6 6 6								
	•	2005				Y Y Y Street Ea			_							
Vehicle Volumes and Ad	djustmen	-	oound			x Street Es			ı	North	bound			South	bound	
Vehicle Volumes and Ad Approach Movement	djustmen	-	oound T	R		x Street Es	st-West	R	U	North	bound	R	U	South	bound	R
Approach		Eastt			Majo	PY Street Ea	st-West bound				-	R 9	U			-
Approach Movement	U	Eastt	εT	R	Majo	Westi	st-West	R		L	T		U	L	Т	12
Approach  Movement  Priority	10	Eastt L	T 2	R 3	Majo U 4U	Westi	oound T	R 6		1 7	T B	9	U	10	T 11	12
Approach  Movement  Priority  Number of Lanes	10	Eastt L	T 2	R 3	Majo U 4U	Westi	oound T	R 6		1 7	T 8 0	9	U	10	T 11	1.
Approach  Movement  Priority  Number of Lanes  Configuration	10	Eastt L	2 1	R 3 0	Majo U 4U	Westi L 4 0 LT	st-West	R 6		7 0	T 8 0	9	U	10	T 11	R 12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	10	Eastt L 1	2 1	R 3 0	Majo U 4U	Westi L 4 0 LT 31	st-West	R 6		L 7 0 146	T 8 0	9 0	U	10	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	10	Eastt L 1	2 1	R 3 0	Majo U 4U	Westi L 4 0 LT 31	st-West	R 6		146 1	T 8 0	9 0	U	10 0	T 11	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	10	Eastt L 1	T 2 1 1 723	R 3 0	Majo U 4U	Westi L 4 0 LT 31	oound T 5 1	R 6 0		146 1	T 8 0 LR	9 0	U	10 0	T 11 0	12
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	10	Eastt L 1	T 2 1 1 723	R 3 0	Majo U 4U	Westi L 4 0 LT 31	oound T 5 1	R 6 0	U	146 1	T 8 0 LR	9 0	U	10 0	T 11 0	1.
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type	10 0	Eastl L 1 0	7 2 1 1 723	R 3 0	Majo U 4U	Westi L 4 0 LT 31	oound T 5 1	R 6 0	U	146 1	T 8 0 LR	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	10 0	Eastl L 1 0	7 2 1 1 723	R 3 0	Majo U 4U	Westi L 4 0 LT 31	oound T 5 1	R 6 0	U	146 1	T 8 0 LR	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	10 0	Eastl L 1 0	7 2 1 1 723	R 3 0	Majo U 4U	Westi L 4 0 LT 31	oound T 5 1	R 6 0	U	146 1	T 8 0 LR	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)	10 0	Eastl L 1 0	7 2 1 1 723	R 3 0	Majo U 4U	Westi L 4 0 LT 31 1	oound T 5 1	R 6 0	U	146 1	T 8 0 LR	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	10 0	Eastl L 1 0	7 2 1 1 723	R 3 0	Majo U 4U	Westi L 4 0 LT 31 1 N 373 693	oound T 5 1	R 6 0	U	146 1	T 8 0 LR 10 10 10 10 10 10 10 10 10 10 10 10 10	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio	10 0	Eastl L 1 0	7 2 1 1 723	R 3 0	Majo U 4U	Westi L 4 0 LT 31 1 N N N N N N N N N N N N N N N N N	oound T 5 1	R 6 0	U	146 1	T 8 0 LR 10 10 10 10 10 10 10 10 10 10 10 10 10	9 0	U	10 0	T 11 0	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio  95% Queue Length	10 0	Eastl L 1 0	7 2 1 1 723	R 3 0	Majo U 4U	Westi L 4 0 LT 31 1 N N N N N N N N N N N N N N N N N	oound T 5 1	R 6 0	U	146 1	T 8 0 LR 10 10 10 10 10 10 10 10 10 10 10 10 10	9 0	U	10 0	T 11 0	1

								- 37					ço .		
General Inforn	nation									ction In		on	- 1	211	2.14
Agency		DBZ						-	Duratio		0.25		0	IMMOS	
Analyst		DBZ		-	is Date	-	8, 2016		Area T	/pe	Other		-8 -		
Jurisdiction				Time F		AM Pe	eak	_	PHF		0.91		- 2 -		
Urban Street		Old Henry Road		n a processor and the same	is Year	- Interested			Analys	is Period	1> 7:	30	_ H		
Intersection		Bush Farm Road		File Na	me	AM 15	xus							210	
Project Descrip	tion	Sutherland Pointe			_		_	_	_		_	_	1 7	14145	ΝŘ
Demand Inform	nation				EB		100	WE	3		NB		100	SB	
Approach Move	ement			L	T	R	L	T	F	L	T	R	L	T	T
Demand ( v ), v				3	5	72	615	4	3		115	138	69	604	t
							and the same				STREET, STREET,	al rivers		ACCOUNTS NO.	m
Signal Informa	photologymous				11.	3 5									
Cycle, s	82.2	Reference Phase	2	1	517	E "							Y		-
Offset, s	oordinated Yes Simult. Gap E/W Off		Green	30.0	40.0	0.0	0.0	0.	0.0						
Uncoordinated	INDIANIE PRODUCT	The second secon	******	Yellow		3.6	0.0	0.0	0.	0.0		4	•		
Force Mode	Fixed	Simuit. Gap N/S	Off	Red	1.3	3.0	0.0	0.0	0.	0.0			4	21	
Timer Results				EBL		EBT	WB	-	WBT	NB	1	NBT	SBI		SB
Assigned Phas	e:			EDL		4	440		8	IAD	_	2	301		6
Case Number						6.0			6.0	_		5.0			6.0
Phase Duration						46.6	_	_	46.6	_	_	35.6			35.
Change Period		-18				6.6			6.6	_		5.6			5.6
Max Allow Hea	PRODUCTION OF THE PROPERTY OF	A STATE OF THE PARTY OF THE PAR				4.8			4.7		_	5.3			5.
Queue Clearan	onunesido ades	honestenianon				4.3			42.0	+		13.7			13.
Green Extension	NAME AND ADDRESS OF	redoff-motorin		-		0.4		-	0.0	+	_	1.7		_	4.7
Phase Call Pro	SM/phydronics/scholaded	(9 = ), 5				1.00			1.00	+		1.00			1.0
Max Out Proba	NAMES AND ADDRESS OF THE PARTY					0.00		_	1.00	+		0.00		_	0.0
	omey.	1000				-			1100	i e		0100		2702	-
Movement Gro	oup Res	sults			EB			WB	1		NB			SB	_
Approach Move	ement			L.	T	R	L	T	R	L	T	R	L	T	
Assigned Move	ment	TIPOTRATE CALLS		7	4	14	3	8	18	5	2	12	1	6	
Adjusted Flow I	Rate ( v	), veh/h		3	85		676	45		8	126	152	76	333	1 3
		ow Rate ( s ), veh/h/l	n	1383	1626		1334	1634		783	1900	1610	1284	1900	1
Queue Service	Time (	g = ), s		0.1	2.3		37.7	1.2		0.6	3.7	5.4	3.5	11.1	1
Cycle Queue C	learanc	e Time ( <i>g ∈</i> ), s		1,3	2.3		40.0	1.2		11.7	3.7	5.4	7.2	11.1	1
Green Ratio ( g	VC)			0.49	0.49		0.49	0.49		0.36	0.36	0.36	0.36	0.36	0
Capacity (c), v	/eh/h			740	791		699	795		268	693	588	498	693	6
Volume-to-Cap	manipuli mether	eteriori in production and the contract of the		0.004	0.107		0.967	0.057		0.029	0.182	0.258	0.152	0.480	0.
Available Capa	and the second	The state of the s		740	791		699	795		411	1040	881	733	1040	1
	or Parlament of the local	eh/ln ( 95 th percent		0.1	1.4		24.7	0.7		0.2	2.8	3.5	1.9	8.3	1
the state of the s		RQ) (95 th percent	tile)	0.00	0.00		0.00	0.00	9	0.00	0.00	0.00	0.00	0.00	0
Uniform Delay	And the second second			11.5	11.4		24.1	11.1		24.6	17.8	18.3	20.2	20.1	2
Incremental De	-			0.0	0.1		26.0	0.0		0.1	0.2	0.3	0.2	0.7	1
Initial Queue De	market and the same			0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	1
Control Delay (		_		11.5	11.5		50.0	11.2		24.7	17.9	18.6	20.4	20.8	2
Level of Service	terminative colores	discourse		В	В		D	В		С	В	В	С	С	L
Approach Dela	none serve to core	Principle (Market States)		11.5		В	47.6	3	D	18.	5	В	20.8	3	C
Intersection De	lay, s/ve	h / LOS				30	),5			_			С		
Multimodal Re	eulte				EB			WB			NB			SB	
Pedestrian LOS		11.08		2.8	CD	С	2.4	_	В	2.3	-	В	2.3		В
r edestrian LOS	Soore	1100		2.0			2,4		D	6.0		D	2.3		A

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								200	600	100			qu -	-	-1111
General Inforn	nation							_		tion Inf	-	n :	1	210	215
Agency				-					Duration	n, h	0.25		10	***	
Analyst		DBZ		Analys	is Date	Feb 2	8, 2016	1	Area Ty	pe	Other	×	B .		
Jurisdiction				Time F	eriod	AM Pe	eak	ŧ	PHF		0.91		8-4		
Urban Street		Old Henry Road		Analys	is Year	2021	No Build	1	Analysis	Period	1> 7:3	90	3		
Intersection		Bush Farm Road		File Na	ame	AM 21	NB.xus	3						nto	
Project Descrip	tion	Sutherland Pointe											- 48	4142	ME
Demand Inform	nation				EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	T	R	L	T	I R	L	T	T
Demand (v), v				15	10	104	833	37	52		193	268	129	802	
					Group								-		
Signal Informa	philate the second	In r		1	41/20	-2 2						- 12	st.		
Cycle, s	120.2	Reference Phase	2	1	547	18 2							Y		-
Offset, s	0	Reference Point	End	Green		66.0	0.0	0.0	0.0	0.0			Illavai.		
Uncoordinated	Yes	Simult. Gap E/W	Off	Yellow	-	3.6	0.0	0.0	0.0	0.0		4	) ×		100
Force Mode	Fixed	Simult, Gap N/S	Off	Red	1.3	3.0	0.0	0.0	0.0	0.0		2	*	33	
Timer Results				EBL	9/1	EBT	WBI	71 II	WBT	NB	916	NBT	SBI		SB
Assigned Phas	e					4			8			2			6
Case Number	Tab.					6.0			6.0			5.0			6.0
Phase Duration	. s					72.6			72.6		_	47.6			47
Change Period		c ), s				6.6			6.6			5.6			5.
Max Allow Hea	ded outside the same	NAME OF TAXABLE PARTY O				4.8		_	4.8		_	6.1			5.
Queue Clearan	and the second s	renoving the frances of				6.5			68.0			44.0			27
Green Extension	NAME AND ADDRESS OF	Children Children				0.7	-	_	0.0	1	_	0.0			5.
Phase Call Pro	NAME AND ADDRESS OF THE OWNER, WHEN	130				1.00			1.00	1		1.00		- 1	1.0
Max Out Proba	-				_	0.00			1.00			1.00		-	0.3
	CALLEY				11/21			- minu							
Movement Gro	CONTRACTOR OF THE PARTY OF THE	sults			EB	-		WB	L 0		NB		-	SB	_
Approach Move	deployabilities			L	T	R	L	Т	R	L	T	R	L	T	$\vdash$
Assigned Move	-	1400004040		7	4	14	3	8	18	5	2	12	1	6	-
Adjusted Flow I	or and or an inches	elianity of person	972	16	125		915	98		188	212	295	142	473	4
NAME OF TAXABLE PARTY OF TAXABLE PARTY.	CHARLEST STREET, STREE	ow Rate (s), veh/h/l	n	1318	1632		1286	1719		808	1900	1610	1188	1900	1
Queue Service	urite at an incident de la company de la com	Tenorismo		0.7	4.5	_	61.5	3.3		16.1	9.8	17.5	11.9	25.9	2
THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAME	AND RESIDENCE AND ADDRESS.	e Time (gε), s		4.0	4.5		66.0	3.3		42.0	9.8	17.5	21.8	25.9	2
Green Ratio ( g				0.55	0.55	-	0.55	0.55		0.35	0.35	0.35	0.35	0.35	0
Capacity (c), v		elle / VI		748	896		718	944	-	141	664	563	378	664	6
Volume-to-Cap				0.022	0.140		1.276	0.104		1.331	0.319	0.523	0.375	0.713	-
Available Capa			lles	748	896		718	944		141	664	563	378	664	6
The second second second second		eh/ln ( 95 th percent		0.4	3.0		71.1	2.3		20.0	8.0	11.2	6.4	18.2	1
	_	RQ) (95 th percent	uie)	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0
Uniform Delay	NAME AND ADDRESS OF THE OWNER, WHEN			13.9	13.2		31.9	13.0		55.5	28.6	31.1	36.6	33.9	3
Incremental De				0.0	0.1		134.7	0.1		189.4	0.4	1.2	0.9	3.9	H
Initial Queue D	encines extensiones			0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	1
Control Delay (		in a second		13.9	13.3		166.6	13.0		244.9	29.0	32.3	37.5	37.8	3
Level of Service	hamidemekteletek	Maria Caraca Car		B 12.4	В	D	F 464	В	-	F 99.1	C	C	D 27.6	D	D
Approach Dela	AND DESCRIPTION OF THE PERSON NAMED IN	Transfer Control of Co		13.4		В	151.	9	F	88.8	,	F	37.8		U
Intersection De	idy, S/VE	en / LOS				86	3.2						F		
Multimodal Re	sults				EB			WB			NB			SB	
Pedestrian LOS	Score	/Los		2.8		С	2.4		В	2.3		В	2.3		В
THE RESERVE AND ADDRESS OF THE PARTY OF THE	ore / LC	26		0.7		Α	2.2		В	1.6		A	1.4		Α

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								-					-	14245	
General Inform	nation								o A server recommende (a)	ction In	management of the second	on	- 1	211	ñ
Agency				-		Territoria		-	Duratio		0.25		2		
Analyst		DBZ		* COLORATO PART	acres de l'accessor de la facilità della facilità della facilità della facilità de la facilità della facilità d	Feb 2	NAME OF TAXABLE PARTY.		Area T	ype	Other		- 8		
Jurisdiction				Time F	enter in contract of	AM Pe	NO STATE OF THE PERSON NAMED IN COLUMN 1		PHF		0.91		-V		
Urban Street		Old Henry Road		e provincement can	is Year	market bearings	and deleted addressed		Analys	is Period	1> 7:	30	- 15		
Intersection		Bush Farm Road		File Na	ame	AM 21	B.xus							210	
Project Descrip	tion	Sutherland Pointe	_		_	_	_	_	_		_	_	_	18-1920	RIE
Demand Inform	nation				EB			WE	3		NB			SB	
Approach Move	ment			L	T	R	L	T	F	L	T	R	L	T	Т
Demand ( v ), v	all the first designation of			15	10	104	882	37		tion to the second	193	292	135	802	t
					1000			0,0	1	200		500		0	
Signal Informa	_	In .		1	24%	2 5									
Cycle, s	120.2	Reference Phase	2		510	B.	8					4	Y	- 1	4
Offset, s	0	Reference Point	End	Green		66.0	0.0	0.0	0.				22/11		
Uncoordinated	Yes	Simult, Gap E/W	Off	Yellow	A CONTRACTOR OF THE PARTY OF TH	3.6	0.0	0.0	0.			4	2		13.5
Force Mode	Fixed	Simult, Gap N/S	Off	Red	1.3	3.0	0.0	0.0	0.	0.0		0			
Timer Results				EBL		EBT	WBI		WBT	NB		NBT	SBI		SE
Assigned Phase	0			COL		4	44131		8	IVE	-	2	30		6
Case Number						6.0			6.0	_		5.0			6.
Phase Duration	9					72.6	_	-	72.6	_		47.6	-	_	47
Change Period	-	-18				6.6			6.6	1		5.6		$\rightarrow$	5.
Max Allow Head	Color Service Control Services	HITOUN			_	4.8		_	4.8	+		6.1			5.
Queue Clearan	ORDER TO SERVICE STATE OF THE PARTY OF THE P	STATE OF THE PARTY				6.5		-	68.0	+		44.0			27
Green Extensio		and a British distance				0.7		_	0.0	_	_	0.0		_	5.
Phase Call Pro	A REAL PROPERTY AND ADDRESS OF THE PARTY AND A	(40),0				1.00	_	_	1.00	+		1.00	-		1.0
Max Out Proba					_	0.00			1.00	_	_	1.00		-	0.3
					13.14	100000		1000			10.0				
Movement Gro		sults			EB			WB			NB			SB	_
Approach Move	erschaft Armenderschungen			L	Т	R	L	Т	R	L	T	R	L	T	L
Assigned Move	a that between the second			7	4	14	3	8	18	5	2	12	1	6	L
Adjusted Flow I	NORCHA NETTONICO	ACAMORESON		16	125		969	111	_	188	212	321	148	473	Ŀ
COLUMN TO A REAL PROPERTY OF THE PARTY OF TH	ACCRECATE OF STREET	ow Rate ( \$ ), veh/h/l	n:	1302	1632		1286	1705	8	608	1900	1610	1188	1900	1
Queue Service				0.7	4.5		61.5	3.8		16.1	9.8	19.5	12.6	25.9	1
Cycle Queue C		e Time (g∈), s		4.5	4.5		66.0	3.8		42.0	9.8	19.5	22.4	25.9	1
Green Ratio ( g				0.55	0.55		0.55	0.55		0.35	0.35	0.35	0.35	0.35	(
Capacity ( c ), v		de la companya de la		734	896		718	936		141	664	563	378	664	
Volume-to-Cap				0.022	0.140		1.351	0.119	1	1.331	0.319	0.570	0.393	0.713	0
Available Capa	and the same of the same of			734	896		718	936	-	141	664	563	378	664	1
		eh/ln ( 95 th percent		0.4	3.0		82.2	2.6		20.0	8.0	12.3	6.7	18.2	L
CONTRACTOR CONTRACTOR CONTRACTOR	<b>AND SERVICE</b>	RQ) (95 th percent	tile)	0.00	0.00		0.00	0.00	_	0.00	0.00	0.00	0.00	0.00	1
Uniform Delay	Oriente commendativa est	CARD CONTRACTOR CONTRA		14.2	13,2	_	31.9	13.1	-	55.5	28.6	31.8	36.8	33.9	Ŀ
Incremental De	stanolikuolistotasia	NAMES OF TAXABLE PARTY.		0.0	0.1		166.9	0.1		189,4	0.4	1.7	0.9	3.9	F
Initial Queue De	elemento de Mariante			0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	-
Control Delay (	mecanifecture and an			14.2	13,3		198.8	13.1	-	244.9	<b>Light Schools Synchol</b>	33.5	37.8	37.8	1
Level of Service	nanaharajarahan, maka			В	В		F	В	-	F	C	C	D	D	Ļ
Approach Delay		VICE A SAFEGRA		13.4		В	179.	8	F	87.	3	F	37.8	3	- [
Intersection De	lay, s/ve	en / LOS				99	).1						F		
Multimodal Re	sulte			1	EB			WB	7		NB			SB	
Pedestrian LOS	-	/108		2.8		C	2.4		В	2.3		В	2.3		E
- coconent LOS	ore / LO	17/1		0.7	_	A	2.3		В	1.3		A	1.4	-	1

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General Inform	ation							1	nterse	tion Inf	ormatic	vn.	1 3	THAT	11 %
Agency	auon	DBZ						_	Duration		0.25	/II	_	411	
Analyst		DBZ		Analys	is Date	Eah 2	8, 2016		Area Ty		Other		- 12		
Jurisdiction		DBZ		Time F		PM Pe			PHF	pe :	0.93		- B -		
Urban Street		Old Henry Road		_	is Year	and desired to be	Self			Period	1> 5:0	1/1	-8*		
Intersection		Bush Farm Road		File Na		PM 15	- Hiller	- 1	чтанува	renod	11-04		-8-		
	lon	Sutherland Pointe		File N	ame	PM 10	).XUS							310	
Project Descript	lion	Sutherland Pointe													
Demand Inforn	nation				EB			WB			NB			SB	
Approach Move	ment			L	T	R	L	T	R	L	T	R	L	T	T
Demand ( v ), v				4	-11	38	351	5	65	60	698	552	83	338	t
10.00				d-				1			No.		-		des
Signal Informa	tion				14	- 5	4	T	$\neg$				10.00		
Cycle, s	73.3	Reference Phase	2	1	540	4 HS E						1	W		-
Offset, s	0	Reference Point	End	Green	36.5	24.6	0.0	0.0	0.0	0.0			1 '		
Uncoordinated	Yes	Simult. Gap E/W	Off	Yellow		3.6	0.0	0.0	0.0	0.0		4			-
Force Mode	Fixed	Simult. Gap N/S	Off	Red	1.3	3.0	0.0	0.0	0.0	0.0		8	4	1	
	111000			T = 50 - 0101	11411			- Levis	2000				Y		-
Timer Results				EBI	- 1	EBT	WB	L	WBT	NB	-	NBT	SBI	-	SB
Assigned Phase	2:			_		4	_		8	_		2		_	6
Case Number				_		6.0			6.0			5.0			6,0
Phase Duration	-			_		31.2	_	_	31.2	_		42.1			42.
Change Period,	olady in entrangé de utili	+10F00000000000000000000000000000000000		_		6.6	_		6.6	_		5.6			5.6
Max Allow Head	A Property of the Control	AND THE PROPERTY OF THE PARTY O		_		4.8	_	_	4.7	_		5.2	_		5,6
Queue Clearan	arius A. Arito Activo fuel la tito	SALVA TARRAMENTAL SALVA SA			- 1	4.5			22.6	_	-0	25.9			34.
Green Extensio	Appellorer reprinted	(g + ), s		_		0.2	_		2.0	-		9.7	_		2.
Phase Call Prot	infrintessant frame					1.00			1.00			1.00		-	1.0
Max Out Probat	bility					0.00			0.01			0.45			0.2
Movement Gro	up Res	ults			EB			WB			NB			SB	
Approach Move	-	1963.50%		L	T	R	L	T	R	L	Т	R	L	T	Т
Assigned Move	Description of the Control of the Co			7	4	14	3	8	18	- 5	2	12	1	6	T
Adjusted Flow F	ALL REAL PROPERTY AND ADDRESS.	), veh/h		4	53		377	75	-	65	748	594	89	187	t
EN ANTONIO DE ACCIONES DE CONTROL	introduction and account	ow Rate ( s ), veh/h/l	n	1345	1667		1373	1628		1025	1900	1610	725	1900	1
Queue Service				0.2	1.6		19.1	2.4		2.7	23.9	21.4	8.5	4.0	
Cycle Queue Cl	creaming market have	Torontal trainment of the contract of the cont		2.5	1.6		20.6	2.4		6.7	23.9	21.4	32.4	4.0	
Green Ratio ( g				0.34	0.34		0.34	0.34		0.50	0.50	0.50	0.50	0.50	0
Capacity ( c ), v	econimus			506	559		529	546		553	947	802	223	947	1
Volume-to-Capa		itio (X)		0.009	0.094		0.714	0.138		0.117	0.791	0.740	0.400	0.198	-
Available Capac	CONTRACTOR AND ADDRESS OF THE PARTY OF THE P	National Processing States		790	911		819	889		673	1168	990	308	1168	1
		eh/in ( 95 th percent	ile)	0.1	1.0		10.0	1.5		1.1	14.8	11.7	2.7	2.7	1
	Name and Address of the Owner, where	RQ) (95 th percen	****	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0
Uniform Delay (				17.8	16.7		23.8	17.0		12.1	15.2	14.6	28.6	10.2	1
Incremental Del	ay ( d :	), s/veh		0.0	0.1		2.2	0.1		0.1	3.5	2.8	1.6	0.1	1
Initial Queue De		A commence of the commence of		0.0	0.0	-	0.0	0.0		0.0	0.0	0.0	0.0	0.0	Т
Control Delay (	of proper participation and the			17.9	16.8		26.0	17.1		12.2	18.7	17.4	30.2	10.4	1
Level of Service	anarkina araban			В	В		С	В		В	В	В	С	В	T
Approach Delay	mindre princes and the	THE PARTY OF THE P		16.9		В	24.5	5	С	17.8	1	В	14.2	2	В
Intersection Del						in the later of th	3.4						В		
				7											
Multimodal Re					EB			WB			NB			SB	
Pedestrian LOS	Score	/LOS		2.8		C	2.4		В	2.2		В	2.2		В

General Inform	nation	Version to the								ction Inf	ormatio	n	1 2	411	je (j
Agency	- 3	DBZ						1	Duratio	n, h	0.25			***	
Analyst	- 7	DBZ		Analys	is Date	Feb 2	8, 2016		Area Ty	ре	Other	Ņ.	₽.		
Jurisdiction				Time P	eriod	PM P	eak	1	PHF		0.93		84		
Urban Street		Old Henry Road		Analys	is Year	2021	No Build	1 /	Analysi	s Period	1> 5:0	10	8		
Intersection	- 5	Bush Farm Road		File Na	ame	PM 21	NB.xu	3						210	
Project Descrip	tion	Sutherland Pointe												4144	37.12
Demand Inform	on the se			_	CO.			14/0			NO		7	00	
					EB	1 0	-	WB	_	-	NB	I n	-	SB	~
Approach Move				74	T	R	L	T	R	_	T	R	L	T	+
Demand ( v ), v	en/n		_	74	40	225	692	12	12	5 97	877	728	106	475	Į,
Signal Informa	tion				11.	5		$\overline{}$	$\overline{}$	$\overline{}$	-		0000		
Cycle, s	102.2	Reference Phase	2	1	500	H 2	100						V		4
Offset, s	0	Reference Point	End	Green		45.0	0.0	0.0	0.0	0.0		-1	City St.		
Uncoordinated	Yes	Simult. Gap E/W	Off	Yellow		3.6	0.0	0.0	0.0			4	<b>\</b>		13
Force Mode	Fixed	Simult, Gap N/S	Off	Red	1.3	3.0	0.0	0.0	0.0					y	
TI THE PARTY OF TH						e constant	100	1212	- 120						
Timer Results				EBL		EBT	WB		WBT	NB		NBT	SBI		SE
Assigned Phase	e.					4			8	-		2	_	_	6
Case Number						6.0			6.0			5.0			6.
Phase Duration	CONTRACTOR OF THE PARTY OF THE	-210-2				51.6	_		51.6	_		50.6			50
Change Period				_		6.6			6.6	_		5.6	_		5.
Max Allow Head						4.8		_	5.2	_		5.2			5.
Queue Clearan		and offerent from the control of the		_		14.0	_		47.0	_		47.0			47
Green Extension	ARMERICANINADYKK	(g + ), s				1.9			0.0			0.0			0.
Phase Call Pro	reservation disco					1.00			1.00	_		1.00			1.0
Max Out Proba	bility				- 1	0,00		_	1.00	_		1.00			1.0
Movement Gro	up Res	ults			EB			WB			NB			SB	
Approach Move	Control Constitution (Control Constitution)				T	R	L	T	R	L	T	R	L	T	г
Assigned Move	A DECEMBER OF THE PARTY OF THE			7	4	14	3	8	18	5	2	12	1	6	H
Adjusted Flow I	mark with the beautiful	), veh/h		80	285		744	147	10	104	943	783	114	267	
MAGILLA DESCRIPTIVA DE PRESENTA DE SENSO DE LA CONTRACTOR DE LA CONTRACTOR DE CONTRACT	nacioni de la constitución de la c	ow Rate ( s ), veh/h/l	n	1260	1648		1112	1632		886	1900	1610	604	1900	1
Queue Service		Exercises in price the high point Alexander prices are investigated and the second		4.2	12.0		33.0	5.7		8.9	45.0	45.0	0.0	9.4	T
Cycle Queue C	Desforations are a recommend	T-made (Marie		9.9	12.0		45.0	5.7		18.3	45.0	45.0	45.0	9.4	t
Green Ratio ( g				0.44	0.44		0.44	0.44		0.44	0.44	0.44	0.44	0.44	1
Capacity ( c ), v				555	726		430	719		379	837	709	70	837	
Volume-to-Cap		tio (X)		0.143	0.393		1.731	0.205		0.275	1.127	1.104	1.618	0.319	0
Available Capa		The latest and the la		555	726		430	719		379	837	709	70	837	10
		eh/in ( 95 th percent	le)	2.2	8.0		83.4	3.8		3.4	49.9	40.8	15.0	7.3	T
		RQ) (95 th percent		0.00	0.00		0.00	0.00		0.00	0,00	0.00	0.00	0.00	1
Uniform Delay				20.6	19.4		37.3	17.6		24.6	28.6	28.6	51.1	18.6	T
Incremental De	Automotive y free fraction			0.1	0.4		338.6	0.2		0.6	72.3	66.0	333.8	0.3	t
Initial Queue De	out the state of t	- Children Color C		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	т
Control Delay (	<i><b>MIRRIPERMENTAL</b></i>	1412-1-1-1-1		20.8	19.8		375.9	17.8		25.1	100.9	94.6	384.9	18.9	T
Level of Service	veningenenninken	Value		C	В		F	В		С	F	F	F	В	Г
Approach Delay	y, s/veh	/LOS		20.0		В	316.	7	F	93.9		F	83.6		F
Intersection De	lay, s/ve	h / LOS				13	8.1						F		
	-37			T.			7	111		9		- 7			
Multimodal Re					EB			WB			NB			SB	
Pedestrian LOS	Score	/LOS		2.8		C	2.4		В	2.3		B D	2.3		A

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The second second	7.5							-	445					*****	-
General Inform	nation	,								ction Inf	_	n	- 1	211	
Agency		DBZ				regardent krant sake			Duratio	F18.77	0.25		10		
Analyst		DBZ		e glavinoi aira aira de la	is Date	ind priority in electricity	8, 2016		Area T	/pe	Other		B .		
Jurisdiction		-		Time F		PM P	and the second		PHF		0.93		8 *		
Urban Street		Old Henry Road		Analys	is Year	IN SECURIOR STATES	ANNA PRANTICIPATION	- /	Analys	s Period	1> 5:0	10	2		
Intersection		Bush Farm Road		File Na	ame	PM 21	B.xus							210	
Project Descrip	tion	Sutherland Pointe							_				7	4345	20.00
Demand Inform	nation				EB			WB			NB			SB	-
Approach Move	ement			L	T	R	L	T	F	L	T	R	L	T	Т
Demand ( v ), v				74	40	225	737	12	13	-	877	804	125	475	t
50 80					Carried Street		-					26			Ė
Signal Informa	piekieketerioone				W.		-								
Cycle, s	102.2	Reference Phase	2	-	517	H 2	1					-	Y	,	4
Offset, s	0	Reference Point	End	Green		45.0	0.0	0.0	0.0				111/2017	T I	
Uncoordinated	Yes	Simult. Gap E/W	Off	Yellow		3.6	0.0	0.0	0.0			4	×		16
Force Mode	Fixed	Simult, Gap N/S	Off	Red	1.3	3.0	0.0	0.0	0.	0.0		*1	- 1	7	
Timer Results				EBI		EBT	WB	<b>TO 10</b>	WBT	NB		NBT	SBI		SE
Assigned Phase	e .					4	-110		8	110		2			6
Case Number						6.0			6.0			5.0			6.
Phase Duration	. s					51.6			51.6			50.6			50
Change Period	and the second	c), s				6.6			6.6		58	5.6			5.
Max Allow Head						4.8			5.2			5.2			5.
Queue Clearan	white manager and the last sector	CONTRACTOR DESCRIPTION OF THE PROPERTY OF THE				14.0			47.0			47.0			47
Green Extensio		rudroTLANI, il francisco de la constantion della				1.9			0.0			0.0			0.
Phase Call Pro	Anti-American Control (Market	No. Commission				1.00			1.00			1.00			1.0
Max Out Proba	residential reside					0.00			1.00			1.00			1.0
		00714			CD			MIC			110			0.0	
Movement Gro	CANCEL PROCESSION AND ADDRESS OF THE PARTY O	iults			EB	-	-	WB	-	-	NB	-	-	SB	_
Approach Move	NAMES OF TAXABLE PARTY.			7	T	R 14	L 3	T 8	18	L	T	R 12	L	T 6	⊢
Assigned Move	March of the Confession of	) such fix		80	285	14	792	159	18	104	943	865	134	267	
Adjusted Flow I	NANGER BEIGHT	a Carbonic Del Paris a resolution		and the same	mint/dominant		-	_		_	- Commence	windowski do	604	www.cococococo	1
Queue Service	UKAMA SI INDUSTRIANA	ow Rate ( s ), veh/h/l	11	1247	1648		1112 33.0	1630 6.2		886	1900 45.0	1610 45.0	0.0	1900	1
Cycle Queue C	STATES STATES AND ADDRESS OF THE PARTY OF TH	Fernanderium		10.5	12.0		45.0	6.2		18.3	45.0	45.0	45.0	9.4	H
Green Ratio ( g		e inne (ye), s		0.44	0.44		0.44	0.44		0.44	0.44	0.44	0.44	0.44	(
Capacity ( c ), v				544	726		430	718	-	379	837	709	70	837	1
Volume-to-Cap		atio (X)		0.146	0.393		1.844	0.222		0.275	1.127	1.219	1.908	0.319	0
Available Capa				544	726		430	718		379	837	709	70	837	1
		eh/in ( 95 th percenti	(e)	2.3	8.0		93.7	4.1		3.4	49.9	55.2	19.3	7.3	
		RQ) (95 th percent	****	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	1
Uniform Delay				21.0	19.4		37.3	17.7		24.6	28.6	28.6	51.1	18.6	1
Incremental De	Autoritation y part autori			0.1	0.4		388.6	0.2		0.6	72.3	111.2	456.6	0.3	t
Initial Queue De	and and a large	of the state of the same		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	т
Control Delay (	<i><b>MIRRIPERNESSEN</b></i>	AND DESCRIPTIONS OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED		21.1	19.8		425.9	17.9		25.1	100.9	139.8	507.7	18.9	1
Level of Service	named and the series	- Control - Cont		C	В		F	В		C	F	F	F	В	T
Approach Delay	nyezekon ezek eserke	distribution of the same of th		20.1		C	357.	6	F	114.	4	F	117.	6	F
Intersection De	Volonia/s/avenis/bontsi	NATIONAL PROPERTY AND ADDRESS OF THE PARTY AND				16	5,6		rwisi-				F		
W-100-00-00-00	-37			T			7	115		197				7770	
Multimodal Re					EB			WB			NB			SB	
Pedestrian LOS	Score	/LOS		1.1		C A	2.4		В	2.3		B D	1.0	-	A

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	HCS															
General Information							Site I	nforn	nation							
Analyst	DBZ						Inters	ection			Aiken	at Suthe	erland Po	int		_
Agency/Co.	DBZ						Jurisdi	iction								
Date Performed	2/28/2	016					East/V	Vest Stre	et		Aiken	Road				_
Analysis Year	2021						North	/South S	treet		Suthe	rland Po	inte Entr	anc		
Time Analyzed	AM Pe	ak					Peak H	Hour Fac	tor		0.83					
Intersection Orientation	East-W	est					Analys	sis Time	Period (h	ers)	0.25					
Project Description	Suther	and Po	inte													
Lanes																
				1417411				4 4 4 6 0								
Vehicle Volumes and A	diustment	•				<b>₽</b> Y   r Street Ea		_								
Vehicle Volumes and A	djustment		ound			r Street: Ea				North	bound			South	bound	
	djustment		ound	R		r Street: Ea	st-West	R	U	North L	bound	R	υ	South	bound	R
Approach		Eastb	1100000	R 3	Majo	West	st-West bound	R 6	U			R 9	U			- 0.0
Approach Movement	U	Eastb	T	10000	Majo	West	bound	7,500	U	L	T	1000	U	L	T	17
Approach  Movement  Priority	U 10	Eastb L 1	7 2	3	Majo U 4U	Westl	bound T	6	U	7	T B	9	U	L 10	T 11	17
Approach Movement Priority Number of Lanes	U 10	Eastb L 1	7 2	3	Majo U 4U	Westl	bound T	6	U	7	T B	9	υ	L 10	T 11 0	17
Approach  Movement  Priority  Number of Lanes  Configuration	U 10	Eastb L 1 0 LT	T 2	3	Majo U 4U	Westl	bound T 5	6 0 TR	U	7	T B	9	U	10 0	T 11 0	12 0
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	U 10	Eastb L 1 0 LT 9	T 2	3	Majo U 4U	Westl	bound T 5	6 0 TR	U	7	T B	9	υ	10 0	T 11 0	R 12 00 277 1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles	U 10	Eastb L 1 0 LT 9	T 2	3	Majo U 4U	Westl L 4 0	bound T 5	6 0 TR	U	7 0	T B	9	U	10 0 7	T 11 0	12 0
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	U 10	Eastb L 1 0 LT 9	T 2 1 1 219	3	Majo U 4U	Westl L 4 0	bound T 5 1	6 0 TR 2	U	7 0	T 8 0	9	υ	10 0 7	T 11 0 LR	12 0
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	U 10	Eastb L 1 0 LT 9	T 2 1 1 219	3	Majo U 4U	Westl L 4 0	bound T 5 1	6 0 TR 2		7 0	T 8 0	9	U	10 0 7	T 11 0 LR	17
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type	0 0	Eastb L 1 0 LT 9 1	T 2 1 219	3	Majo U 4U	Westl L 4 0	bound T 5 1	6 0 TR 2		7 0	T 8 0	9	U	10 0 7	T 11 0 LR	17
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	0 0	Eastb L 1 0 LT 9 1	T 2 1 219	3	Majo U 4U	Westl L 4 0	bound T 5 1	6 0 TR 2		7 0	T 8 0	9	U	10 0 7	T 11 0 LR	17
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	0 0	Eastb L 1 0 LT 9 1	T 2 1 219	3	Majo U 4U	Westl L 4 0	bound T 5 1	6 0 TR 2		7 0	T 8 0	9	U	10 0 7	T 11 0 LR	1 0
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	0 0	Eastb  L  1  0  LT  9  1  N	T 2 1 219	3	Majo U 4U	Westl L 4 0	bound T 5 1	6 0 TR 2		7 0	T 8 0	9	U	10 0 7	T 11 0 LR	1 0
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	0 0	Eastb L 1 0 LT 9 1 1 N	T 2 1 219	3	Majo U 4U	Westl L 4 0	bound T 5 1	6 0 TR 2		7 0	T 8 0	9	U	10 0 7	T 11 0 LR No 41 397	1 0
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio	0 0	Eastb L 1 0 LT 9 1 N N N 0 Second 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 2 1 219	3	Majo U 4U	Westl L 4 0	bound T 5 1	6 0 TR 2		7 0	T 8 0	9	U	10 0 7	T 11 0 LR 10 10 10 10 10 10 10 10 10 10 10 10 10	17
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio  95% Queue Length	0 0	Eastb L 1 0 LT 9 1 N N N 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 2 1 219	3	Majo U 4U	Westl L 4 0	bound T 5 1	6 0 TR 2		7 0	T 8 0	9	U	10 0 7	11 0 LR No 41 397 0.10 0.3	17

	HCS															
General Information							Site I	nforn	nation							
Analyst	DBZ						Inters	ection			Aiken	at Suthe	erland Po	int		
Agency/Co.	DBZ						Jurisd	iction								
Date Performed	2/28/2	016					East/V	Vest Stre	et		Aiken	Road				_
Analysis Year	2021						North	/South S	treet		Suthe	rland Po	inte Entr	anc		
Time Analyzed	PM Pe	ak					Peak !	tour Fac	tor		0.96					
Intersection Orientation	East-W	/est					Analy	sis Time	Period (h	nrs)	0.25					
Project Description	Suther	land Poi	inte								-					
Lanes																
				NA CASE U	To the			G	5.							
Vehicle Volumes and A	diustment	is .				ΦΥ Street E										_
Vehicle Volumes and A	djustment		oound			street. E				North	bound			South	bound	
	djustment		oound T	R		street. E	ist-West	R	U	North	bound	R	U	South	bound	-
Approach		Eastb		R 3	Majo	West	bound	R 6	U			R 9	U			
Approach Movement	U	Eastb	Т	1000	Majo	West	bound	10000	U	L	Т		U	L	T	1
Approach Movement Priority	10	Eastb L 1	7 2	3	Majo U 4U	West	bound T	6	U	7	T B	9	U	L 10	11	1
Approach  Movement  Priority  Number of Lanes	10	Eastb L 1	7 2	3	Majo U 4U	West	bound T	6	U	7	T B	9	U	L 10	11 0	1.
Approach  Movement  Priority  Number of Lanes  Configuration	10	Eastb L 1 0	T 2	3	Majo U 4U	West	bound T 5	6 0 TR	U	7	T B	9	U	10 0	11 0	10
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)	10	Eastb L 1 0 LT 30	T 2	3	Majo U 4U	West	bound T 5	6 0 TR	U	7	T B	9	U	10 0	11 0	11 11 1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/ħ)  Percent Heavy Vehicles	10	Eastb L 1 0 LT 30 1	T 2	3	Majo U 4U	West L 4 0	bound T 5	6 0 TR	U	1 7 0	T B	9	U	10 0 4	11 0	10
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked	10	Eastb L 1 0 LT 30 1	T 2 1 579	3	Majo U 4U	West L 4 0	bound T 5 1	6 0 TR 7	U	1 7 0	T 8 0	9	U	10 0 4	T 11 0 LR	1.
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized	10	Eastb L 1 0 LT 30 1	T 2 1 579	3	Majo U 4U	West L 4 0	bound T 5 1	6 0 TR 7		1 7 0	T 8 0	9	U	10 0 4	T 11 0 LR	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastb L 1 0 LT 30 1	T 2 1 1 579	3	Majo U 4U	West L 4 0	bound T 5 1	6 0 TR 7		1 7 0	T 8 0	9	U	10 0 4	T 11 0 LR	1.
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage	U 1U 0	Eastb L 1 0 LT 30 1	T 2 1 1 579	3	Majo U 4U	West L 4 0	bound T 5 1	6 0 TR 7		1 7 0	T 8 0	9	U	10 0 4	T 11 0 LR	1.
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	Eastb L 1 0 LT 30 1	T 2 1 1 579	3	Majo U 4U	West L 4 0	bound T 5 1	6 0 TR 7		1 7 0	T 8 0	9	U	10 0 4	T 11 0 LR	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a	U 1U 0	Eastb L 1 0 LT 30 1 N	T 2 1 1 579	3	Majo U 4U	West L 4 0	bound T 5 1	6 0 TR 7		1 7 0	T 8 0	9	U	10 0 4	T 11 0 LR	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity	U 1U 0	Eastb L 1 0 LT 30 1 N Fig. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	T 2 1 1 579	3	Majo U 4U	West L 4 0	bound T 5 1	6 0 TR 7		1 7 0	T 8 0	9	U	10 0 4	T 11 0 LR lo 23 552	1
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio	U 1U 0	Eastb L 1 0 LT 30 1 N Of Ser 634 1231 0.52	T 2 1 1 579	3	Majo U 4U	West L 4 0	bound T 5 1	6 0 TR 7		1 7 0	T 8 0	9		10 0 4	T 11 0 LR 10 10 10 10 10 10 10 10 10 10 10 10 10	1.
Approach  Movement  Priority  Number of Lanes  Configuration  Volume (veh/h)  Percent Heavy Vehicles  Proportion Time Blocked  Right Turn Channelized  Median Type  Median Storage  Delay, Queue Length, a  Flow Rate (veh/h)  Capacity  v/c Ratio  95% Queue Length	U 1U 0	Eastb L 1 0 LT 30 1 N 634 1231 0.52 0.1	T 2 1 1 579	3	Majo U 4U	West L 4 0	bound T 5 1	6 0 TR 7		1 7 0	T 8 0	9		10 0 4	T 11 0 LR 10 10 10 10 10 10 10 10 10 10 10 10 10	1.

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