



## **APPENDIX A. BISHOPVILLE TRUCK ROUTE PROJECT TRAFFIC ANALYSIS STUDY**

**BISHOPVILLE TRUCK ROUTE  
PROJECT  
(S-69-08)  
FINAL TRAFFIC ANALYSIS STUDY**

Prepared for:

Federal Highway Administration  
&  
South Carolina Department of Transportation

November 2021

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# 1. INTRODUCTION

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This study provides analysis of the anticipated impact of an alternative route around downtown Bishopville, South Carolina. The study analyzes existing and projected traffic conditions of two major corridors that pass through downtown Bishopville—U.S. 15 running north to south and SC 341 running east to west—as well as 12 proposed alternative routes. The study area and existing routes are shown in **Figure 1-1** below. Traffic currently passes through downtown Bishopville to and from Interstate 20 at the interchanges shown in **Figure 1-1**, adversely affecting local traffic conditions. To alleviate these conditions, alternative routes around the southeastern portion of downtown are proposed. These routes begin and end on U.S. 15 north and south of the downtown area, and bisecting SC 341 between downtown and I-20. This study evaluates AM and PM peak periods for existing 2019, 2045 no build, and 12 alternatives for 2045.

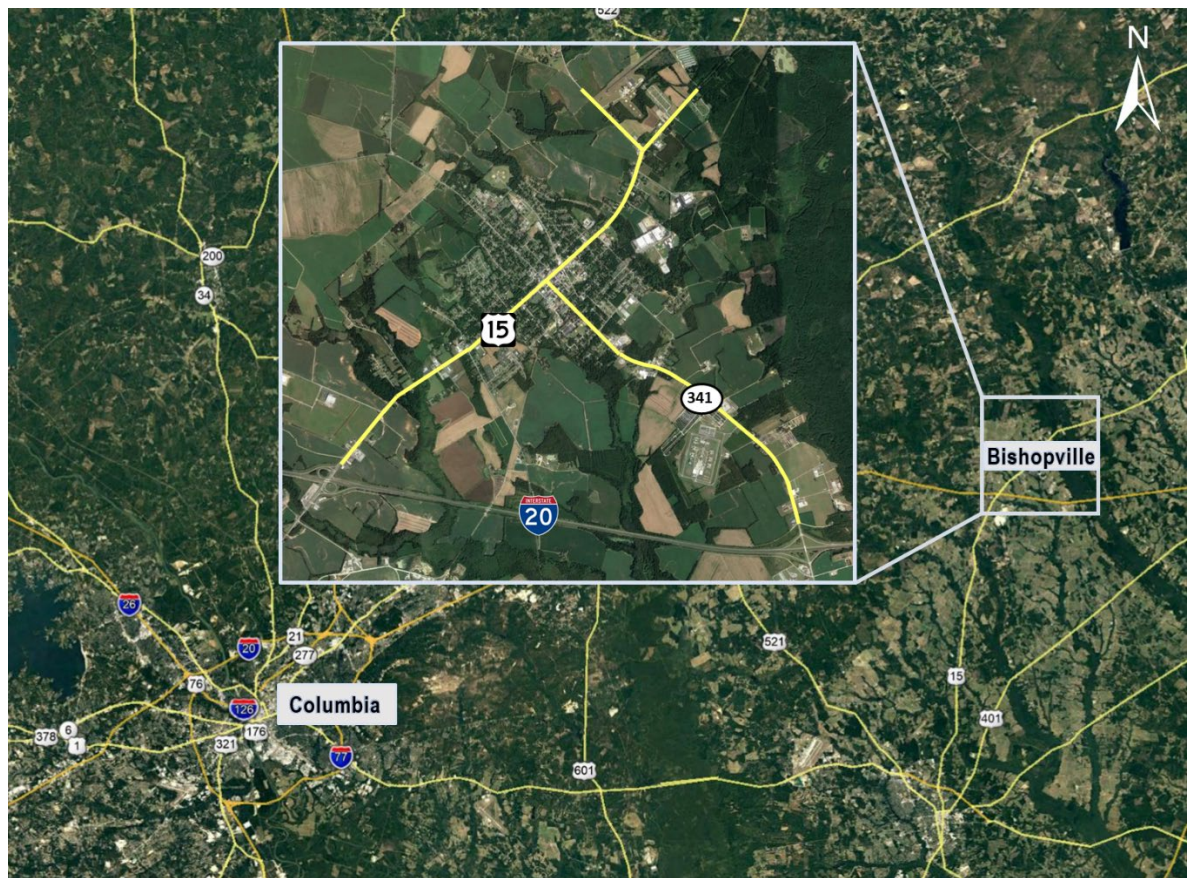


Figure 1-1: Study Area

## 1.1 PURPOSE AND NEED OF PROJECT

The primary purpose of the proposed Bishopville Truck Route project is to address the existing and future truck traffic traveling through downtown Bishopville, as well as improve economic development in the area.

U.S. 15 serves as the primary corridor through the downtown area, connecting I-20 to Bishopville, Hartsville, Bennettsville, and other towns in the northeastern region of South Carolina. The combination of regional truck movement with daily local commuter traffic creates congestion and noise pollution in the central business district. Implementing another route can provide a viable alternative for heavy vehicle traffic traveling through the downtown area, and this reduction in traffic should promote a safer and more pleasant downtown area to facilitate economic growth.

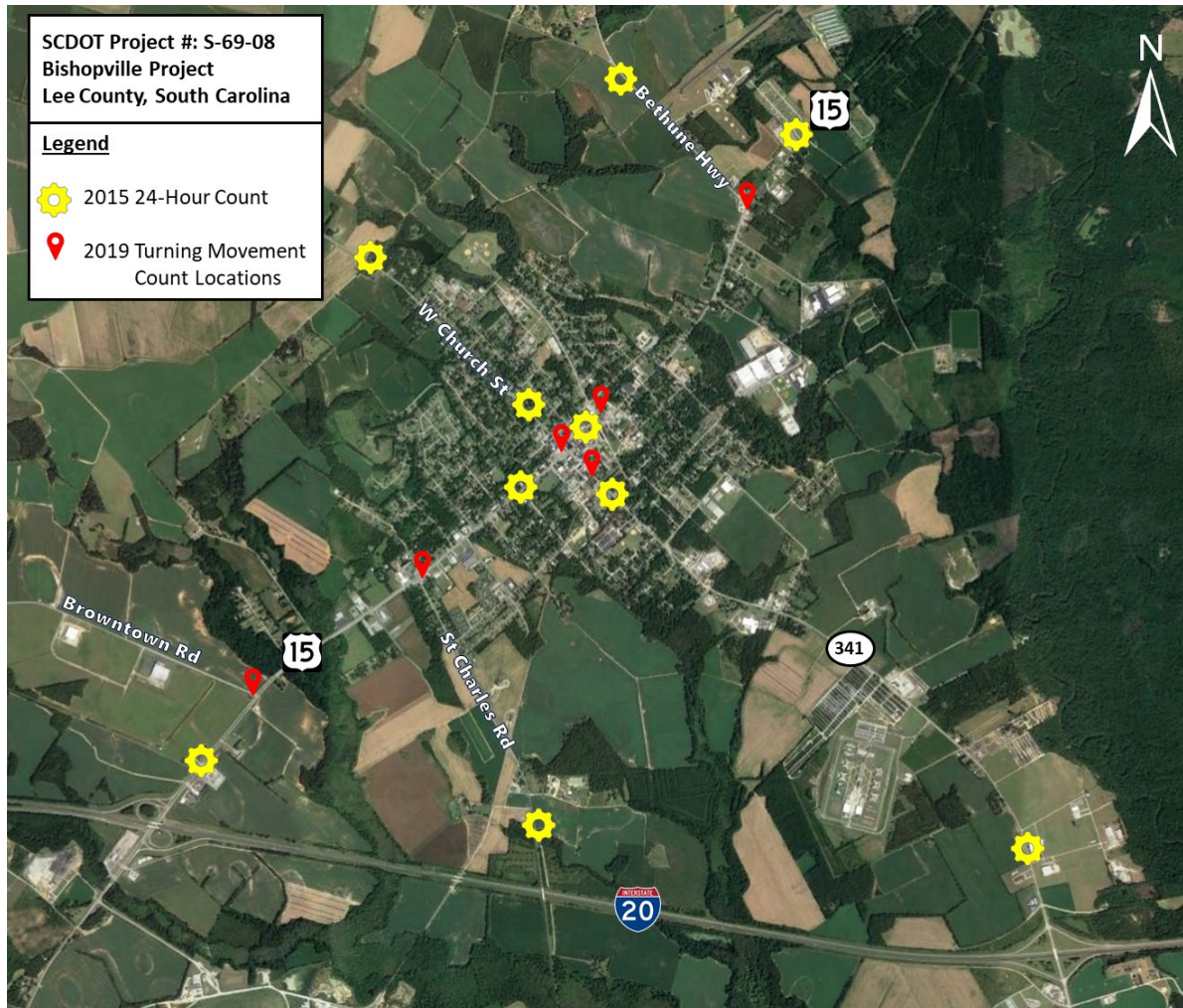
## 1.2 PURPOSE OF THE TRAFFIC ANALYSIS STUDY REPORT

The South Carolina Department of Transportation (SCDOT) requested a traffic study as part of the preparation of an Environmental Impact Statement (EIS) to evaluate 12 proposed alternatives for the Bishopville Truck Route improvements in Lee County, South Carolina. This traffic study seeks to evaluate the effect of these alternative routes on congestion, travel time, and safety on the study's existing and proposed routes. Existing and projected future traffic volumes, travel time studies, and recent crash data were analyzed to compare existing conditions with expected future conditions with and without the proposed alternatives.

## 1.3 DATA COLLECTION ACTIVITIES

Data collection activities for this project consisted of peak hour turning movement counts, crash data, travel time data, and rail crossing data for at-grade crossings on existing and proposed routes. Daily traffic volumes were collected at multiple locations in 2015 to evaluate traffic conditions and origin-destination patterns. These volumes were also used in this study to determine vehicle classification and daily traffic volumes on study corridors. The results of the origin-destination study were used to inform projected travel patterns on proposed alternatives. The count locations for the 2019 peak hour turning movement counts and the 2015 daily counts are shown in **Figure 1-2**.





**Figure 1-2: Count Locations**

Travel time runs were performed during the morning and afternoon peak periods to document travel conditions on existing routes for comparison with potential travel times on the proposed alternate routes. These travel time runs were performed for U.S. 15 between Bethune Highway and I-20, and U.S. 15/SC 341 between Bethune Highway and I-20. These routes correspond to two origin-destination pairs for travel that may be affected by the introduction of an alternative route.

The proposed alternatives extend from Browntown Road to Bethune Highway on the southeast side of U.S. 15, crossing an existing railroad alignment twice. To determine the impact these crossings may have on travel time, crossing times were recorded near the intersection of Nettles Street and SC 341. Federal Railroad Administration (FRA) rail inventory data sheets were also reviewed.

Section 2 discusses the results of the data collection in more detail.

## 1.4 NEW ALIGNMENTS BEING CONSIDERED

This project evaluated four alignment options for an alternative route between Browntown Road and Bethune Highway on the southeast side of U.S. 15, crossing SC 341 in the vicinity of Jordan Lane. Alternatives 1, 2, 3, and 4 follow this route with variations in their alignment and the locations of their intersections with U.S. 15. For each alternative, the route is a three-lane cross section with a center two-way left turn lane (TWLTL) and a design speed of 55 mph. The alternatives are described with their respective figures below.

### Alternative 1

Alternative 1 adds a fourth leg to the existing intersections of U.S. 15 with Browntown Road and Bethune Highway, and creates new intersections with St. Charles Road and SC 341, as shown in **Figure 1-3**. It is approximately 5.5 miles long, beginning at the intersection of Sumter Highway (U.S. 15) and Browntown Road. From there, it heads southeast for approximately one mile and intersects Dove Lane, then heads northeast for approximately one-quarter of a mile where it intersects with the South Carolina Central Railroad (SCRF) and St. Charles Highway (SC 154). It then heads slightly northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half mile where it intersects English Mill Road. From there, it heads northeast approximately one-half mile, intersecting with Wisacky Highway (SC 341) before continuing northeast for approximately three-tenths of a mile where it intersects Jordan Lane. From there, it continues northeast for approximately one mile where it follows McGuirt Road for approximately three-tenths of a mile and crosses the SCRF a second time, adding two side street connections to McGuirt Road. It then heads northwest for approximately seven-tenths of a mile and connects to Bethune Highway (SC 341) at the existing intersection with N. Main Street (U.S. 15).



**Figure 1-3: Proposed Alternative 1 Alignment**

Similar to Alternative 1, Alternative 2 adds a fourth leg to the existing intersection of U.S. 15 with Browntown Road and creates new intersections with St. Charles Road and SC 341, as shown in **Figure 1-4**. Alternative 2 is approximately 4.6 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Browntown Road. From there, it heads slightly northeast for approximately three-quarters of a mile and intersects Wilkinson Road. It then continues slightly northeast for approximately one-quarter of a mile before intersecting St. Charles Highway (SC 154). From there, it heads east for approximately one-quarter of a mile where it crosses the SCRF. It then heads slightly southeast for approximately one-half of a mile where it intersects Bradley Avenue before heading east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341) before continuing northeast for approximately three-tenths of a mile where it intersects Jordan Lane. It then heads slightly northwest for approximately one and one-quarter miles, crossing the SCRF a second time, to just west of the intersection of McGuirt Road and Dixon Drive, and continues northwest along Dixon Drive for approximately four-tenths of a mile, ending at a new intersection with N. Main Street (U.S. 15). This alternative closes Dixon Drive between Academy Road and McGuirt Road and provides a connection from the new

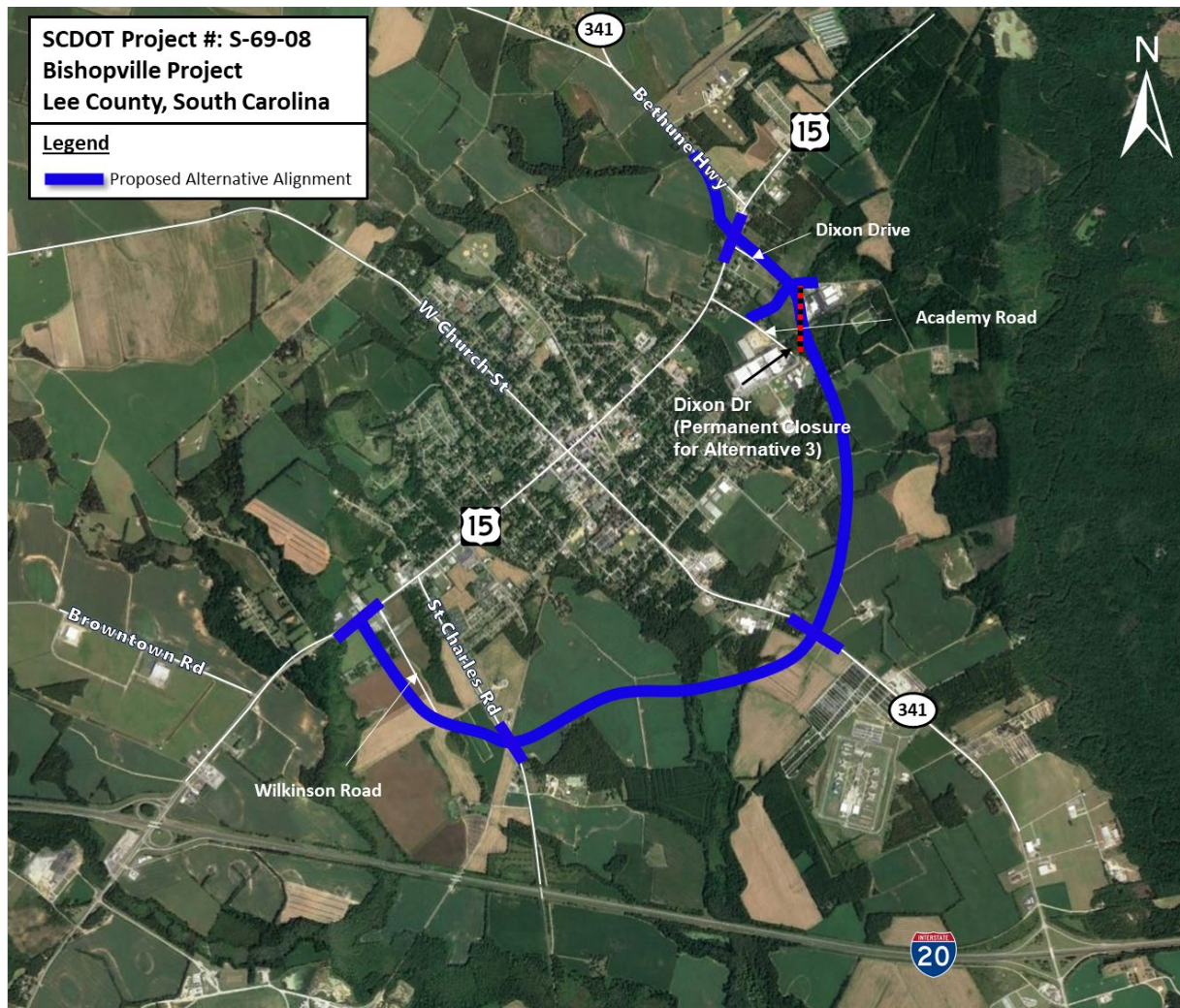
roadway to Academy Road.



### Alternative 3

Alternative 3 is approximately 4.8 miles long and begins approximately one-tenth of a mile southwest of the intersection of Sumter Highway (U.S. 15) and Wilkinson Road (SC 364). From there, it heads southeast for approximately two-tenths of a mile and intersects Edgefield Drive, then continues southeast for approximately seven-tenths of a mile where it intersects with the SCRF and St. Charles Highway (SC 154). It then heads northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile before intersecting with Wisacky Highway (SC 341). Alternative 3 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane, then heads slightly northwest for approximately one and one-quarter miles, crossing the SCRF a second time, to the intersection of McGuirt Road and Dixon Drive. From there, it heads northwest just north of Dixon Drive for approximately four-tenths of a mile before intersecting N. Main Street (U.S. 15). It then heads northeast for approximately three-tenths of a mile and connects with Bethune Highway (SC 341). This alternative closes Dixon Drive between Academy Road and McGuirt Road, provides a

connection from the new roadway to Academy Road, and replaces the intersection of N. Main Street (U.S. 15) and Bethune Highway (SC 341). Alternative 3 is presented in **Figure 1-5**.



**Figure 1-5: Proposed Alternative 3 Alignment**

#### Alternative 4

A modified version of Alternative 3 is also proposed. This alignment replicates Alternative 3, with the exception that it intersects U.S. 15 in the south at the existing Wilkinson Road intersection, assuming part of its alignment. Alternative 4 is shown in **Figure 1-6**. Alternative 4 is approximately 4.7 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Wilkinson Road (SC 364). From there, it heads southeast along Wilkinson Road (SC 364) for approximately two-tenths of a mile and intersects Edgefield Drive, then continues southeast for approximately seven-tenths of a mile where it intersects with the SCRF and St. Charles Highway (SC 154). It then heads northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341). Alternative 4 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. It then heads

slightly northwest for approximately one and one-quarter miles, crossing the SCRF a second time, to the intersection of McGuirt Road and Dixon Drive. From there, it heads northwest just north of Dixon Drive for approximately four-tenths of a mile before intersecting N. Main Street (US 15). It then heads northeast for approximately three-tenths of a mile and connects with Bethune Highway (SC 341). This alternative closes Dixon Drive between Academy Road and McGuirt Road, provides a connection from the new roadway to Academy Road, and replaces the existing intersection of N. Main Street (U.S. 15) and Bethune Highway (SC 341).



**Figure 1-6: Proposed Alternative 4 Alignment**

## 2. EXISTING CONDITIONS

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### 2.1 ROAD AND INTERSECTION INVENTORY

The major travel routes in the study area include U.S. 15 and SC 341, both of which intersect with I-20 southwest and southeast of downtown Bishopville, respectively. U.S. 15 is a minor arterial bisecting downtown Bishopville from southwest to northeast. Beginning at I-20, it is a four-lane median-divided roadway, narrowing to a three-lane cross section with a center TWLTL following the St. Charles Road intersection. This is the typical cross section for most of the corridor before an additional southbound through lane is added from just south of Dixon Drive to Bethune Highway. SC 341 is also a minor arterial that connects downtown Bishopville to I-20 in the southeast. It is primarily a two-lane highway (in the study area that merges with U.S. 15) for the segment between downtown and Bethune Highway; there, it diverges and continues northwest as Bethune Highway. SC 341 intersects with a railroad line approximately  $\frac{1}{4}$  mile south of downtown.

Secondary routes involved in this study include:

- Browntown Road, which extends from the west and terminates at U.S. 15 north of I-20. This intersection serves as the southern junction for Alternatives 1 and 2.
- St. Charles Road, which extends from the southeast beyond I-20 and terminates at U.S. 15 between Browntown Road and SC 341. The railway line also intersects St. Charles Road roughly midway between U.S. 15 and I-20.

Within the study area, both are two-lane roadways. **Figure 2-1** illustrates these corridors in the study area, including the rail corridor.



**Figure 2-1: Inventory of Study Area Corridors**

There are four existing signalized intersections in the study area:

- U.S. 15 at St. Charles Road/McIntosh Street
- U.S. 15 at SC 341 (Church Street)
- U.S. 15 at Cedar Lane
- SC 341 (Church Street) at Nettles Street

Signal timing information for these intersections was included in this study for the purposes of accurately estimating the effects of these signals on travel time and the effects of the proposed alternatives on signal operation. Timing and layout information for these signals was provided by SCDOT and is available in **Appendix A**.

Important elements to note include:

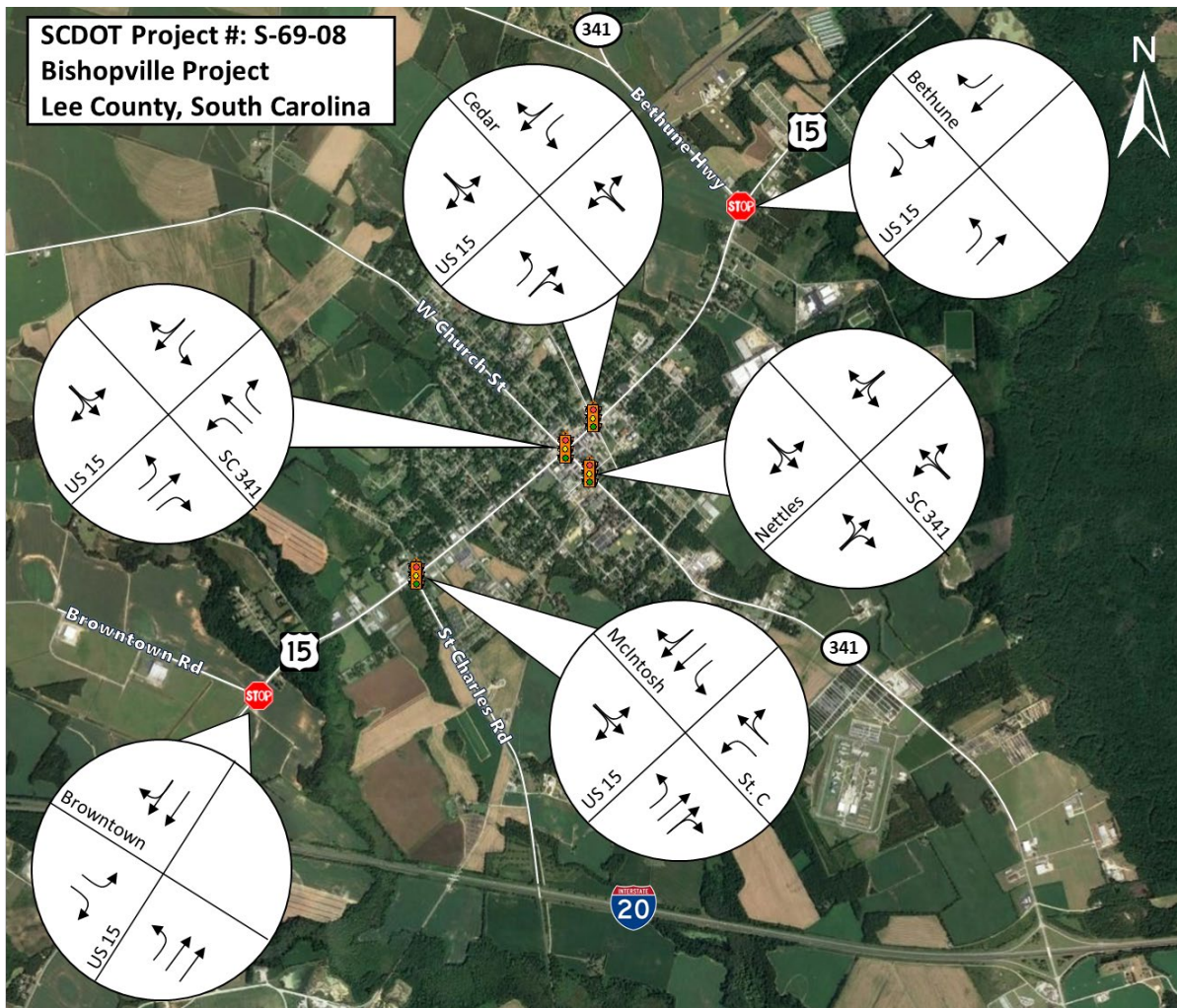
- The three signalized intersections on U.S. 15 have left turn lanes on U.S. 15. These turn lanes are supplemented with median dividers between SC 341 and Cedar Lane in downtown, which contain mid-block pedestrian crossings with island refuges.
- The St. Charles Road intersection is an offset intersection with McIntosh Street. The



side street phases do not operate at the same time.

- SC 341 at Nettles Street is the only signalized intersection on SC 341 south of downtown, and all approaches are single lane with all movements allowed.
- There are two notable stop-controlled intersections on U.S. 15, one at Browntown Road and one at Bethune Highway. These intersections are significant because the proposed alternatives generally connect to U.S. 15 at or in the vicinity of these intersections. Both are currently T-intersections.

The geometry of the intersections is detailed further in **Figure 2-2**.



**Figure 2-2: Existing Intersection Geometries**

Speed limit information was gathered from posted speed limits using Google Earth. The speed limit is generally 40–45 mph outside of downtown and decreases to 25 mph as drivers approach downtown. **Figure 2-3** shows the speed limit zones.

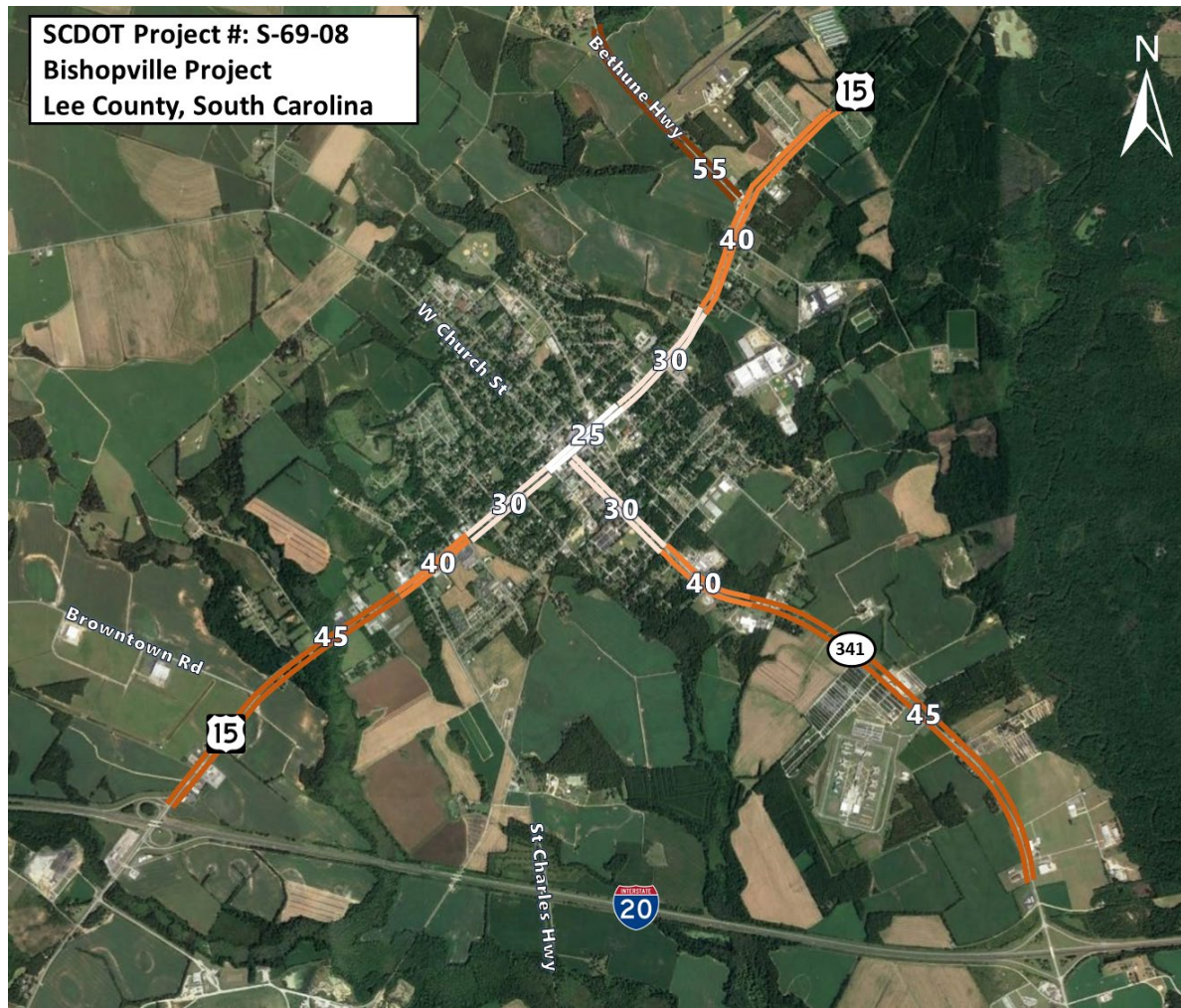


Figure 2-3: Speed Limit Zones

## 2.2 ANNUAL AVERAGE DAILY TRAFFIC

SCDOT collects vehicle counts on state corridors and generates an Annual Average Daily Traffic (AADT) value from this data, which is available online. In 2015, 24-hr traffic volumes were collected on weekdays for this project at locations similar to SCDOT's collection points. **Figure 2-4** illustrates the 2015 collected ADTs and 2015 SCDOT AADTs in the study area. The 2015 data collection reports are provided in **Appendix B**.



**Figure 2-4: 2015 ADT and 2015 SCDOT AADT**

**Figure 2-5** shows the historical volume changes for segments of the study area over the period 2009 to 2018 based on SCDOT AADT data. A color-coded map accompanies this figure to denote the segments in which the different volumes are attributed. For example, the purple line in **Figure 2-5** corresponds to the segment of U.S. 15 between St. Charles Road and Church Street.

The data show that traffic volumes on major routes in the study area have generally remained the same or declined over this 10-year period. The segment of Bethune Highway northwest of U.S. 15 (orange) was the only location to show growth greater than 0.5 percent per year.

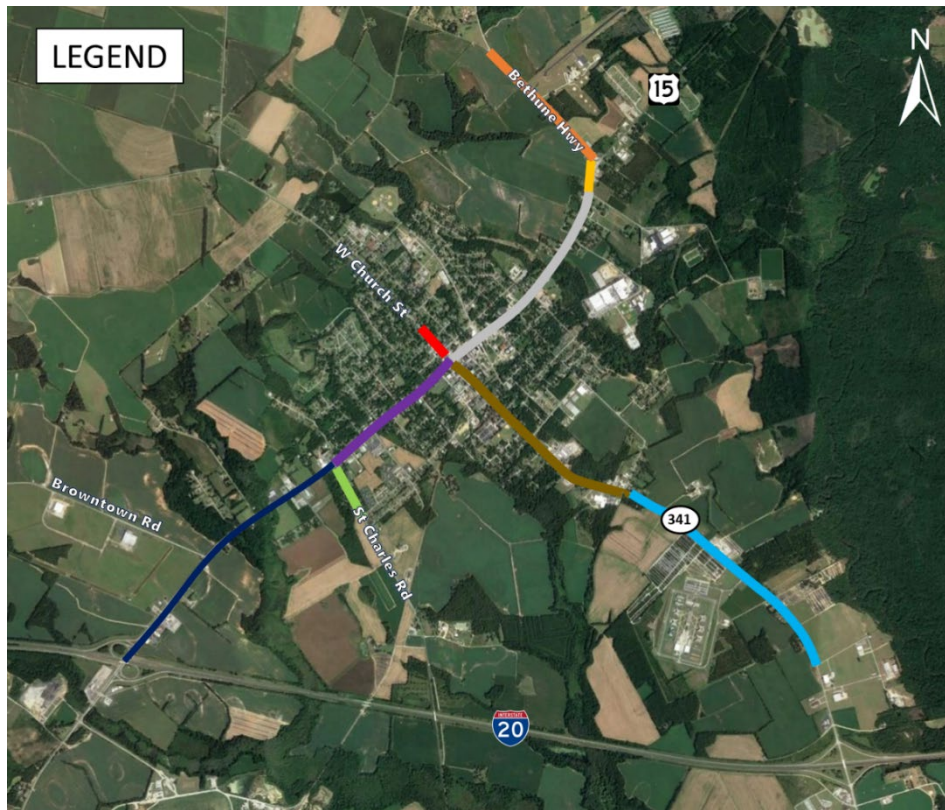
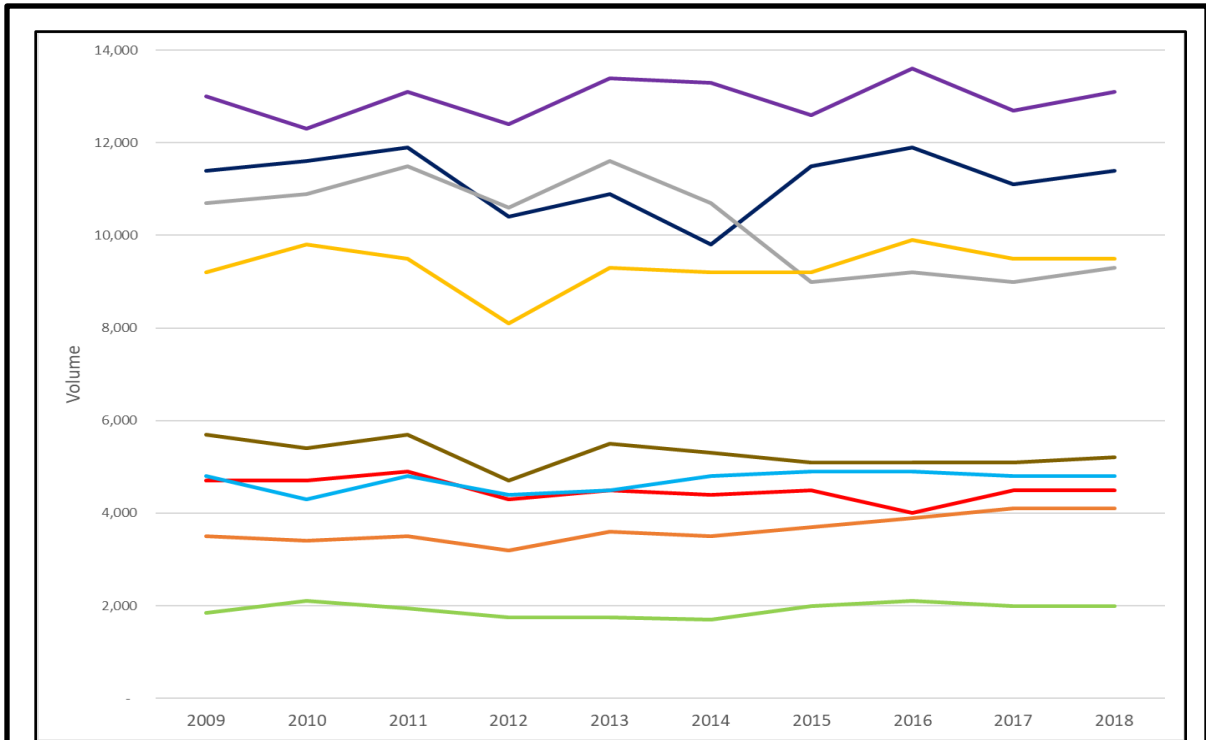


Figure 2-5: Estimated AADT at SCDOT Count Stations

## 2.3 VEHICLE CLASSIFICATION

The collected 2015 daily traffic volumes were used to determine vehicle classification on segments in the corridor. Vehicle classification data were divided into two categories based on input from the Bishopville community—automobiles were designated using FHWA classes 1–3 and heavy vehicles were designated using FHWA classes 4–12. Throughout this study, “heavy vehicles” will refer to FHWA classes 4–12. An FHWA classification chart is provided in **Appendix C** for reference. **Figure 2-6** shows the breakdown on segments across the study area. The figure shows a higher concentration of heavy vehicles on U.S. 15 between downtown and Bethune Highway that decreases on the southern segments of U.S. 15 and SC 341. The 2015 data collection reports of vehicles by class are provided in **Appendix D**.



Figure 2-6: Vehicle Classification on Study Corridors

## 2.4 ORIGIN-DESTINATION STUDY

An analysis of the origin and destination of vehicles in the study area was completed using two days of vehicle data collected in 2015 for this purpose. The six studied origin-destination points include:

- U.S. 15 north of I-20
- St. Charles Road north of I-20
- W. Church Street
- SC 341 north of I-20
- Bethune Highway near Airport Road
- U.S. 15 north of Bethune Highway

Of the total traffic data collected, an average of 39% were captured during the O-D collection efforts travelling between these locations. Maps showing the destination of traffic traveling from each of these locations to the other five are available in **Appendix E**. Tables showing the data, weighted average trips, and the distribution of vehicles between the six locations (total, auto, and heavy vehicles) are also provided.

Analysis showed that the primary traffic routes through Bishopville are U.S. 15 across the study corridor and SC 341 between downtown and I-20. **Figure 2-7** shows the degree of use for the three main routes by automobile and heavy vehicle, with percentages representing the proportion of all O-D traffic of that type traveling the route. 1/3 of all O-D traffic of either class travels U.S. 15 between I-20 and north of Bethune Highway (orange route). The blue and green routes represent the second highest group of O-D traffic. In general, more O-D traffic utilizes U.S. 15 than SC 341. Tables showing the total distribution of auto and heavy vehicle traffic are provided in **Appendix E**, with color coding for the relevant origin-destination to match **Figure 2-7**.



Figure 2-7: Distribution of Traffic by Type Across Major Routes

## 2.5 TRAVEL TIME SURVEY

Part of this study involved evaluating the potential travel time savings of the alternative routes. To evaluate this, travel time runs were performed to determine average travel times during AM and PM peak period conditions. AM runs were performed from 7:00–9:00 AM on Thursday October 17, 2019 and PM runs were performed from 4:00–6:00 PM on Tuesday October 15, 2019. **Figure 2-8** shows the two routes that were recorded and the travel time data for each run is available in **Appendix F**. Because the peak hour volumes on the main routes don't heavily favor a direction (this is illustrated in Section 2.8) and the recorded travel times weren't heavily directional, the travel times for both directions were averaged for the respective route throughout this report to simplify the presentation of data in maps and when comparing among prospective alternatives. The average travel times during the peak hour and the entire peak period are both displayed in **Figure 2-8** and are relatively similar, differing by at most 10-15 seconds.

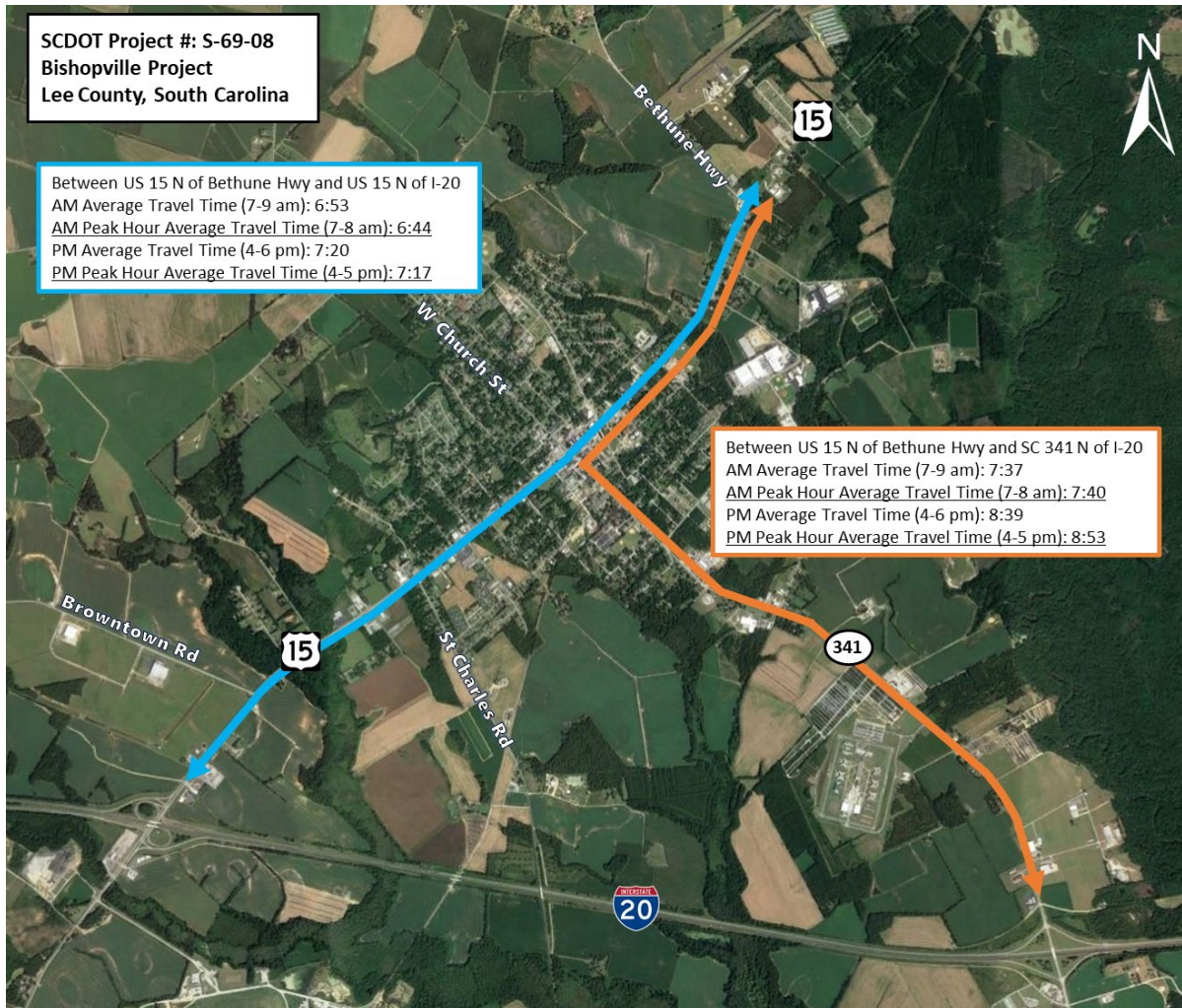


Figure 2-8: Travel Time Run Results

## 2.6 CRASH ANALYSIS

Detailed crash data were collected for crashes that occurred within the study area between January 2013 and June 2019. The crash study segments include U.S. 15 from I-20 to Bethune Highway, Bethune Highway between Lucknow Road and U.S. 15, and SC 341 from I-20 to U.S. 15. **Tables 2-1** through **2-4** show crashes by severity and year for each of these segments. Note that 2019 only represents six months of data. Raw crash data is provided in **Appendix G**, summarized by segment in the same order as **Tables 2-1** through **2-4**.



**Table 2-1: Crash Summary – SC 341**

Year	No Injury	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Total
2013	8	4	1	0	13
2014	5	1	1	0	7
2015	3	3	0	0	6
2016	7	2	2	0	11
2017	8	0	0	0	8
2018	11	2	0	0	13
2019*	7	1	2	0	10
<b>Total</b>	<b>49</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>68</b>

Source: SCDOT (\*six months of data)

**Table 2-2: Crash Summary – U.S. 15 (north of SC 341)**

Year	No Injury	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Total
2013	8	3	0	0	11
2014	6	1	0	0	7
2015	6	2	0	0	8
2016	10	2	1	1	14
2017	13	3	0	0	16
2018	16	3	0	0	19
2019*	2	0	0	0	2
<b>Total</b>	<b>61</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>77</b>

Source: SCDOT (\*six months of data)

**Table 2-3: Crash Summary – U.S. 15 (south of SC 341)**

Year	No Injury	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Total
2013	10	4	0	0	14
2014	8	0	0	1	9
2015	8	6	3	1	18
2016	14	7	1	0	22
2017	12	5	1	0	18
2018	10	1	0	0	11
2019*	11	0	1	0	12
<b>Total</b>	<b>73</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>104</b>

Source: SCDOT (\*six months of data)

**Table 2-4: Crash Summary – Bethune Highway**

Year	No Injury	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Total
2013	0	0	0	0	0
2014	0	0	0	0	0
2015	1	1	0	0	2
2016	3	0	0	0	3
2017	0	0	0	0	0
2018	3	0	0	0	3
2019*	0	1	0	0	1
<b>Total</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>

Source: SCDOT (\*six months of data)

In total, there were 258 crashes on these routes in this area during the 6.5-year time period. The segment of roadway with the highest frequency of crashes was U.S. 15 south of SC 341 with 104 of the 258 crashes during the time period. Total crashes per year on all routes rose to 50 in 2016 before declining to the 40s in the next two years. In 2019, there were 25 crashes in the first six months, suggesting that the year would document a total of 50 crashes again if it stayed on the same trend.

Crash statistics for type and severity are shown by segment in **Tables 2-5** and **2-6**. The highest percentage of crashes were classified as “angle” and accounted for 35 percent. The second highest was “rear-end” at 31 percent. **Table 2-6** shows that the majority of crashes did not result in injury.

**Table 2-5: Crash Type by Segment**

Crash Classification	Number of Crashes					Percent Distribution of Crashes				
	U.S. 15 (S of 341)	U.S. 15 (N of 341)	SC 341 (Wisacky Hwy)	SC 341 (Bethune Hwy)	Total	U.S. 15 (S of 341)	U.S. 15 (N of 341)	SC 341 (Wisacky Hwy)	SC 341 (Bethune Hwy)	Total
Angle	35	34	20	2	91	34%	44%	29%	22%	35%
Backed Into	3	0	1	0	4	3%	0%	1%	0%	2%
Head On	2	1	5	0	8	2%	1%	7%	0%	3%
Not Collision w/ Motor Vehicle	14	10	17	6	47	13%	13%	25%	67%	18%
Rear-End	34	28	19	0	81	33%	36%	28%	0%	31%
Sideswipe	16	4	6	1	27	15%	5%	9%	11%	10%
<b>Total</b>	<b>104</b>	<b>77</b>	<b>68</b>	<b>9</b>	<b>258</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Source: SCDOT

**Table 2-6: Severity by Segment**

Crash Severity	Number of Crashes					Percent Distribution of Crashes				
	U.S. 15 (S of 341)	U.S. 15 (N of 341)	SC 341 (Wisacky Hwy)	SC 341 (Bethune Hwy)	Total	U.S. 15 (S of 341)	U.S. 15 (N of 341)	SC 341 (Wisacky Hwy)	SC 341 (Bethune Hwy)	Total
No Injury	73	61	49	7	190	70%	79%	72%	78%	74%
Possible Injury	23	14	13	2	52	22%	18%	19%	22%	20%
Non-Incapacitating Injury	6	1	6	0	13	6%	1%	9%	0%	5%
Incapacitating Injury	2	1	0	0	3	2%	1%	0%	0%	1%
<b>Total</b>	<b>104</b>	<b>77</b>	<b>68</b>	<b>9</b>	<b>258</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Source: SCDOT

Crash rates were estimated for each roadway segment and are presented in **Table 2-7**. The crash rates were calculated as the average number of crashes per million vehicle-miles of travel per year. The total crash rates are highest on U.S. 15 (north of SC 341) at a rate of 2.480, which may be attributed to high volumes and frequency of driveways and intersections. The second highest crash rate is on U.S. 15 (south of SC 341) with a rate of 2.078.

Table 2-7: Crash Rate by Segment

Road	Segment (MPT)		AADT (2018)	Total Crashes	Incap. Injury	Total Crash Rate	Incap. Injury Crash Rate
	From	To					
U.S. 15 (North of SC 341)	11.030	12.270	9300	62	0	2.854	0
	12.270	12.455	9500	15	1	0.676	0.452
<b>Total</b>	<b>11.030</b>	<b>12.455</b>	<b>9300</b>	<b>77</b>	<b>1</b>	<b>2.480</b>	<b>0.032</b>
U.S. 15 (South of SC 341)	9.280	10.160	11400	38	2	1.427	0.201
	10.160	11.030	13100	66	0	2.157	0
<b>Total</b>	<b>9.280</b>	<b>11.030</b>	<b>12200</b>	<b>104</b>	<b>2</b>	<b>2.078</b>	<b>0.040</b>
Bethune Highway	8.721	9.722	4100	9	0	0.940	0
<b>Total</b>	<b>8.721</b>	<b>9.722</b>	<b>4100</b>	<b>9</b>	<b>0</b>	<b>0.940</b>	<b>0.000</b>
SC 341	11.140	12.361	5200	40	0	3.293	0
	12.361	12.612	4800	10	0	0.892	0
	12.612	14.174	4800	18	0	1.605	0
<b>Total</b>	<b>11.140</b>	<b>14.174</b>	<b>5000</b>	<b>68</b>	<b>0</b>	<b>1.934</b>	<b>0.000</b>

Source: SCDOT

The crash data did not indicate any trends that would be alleviated through the introduction of an alternative route around downtown Bishopville, though a shift in volume from the main roadways to the alternative route should correspond with a reduction in crash frequency on the main roadways.

The crash data was also reviewed for crashes related to tractor-trailer type vehicles to determine the potential impact if these vehicle types were to shift to the new alternative route. The data categories related to tractor-trailer type vehicles were assumed to be "Truck Tractor" or "Other Truck." The limits that would be affected by the introduction of an alternative route are U.S. 15 between Browntown Road in the south and Bethune Highway in the north, and SC 341 between U.S. 15 in the west and the proposed intersection with the alternative in the east (north of Jordan Lane). The data was filtered to show these vehicle types within these limits, resulting in 26 crashes over the January 2013 and June 2019 period. Three of the 26 crashes were single vehicle, so the majority involved vehicle-to-vehicle interaction. There is potential that these crash occurrences could be reduced on the existing routes if the composition of heavy vehicles on existing routes declines, reducing the opportunity for interaction between heavy vehicles and personal automobiles. However, a crash-related benefit of trucks shifting travel to the alternative route could not be defined with any level of certainty.

## 2.7 RAILROAD ACTIVITY

The proposed alternatives extend from Browntown Road to Bethune Highway on the southeast side of U.S. 15. This provides the potential for at least two railroad crossing occurrences on the proposed alternative roadways. To determine the impact these crossings may have on travel time, crossing times were recorded at the crossing south of the intersection of Nettles Street and SC 341 and FRA rail inventory data sheets for 11 crossings were reviewed. The recorded crossings and FRA documentation can be found in

## Appendix H.

Documentation for 11 at-grade crossings in Bishopville along the South Carolina Central Railroad Company corridor between Academy Road in the northeast and St. Charles Road in the southeast show a consistent estimation of four through trains per 24-hour period, two between 6:00 AM and 6:00 PM and two between 6:00 PM and 6:00 AM. Crossings from 6:00 PM to 6:00 AM should not affect peak traffic flow, so half of the potential crossings were not of concern. Train activity at the crossing south of the intersection of Nettles Street and SC 341 was recorded for this study to verify the crossing volume and determine the times. The recordings showed two crossings between 9:45 and 11:15 AM for approximately 3–4 minutes each. This activity was deemed negligible and was not factored into traffic simulations.

## 2.8 EXISTING TRAFFIC VOLUMES

Turning movement counts were conducted in October of 2019 for the six intersections noted in **Figure 1-2**. A morning count was performed from 7:00 to 9:00 AM and an evening count was performed from 4:00 to 6:00 PM. Analysis of the turning movement counts showed the AM peak hour to be 7:15 to 8:15 AM and the PM peak hour to be 4:00 to 5:00 PM. The turning movement counts are depicted in **Figure 2-9**. The count reports are available in **Appendix I**.

The figure shows relatively moderate traffic typical for an area of Bishopville's size. Notable movements include heavy turning traffic between Bethune Highway and U.S. 15 on the south side of the intersection, and heavy left turn traffic from SC 341 to U.S. 15 in the PM peak.

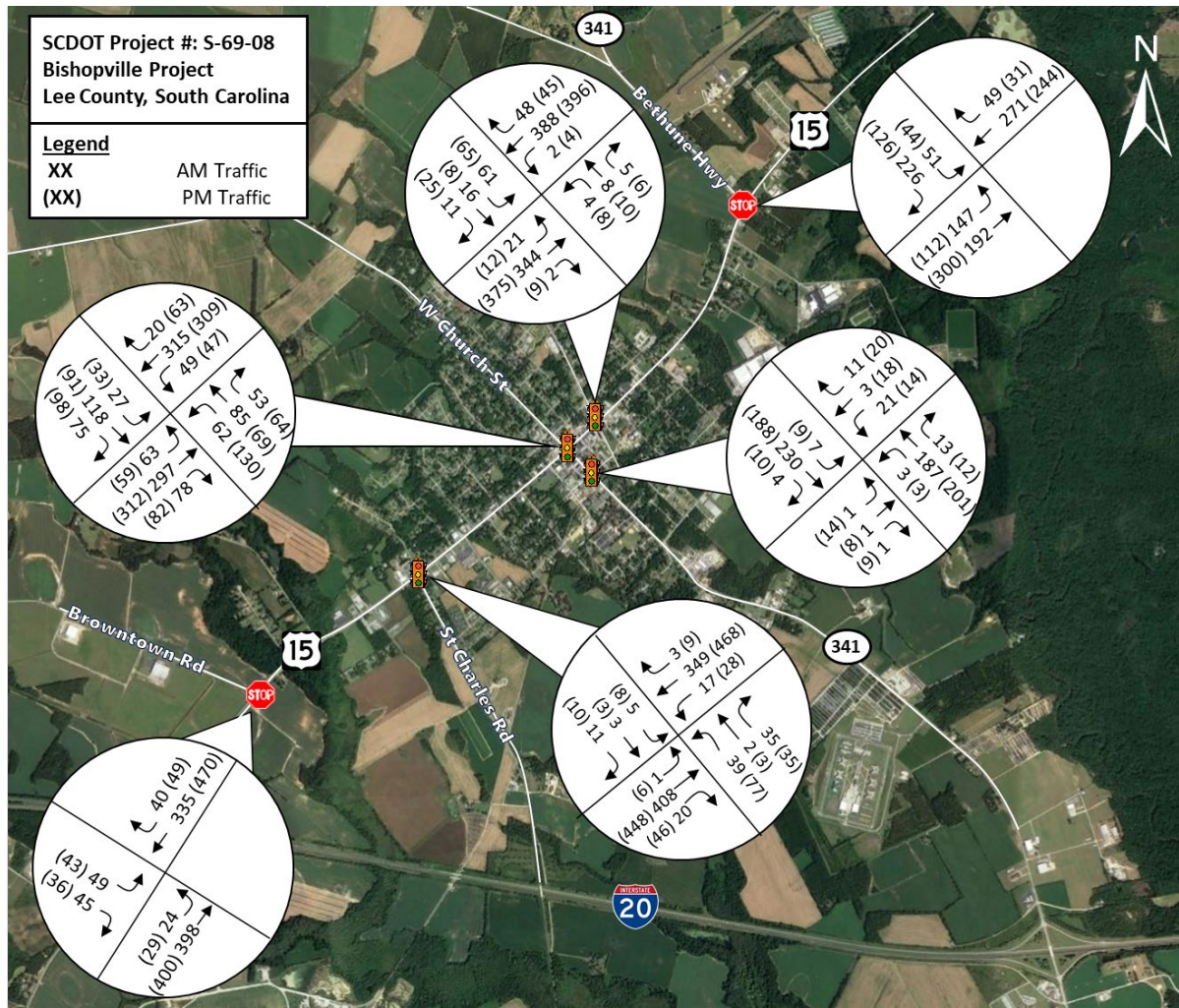


Figure 2-9: Existing Traffic Volumes

## 2.9 EXISTING LEVEL OF SERVICE

To evaluate the current operations of the traffic-controlled intersections, capacity and level of service were determined using the methods outlined in the 6th Edition of the Highway Capacity Manual published by the Transportation Research Board (TRB). Signalized and unsignalized intersections were evaluated using level of service (LOS) designations, which are based on calculated intersection delays.

LOS and capacity are the measurements of an intersection’s ability to accommodate traffic volumes. Capacity is typically expressed as a ratio, with 1 signifying an intersection operating at full capacity. LOS for intersections range from A to F, with LOS A signifying free flowing traffic and LOS F signifying saturated conditions. LOS C and D are typical design values. Within urban areas, LOS D (delay between 35 and 55 seconds) is considered acceptable by the Institute of Transportation Engineers (ITE) for signalized intersections, especially for peak hour traffic. A full level of service description for signalized intersections is presented in **Table 2-8**.

**Table 2-8: Level of Service Descriptions for Signalized Intersections**

LOS	Average Control Delay per Vehicle (seconds)	Description
A	$\leq 10.0$	Very low delay with extremely favorable progression. Most vehicles don't stop.
B	$> 10.0$ and $\leq 20.0$	Generally good progression. Increase number of stops from that described for LOS "A" resulting in higher delays
C	$> 20.0$ and $\leq 35.0$	Fair progression with increased delay. Number of stopping vehicles become significant; however, many still pass through the intersection without stopping. Stable flow.
D	$> 35.0$ and $\leq 55.0$	The influence of congestion becomes more noticeable. Longer delays resulting from unfavorable progression, longer cycles, or high V/C ratios. Approaching unstable flow.
E	$> 55.0$ and $\leq 80.0$	Limit of acceptable delay. Long delays associated with poor progression, long cycles, or high V/C ratios.
F	$> 80.0$	Unacceptable operation resulting from oversaturation (flow rates exceed capacity). Poor progression, long cycles, and high V/C ratios.

SOURCE: Highway Capacity Manual, TRB Special Report 209

Unsignalized intersection levels of service have lower thresholds of delay than signalized intersections. For urban arterials, minor approaches may frequently experience LOS E as a result of infrequent gaps sufficient enough to make the turn. A full level of service description for unsignalized intersections is presented in **Table 2-9**.

**Table 2-9: Level of Service Descriptions for Unsignalized Intersections**

Level of Service	Average Control Delay per Vehicle (seconds)
A	$\leq 10.0$
B	$> 10.0$ and $\leq 15.0$
C	$> 15.0$ and $\leq 25.0$
D	$> 25.0$ and $\leq 35.0$
E	$> 35.0$ and $\leq 50.0$
F	$> 50.0$

SOURCE: Highway Capacity Manual, TRB Special Report 209

Existing conditions were modeled and analyzed using Synchro (v. 10) software. The study intersections operate at acceptable levels of service. **Figure 2-10** illustrates the lane-group LOS for each of the intersections as well as the overall LOS for each intersection (based on capacity). The detailed Synchro reports are available in **Appendix J**.

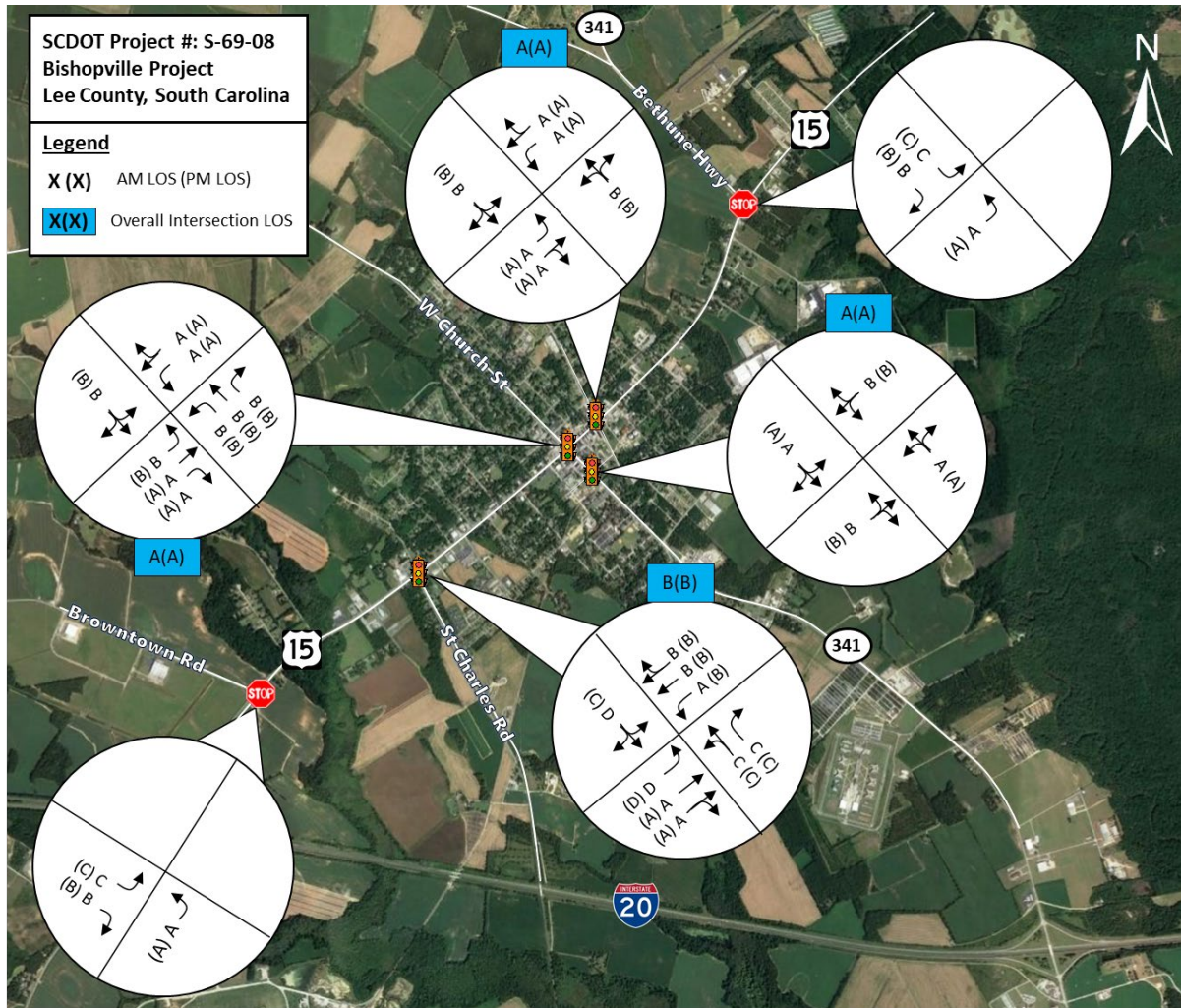


Figure 2-10: Existing Conditions Level of Service Characteristics

### 3. AADT ANALYSIS METHODOLOGY

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Evaluating existing and proposed roadways using Average Annual Daily Traffic (AADT) volumes is a common method used to understand capacity issues and visualize traffic flow on a roadway at a general level. Prior to this study, AADT volumes were derived for the corridor using the regional travel demand model and presented in the *Bishopville Truck Route Traffic Alternative Analysis Initial Results Summary*. This document described the process of calibrating and validating the regional travel demand model during the early development and evaluation of proposed alternative routes. Travel demand models are intended to be used to estimate daily traffic volumes for large areas and are therefore not typically calibrated to replicate peak hour turning movements at the local level. This is due to the standards for calibration and replication of traffic volume estimation on such roadways, as well as the design of the travel demand model. Therefore, the travel demand volumes were evaluated with respect to other sources of AADT information to determine appropriate values, which is typical practice when using a regional travel demand model for a smaller-scale study area. The method for this is described in the following section.

Instead of relying on the travel demand model for volume information, the model was used to determine the proportion of vehicles that will divert to the proposed alternative routes and to develop growth rates for future volumes that reflect the effect land use may have on regional traffic flow and overall traffic growth. These growth rates were then used to identify an average factor for total traffic growth between the model base year (2015) and forecast year (2045).

#### 3.1 AADT COMPARISON AND ADJUSTMENT

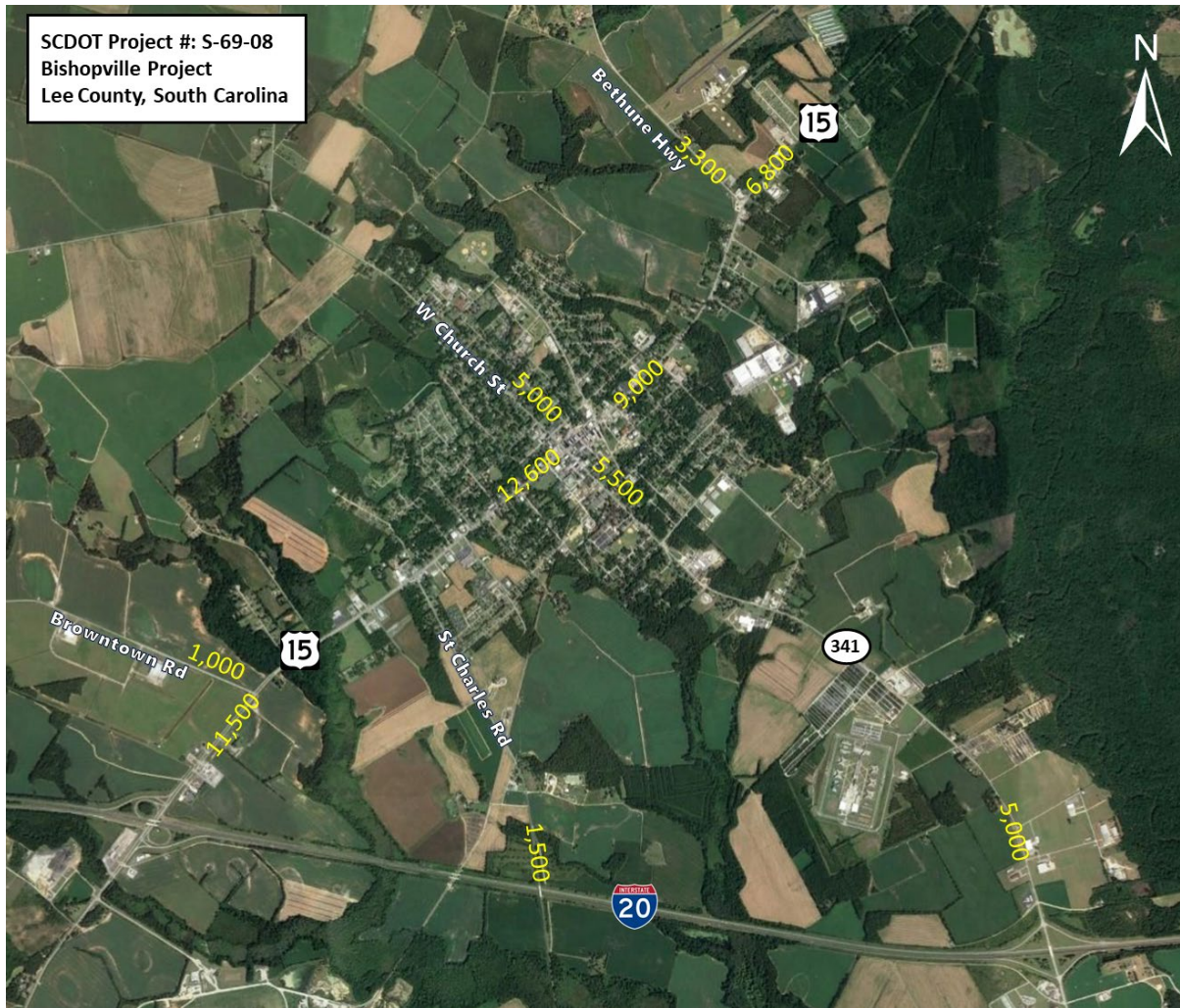
Three sources of AADT and ADT information were evaluated to accurately depict average existing and projected future traffic in Bishopville: 2015 SCDOT AADT volume estimations, daily project counts, and 2015 volume estimations from the travel demand model. **Figure 3-1** shows the volumes from each source. The SCDOT volumes were initially cross-referenced to the collected volumes and were found to be similar at all locations except Bethune Highway. The 2015 travel demand model AADT did not consistently align with either the SCDOT or collected volumes, especially on U.S. 15 south of SC 341.





**Figure 3-1: AADT Comparison**

By comparing the three sources of data, adjusted AADTs were developed to accurately portray the 2015 volumes. These adjusted volumes typically favored the SCDOT AADT estimate. The adjusted volumes are presented in **Figure 3-2**.



**Figure 3-2: 2015 Adjusted AADT**

The results show higher AADT on U.S. 15 south of SC 341 than U.S. 15 north of SC 341 or SC 341. As the tables of O-D traffic information in **Appendix E** show, the majority of traffic travelling through Bishopville exits via the segment of U.S. 15 near I-20, even traffic entering the study area from SC 341 near I-20. While Figure 3-2 represents all traffic, not just O-D traffic travelling through the study area, it is still reasonable to infer that this explains the heavier volumes on the southern section of U.S. 15. The north/south imbalance will be explored further in the alternative scenarios described below.

### 3.2 PROJECTED 2045 AADT

Analysis of historical traffic growth and travel demand model projections were both taken into consideration in determining an appropriate growth rate for the study area. Historical traffic growth was shown to be minimal in Section 2.2. **Table 3-1** lists the existing and projected model volumes for relevant segments within the study area, as well as growth factors calculated from those volumes. Generally, the model predicts higher average annual growth factors for these segments than what would be expected based on historical analysis.

**Table 3-1: Model-Derived Growth Factors**

<b>Segment</b>	<b>2015</b>	<b>2045</b>	<b>Growth Factor</b>
<i>Bethune Hwy</i>	3335	7470	2.24
<i>U.S. 15 N of Bethune Hwy</i>	8175	13600	1.66
<i>U.S. 15 S of Bethune Hwy</i>	10800	18750	1.74
<i>U.S. 15 N of SC 341</i>	10175	16475	1.62
<i>W Church St.</i>	9495	11355	1.20
<i>SC 341 E of U.S. 15</i>	5645	9600	1.70
<i>SC 341 near Industrial Blvd.</i>	6035	9470	1.57
<i>U.S. 15 S of SC 341</i>	9350	18980	2.03
<i>U.S. 15 N of St. Charles Rd.</i>	8355	17450	2.09
<i>St. Charles Rd.</i>	3100	3020	0.97
<i>U.S. 15 S of St. Charles Rd.</i>	9060	18165	2.00
<i>Browntown Rd.</i>	30	2385	79.50
<i>U.S. 15 S of Browntown Rd.</i>	9180	12215	1.33

A conservative estimate of traffic growth was desired for this study in order to ensure that the physical elements of the proposed roadway and its intersections with US 15 are adequate. Because the historical volumes showed minimal growth, the values in **Table 3-1** were relied on. The average of the growth factors shown in **Table 3-1** was calculated with the exception of Browntown Road, which showed exceptionally high projected growth and appears to be an outlier. The calculated average is 1.68, which was rounded to the nearest quarter, 1.75, and applied to the 2015 volumes. **Figure 3-3** illustrates the 2045 ADT values resulting from applying the growth factor of 1.75.



**Figure 3-3: 2045 Adjusted and Factored AADT**

The AADT values presented in **Figure 3-3** indicate that the segment of U.S. 15 between I-20 and downtown Bishopville could exceed the daily capacity for a two-lane roadway based on the Highway Capacity Manual's (6<sup>th</sup> ed.) generalized daily service volume of 17,800 vehicles for a two-lane roadway at 30 mph.

To determine AADT volumes for the alternative scenarios, the ratio of model volumes on the alternative to No Build model volumes in downtown was calculated. Then this ratio was applied to the volumes shown in **Figure 3-3** to determine a new US 15 volume and a new Alternative segment volume. The ratio calculation varied slightly for the different halves of the alternative. The model No Build volume on U.S. 15 south of downtown was used to determine the ratio for volumes on the southern alternative segment between U.S. 15 and SC 341. To determine the ratio for volumes on the northern alternative segment between SC 341 and U.S. 15, the model No Build volume on U.S. 15 north of downtown and the volume on SC 341 east of downtown was used, assuming that the alternative volume was composed of traffic from these two locations. This was done because it appears that, based on existing travel routes, SC 341 volumes would make up a higher proportion of volumes

traveling on the northeastern alternative segment. The resulting volumes for each alternative are shown in **Figures 3-4 to 3-6**.



**Figure 3-4: 2045 Alternative 1 Adjusted and Factored AADT**

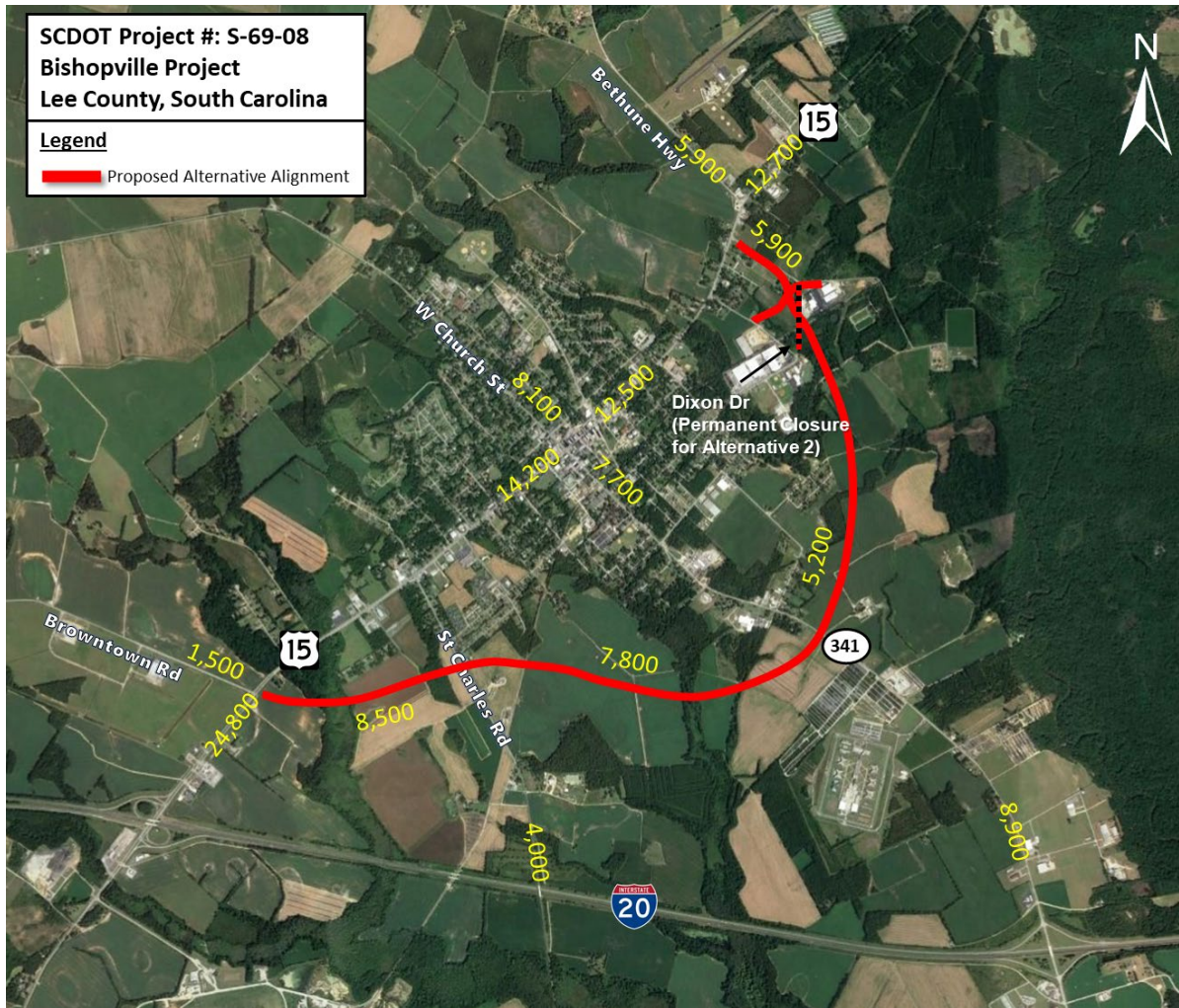
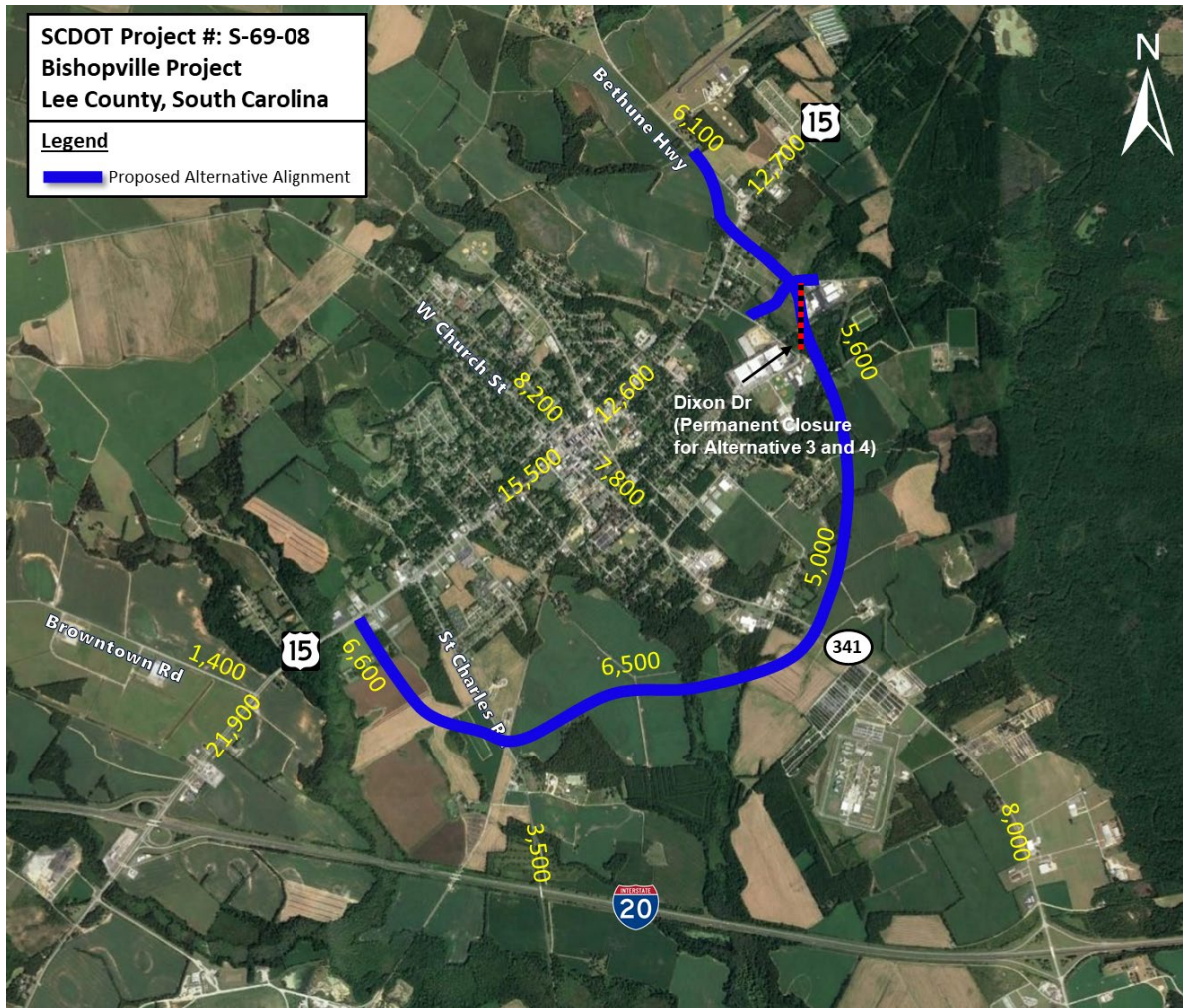


Figure 3-5: 2045 Alternative 2 Adjusted and Factored AADT



**Figure 3-6: 2045 Alternatives 3 and 4 Adjusted and Factored AADT**

The volumes shown in **Figure 3-6** are applicable to the scenarios for Alternatives 3 and 4 because the difference in alignment does not affect the volume.

**Figures 3-4 to 3-6** show an increase in AADT at segments of U.S. 15 adjacent to the new alternative termini, as well as a significantly higher volume on the southeastern segment of the alternative compared to the northeastern segment. This was assumed to be a result of using characteristics from the travel demand model. Vehicles in the travel demand model will choose routes to travel between their origin and destination based on the estimated congestion or delay they encounter, so introducing a new route, such as the truck route alternative, can attract through vehicles based on the tolerance to impedance. It was assumed that this accounted for the fluctuation in volume and the increase in volumes in the segments providing access to those new routes in the system. While the travel demand model appropriate for the use of the overall growth rates and distribution of trips, it appears that the characteristics shown in **Figures 3-4 to 3-6** reflect the limitations of the travel demand model.

In addition, the adjustments made to the AADT under this study for the segment of U.S. 15 between I-20 and SC 341 would subsequently have an influence on traffic patterns in the

travel demand model, but the method used in this section does not account for that. As shown in **Figure 3-1**, the model's predicted volumes on U.S. 15 are higher in the north and lower in the south compared to the other sources, but the ratios evidenced by the model were used to project the study's adjusted AADTs, meaning sources with opposing traits were combined to estimate future volumes. This was determined to be an acceptable level of error for the purposes of broad AADT analysis, but a different method of determining volumes and travel patterns was used when developing the peak hour model.

The AADT values presented in this section indicate that the segment of U.S. 15 between I-20 and downtown Bishopville could exceed the daily capacity for a two-lane roadway. This is based on the Highway Capacity Manual's (6<sup>th</sup> ed.) generalized daily service volume of 17,800 vehicles for a two-lane roadway at 30 mph. The alternatives are expected to reduce this volume and the subsequent need for expansion of this segment. The projected volumes on the alternative also indicate that the proposed three-lane typical section for the alternative roadway should be adequate.

### 3.3 AADT BY VEHICLE CLASS

Prior to this study, the regional travel demand model was used in a planning level evaluation of the various alignments of the proposed Bishopville Truck Route. At this level, the travel demand model was used to evaluate 25 alternatives by comparing the number of trucks in the downtown segment of U.S. 15 under the No Build scenario to the number of trucks removed by the respective alternative, ranking them by the degree to which trucks would be shifted off the downtown corridor.

This section presents the revised AADT data broken into vehicle class to provide a general picture of the variation of automobile and heavy vehicle traffic on the existing and proposed routes. As in the previous sections, the volumes shown here will necessarily be different than the travel demand model results used to evaluate alternatives because, while the two methods use the same basic ratio of autos to heavy vehicles, the predicted AADTs used in this study are different for all but the segment of SC 341 adjacent to U.S. 15. While the truck volumes shown in this report are different, this does not change the results of the planning level evaluation because route choice is still made using the model's prediction, meaning the proportion of traffic that shifts to the new route remains the same between the different studies.

The classification used in this section was determined using the collected 2015 ADT data for each of the respective segments, presented previously in **Figure 2-6**. The estimated total 2015 AADT and AADT by class is shown for the study segments in **Figure 3-7**.





**Figure 3-7: 2015 Existing AADT Classifications**

Heavy vehicles are concentrated on the segment of U.S. 15 between SC 341 and Bethune Highway in **Figure 3-7**. At these two locations, they merge/diverge, with the majority continuing along U.S. 15. **Figure 3-8** shows the breakdown for 2045, which necessarily follows the same trend.



**Figure 3-8: 2045 No Build AADT Classifications**

**Figures 3-9 through 3-11** show the class breakdowns with each of the alternatives added. Again, Alternatives 3 and 4 are shown together because the difference in alignment does not affect the volume. With no restrictions on truck movements, it was assumed that the distribution of vehicles on the alternative segments would mimic the parallel U.S. 15 segment in the vicinity of downtown. Each alternative segment from U.S. 15 to SC 341 in the southeast is classified as 87% passenger vehicles and 13% heavy vehicles, and each segment from SC 341 to U.S. 15 in the northeast is classified as 78% passenger vehicles and 22% heavy vehicles.

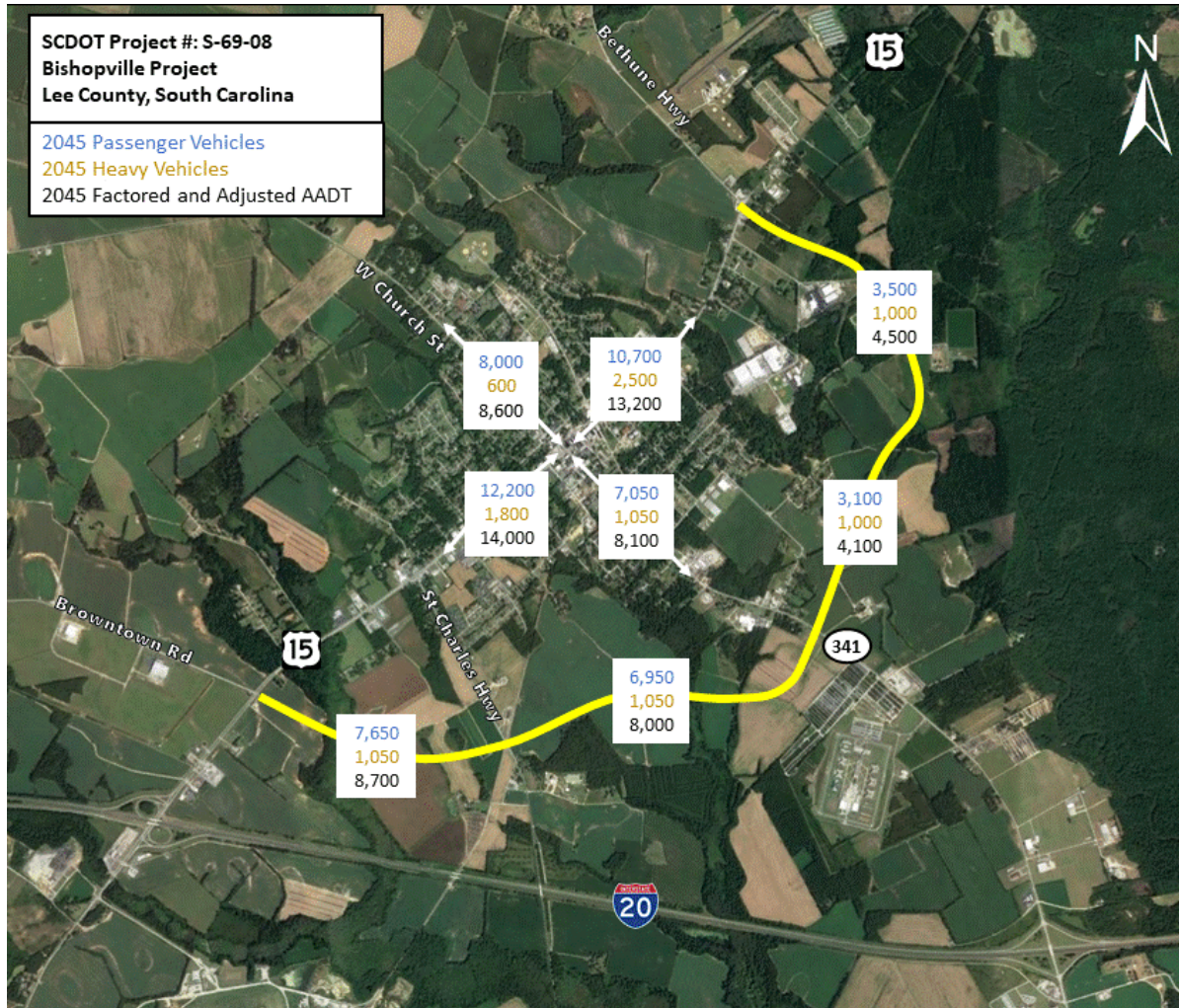


Figure 3-9: 2045 Alternative 1 AADT Classifications

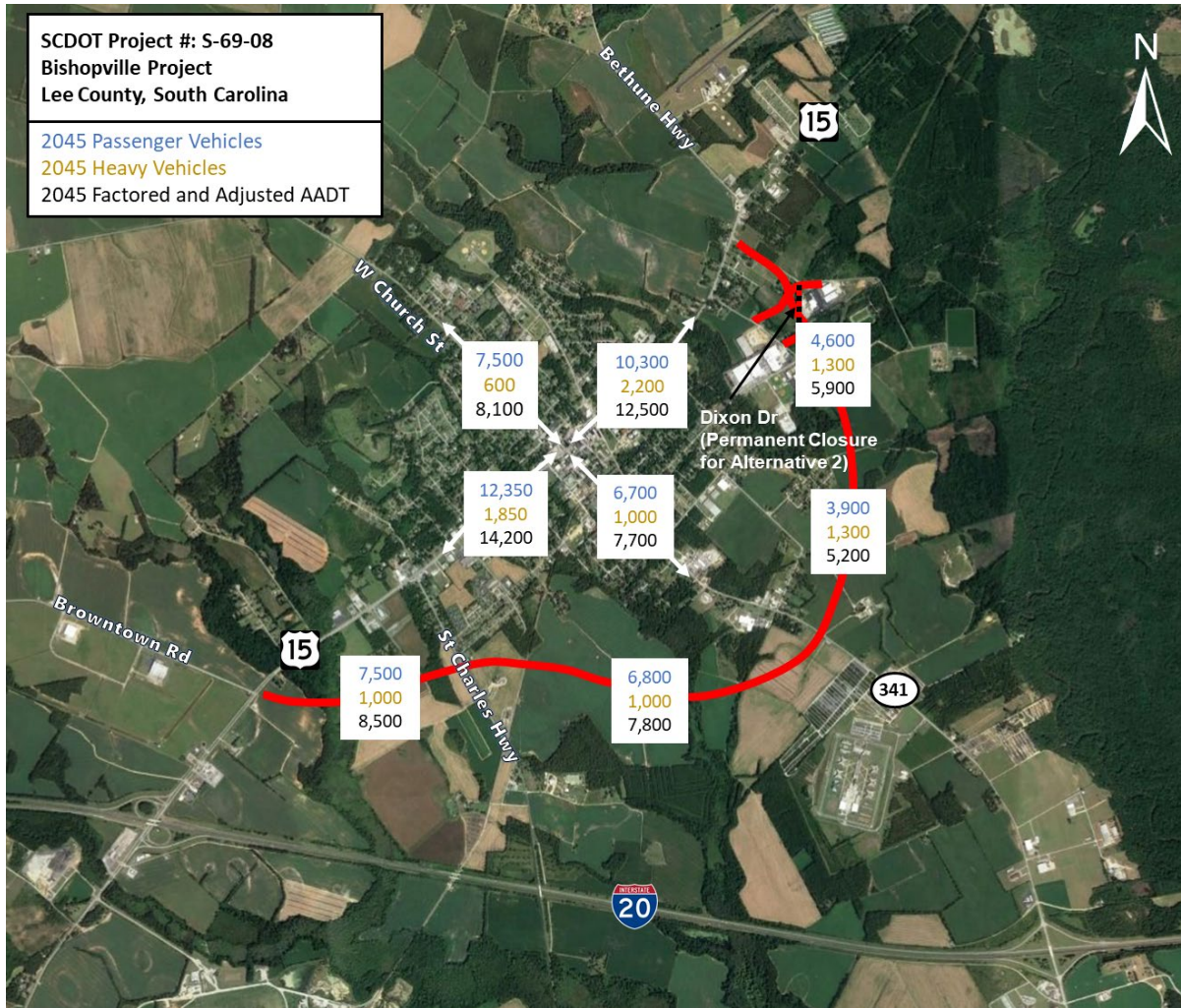
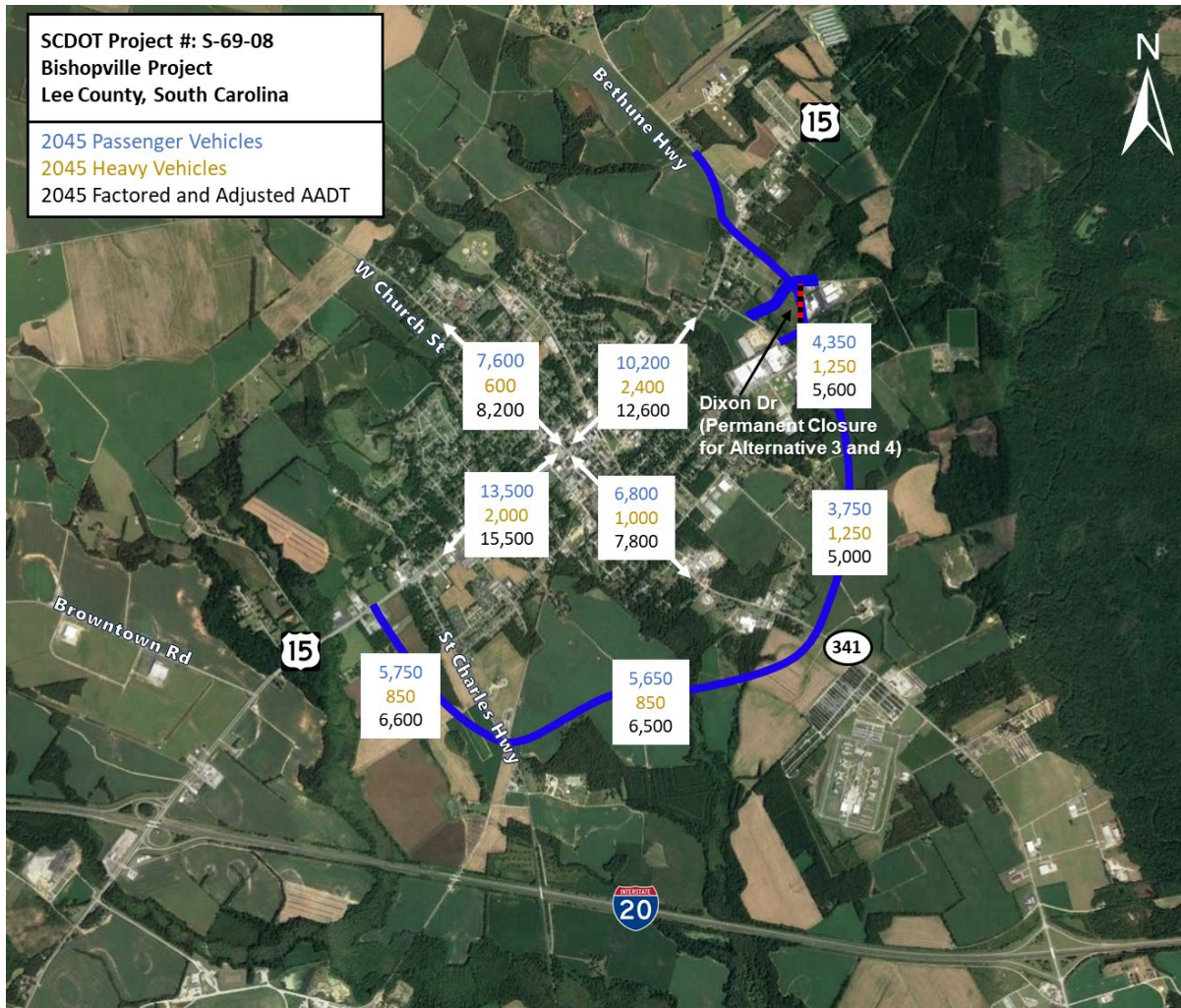


Figure 3-10: 2045 Alternative 2 AADT Classifications



**Figure 3-11: 2045 Alternatives 3 and 4 AADT Classifications**

This section discussed the transition from a planning level of analysis via the adjustment of proposed AADT volumes using ground counts for the study area. The next section will describe more detailed engineering analysis combining the distribution and growth reflected in the travel demand model with the data and characteristics presented in the first section of this report.

Both the planning-level AADTs discussed in this section and the engineering-level turning movement volumes discussed in the next section are used for more detailed studies within the Draft Environmental Impact Statement, including: peak time capacity analyses for mainline and intersection design concepts, travel time estimates for the relative performance and scoring of alternatives, and estimated volumes (auto and truck) used in the noise impact modeling.

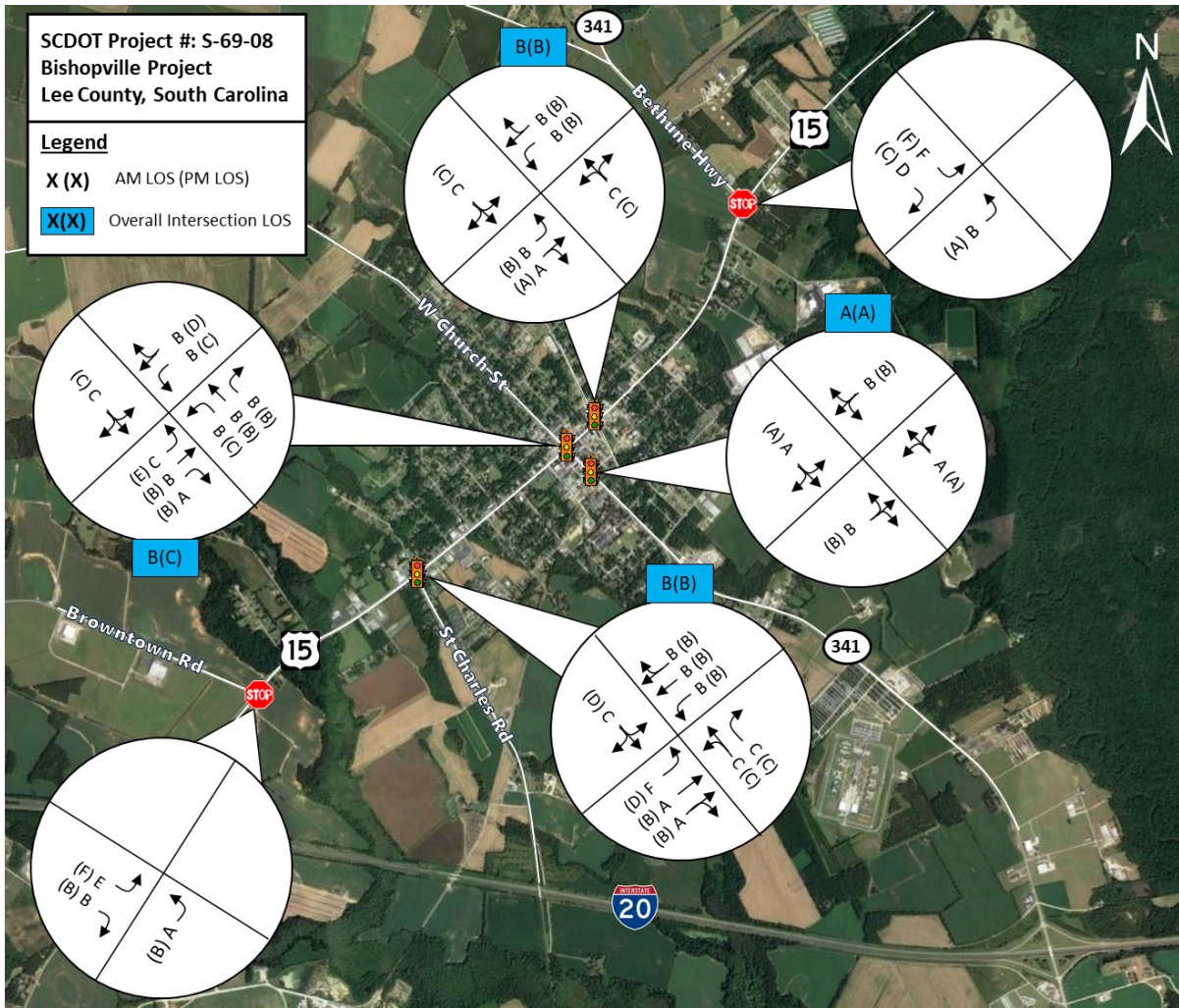
# 4. FUTURE NO BUILD CONDITIONS

## 4.1 2045 NO BUILD CAPACITY ANALYSIS

Using the existing geometry, 2019 turning movement counts, and growth factor previously described, Synchro models of 2045 traffic conditions without any roadway, traffic control, or alternative improvements were developed. The existing traffic signals were optimized to represent controller adjustments to changes in traffic, but the base timings were not adjusted. The 2045 turning movement traffic volumes with the applied 1.75 growth factor are shown in **Figure 4-1**. The LOS impacts that are expected from this increase in volume are shown in **Figure 4-2**. Synchro reports of LOS for the No Build conditions are available in **Appendix K**.



Figure 4-1: 2045 Projected No Build Volumes

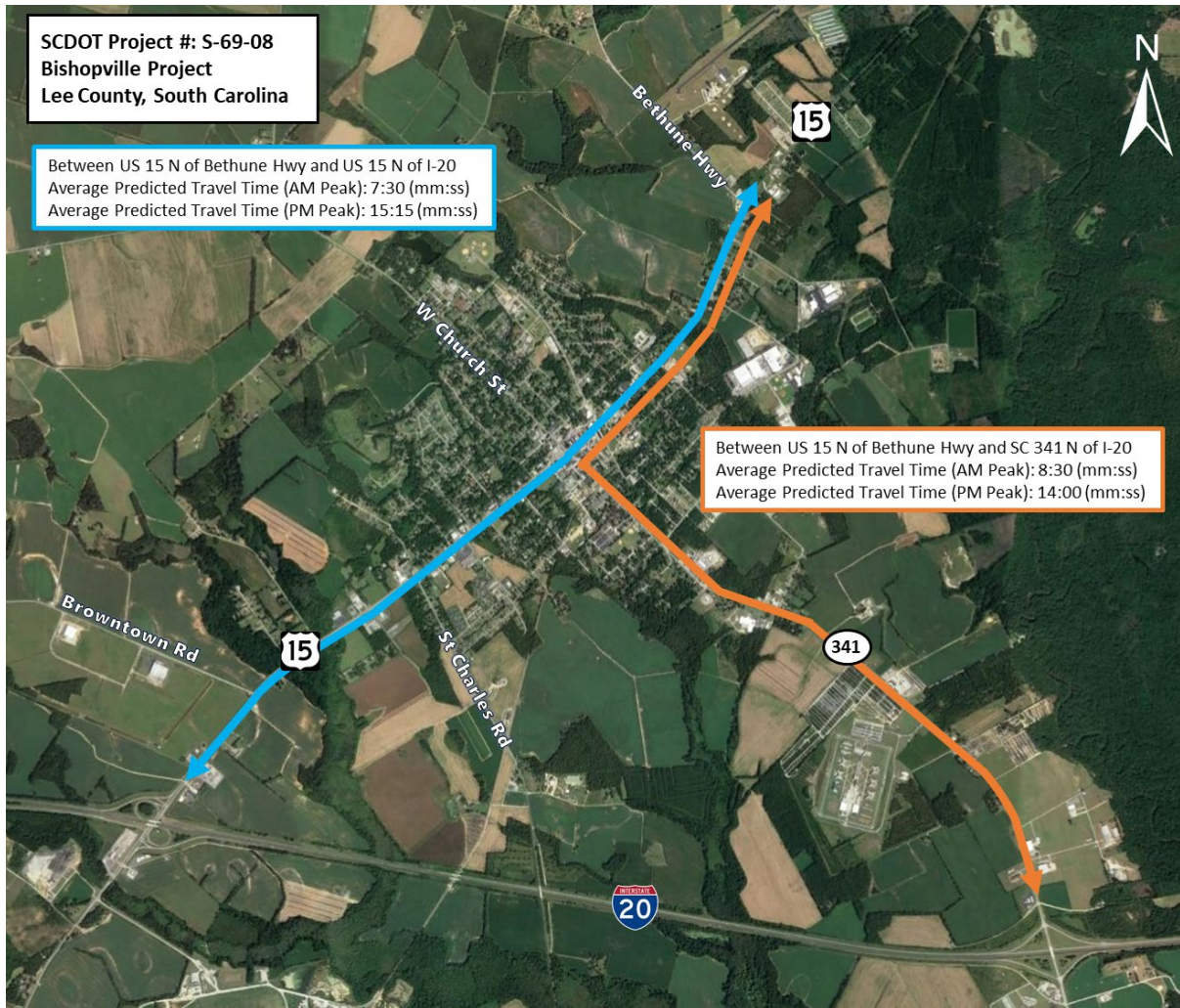


**Figure 4-2: 2045 No Build Intersection Level of Service**

The intersections of Browntown Road and Bethune Highway with U.S. 15 show failing LOS for the side street left turn movements. Modeling of this intersection under 2045 No Build conditions assumed a conservative use of the U.S. 15 median, which means the LOS could be more acceptable if driver’s actually use the median for two-stage left turns. To model a worst-case scenario for traffic flow under the alternatives, it was assumed that these two intersections would be signalized to mitigate the failing LOS, though in reality a warrant analysis and further study would be required before a traffic signal would be installed.

## 4.2 2045 NO BUILD TRAVEL TIME ANALYSIS

To compare the effects of increased traffic on travel time on U.S. 15 and SC 341, network travel times were taken from the SimTraffic microsimulation analysis. The travel times are an average of six model runs for each route. **Figure 4-3** shows the projected travel times from the model. Note that SimTraffic’s network travel time is not a measurement of time and distance for a modeled vehicle; instead, it is an estimation of collective delay across the route measured for vehicles that travel the specified route only, which is converted to an estimated travel time.



**Figure 4-3: Projected 2045 Travel Time from SimTraffic Model**

For comparison, the average peak hour travel times for existing conditions were 6:44 (mm:ss) and 7:17 (mm:ss) for the AM and PM periods for the U.S. 15 route, and 7:40 (mm:ss) and 8:53 (mm:ss) for the SC 341 route. The difference in existing vs. potential future travel times is more pronounced in the PM than the AM. Further inspection of the microsimulation model showed that a lack of service capacity at the main downtown intersection (U.S. 15 at Church Street) combined with the limited number of lanes in the vicinity of downtown causes extensive queuing, which compounds over time as vehicles do not clear the intersection. The combination of signal operation and constricted lanes creates a bottleneck that artificially meters traffic flowing through downtown. This queuing effect is not captured in the LOS results because the methods for capacity analysis are not sufficient to account for latent demand. Signal timing modifications and capacity improvements would be needed to address this.



## 5. FUTURE BUILD CONDITIONS

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### 5.1 MODELING METHOD

Synchro models that included the proposed alternative routes discussed previously in Section 1.4 were built using the 2045 No Build model as the starting point. Due to the LOS conditions shown in the 2045 No Build model for the intersections of Browntown Road and Bethune Highway with U.S. 15, and to model a worst-case scenario for traffic flow under the alternatives, it was assumed that these two intersections would be signalized to mitigate the failing LOS as a base condition, though in reality a warrant analysis and further study would be required before a traffic signal would be installed. The new alternative routes were modeled as a three-lane cross section with a center lane for two-way left turn movements and a speed limit of 55 mph. It was assumed that this center lane would be used as a left turn lane at intersections, and additional turn lanes would be added if model results showed they were needed. Further description of lane modifications is provided in the respective alternative's section.

Section 3.2 explained that the travel demand model showed an increase in AADT at segments of U.S. 15 adjacent to the new alternative termini. This was assumed to represent flow diverted to this corridor because no new trip generators are present in the study area and the limits of the new roadway do not present opportunities to draw new traffic. This increase was not carried over to the traffic models. Each alternative shown here assumes the same base 2045 No Build volume as the starting point for re-distributing trips.

Each alternative begins and ends at U.S. 15, crossing SC 341 and St. Charles Road on the southeastern side of Bishopville. The traffic distribution provided by the travel demand model was used to determine the traffic that would divert from U.S. 15 and use the new alternative at the two U.S. 15 intersections. The traffic diverted to the new route was then distributed to destinations based on the origin-destination patterns discussed in Section 2.4, and subsequently removed from intersections on U.S. 15 in the interior of the alternative route. Traffic entering Bishopville from the south via St. Charles Road and SC 341 was also distributed to destinations based on their origin-destination patterns and removed from their downstream turning movements. This method assumed that some vehicles would still travel to their destination through downtown Bishopville rather than the new alternative.

For new intersections created on the alternative roadway, volumes were taken directly from the travel demand model to account for new movements that did not have a corresponding O-D match. These volumes were adjusted to balance reasonably with volumes shown in the 2045 No Build scenario. This was done for:

- All Alternative Routes at St. Charles Road
- All Alternative Routes at SC 341
- Alternative 1 at McGuirt Road
- Alternatives 2, 3, and 4 at Dixon Drive

Once these volumes were set, additional volume balancing was performed between intersections on existing routes to maintain differences between intersections in proportion to existing travel patterns. In general, each scenario has only minor variations in volume among similar intersections.

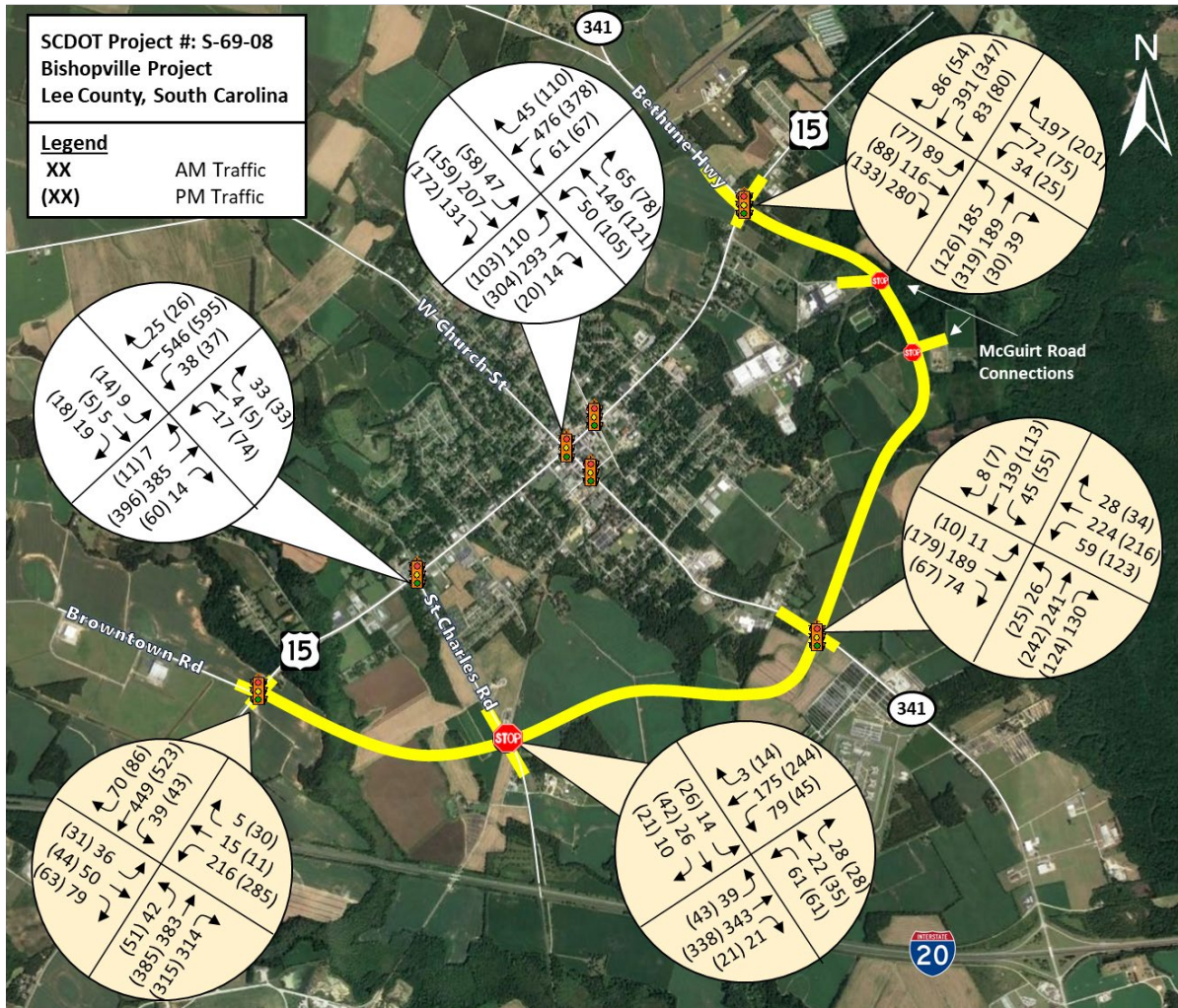
It was assumed that no restrictions would be made on traffic based on vehicle class for either the new or existing routes. Therefore, the distribution of automobiles and heavy vehicles was assumed to be the same for drivers choosing to travel the alternative as it was for drivers remaining on the existing routes. This distribution is derived from the peak hour turning movement counts.

The following sections describe the new routes, the roadway improvements needed, and their resulting traffic conditions.

## 5.2 2045 ALTERNATIVE 1

Alternative 1 adds a fourth leg to the existing intersections of U.S. 15 with Browntown Road and Bethune Highway, which serve as the entry points to the Alternative from U.S. 15. The new leg at Bethune Highway extends further east where it joins McGuiert Road in the northeast quadrant, adding two minor intersections, which is unique to this alternative.

The 2045 No Build volumes were distributed to the new route using the methods described in Section 5.1 and are displayed in **Figure 5-1**. The volumes for the McGuiert Road intersections are not shown because of space constraints, but are available in the Synchro reports for this alternative in **Appendix L**.



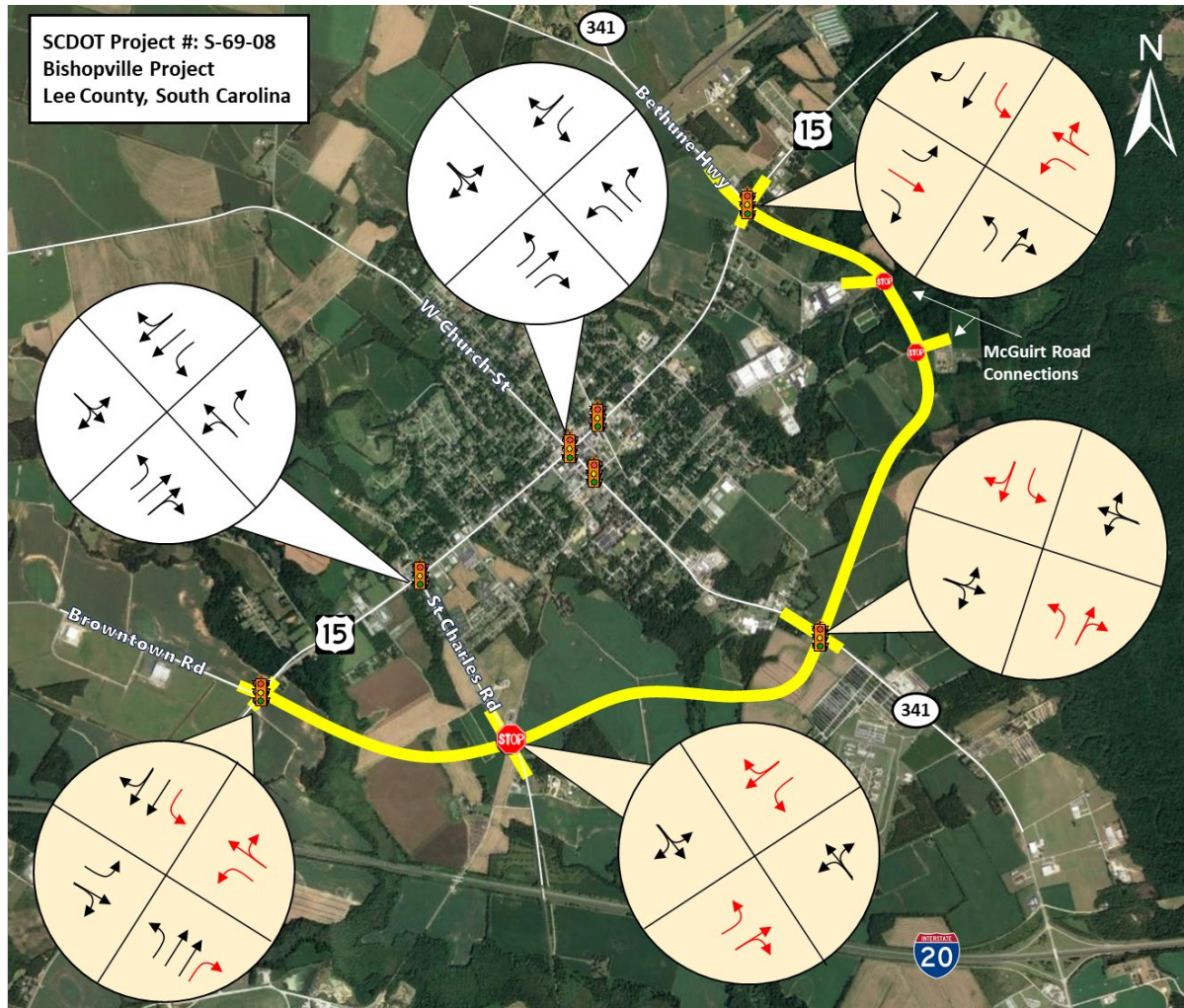
**Figure 5-1: 2045 Alternative 1 Projected Traffic Volumes**

Modeling the new route began with the three-lane cross section and additional intersection improvements were evaluated once the volumes were assigned. The important movements to note are:

- Heavy northbound right turn and westbound left turn volumes at the Browntown Road intersection
- Moderate northbound right turn volumes at the SC 341 intersection
- Moderate/heavy northbound left turn and westbound right turn volumes at the Bethune Highway intersection
- Heavy eastbound AM right turn volumes and moderate eastbound PM right turn volumes at the Bethune Highway intersection

In addition, the northbound through volumes on U.S. 15 are slightly lower than the 2045 No Build across the corridor, while the southbound through volumes are higher (100–250 vehicles). This coincides with the AADT evaluation in Section 3, showing that the estimated volume on the alternative is expected to be higher south of SC 341 than north of SC 341. Essentially, more traffic is expected to travel between U.S. 15 and SC 341 on the alternative in the south than in the north.

The minimum lane and traffic control improvements needed to maintain acceptable LOS at the Alternative's intersections are displayed in the shaded bubbles in **Figure 5-2**.



**Figure 5-2: Alternative 1 Suggested Lane Configuration and Intersection Control**

At Bethune Highway, minimal improvements may be needed on U.S. 15, as the intersection performed acceptably with its existing lane configuration plus the conversion of the northbound through lane to a through-right lane. Additional improvements at this intersection included:

- Left turn lanes with permitted left turn movements for all approaches
- A combined through-right turn lane for the new westbound approach
- A designated free flow right turn lane for the eastbound approach utilizing the southbound lane addition to U.S. 15 at the intersection

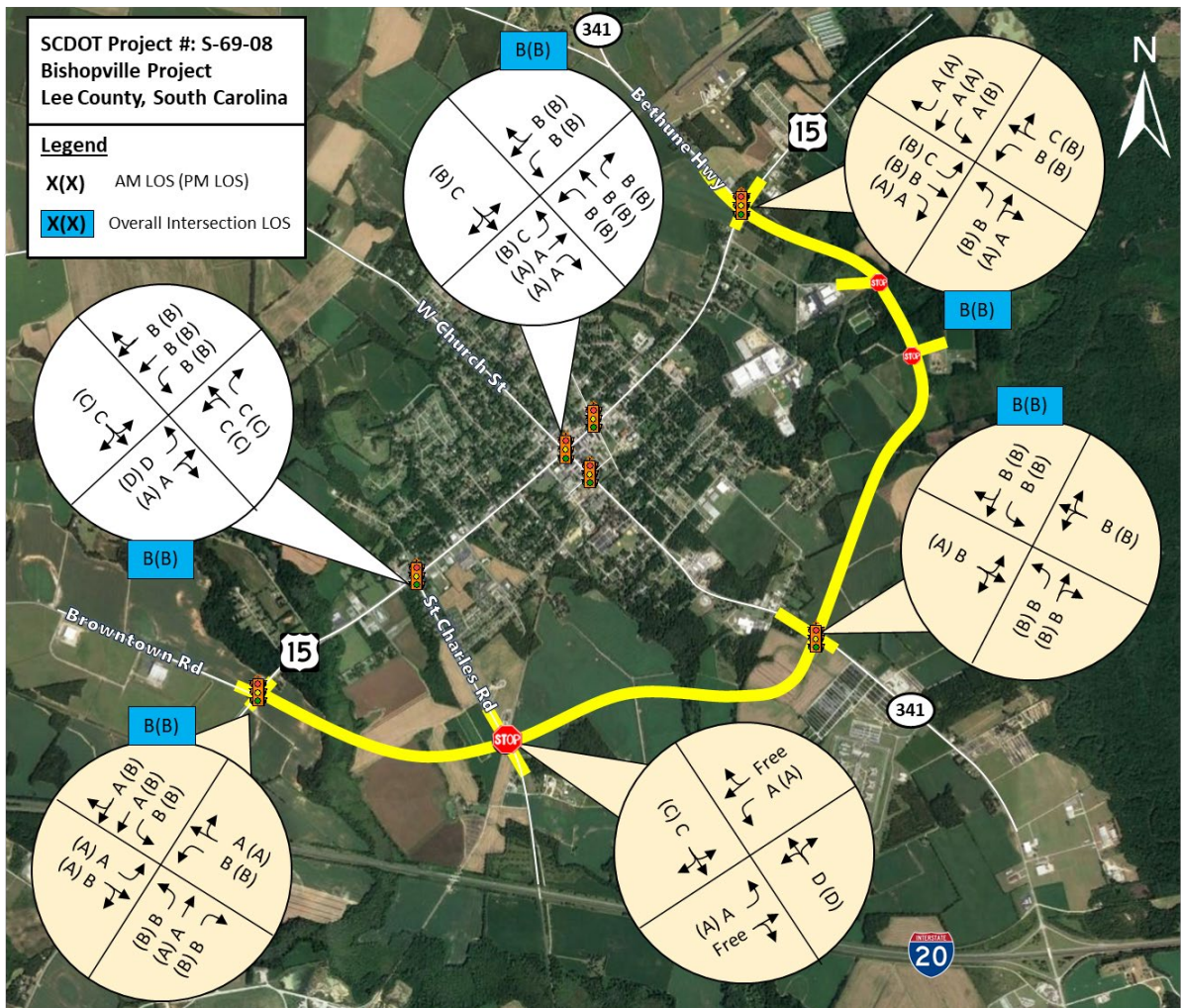
The new intersections created at McGuirt Road, SC 341, and St. Charles Road performed well with minimal intersection improvements. The alternative route was assumed to utilize the two-way left turn lane for left turn movements at the intersections and the through movements accommodated right turn volumes. The side streets were assumed to be one-lane approaches with all movements permitted. The intersection with SC 341 was the only one that did not perform satisfactorily unsignalized. Therefore, a traffic signal was assumed

for this intersection with base timings similar to the basic parameters provided for the city's other traffic signals. A signal warrant analysis and further study would be required to determine the most appropriate intersection configuration; signalization was used as the mitigating improvement to simulate worst-case conditions for the purpose of estimating travel time impacts.

Modeling of the Browntown Road intersection with U.S. 15 (the Alternative's southern terminus) showed the need for similar improvements as Bethune Highway:

- Left turn lanes with permitted left turn movements for all approaches
- Combined through-right turn lane for the new westbound approach

It was assumed that the existing grass median could be used to accommodate a new left-turn lane for the southbound U.S. 15 approach. Owing to the expected high right turn volume (>300 vehicles), a right turn lane for the northbound approach is also recommended. The resulting LOS is presented in **Figure 5-3**.

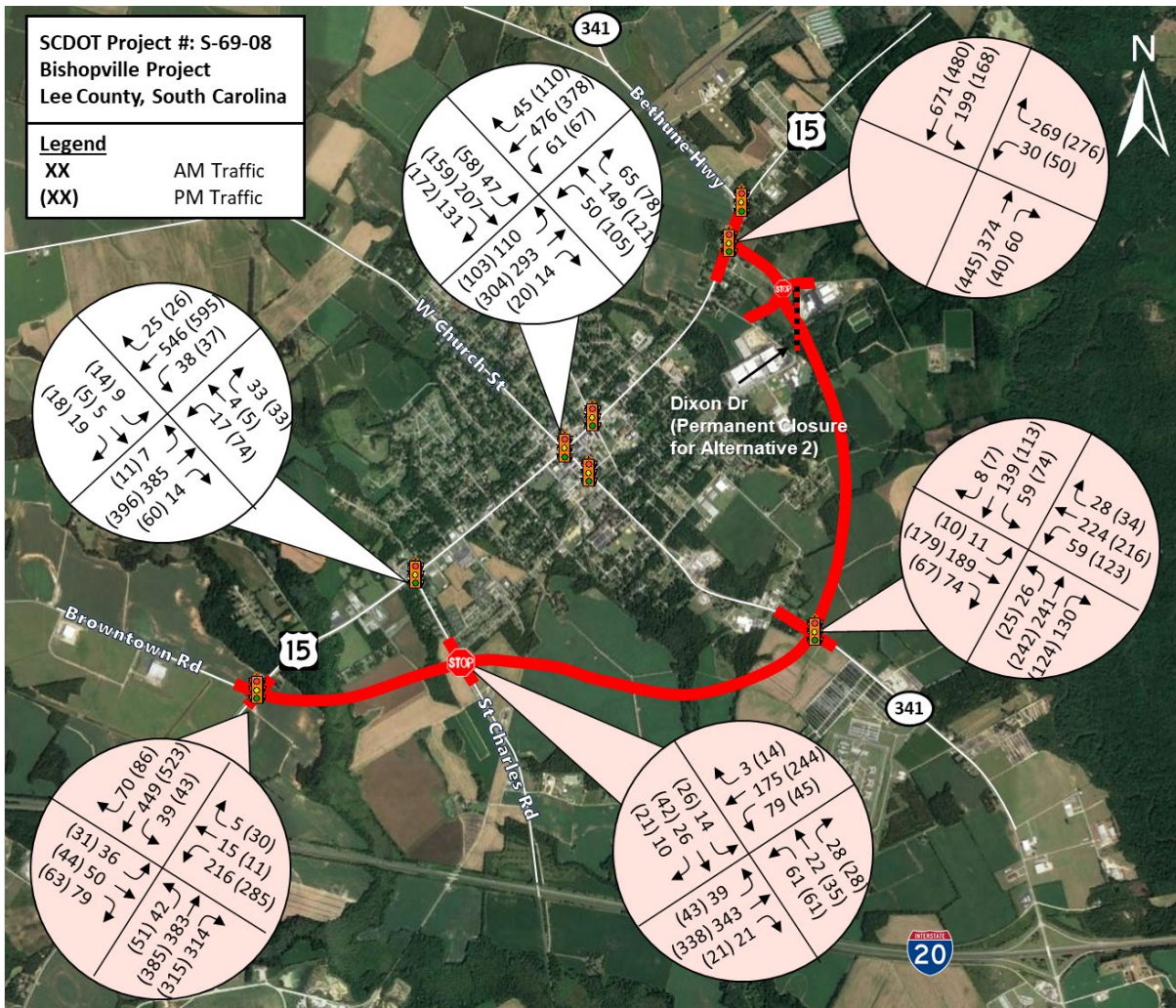


**Figure 5-3: 2045 Alternative 1 Projected Level of Service**

### 5.3 2045 ALTERNATIVE 2

Alternative 2 adds a fourth leg to the existing intersections of U.S. 15 with Browntown Road. Similar to Alternative 1, its northern entry point to the alternative is a three-legged intersection added just south of Bethune Highway in alignment with the existing Dixon Drive intersection. This intersection extends east, replacing part of Dixon Drive and adding two minor intersections, curving toward SC 341 in a shorter distance than Alternative 1.

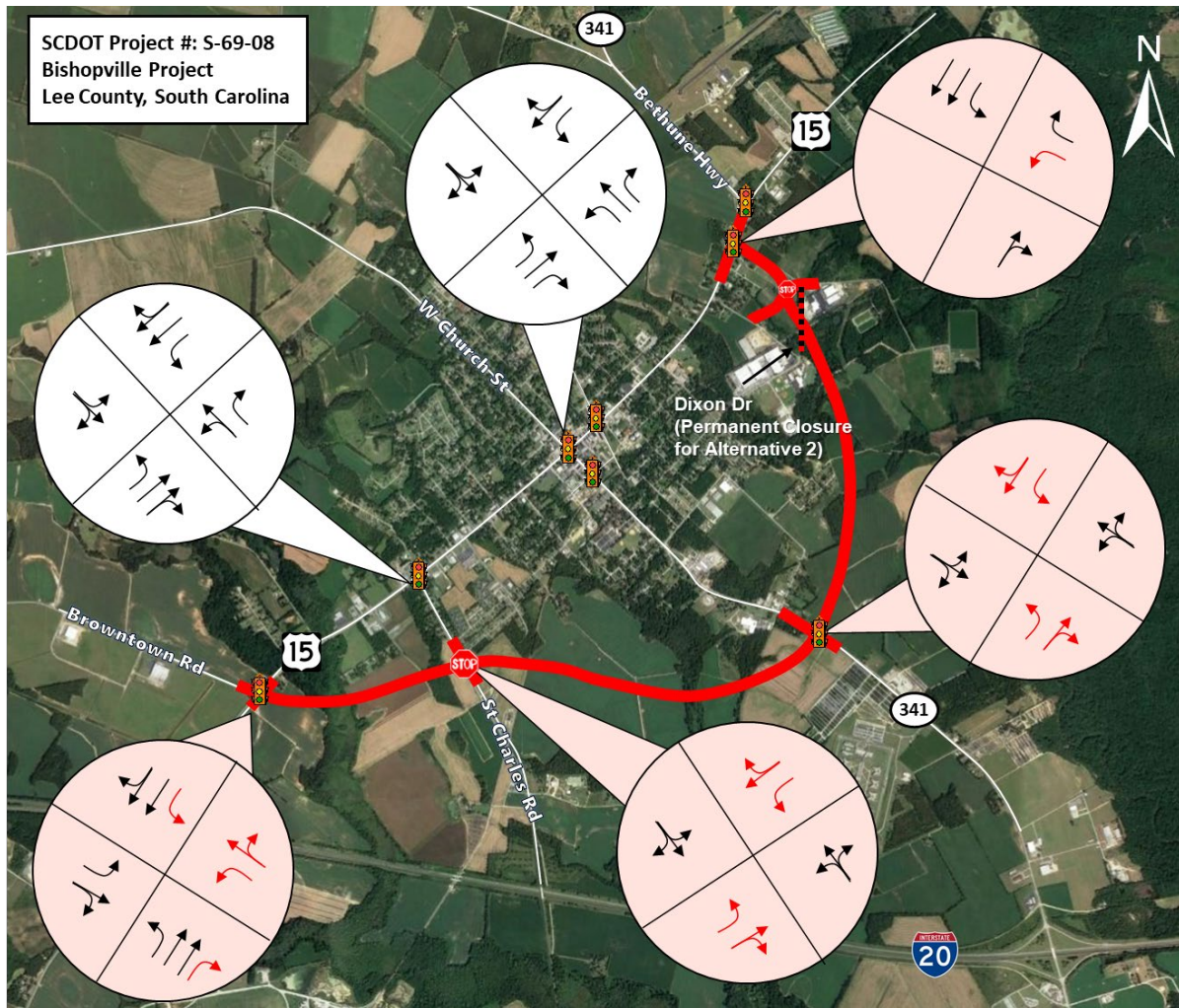
The 2045 No Build volumes were distributed to the new route using the methods described in Section 5.1 (see **Figure 5-4**). The volumes for the Dixon Drive intersections are not shown because of space constraints, but are available in the Synchro reports for this alternative in **Appendix L**.



**Figure 5-4: 2045 Alternative 2 Projected Traffic Volumes**

Modeling the new route began with the three-lane cross section and additional improvements were evaluated once the volumes were assigned. The important movements for this alternative are the same as Alternative 1, except that, as a result of the new intersection in the north, its southbound left turn is also important to note because of its moderate/high volume.

The minimum lane and traffic control improvements needed to maintain acceptable LOS at the Alternative's intersections are displayed in the shaded bubbles in **Figure 5-5**.



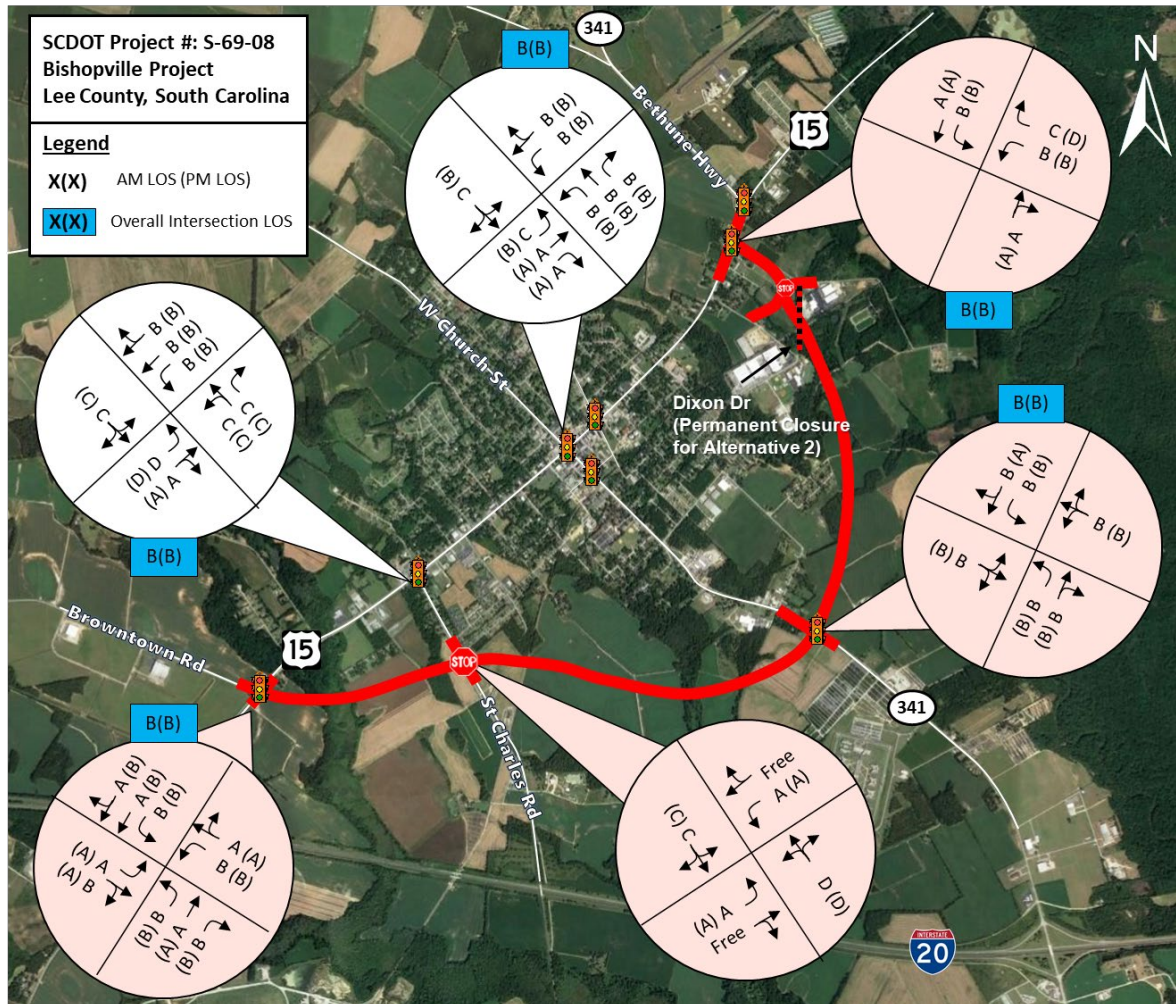
**Figure 5-5: Alternative 2 Suggested Lane Configuration and Intersection Control**

Minimal improvements are needed at the Dixon Drive and U.S. 15 intersection because the intersection performed acceptably with its existing lane configuration. The new westbound approach also provides satisfactory results without any addition to the three-lane cross section, using the two-way left turn lane for westbound left turn movements.

The new intersections created on Dixon Drive, at SC 341, and at St. Charles Road performed acceptably with minimal intersection improvements. The alternative route was assumed to utilize the two-way left turn lane for left turn movements at the intersections and the through movements accommodated right turn movements. The side streets were assumed to be one-lane approaches with all movements permitted. The SC 341 intersection was the only one that did not perform satisfactorily unsignalized, so a traffic signal was assumed for this intersection with base timings similar to the basic parameters provided for the city's other traffic signals. A signal warrant analysis and further study would be required to determine the most appropriate intersection configuration; signalization was used as the mitigating improvement to simulate worst-case conditions for the purpose of estimating travel time impacts.

Modeling of the Browntown Road intersection with U.S. 15 (the Alternative's southern terminus) showed the need for the same improvements used in Alternative 1.

The resulting LOS is presented in **Figure 5-6**.



**Figure 5-6: 2045 Alternative 2 Projected Level of Service**

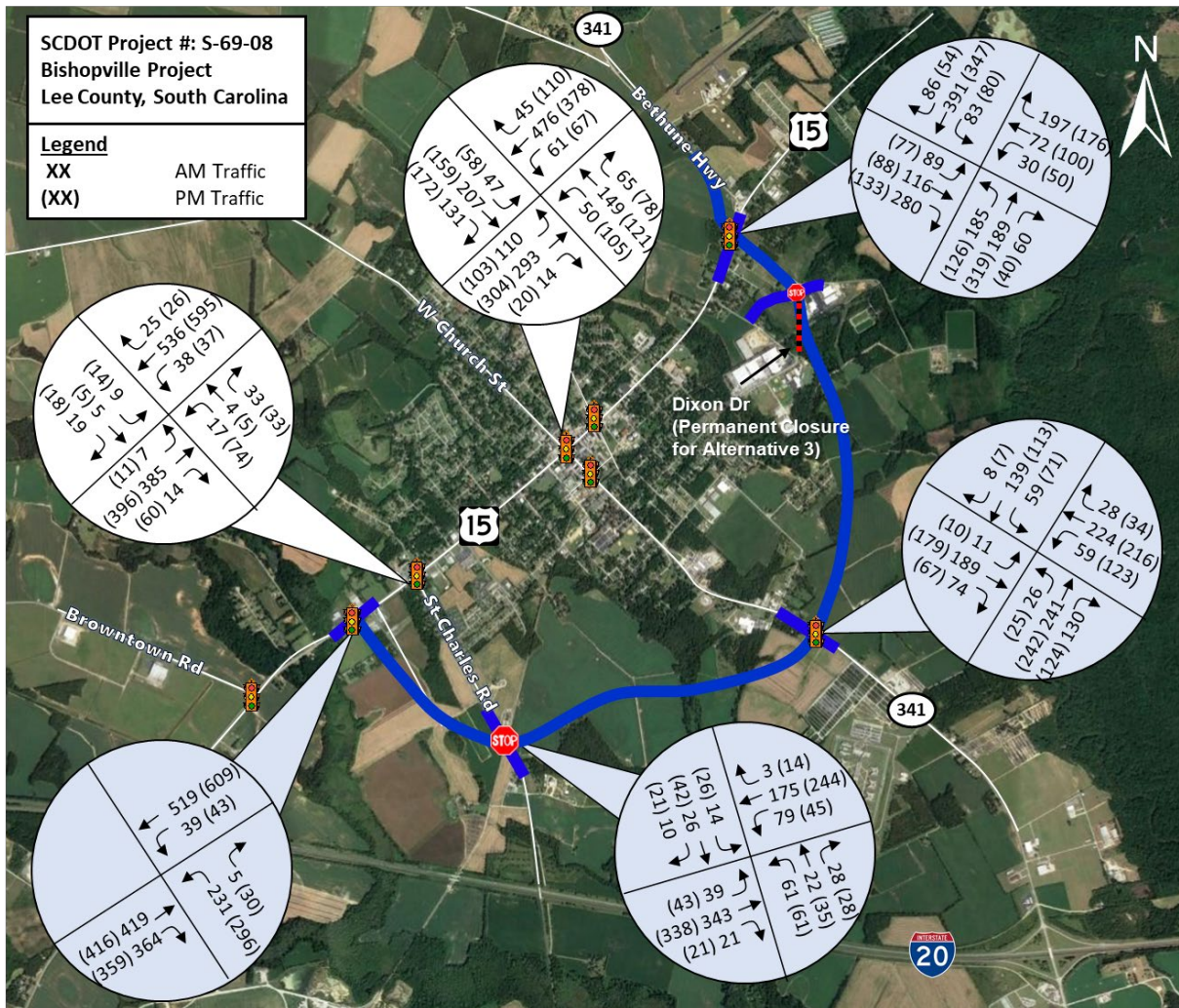
### 5.4 2045 ALTERNATIVE 3

Alternative 3 differs from Alternatives 1 and 2 in that it does not connect directly to the existing intersections of U.S. 15 with Browntown Road or Bethune Highway. Instead, it intersects U.S. 15 in the south at the existing Wilkinson Road intersection, assuming part of its alignment and maintaining the existing three-leg intersection. Its northern terminus creates a four-leg intersection at U.S. 15 between the existing Bethune Highway and Dixon Drive intersections, replacing the existing Bethune Highway intersection and reconnecting with Bethune Highway north of the existing intersection. Its alignment extending east from this intersection replicates Alternative 2, replacing part of Dixon Drive and adding two minor intersections.

The 2045 No Build volumes were distributed to the new route using the methods described in Section 5.1 (see **Figure 5-7**). The volumes for the Dixon Drive intersections are not



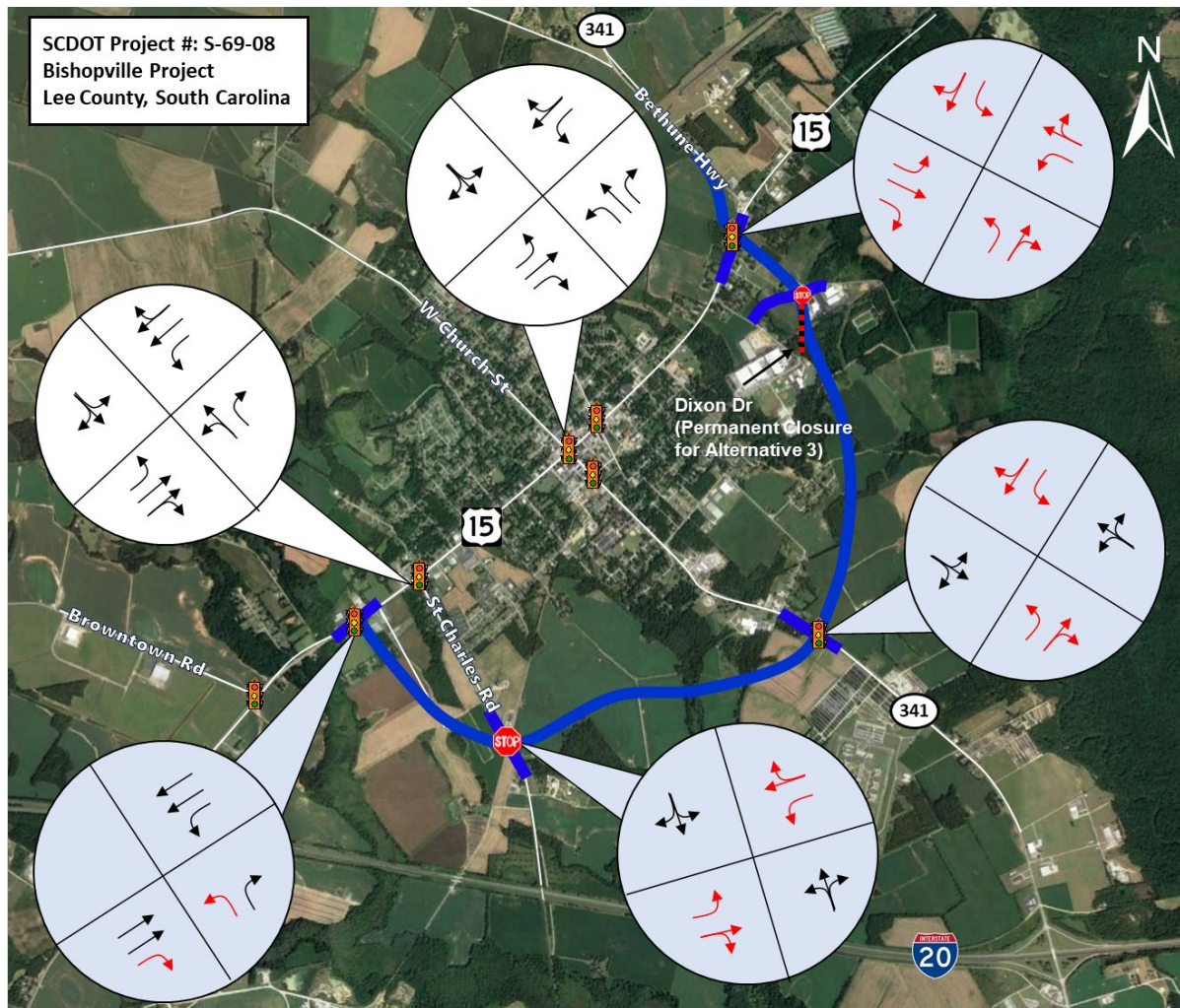
shown because of space constraints, but are available in the Synchro reports in **Appendix L**.



**Figure 5-7: 2045 Alternative 3 Projected Traffic Volumes**

Modeling the new route began with the three-lane cross section and additional improvements were evaluated once the volumes were assigned. The important movements for this alternative are the same as Alternatives 1 and 2, except that the notable movements shifted from Browntown Road to the existing Wilkinson Road intersection.

The minimum lane and traffic control improvements needed to maintain acceptable LOS at the Alternative's intersections are displayed in the shaded bubbles in **Figure 5-8**.



**Figure 5-8: Alternative 3 Suggested Lane Configuration and Intersection Control**

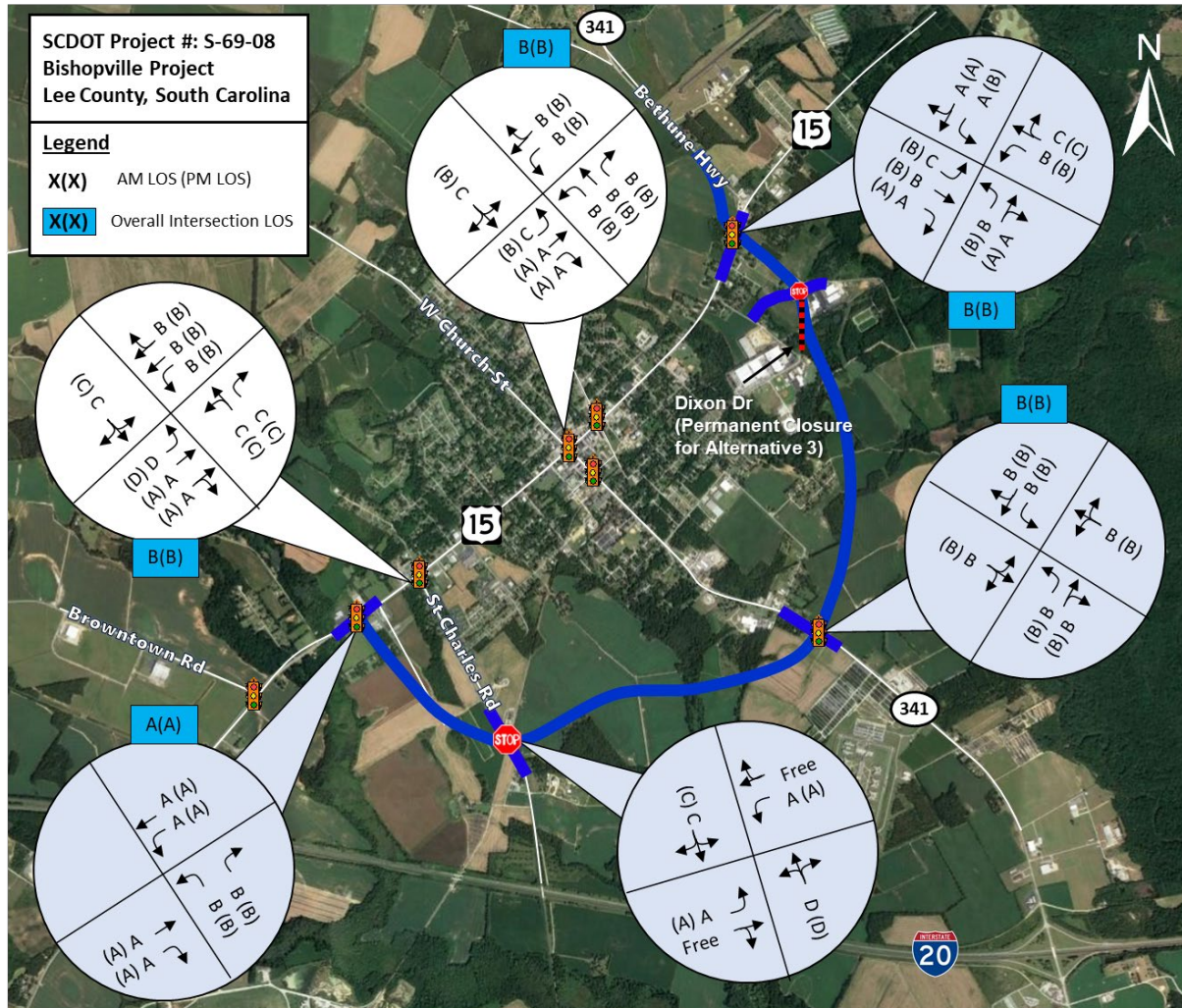
Proposed improvements at the new northern terminus represent the same configuration as that presented for Alternative 1, with the exception that the eastbound approach will be constructed for this intersection and the southbound U.S. 15 approach performs acceptably without a dedicated right turn lane.

The new intersections created on Dixon Drive, at SC 341, and at St. Charles Road performed acceptably with minimal intersection improvements. The alternative route was assumed to utilize the two-way left turn lane for left turn movements at the intersections and the through movements accommodated right turn movements. The side streets were assumed to be one-lane approaches with all movements permitted. The SC 341 intersection was the only one that did not perform satisfactorily unsignalized, so a traffic signal was assumed for this intersection with base timings similar to the basic parameters provided for the city's other traffic signals. A signal warrant analysis and further study would be required to determine the most appropriate intersection configuration; signalization was used as the mitigating improvement to simulate worst-case conditions for the purpose of estimating travel time impacts.

Modeling of the new southern terminus at Wilkinson Road and U.S. 15 showed the need for only the additional northbound right turn lane to accommodate the expected high right turn

volume (>300 vehicles). The existing U.S. 15 and proposed three-lane alternative configurations should provide acceptable LOS, with left turns utilizing the two-way left turn storage for the westbound and southbound approaches.

The resulting LOS is presented in **Figure 5-9**.



**Figure 5-9: 2045 Alternative 3 Projected Level of Service**

### 5.5 2045 ALTERNATIVE 4

The difference in alignment between Alternative 3 and Alternative 4 (the modified version of Alternative 3) does not affect the volume at the study intersections. Therefore, the results presented in the previous section are applicable to Alternative 4 and are not repeated here. The difference in alignment between Alternatives 3 and 4 was discussed in more detail in Section 1.4.

### 5.6 ANALYSIS SUMMARY OF ALTERNATIVES

Comparing the results presented in the previous sections shows that an evaluation of

volume distribution and LOS does not distinguish any one alternative from another. The relative similarity of their alignments contributes to the similarity of their proposed traffic volumes, and the similarity of their traffic volumes produces similar traffic impacts at the study intersections.

The primary difference that can be drawn from these results is the degree of modifications required for new intersections, specifically the intersections that will be created on U.S. 15 under Alternatives 2 and 3. In general, the requirement for a new intersection in these scenarios also suggests the need for improvements such as signalization, and signalization imposes delay on the main travel route, in this case U.S. 15. Alternative 1 benefits from utilizing the existing intersections of Browntown Road and Bethune Highway for its connections to U.S. 15, which introduces less interruption to traffic flow.

To further distinguish the alternatives from each other, an evaluation of simulated travel times across the existing and new travel routes was modeled in the same manner described for the No Build scenario in Section 4.2. This provided an opportunity to determine if the alternative routes can meet or exceed travel times on existing routes, and whether one route can provide significant travel time savings over another. These results are discussed in Section 6, following the presentation of additional proposed alternative route combinations.

## 5.7 2045 ALTERNATIVE COMBINATIONS

To further evaluate the operational pros and cons of the alternative roadway scenarios presented in the previous sections, combinations of alternatives were also evaluated by combining segments of the northern and southern portions of each scenario. The division of each original scenario was placed at the intersection of SC 341 with the new alternative route. This results in the eight additional scenarios listed below.

Alternative	Alternative Segment South of SC 341	Alternative Segment North of SC 341
5	Alternative 1	Alternative 2
6	Alternative 1	Alternative 3
7	Alternative 2	Alternative 1
8	Alternative 2	Alternative 3
9	Alternative 3	Alternative 1
10	Alternative 3	Alternative 2
11	Alternative 4	Alternative 1
12	Alternative 4	Alternative 2

The segment pieces are color-coded in the same manner as they were presented in

previous figures. **Figures 5-10** through **5-23** present the additional alternatives with this same color-coding to further clarify how these routes were segmented and recombined. Each alternative is accompanied by the intersection LOS results, which are the same as what was presented previously for their respective segments. LOS for Alternatives 11 and 12 are not provided because they are combinations of Alternative 4 and result in the same LOS values as Alternatives 9 and 10, which is based on Alternative 3. As previously discussed, Alternative 4 is a modified version of Alternative 3 with the same volumes.

Alternative 5 is approximately 4.8 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Browntown Road. From there, it heads southeast for approximately one mile and intersects Dove Lane, then heads northeast for approximately one-quarter of a mile where it intersects with the SCRF and the St. Charles Highway (SC 154). It then heads slightly northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half mile where it intersects English Mill Road. From there, it heads northeast approximately one-half mile and intersects the Wisacky Highway (SC 341). Alternative 5 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. It then heads slightly northwest for approximately one and one-quarter miles, crossing the SCRF a second time, to just west of the intersection of McGuirt Road and Dixon Drive, and continues northwest along Dixon Drive for approximately four-tenths of a mile, ending at a new intersection with N. Main Street (U.S. 15). This alternative closed Dixon Drive between Academy Road and McGuirt Road and provides a connection from the new roadway to Academy Road. Alternative 5 is presented in **Figure 5-10** and **Figure 5-11**.

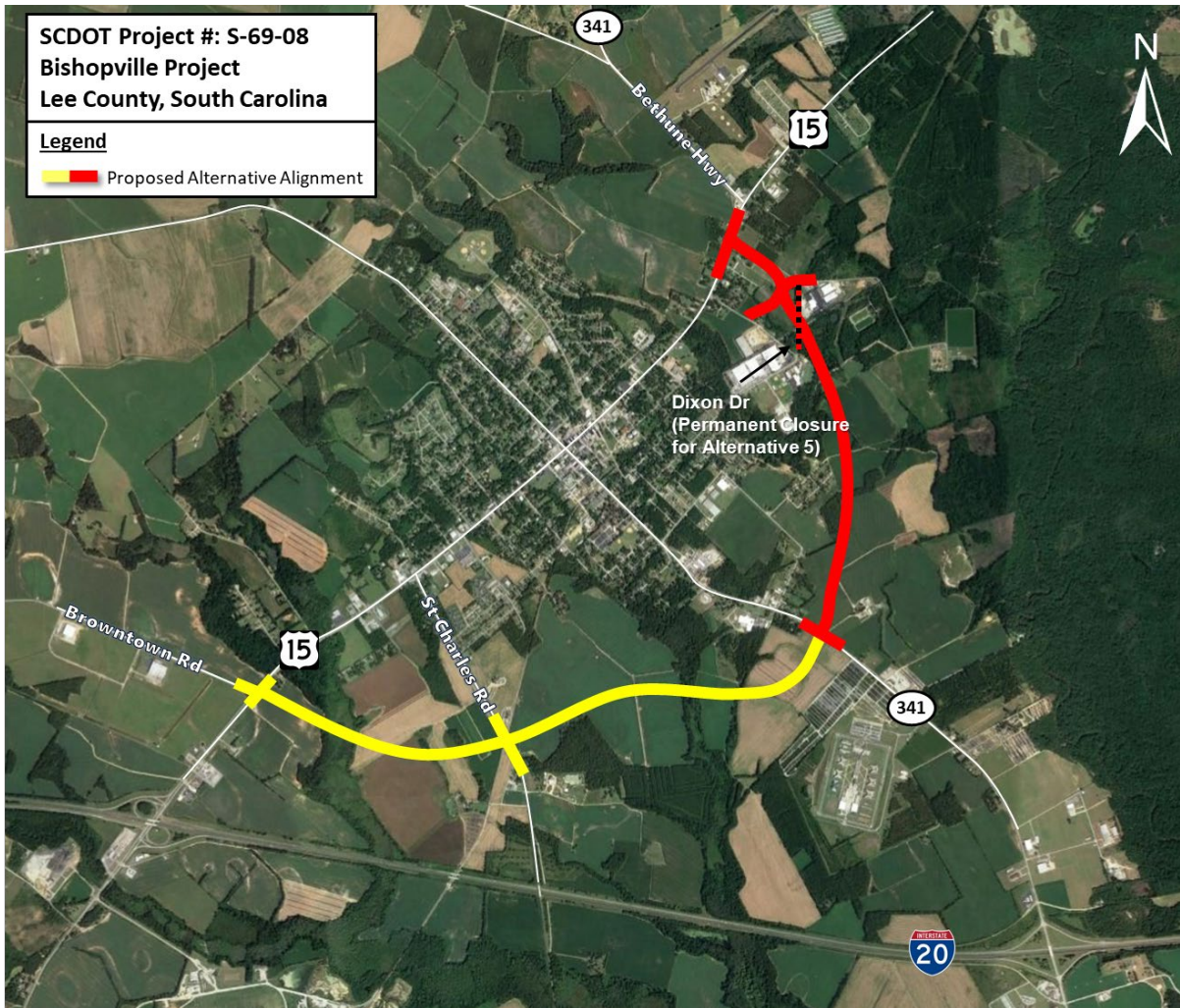
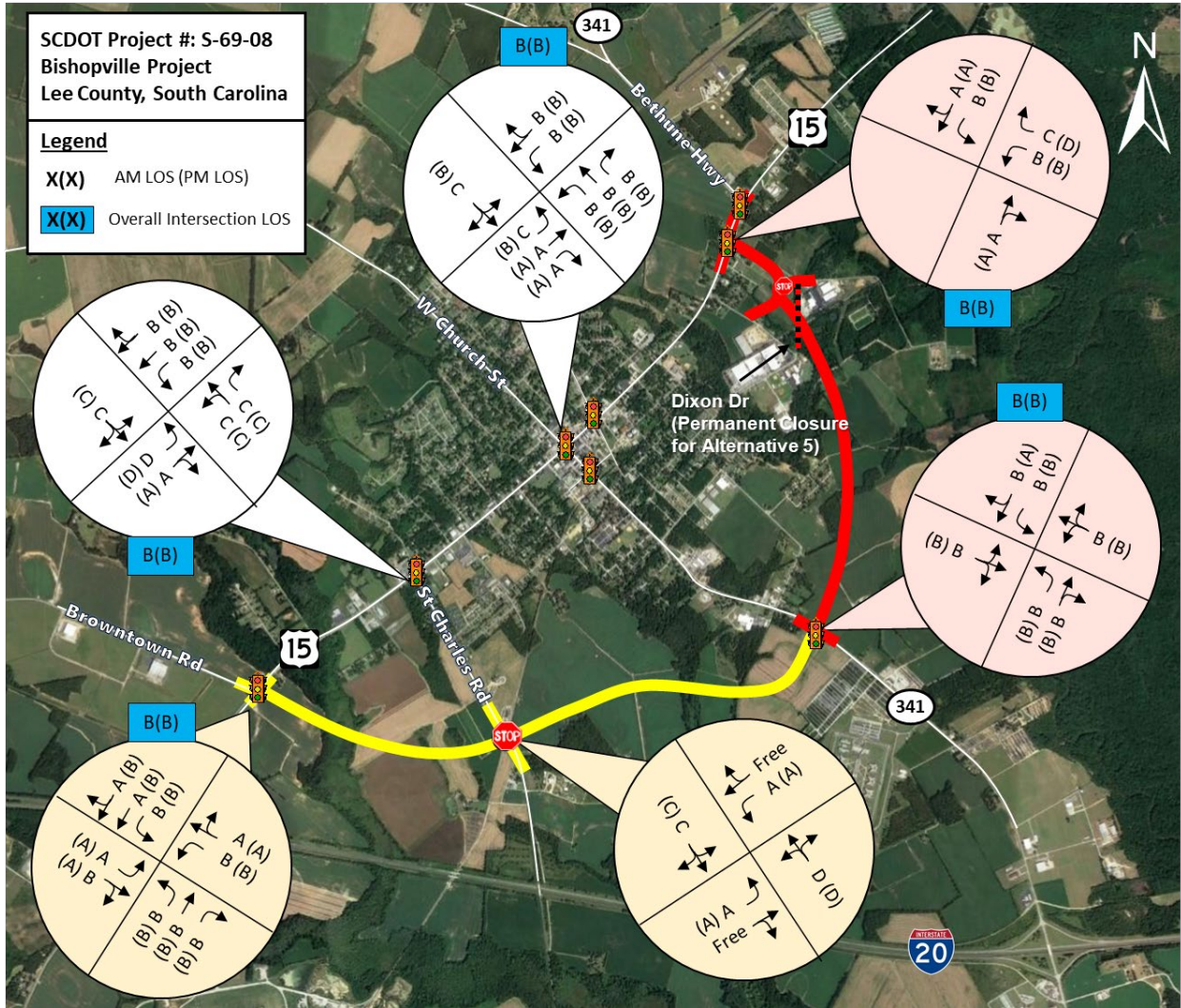


Figure 5-10: Proposed Alternative 5 Alignment



**Figure 5-11: Alternative 5 Projected Level of Service**

Alternative 6 is approximately 5.2 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Browntown Road. From there, it heads southeast for approximately one mile and intersects Dove Lane, then heads northeast for approximately one-quarter of a mile where it intersects with the SCRF and St. Charles Highway (SC 154). It then heads slightly northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half mile where it intersects English Mill Road. From there, it heads northeast approximately one-half mile and intersects Wisacky Highway (SC 341). Alternative 6 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. It then heads slightly northwest for approximately one and one-quarter miles, crossing the SCRF a second time, to the intersection of McGuirt Road and Dixon Drive. From there, it heads northwest just north of Dixon Drive for approximately four-tenths of a mile before intersecting N. Main Street (U.S. 15). It then heads northeast for approximately three-tenths of a mile and connects with Bethune Highway (SC 341). This alternative closes Dixon Drive between Academy Road and McGuirt Road, provides a connection from the new roadway to Academy Road, and replaces the existing intersection of N. Main Street (U.S. 15) and Bethune Highway (SC 341). Alternative 6 is presented in **Figure 5-12** and **Figure 5-13**.

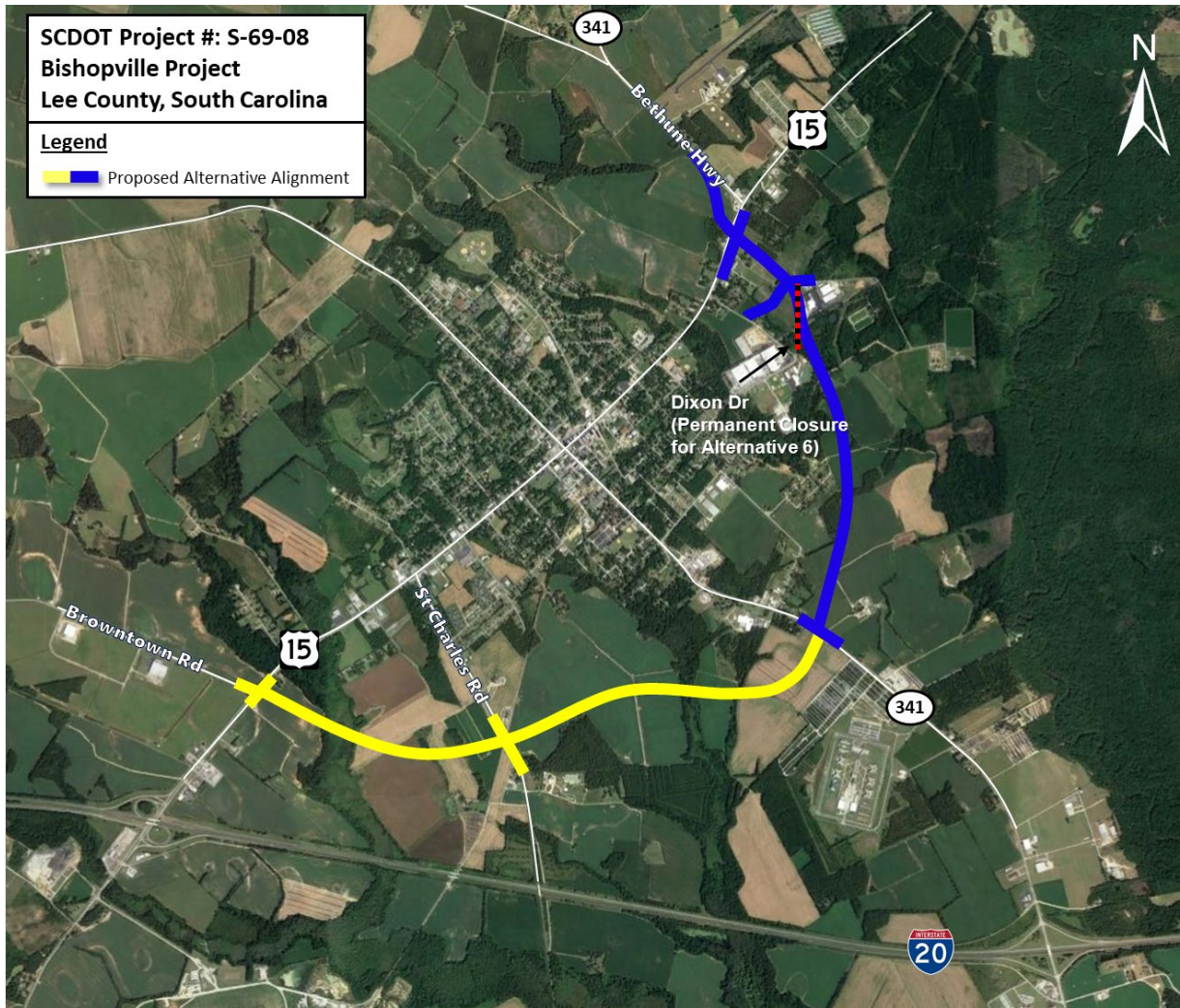
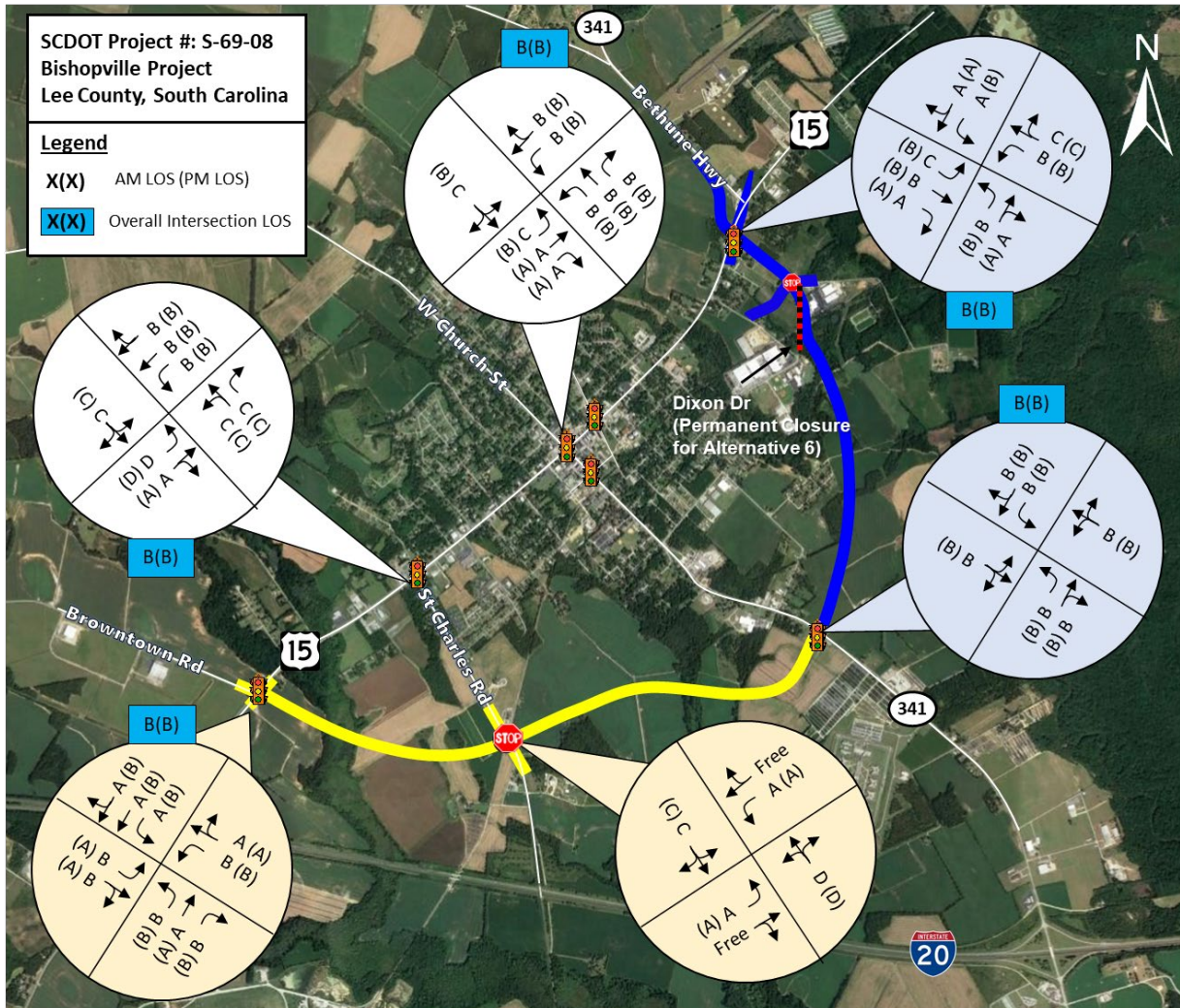


Figure 5-12: Proposed Alternative 6 Alignment





**Figure 5-13: Alternative 6 Projected Level of Service**

Alternative 7 is approximately 5.4 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Browntown Road. From there, it heads slightly northeast for approximately three-quarters of a mile and intersects Wilkinson Road. It then continues slightly northeast for approximately one-quarter of a mile before intersecting the St. Charles Highway (SC 154). From there, it heads east for approximately one-quarter of a mile where it crosses the SCR. It then heads slightly southeast for approximately one-half of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341). Alternative 7 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. From there, it continues northeast for approximately one-mile where it follows McGuirt Road for approximately three-tenths of a mile and crosses the SCR a second time. It then heads northwest for approximately seven-tenths of a mile and connects to Bethune Highway (SC 341) at the existing intersection with N. Main Street (U.S. 15). Alternative 7 is presented in **Figure 5-14** and **Figure 5-15**.

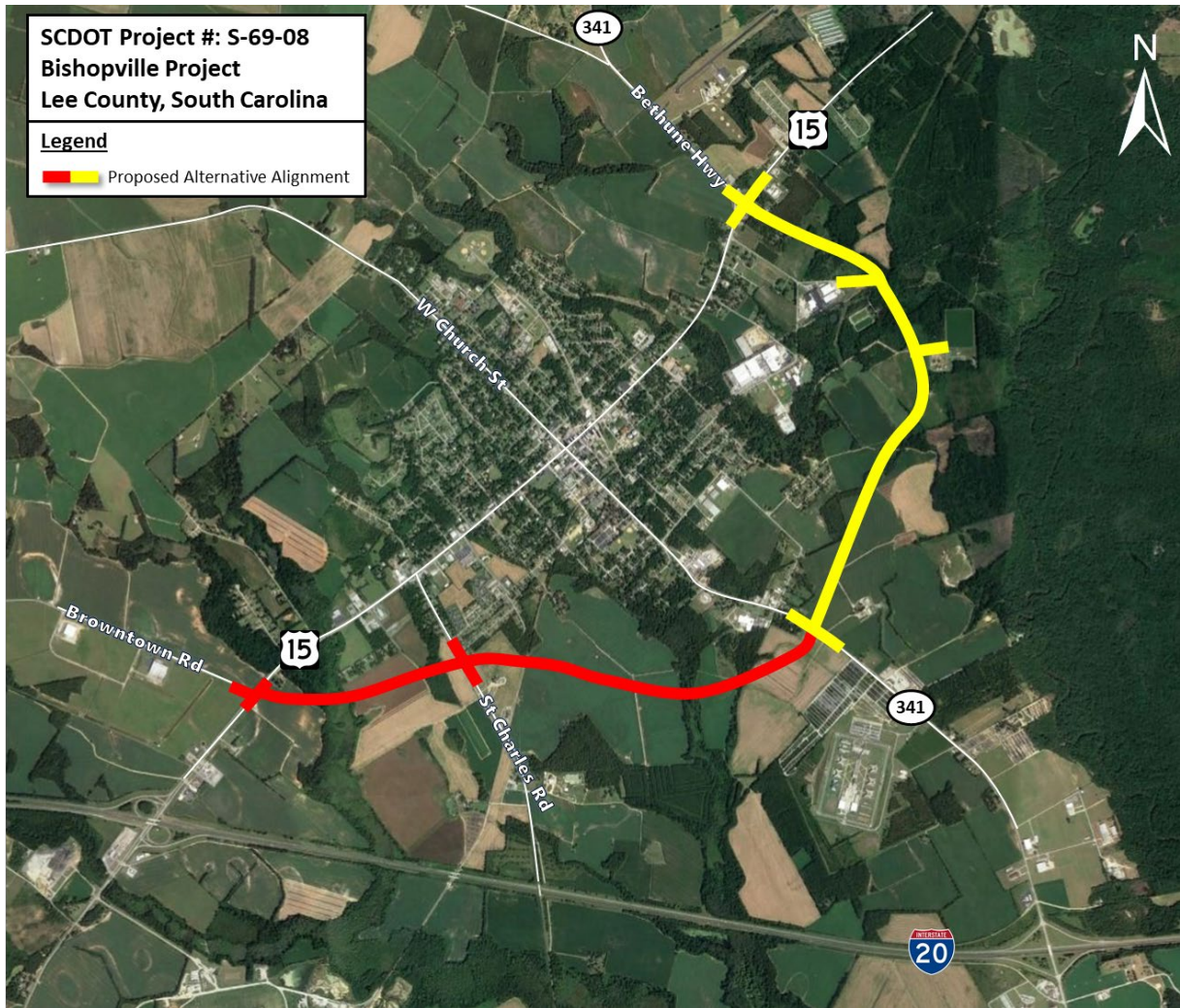
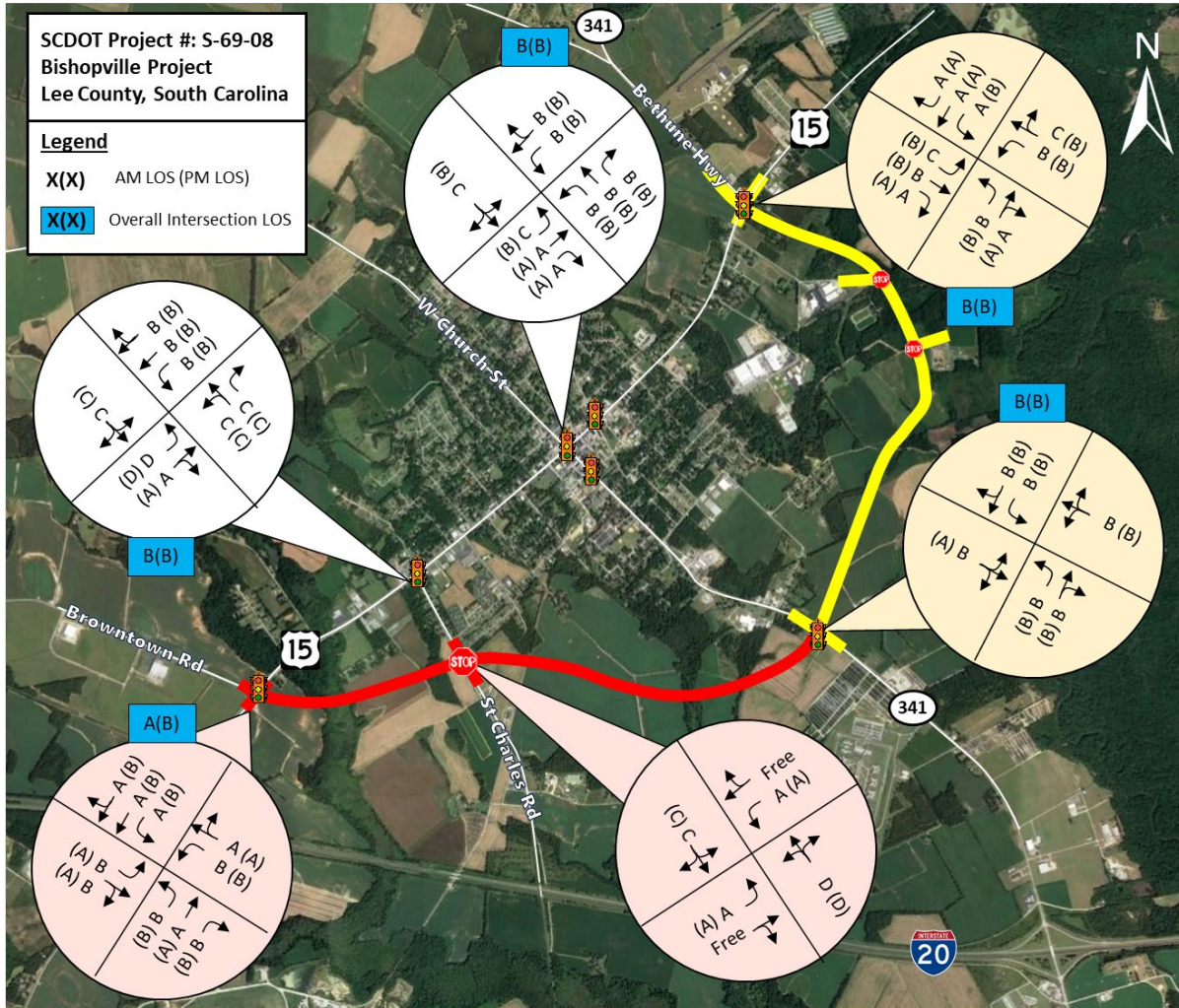


Figure 5-14: Proposed Alternative 7 Alignment



**Figure 5-15: Alternative 7 Projected Level of Service**

Alternative 8 is approximately 5.0 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Browntown Road. From there, it heads slightly northeast for approximately three-quarters of a mile and intersects Wilkinson Road. It then continues slightly northeast for approximately one-quarter of a mile before intersecting St. Charles Highway (SC 154). From there, it heads east for approximately one-quarter of a mile where it crosses the SCRF. It then heads slightly southeast for approximately one-half of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341). Alternative 8 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. It then heads slightly northwest for approximately one and one-quarter miles, crossing the SCRF a second time, to the intersection of McGuirt Road and Dixon Drive. From there, it heads northwest just north of Dixon Drive for approximately four-tenths of a mile before intersecting N. Main Street (U.S. 15). It then heads northeast for approximately three-tenths of a mile and connects with Bethune Highway (SC 341). This alternative closes Dixon Drive between Academy Road and McGuirt Road, provides a connection from the new roadway to Academy Road, and replaces the existing intersection of N. Main Street (U.S. 15) and Bethune Highway (SC 341). Alternative 8 is presented in **Figure 5-16** and **Figure 5-17**.

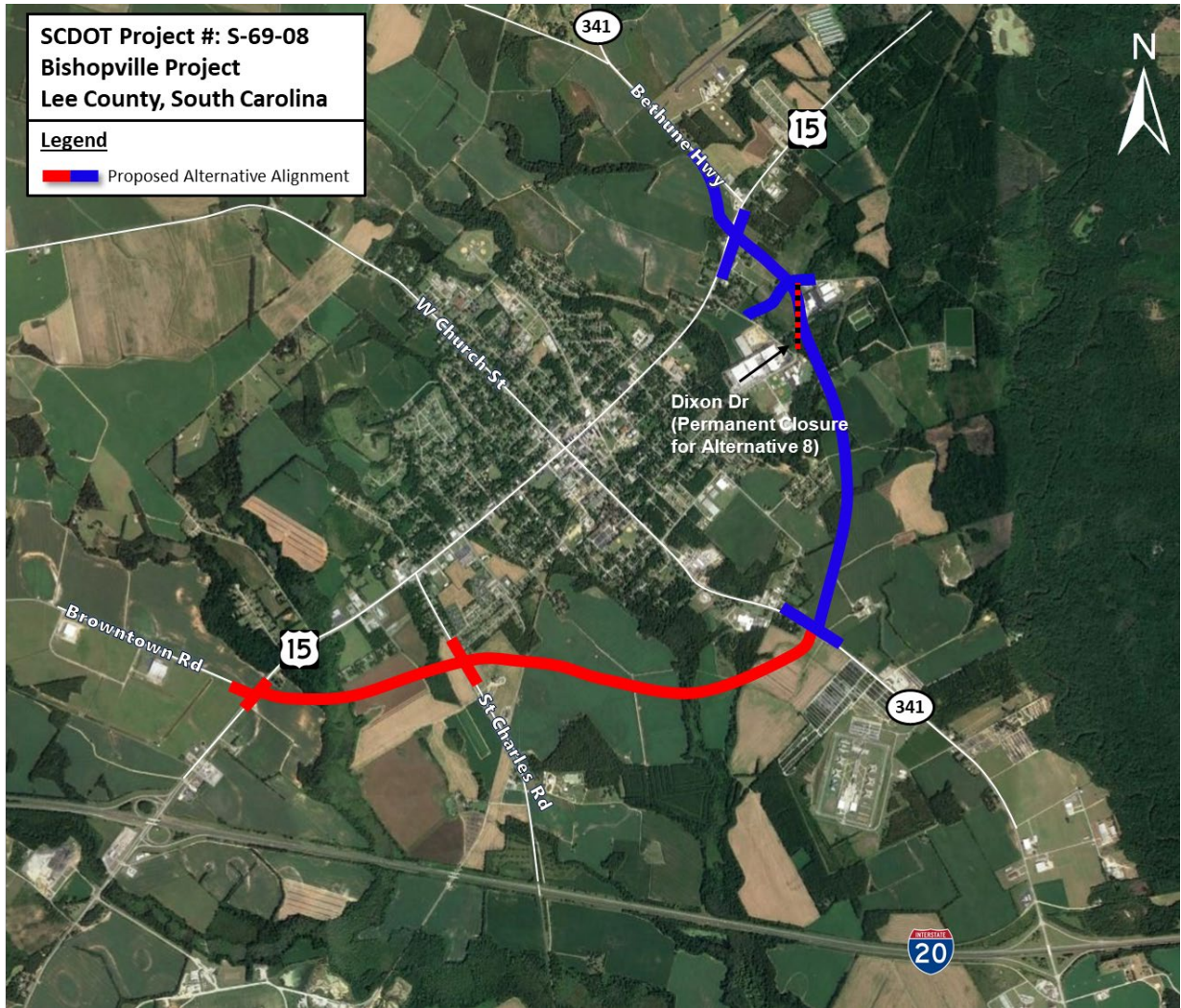
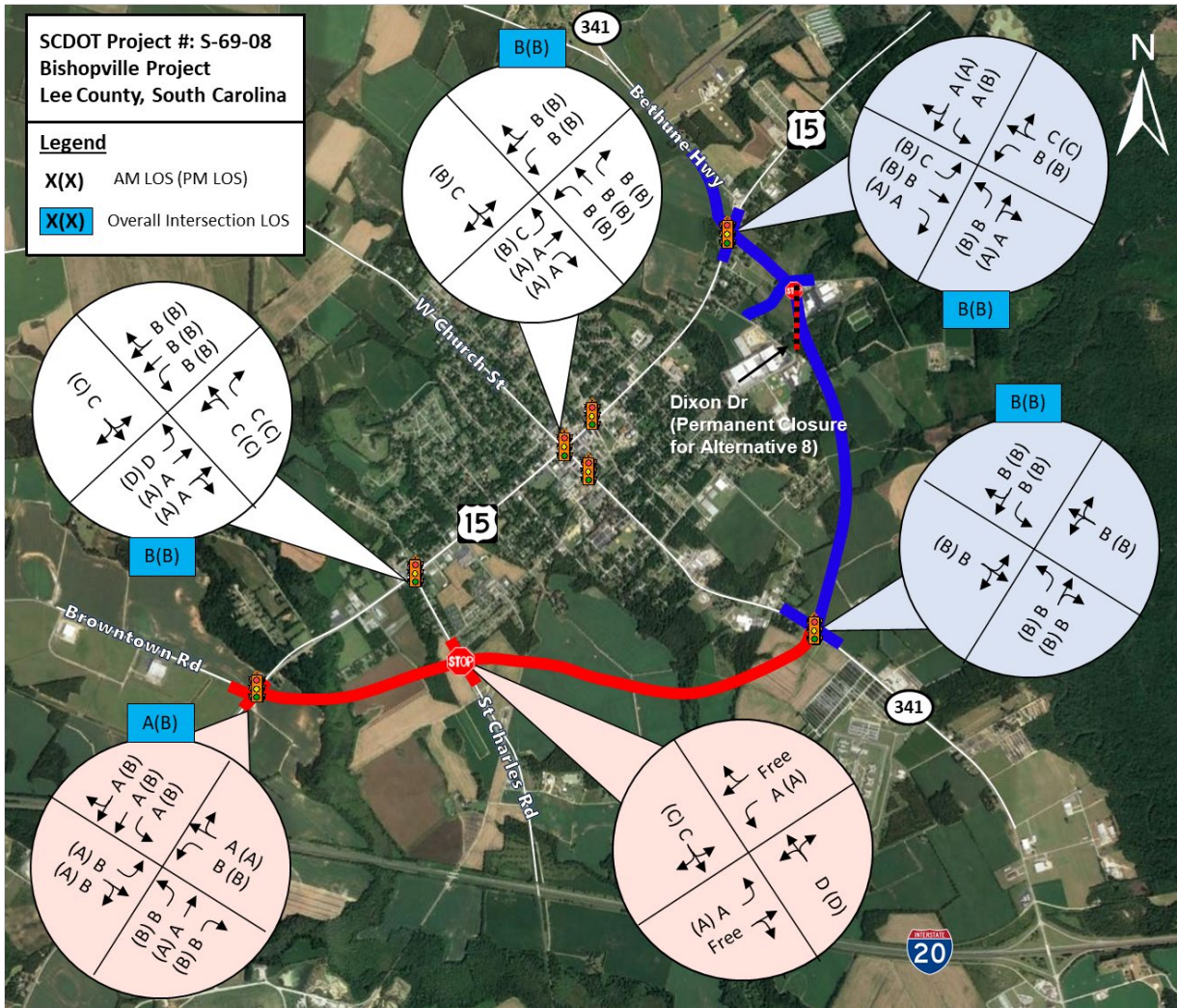


Figure 5-16: Proposed Alternative 8 Alignment



Alternative 9 is approximately 5.1 miles long and begins approximately one-tenth of a mile southwest of the intersection of Sumter Highway (U.S. 15) and Wilkinson Road (SC 364). From there, it heads southeast for approximately two-tenths of a mile and intersects Edgefield Drive, then continues southeast for approximately seven-tenths of a mile where it intersects with the SCR and St. Charles Highway (SC 154). It then heads northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341). Alternative 9 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. From there, it continues northeast for approximately one-mile where it follows McGuirt Road for approximately three-tenths of a mile and crosses the SCR a second time. It then heads northwest for approximately seven-tenths of a mile and connects to Bethune Highway (SC 341) at the existing intersection with N. Main Street (U.S. 15). Alternative 9 is presented in **Figure 5-18** and **Figure 5-19**.

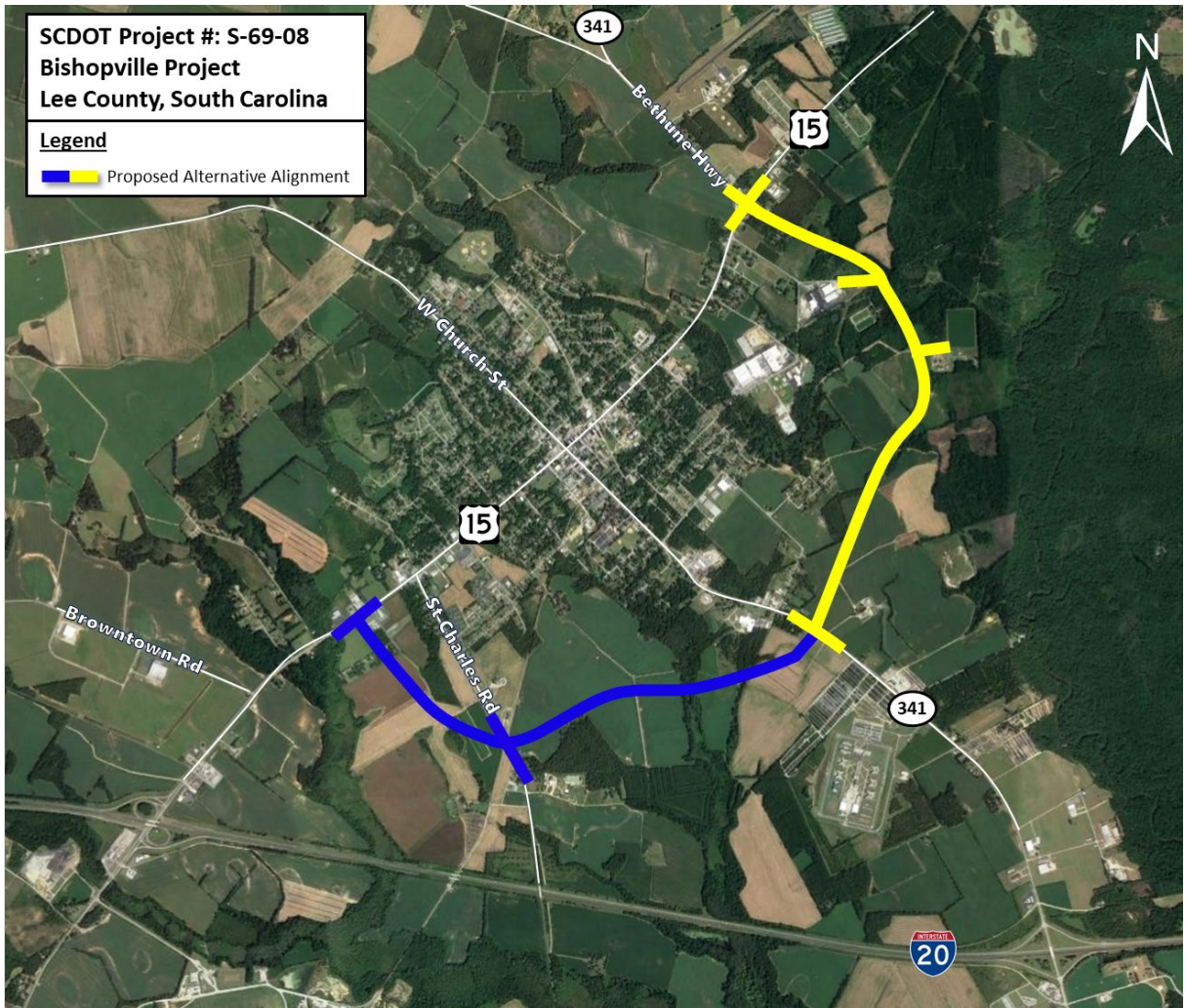
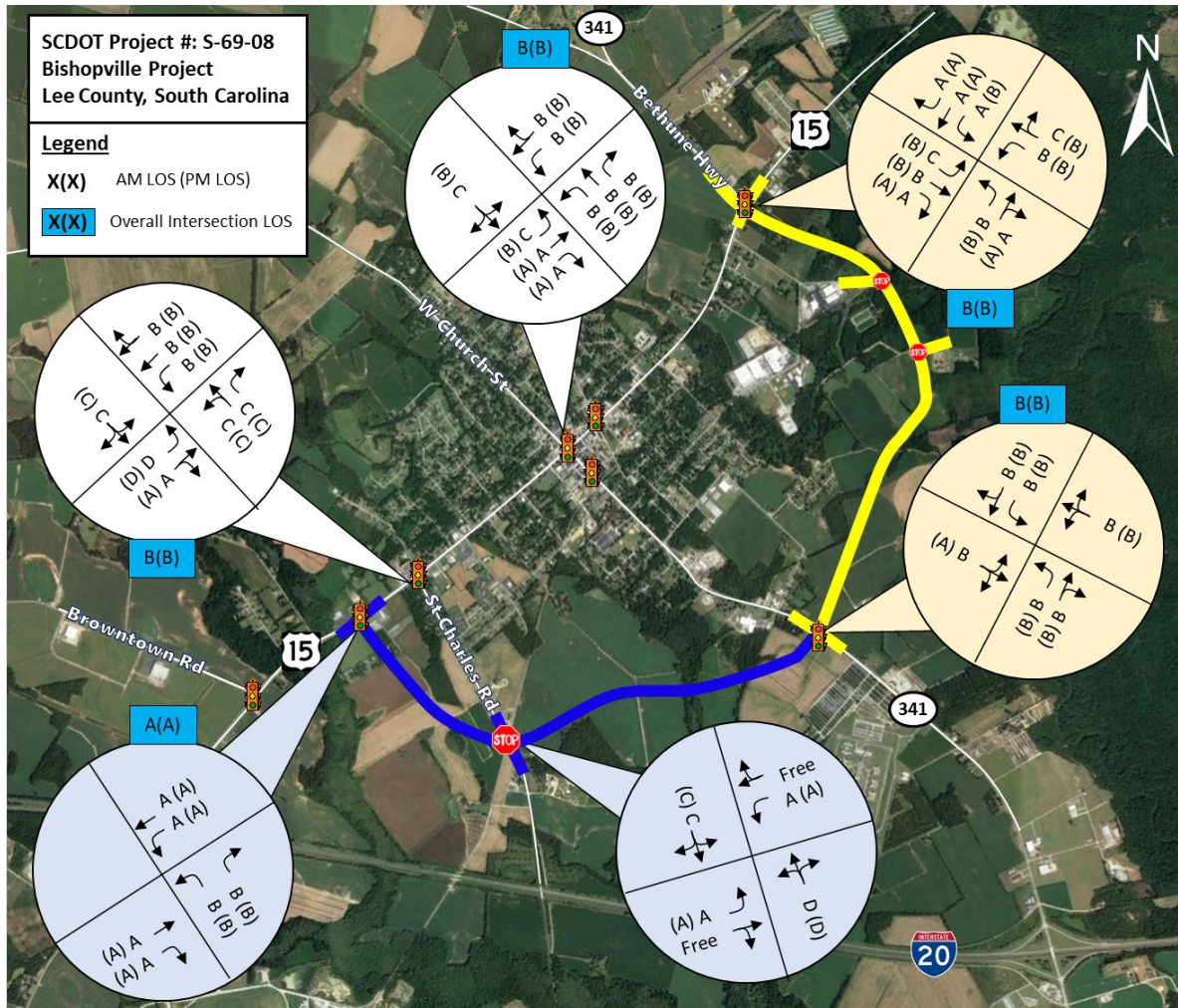


Figure 5-18: Proposed Alternative 9 Alignment



Alternative 10 is approximately 4.4 miles long and begins approximately one-tenth of a mile southwest of the intersection of Sumter Highway (U.S. 15) and Wilkinson Road (SC 364). From there, it heads southeast for approximately two-tenths of a mile and intersects Edgefield Drive, then continues southeast for approximately seven-tenths of a mile where it intersects with the SCRF and St. Charles Highway (SC 154). It then heads northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341). Alternative 10 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. It then heads slightly northwest for approximately one and one-quarter miles, crossing the SCRF a second time, to just west of the intersection of McGuirt Road and Dixon Drive, and continues northwest along Dixon Drive for approximately four-tenths of a mile and ends at a new intersection with N. Main Street (U.S. 15). This alternative closes Dixon Drive between Academy Road and McGuirt Road and provides a connection from the new roadway to Academy Road. Alternative 10 is presented in **Figure 5-20** and **Figure 5-21**.

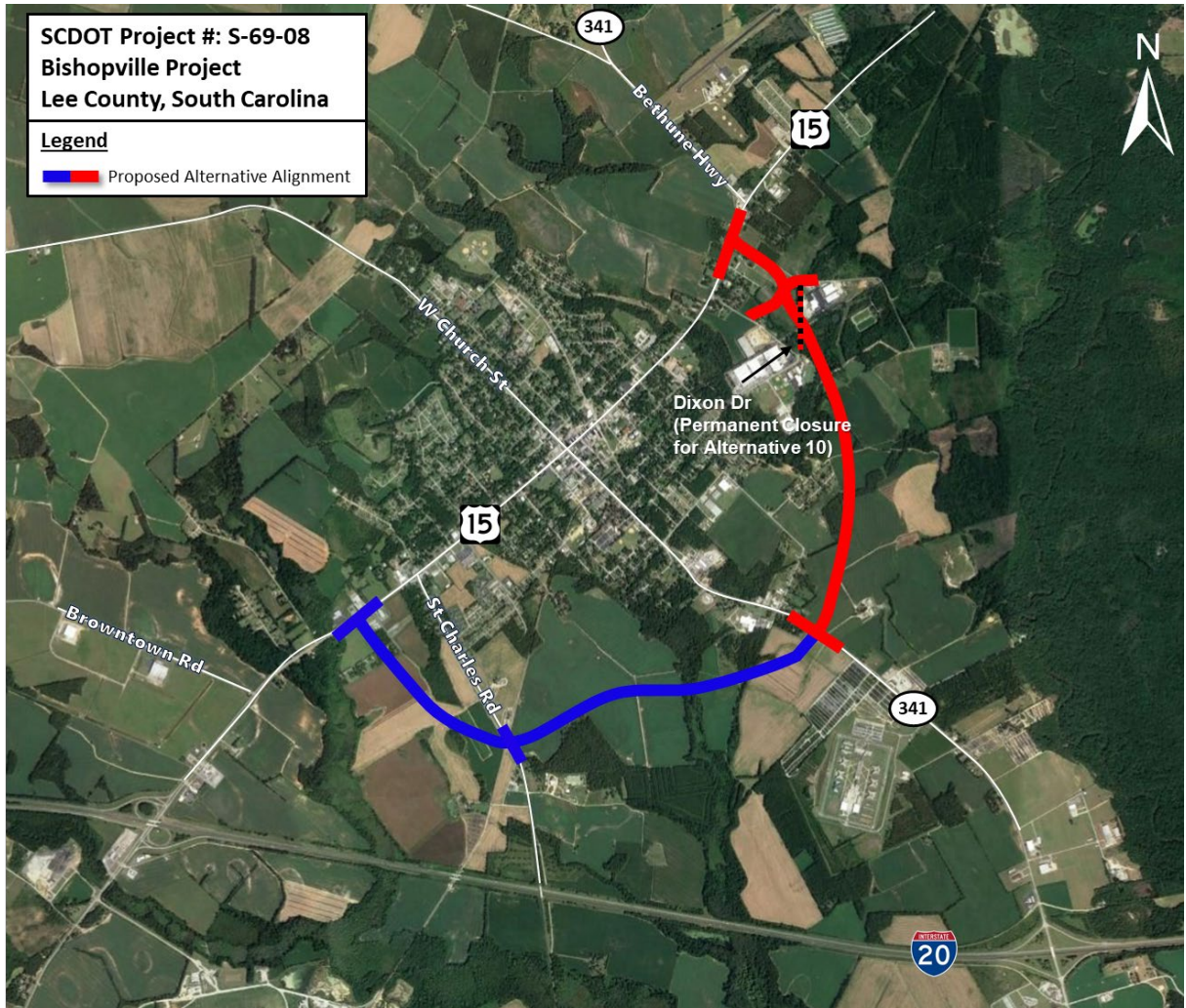
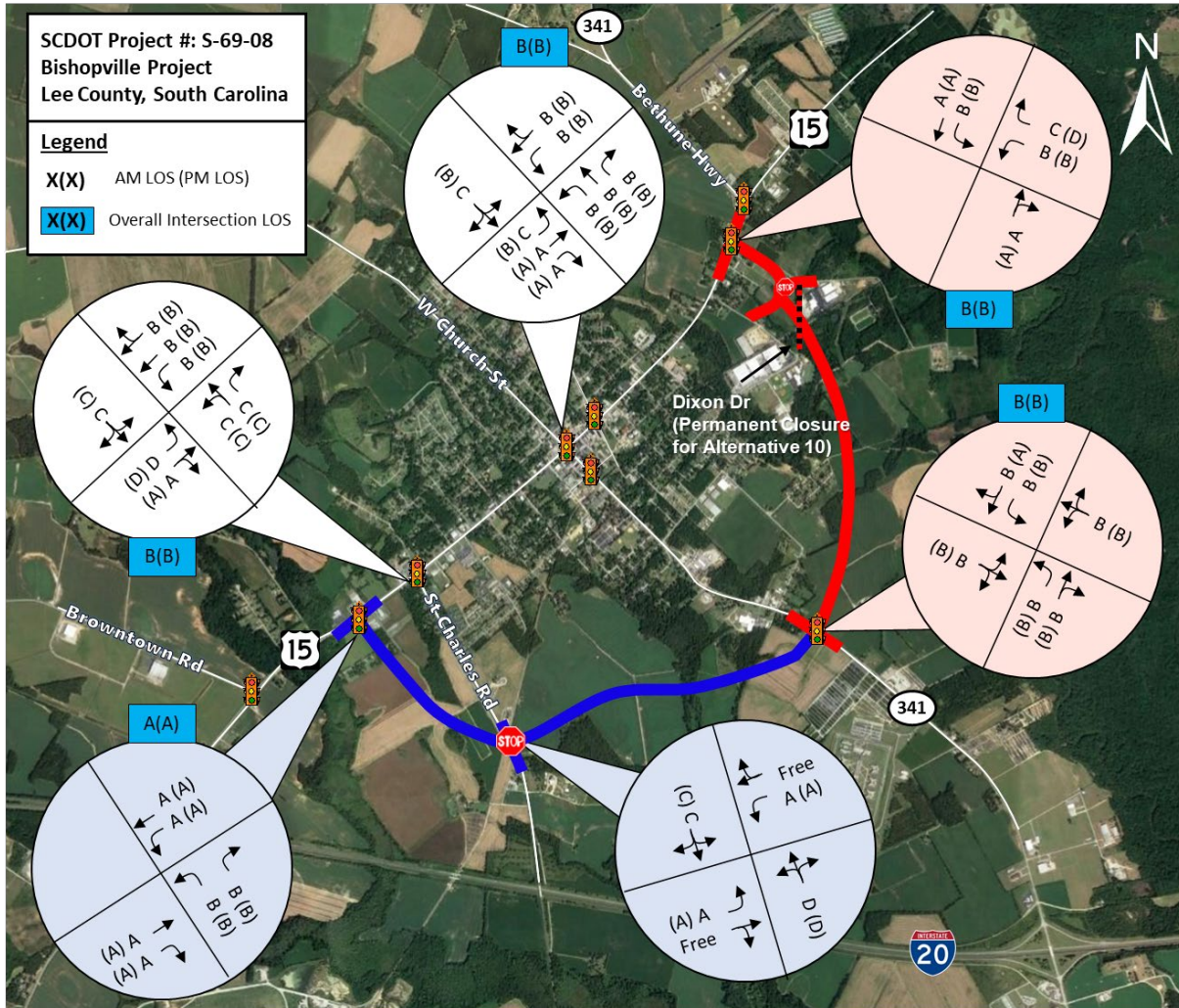
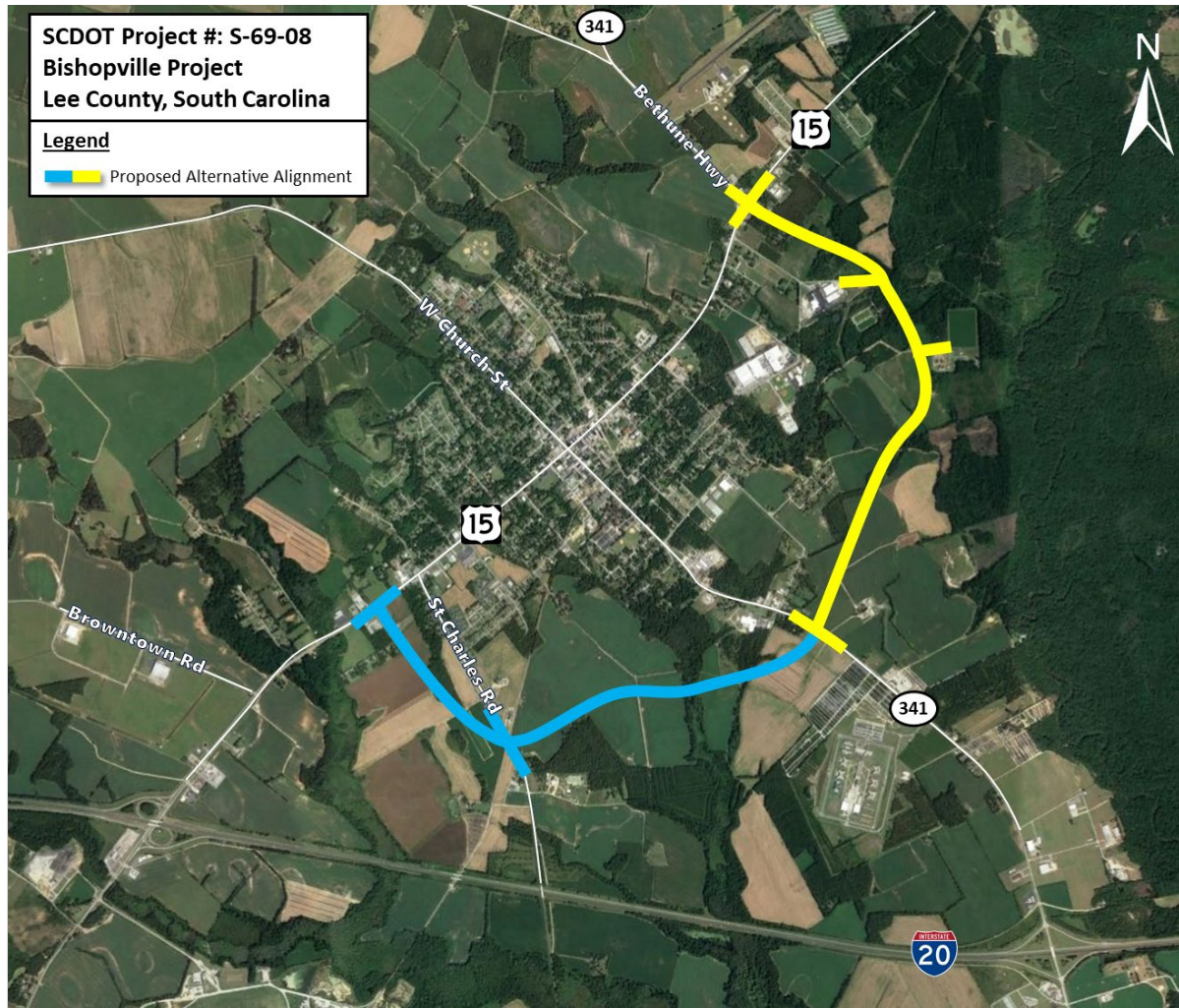


Figure 5-20: Proposed Alternative 10 Alignment





Alternative 11 is approximately 5.1 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Wilkinson Road (SC 364). From there, it heads southeast along Wilkinson Road (SC 364) for approximately two-tenths of a mile and intersects Edgefield Drive, then continues southeast for approximately seven-tenths of a mile where it intersects with the SCRF and St. Charles Highway (SC 154). It then heads northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341). Alternative 11 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. From there, it continues northeast for approximately one-mile where it follows McGuirt Road for approximately three-tenths of a mile and crosses the SCRF a second time. It then heads northwest for approximately seven-tenths of a mile and connects to Bethune Highway (SC 341) at the existing intersection with N. Main Street (U.S. 15). Alternative 11 is presented in Figure 5-21.



**Figure 5-22: Proposed Alternative 11 Alignment**

Alternative 12 is approximately 4.4 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Wilkinson Road (SC 364). From there, it heads southeast along Wilkinson Road (SC 364) for approximately two-tenths of a mile and intersects Edgefield Drive, then continues southeast for approximately seven-tenths of a mile where it intersects with the SCRF and St. Charles Highway (SC 154). It then heads northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341). Alternative 12 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. It then heads slightly northwest for approximately one and one-quarter miles, crossing the SCRF a second time, to just west of the intersection of McGuirt Road and Dixon Drive, and continues northwest along Dixon Drive for approximately four-tenths of a mile and ends at a new intersection with N. Main Street (U.S. 15). This alternative closes Dixon Drive between Academy Road and McGuirt Road and provides a connection from the new roadway to Academy Road.

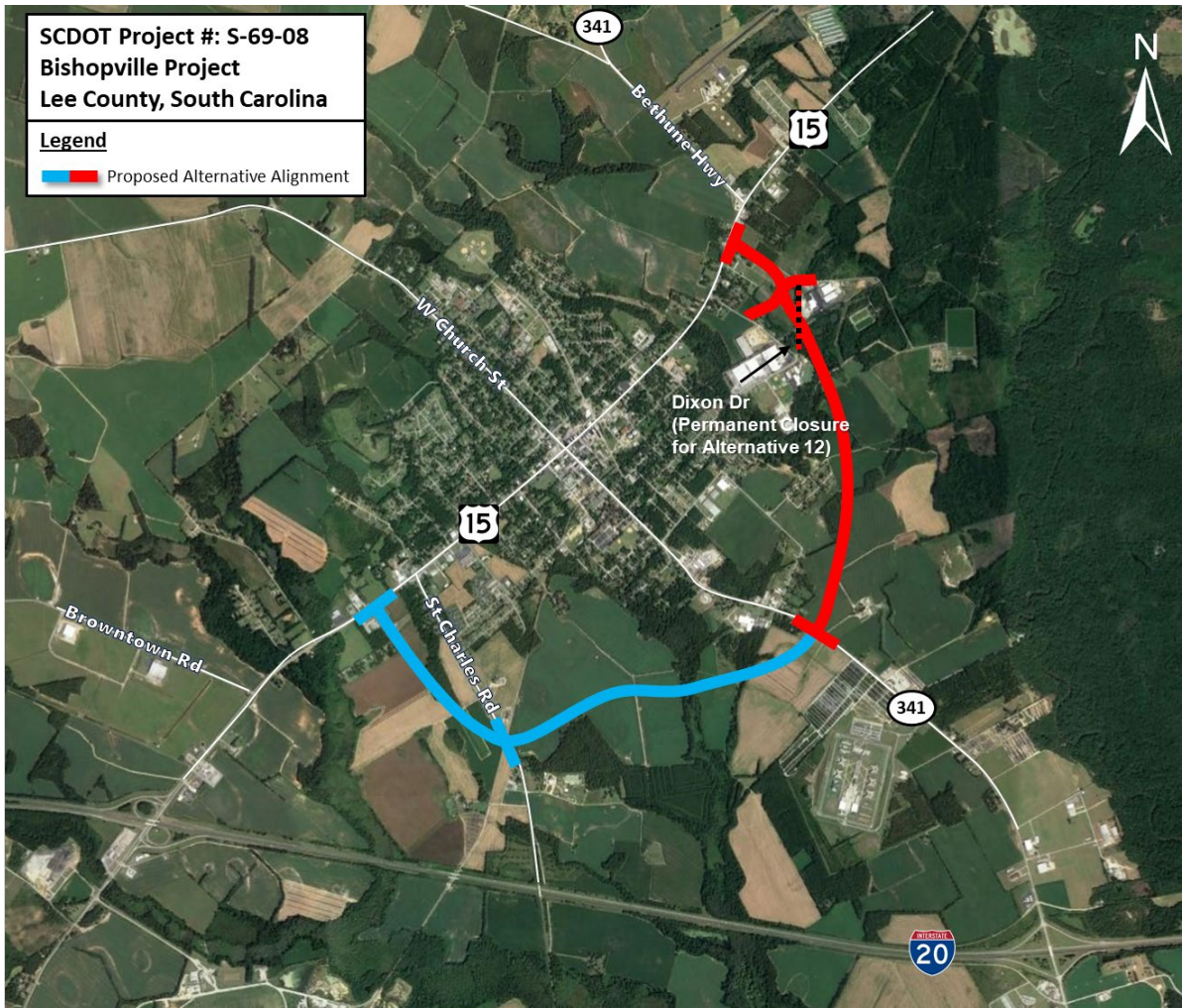


Figure 5-23: Proposed Alternative 12 Alignment

## 5.8 ANALYSIS SUMMARY OF ALTERNATIVE COMBINATIONS

Because the alternatives presented in the previous section are combinations of Alternatives 1, 2, 3, and 4, they do not result in variations in the volumes at intersections or the resulting LOS. The resulting need for intersection improvements also does not change for the respective segment. Therefore, it was assumed the reader would be able to identify the resulting combinations of intersection changes by comparing the respective segment to the results presented in Sections 5.2 through 5.4, and additional visuals are not provided here.

The alternative combinations do represent different lengths and locations of alignments, which should produce variations in travel time. As noted, they will also produce different combinations of intersection changes, and the operational impact can be more or less favorable. Section 6 provides more detail regarding the potential travel time characteristics for all 12 of the alternative scenarios as well as a summary table of potential intersection impacts to U.S. 15 for comparison.

## 6. EVALUATION OF ALTERNATIVES

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As explained in Section 4.2, the 2045 No Build scenario is expected to see rising travel times across the major corridors as a result of increased congestion in the downtown area. Increased traffic volumes are also expected to affect the LOS at the intersections of Browntown Road and Bethune Highway with U.S. 15, both of which are currently unsignalized. Capacity analysis of the proposed alternatives showed that no one alternative distinguishes itself from another in this regard, and that all the study area intersections should perform satisfactorily with minimal intersection improvements.

Given these results, the potential impact to travel time during the construction of these alternatives was evaluated to determine if the alternative routes can meet or reduce travel times on existing routes, and whether one route can provide significant travel time savings over another. Providing similar or better travel times offers an incentive for traffic to divert around downtown, alleviating potential congestion issues without major reconstruction of the downtown area.

In the same manner used for the 2045 No Build scenario, network travel times were taken from SimTraffic microsimulation analysis for four travel routes, two that are existing and two on the alternative:

- U.S. 15 between the I-20/U.S. 15 interchange and Bethune Highway
- I-20/SC 341 interchange to Bethune Highway via SC 341 and U.S. 15
- U.S. 15 between the I-20/U.S. 15 interchange and Bethune Highway via the alternative
- I-20/SC 341 interchange to Bethune Highway via the alternative

These routes are depicted in **Figure 6-1**. Note that a generic route representing the alternatives is shown, and each alternative will have variations in route length based on its alignment.

The assumptions used in modeling these scenarios are reiterated here for clarity and simplicity:

- Though there are multiple points at which the existing rail line may cross the alternatives, its effect on travel time should be negligible and was not factored into travel time analysis.
- Heavy vehicles are considered FHWA classes 4–13 and will not be restricted on existing routes.
- The base design for any alternative is a three-lane cross section with a center two-way left turn lane and a speed limit of 55 mph.
- Existing and new traffic signals will not be coordinated, and new traffic signal timings reflect existing base timings.
- Existing roadways will not be widened or otherwise modified with the exception of intersection improvements related to the alternative.
- Traffic distribution at the U.S. 15 termini of the alternatives is based on the travel demand model. Volumes at new intersections on the alternative are determined by the travel demand model and adjusted to match traffic patterns.



**Figure 6-1: Travel Routes Evaluated in Microsimulation**

The projected travel times for the alternatives are presented in **Table 6-1**, which also includes the existing and No Build travel times for comparison. The best travel time for each respective route is highlighted; in most cases, more than one alternative provides the best time. The travel time projections from these models represent an average of both directions on the route, as well as an average of six model runs to account for variations. It is important to note that SimTraffic's network travel time is not a measurement of time and distance for a modeled vehicle; instead, it is an estimation of collective delay across the route measured for vehicles that travel the specified route only, which is converted to an estimated travel time.

**Table 6-1: Summary of Travel Times for Proposed Alternatives**

Scenario		U.S. 15 (mm:ss)	U.S. 15 and SC 341 (mm:ss)	Alternative* (mm:ss)	Alternative and SC 341 (mm:ss)
2019 Existing	AM	6:44	7:40	–	–
	PM	7:17	8:53	–	–
2045 No Build	AM	7:30	8:30	–	–
	PM	15:15	14:00	–	–
Alternative 1	AM	7:00	8:15	7:00	5:30
	PM	7:00	8:15	7:15	5:30
Alternative 2	AM	7:00	8:15	6:30	5:45
	PM	7:00	8:30	6:45	5:45
Alternative 3	AM	7:00	8:00	7:30	5:00
	PM	7:00	8:00	7:30	5:00
Alternative 4	AM	7:00	8:00	7:30	5:00
	PM	7:00	8:00	7:30	5:00
Alternative 5	AM	7:00	8:15	6:30	5:45
	PM	7:15	8:30	7:00	5:45
Alternative 6	AM	6:45	8:00	6:30	5:00
	PM	6:45	8:00	6:30	5:00
Alternative 7	AM	7:00	8:15	7:00	5:30
	PM	7:00	8:15	7:00	5:30
Alternative 8	AM	6:45	8:00	6:30	5:00
	PM	6:45	8:00	6:30	5:00
Alternative 9	AM	7:00	8:15	7:45	5:30
	PM	7:00	8:15	8:00	5:30
Alternative 10	AM	7:00	8:15	7:30	5:45
	PM	7:15	8:30	7:15	5:45
Alternative 11	AM	7:00	8:15	7:45	5:30
	PM	7:00	8:15	8:00	5:30
Alternative 12	AM	7:00	8:15	7:30	5:45
	PM	7:15	8:30	7:15	5:45

\*All alternative travel times are for 2045.

As previously stated, the travel times across the two major corridors in the study area are expected to increase moderately in the AM and significantly in the PM by 2045. The results presented in Table 6-1 indicate that the introduction of any one of the alternatives should provide travel times on the two existing major corridors that are better than what is projected under the 2045 No Build scenario; in most cases similar to or better than existing conditions:

- Travelling from one end of U.S. 15 to another via an alternative is projected to take the same or less time as travelling the length of U.S. 15 under *existing (2019)* conditions for all alternatives except Alternative 3 and its derivatives (which still performs better than 2045 No Build conditions). Alternatives 3 and 4 only show a difference of 10–30 seconds compared to existing conditions.
- Travelling between Bethune Highway and the I-20/SC 341 interchange via an alternative should be faster than the times shown for travelling to the interchange via

U.S. 15 and SC 341 under *existing* (2019) conditions.

Of all the alternatives, Alternatives 6 and 8 are both expected to have the best travel time results for all four routes. This is likely due to the relative length of their alignments and position of terminal intersections compared to the other alternatives, because they combine the shortest routes of the four alternatives and do not see a delay impact from an additional intersection on U.S. 15.

For further comparison, the degree to which each alternative would affect the existing intersections or require a new intersection on U.S. 15 was analyzed, which was measured by the number of impacted intersections. This provides an idea of whether one alternative requires more construction than another and whether it impacts delay on U.S. 15 by introducing additional intersections. The need for the improvements to Browntown Road and Bethune Highway was maintained from the No Build conditions, so the minimal number of intersections could be two. As many as four intersection modifications are possible if the alternative also includes two new intersections added to U.S. 15. The results are presented in **Table 6-2**. Note that signalization of an intersection is not necessarily recommended as a modification for intersections with poor performance but was used as the mitigating improvement to simulate worst-case conditions for the purpose of estimating travel time impacts.

**Table 6-2: Summary of Potential U.S. 15 Intersection Modifications**

Scenario	Number of Impacted Intersections	Location	Modifications
2045 No Build	2	U.S. 15 at Browntown Road	Signalization
		U.S. 15 at Bethune Highway	
Alternative 1	2	U.S. 15 at Browntown Road	Signalization
		U.S. 15 at Bethune Highway	
Alternative 2	3	U.S. 15 at Browntown Road	Signalization, Intersection Improvements
		U.S. 15 at Dixon Drive	Signalization, Intersection Improvements
		U.S. 15 at Bethune Highway	Signalization
Alternative 3	3	U.S. 15 at Browntown Road	Signalization
		U.S. 15 at Alternative 3 (S)	New Intersection (Signal)
		U.S. 15 at Alternative 3 (N)	New Intersection (Signal)
Alternative 4	3	U.S. 15 at Browntown Road	Signalization
		U.S. 15 at Wilkinson Road	Signalization, Intersection Improvements
		U.S. 15 at Alternative 4	New Intersection (Signal)
Alternative 5	3	U.S. 15 at Browntown Road	Signalization, Intersection Improvements
		U.S. 15 at Dixon Drive	New Intersection (Signal)
		U.S. 15 at Bethune Highway	Signalization
Alternative 6	2	U.S. 15 at Browntown Road	Signalization
		U.S. 15 at Alternative 6	New Intersection (Signal)
Alternative 7	2	U.S. 15 at Browntown Road	Signalization, Intersection Improvements
		U.S. 15 at Bethune Highway	
Alternative 8	2	U.S. 15 at Browntown Road	Signalization, Intersection Improvements
		U.S. 15 at Alternative 8	New Intersection (Signal)
Alternative 9	3	U.S. 15 at Browntown Road	Signalization
		U.S. 15 at Alternative 9	New Intersection (Signal)
		U.S. 15 at Bethune Highway	Signalization, Intersection Improvements



Scenario	Number of Impacted Intersections	Location	Modifications
Alternative 10	4	U.S. 15 at Browntown Road	Signalization
		U.S. 15 at Alternative 10	New Intersection (Signal)
		U.S. 15 at Dixon Drive	Signalization, Intersection Improvements
		U.S. 15 at Bethune Highway	Signalization
Alternative 11	3	U.S. 15 at Browntown Road	Signalization
		U.S. 15 at Wilkinson Road	Signalization, Intersection Improvements
		U.S. 15 at Bethune Highway	Signalization, Intersection Improvements
Alternative 12	4	U.S. 15 at Browntown Road	Signalization
		U.S. 15 at Wilkinson Road	Signalization, Intersection Improvements
		U.S. 15 at Dixon Drive	Signalization, Intersection Improvements
		U.S. 15 at Bethune Highway	Signalization

Table 6-2 shows that Alternatives 1 and 7 have minimal impact because they tie to the existing Browntown Road and Bethune Highway intersections. Alternatives 6 and 8 also have minimal impacts because they tie into the existing Browntown Road intersection and replace the Bethune Highway intersection, though the construction of this new intersection could be more substantial than the modification of the existing one.

Each alternative was also evaluated based on how the new alignment will affect the operation of existing driveways and intersections. The location of the new alignment in relation to the existing driveways and intersections was assessed according to the SCDOT Access and Roadside Management Standards (ARMS) guidance. The criteria listed in **Table 6-3** below were used to determine how well the location of the alternative meets the access management standards set by SCDOT. It should be noted that each of the criterion do not carry the same weight. For example, if an intersection is near several driveways, the proximity to driveways score will reflect how many driveways are nearby, with a maximum value of 3; however, the intersection angle score has a maximum value of 2.

**Table 6-3: Access Management Impact Score Criteria**

CRITERIA	DESCRIPTION	SCORE
Proximity to Driveways	<p>Are there existing driveways within 500 feet of the proposed intersection? Are they low-, medium-, or high-volume driveways?</p> <ul style="list-style-type: none"> <li>Low Volume: residential/farm access</li> <li>Medium Volume: small subdivision, specialty shop</li> <li>High Volume: convenience store, gas station, small shopping center</li> </ul>	<p>No Driveway = 0                      Low Volume = 1                      Medium Volume = 2                      High Volume = 3</p>
Distance to Driveways	<p>Do the nearby driveways meet the following minimum distance criteria:</p> <ul style="list-style-type: none"> <li>US 15 southwest of SC 341: 325'</li> <li>St Charles Hwy: 275'</li> <li>SC 341: 325'</li> <li>US 15 northeast of SC 341: 275'</li> </ul>	<p>Yes = 0                      No = 1</p>

CRITERIA	DESCRIPTION	SCORE
Alignment with Driveways	How does the new intersection align with the existing driveways? Does it create jogged driveways?	Aligned = 0 Left-hand Offset = 1 Right-hand Offset = 2
Distance to Intersections	Does the new intersection meet the following minimum distance criteria to existing intersections: <ul style="list-style-type: none"> <li>Rural between intersections: 1320'</li> </ul>	Yes = 0 No = 1
Intersection Angle	What is the angle of the new intersection?	90 degrees = 0 Skewed <20 degrees = 1 Skewed >20 degrees = 2

The criteria were assessed at the four major intersections shared by all of the alternative routes: US 15 in the southern section of the study area, St. Charles Highway, SC 341, and US 15 in the northern section of the study area. Each intersection was given a score based on how much impact the alternative will have on the access management conditions. The detailed scoring tables for each of the four main alternatives are provided below. The summary of the access management impact scores for all 12 alternatives is provided in **Table 6-8**. The main alternatives are color-coded in Tables 6-4 through 6-7 for reference in Table 6-8 where the combinations are presented.

A higher impact score means the alternative is located near more driveways or existing intersections and does not comply with the spacing standards outlined in the ARMS manual. Of the four main alternatives, Alternative 2 has the lowest impact score (52) and Alternative 3 has the highest impact score (114). The low score for Alternative 2 is due to minimal existing driveways located near the Browntown Road intersection and because most of the existing driveways located within 500 feet of Dixon Drive (the northern terminus of Alternative 2) are residential, which are considered low-volume. Conversely, the high score for Alternative 3 is due to the medium- and high-volume driveways located within close proximity to its southern terminus with US 15 west of Wilkinson Road and near its northern terminus west of the existing Bethune Highway.

**Table 6-4: Alternative 1 Access Management Impact Score Table**

	CRITERIA					
	Intersection at:	Driveways			Intersections	
		Proximity	Distance	Alignment	Distance	Angle
<b>ALTERNATIVE 1</b>	<b>US 15 (south)</b>	1 residential (low)	Yes	N/A	Yes	90
	<i>Subtotal</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
	<b>St Charles Hwy</b>	2 RR spur (low)	Yes	Left-Hand Offset	Dove Lane: Yes	90
		1 farm access (low)	Yes	Left-Hand Offset		
	<i>Subtotal</i>	<i>3</i>	<i>0</i>	<i>3</i>	<i>0</i>	<i>0</i>
	<b>SC 341</b>	1 residential (low)	Yes	Right-Hand Offset	English Mill Rd: No	90
		1 residential (low)	Yes	Right-Hand Offset		
		1 residential (low)	Yes	Right-Hand Offset		
		1 residential (low)	No	Right-Hand Offset		
		1 residential/farm (low)	No	Right-Hand Offset		
		1 farm access (low)	No	Left-Hand Offset		
	<i>Subtotal</i>	<i>6</i>	<i>3</i>	<i>11</i>	<i>1</i>	<i>0</i>
	<b>South Score</b>	<b>10</b>	<b>3</b>	<b>14</b>	<b>1</b>	<b>0</b>
	<b>US 15 (north)</b>	2 Happy China (medium)	Yes	Right-Hand Offset	Dixon Dr: No	90
		3 Stokes Craven Preowned (medium)	1 Yes 2 No	Right-Hand Offset		
		2 Corner Grill (medium)	No	Left-Hand Offset		
		1 residential (low)	No	Left-Hand Offset		
		1 Platinum Bar & Grill (medium)	No	Left-Hand Offset		
		1 residential (low)	Yes	Left-Hand Offset		
1 residential (low)		Yes	Left-Hand Offset			
<i>Subtotal</i>	<i>19</i>	<i>6</i>	<i>16</i>	<i>1</i>	<i>0</i>	
<b>North Score</b>	<b>19</b>	<b>6</b>	<b>16</b>	<b>1</b>	<b>0</b>	

**Table 6-5: Alternative 2 Access Management Impact Score Table**

	Intersection at:	CRITERIA				
		Driveways			Intersections	
		Proximity	Distance	Alignment	Distance	Angle
<b>ALTERNATIVE 2</b>	<b>US 15 (south)</b>	1 residential (low)	Yes	N/A	Yes	90
	<i>Subtotal</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
	<b>St Charles Hwy</b>	1 residential (low)	Yes	Left-Hand Offset	Yes	<20
	<i>Subtotal</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>0</i>	<i>1</i>
	<b>SC 341</b>	1 residential (low)	Yes	Right-Hand Offset	English Mill Rd: No	90
		1 residential (low)	Yes	Right-Hand Offset		
		1 residential (low)	Yes	Right-Hand Offset		
		1 residential (low)	No	Right-Hand Offset		
		1 residential/farm (low)	No	Right-Hand Offset		
		1 farm access (low)	No	Left-Hand Offset		
	<i>Subtotal</i>	<i>6</i>	<i>3</i>	<i>11</i>	<i>1</i>	<i>0</i>
	<b>South Score</b>	<b>8</b>	<b>3</b>	<b>12</b>	<b>1</b>	<b>1</b>
	<b>US 15 (north)</b>	1 residential/farm (low)	Yes	N/A	Mendy Ln: No Bethune Hwy: No	<20
		2 Tommy's car repair (medium)	1 Yes 2 No	Left-Hand Offset		
		1 Head Start (medium)	No	Left-Hand Offset		
		1 residential (low)	No	Right-Hand Offset		
		1 residential (low)	No	Right-Hand Offset		
		2 Happy China (medium)	Yes	N/A		
	<i>Subtotal</i>	<i>13</i>	<i>4</i>	<i>7</i>	<i>2</i>	<i>1</i>
	<b>North Score</b>	<b>13</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>1</b>

**Table 6-6: Alternative 3 Access Management Impact Score Table**

Intersection at:	CRITERIA				
	Driveways			Intersections	
	Proximity	Distance	Alignment	Distance	Angle
<b>US 15 (south)</b>	1 liquor store (medium)	Yes	Left-Hand Offset	Wilkinson Rd: No	90
	2 Fred's (high)	1 Yes 1 No	Left-Hand Offset		
	2 SAFE CFU (high)	No	Right-Hand Offset		
	2 Hardware store (medium)	1 Yes 1 No	Right-Hand Offset		
	1 self-storage (low)	No	N/A		
	1 residential (low)	No	N/A		
	1 residential (low)	Yes	N/A		
	1 residential (low)	Yes	Right-Hand Offset		
	1 CSC Community Planning (medium)	Yes	N/A		
<i>Subtotal</i>	<i>24</i>	<i>6</i>	<i>13</i>	<i>1</i>	<i>0</i>
<b>St Charles Hwy</b>	2 RR spur (low)	No	Left-Hand Offset	Yes	>20
<i>Subtotal</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>0</i>	<i>2</i>
<b>SC 341</b>	1 residential (low)	Yes	Right-Hand Offset	English Mill Rd: No	90
	1 residential (low)	Yes	Right-Hand Offset		
	1 residential (low)	Yes	Right-Hand Offset		
	1 residential (low)	No	Right-Hand Offset		
	1 residential/farm (low)	No	Right-Hand Offset		
	1 farm access (low)	No	Left-Hand Offset		
<i>Subtotal</i>	<i>6</i>	<i>3</i>	<i>11</i>	<i>1</i>	<i>0</i>
<b>South Score</b>	<b>32</b>	<b>11</b>	<b>26</b>	<b>2</b>	<b>2</b>
<b>US 15 (north)</b>	1 Head Start (medium)	Yes	Left-Hand Offset	Dixon Dr: No	<20
	1 residential (low)	No	Left-Hand Offset		
	1 residential (low)	No	Left-Hand Offset		
	2 Happy China (medium)	No	Left-Hand Offset		
	3 Stokes Crave Preowned (medium)	2 Yes 1 No	Left-Hand Offset		
	2 Corner Grill (medium)	Yes	Right-Hand Offset		
	1 Platinum Bar & Grill (medium)	Yes	Right-Hand Offset		
<i>Subtotal</i>	<i>20</i>	<i>5</i>	<i>14</i>	<i>1</i>	<i>1</i>
<b>North Score</b>	<b>20</b>	<b>5</b>	<b>14</b>	<b>1</b>	<b>1</b>

**Table 6-7: Alternative 4 Access Management Impact Score Table**

Intersection at:	CRITERIA				
	Driveways			Intersections	
	Proximity	Distance	Alignment	Distance	Angle
<b>US 15 (south)</b>	2 SAFE CFU (high)	No	Right-Hand Offset	Yes	90
	2 Hardware store (medium)	1 Yes 1 No	Right-Hand Offset		
	1 self-storage (low)	No	N/A		
	1 residential (low)	No	N/A		
	1 residential (low)	Yes	N/A		
	1 residential (low)	Yes	Right-Hand Offset		
	1 CSC Community Planning (medium)	Yes	N/A		
<i>Subtotal</i>	<i>16</i>	<i>8</i>	<i>5</i>	<i>0</i>	<i>0</i>
<b>St Charles Hwy</b>	2 RR spur (low)	No	Left-Hand Offset	Yes	>20
<i>Subtotal</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>0</i>	<i>2</i>
<b>SC 341</b>	1 residential (low)	Yes	Right-Hand Offset	English Mill Rd: No	90
	1 residential (low)	Yes	Right-Hand Offset		
	1 residential (low)	Yes	Right-Hand Offset		
	1 residential (low)	No	Right-Hand Offset		
	1 residential/farm (low)	No	Right-Hand Offset		
	1 farm access (low)	No	Left-Hand Offset		
<i>Subtotal</i>	<i>6</i>	<i>3</i>	<i>11</i>	<i>1</i>	<i>0</i>
<i>South Score</i>	<i>24</i>	<i>13</i>	<i>18</i>	<i>1</i>	<i>2</i>
<b>US 15 (north)</b>	1 Head Start (medium)	Yes	Left-Hand Offset	Dixon Dr: No	<20
	1 residential (low)	No	Left-Hand Offset		
	1 residential (low)	No	Left-Hand Offset		
	2 Happy China (medium)	No	Left-Hand Offset		
	3 Stokes Crave Preowned (medium)	2 Yes 1 No	Left-Hand Offset		
	2 Corner Grill (medium)	Yes	Right-Hand Offset		
	1 Platinum Bar & Grill (medium)	Yes	Right-Hand Offset		
<i>Subtotal</i>	<i>20</i>	<i>5</i>	<i>14</i>	<i>1</i>	<i>1</i>
<i>North Score</i>	<i>20</i>	<i>5</i>	<i>14</i>	<i>1</i>	<i>1</i>

Table 6-8: Access Management Impact Summary

Alternative	CRITERIA					TOTAL Impact Score
	Driveways			Intersections		
	Proximity	Distance	Alignment	Distance	Angle	
<b>Alternative 1</b>						
1 (south)	10	3	14	1	0	28
1 (north)	19	6	16	1	0	42
<b>Total</b>	<b>29</b>	<b>9</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>70</b>
<b>Alternative 2</b>						
2 (south)	8	3	12	1	1	25
2 (north)	13	4	7	2	1	27
<b>Total</b>	<b>21</b>	<b>7</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>52</b>
<b>Alternative 3</b>						
3 (south)	32	11	26	2	2	73
3 (north)	20	5	14	1	1	41
<b>Total</b>	<b>52</b>	<b>16</b>	<b>40</b>	<b>3</b>	<b>3</b>	<b>114</b>
<b>Alternative 4</b>						
4 (south)	24	13	18	1	2	58
4 (north)	20	5	14	1	1	41
<b>Total</b>	<b>44</b>	<b>18</b>	<b>32</b>	<b>2</b>	<b>3</b>	<b>99</b>
<b>Alternative 5</b>						
1 (south)	10	3	14	1	0	28
2 (north)	13	4	7	2	1	27
<b>Total</b>	<b>23</b>	<b>7</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>55</b>
<b>Alternative 6</b>						
1 (south)	10	3	14	1	0	28
3 (north)	20	5	14	1	1	41
<b>Total</b>	<b>30</b>	<b>8</b>	<b>28</b>	<b>2</b>	<b>1</b>	<b>69</b>
<b>Alternative 7</b>						
2 (south)	8	3	12	1	1	25
1 (north)	19	6	16	1	0	42
<b>Total</b>	<b>27</b>	<b>9</b>	<b>28</b>	<b>2</b>	<b>1</b>	<b>67</b>
<b>Alternative 8</b>						
2 (south)	8	3	12	1	1	25
3 (north)	20	5	14	1	1	41
<b>Total</b>	<b>28</b>	<b>8</b>	<b>26</b>	<b>2</b>	<b>2</b>	<b>66</b>
<b>Alternative 9</b>						
3 (south)	32	11	26	2	2	73
1 (north)	19	6	16	1	0	42
<b>Total</b>	<b>51</b>	<b>17</b>	<b>42</b>	<b>3</b>	<b>2</b>	<b>115</b>
<b>Alternative 10</b>						
3 (south)	32	11	26	2	2	73
2 (north)	13	4	7	2	1	27
<b>Total</b>	<b>45</b>	<b>15</b>	<b>33</b>	<b>4</b>	<b>3</b>	<b>100</b>
<b>Alternative 11</b>						
4 (south)	24	13	18	1	2	58
1 (north)	19	6	16	1	0	42
<b>Total</b>	<b>43</b>	<b>19</b>	<b>34</b>	<b>2</b>	<b>2</b>	<b>100</b>

Alternative	CRITERIA					TOTAL Impact Score
	Driveways			Intersections		
	Proximity	Distance	Alignment	Distance	Angle	
<b>Alternative 12</b>						
4 (south)	24	13	18	1	2	58
2 (north)	13	4	7	2	1	27
<b>Total</b>	<b>37</b>	<b>17</b>	<b>25</b>	<b>3</b>	<b>3</b>	<b>85</b>

As seen in Table 6-8, Alternatives 2 and 5 have the lowest access management impact scores at 52 and 55, respectively. These alternatives are both comprised of the northern segment from the main Alternative 2. In the southern section of the study area, Alternatives 1 and 2 tie into U.S. 15 at the existing Browntown Road intersection, which has minimal existing driveways nearby and meets the spacing standards between intersections. Alternatives 3 and 4 are proposed to tie into U.S. 15 near Wilkinson Road, which is located near several existing businesses and could lead to future access management issues based on the number of driveways in close proximity to each other. In the northern section of the study area, Alternative 2 has a lower impact score because the majority of the existing nearby driveways are low-volume residential driveways. The other three alignments have very similar impact scores because there are several medium-volume driveways nearby, which could lead to future access management issues.



## 7. SUMMARY

This study analyzed the anticipated impact of alternative routes around downtown Bishopville, South Carolina. The study first analyzed existing and projected No Build conditions, focusing on congestion, travel time, and safety.

The results of the Origin-Destination study showed that vehicles travelling through Bishopville primarily use U.S. 15 to traverse downtown, and U.S. 15 between I-20 and SC 341 appears to be the primary route to exit Bishopville. Secondary routes include Bethune Highway and SC 341, with U.S. 15 being the connection between those two routes. The existing traffic operations show that all intersections are operating at acceptable levels of service.

Four alternatives were proposed, each with two hybrid alternatives, resulting in a total of 12 alternative routes. Of all the alternatives, Alternatives 6 and 8 are both expected to have the best travel time results with the least modifications to intersections on U.S. 15. This is likely owing to the relative length of their alignments and position of terminal intersections compared to the other alternatives.

Highlights of this traffic analysis include:

- Conservative estimates of 2045 No Build traffic conditions showed extensive queueing on U.S. 15 in downtown and poor traffic operations at the unsignalized intersections of U.S. 15 with Browntown Road and Bethune Highway. To model a worst-case scenario for traffic flow under the alternatives, it was assumed that the two unsignalized intersections would be signalized in all alternative scenarios to mitigate the failing LOS, though in reality a warrant analysis and further study would be required before a traffic signal would be installed.
  - By 2045, U.S. 15 south of downtown Bishopville is expected to be at 22,000 vehicles per day (vpd), exceeding the daily capacity for a two-lane roadway. This is based on the Highway Capacity Manual's (6<sup>th</sup> ed.) generalized daily service volume of 17,800 vehicles for a two-lane roadway at 30 mph.
- The alternatives are expected to reduce the volumes on U.S. 15 to 14,000–15,500 vpd, eliminating the need for capacity improvements in the downtown area.
- The traffic analysis confirms that a three-lane typical section is adequate for the alternative route.
  - The projected 2045 ADT on the southern alternative segments could range from approximately 6,600 vpd to 8,700 vpd.
  - The projected 2045 ADT on the northern alternative segments could range from approximately 4,500 vpd to 5,900 vpd.
- Depending on the alternative, between 1,000 and 1,300 heavy vehicles on the northern segment and 850 to 1,050 heavy vehicles on the southern segment should be diverted from U.S. 15.
- Heavy vehicle restrictions were not applied to the existing routes; therefore, for the

- future volume assignment, heavy vehicles and passenger vehicles were treated the same.
- The alternatives provide travel time savings, especially between Bethune Highway and the I-20/SC 341 interchange.
    - Travel times in 2045 are expected to increase significantly in the PM peak hour based on conservative analysis of the No Build scenario.
    - By introducing alternative routes, travel times are anticipated to improve or remain relatively similar to 2045 No Build conditions on both the alternative and existing routes.
  - With regard to potential construction impact, Alternatives 1 and 7 potentially have the least impact largely because they tie into existing intersections.
  - With regard to access management concerns, alignments that tie into Browntown Road on the southern end of U.S. 15 and Dixon Drive on the northern end of U.S. 15 present better access management conditions.
  - Although the safety analysis did not indicate any trends that would be alleviated by the alternatives, a shift in volume from the main roadways to the alternative route should correspond with a reduction in crash frequency on the main roadways.
  - The railroad crossings will have a negligible travel time impact.
  - The alternatives should result in improvements in projected levels of service and queues along U.S. 15 by shifting volume in the downtown region to the alternative.
  - All alternatives provide similar operational and travel time savings results. Other factors, such as environmental impacts or construction costs, need to be assessed to choose a preferred alternative.

# **APPENDIX A**

## **Existing Traffic Signal Information**

MAK 6/22/15

#1181

**SIGNAL EQUIPMENT**

ONE (1) 8 PHASE FULLY ACTUATED STANDARD 2070 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT, AND POLYBASE MOUNTED 3363/332A CABINET. EXT.  PROP.

4 MODEL 222, (2)-CHANNEL VEHICLE DETECTOR UNITS

PEDESTRIAN SIGNALS: EXT.  PROP.  W/ACT. & SIGN

VEHICLE SIGNALS: EXT.  PROP.

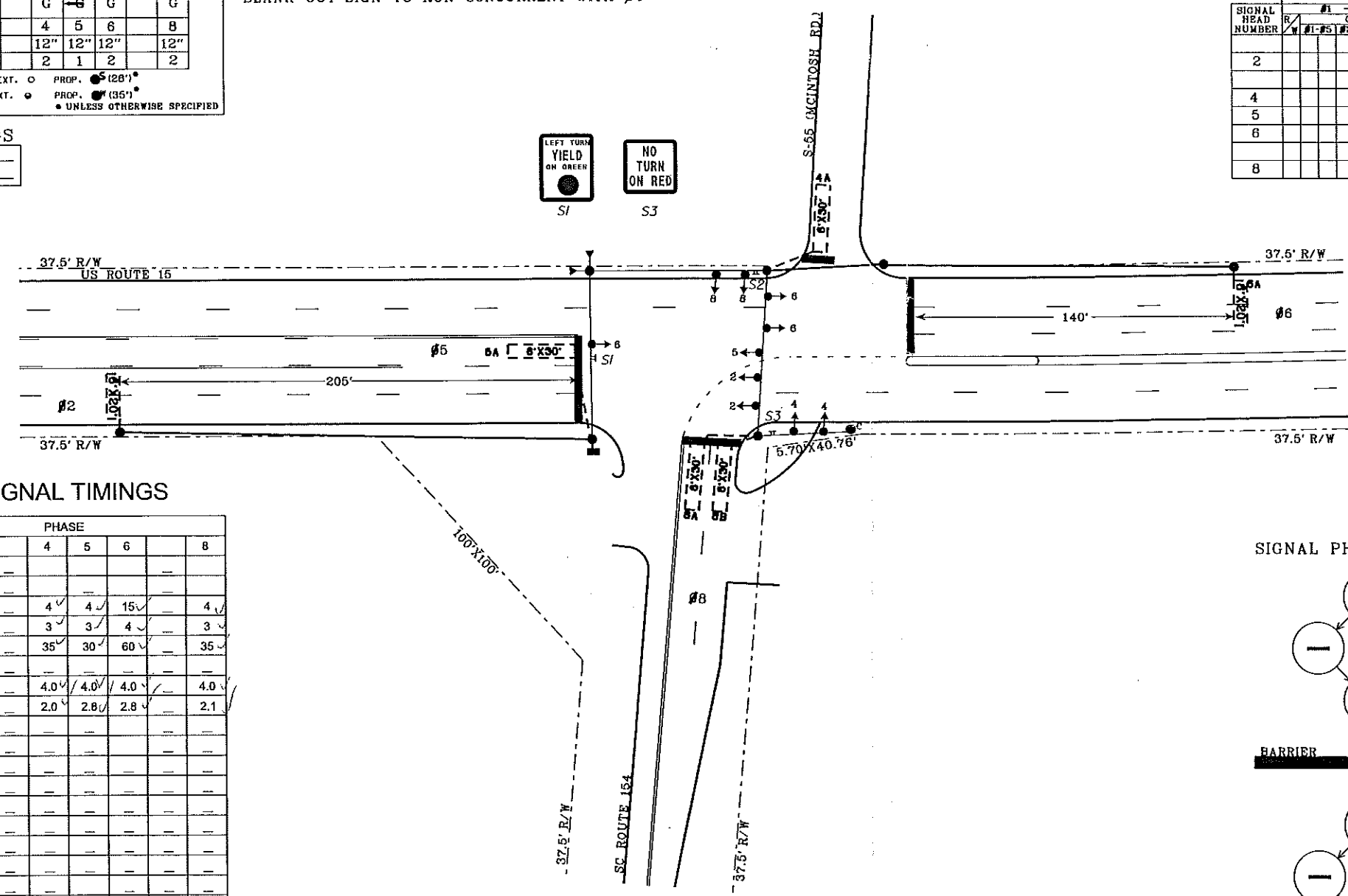
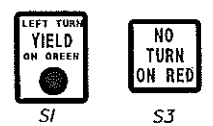
HEAD NUMBER	1	2	3	4	5	6	7	8
LENS		R		R	RR	R		R
		Y		Y	Y	Y		Y
		G		G	G	G		G
PHASE		2		4	5	6		8
SIZE		12"		12"	12"	12"		12"
QUANTITY		2		2	1	2		2

METAL POLES AS NECESSARY: EXT.  PROP.  (120')  
WOOD POLES AS NECESSARY: EXT.  PROP.  (35')  
• UNLESS OTHERWISE SPECIFIED

**OVERLAP SETTINGS**

OLA \_\_\_\_\_ OLC \_\_\_\_\_  
OLB \_\_\_\_\_ OLD \_\_\_\_\_

ONE (1) INTERNALLY ILLUMINATED "NO RIGHT TURN" BLANK OUT SIGN (S2)  
BLANK OUT SIGN TO RUN CONCURRENT WITH Ø4



**SIGNAL DISPLAY SEQUENCE (PREFERENTIAL PHASING)**

SIGNAL HEAD NUMBER	#1 CLEAR TO				#2 CLEAR TO				#4 CLEAR TO				#8 CLEAR TO			
	#2-Ø8	#1-Ø8	#2-Ø5	BARR.	#1-Ø5	#2-Ø8	#1-Ø8	BARR.	#3-Ø7	#4-Ø7	#3-Ø7	BARR.	#3-Ø7	#4-Ø8	#3-Ø8	BARR.
Y																
2																
R																
4																
5																
6																
8																

**ALTERNATE PHASES**

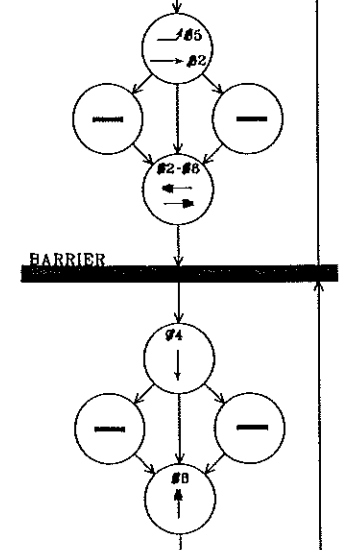
SIGNAL HEAD NUMBER	#1 CLEAR TO				#2 CLEAR TO				#4 CLEAR TO				#8 CLEAR TO			
	#1-Ø5	#2-Ø8	#2-Ø5	BARR.	#1-Ø5	#2-Ø8	#1-Ø8	BARR.	#3-Ø7	#4-Ø7	#3-Ø7	BARR.	#3-Ø7	#4-Ø8	#3-Ø8	BARR.
2																
4																
5																
6																
8																

**SIGNAL TIMINGS**

INTERVAL	PHASE							
	2	4	5	6	8			
Walk								
Ped Clearance								
Min Green	15	4	4	15	4			
Passage / Gap / Ext	4	3	3	4	3			
Max 1	60	35	30	60	35			
Max 2								
Yellow	4.0	4.0	4.0	4.0	4.0			
Red	2.8	2.0	2.8	2.8	2.1			
Added Initial								
Max Initial								
Time Before Reduce								
Cars Before Reduce								
Time to Reduce								
Reduce By								
Min Gap								
Dynamic Max Limit								
Dynamic Max Step								
Recall	MIN			MIN				
Def. Memory	L	N	N	L	N			
Def. Delay		*	*		**			
Def. Mode	PR	PR	PR	PR	PR			

\* Loop 4A=4s  
\*\* Loop 8A=4s; 8B=8s

**SIGNAL PHASE SEQUENCE**



ROUTE NUMBER	US 15	SC 154	
APPROACH DIRECTION	EB	WB	NB
SIGNAL DESIGN SPEED	40	40	35
GRADE (%)	-0.1	0.3	0.3

DKT. NO. \_\_\_\_\_ SHEET NO. \_\_\_\_\_

DATE	REVISIONS	SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION DISTRICT #1 TRAFFIC ENGINEERING COLUMBIA, S.C.	
6/20/15	Install 2070 & Revise Signal Timings & Loop Delays	TRAFFIC SIGNAL PLAN	
SUBJECT TITLE		US ROUTE 15 AT SC ROUTE 154	
SPECIFIC LOCATION		CITY	COUNTY
		BISHOPVILLE	LEE
DESIGNED		APPROVED BY	APPROVED BY
BJM			
DRAWN		DISTRICT #1 TRAFFIC ENGINEER	ENGINEER
CLP			
RECOMMENDED	SCALE	DATE	SHEET NO.
	1"=30'	6/15/2015	1 OF 1
CONSTRUCTED			INDEX NO.
			(31)99-02

# Controller Database Timing Sheet

**Station:** 1181 - US-15 N. Main @ SC-15 St. Charles/ McIntosh( Permanent File )

**Type:** NTCIP 65.x 2070 Ethernet

**Firmware:**

**Created By:** sessionsje

**Modified By:**

**Reviewed By:**

Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 2																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 3																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 4																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 5																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 6																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 7																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 8																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Phase Entries																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Sim Gap Enable	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Guar Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Add Init Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring	1	1	1	1	2	2	1	1	0	0	0	0	0	0	0	0
Concur 1	5	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Concur 2	6	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Splits Expanded																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 2																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 3																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 4																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 5																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 6																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 7																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 8																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

#1182

MTR  
6/22/15

SIGNAL EQUIPMENT

ONE (1) 8 PHASE FULLY ACTUATED STANDARD 2070 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT, AND POLY-BASE MOUNTED 3365/332A CABINET. EXT.  PROP.

5 MODEL 222, (2)-CHANNEL VEHICLE DETECTOR UNITS

PEDESTRIAN SIGNALS: EXT.  PROP.  W/ACT. & SIGN

VEHICLE SIGNALS: EXT.  PROP.

HEAD NUMBER	2	4	6	8
LENS	R	R	R	R
	Y	Y	Y	Y
	G	G	G	G
PHASE	2	4	6	8
SIZE	12"	12"	12"	12"
QUANTITY	2	2	2	2

METAL POLES AS NECESSARY: EXT.  PROP.  (28')\*  
WOOD POLES AS NECESSARY: EXT.  PROP.  (36')\*  
\* UNLESS OTHERWISE SPECIFIED

OVERLAP SETTINGS

OLA \_\_\_\_\_ OLC \_\_\_\_\_  
OLB \_\_\_\_\_ OLD \_\_\_\_\_

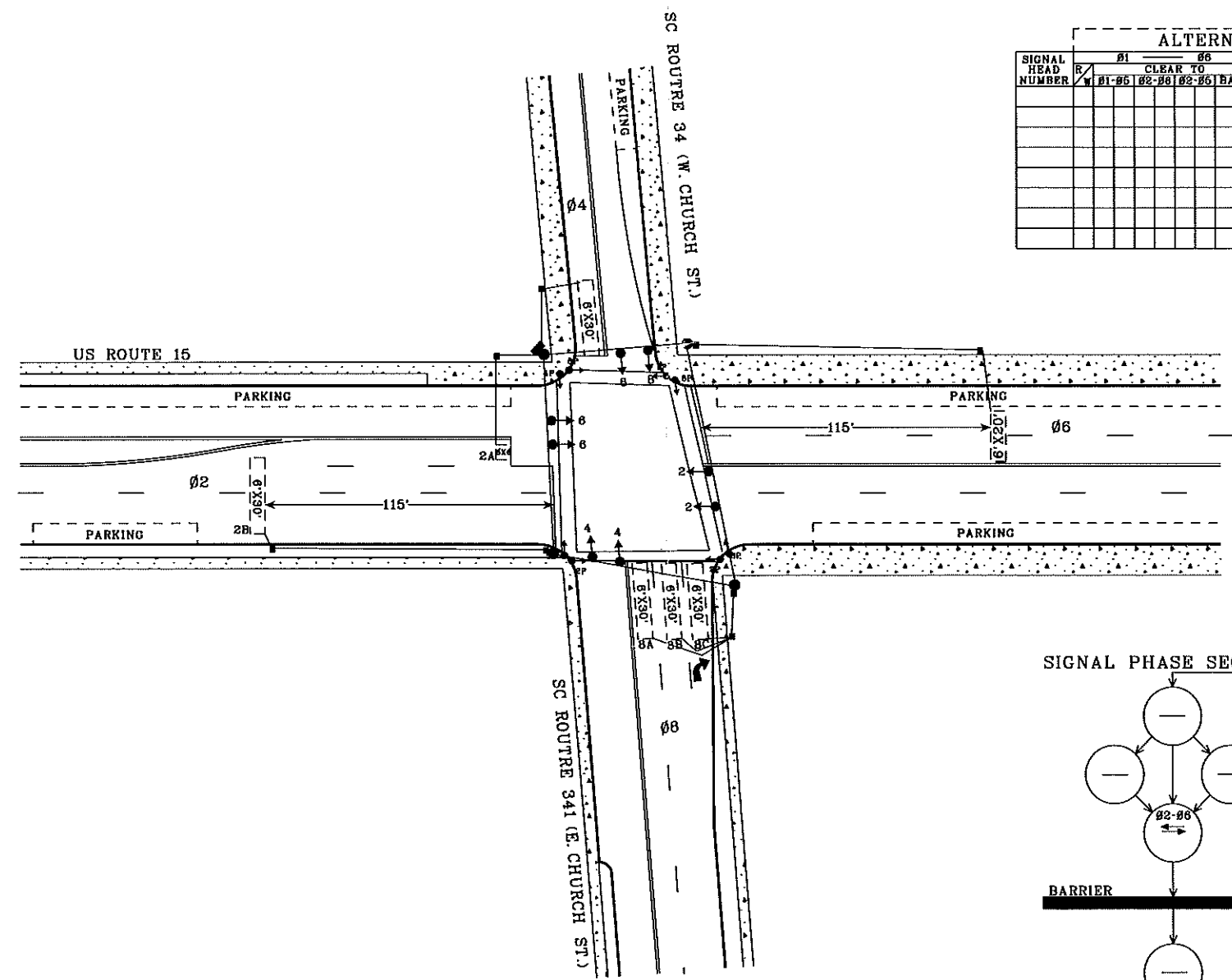
SIGNAL DISPLAY SEQUENCE (PREFERENTIAL PHASING)

SIGNAL HEAD NUMBER	#1 CLEAR TO				#2 CLEAR TO				#3 CLEAR TO				#4 CLEAR TO			
	W	EB	NB	SB	W	EB	NB	SB	W	EB	NB	SB	W	EB	NB	SB
Y																
R																
Y																
R																

WHEN CALLED: TIMES WALK THEN FLASHING DON'T WALK. THEN GOES STEADY DON'T WALK.

ALTERNATE PHASES

SIGNAL HEAD NUMBER	#1 CLEAR TO				#2 CLEAR TO				#3 CLEAR TO				#4 CLEAR TO			
	W	EB	NB	SB	W	EB	NB	SB	W	EB	NB	SB	W	EB	NB	SB

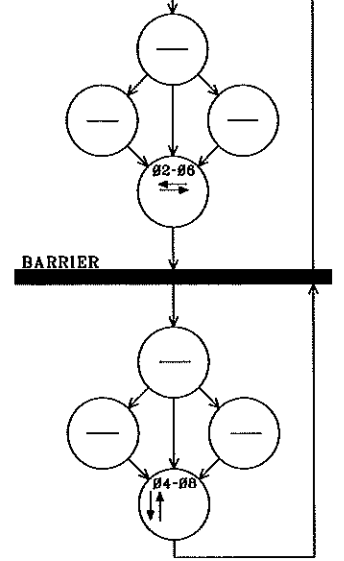


SIGNAL TIMINGS

INTERVAL	PHASE			
	2	4	6	8
Walk				
Ped Clearance				
Min Green	15	4	15	4
Passage / Gap / Ext	4	3	4	3
Max 1	60	35	60	35
Max 2				
Yellow	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0
Added Initial				
Max Initial				
Time Before Reduce				
Cars Before Reduce				
Time to Reduce				
Reduce By				
Min Gap				
Dynamic Max Limit				
Dynamic Max Step				
Recall	MIN		MIN	
Del. Memory	L	N	L	N
Del. Delay		*		**
Del. Mode	PR	PR	PR	PR

\* Loop 4A=4s  
\*\* Loop 8A=4s; 8C=15s

SIGNAL PHASE SEQUENCE



ROUTE NUMBER	US 15	SC34/341		
APPROACH DIRECTION	EB	WB	NB	SB
SIGNAL DESIGN SPEED	30	30	30	30
GRADE (%)	0	0	0	0

DKT. NO. 31.33B SHEET NO. 7,8

DATE	REVISIONS	SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION	
6/2016	Install 2010 & Revise Signal Timings & Loop Delays	DISTRICT #1 TRAFFIC ENGINEERING COLUMBIA, S.C.	
SUBJECT TITLE TRAFFIC SIGNAL PLAN			
SPECIFIC LOCATION US ROUTE 15 AT SC ROUTE 34/ 341 (CHURCH ST.)			
CITY BISHOPVILLE		COUNTY LEE	
DESIGNED BY BIM		APPROVED BY	
DRAWN BY CLP		DISTRICT #1 TRAFFIC ENGINEER	
RECOMMENDED	SCALE	DATE	SHEET NO. INDEX NO.
CONSTRUCTED	1"=30'	6/15/2015	1 OF 1 (31)99-01

# Controller Database Timing Sheet

**Station:** 1182 - US-15 N. Main St @ SC-34 Church St( Permanent File )

**Type:** NTCIP 65.x 2070 Ethernet

**Firmware:**

**Created By:** sessionsje

**Modified By:**

**Reviewed By:**

Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
<b>TABLE - 1</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 2</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 3</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 4</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 5</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 6</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 7</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 8																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Patterns Expanded

	1	2	3	4	5	6	7	8	9	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4	4	4
--	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

TABLE - 1

Cycle Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Entries

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
--	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----

TABLE - 1

Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	15	0	4	0	15	0	4	0	0	0	0	0	0	0	0
Passage	0	4	0	3	0	4	0	3	0	0	0	0	0	0	0	0
Max1	0	60	0	35	0	60	0	35	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	0	4	0	4	0	4	0	4	0	0	0	4	4	4	4	4
Red	0	2	0	2	0	2	0	2	0	0	0	2	2	2	2	2
Red Revert	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	3	0	3	0	3	0	3	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Auto Entry	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auto Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Non Act1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Act2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lock Call	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Min Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Entries																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Sim Gap Enable	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Guar Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Add Init Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Splits Expanded

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 2																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 3																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 4																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 5																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 6																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 7																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 8																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

#1180 *g*

**SIGNAL EQUIPMENT**

ONE (1) 8 PHASE FULLY ACTUATED STANDARD 2070 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT, AND POLE/BASE MOUNTED 336S/332A CABINET. EXT.  PROP.

4 MODEL 222, (2)-CHANNEL VEHICLE DETECTOR UNITS

PEDESTRIAN SIGNALS: EXT.  PROP.  W/ACT. & SIGN

VEHICLE SIGNALS: EXT.  PROP.

HEAD NUMBER	2	4	6	8
LENS	R	R	R	R
	Y	Y	Y	Y
	G	G	G	G
PHASE	2	4	6	8
SIZE	12"	12"	12"	12"
QUANTITY	2	2	2	2

METAL POLES AS NECESSARY: EXT.  PROP.  (28')\*

WOOD POLES AS NECESSARY: EXT.  PROP.  (35')\*

\* UNLESS OTHERWISE SPECIFIED

**OVERLAP SETTINGS**

OLA \_\_\_\_\_ OLC \_\_\_\_\_

OLB \_\_\_\_\_ OLD \_\_\_\_\_

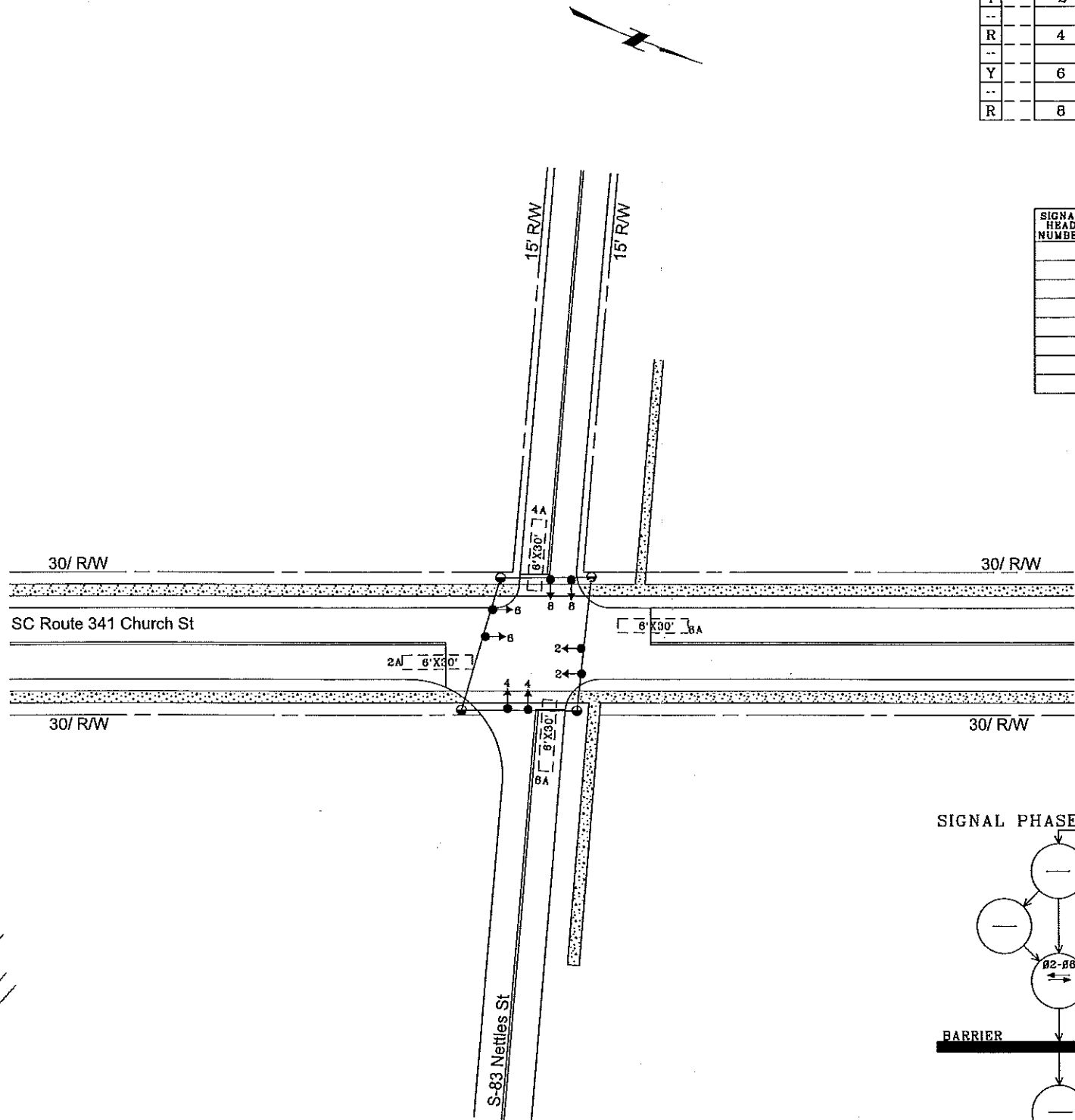
**SIGNAL DISPLAY SEQUENCE (PREFERENTIAL PHASING)**

SIGNAL HEAD NUMBER	B1 CLEAR TO				B2 CLEAR TO				B3 CLEAR TO				B4 CLEAR TO			
	B2-B6	B1-B6	B2-B5	BARR.	B1-B5	B2-B6	B1-B6	BARR.	B4-B6	B3-B6	B4-B7	BARR.	B3-B7	B4-B6	B3-B6	BARR.
Y																
R																
Y																
R																

\*\* WHEN CALLED: TIMES WALK THEN FLASHING DON'T WALK, THEN GOES STEADY DON'T WALK.

**ALTERNATE PHASES**

SIGNAL HEAD NUMBER	B1 CLEAR TO				B2 CLEAR TO				B3 CLEAR TO				B4 CLEAR TO			
	B2-B6	B1-B6	B2-B5	BARR.	B1-B5	B2-B6	B1-B6	BARR.	B4-B6	B3-B6	B4-B7	BARR.	B3-B7	B4-B6	B3-B6	BARR.

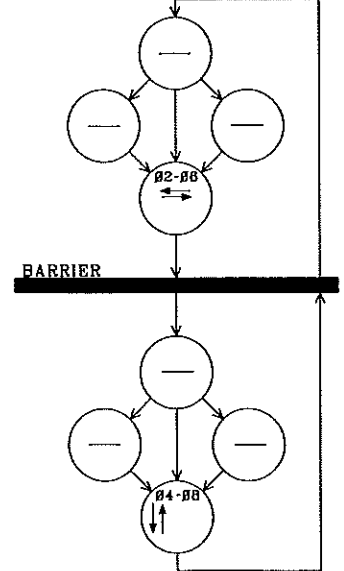


**SIGNAL TIMINGS**

INTERVAL	PHASE			
	2	4	6	8
Walk				
Ped Clearance				
Min Green	15 ✓	4 ✓	15 ✓	4 ✓
Passage / Gap / Ext	4 ✓	3 ✓	4 ✓	3 ✓
Max 1	60 ✓	35 ✓	60 ✓	35 ✓
Max 2				
Yellow	4.0 ✓	4.0 ✓	4.0 ✓	4.0 ✓
Red	2.0 ✓	2.0 ✓	2.0 ✓	2.0 ✓
Added Initial				
Max Initial				
Time Before Reduce				
Cars Before Reduce				
Time to Reduce				
Reduce By				
Min Gap				
Dynamic Max Limit				
Dynamic Max Step				
Recall	MIN		MIN	
Def. Memory	L	N	L	N
Def. Delay		*		**
Def. Mode	PR	PR	PR	PR

\* Loop 4A=4s  
\*\* Loop 8A=4s

**SIGNAL PHASE SEQUENCE**



ROUTE NUMBER	SC 341	S-83
APPROACH DIRECTION	NB SB	EB WB
SIGNAL DESIGN SPEED		
GRADE (%)	0 0	-2.44 0
* ESTIMATED	31.273,425B	6.7

DATE	REVISIONS	SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION ENGINEERING DIVISION COLUMBIA, S.C.	
6/2015	Install 2070 & Revised Signal Timings & Loop Delays	SCDOT	
SUBJECT TITLE		TRAFFIC SIGNAL PLAN	
SPECIFIC LOCATION		SC Route 341 Church Street And S-83 Nettles Street	
CITY		Bishopville	COUNTY
APPROVED BY		Lee	
DISTRICT #		TRAFFIC ENGINEER	
DESIGNED	SCALE	DATE	SHEET NO.
DRAWN	1" = 30'	6/15/2015	1 OF 1
CHECKED	INDEX NO.		
REVIEWED			
RECOMMENDED			



# Controller Database Timing Sheet

**Station:** 1180 - SC-341 Church St @ S-83 Nettles St( Permanent File )

**Type:** NTCIP 65.x 2070 Ethernet

**Firmware:**

**Created By:** sessionsje

**Modified By:**

**Reviewed By:**

Day Plan	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
<b>TABLE - 1</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 2</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 3</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 4</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 5</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 6</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 7</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 8																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Phase Entries																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Sim Gap Enable	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Guar Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Add Init Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Splits Expanded																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
<b>TABLE - 1</b>																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
<b>TABLE - 2</b>																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
<b>TABLE - 3</b>																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
<b>TABLE - 4</b>																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
<b>TABLE - 5</b>																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
<b>TABLE - 6</b>																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
<b>TABLE - 7</b>																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
<b>TABLE - 8</b>																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.



# Controller Database Timing Sheet

**Station:** 1183 - US-15 N. Main St @ S-94 Cedar Lane( Standard File )

**Type:** NTCIP 65.x 2070 Ethernet

**Firmware:**

**Created By:** sessionsje

**Modified By:**

**Reviewed By:**

Day Plan	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
<b>TABLE - 1</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 2</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 3</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 4</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 5</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 6</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TABLE - 7</b>																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 8																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





Phase Entries																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Sim Gap Enable	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Guar Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Add Init Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Splits Expanded																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 2																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 3																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 4																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 5																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 6																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 7																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 8																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

# APPENDIX B

## 2015 Daily Traffic Volume Collection Reports

Appendix B presents the 2015 daily count information for the locations presented in Figure 2-4 of this traffic study. The counts were collected between Sept. 14<sup>th</sup> and Sept. 17<sup>th</sup> of 2015. The count data is presented from south to north, west to east, beginning with U.S. 15 north of I-20. The reports do not use the same naming conventions as this study, so additional clarification of the location is included in blue text to match the study.

ADT estimates were made by dividing the total volume counted by the number of count days. The total daily volumes are circled in red for clarification. Data collection was interrupted at the U.S. 15 N of Bethune Hwy. (Hartsville Hwy S of Price Ln) location, so two days of data were used to represent one 24-hr period instead of the daily total summaries shown. The data used is also circled in red.

<b>LOCATION:</b> Sumter Hwy N of I-20 <b>US 15 North of I-20</b>						<b>QC JOB #:</b> 13544403				
<b>SPECIFIC LOCATION:</b> Sumter Hwy N of I-						<b>DIRECTION:</b> NB/SB				
<b>CITY/STATE:</b> Bishopville, SC						<b>DATE:</b> Sep 15 2015 - Sep 17 2015				
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu 17-Sep-15	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		30	33	34		32			32	
12:15 AM		16	24	29		23			23	
12:30 AM		24	22	29		25			25	
12:45 AM		16	27	15		19			19	
1:00 AM		23	25	25		24			24	
1:15 AM		17	21	27		22			22	
1:30 AM		15	28	25		23			23	
1:45 AM		14	14	8		12			12	
2:00 AM		10	8	13		10			10	
2:15 AM		11	15	15		14			14	
2:30 AM		14	19	19		17			17	
2:45 AM		9	10	9		9			9	
3:00 AM		8	15	8		10			10	
3:15 AM		14	11	20		15			15	
3:30 AM		7	21	16		15			15	
3:45 AM		14	18	20		17			17	
4:00 AM		15	18	14		16			16	
4:15 AM		15	23	24		21			21	
4:30 AM		12	26	22		20			20	
4:45 AM		31	35	44		37			37	
5:00 AM		41	37	35		38			38	
5:15 AM		34	41	41		39			39	
5:30 AM		45	53	44		47			47	
5:45 AM		54	52	69		58			58	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> Sumter Hwy N of I-20 <b>US 15 North of I-20</b> <b>SPECIFIC LOCATION:</b> Sumter Hwy N of I- <b>CITY/STATE:</b> Bishopville, SC						<b>QC JOB #:</b> 13544403 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Sep 15 2015 - Sep 17 2015				
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu 17-Sep-15	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		77	78	78		78			78	
6:15 AM		126	105	128		120			120	
6:30 AM		102	112	121		112			112	
6:45 AM		144	131	153		143			143	
7:00 AM		127	138	161		142			142	
7:15 AM		195	174	170		180			180	
7:30 AM		219	<b>223</b>	<b>233</b>		<b>225</b>			<b>225</b>	
7:45 AM		<b>234</b>	211	215		220			220	
8:00 AM		184	181	186		184			184	
8:15 AM		168	171	177		172			172	
8:30 AM		154	138	185		159			159	
8:45 AM		155	177	176		169			169	
9:00 AM		160	154	175		163			163	
9:15 AM		166	153	179		166			166	
9:30 AM		167	141	192		167			167	
9:45 AM		154	156	176		162			162	
10:00 AM		158	153	163		158			158	
10:15 AM		143	168	149		153			153	
10:30 AM		169	161	166		165			165	
10:45 AM		168	158	162		163			163	
11:00 AM		152	139	167		153			153	
11:15 AM		167	139	166		157			157	
11:30 AM		164	167	163		165			165	
11:45 AM		192	164	192		183			183	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> Sumter Hwy N of I-20 <b>US 15 North of I-20</b>		<b>QC JOB #:</b> 13544403								
<b>SPECIFIC LOCATION:</b> Sumter Hwy N of I-		<b>DIRECTION:</b> NB/SB								
<b>CITY/STATE:</b> Bishopville, SC		<b>DATE:</b> Sep 15 2015 - Sep 17 2015								
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 17-Sep-15	Thu 17-Sep-15	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		179	201	203		194			194	
12:15 PM		221	175	208		201			201	
12:30 PM		191	175	203		190			190	
12:45 PM		220	207	252		226			226	
1:00 PM		217	183	201		200			200	
1:15 PM		182	192	207		194			194	
1:30 PM		196	199	205		200			200	
1:45 PM		<b>224</b>	200	217		214			214	
2:00 PM		187	214	236		212			212	
2:15 PM		208	217	229		218			218	
2:30 PM		187	250	228		222			222	
2:45 PM		220	207	227		218			218	
3:00 PM		169	203	215		196			196	
3:15 PM		195	211	229		212			212	
3:30 PM		189	227	234		217			217	
3:45 PM		182	251	229		221			221	
4:00 PM		190	233	228		217			217	
4:15 PM		193	213	245		217			217	
4:30 PM		197	218	228		214			214	
4:45 PM		190	199	205		198			198	
5:00 PM		213	209	252		225			225	
5:15 PM		194	<b>255</b>	209		219			219	
5:30 PM		221	212	<b>257</b>		<b>230</b>			<b>230</b>	
5:45 PM		204	205	239		216			216	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> Sumter Hwy N of I-20 <b>US 15 North of I-20</b> <b>SPECIFIC LOCATION:</b> Sumter Hwy N of I- <b>CITY/STATE:</b> Bishopville, SC		<b>QC JOB #:</b> 13544403 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Sep 15 2015 - Sep 17 2015								
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 17-Sep-15	Thu 17-Sep-15	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		201	209	240		217			217	
6:15 PM		192	167	171		177			177	
6:30 PM		147	199	180		175			175	
6:45 PM		147	153	166		155			155	
7:00 PM		140	163	175		159			159	
7:15 PM		140	164	193		166			166	
7:30 PM		159	164	174		166			166	
7:45 PM		141	153	162		152			152	
8:00 PM		143	119	165		142			142	
8:15 PM		108	143	157		136			136	
8:30 PM		100	117	117		111			111	
8:45 PM		94	114	107		105			105	
9:00 PM		85	88	104		92			92	
9:15 PM		67	88	85		80			80	
9:30 PM		71	75	78		75			75	
9:45 PM		57	77	74		69			69	
10:00 PM		54	41	67		54			54	
10:15 PM		51	48	61		53			53	
10:30 PM		51	64	56		57			57	
10:45 PM		42	31	48		40			40	
11:00 PM		37	48	48		44			44	
11:15 PM		44	39	40		41			41	
11:30 PM		41	48	40		43			43	
11:45 PM		24	41	27		31			31	
<b>Day Total</b>		11439	11897	12759		12033			12033	
% Weekday Average		95.1%	98.9%	106.0%						
% Week Average		95.1%	98.9%	106.0%		100.0%				
AM Peak		7:45 AM	7:30 AM	7:30 AM		7:30 AM			7:30 AM	
Volume		234	223	233		225			225	
PM Peak		1:45 PM	5:15 PM	5:30 PM		5:30 PM			5:30 PM	
Volume		224	255	257		230			230	
<i>Comments:</i>										



**LOCATION:** St Charles Rd N of I-20 **QC JOB #:** 13544402  
**SPECIFIC LOCATION:** St Charles Rd N of I- **DIRECTION:** NB/SB  
**CITY/STATE:** Bishopville, SC **DATE:** Sep 15 2015 - Sep 16 2015

Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3	7			5			5	
1:00 AM		2	6			4			4	
2:00 AM		3	6			5			5	
3:00 AM		3	3			3			3	
4:00 AM		1	0			1			1	
5:00 AM		10	10			10			10	
6:00 AM		38	35			37			37	
7:00 AM		75	74			75			75	
8:00 AM		54	49			52			52	
9:00 AM		62	44			53			53	
10:00 AM		65	53			59			59	
11:00 AM		55	52			54			54	
12:00 PM		72	57			65			65	
1:00 PM		73	60			67			67	
2:00 PM		77	87			82			82	
3:00 PM		77	91			84			84	
4:00 PM		74	64			69			69	
5:00 PM		90	81			86			86	
6:00 PM		60	66			63			63	
7:00 PM		59	45			52			52	
8:00 PM		53	43			48			48	
9:00 PM		17	21			19			19	
10:00 PM		11	16			14			14	
11:00 PM		14	6			10			10	
<b>Day Total</b>		1048	976			1017			1017	
% Weekday Average		103.0%	96.0%							
% Week Average		103.0%	96.0%			100.0%				
AM Peak Volume		7:00 AM 75	7:00 AM 74			7:00 AM 75			7:00 AM 75	
PM Peak Volume		5:00 PM 90	3:00 PM 91			5:00 PM 86			5:00 PM 86	

Comments:

<b>LOCATION:</b> Wisacky Hwy N of Industrial Blvd <b>SPECIFIC LOCATION:</b> Wisacky Hwy N of Industrial Blvd <b>CITY/STATE:</b> Bishopville, SC		<b>SC 341 North of Industrial Blvd.</b>				<b>QC JOB #:</b> 13544401 <b>DIRECTION:</b> NB/SB		<b>DATE:</b> Sep 15 2015 - Sep 16 2015		
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		28	22			25			25	
1:00 AM		13	23			18			18	
2:00 AM		14	10			12			12	
3:00 AM		28	17			23			23	
4:00 AM		38	39			39			39	
5:00 AM		100	84			92			92	
6:00 AM		203	214			209			209	
7:00 AM		<b>446</b>	<b>415</b>			<b>431</b>			<b>431</b>	
8:00 AM		320	361			341			341	
9:00 AM		253	237			245			245	
10:00 AM		243	224			234			234	
11:00 AM		241	252			247			247	
12:00 PM		235	231			233			233	
1:00 PM		284	272			278			278	
2:00 PM		292	288			290			290	
3:00 PM		<b>401</b>	<b>399</b>			<b>400</b>			<b>400</b>	
4:00 PM		381	391			386			386	
5:00 PM		351	332			342			342	
6:00 PM		286	310			298			298	
7:00 PM		214	233			224			224	
8:00 PM		135	227			181			181	
9:00 PM		98	78			88			88	
10:00 PM		74	60			67			67	
11:00 PM		34	48			41			41	
<b>Day Total</b>		<b>4712</b>	<b>4767</b>			4744			4744	
% Weekday Average		99.3%	100.5%							
% Week Average		99.3%	100.5%			100.0%				
AM Peak Volume		7:00 AM 446	7:00 AM 415			7:00 AM 431			7:00 AM 431	
PM Peak Volume		3:00 PM 401	3:00 PM 399			3:00 PM 400			3:00 PM 400	
<i>Comments:</i>										

<b>LOCATION:</b> US-15 SW of SC-341 <b>SPECIFIC LOCATION:</b> US-15 SW of SC-3 <b>CITY/STATE:</b> Bishopville, SC						<b>QC JOB #:</b> 13544407 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Sep 15 2015 - Sep 16 2015				
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		19	23			21			21	
12:15 AM		10	21			16			16	
12:30 AM		17	18			18			18	
12:45 AM		16	16			16			16	
1:00 AM		18	16			17			17	
1:15 AM		13	15			14			14	
1:30 AM		17	25			21			21	
1:45 AM		9	14			12			12	
2:00 AM		11	9			10			10	
2:15 AM		9	19			14			14	
2:30 AM		17	17			17			17	
2:45 AM		11	9			10			10	
3:00 AM		7	10			9			9	
3:15 AM		12	18			15			15	
3:30 AM		8	20			14			14	
3:45 AM		15	14			15			15	
4:00 AM		14	17			16			16	
4:15 AM		11	15			13			13	
4:30 AM		11	24			18			18	
4:45 AM		25	31			28			28	
5:00 AM		35	37			36			36	
5:15 AM		27	35			31			31	
5:30 AM		42	34			38			38	
5:45 AM		52	50			51			51	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> US-15 SW of SC-341 <b>SPECIFIC LOCATION:</b> US-15 SW of SC-3 <b>CITY/STATE:</b> Bishopville, SC							<b>QC JOB #:</b> 13544407 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Sep 15 2015 - Sep 16 2015			
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		66	72			69			69	
6:15 AM		109	95			102			102	
6:30 AM		111	117			114			114	
6:45 AM		121	137			129			129	
7:00 AM		147	157			152			152	
7:15 AM		200	185			193			193	
7:30 AM		229	<b>264</b>			<b>247</b>			<b>247</b>	
7:45 AM		<b>257</b>	227			242			242	
8:00 AM		188	184			186			186	
8:15 AM		178	190			184			184	
8:30 AM		161	174			168			168	
8:45 AM		180	184			182			182	
9:00 AM		173	171			172			172	
9:15 AM		201	190			196			196	
9:30 AM		177	181			179			179	
9:45 AM		194	184			189			189	
10:00 AM		179	187			183			183	
10:15 AM		169	218			194			194	
10:30 AM		185	178			182			182	
10:45 AM		204	198			201			201	
11:00 AM		184	177			181			181	
11:15 AM		211	193			202			202	
11:30 AM		194	220			207			207	
11:45 AM		207	224			216			216	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> US-15 SW of SC-341 <b>SPECIFIC LOCATION:</b> US-15 SW of SC-3 <b>CITY/STATE:</b> Bishopville, SC							<b>QC JOB #:</b> 13544407 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Sep 15 2015 - Sep 16 2015			
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		210	250			230			230	
12:15 PM		241	224			233			233	
12:30 PM		216	225			221			221	
12:45 PM		231	256			244			244	
1:00 PM		211	235			223			223	
1:15 PM		230	241			236			236	
1:30 PM		228	208			218			218	
1:45 PM		249	257			253			253	
2:00 PM		244	263			<b>254</b>			<b>254</b>	
2:15 PM		214	216			215			215	
2:30 PM		204	<b>276</b>			240			240	
2:45 PM		216	241			229			229	
3:00 PM		234	214			224			224	
3:15 PM		212	207			210			210	
3:30 PM		206	242			224			224	
3:45 PM		220	246			233			233	
4:00 PM		235	225			230			230	
4:15 PM		225	250			238			238	
4:30 PM		231	212			222			222	
4:45 PM		253	213			233			233	
5:00 PM		<b>258</b>	225			242			242	
5:15 PM		229	260			245			245	
5:30 PM		241	228			235			235	
5:45 PM		246	215			231			231	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> US-15 SW of SC-341 <b>SPECIFIC LOCATION:</b> US-15 SW of SC-3 <b>CITY/STATE:</b> Bishopville, SC						<b>QC JOB #:</b> 13544407 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Sep 15 2015 - Sep 16 2015				
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		233	217			225			225	
6:15 PM		195	160			178			178	
6:30 PM		178	178			178			178	
6:45 PM		147	148			148			148	
7:00 PM		171	177			174			174	
7:15 PM		178	187			183			183	
7:30 PM		177	152			165			165	
7:45 PM		157	159			158			158	
8:00 PM		136	121			129			129	
8:15 PM		134	136			135			135	
8:30 PM		99	121			110			110	
8:45 PM		93	114			104			104	
9:00 PM		88	80			84			84	
9:15 PM		78	87			83			83	
9:30 PM		64	75			70			70	
9:45 PM		57	60			59			59	
10:00 PM		53	43			48			48	
10:15 PM		41	48			45			45	
10:30 PM		40	44			42			42	
10:45 PM		32	31			32			32	
11:00 PM		32	43			38			38	
11:15 PM		30	33			32			32	
11:30 PM		30	37			34			34	
11:45 PM		17	32			25			25	
<b>Day Total</b>		12595	12926			12782			12782	
% Weekday Average		98.5%	101.1%							
% Week Average		98.5%	101.1%			100.0%				
AM Peak Volume		7:45 AM 257	7:30 AM 264			7:30 AM 247			7:30 AM 247	
PM Peak Volume		5:00 PM 258	2:30 PM 276			2:00 PM 254			2:00 PM 254	
<i>Comments:</i>										

<b>LOCATION:</b> SC-341 SE of US-15 (N of Cousar St) <b>SPECIFIC LOCATION:</b> SC-341 SE of US-15 (N of Cousar St) <b>CITY/STATE:</b> Bishopville, SC						<b>QC JOB #:</b> 13544406 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Sep 15 2015 - Sep 16 2015				
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		8	6			7			7	
12:15 AM		7	11			9			9	
12:30 AM		8	7			8			8	
12:45 AM		10	10			10			10	
1:00 AM		5	10			8			8	
1:15 AM		7	9			8			8	
1:30 AM		2	6			4			4	
1:45 AM		1	5			3			3	
2:00 AM		3	0			2			2	
2:15 AM		3	4			4			4	
2:30 AM		5	0			3			3	
2:45 AM		9	1			5			5	
3:00 AM		5	6			6			6	
3:15 AM		2	2			2			2	
3:30 AM		6	6			6			6	
3:45 AM		9	5			7			7	
4:00 AM		9	4			7			7	
4:15 AM		5	7			6			6	
4:30 AM		10	5			8			8	
4:45 AM		17	19			18			18	
5:00 AM		11	9			10			10	
5:15 AM		18	20			19			19	
5:30 AM		29	21			25			25	
5:45 AM		29	35			32			32	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> SC-341 SE of US-15 (N of Cousar St) <b>SPECIFIC LOCATION:</b> SC-341 SE of US-15 (N of Cousar St) <b>CITY/STATE:</b> Bishopville, SC						<b>QC JOB #:</b> 13544406 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Sep 15 2015 - Sep 16 2015				
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		32	36			34			34	
6:15 AM		46	41			44			44	
6:30 AM		54	51			53			53	
6:45 AM		61	72			67			67	
7:00 AM		75	70			73			73	
7:15 AM		82	99			91			91	
7:30 AM		99	91			95			95	
7:45 AM		140	138			139			139	
8:00 AM		107	93			100			100	
8:15 AM		88	86			87			87	
8:30 AM		81	97			89			89	
8:45 AM		62	73			68			68	
9:00 AM		65	81			73			73	
9:15 AM		78	60			69			69	
9:30 AM		79	49			64			64	
9:45 AM		74	84			79			79	
10:00 AM		67	82			75			75	
10:15 AM		80	78			79			79	
10:30 AM		100	78			89			89	
10:45 AM		80	68			74			74	
11:00 AM		87	77			82			82	
11:15 AM		77	74			76			76	
11:30 AM		88	99			94			94	
11:45 AM		79	100			90			90	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										



<b>LOCATION:</b> SC-341 SE of US-15 (N of Cousar St) <b>SPECIFIC LOCATION:</b> SC-341 SE of US-15 (N of Cousar St) <b>CITY/STATE:</b> Bishopville, SC						<b>QC JOB #:</b> 13544406 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Sep 15 2015 - Sep 16 2015				
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		102	95			99			99	
12:15 PM		83	82			83			83	
12:30 PM		74	84			79			79	
12:45 PM		81	98			90			90	
1:00 PM		88	97			93			93	
1:15 PM		89	90			90			90	
1:30 PM		89	77			83			83	
1:45 PM		96	82			89			89	
2:00 PM		97	76			87			87	
2:15 PM		105	101			103			103	
2:30 PM		89	114			102			102	
2:45 PM		108	82			95			95	
3:00 PM		117	100			109			109	
3:15 PM		97	119			108			108	
3:30 PM		137	130			134			134	
3:45 PM		102	107			105			105	
4:00 PM		112	104			108			108	
4:15 PM		121	95			108			108	
4:30 PM		100	114			107			107	
4:45 PM		97	94			96			96	
5:00 PM		118	122			120			120	
5:15 PM		91	89			90			90	
5:30 PM		92	89			91			91	
5:45 PM		105	93			99			99	
<b>Day Total</b>										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

<b>LOCATION:</b> SC-341 SE of US-15 (N of Cousar St) <b>SPECIFIC LOCATION:</b> SC-341 SE of US-15 (N of Cousar St) <b>CITY/STATE:</b> Bishopville, SC						<b>QC JOB #:</b> 13544406 <b>DIRECTION:</b> EB/WB <b>DATE:</b> Sep 15 2015 - Sep 16 2015				
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		105	108			107			107	
6:15 PM		93	85			89			89	
6:30 PM		76	72			74			74	
6:45 PM		56	67			62			62	
7:00 PM		67	56			62			62	
7:15 PM		76	62			69			69	
7:30 PM		61	69			65			65	
7:45 PM		86	68			77			77	
8:00 PM		65	67			66			66	
8:15 PM		57	71			64			64	
8:30 PM		39	72			56			56	
8:45 PM		29	45			37			37	
9:00 PM		30	28			29			29	
9:15 PM		29	29			29			29	
9:30 PM		34	29			32			32	
9:45 PM		21	26			24			24	
10:00 PM		28	27			28			28	
10:15 PM		18	23			21			21	
10:30 PM		20	18			19			19	
10:45 PM		12	21			17			17	
11:00 PM		18	24			21			21	
11:15 PM		17	17			17			17	
11:30 PM		16	15			16			16	
11:45 PM		12	11			12			12	
<b>Day Total</b>		5554	5529			5562			5562	
% Weekday Average		99.9%	99.4%							
% Week Average		99.9%	99.4%			100.0%				
AM Peak		7:45 AM	7:45 AM			7:45 AM			7:45 AM	
Volume		140	138			139			139	
PM Peak		3:30 PM	3:30 PM			3:30 PM			3:30 PM	
Volume		137	130			134			134	
<i>Comments:</i>										

<b>LOCATION:</b> SC-34 NW of US-15 <b>SPECIFIC LOCATION:</b> SC-34 NW of US-15 <b>CITY/STATE:</b> Bishopville, SC		<b>W Church Street W of US 15</b>				<b>QC JOB #:</b> 13544413 <b>DIRECTION:</b> EB/WB		<b>DATE:</b> Sep 15 2015 - Sep 16 2015		
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		22	20			21			21	
1:00 AM		12	16			14			14	
2:00 AM		9	5			7			7	
3:00 AM		11	10			11			11	
4:00 AM		28	24			26			26	
5:00 AM		52	53			53			53	
6:00 AM		118	115			117			117	
7:00 AM		<b>300</b>	<b>307</b>			<b>304</b>			<b>304</b>	
8:00 AM		291	282			287			287	
9:00 AM		244	233			239			239	
10:00 AM		265	257			261			261	
11:00 AM		286	253			270			270	
12:00 PM		306	319			313			313	
1:00 PM		293	315			304			304	
2:00 PM		338	305			322			322	
3:00 PM		363	336			350			350	
4:00 PM		<b>377</b>	325			351			351	
5:00 PM		366	<b>371</b>			<b>369</b>			<b>369</b>	
6:00 PM		292	272			282			282	
7:00 PM		257	239			248			248	
8:00 PM		186	206			196			196	
9:00 PM		104	114			109			109	
10:00 PM		67	46			57			57	
11:00 PM		44	45			45			45	
<b>Day Total</b>		<b>4631</b>	<b>4468</b>			4556			4556	
% Weekday Average		101.6%	98.1%							
% Week Average		101.6%	98.1%			100.0%				
AM Peak Volume		7:00 AM 300	7:00 AM 307			7:00 AM 304			7:00 AM 304	
PM Peak Volume		4:00 PM 377	5:00 PM 371			5:00 PM 369			5:00 PM 369	
<i>Comments:</i>										

<b>LOCATION:</b> US-15 NE of SC-341 <b>SPECIFIC LOCATION:</b> US-15 NE of SC-3 <b>CITY/STATE:</b> Bishopville, SC						<b>QC JOB #:</b> 13544416 <b>DIRECTION:</b> NB/SB <b>DATE:</b> Sep 15 2015 - Sep 16 2015				
Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		64	72			68			68	
1:00 AM		50	55			53			53	
2:00 AM		35	47			41			41	
3:00 AM		42	46			44			44	
4:00 AM		49	73			61			61	
5:00 AM		146	147			147			147	
6:00 AM		348	368			358			358	
7:00 AM		<b>671</b>	<b>677</b>			<b>674</b>			<b>674</b>	
8:00 AM		505	500			503			503	
9:00 AM		509	497			503			503	
10:00 AM		504	524			514			514	
11:00 AM		486	531			509			509	
12:00 PM		574	591			583			583	
1:00 PM		589	585			587			587	
2:00 PM		<b>679</b>	<b>693</b>			<b>686</b>			<b>686</b>	
3:00 PM		596	633			615			615	
4:00 PM		623	639			631			631	
5:00 PM		628	606			617			617	
6:00 PM		557	487			522			522	
7:00 PM		493	425			459			459	
8:00 PM		304	349			327			327	
9:00 PM		240	219			230			230	
10:00 PM		150	143			147			147	
11:00 PM		98	109			104			104	
<b>Day Total</b>		<b>8940</b>	<b>9016</b>			8983			8983	
% Weekday Average		99.5%	100.4%							
% Week Average		99.5%	100.4%			100.0%				
AM Peak Volume		7:00 AM 671	7:00 AM 677			7:00 AM 674			7:00 AM 674	
PM Peak Volume		2:00 PM 679	2:00 PM 693			2:00 PM 686			2:00 PM 686	
<i>Comments:</i>										

**LOCATION:** Bethune Hwy N of Airport **QC JOB #:** 13544423  
**SPECIFIC LOCATION:** Bethune Hwy N of Airport **DIRECTION:** NB/SB  
**CITY/STATE:** Bishopville, SC **DATE:** Sep 15 2015 - Sep 16 2015

Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		15	22			19			19	
1:00 AM		15	20			18			18	
2:00 AM		9	9			9			9	
3:00 AM		15	9			12			12	
4:00 AM		20	22			21			21	
5:00 AM		71	58			65			65	
6:00 AM		163	155			159			159	
7:00 AM		<b>313</b>	<b>321</b>			<b>317</b>			<b>317</b>	
8:00 AM		156	152			154			154	
9:00 AM		159	134			147			147	
10:00 AM		147	128			138			138	
11:00 AM		122	160			141			141	
12:00 PM		162	157			160			160	
1:00 PM		187	182			185			185	
2:00 PM		<b>255</b>	<b>268</b>			<b>262</b>			<b>262</b>	
3:00 PM		175	187			181			181	
4:00 PM		201	191			196			196	
5:00 PM		183	218			201			201	
6:00 PM		147	139			143			143	
7:00 PM		123	131			127			127	
8:00 PM		89	95			92			92	
9:00 PM		85	74			80			80	
10:00 PM		45	42			44			44	
11:00 PM		25	31			28			28	
<b>Day Total</b>		<b>2882</b>	<b>2905</b>			<b>2899</b>			<b>2899</b>	
% Weekday Average		99.4%	100.2%							
% Week Average		99.4%	100.2%			100.0%				
AM Peak Volume		7:00 AM 313	7:00 AM 321			7:00 AM 317			7:00 AM 317	
PM Peak Volume		2:00 PM 255	2:00 PM 268			2:00 PM 262			2:00 PM 262	

Comments:

**LOCATION:** Hartsville Hwy S of Price Ln **US 15 S of Price Ln**  
**SPECIFIC LOCATION:** Hartsville Hwy S of Price Ln  
**CITY/STATE:** Bishopville, SC

**QC JOB #:** 13544422  
**DIRECTION:** NB/SB  
**DATE:** Sep 15 2015 - Sep 17 2015














Start Time	Mon 15-Sep-15	Tue 16-Sep-15	Wed 16-Sep-15	Thu 17-Sep-15	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		29	0	55		28			28	
1:00 AM		41	0	56		32			32	
2:00 AM		31	0	27		19			19	
3:00 AM		35	0	39		25			25	
4:00 AM		44	0	49		31			31	
5:00 AM		114	0	116		77			77	
6:00 AM		270	0	280		183			183	
7:00 AM		438	0	466		301			301	
8:00 AM		359	0	367		242			242	
9:00 AM		334	0	337		224			224	
10:00 AM		323	0	350		224			224	
11:00 AM		331	0	368		233			233	
12:00 PM		377	77	403		286			286	
1:00 PM		390	417	411		406			406	
2:00 PM		445	455	498		466			466	
3:00 PM		263	466	487		405			405	
4:00 PM		0	472	469		314			314	
5:00 PM		0	471	546		339			339	
6:00 PM		0	392	395		262			262	
7:00 PM		0	286	283		190			190	
8:00 PM		0	230	253		161			161	
9:00 PM		0	167	151		106			106	
10:00 PM		0	98	83		60			60	
11:00 PM		0	90	85		58			58	
<b>Day Total</b>		3824	3621	6574		4672			4672	
% Weekday Average		81.8%	77.5%	140.7%						
% Week Average		81.8%	77.5%	140.7%		100.0%				
AM Peak		7:00 AM	12:00 AM	7:00 AM		7:00 AM			7:00 AM	
Volume		438	0	466		301			301	
PM Peak		2:00 PM	4:00 PM	5:00 PM		2:00 PM			2:00 PM	
Volume		445	472	546		466			466	

Comments:

# **APPENDIX C**

## **FHWA Vehicle Classification Guide**

# FHWA Vehicle Classification

<b>1. Motorcycles</b> -2 axles, 2 or 3 tires	
<b>2. Passenger Cars</b> -2 axles, can have 1 or 2 axle trailers	
<b>3. Pickups, Panels, Vans</b> -2 axles, 4-tire single units can have 1 or 2 axle trailers	
<b>4. Buses</b> -2 or 3 axles, full length	
<b>5. Single Unit 2-Axle Trucks</b> -2 axles, 6 tires (Dual rear tires), single unit	
<b>6. Single Unit 3-Axle Trucks</b> -3 axles, single unit	
<b>7. Single Unit 4 or More Axle Trucks</b> -4 or more axles, single unit	
<b>8. Single Trailer 3 or 4 Axle Trucks</b> -3 or 4 axles, single trailer	
<b>9. Single Trailer 5 Axle Trucks</b> -5 axles, single trailer	
<b>10. Single Trailer 6 or More Axle Trucks</b> -6 or more axles, single trailer	
<b>11. Multi-Trailer 5 or Less Axle Trucks</b> -5 or less axles, multiple trailers	
<b>12. Multi-Trailer 6 Axle Trucks</b> -6 axles, multiple trailers	
<b>13. Multi-Trailer 7 or More Axle Trucks</b> -7 or more axles, multiple trailers	



# APPENDIX D

## 2015 Daily Traffic Volume Classification Reports

Appendix D presents the 2015 daily count information broken into 13 vehicle classes for the locations presented in Figure 2-6 of this traffic study. The counts were collected between Sept. 14<sup>th</sup> and Sept. 17<sup>th</sup> of 2015, and the distribution of personal vs. heavy vehicles was derived from this data (with the exception of U.S. 15 N of I-20 as noted below). The count data is presented from south to north, west to east, beginning with U.S. 15 north of I-20.

Five of the count locations reported unclassified vehicles, a common result of the counting method:

- U.S. 15 N of I-20
- St. Charles Rd. N of I-20
- SC 341 N of Industrial Blvd.
- U.S. 15 SW of SC 341
- U.S. 15 S of Price Lane

The unclassified vehicles were re-distributed to each class based on their respective percentage shown in the count, and the new volumes were divided by the total to obtain a final percentage for each class. The re-distributed volumes and new percentages are noted in the count sheets.

The U.S. 15 N of I-20 count showed a high percentage of unclassified vehicles (22.8%), so this data was compared to the classification counts performed from Sep 29, 2015 - Oct 01, 2015 for the Origin-Destination Study to evaluate their reasonableness. The original report for this location shows a vehicle breakdown of 88%/12% when the unclassified vehicles are removed. The Sep 29, 2015 - Oct 01, 2015 also shows this same breakdown, so these values were used.

QUALITY COUNTS REPORT  
 =====

Type: Vehicle Classification Data  
 Location: U.S. 15 N of I-20  
 Specific Location: U.S. 15 N of I-20  
 City/State: Bishopville SC  
 QClJobNo: 13544403  
 Date: Sep 15 2015 - Sep 17 2015  
 Direction: NB/SB  
 Comments:

Date:	Sep 15 2015																
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total		
12:00 AM	0	22	4	0	0	1	0	0	2	0	0	0	0	1	30		
12:15 AM	0	14	1	0	0	0	0	0	1	0	0	0	0	0	16		
12:30 AM	2	13	2	1	0	1	0	1	2	1	0	0	0	1	24		
12:45 AM	2	8	1	0	0	1	0	0	4	0	0	0	0	0	16		
1:00 AM	0	10	7	0	2	0	0	1	2	0	0	0	0	1	23		
1:15 AM	1	10	1	1	0	1	0	0	3	0	0	0	0	0	17		
1:30 AM	0	8	1	1	0	0	0	0	4	0	0	0	0	1	15		
1:45 AM	0	9	1	0	0	0	0	0	4	0	0	0	0	0	14		
2:00 AM	0	6	2	0	0	0	0	0	2	0	0	0	0	0	10		
2:15 AM	0	9	0	0	0	0	0	1	0	0	0	0	0	1	11		
2:30 AM	2	3	3	1	0	0	0	0	3	0	0	0	0	2	14		
2:45 AM	0	4	2	0	1	0	0	1	0	0	0	1	0	0	9		
3:00 AM	0	6	0	0	0	0	0	0	2	0	0	0	0	0	8		
3:15 AM	0	7	4	0	0	0	0	0	2	0	0	0	0	1	14		
3:30 AM	0	1	2	0	0	0	0	0	3	0	1	0	0	0	7		
3:45 AM	0	8	4	1	0	0	0	0	1	0	0	0	0	0	14		
4:00 AM	0	11	2	0	0	0	0	0	1	0	0	0	1	0	15		
4:15 AM	0	11	2	0	1	0	0	0	1	0	0	0	0	0	15		
4:30 AM	0	5	2	1	0	0	0	0	2	1	0	0	0	1	12		
4:45 AM	1	16	7	0	1	1	0	0	2	2	0	0	0	1	31		
5:00 AM	1	18	12	0	4	0	0	0	2	0	0	0	0	4	41		
5:15 AM	1	16	11	0	2	0	0	0	1	0	0	0	0	3	34		
5:30 AM	0	25	8	0	2	2	0	0	5	0	0	0	0	3	45		
5:45 AM	1	31	7	1	2	0	0	0	7	0	0	0	1	4	54		
6:00 AM	3	51	6	0	4	3	0	1	6	0	0	0	0	3	77		
6:15 AM	4	85	13	1	4	5	0	1	3	1	0	0	0	9	126		
6:30 AM	4	55	21	1	5	2	0	1	5	0	0	0	0	8	102		
6:45 AM	4	78	24	3	3	3	0	1	5	0	0	0	0	23	144		
7:00 AM	3	75	15	2	5	0	1	1	7	1	0	0	0	17	127		
7:15 AM	3	110	37	2	2	6	2	3	6	0	0	0	0	24	195		
7:30 AM	3	123	49	2	4	2	0	3	8	0	0	0	2	23	219		
7:45 AM	7	127	42	1	7	5	3	2	7	1	0	0	0	32	234		
8:00 AM	2	107	28	0	6	7	2	4	12	0	0	1	0	15	184		
8:15 AM	3	98	31	1	4	4	4	1	10	0	0	0	0	12	168		
8:30 AM	5	88	32	0	10	3	0	3	4	0	0	0	0	9	154		
8:45 AM	3	86	25	2	3	9	2	1	7	1	0	1	1	14	155		
9:00 AM	1	77	39	0	5	5	3	2	11	1	0	0	0	16	160		
9:15 AM	3	75	37	2	7	5	7	3	11	1	0	0	1	14	166		
9:30 AM	4	87	27	2	13	5	0	0	6	2	0	0	1	20	167		
9:45 AM	5	80	26	1	12	3	1	1	10	0	0	0	0	15	154		
10:00 AM	4	76	35	3	4	5	1	1	9	1	0	0	0	19	158		
10:15 AM	3	77	37	1	5	4	0	4	7	0	0	0	0	5	143		
10:30 AM	3	97	36	1	5	6	0	4	11	0	0	1	1	4	169		
10:45 AM	3	85	37	3	5	5	1	2	15	1	0	0	1	10	168		
11:00 AM	3	92	26	1	3	4	0	1	11	0	0	0	1	10	152		
11:15 AM	3	99	25	2	9	3	1	2	16	0	0	0	0	1	167		
11:30 AM	1	89	39	2	5	0	3	2	13	0	0	0	2	8	164		
11:45 AM	0	107	52	0	8	2	3	4	10	0	0	0	0	6	192		
12:00 PM	1	116	38	0	8	0	1	0	10	0	0	0	0	5	179		
12:15 PM	3	139	48	1	7	2	0	3	6	1	0	0	1	10	221		
12:30 PM	2	104	32	1	1	5	3	2	7	1	0	0	1	32	191		
12:45 PM	5	65	23	12	17	4	2	0	3	0	0	0	0	89	220		
1:00 PM	2	72	26	16	10	2	3	2	6	0	0	0	0	78	217		
1:15 PM	1	67	23	18	4	4	0	4	2	2	0	0	0	57	182		
1:30 PM	7	65	22	20	15	8	0	2	1	0	0	0	0	56	196		
1:45 PM	4	94	36	30	24	4	0	1	4	0	0	0	1	26	224		
2:00 PM	1	112	34	3	5	4	2	5	8	0	0	0	0	13	187		
2:15 PM	2	134	43	3	8	5	1	0	4	0	1	0	0	7	208		
2:30 PM	4	109	36	1	8	5	0	4	7	1	0	0	1	11	187		
2:45 PM	8	122	37	1	12	8	1	3	9	1	0	0	1	17	220		
3:00 PM	1	103	37	3	4	3	1	1	4	0	1	0	1	10	169		
3:15 PM	4	119	40	1	7	1	2	4	10	0	0	0	0	7	195		
3:30 PM	2	105	45	0	9	5	0	1	8	0	0	0	0	13	189		
3:45 PM	1	56	17	1	1	1	0	0	2	0	0	0	0	103	182		
4:00 PM	3	62	20	1	0	0	0	0	2	0	0	0	1	101	190		
4:15 PM	1	58	17	0	1	0	0	1	3	0	0	0	0	112	193		
4:30 PM	2	66	10	0	2	0	0	2	2	0	0	0	0	113	197		
4:45 PM	2	49	18	1	2	0	0	1	4	0	0	0	0	113	190		
5:00 PM	4	60	15	0	3	1	0	1	8	1	0	0	0	120	213		
5:15 PM	3	69	9	0	0	2	1	2	2	1	0	0	0	105	194		
5:30 PM	3	65	15	0	4	0	1	0	1	0	0	0	0	132	221		
5:45 PM	5	73	15	0	2	1	0	0	3	0	0	0	0	105	204		
6:00 PM	2	62	13	1	1	1	0	2	3	0	0	0	0	116	201		
6:15 PM	4	65	18	0	1	1	0	0	2	0	0	0	0	101	192		
6:30 PM	6	50	11	0	3	1	0	0	1	0	0	0	0	75	147		
6:45 PM	1	50	6	0	0	0	0	0	1	0	0	0	0	89	147		
7:00 PM	2	40	16	1	1	1	0	2	5	0	0	0	1	71	140		
7:15 PM	4	52	10	0	3	0	0	0	2	0	0	0	0	69	140		
7:30 PM	2	43	11	1	2	2	0	0	3	0	0	0	0	95	159		
7:45 PM	1	47	11	0	0	0	0	2	0	0	0	0	0	80	141		
8:00 PM	2	49	10	0	7	1	0	0	1	0	0	0	0	73	143		
8:15 PM	0	31	8	0	4	2	0	0	2	0	0	0	0	60	108		
8:30 PM	2	39	4	0	2	0	0	0	2	0	0	0	0	51	100		
8:45 PM	1	31	12	0	3	1	0	1	2	0	0	0	0	43	94		
9:00 PM	1	28	7	0	1	0	0	0	1	0	0	0	0	47	85		
9:15 PM	0	16	9	0	3	0	0	0	2	0	0	0	0	37	67		
9:30 PM	0	25	3	0	0	0	0	0	1	0	0	0	0	42	71		
9:45 PM	1	20	3	0	0	1	0	0	0	0	0	0	0	32	57		
10:00 PM	0	17	2	0	0	0	0	0	5	0	0	0	0	30	54		
10:15 PM	2	19	4	0	0	0	0	0	1	0	0	0	0	25	51		

10:30 PM	1	17	0	0	0	0	0	0	5	0	0	0	0	28	51
10:45 PM	0	16	1	0	1	0	0	0	0	0	0	0	0	24	42
11:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	16	37
11:15 PM	1	20	0	0	0	0	0	0	0	0	0	0	0	23	44
11:30 PM	0	19	2	0	0	0	0	0	2	0	0	0	0	18	41
11:45 PM	1	11	2	0	0	0	0	1	0	0	0	0	0	9	24
Day Total	193	5265	1646	156	339	179	52	99	423	22	3	4	23	3035	11439
Percent ADT	1.70%	46.00%	14.40%	1.40%	3.00%	1.60%	0.50%	0.90%	3.70%	0.20%	0.00%	0.00%	0.20%	26.50%	
AM Peak Volume	7:45 AM	7:45 AM	11:45 AM	6:45 AM	9:30 AM	8:45 AM	9:15 AM	8:00 AM	11:15 AM	4:45 AM	3:30 AM	2:45 AM	7:30 AM	7:45 AM	7:45 AM
	7	127	52	3	13	9	7	4	16	2	1	1	2	32	234
PM Peak Volume	2:45 PM	12:15 PM	12:15 PM	1:45 PM	1:45 PM	1:30 PM	12:30 PM	2:00 PM	12:00 PM	1:15 PM	2:15 PM		12:15 PM	5:30 PM	1:45 PM
	8	139	48	30	24	8	3	5	10	2	1		1	132	224

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Date:	Sep 16 2015														
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	13	2	0	1	0	0	0	2	0	0	0	0	0	15
12:15 AM	0	6	1	0	0	0	0	0	4	1	0	0	0	0	12
12:30 AM	0	8	1	0	0	0	0	0	1	0	0	0	0	0	12
12:45 AM	0	5	3	0	0	2	0	0	2	0	0	0	0	0	15
1:00 AM	1	6	2	0	0	1	0	0	1	0	0	0	0	0	14
1:15 AM	0	3	1	1	1	0	0	0	0	0	0	0	0	0	15
1:30 AM	0	7	1	0	0	0	0	0	2	0	0	0	0	0	18
1:45 AM	0	4	0	0	0	1	0	0	1	0	0	0	0	0	8
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	3	0	0	0	0	0	0	4	0	0	0	0	0	8
2:30 AM	2	7	0	0	0	0	0	0	3	0	0	0	0	0	7
2:45 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	0	7
3:15 AM	0	3	1	0	0	0	0	0	2	0	0	0	0	0	5
3:30 AM	0	5	1	0	0	0	0	1	1	0	0	0	0	0	13
3:45 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	0	12
4:00 AM	0	6	1	0	0	2	0	0	2	0	0	0	0	0	7
4:15 AM	2	6	0	0	0	1	0	0	4	0	0	0	0	0	10
4:30 AM	1	10	3	0	0	2	1	0	0	0	0	0	0	0	9
4:45 AM	0	5	5	0	1	1	1	1	1	0	0	0	0	0	20
5:00 AM	0	9	2	0	3	0	0	0	3	0	0	0	0	0	20
5:15 AM	0	5	1	0	2	2	0	0	3	0	0	0	0	0	28
5:30 AM	0	11	4	0	1	0	0	1	1	0	0	0	0	0	35
5:45 AM	1	9	3	0	1	0	0	0	2	0	1	0	0	0	35
6:00 AM	1	17	6	0	2	0	0	1	4	0	0	0	0	0	47
6:15 AM	3	26	2	0	3	1	0	0	3	0	0	0	0	0	67
6:30 AM	1	27	9	0	6	3	0	0	1	0	0	0	0	0	65
6:45 AM	4	44	8	0	3	2	0	0	1	0	0	0	0	0	69
7:00 AM	3	39	12	1	0	0	0	1	4	0	0	0	0	0	78
7:15 AM	6	49	14	1	2	1	0	2	1	1	0	0	0	0	97
7:30 AM	7	61	20	1	6	2	1	0	3	0	0	0	0	0	122
7:45 AM	6	69	7	1	2	3	2	0	2	0	0	0	1	1	118
8:00 AM	3	48	9	0	1	3	1	3	6	0	0	0	0	0	107
8:15 AM	6	44	20	0	2	1	0	0	5	1	0	0	0	0	92
8:30 AM	4	30	10	1	2	2	0	0	3	2	0	0	0	0	84
8:45 AM	6	47	21	1	2	5	0	0	5	0	0	0	1	1	89
9:00 AM	3	39	15	0	4	3	0	0	3	0	0	0	0	0	87
9:15 AM	2	46	13	1	3	4	2	1	4	1	0	0	0	0	76
9:30 AM	1	36	11	1	0	3	0	0	4	0	0	0	0	0	85
9:45 AM	7	44	14	0	0	6	1	2	7	0	0	0	0	0	75
10:00 AM	4	35	9	0	10	2	0	1	2	0	0	0	0	0	90
10:15 AM	3	38	9	0	0	5	2	0	8	1	0	0	0	0	102
10:30 AM	0	29	11	0	5	5	1	3	3	0	0	0	0	0	104
10:45 AM	0	46	17	1	3	3	2	0	2	0	1	0	0	0	83
11:00 AM	2	45	12	0	2	0	1	1	4	0	0	0	0	0	72
11:15 AM	2	37	5	0	4	3	2	1	7	0	0	0	0	1	77
11:30 AM	1	41	16	0	0	4	0	1	2	0	0	0	0	0	102
11:45 AM	0	48	17	0	3	2	0	2	3	1	0	0	3	3	85
12:00 PM	2	47	19	1	4	1	0	0	5	0	0	0	0	0	122
12:15 PM	6	50	14	1	0	1	1	0	6	0	0	0	0	0	96
12:30 PM	2	46	10	0	1	6	1	0	4	0	0	0	0	0	105
12:45 PM	3	70	14	1	1	2	2	0	6	1	0	0	0	0	107
1:00 PM	5	50	17	0	2	4	0	1	3	0	0	0	0	0	101
1:15 PM	3	62	13	2	3	2	2	1	4	0	0	0	0	0	100
1:30 PM	3	67	16	2	2	6	2	1	2	0	0	0	0	0	98
1:45 PM	1	73	12	0	3	3	0	1	4	1	0	0	1	1	101
2:00 PM	7	56	16	0	2	4	2	2	3	1	0	0	0	1	120
2:15 PM	5	96	12	0	8	6	1	3	7	0	0	0	2	77	217
2:30 PM	7	163	24	1	7	8	1	1	13	0	0	0	0	0	25
2:45 PM	5	152	20	1	4	0	1	1	7	0	0	0	0	0	16
3:00 PM	3	145	15	2	4	8	2	4	6	0	0	0	2	12	203
3:15 PM	0	159	14	0	1	5	1	1	11	1	0	0	0	0	18
3:30 PM	2	153	24	1	4	5	3	3	9	1	0	0	0	0	22
3:45 PM	3	171	25	1	12	8	1	1	4	0	0	0	1	24	251
4:00 PM	10	173	26	0	3	2	1	1	4	1	0	0	0	0	12
4:15 PM	5	152	25	0	3	3	0	2	6	0	0	0	2	15	213
4:30 PM	4	150	23	0	1	6	0	1	5	1	0	0	2	25	218
4:45 PM	5	152	19	0	1	4	4	0	6	0	0	0	0	8	199
5:00 PM	3	170	13	0	2	1	0	1	4	0	0	0	0	15	209
5:15 PM	8	193	18	0	2	2	0	2	10	0	0	0	0	20	255
5:30 PM	3	168	17	1	1	0	0	1	4	0	0	0	1	16	212
5:45 PM	2	163	15	0	0	3	0	0	4	0	1	0	0	17	205
6:00 PM	7	162	15	0	1	2	0	0	5	0	0	0	0	17	209
6:15 PM	2	134	10	0	0	0	0	0	3	0	0	0	2	16	167
6:30 PM	2	143	18	0	1	3	0	1	5	0	0	0	0	26	199
6:45 PM	2	116	10	1	1	4	0	0	3	0	0	0	0	16	153
7:00 PM	4	114	14	0	3	3	0	1	6	0	0	0	1	17	163
7:15 PM	3	132	15	0	1	3	0	0	5	0	0	0	0	5	164
7:30 PM	2	126	15	0	3	2	0	0	3	0	0	0	0	13	164
7:45 PM	5	111	10	0	1	3	0	2	5	0	0	0	0	16	153
8:00 PM	2	87	16	1	1	0	0	1	5	0	0	0	0	6	119
8:15 PM	2	119	13	0	2	0	0	0	0	0	0	0	0	7	143
8:30 PM	4	90	12	0	1	1	0	0	2	0	0	0	0	7	117
8:45 PM	3	84	13	0	0	0	0	0	4	0	0	0	0	10	114
9:00 PM	1	70	6	0	2	1	0	2	3	0	0	0	0	3	88
9:15 PM	3	64	9	0	0	0	0	1	5	0	0	0	0	6	88

9:30 PM	2	59	6	0	0	2	0	0	1	0	0	0	0	5	75
9:45 PM	1	58	8	0	0	2	0	0	1	1	0	0	0	6	77
10:00 PM	0	30	8	0	2	0	0	0	1	0	0	0	0	0	41
10:15 PM	1	35	4	0	1	0	0	0	4	0	0	0	0	3	48
10:30 PM	0	49	2	0	1	2	0	0	6	0	0	0	0	4	64
10:45 PM	1	24	2	1	1	0	0	0	1	0	0	0	0	1	31
11:00 PM	2	32	0	0	1	0	0	1	3	0	0	0	0	9	48
11:15 PM	1	30	2	0	0	0	0	0	3	0	0	0	0	3	39
11:30 PM	1	39	2	0	0	0	0	0	3	0	0	0	0	3	48
11:45 PM	0	36	4	0	0	0	0	0	1	0	0	0	0	0	41
Day Total	231	5959	955	28	169	193	42	59	342	16	3	0	21	3879	11897
Percent ADT	1.90%	50.10%	8.00%	0.20%	1.40%	1.60%	0.40%	0.50%	2.90%	0.10%	0.00%	0.00%	0.20%	32.60%	
AM Peak Volume	7:30 AM	7:45 AM	8:45 AM	1:15 AM	10:00 AM	9:45 AM	7:45 AM	8:00 AM	10:15 AM	8:30 AM	5:45 AM		11:45 AM	7:30 AM	7:30 AM
	7	69	21	1	10	6	2	3	8	2	1		3	122	223
PM Peak Volume	4:00 PM	5:15 PM	4:00 PM	1:15 PM	3:45 PM	2:30 PM	4:45 PM	3:00 PM	2:30 PM	12:45 PM	5:45 PM		2:15 PM	12:00 PM	5:15 PM
	10	193	26	2	12	8	4	4	13	1	1		2	122	255

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Date:	Sep 17 2015															Total
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
12:00 AM	0	28	2	0	0	0	0	0	2	0	0	0	0	0	34	
12:15 AM	0	25	1	0	1	0	0	0	2	0	0	0	0	0	29	
12:30 AM	0	20	2	0	0	0	0	0	2	0	0	0	0	5	29	
12:45 AM	0	13	1	0	0	0	0	0	1	0	0	0	0	0	15	
1:00 AM	0	17	1	0	0	0	0	0	3	0	0	0	0	4	25	
1:15 AM	0	21	2	1	0	0	0	0	3	0	0	0	0	0	27	
1:30 AM	0	17	0	0	1	0	0	0	7	0	0	0	0	0	25	
1:45 AM	0	5	0	0	0	0	0	0	3	0	0	0	0	0	8	
2:00 AM	1	5	1	0	0	0	0	0	2	0	0	0	0	4	13	
2:15 AM	0	12	0	0	0	0	0	0	2	0	0	0	0	1	15	
2:30 AM	2	9	0	0	0	0	0	0	2	0	0	0	0	6	19	
2:45 AM	0	6	1	0	0	0	0	0	2	0	0	0	0	0	9	
3:00 AM	0	4	0	0	0	0	0	0	4	0	0	0	0	0	8	
3:15 AM	1	8	3	0	0	0	0	0	4	0	1	0	0	3	20	
3:30 AM	0	9	0	0	0	0	0	1	5	0	0	0	0	1	16	
3:45 AM	1	10	1	0	0	1	0	0	6	0	0	0	0	1	20	
4:00 AM	1	8	0	0	0	0	0	1	3	0	0	0	0	1	14	
4:15 AM	1	17	0	0	0	1	0	0	2	0	0	0	0	3	24	
4:30 AM	0	11	5	0	0	0	0	1	4	0	0	0	0	1	22	
4:45 AM	1	21	9	0	1	1	0	2	2	0	0	0	0	7	44	
5:00 AM	0	19	1	0	2	0	1	0	8	0	0	0	0	4	35	
5:15 AM	0	28	2	2	3	0	0	0	2	0	0	0	0	4	41	
5:30 AM	1	26	8	1	1	2	0	0	4	0	0	0	0	1	44	
5:45 AM	1	43	8	0	1	3	2	0	5	1	0	0	0	5	69	
6:00 AM	1	60	3	0	0	0	0	0	5	0	0	0	1	8	78	
6:15 AM	8	91	10	0	2	3	0	0	4	0	0	0	0	10	128	
6:30 AM	2	78	15	0	3	1	0	3	8	0	0	0	0	11	121	
6:45 AM	5	100	13	0	2	1	0	2	6	1	0	0	0	23	153	
7:00 AM	3	111	13	1	4	6	0	1	4	0	0	0	0	18	161	
7:15 AM	5	91	24	2	0	3	2	1	10	0	0	0	1	31	170	
7:30 AM	8	143	22	3	3	3	2	0	3	2	0	0	1	43	233	
7:45 AM	12	126	15	1	5	3	1	0	10	0	0	0	0	42	215	
8:00 AM	6	116	17	2	2	6	0	0	6	1	0	0	0	30	186	
8:15 AM	9	90	20	1	3	3	1	2	13	1	0	0	2	32	177	
8:30 AM	6	115	15	0	5	2	2	0	14	0	0	0	1	25	185	
8:45 AM	3	107	17	0	2	6	0	2	10	0	0	0	1	28	176	
9:00 AM	3	102	20	1	7	4	1	2	11	0	0	0	1	23	175	
9:15 AM	4	98	19	2	4	9	1	2	8	1	0	0	0	31	179	
9:30 AM	8	102	27	0	6	5	1	1	11	0	0	0	0	31	192	
9:45 AM	6	84	33	0	7	7	2	1	11	0	0	0	0	25	176	
10:00 AM	3	109	22	0	3	1	2	0	7	2	0	0	0	14	163	
10:15 AM	4	86	22	0	0	2	1	2	10	1	0	0	2	19	149	
10:30 AM	3	90	17	0	4	6	1	1	15	1	0	0	1	27	166	
10:45 AM	3	95	14	0	3	2	3	2	13	0	1	1	1	24	162	
11:00 AM	4	116	17	0	2	2	0	3	12	0	0	0	0	11	167	
11:15 AM	3	109	16	3	4	2	1	1	12	1	0	0	1	13	166	
11:30 AM	5	110	22	0	7	3	0	0	4	0	0	0	0	12	163	
11:45 AM	2	138	18	1	2	2	1	0	8	1	0	0	0	19	192	
12:00 PM	5	139	17	0	4	4	1	4	9	1	0	0	0	19	203	
12:15 PM	6	132	26	0	3	2	1	1	15	0	0	1	1	20	208	
12:30 PM	1	137	25	1	5	5	0	1	6	2	0	0	1	19	203	
12:45 PM	3	136	37	1	4	6	4	0	16	0	0	0	3	42	252	
1:00 PM	0	141	24	0	3	5	2	2	9	0	0	0	0	15	201	
1:15 PM	1	149	19	0	5	5	1	2	6	0	0	1	1	17	207	
1:30 PM	7	146	11	0	3	4	3	2	8	0	0	0	0	21	205	
1:45 PM	7	134	26	0	3	5	3	1	12	1	0	0	1	24	217	
2:00 PM	6	156	24	0	7	5	1	2	10	0	0	0	0	25	236	
2:15 PM	3	169	19	1	3	4	1	3	6	0	0	1	0	19	229	
2:30 PM	7	150	27	0	2	5	3	2	10	1	0	0	0	21	228	
2:45 PM	5	151	23	0	5	5	1	1	11	1	0	0	1	23	227	
3:00 PM	5	144	26	0	3	2	3	2	4	1	0	0	0	25	215	
3:15 PM	5	173	12	0	3	4	0	2	10	0	0	0	0	20	229	
3:30 PM	2	169	20	0	5	4	4	1	6	1	1	0	1	20	234	
3:45 PM	2	167	29	1	5	1	0	1	9	1	0	0	0	13	229	
4:00 PM	5	173	22	0	2	6	1	2	5	0	0	0	0	12	228	
4:15 PM	10	184	22	0	2	1	1	3	3	1	0	0	0	18	245	
4:30 PM	3	167	21	0	1	6	1	2	4	0	0	0	0	23	228	
4:45 PM	2	146	21	0	9	4	2	2	3	0	0	0	2	14	205	
5:00 PM	3	175	29	0	5	5	1	1	7	0	0	0	0	26	252	
5:15 PM	3	156	19	1	2	0	2	2	7	0	0	0	0	17	209	
5:30 PM	9	198	19	0	0	6	0	1	4	0	0	0	2	18	257	
5:45 PM	5	177	17	0	2	2	1	0	9	0	0	0	1	25	239	
6:00 PM	5	183	21	1	2	4	0	0	7	0	0	0	0	17	240	
6:15 PM	2	123	23	0	0	2	0	1	5	0	0	0	0	15	171	
6:30 PM	7	127	15	0	0	3	0	0	5	0	0	0	0	23	180	
6:45 PM	6	117	15	0	4	2	0	1	1	2	0	0	1	17	166	
7:00 PM	3	137	16	0	1	2	0	1	3	0	0	0	1	11	175	
7:15 PM	3	139	20	0	1	4	0	1	3	0	0	0	0	22	193	
7:30 PM	5	128	13	0	1	3	0	0	7	0	0	0	1	16	174	
7:45 PM	1	126	13	0	2	1	0	0	6	0	0	0	0	13	162	
8:00 PM	4	128	15	0	0	0	0	1	4	0	0	0	0	13	165	
8:15 PM	1	124	12	1	2	2	0	0	6	0	0	0	0	9	157	



QUALITY COUNTS REPORT

Type: Vehicle Classification Data  
 Location: U.S. 15 N of I-20  
 Specific Location: U.S. 15 N of I-20  
 City/State: Bishopville SC  
 QJobNo: 13544438  
 Date: Sep 29 2015 - Oct 1 2015  
 Direction: NB/ SB  
 Comments:

Date: Sep 29 2015

Start Time	Motorcycles	Cars & Trail	2 Axle Long Buses	2 Axle 6 Tir	3 Axle Singl	4 Axle Singl	<5 Axle Doi	5 Axle Dou	>6 Axle Doi	<6 Axle Mu	6 Axle Mu	>6 Axle Mu	Not Classifi	Total
7:00 PM	2	392	150	0	7	4	0	9	18	1	1	0	0	584
8:00 PM	3	323	78	2	8	2	0	3	13	1	0	0	1	434
9:00 PM	0	189	48	2	3	0	0	3	13	0	0	0	0	258
10:00 PM	0	129	33	2	0	0	1	1	12	0	0	0	0	178
11:00 PM	0	101	27	0	2	0	0	1	8	0	0	0	0	139
Day Total	5	1134	336	6	20	6	1	17	64	2	1	0	1	1593
Percent	0.30%	71.20%	21.10%	0.40%	1.30%	0.40%	0.10%	1.10%	4.00%	0.10%	0.10%	0.00%	0.10%	0.00%
ADT	1593													

AM Peak Volume

PM Peak Volume	8:00 PM	7:00 PM	7:00 PM	8:00 PM	8:00 PM	7:00 PM	10:00 PM	7:00 PM	7:00 PM	7:00 PM	7:00 PM	7:00 PM	8:00 PM	7:00 PM	7:00 PM
Volume	3	392	150	2	8	4	1	9	18	1	1	0	1	0	584

Date: Sep 30 2015

Start Time	Motorcycles	Cars & Trail	2 Axle Long Buses	2 Axle 6 Tir	3 Axle Singl	4 Axle Singl	<5 Axle Doi	5 Axle Dou	>6 Axle Doi	<6 Axle Mu	6 Axle Mu	>6 Axle Mu	Not Classifi	Total
12:00 AM	1	84	18	3	1	1	0	0	4	0	0	0	0	112
1:00 AM	0	59	18	0	4	1	0	0	7	0	0	0	0	89
2:00 AM	0	37	16	3	2	0	0	0	4	0	0	0	0	62
3:00 AM	0	30	20	2	0	2	0	0	5	0	0	0	0	59
4:00 AM	0	57	26	1	5	2	0	0	13	1	1	0	0	106
5:00 AM	1	107	48	2	5	3	0	2	17	0	0	0	1	186
6:00 AM	1	278	100	7	21	3	0	5	18	0	1	0	0	434
7:00 AM	0	445	176	9	21	4	2	10	27	1	1	0	1	697
8:00 AM	1	405	162	9	22	14	8	10	23	1	0	0	1	656
9:00 AM	3	328	154	10	47	6	7	12	28	3	0	0	1	599
10:00 AM	0	375	153	8	35	18	8	11	28	1	1	0	1	639
11:00 AM	3	303	195	10	32	16	9	8	43	0	0	0	1	620
12:00 PM	2	480	175	15	27	16	11	16	40	0	2	1	0	785
1:00 PM	4	433	192	10	31	11	4	13	28	0	1	0	1	728
2:00 PM	3	462	167	6	30	18	1	16	40	1	0	0	1	745
3:00 PM	0	521	180	14	28	6	0	13	33	0	0	0	1	796
4:00 PM	2	537	193	5	22	12	6	10	27	1	1	0	0	816
5:00 PM	4	580	196	7	20	2	3	15	24	1	0	0	3	855
6:00 PM	4	487	170	4	20	5	0	11	28	1	0	0	0	730
7:00 PM	4	422	121	5	19	2	0	11	8	0	0	0	2	594
8:00 PM	0	328	88	1	16	1	1	5	13	1	0	0	1	455
9:00 PM	0	212	60	0	2	0	0	2	10	0	0	0	0	286
10:00 PM	0	159	35	3	2	2	0	3	4	0	0	0	0	208
11:00 PM	0	101	29	2	1	0	0	0	16	0	0	0	0	149
Day Total	33	7230	2692	136	413	145	60	173	488	12	6	2	16	11406
Percent	0.30%	63.40%	23.60%	1.20%	3.60%	1.30%	0.50%	1.50%	4.30%	0.10%	0.10%	0.00%	0.10%	0.00%
ADT	11406													

AM Peak Volume

PM Peak Volume	9:00 AM	7:00 AM	11:00 AM	9:00 AM	9:00 AM	10:00 AM	11:00 AM	9:00 AM	11:00 AM	9:00 AM	11:00 AM	9:00 AM	4:00 AM	12:00 AM	5:00 AM	12:00 AM	7:00 AM
Volume	3	445	195	10	47	18	9	12	43	3	1	0	1	0	1	0	697

PM Peak Volume

PM Peak Volume	1:00 PM	5:00 PM	5:00 PM	12:00 PM	1:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM	1:00 PM	12:00 PM	5:00 PM	12:00 PM	5:00 PM
Volume	4	580	196	15	31	18	11	16	40	1	1	2	3	0	855

Date: Oct 1 2015

Start Time	Motorcycles	Cars & Trail	2 Axle Long Buses	2 Axle 6 Tir	3 Axle Singl	4 Axle Singl	<5 Axle Doi	5 Axle Dou	>6 Axle Doi	<6 Axle Mu	6 Axle Mu	>6 Axle Mu	Not Classifi	Total
12:00 AM	0	78	26	3	1	0	0	1	9	0	0	0	0	118
1:00 AM	0	62	10	5	2	0	0	2	11	0	0	0	0	92
2:00 AM	0	39	7	0	0	0	0	0	11	0	0	0	0	57
3:00 AM	0	28	16	1	0	2	0	0	6	0	0	0	0	53
4:00 AM	0	51	23	1	4	8	0	1	12	0	0	1	0	101
5:00 AM	1	104	40	2	5	2	0	3	15	0	0	0	0	172
6:00 AM	0	293	86	7	20	1	0	7	27	0	1	0	2	444
7:00 AM	1	472	166	12	31	6	1	6	17	1	0	0	1	714
8:00 AM	1	436	175	8	38	7	3	15	39	1	1	0	2	726
9:00 AM	1	335	168	10	45	13	9	10	39	0	1	0	1	632
10:00 AM	3	354	166	9	47	14	3	12	32	2	0	0	0	642
11:00 AM	1	468	158	5	36	11	4	10	51	2	0	1	0	747
12:00 PM	2	503	212	6	42	7	4	12	47	0	0	0	2	837
1:00 PM	4	498	172	9	47	4	2	15	41	1	1	0	1	795
2:00 PM	1	506	216	14	36	8	1	14	32	2	0	0	1	831
3:00 PM	1	596	239	13	33	5	4	11	24	2	1	0	0	929
4:00 PM	2	665	247	3	25	5	2	11	21	0	0	1	1	983
5:00 PM	3	659	217	4	21	1	0	13	19	2	0	1	0	940
6:00 PM	2	469	193	3	14	2	1	9	21	0	0	0	2	716
Day Total	23	6616	2537	115	447	96	34	152	474	13	5	4	13	10529
Percent	0.20%	62.80%	24.10%	1.10%	4.20%	0.90%	0.30%	1.40%	4.50%	0.10%	0.00%	0.00%	0.10%	0.00%
ADT	10529													

AM Peak Volume

PM Peak Volume	10:00 AM	7:00 AM	8:00 AM	7:00 AM	10:00 AM	10:00 AM	9:00 AM	8:00 AM	11:00 AM	10:00 AM	6:00 AM	4:00 AM	6:00 AM	12:00 AM	11:00 AM
Volume	3	472	175	12	47	14	9	15	51	2	1	1	2	0	747

PM Peak Volume

PM Peak Volume	1:00 PM	4:00 PM	4:00 PM	2:00 PM	1:00 PM	2:00 PM	12:00 PM	1:00 PM	12:00 PM	2:00 PM	1:00 PM	4:00 PM	12:00 PM	12:00 PM	4:00 PM
Volume	4	665	247	14	47	8	4	15	47	2	1	1	2	0	983

SUMMARY:

Date:	Sep 29 2015 - Oct 1 2015																
	Motorcycles	Cars & Trail	2 Axle Long Buses	2 Axle 6 Tir	3 Axle Singl	4 Axle Sing	<5 Axle Dou	5 Axle Dou	>6 Axle Dou	<6 Axle Mu	6 Axle Mu	>6 Axle Mu	Not Classifi	Total			
Grand Total	61	14980	5565	257	880	247	95	342	1026	27	12	6	30	0	23528	All other vehicles	88%
Percent	0.30%	63.70%	23.70%	1.10%	3.70%	1.00%	0.40%	1.50%	4.40%	0.10%	0.10%	0.00%	0.10%	0.00%		Trucks	12%
ADT	7842																







QUALITY COUNTS REPORT  
 =====

Type: Vehicle Classification Data  
 Location: US-15 SW of SC-341  
 Specific Location: US-15 SW of SC-341  
 City/State: Bishopville SC  
 QJobNo: 13544407  
 Date: Sep 15 2015 - Sep 16 2015  
 Direction: NB/SB  
 Comments:

Date:	Sep 15 2015														Total
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	40	6	0	1	0	0	0	12	1	0	0	0	0	62
1:00 AM	0	36	5	0	1	0	0	1	14	0	0	0	0	0	57
2:00 AM	0	31	7	0	0	0	0	1	8	0	0	1	0	0	48
3:00 AM	0	24	7	1	0	0	0	0	9	0	1	0	0	0	42
4:00 AM	1	41	8	0	1	2	0	0	8	0	0	0	0	0	61
5:00 AM	3	86	40	1	7	5	0	0	13	0	0	0	0	1	156
6:00 AM	4	261	67	3	14	14	0	5	18	0	0	0	1	20	407
7:00 AM	3	506	182	4	40	10	9	4	28	1	0	0	0	46	833
8:00 AM	8	426	139	5	23	14	9	11	36	1	0	0	0	35	707
9:00 AM	11	442	136	3	35	21	11	5	38	1	1	0	0	41	745
10:00 AM	12	422	146	6	36	26	0	7	39	0	1	0	0	42	737
11:00 AM	6	505	135	8	27	13	6	5	48	0	0	0	2	41	796
12:00 PM	12	546	182	4	21	19	11	5	43	0	0	0	0	55	898
1:00 PM	9	559	156	12	32	23	6	9	33	2	0	0	0	77	918
2:00 PM	8	501	198	10	42	19	6	7	34	0	0	0	0	53	878
3:00 PM	7	497	207	7	48	14	3	6	27	2	0	0	0	54	872
4:00 PM	15	624	179	7	23	8	0	4	31	1	0	0	0	52	944
5:00 PM	9	667	179	0	15	10	6	5	26	0	0	0	0	57	974
6:00 PM	18	506	129	2	24	5	0	5	20	0	0	0	0	44	753
7:00 PM	4	467	135	4	8	7	0	2	23	0	0	0	0	33	683
8:00 PM	5	288	101	3	21	6	1	1	16	0	0	0	0	20	462
9:00 PM	2	184	69	1	11	2	0	1	12	0	0	0	0	5	287
10:00 PM	0	121	21	0	1	0	0	0	19	0	0	0	0	4	166
11:00 PM	0	86	6	0	2	0	0	1	10	0	0	1	0	3	109
Day Total	137	7866	2440	81	433	218	68	85	565	9	3	2	3	685	12595
Percent ADT	1.10%	62.50%	19.40%	0.60%	3.40%	1.70%	0.50%	0.70%	4.50%	0.10%	0.00%	0.00%	0.00%	5.40%	

AM Peak Volume	10:00 AM	7:00 AM	7:00 AM	11:00 AM	7:00 AM	10:00 AM	9:00 AM	8:00 AM	11:00 AM	12:00 AM	3:00 AM	2:00 AM	11:00 AM	7:00 AM	7:00 AM	833
	12	506	182	8	40	26	11	11	48	1	1	1	2	46		
PM Peak Volume	6:00 PM	5:00 PM	3:00 PM	1:00 PM	3:00 PM	1:00 PM	12:00 PM	1:00 PM	12:00 PM	1:00 PM		11:00 PM		1:00 PM	5:00 PM	974
	18	667	207	12	48	23	11	9	43	2		1		77		

Date:	Sep 16 2015														Total
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	48	10	2	1	2	0	0	14	0	0	0	0	0	78
1:00 AM	0	45	11	0	1	1	0	0	12	0	0	0	0	0	70
2:00 AM	1	32	5	0	0	0	0	0	15	0	0	0	0	1	54
3:00 AM	0	35	9	2	1	2	0	1	11	0	0	0	0	1	62
4:00 AM	1	42	15	1	3	5	0	0	18	1	0	0	0	1	87
5:00 AM	1	85	30	2	6	3	1	3	22	0	1	1	0	1	156
6:00 AM	4	265	81	3	22	4	0	2	29	0	0	0	0	11	421
7:00 AM	5	506	188	7	38	12	7	9	26	0	0	0	0	35	833
8:00 AM	5	420	146	10	39	8	15	12	45	0	0	0	0	32	732
9:00 AM	18	412	158	8	19	16	10	7	46	0	0	0	0	32	726
10:00 AM	8	400	192	6	45	21	10	13	51	0	0	0	0	35	781
11:00 AM	8	449	164	6	45	17	5	9	41	1	0	0	0	69	814
12:00 PM	17	537	190	12	37	21	17	9	53	0	0	0	0	62	955
1:00 PM	13	587	187	12	17	17	8	8	35	0	0	0	0	57	941
2:00 PM	9	527	242	13	50	25	7	10	37	1	0	0	0	75	996
3:00 PM	7	538	185	9	33	20	13	7	30	1	0	0	0	66	909
4:00 PM	11	551	209	4	27	9	2	2	25	0	0	0	0	60	900
5:00 PM	6	635	178	2	24	5	1	7	22	1	0	0	0	47	928
6:00 PM	10	496	135	1	10	6	0	2	18	0	0	0	0	25	703
7:00 PM	2	470	133	4	17	3	0	4	15	0	0	0	0	27	675
8:00 PM	2	358	98	1	10	3	0	0	9	0	0	0	0	11	492
9:00 PM	2	205	62	0	8	3	0	2	11	0	0	0	0	9	302
10:00 PM	1	112	26	2	7	2	0	2	11	0	0	0	0	3	166
11:00 PM	0	103	27	1	4	0	0	1	7	0	1	0	0	1	145
Day Total	132	7858	2681	108	464	205	96	110	603	5	2	1	0	661	12926
Percent ADT	1.00%	60.80%	20.70%	0.80%	3.60%	1.60%	0.70%	0.90%	4.70%	0.00%	0.00%	0.00%	0.00%	5.10%	

AM Peak Volume	9:00 AM	7:00 AM	10:00 AM	8:00 AM	10:00 AM	10:00 AM	8:00 AM	10:00 AM	10:00 AM	4:00 AM	5:00 AM	5:00 AM		11:00 AM	7:00 AM	833
	18	506	192	10	45	21	15	13	51	1	1	1		69		
PM Peak Volume	12:00 PM	5:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	12:00 PM	2:00 PM	12:00 PM	2:00 PM	11:00 PM			2:00 PM	2:00 PM	996
	17	635	242	13	50	25	17	10	53	1	1			75		

SUMMARY:

Date:	Sep 15 2015 - Sep 16 2015														Total	Avg. ADT	
	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total		
Grand Total	269	15724	5121	189	897	423	164	195	1168	14	5	3	3	1346	25521		
Percent ADT	1.10%	61.60%	20.10%	0.70%	3.50%	1.70%	0.60%	0.80%	4.60%	0.10%	0.00%	0.00%	0.00%	5.30%			
Percent x Not Classified	15	829	271	9	47	23	8	11	62	1	0	0	0			All other vehicles	87%
Final Percent	1.11%	64.86%	21.13%	0.78%	3.70%	1.75%	0.67%	0.81%	4.82%	0.06%	0.02%	0.01%	0.01%			Trucks	13%

QUALITY COUNTS REPORT

Type: Vehicle Classification Data  
Location: SC-341 SE of US-15 (N of Cousar St)  
Specific Location: SC-341 SE of US-15 (N of Cousar St)  
City/State: Bishopville SC  
QJobNo: 13544406  
Date: Sep 15 2015 - Sep 16 2015  
Direction: EB/WB  
Comments:

Date:	Sep 15 2015														Total
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
12:15 AM	0	6	0	0	0	0	0	0	0	1	0	0	0	0	7
12:30 AM	0	6	1	0	0	0	0	0	0	0	1	0	0	0	8
12:45 AM	0	8	1	0	0	0	0	0	1	0	0	0	0	0	10
1:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
1:15 AM	0	4	2	0	0	0	0	0	1	0	0	0	0	0	7
1:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	5	1	0	0	0	0	0	3	0	0	0	0	0	9
3:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
3:45 AM	0	5	1	0	0	0	0	1	2	0	0	0	0	0	9
4:00 AM	0	5	2	0	0	0	0	1	1	0	0	0	0	0	9
4:15 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
4:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
4:45 AM	0	12	3	0	1	0	0	0	1	0	0	0	0	0	17
5:00 AM	0	7	2	0	0	0	0	0	2	0	0	0	0	0	11
5:15 AM	0	10	3	0	1	0	0	1	3	0	0	0	0	0	18
5:30 AM	0	20	5	0	1	0	0	0	3	0	0	0	0	0	29
5:45 AM	0	23	3	0	2	0	0	0	1	0	0	0	0	0	29
6:00 AM	0	26	4	0	1	0	0	0	1	0	0	0	0	0	32
6:15 AM	0	32	5	0	0	1	0	0	4	0	3	0	1	0	46
6:30 AM	0	34	15	0	1	0	1	0	1	1	1	0	0	0	54
6:45 AM	0	44	11	0	2	0	0	1	1	0	2	0	0	0	61
7:00 AM	0	53	10	0	4	0	0	0	4	0	3	0	1	0	75
7:15 AM	0	59	14	0	1	1	0	0	3	1	2	0	1	0	82
7:30 AM	0	80	11	0	3	2	1	0	2	0	0	0	0	0	99
7:45 AM	0	95	26	0	4	2	0	3	2	1	6	0	1	0	140
8:00 AM	0	73	19	0	2	2	0	0	4	0	6	0	1	0	107
8:15 AM	0	66	18	0	0	0	0	1	2	0	1	0	0	0	88
8:30 AM	0	48	24	0	2	1	2	1	2	0	1	0	0	0	81
8:45 AM	0	39	17	0	0	0	0	0	3	0	2	0	1	0	62
9:00 AM	0	45	12	0	2	0	0	0	4	0	0	1	1	0	65
9:15 AM	0	54	16	0	0	0	0	0	7	0	1	0	0	0	78
9:30 AM	0	48	20	0	1	1	0	0	5	0	4	0	0	0	79
9:45 AM	0	43	17	0	1	1	0	1	5	1	3	0	2	0	74
10:00 AM	0	32	27	0	1	1	0	1	2	0	2	0	1	0	67
10:15 AM	0	53	21	0	1	0	1	0	2	0	2	0	0	0	80
10:30 AM	0	56	34	0	1	2	0	2	3	0	1	0	1	0	100
10:45 AM	0	56	19	0	0	0	0	0	3	0	1	0	1	0	80
11:00 AM	1	47	27	0	0	2	0	0	2	0	5	0	3	0	87
11:15 AM	2	43	22	0	2	1	0	1	3	0	2	0	1	0	77
11:30 AM	0	62	18	0	1	0	0	1	2	1	3	0	0	0	88
11:45 AM	0	51	17	0	1	0	0	0	5	0	4	0	0	0	79
12:00 PM	0	72	25	0	1	0	0	0	2	0	1	0	1	0	102
12:15 PM	0	53	16	0	0	3	0	0	3	1	6	1	0	0	83
12:30 PM	0	44	19	0	2	0	1	1	1	0	5	0	1	0	74
12:45 PM	0	56	18	0	0	1	0	2	2	0	1	0	1	0	81
1:00 PM	0	57	22	0	0	0	1	1	3	0	1	0	3	0	88
1:15 PM	1	58	24	0	0	0	0	0	0	1	3	0	2	0	89
1:30 PM	2	55	23	0	1	0	1	2	3	0	2	0	0	0	89
1:45 PM	1	68	21	0	1	0	0	0	2	0	3	0	0	0	96
2:00 PM	0	63	20	0	3	1	1	0	6	0	3	0	0	0	97
2:15 PM	0	76	15	0	8	0	1	0	2	0	3	0	0	0	105
2:30 PM	0	56	23	0	1	0	0	1	3	1	4	0	0	0	89
2:45 PM	1	67	25	0	1	2	0	2	3	1	4	1	1	0	108
3:00 PM	0	71	35	0	1	0	0	1	1	0	4	1	3	0	117
3:15 PM	2	70	19	0	1	0	0	1	2	0	2	0	0	0	97
3:30 PM	0	100	23	0	2	0	0	2	2	0	6	0	2	0	137
3:45 PM	0	82	19	0	0	0	0	0	0	0	1	0	0	0	102
4:00 PM	1	71	24	0	3	0	1	4	1	0	4	1	2	0	112
4:15 PM	0	86	27	0	3	0	0	2	1	0	2	0	0	0	121
4:30 PM	1	75	12	0	4	1	0	0	0	0	5	0	2	0	100
4:45 PM	0	78	14	0	0	0	0	2	0	0	3	0	0	0	97
5:00 PM	2	72	31	0	1	0	1	1	6	1	3	0	0	0	118
5:15 PM	1	66	15	0	0	0	0	1	3	1	3	0	1	0	91
5:30 PM	0	68	15	0	0	0	2	1	1	0	4	0	1	0	92
5:45 PM	1	75	20	0	1	0	0	1	1	0	6	0	0	0	105
6:00 PM	0	79	20	0	0	0	0	0	2	0	3	0	1	0	105
6:15 PM	1	70	15	0	0	0	0	0	2	0	4	1	0	0	93
6:30 PM	1	56	14	0	0	0	0	0	3	0	2	0	0	0	76
6:45 PM	0	39	15	0	0	0	0	0	2	0	0	0	0	0	56
7:00 PM	0	48	14	0	1	0	0	1	2	0	1	0	0	0	67
7:15 PM	0	52	17	0	0	0	1	1	3	0	2	0	0	0	76
7:30 PM	0	41	13	0	0	2	0	0	1	0	4	0	0	0	61
7:45 PM	0	65	12	0	0	0	1	0	2	1	4	1	0	0	86
8:00 PM	0	52	9	0	0	0	0	0	1	0	2	0	1	0	65
8:15 PM	0	47	8	0	0	0	0	0	0	0	1	0	1	0	57
8:30 PM	0	31	6	0	1	0	0	0	1	0	0	0	0	0	39
8:45 PM	0	23	4	0	0	0	0	0	2	0	0	0	0	0	29

9:00 PM	1	15	8	0	1	1	0	0	2	0	1	0	1	30
9:15 PM	0	21	6	0	0	0	0	0	1	0	1	0	0	29
9:30 PM	1	27	5	0	1	0	0	0	0	0	0	0	0	34
9:45 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
10:00 PM	0	22	4	0	0	0	0	0	2	0	0	0	0	28
10:15 PM	0	12	5	0	0	0	0	0	1	0	0	0	0	18
10:30 PM	1	15	3	0	0	0	0	0	0	0	1	0	0	20
10:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	14	3	0	0	0	0	0	1	0	0	0	0	18
11:15 PM	0	14	1	0	0	0	0	0	1	0	1	0	0	17
11:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
11:45 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
Day Total	21	3827	1155	0	74	29	16	42	169	12	162	7	40	5554
Percent	0.40%	68.90%	20.80%	0.00%	1.30%	0.50%	0.30%	0.80%	3.00%	0.20%	2.90%	0.10%	0.70%	
ADT	5554													
AM Peak	11:15 AM	7:45 AM	10:30 AM		7:00 AM	7:30 AM	8:30 AM	7:45 AM	9:15 AM	6:30 AM	7:45 AM	9:00 AM	11:00 AM	7:45 AM
Volume	2	95	34		4	2	2	3	7	1	6	1	3	140
PM Peak	1:30 PM	3:30 PM	3:00 PM		2:15 PM	12:15 PM	5:30 PM	4:00 PM	2:00 PM	12:15 PM	12:15 PM	12:15 PM	1:00 PM	3:30 PM
Volume	2	100	35		8	3	2	4	6	1	6	1	3	137

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Date:	Sep 16 2015														
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	0	0	0	0	0	0	0	1	0	0	0	0	6
12:15 AM	0	8	2	0	0	0	0	0	0	1	0	0	0	0	11
12:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
12:45 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	7	2	0	0	0	0	0	1	0	0	0	0	0	10
1:15 AM	0	3	4	0	0	0	0	0	2	0	0	0	0	0	9
1:30 AM	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6
1:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	1	2	0	0	0	0	0	1	0	0	0	0	0	4
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	3	2	0	0	1	0	0	0	0	0	0	0	0	6
3:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
3:30 AM	0	2	3	0	0	0	0	0	1	0	0	0	0	0	6
3:45 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	3	2	0	0	0	0	1	1	0	0	0	0	0	7
4:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4:45 AM	0	11	5	0	1	0	0	0	2	0	0	0	0	0	19
5:00 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
5:15 AM	0	13	3	0	1	0	0	0	3	0	0	0	0	0	20
5:30 AM	0	15	4	0	0	0	0	0	2	0	0	0	0	0	21
5:45 AM	0	25	5	0	2	0	0	0	2	0	1	0	0	0	35
6:00 AM	0	28	6	0	1	0	0	0	0	1	0	0	0	0	36
6:15 AM	0	30	6	0	0	0	0	1	1	0	2	0	1	0	41
6:30 AM	0	34	10	0	0	0	1	1	1	0	1	0	3	0	51
6:45 AM	0	45	15	0	3	0	0	1	6	0	1	0	1	0	72
7:00 AM	0	54	9	0	2	0	0	1	1	0	3	0	0	0	70
7:15 AM	0	63	20	0	1	1	1	3	5	1	3	0	1	0	99
7:30 AM	0	72	10	0	2	1	0	0	3	0	2	0	1	0	91
7:45 AM	0	101	24	0	5	0	3	0	0	0	4	0	1	0	138
8:00 AM	0	75	14	0	2	0	1	0	0	1	0	0	0	0	93
8:15 AM	0	61	17	0	0	2	1	1	2	0	1	0	1	0	86
8:30 AM	0	59	31	0	2	0	0	1	3	0	1	0	0	0	97
8:45 AM	0	45	20	0	3	0	0	0	4	0	1	0	0	0	73
9:00 AM	0	47	23	0	3	1	0	1	3	0	3	0	0	0	81
9:15 AM	0	39	20	0	0	0	0	0	0	0	1	0	0	0	60
9:30 AM	0	28	11	0	0	1	0	0	4	1	4	0	0	0	49
9:45 AM	0	53	20	0	1	1	1	1	4	0	2	0	1	0	84
10:00 AM	0	53	22	0	3	0	0	0	1	0	1	0	2	0	82
10:15 AM	0	46	24	0	1	1	0	1	3	0	1	0	1	0	78
10:30 AM	0	41	32	0	1	1	0	0	2	0	1	0	0	0	78
10:45 AM	1	41	20	0	0	0	0	0	2	0	3	0	1	0	68
11:00 AM	0	54	19	0	0	0	1	0	1	0	2	0	0	0	77
11:15 AM	0	53	17	0	0	0	0	1	2	0	1	0	0	0	74
11:30 AM	2	63	22	0	1	0	0	1	5	0	4	1	0	0	99
11:45 AM	0	70	27	0	0	0	0	1	2	0	0	0	0	0	100
12:00 PM	3	56	21	0	0	0	0	0	5	2	1	4	0	3	95
12:15 PM	0	62	17	0	1	1	0	0	1	0	0	0	0	0	82
12:30 PM	1	62	15	0	0	0	0	0	1	0	5	0	0	0	84
12:45 PM	0	63	19	0	2	1	0	2	4	0	6	1	0	0	98
1:00 PM	0	66	22	0	2	1	0	0	2	0	2	0	2	0	97
1:15 PM	1	54	22	0	2	0	0	2	3	0	5	0	1	0	90
1:30 PM	0	57	14	1	0	0	0	0	3	0	1	0	1	0	77
1:45 PM	0	56	18	0	0	1	0	1	2	0	4	0	0	0	82
2:00 PM	0	51	17	0	4	0	0	1	0	0	2	0	1	0	76
2:15 PM	0	69	22	1	1	0	0	0	2	1	5	0	0	0	101
2:30 PM	0	77	23	0	4	1	1	1	1	0	5	1	0	0	114
2:45 PM	1	45	24	0	1	0	0	2	4	1	4	0	0	0	82
3:00 PM	0	69	22	0	0	1	0	0	5	0	3	0	0	0	100
3:15 PM	1	86	27	0	1	1	1	0	2	0	0	0	0	0	119
3:30 PM	0	91	25	0	5	2	2	1	2	0	2	0	0	0	130
3:45 PM	0	77	24	0	1	1	0	1	0	1	2	0	0	0	107
4:00 PM	0	74	14	0	2	2	0	1	4	1	4	0	2	0	104
4:15 PM	0	61	18	0	2	2	0	0	2	0	8	0	2	0	95
4:30 PM	1	89	14	0	4	0	1	0	2	0	3	0	0	0	114
4:45 PM	1	72	16	0	0	1	0	2	1	0	1	0	0	0	94
5:00 PM	1	79	27	0	0	0	1	1	2	0	9	1	1	0	122
5:15 PM	1	56	17	0	0	1	1	1	8	0	2	0	2	0	89
5:30 PM	0	66	17	0	0	0	0	0	3	0	1	1	1	0	89
5:45 PM	0	69	15	0	0	0	1	0	1	0	7	0	0	0	93
6:00 PM	1	73	24	0	0	0	0	1	2	0	5	0	2	0	108
6:15 PM	0	58	20	0	0	0	0	0	2	0	3	0	2	0	85

6:30 PM	0	56	11	0	0	0	1	2	0	0	2	0	0	72
6:45 PM	0	54	7	0	0	0	0	1	2	1	2	0	0	67
7:00 PM	0	45	9	0	1	0	0	0	1	0	0	0	0	56
7:15 PM	1	45	12	0	1	0	0	0	1	0	1	1	0	62
7:30 PM	2	51	15	0	0	1	0	0	0	0	0	0	0	69
7:45 PM	0	47	14	0	0	0	1	0	1	0	5	0	0	68
8:00 PM	0	54	10	0	0	0	0	1	0	0	2	0	0	67
8:15 PM	0	51	12	0	1	0	0	1	2	0	4	0	0	71
8:30 PM	0	58	12	0	0	0	0	0	1	0	1	0	0	72
8:45 PM	0	35	8	0	0	0	0	0	2	0	0	0	0	45
9:00 PM	0	23	5	0	0	0	0	0	0	0	0	0	0	28
9:15 PM	0	21	6	0	0	0	0	0	2	0	0	0	0	29
9:30 PM	0	21	8	0	0	0	0	0	0	0	0	0	0	29
9:45 PM	0	21	5	0	0	0	0	0	0	0	0	0	0	26
10:00 PM	0	19	7	0	0	0	0	0	1	0	0	0	0	27
10:15 PM	0	15	7	0	0	0	0	0	1	0	0	0	0	23
10:30 PM	0	16	1	0	0	0	0	0	1	0	0	0	0	18
10:45 PM	1	17	2	0	0	0	0	0	1	0	0	0	0	21
11:00 PM	0	20	3	0	0	0	0	0	0	0	1	0	0	24
11:15 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
11:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
11:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Day Total	19	3835	1158	2	70	27	20	43	151	9	155	6	34	5529
Percent	0.30%	69.40%	20.90%	0.00%	1.30%	0.50%	0.40%	0.80%	2.70%	0.20%	2.80%	0.10%	0.60%	
ADT	5529													
AM Peak	11:30 AM	7:45 AM	10:30 AM		7:45 AM	8:15 AM	7:45 AM	7:15 AM	6:45 AM	7:15 AM	7:45 AM	11:30 AM	6:30 AM	7:45 AM
Volume	2	101	32		5	2	3	3	6	1	4	1	3	138
PM Peak	12:00 PM	3:30 PM	3:15 PM	1:30 PM	3:30 PM	3:30 PM	3:30 PM	12:00 PM	5:15 PM	12:00 PM	5:00 PM	12:45 PM	12:00 PM	3:30 PM
Volume	3	91	27	1	5	2	2	5	8	1	9	1	3	130

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SUMMARY:															
Date:	Sep 15 2015 - Sep 16 2015														
	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	40	7662	2313	2	144	56	36	85	320	21	317	13	74		11083
Percent	0.40%	69.10%	20.90%	0.00%	1.30%	0.50%	0.30%	0.80%	2.90%	0.20%	2.90%	0.10%	0.70%		
ADT	5541														

All other vehicles	90%
Trucks	10%

QUALITY COUNTS REPORT

Type: Vehicle Classification Data  
 Location: W Church St NW of US-15  
 Specific Location: W Church St NW of US-15  
 City/State: Bishopville SC  
 QJobNo: 13544413  
 Date: Sep 15 2015 - Sep 16 2015  
 Direction: EB/WB  
 Comments:

Date:	Sep 15 2015														Total
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
1:00 AM	0	9	2	0	0	0	0	0	0	0	0	1	0	0	12
2:00 AM	0	8	0	0	0	0	0	0	1	0	0	0	0	0	9
3:00 AM	0	9	1	0	0	0	0	1	0	0	0	0	0	0	11
4:00 AM	0	21	6	0	0	0	0	1	0	0	0	0	0	0	28
5:00 AM	0	38	9	0	3	0	0	1	0	0	1	0	0	0	52
6:00 AM	0	89	21	0	5	0	0	0	2	0	1	0	0	0	118
7:00 AM	1	220	58	0	4	2	2	3	1	0	9	0	0	0	300
8:00 AM	0	214	48	0	1	2	1	8	5	1	8	1	2	0	291
9:00 AM	2	170	54	0	1	3	0	1	5	0	7	0	1	0	244
10:00 AM	1	187	62	0	3	0	0	1	2	0	7	0	2	0	265
11:00 AM	6	192	60	0	0	3	2	3	9	0	8	0	3	0	286
12:00 PM	4	218	67	0	0	0	1	1	2	0	10	1	2	0	306
1:00 PM	0	215	51	0	1	0	3	2	3	1	13	0	4	0	293
2:00 PM	2	243	60	0	2	2	1	2	3	1	16	0	6	0	338
3:00 PM	1	283	48	0	6	0	1	2	1	0	18	1	2	0	363
4:00 PM	3	273	63	0	5	0	1	6	3	0	16	0	7	0	377
5:00 PM	2	277	64	0	1	0	5	1	3	0	11	1	1	0	366
6:00 PM	1	215	66	0	0	1	0	0	0	1	8	0	0	0	292
7:00 PM	0	200	44	0	0	0	2	1	3	0	6	1	0	0	257
8:00 PM	1	137	39	0	4	0	0	2	2	0	1	0	0	0	186
9:00 PM	0	85	18	0	0	0	0	0	0	0	1	0	0	0	104
10:00 PM	0	57	8	0	0	0	0	1	0	0	1	0	0	0	67
11:00 PM	1	39	4	0	0	0	0	0	0	0	0	0	0	0	44
Day Total	25	3417	857	0	36	13	20	36	45	4	143	5	30		4631
Percent	0.50%	73.80%	18.50%	0.00%	0.80%	0.30%	0.40%	0.80%	1.00%	0.10%	3.10%	0.10%	0.60%		
ADT	4631														
AM Peak Volume	11:00 AM	7:00 AM	10:00 AM		6:00 AM	9:00 AM	7:00 AM	8:00 AM	11:00 AM	8:00 AM	7:00 AM	8:00 AM	11:00 AM		7:00 AM
	6	220	62		5	3	2	8	9	1	9	1	3		300
PM Peak Volume	12:00 PM	3:00 PM	12:00 PM		3:00 PM	2:00 PM	5:00 PM	4:00 PM	1:00 PM	1:00 PM	3:00 PM	12:00 PM	4:00 PM		4:00 PM
	4	283	67		6	2	5	6	3	1	18	1	7		377

Date:	Sep 16 2015														Total
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
1:00 AM	0	13	2	0	0	0	0	0	1	0	0	0	0	0	16
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	7	2	0	0	0	0	1	0	0	0	0	0	0	10
4:00 AM	0	19	3	0	0	1	0	1	0	0	0	0	0	0	24
5:00 AM	0	41	9	0	3	0	0	0	0	0	0	0	0	0	53
6:00 AM	0	81	27	0	4	0	0	1	1	0	1	0	0	0	115
7:00 AM	1	233	47	0	4	1	2	2	4	0	11	0	2	0	307
8:00 AM	2	186	66	0	2	2	2	5	7	0	5	0	5	0	282
9:00 AM	2	167	47	0	1	4	0	1	3	1	5	0	2	0	233
10:00 AM	0	189	54	0	1	0	1	3	1	0	7	0	1	0	257
11:00 AM	0	182	53	0	0	1	0	4	2	0	11	0	0	0	253
12:00 PM	5	231	61	0	1	0	3	2	2	0	11	1	2	0	319
1:00 PM	2	246	49	0	4	1	1	2	4	0	4	2	0	0	315
2:00 PM	0	223	57	1	7	0	2	2	3	0	9	0	1	0	305
3:00 PM	1	233	70	0	3	1	1	1	0	0	22	1	3	0	336
4:00 PM	1	229	70	0	6	0	1	1	3	0	9	0	5	0	325
5:00 PM	1	269	75	0	1	0	1	4	5	1	13	0	1	0	371
6:00 PM	4	196	53	0	0	3	1	7	2	1	4	0	1	0	272
7:00 PM	2	193	38	0	0	0	0	1	0	0	5	0	0	0	239
8:00 PM	1	182	19	0	1	0	0	0	0	0	2	0	1	0	206
9:00 PM	0	92	20	0	0	0	0	0	0	0	2	0	0	0	114
10:00 PM	0	40	6	0	0	0	0	0	0	0	0	0	0	0	46
11:00 PM	0	41	4	0	0	0	0	0	0	0	0	0	0	0	45
Day Total	22	3314	836	1	38	14	15	38	38	3	121	4	24		4468
Percent	0.50%	74.20%	18.70%	0.00%	0.90%	0.30%	0.30%	0.90%	0.90%	0.10%	2.70%	0.10%	0.50%		
ADT	4468														
AM Peak Volume	8:00 AM	7:00 AM	8:00 AM		6:00 AM	9:00 AM	7:00 AM	8:00 AM	8:00 AM	9:00 AM	7:00 AM		8:00 AM		7:00 AM
	2	233	66		4	4	2	5	7	1	11		5		307
PM Peak Volume	12:00 PM	5:00 PM	5:00 PM	2:00 PM	2:00 PM	6:00 PM	12:00 PM	6:00 PM	5:00 PM	5:00 PM	3:00 PM	1:00 PM	4:00 PM		5:00 PM
	5	269	75	1	7	3	3	7	5	1	22	2	5		371

SUMMARY:

Date:	Sep 15 2015 - Sep 16 2015														Total
	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	47	6731	1693	1	74	27	35	74	83	7	264	9	54		9099
Percent	0.50%	74.00%	18.60%	0.00%	0.80%	0.30%	0.40%	0.80%	0.90%	0.10%	2.90%	0.10%	0.60%		
ADT	4549														

All other vehicles 93%  
 Trucks 7%



QUALITY COUNTS REPORT  
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Type: Vehicle Classification Data  
 Location: Bethune Hwy N of Airport  
 Specific Location: Bethune Hwy N of Airport  
 City/State: Bishopville SC  
 QJobNo: 13544423  
 Date: Sep 15 2015 - Sep 16 2015  
 Direction: NB/SB  
 Comments:

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Date:	Sep 15 2015														Total	
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
12:00 AM	0	9	2	1	0	0	0	0	3	0	0	0	0	0	15	
1:00 AM	1	12	0	0	1	0	0	1	0	0	0	0	0	0	15	
2:00 AM	0	6	1	0	0	0	0	1	1	0	0	0	0	0	9	
3:00 AM	0	8	1	0	1	0	0	2	3	0	0	0	0	0	15	
4:00 AM	0	9	5	0	0	0	0	1	5	0	0	0	0	0	20	
5:00 AM	1	40	13	0	0	0	0	0	16	1	0	0	0	0	71	
6:00 AM	0	110	30	0	5	3	0	0	13	0	2	0	0	0	163	
7:00 AM	1	203	63	0	7	1	3	6	19	0	6	0	4	0	313	
8:00 AM	1	92	29	0	3	1	5	5	19	0	1	0	0	0	156	
9:00 AM	0	69	33	0	7	5	9	4	32	0	0	0	0	0	159	
10:00 AM	1	72	31	0	4	10	0	6	18	0	2	0	3	0	147	
11:00 AM	0	70	21	0	2	4	1	4	19	0	0	0	1	0	122	
12:00 PM	1	92	29	1	4	4	7	4	20	0	0	0	0	0	162	
1:00 PM	0	109	39	0	4	7	3	5	15	1	2	0	2	0	187	
2:00 PM	1	176	35	0	4	2	1	6	23	0	3	1	3	0	255	
3:00 PM	0	108	39	0	4	2	0	4	13	0	3	0	2	0	175	
4:00 PM	2	135	43	0	3	1	1	6	9	0	0	0	1	0	201	
5:00 PM	0	114	54	0	2	0	0	2	10	0	0	0	1	0	183	
6:00 PM	1	106	25	1	2	0	0	4	8	0	0	0	0	0	147	
7:00 PM	0	94	20	0	2	0	0	2	3	1	1	0	0	0	123	
8:00 PM	0	65	16	0	1	1	0	2	4	0	0	0	0	0	89	
9:00 PM	0	57	20	0	0	0	0	1	5	1	1	0	0	0	85	
10:00 PM	1	32	7	0	1	0	0	2	2	0	0	0	0	0	45	
11:00 PM	0	18	2	0	0	0	0	1	4	0	0	0	0	0	25	
Day Total	11	1806	558	3	57	41	30	69	264	4	21	1	17	0	2882	
Percent ADT	0.40%	62.70%	19.40%	0.10%	2.00%	1.40%	1.00%	2.40%	9.20%	0.10%	0.70%	0.00%	0.60%			
AM Peak Volume	1:00 AM	7:00 AM	7:00 AM	12:00 AM	7:00 AM	10:00 AM	9:00 AM	7:00 AM	9:00 AM	5:00 AM	7:00 AM		7:00 AM		7:00 AM	313
PM Peak Volume	4:00 PM	2:00 PM	5:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	2:00 PM	2:00 PM	1:00 PM	2:00 PM	2:00 PM	2:00 PM		2:00 PM	255

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Date:	Sep 16 2015														Total	
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
12:00 AM	0	11	4	1	0	0	0	2	4	0	0	0	0	0	22	
1:00 AM	0	12	1	0	0	0	0	2	5	0	0	0	0	0	20	
2:00 AM	0	7	0	0	0	0	0	1	1	0	0	0	0	0	9	
3:00 AM	0	4	2	0	0	0	0	0	3	0	0	0	0	0	9	
4:00 AM	0	10	5	0	0	0	0	0	7	0	0	0	0	0	22	
5:00 AM	0	28	12	0	0	1	1	3	12	0	1	0	0	0	58	
6:00 AM	0	92	34	0	3	2	0	4	18	0	2	0	0	0	155	
7:00 AM	1	221	55	0	6	1	3	4	28	2	0	0	0	0	321	
8:00 AM	1	87	25	0	3	3	3	1	25	0	0	1	3	0	152	
9:00 AM	0	62	27	0	3	6	6	7	21	1	0	0	1	0	134	
10:00 AM	0	50	27	0	2	8	2	6	31	0	1	0	1	0	128	
11:00 AM	3	70	34	0	5	9	2	6	27	1	2	0	1	0	160	
12:00 PM	1	70	41	0	0	4	6	6	29	0	0	0	0	0	157	
1:00 PM	3	94	39	0	2	8	2	11	23	0	0	0	0	0	182	
2:00 PM	0	166	65	0	4	4	0	5	17	2	4	0	1	0	268	
3:00 PM	0	114	30	0	8	3	0	5	20	1	2	2	2	0	187	
4:00 PM	2	119	43	0	1	0	0	6	12	0	7	0	1	0	191	
5:00 PM	0	139	53	0	4	0	0	1	6	10	1	2	0	2	218	
6:00 PM	2	94	33	0	0	0	0	2	7	0	1	0	0	0	139	
7:00 PM	1	89	29	0	1	0	0	2	7	0	2	0	0	0	131	
8:00 PM	0	75	16	0	0	0	0	0	3	0	1	0	0	0	95	
9:00 PM	0	56	12	0	0	0	0	2	4	0	0	0	0	0	74	
10:00 PM	1	22	10	0	0	0	0	2	7	0	0	0	0	0	42	
11:00 PM	0	22	5	0	0	0	0	2	2	0	0	0	0	0	31	
Day Total	15	1714	602	1	42	49	26	85	323	8	25	3	12	0	2905	
Percent ADT	0.50%	59.00%	20.70%	0.00%	1.40%	1.70%	0.90%	2.90%	11.10%	0.30%	0.90%	0.10%	0.40%			
AM Peak Volume	11:00 AM	7:00 AM	7:00 AM	12:00 AM	7:00 AM	11:00 AM	9:00 AM	9:00 AM	10:00 AM	7:00 AM	6:00 AM	8:00 AM	8:00 AM		7:00 AM	321
PM Peak Volume	1:00 PM	2:00 PM	2:00 PM		3:00 PM	1:00 PM	12:00 PM	1:00 PM	12:00 PM	2:00 PM	4:00 PM	3:00 PM	3:00 PM		2:00 PM	268

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SUMMARY:															
Date:	Sep 15 2015 - Sep 16 2015														Total
	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	26	3520	1160	4	99	90	56	154	587	12	46	4	29	0	5787
Percent	0.40%	60.80%	20.00%	0.10%	1.70%	1.60%	1.00%	2.70%	10.10%	0.20%	0.80%	0.10%	0.50%		
ADT	2893														

All other vehicles 81%  
Trucks 19%



QUALITY COUNTS REPORT

Type: Vehicle Classification Data  
 Location: US 15 S of Price Ln  
 Specific Location: US 15 S of Price Ln  
 City/State: Bishopville SC  
 QJobNo: 13544422  
 Date: Sep 15 2015 - Sep 17 2015  
 Direction: NB/SB  
 Comments:

Date:	Sep 15 2015															Total
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified		
12:00 AM	0	13	4	1	0	0	0	2	8	1	0	0	0	0	29	
1:00 AM	2	24	2	1	2	0	0	0	10	0	0	0	0	0	41	
2:00 AM	0	13	6	3	0	0	0	1	6	0	0	1	0	1	31	
3:00 AM	0	18	5	0	3	0	0	0	8	0	1	0	0	0	35	
4:00 AM	1	26	8	0	1	1	0	2	5	0	0	0	0	0	44	
5:00 AM	0	63	25	2	8	2	1	4	8	0	1	0	0	0	114	
6:00 AM	1	164	48	3	21	4	0	3	20	0	3	1	1	1	270	
7:00 AM	2	274	76	3	29	6	4	11	18	3	9	1	0	2	438	
8:00 AM	0	213	67	9	21	8	3	4	25	1	3	0	2	3	359	
9:00 AM	4	184	76	5	24	6	2	3	27	0	0	0	1	2	334	
10:00 AM	7	182	71	7	19	3	1	1	22	3	0	0	3	4	323	
11:00 AM	5	188	53	10	26	4	2	9	28	3	0	0	1	2	331	
12:00 PM	2	217	70	4	26	7	3	7	28	2	5	0	2	4	377	
1:00 PM	1	213	87	3	33	7	4	5	22	6	3	2	1	3	390	
2:00 PM	3	261	99	14	20	9	3	4	22	1	5	0	2	2	445	
3:00 PM	4	146	45	3	18	9	8	3	18	0	4	0	0	5	263	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Day Total	32	2199	742	68	251	66	31	59	275	20	34	5	13	29	3824	
Percent ADT	0.80%	57.50%	19.40%	1.80%	6.60%	1.70%	0.80%	1.50%	7.20%	0.50%	0.90%	0.10%	0.30%	0.80%		
AM Peak Volume	10:00 AM	7:00 AM	7:00 AM	11:00 AM	7:00 AM	8:00 AM	7:00 AM	7:00 AM	11:00 AM	7:00 AM	7:00 AM	2:00 AM	10:00 AM	10:00 AM	7:00 AM	438
PM Peak Volume	3:00 PM	2:00 PM	2:00 PM	2:00 PM	1:00 PM	2:00 PM	3:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	1:00 PM	12:00 PM	3:00 PM	2:00 PM	445

Date:	Sep 16 2015															Total
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	4	38	18	0	4	0	1	5	5	1	0	0	0	1	77	
1:00 PM	3	234	95	10	22	15	1	12	15	3	4	0	1	2	417	
2:00 PM	4	247	98	10	33	13	3	8	28	1	4	1	1	4	455	
3:00 PM	3	257	102	7	24	12	10	15	29	0	3	1	1	2	466	
4:00 PM	7	265	123	6	27	8	0	6	15	3	4	2	0	6	472	
5:00 PM	8	285	99	6	29	4	1	3	19	1	11	0	0	5	471	
6:00 PM	2	247	92	4	21	3	3	4	13	0	2	0	1	0	392	
7:00 PM	6	165	76	6	22	3	0	1	5	0	1	0	0	1	286	
8:00 PM	0	143	53	1	17	1	1	4	9	1	0	0	0	0	230	
9:00 PM	7	97	37	2	11	7	0	1	3	0	1	0	0	1	167	
10:00 PM	1	56	22	1	7	2	0	0	7	0	1	0	0	1	98	
11:00 PM	3	53	20	1	8	1	0	0	3	0	1	0	0	0	90	
Day Total	48	2087	835	54	225	69	20	59	151	10	32	4	4	23	3621	
Percent ADT	1.30%	57.60%	23.10%	1.50%	6.20%	1.90%	0.60%	1.60%	4.20%	0.30%	0.90%	0.10%	0.10%	0.60%		
Total Vol	65	3621	1321	99	399	98	38	90	360	25	54	8	15	40		

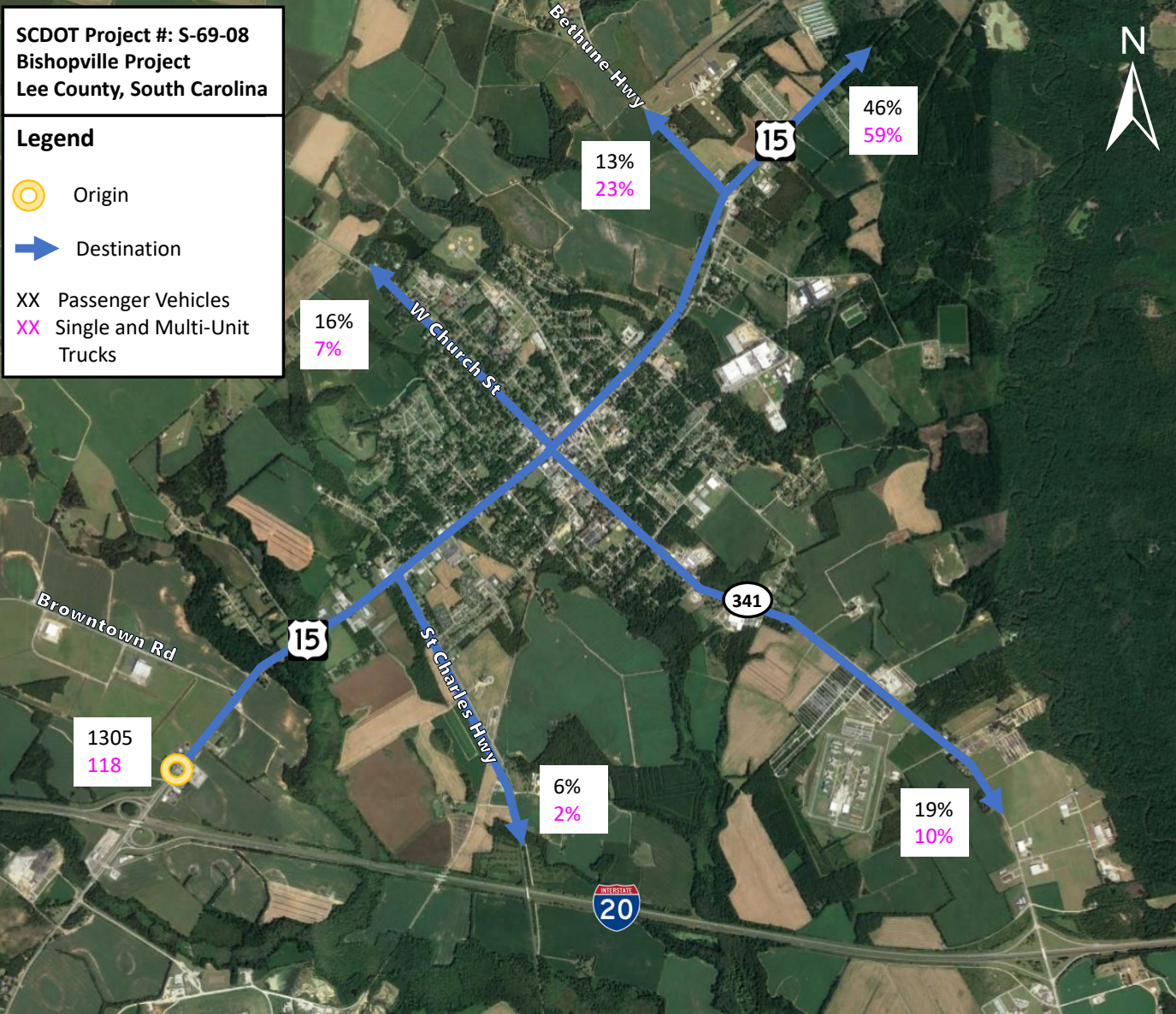
Date: Sep 17 2015																
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
12:00 AM	0	30	19	0	1	2	0	1	2	0	0	0	0	0	55	
1:00 AM	1	30	11	0	3	2	0	2	6	0	0	1	0	0	56	
2:00 AM	1	12	1	0	2	3	0	0	8	0	0	0	0	0	27	
3:00 AM	3	16	4	2	1	1	0	2	8	1	1	0	0	0	39	
4:00 AM	0	26	8	0	4	2	0	5	3	0	0	0	0	1	49	
5:00 AM	2	45	31	3	12	2	2	3	10	2	0	0	0	4	116	
6:00 AM	3	176	62	3	3	7	1	5	14	0	1	2	2	1	280	
7:00 AM	5	291	112	7	28	5	1	2	8	1	4	0	0	2	466	
8:00 AM	1	212	86	1	31	7	1	1	16	2	2	0	4	3	367	
9:00 AM	4	172	75	6	24	9	4	9	22	5	5	0	0	2	337	
10:00 AM	5	172	84	5	30	4	6	12	28	1	2	0	0	1	350	
11:00 AM	8	176	87	8	42	6	1	7	22	3	2	0	1	5	368	
12:00 PM	7	192	92	13	32	13	2	9	27	7	0	0	2	7	403	
1:00 PM	4	191	116	5	27	10	2	18	24	2	2	1	2	7	411	
2:00 PM	8	280	107	6	39	19	3	8	19	3	2	0	2	2	498	
3:00 PM	7	280	101	7	33	14	3	8	21	2	3	0	3	5	487	
4:00 PM	7	260	119	2	38	8	3	7	11	3	5	1	1	4	469	
5:00 PM	7	328	121	7	25	11	5	6	25	1	3	0	1	6	546	
6:00 PM	6	235	90	5	25	5	1	5	22	0	1	0	0	0	395	
7:00 PM	4	172	61	6	15	3	0	1	18	0	1	0	0	2	283	
8:00 PM	2	170	41	5	17	2	0	1	12	0	3	0	0	0	253	
9:00 PM	3	90	33	2	11	2	0	2	7	0	0	0	0	1	151	
10:00 PM	2	60	12	0	1	2	0	1	5	0	0	0	0	0	83	
11:00 PM	3	52	20	0	3	3	0	0	4	0	0	0	0	0	85	
Day Total	93	3668	1493	93	447	142	35	115	342	33	37	5	18	53	6574	
Percent ADT	1.40%	55.80%	22.70%	1.40%	6.80%	2.20%	0.50%	1.70%	5.20%	0.50%	0.60%	0.10%	0.30%	0.80%		
Avg. Total Vol	158	7289	2814	192	846	240	73	205	702	58	91	13	33	93	12807	
	1.2%	56.9%	22.0%	1.5%	6.6%	1.9%	0.6%	1.6%	5.5%	0.5%	0.7%	0.1%	0.3%	0.7%		

SUMMARY:

Date: Sep 15 2015 - Sep 17 2015																
	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
Grand Total	158	7289	2814	192	846	240	73	205	702	58	91	13	33	93	12807	
Percent ADT	1.23%	56.91%	21.97%	1.50%	6.61%	1.87%	0.57%	1.60%	5.48%	0.45%	0.71%	0.10%	0.26%	0.73%		
Percent x Not Classified	1.1	52.9	20.4	1.4	6.1	1.7	0.5	1.5	5.1	0.4	0.7	0.1	0.2		All other vehicles 81%	
Final Percent	1.24%	57.33%	22.13%	1.51%	6.65%	1.89%	0.57%	1.61%	5.52%	0.46%	0.72%	0.10%	0.26%		Trucks 19%	



# **APPENDIX E**

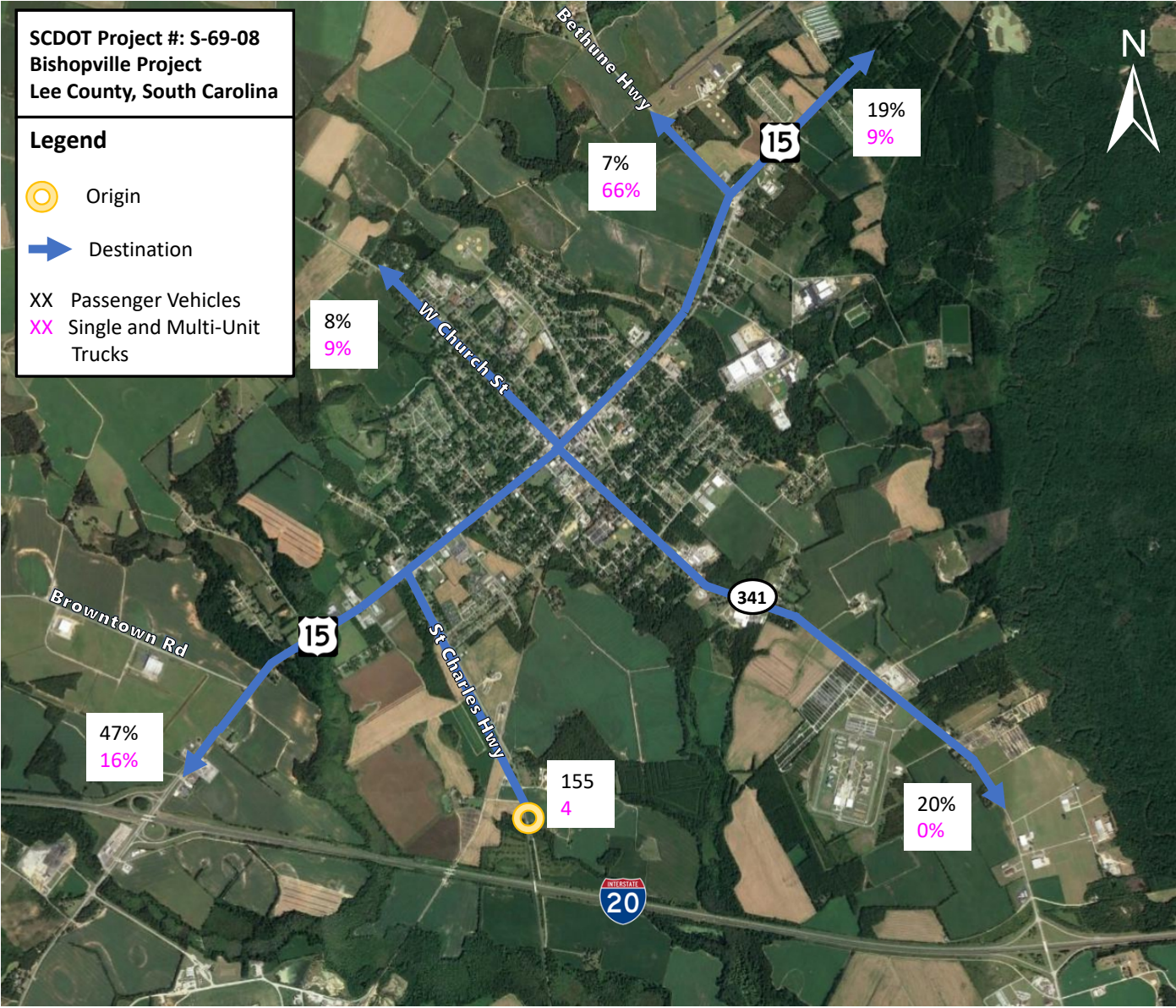
## **Origin-Destination Information**

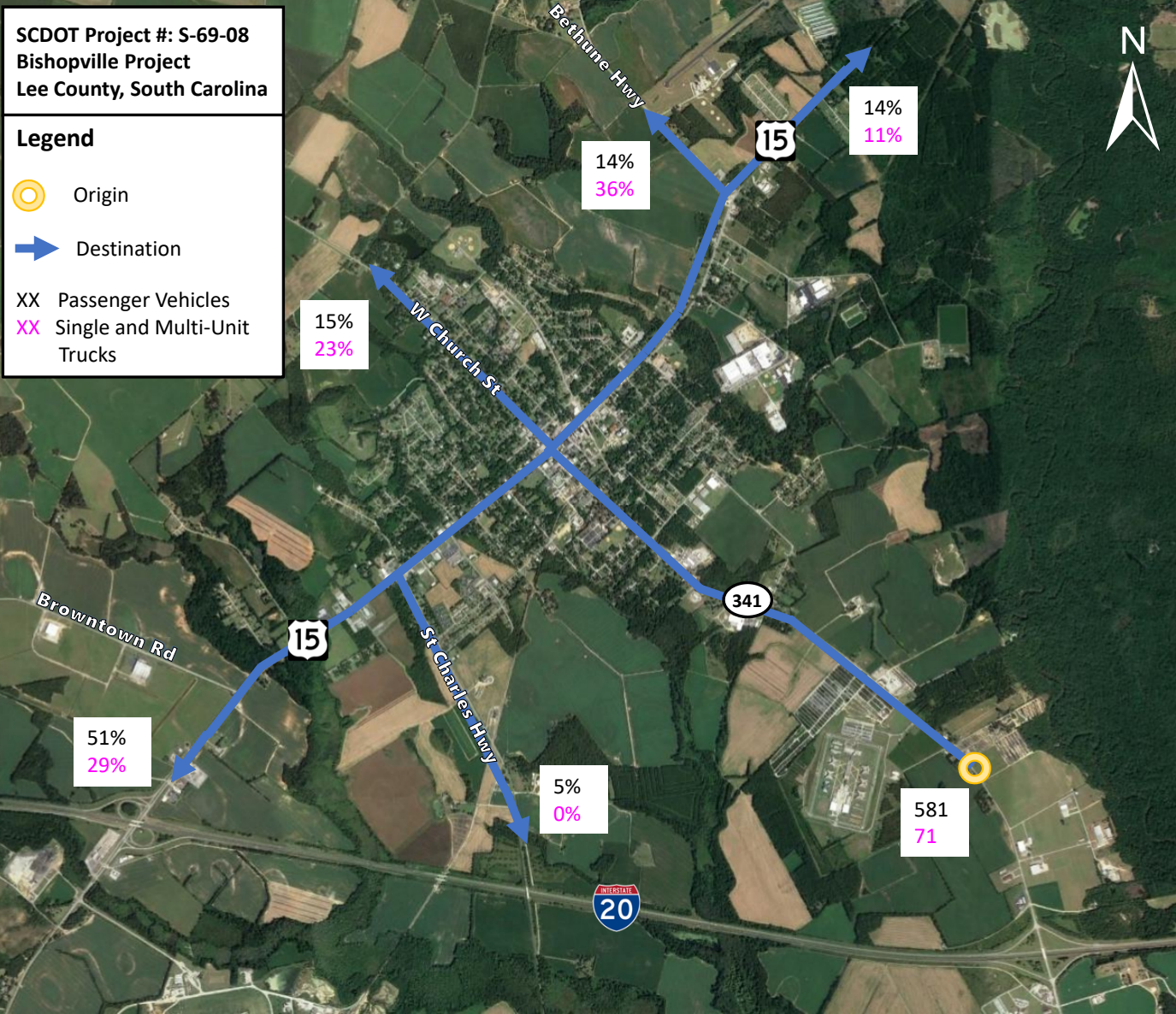


SCDOT Project #: S-69-08  
 Bishopville Project  
 Lee County, South Carolina

**Legend**



-  Origin
-  Destination
- XX Passenger Vehicles
- XX Single and Multi-Unit Trucks

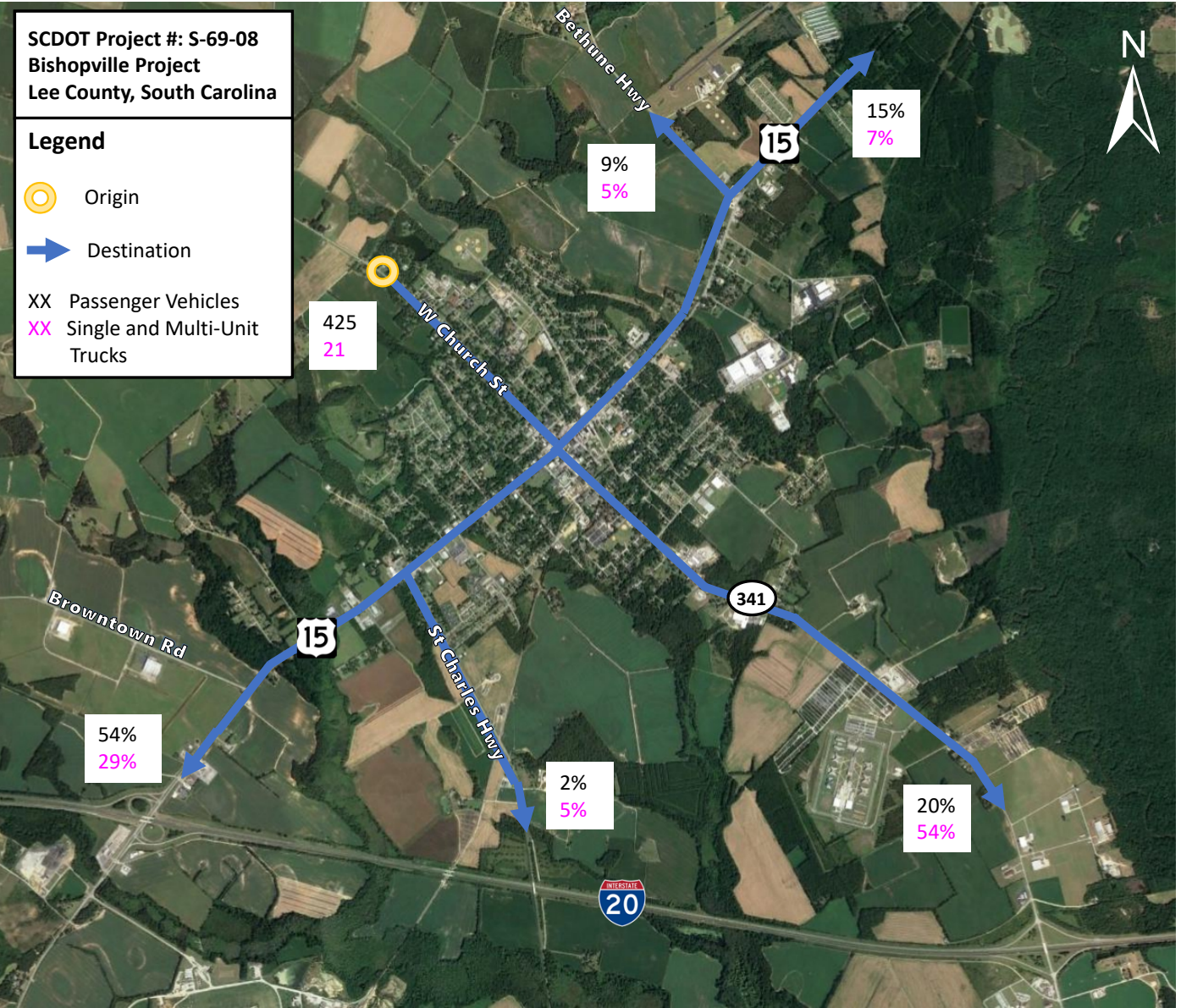


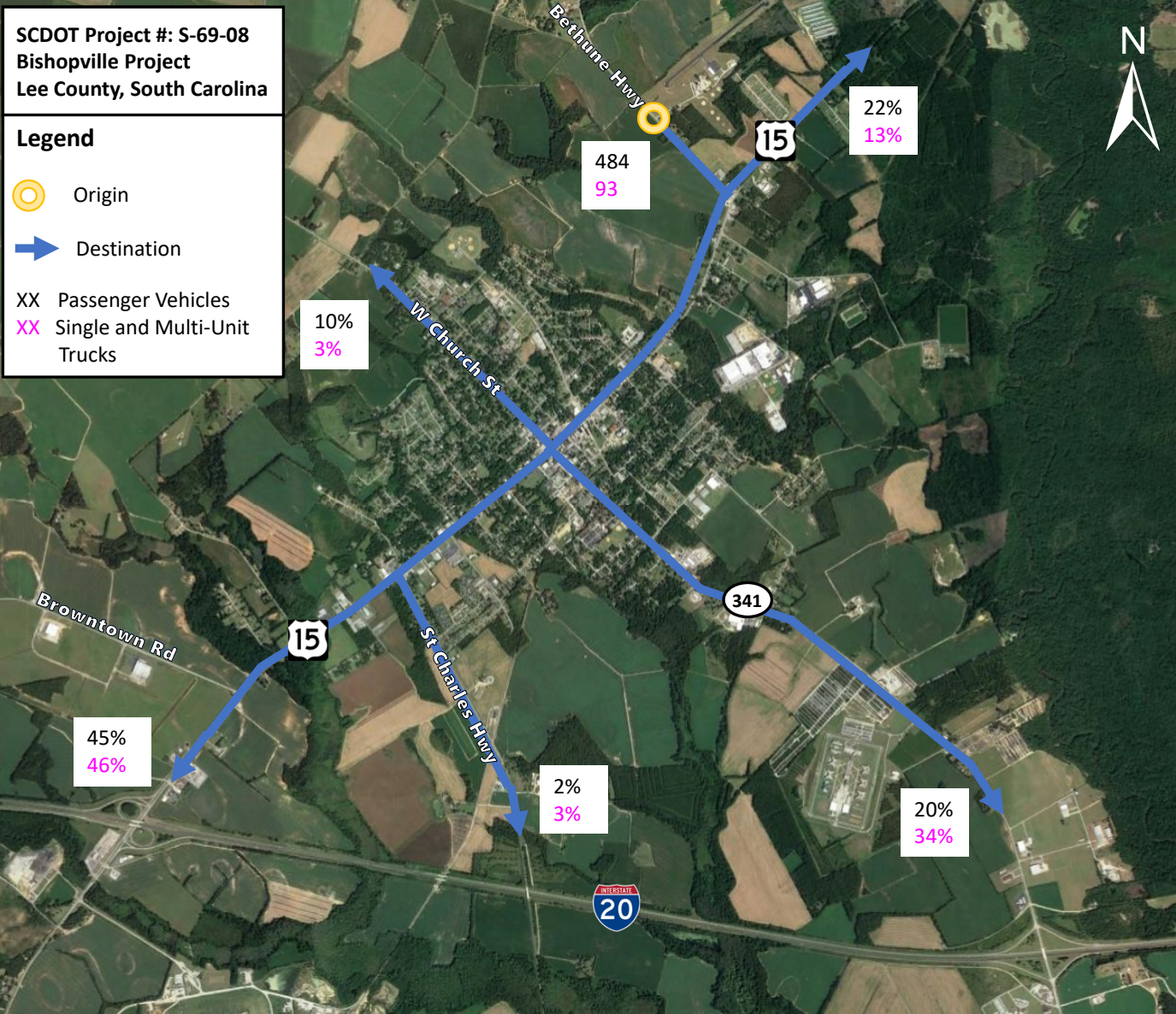


SCDOT Project #: S-69-08  
Bishopville Project  
Lee County, South Carolina

**Legend**

-  Origin
-  Destination
- XX Passenger Vehicles
- XX Single and Multi-Unit Trucks





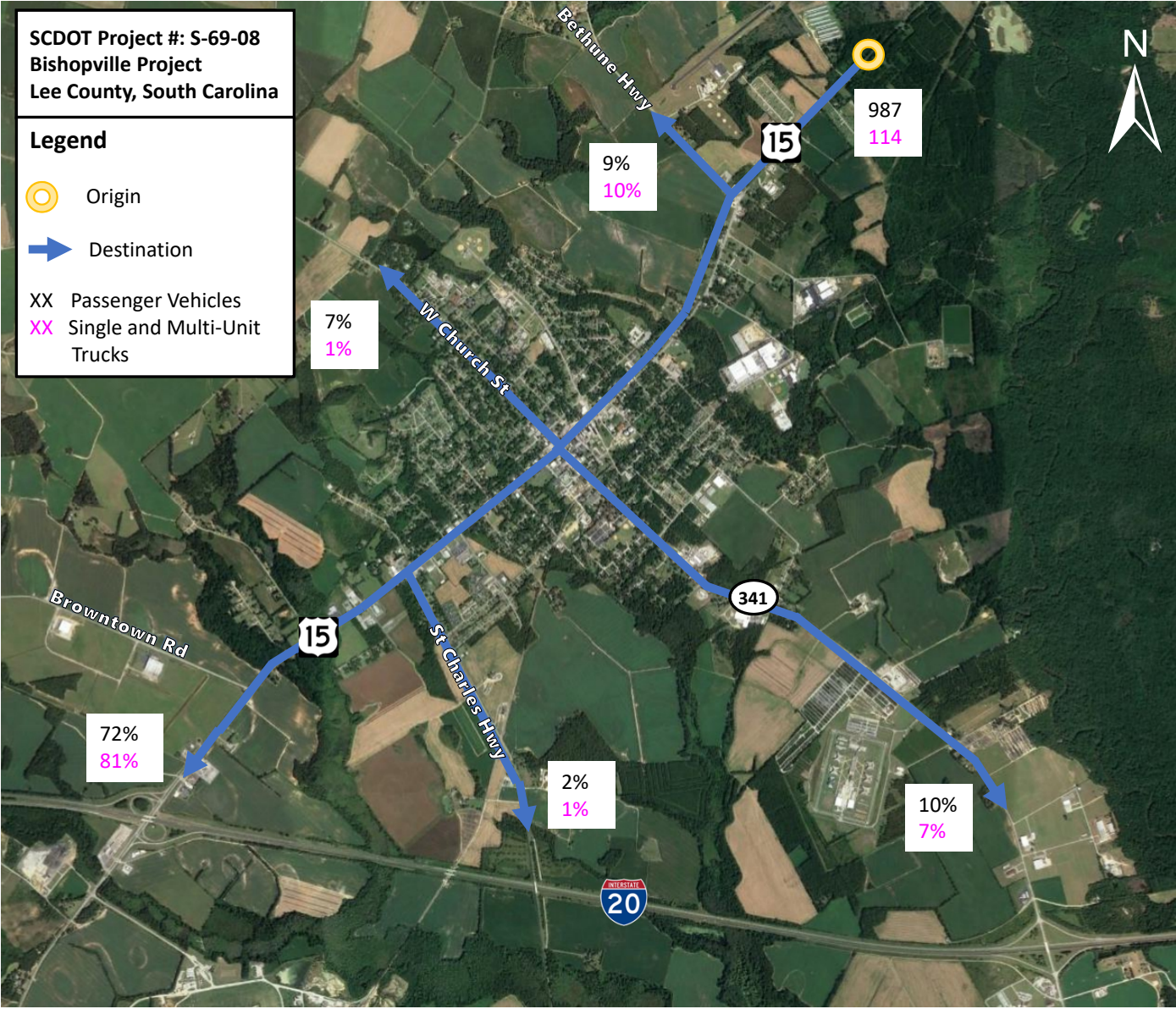




SCDOT Project #: S-69-08  
Bishopville Project  
Lee County, South Carolina

**Legend**

-  Origin
-  Destination
- XX Passenger Vehicles
- XX Single and Multi-Unit Trucks



### 9/30/2015 Survey

<b>Total Vehicles</b>	<i>US 15 N of I-20</i>	<i>St Charles Road N of I-20</i>	<i>SC 341 N of Industrial Blvd</i>	<i>W Church St N of Julia Dr</i>	<i>Bethune Hwy N of Airport</i>	<i>US 15 N of Price Ln</i>	<b>Total</b>
<i>US 15 N of I-20</i>	0	98	260	224	230	899	1711
<i>St Charles Road N of I-20</i>	84	0	33	13	18	43	191
<i>SC 341 N of Industrial Blvd</i>	306	35	0	111	112	126	690
<i>W Church St N of Julia Dr</i>	249	9	102	0	48	87	495
<i>Bethune Hwy N of Airport</i>	272	18	123	41	0	162	616
<i>US 15 N of Price Ln</i>	873	31	120	77	107	0	1208
<b>Total</b>	1784	191	638	466	515	1317	4911

<b>AUTO</b>	<i>US 15 N of I-20</i>	<i>St Charles Road N of I-20</i>	<i>SC 341 N of Industrial Blvd</i>	<i>W Church St N of Julia Dr</i>	<i>Bethune Hwy N of Airport</i>	<i>US 15 N of Price Ln</i>	<b>Total</b>
<i>US 15 N of I-20</i>	0	96	252	217	196	802	1563
<i>St Charles Road N of I-20</i>	83	0	33	13	14	43	186
<i>SC 341 N of Industrial Blvd</i>	285	35	0	93	83	112	608
<i>W Church St N of Julia Dr</i>	243	7	87	0	46	86	469
<i>Bethune Hwy N of Airport</i>	225	14	98	39	0	147	523
<i>US 15 N of Price Ln</i>	768	29	112	76	96	0	1081
<b>Total</b>	1604	181	582	438	435	1190	4430

<b>Heavy Vehicles</b>	<i>US 15 N of I-20</i>	<i>St Charles Road N of I-20</i>	<i>SC 341 N of Industrial Blvd</i>	<i>W Church St N of Julia Dr</i>	<i>Bethune Hwy N of Airport</i>	<i>US 15 N of Price Ln</i>	<b>Total</b>
<i>US 15 N of I-20</i>	0	2	8	7	34	97	148
<i>St Charles Road N of I-20</i>	1	0	0	0	4	0	5
<i>SC 341 N of Industrial Blvd</i>	21	0	0	18	29	14	82
<i>W Church St N of Julia Dr</i>	6	2	15	0	2	1	26
<i>Bethune Hwy N of Airport</i>	47	4	25	2	0	15	93
<i>US 15 N of Price Ln</i>	105	2	8	1	11	0	127
<b>Total</b>	180	10	56	28	80	127	481

### 10/1/2015 Survey

<b>Total Vehicles</b>	<i>US 15 N of I-20</i>	<i>St Charles Road N of I-20</i>	<i>SC 341 N of Industrial Blvd</i>	<i>W Church St N of Julia Dr</i>	<i>Bethune Hwy N of Airport</i>	<i>US 15 N of Price Ln</i>	<b>Total</b>
<i>US 15 N of I-20</i>	0	49	263	206	154	301	973
<i>St Charles Road N of I-20</i>	54	0	25	10	5	4	98
<i>SC 341 N of Industrial Blvd</i>	335	25	0	101	97	49	607
<i>W Church St N of Julia Dr</i>	223	14	85	0	30	35	387
<i>Bethune Hwy N of Airport</i>	249	7	137	65	0	67	525
<i>US 15 N of Price Ln</i>	650	13	72	59	84	0	878
<b>Total</b>	1511	108	582	441	370	456	3468

<b>AUTO</b>	<i>US 15 N of I-20</i>	<i>St Charles Road N of I-20</i>	<i>SC 341 N of Industrial Blvd</i>	<i>W Church St N of Julia Dr</i>	<i>Bethune Hwy N of Airport</i>	<i>US 15 N of Price Ln</i>	<b>Total</b>
<i>US 15 N of I-20</i>	0	47	246	196	139	274	902
<i>St Charles Road N of I-20</i>	54	0	25	9	5	3	96
<i>SC 341 N of Industrial Blvd</i>	314	25	0	86	76	48	549
<i>W Church St N of Julia Dr</i>	217	14	78	0	30	33	372
<i>Bethune Hwy N of Airport</i>	211	6	96	61	0	58	432
<i>US 15 N of Price Ln</i>	585	12	64	57	73	0	791
<b>Total</b>	1381	104	509	409	323	416	3142

<b>Heavy Vehicles</b>	<i>US 15 N of I-20</i>	<i>St Charles Road N of I-20</i>	<i>SC 341 N of Industrial Blvd</i>	<i>W Church St N of Julia Dr</i>	<i>Bethune Hwy N of Airport</i>	<i>US 15 N of Price Ln</i>	<b>Total</b>
<i>US 15 N of I-20</i>	0	2	17	10	15	27	71
<i>St Charles Road N of I-20</i>	0	0	0	1	0	1	2
<i>SC 341 N of Industrial Blvd</i>	21	0	0	15	21	1	58
<i>W Church St N of Julia Dr</i>	6	0	7	0	0	2	15
<i>Bethune Hwy N of Airport</i>	38	1	41	4	0	9	93
<i>US 15 N of Price Ln</i>	65	1	8	2	11	0	87
<b>Total</b>	130	4	73	32	47	40	326

## Survey Average

<i>Total Vehicles</i>	<i>US 15 N of I-20</i>	<i>St Charles Road N of I-20</i>	<i>SC 341 N of Industrial Blvd</i>	<i>W Church St N of Julia Dr</i>	<i>Bethune Hwy N of Airport</i>	<i>US 15 N of Price Ln</i>	<i>Total</i>
<i>US 15 N of I-20</i>	0	79	261	217	200	665	1422
<i>St Charles Road N of I-20</i>	74	0	30	12	13	29	159
<i>SC 341 N of Industrial Blvd</i>	319	31	0	107	105	91	653
<i>W Church St N of Julia Dr</i>	237	11	94	0	40	63	446
<i>Bethune Hwy N of Airport</i>	262	13	129	51	0	121	577
<i>US 15 N of Price Ln</i>	801	25	104	71	100	0	1101
<i>Total</i>	1693	159	619	458	458	971	4358

## O-D % Distribution

<i>Total Vehicles</i>	<i>US 15 N of I-20</i>	<i>St Charles Road N of I-20</i>	<i>SC 341 N of Industrial Blvd</i>	<i>W Church St N of Julia Dr</i>	<i>Bethune Hwy N of Airport</i>	<i>US 15 N of Price Ln</i>	<i>Total</i>
<i>US 15 N of I-20</i>	0.0%	5.5%	18.4%	15.3%	14.1%	46.8%	100%
<i>St Charles Road N of I-20</i>	46.4%	0.0%	19.0%	7.5%	8.5%	18.6%	100%
<i>SC 341 N of Industrial Blvd</i>	48.9%	4.7%	0.0%	16.3%	16.1%	14.0%	100%
<i>W Church St N of Julia Dr</i>	53.2%	2.5%	21.1%	0.0%	8.9%	14.2%	100%
<i>Bethune Hwy N of Airport</i>	45.4%	2.3%	22.4%	8.9%	0.0%	21.0%	100%
<i>US 15 N of Price Ln</i>	72.7%	2.3%	9.5%	6.5%	9.0%	0.0%	100%
<i>Total</i>							

<i>AUTO</i>	<i>US 15 N of I-20</i>	<i>St Charles Road N of I-20</i>	<i>SC 341 N of Industrial Blvd</i>	<i>W Church St N of Julia Dr</i>	<i>Bethune Hwy N of Airport</i>	<i>US 15 N of Price Ln</i>	<i>Total</i>
<i>US 15 N of I-20</i>	0	77	250	209	174	596	1305
<i>St Charles Road N of I-20</i>	73	0	30	12	11	29	155
<i>SC 341 N of Industrial Blvd</i>	298	31	0	90	80	83	581
<i>W Church St N of Julia Dr</i>	231	10	83	0	39	62	425
<i>Bethune Hwy N of Airport</i>	219	11	97	48	0	109	484
<i>US 15 N of Price Ln</i>	709	23	96	70	89	0	987
<i>Total</i>	1530	152	556	429	392	879	3937

<i>AUTO</i>	<i>US 15 N of I-20</i>	<i>St Charles Road N of I-20</i>	<i>SC 341 N of Industrial Blvd</i>	<i>W Church St N of Julia Dr</i>	<i>Bethune Hwy N of Airport</i>	<i>US 15 N of Price Ln</i>	<i>Total</i>
<i>US 15 N of I-20</i>	0.0%	5.9%	19.1%	16.0%	13.3%	45.7%	100%
<i>St Charles Road N of I-20</i>	47.1%	0.0%	19.5%	7.5%	7.0%	18.8%	100%
<i>SC 341 N of Industrial Blvd</i>	51.3%	5.2%	0.0%	15.5%	13.7%	14.3%	100%
<i>W Church St N of Julia Dr</i>	54.4%	2.4%	19.5%	0.0%	9.1%	14.6%	100%
<i>Bethune Hwy N of Airport</i>	45.2%	2.2%	20.1%	10.0%	0.0%	22.5%	100%
<i>US 15 N of Price Ln</i>	71.8%	2.4%	9.8%	7.1%	9.0%	0.0%	100%
<i>Total</i>							

<i>Heavy Vehicles</i>	<i>US 15 N of I-20</i>	<i>St Charles Road N of I-20</i>	<i>SC 341 N of Industrial Blvd</i>	<i>W Church St N of Julia Dr</i>	<i>Bethune Hwy N of Airport</i>	<i>US 15 N of Price Ln</i>	<i>Total</i>
<i>US 15 N of I-20</i>	0	2	12	8	27	70	118
<i>St Charles Road N of I-20</i>	1	0	0	0	3	0	4
<i>SC 341 N of Industrial Blvd</i>	21	0	0	17	25	8	71
<i>W Church St N of Julia Dr</i>	6	1	11	0	1	1	21
<i>Bethune Hwy N of Airport</i>	43	3	32	3	0	12	93
<i>US 15 N of Price Ln</i>	92	2	8	1	11	0	114
<i>Total</i>	163	7	63	29	67	92	421

<i>Heavy Vehicles</i>	<i>US 15 N of I-20</i>	<i>St Charles Road N of I-20</i>	<i>SC 341 N of Industrial Blvd</i>	<i>W Church St N of Julia Dr</i>	<i>Bethune Hwy N of Airport</i>	<i>US 15 N of Price Ln</i>	<i>Total</i>
<i>US 15 N of I-20</i>	0.0%	1.7%	9.8%	6.9%	22.5%	59.1%	100%
<i>St Charles Road N of I-20</i>	16.5%	0.0%	0.0%	8.8%	65.9%	8.8%	100%
<i>SC 341 N of Industrial Blvd</i>	29.5%	0.0%	0.0%	23.4%	35.7%	11.5%	100%
<i>W Church St N of Julia Dr</i>	28.5%	5.2%	54.1%	0.0%	5.2%	6.9%	100%
<i>Bethune Hwy N of Airport</i>	46.4%	2.9%	34.3%	3.1%	0.0%	13.4%	100%
<i>US 15 N of Price Ln</i>	80.7%	1.5%	7.0%	1.2%	9.6%	0.0%	100%
<i>Total</i>							



# **APPENDIX F**

**Travel Time Run Data**

	Bethune Hwy to I-20 via US-15	Direction	Bethune Hwy to I-20 via SC 341	
AM Peak	6:26	SB	7:40	AM Peak
	6:30	NB	7:47	
	7:05	SB	7:35	
	6:56	NB	7:39	
	7:30	SB	7:52	
	6:55	NB	7:28	
PM Peak	6:50	SB	7:50	PM Peak
	7:01	NB	7:08	
	8:01	SB	8:54	
	7:18	NB	9:57	
	7:24	SB	8:18	
	7:31	NB	8:26	
	7:31	SB	8:38	
	7:05	NB	7:44	
AVG AM	6:53	AM	7:37	AVG AM
AVG PM	7:20	PM	8:39	AVG PM

# **APPENDIX G**

## **Crash Data**

SCDOT identifies individual crashes with a single crash number, but a record is provided for each vehicle involved. The duplicate records were removed from the summary tables of corridor crash information to simplify the presentation of the data. Extraneous column headings were also removed for the same purpose. The last sheet of the appendix contains a summary of the relevant truck specific crash records with their crash ID number, which can be matched back to the respective corridor crash table summary.





16023366	US Route	15	11.643	N MAIN ST	COLLEGE ST	0	0	0	10/17/2016	1800	ANGLE 2	IMPROPER LANE USAGE/CHANGE	2	US 15 (HWY 15 N)
13057883	US Route	15	11.7	MAIN	COLLEGE	0	0	0	12/19/2013	1814	NOT COLLISION W/MOTOR VEHICLE	NON-MOTORIST UNDER THE INFLUENCE	2	US 15 (HWY 15 N)
16005136	US Route	15	11.981	NORTH MAIN	ACADEMY	0	0	0	3/10/2016	1917	ANGLE 1	DISTRACTED/INATT.	2	US 15 (HWY 15 N)
14005968	US Route	15	12.01	N MAIN	WOODWARD	0	0	0	2/26/2014	2128	ANGLE 3	FAIL TO YIELD R.O.W.	2	US 15 (HWY 15 N)
15536692	US Route	15	12.124		MENDY LN	0	2	1	4/17/2015	2050	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (HWY 15 N)
17506937	US Route	15	12.13		MENDY LN	0	2	1	1/22/2017	1650	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (HWY 15 N)
19569749	US Route	15	12.181		MENDY LN	0	0	0	5/24/2019	1636	REAR END	DRIVING TOO FAST FOR CONDITIONS	4	US 15 (HWY 15 N)
15513146	US Route	15	12.21		DIXON RD	0	0	0	2/12/2015	1630	ANGLE 2	UNDER THE INFLUENCE	2	US 15 (HWY 15 N)
17663199	US Route	15	12.27	N MAIN ST	DIXON DR	0	1	1	11/1/2017	1525	ANGLE 2	FAIL TO YIELD R.O.W.	2	US 15 (HWY 15 N)
16029603	US Route	15	12.27	E CHURCH ST	CAUSAR ST	0	0	0	12/10/2016	2200	SIDESWIPE OPPOSITE DIRECTION	MADE AN IMPROPER TURN	2	US 15 (HWY 15 N)
18530259	US Route	15	12.286	SUMTER HWY	DIXON RD	0	2	1	3/2/2018	830	ANGLE 2	FAIL TO YIELD R.O.W.	2	US 15 (HWY 15 N)
16662360	US Route	15	12.312	SUMTER HWY	BETHUNE HWY	0	0	0	12/13/2016	745	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (HWY 15 N)
13600646	US Route	15	12.357		BETHUNE HWY	0	0	0	10/22/2013	800	ANGLE 3	FAIL TO YIELD R.O.W.	2	US 15 (HWY 15 N)
16524251	US Route	15	12.37		BETHUNE HWY	0	1	3	2/21/2016	2210	NOT COLLISION W/MOTOR VEHICLE	UNDER THE INFLUENCE	1	US 15 (HWY 15 N)
16556164	US Route	15	12.373		BETHUNE HWY	0	0	0	5/16/2016	1502	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	US 15 (HWY 15 N)
18530335	US Route	15	12.376		BETHUNE HWY	0	0	0	3/16/2018	1700	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (HWY 15 N)
15548390	US Route	15	12.388		BETHUNE HWY	0	0	0	5/18/2015	1755	SIDESWIPE SAME DIRECTION	UNDER THE INFLUENCE	2	US 15 (HWY 15 N)
17567998	US Route	15	12.42	SUMTER HWY	BETHUNE HWY	0	0	0	6/2/2017	1400	ANGLE 2	FAIL TO YIELD R.O.W.	2	US 15 (HWY 15 N)
17610026	US Route	15	12.42		BETHUNE HWY	0	0	0	8/22/2017	1325	ANGLE 3	FAIL TO YIELD R.O.W.	2	US 15 (HWY 15 N)
17567620	US Route	15	12.42	SUMTER HWY	BETHUNE HWY	0	0	0	5/31/2017	800	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (HWY 15 N)
17550787	US Route	15	12.426	HARTSVILLE HWY	BETHUNE HWY	0	0	0	4/26/2017	900	ANGLE 3	IMPROPER LANE USAGE/CHANGE	2	US 15 (HWY 15 N)
14587549	US Route	15	12.454		BETHUNE HWY	0	0	0	8/29/2014	2240	NOT COLLISION W/MOTOR VEHICLE	DISREGARDED SIGNS, SIGNALS, ETC	1	US 15 (HWY 15 N)
15547554	US Route	15	12.455		BETHUNE HWY	0	0	0	5/14/2015	40	ANGLE 2	UNDER THE INFLUENCE	2	US 15 (HWY 15 N)

# U.S. 15 (South of SC 341)

Crash No	RT Name	RN	MPT	St Name	Base St Name	# of Fatalities	# of Injuries	Max Injury Code	Date	Collision Time	Manner of Collision Name	Probable cause Name	Number of Units Involved	Segment
14609075	US Route	15	9.28	SUMTER HWY	BROWNTOWN RD	0	0	0	10/31/2014	800	ANGLE 1	OTHER IMP. ACT	2	US 15 (Sumter Hwy)
17572413	US Route	15	9.28	SUMTER HWY	BROWNTOWN RD	0	5	2	6/4/2017 12	1200	ANGLE 2	DISREGARDED SIGNS, SIGNALS, ETC	2	US 15 (Sumter Hwy)
17501857	US Route	15	9.28	SUMTER HWY	BROWNTOWN RD	0	1	1	1/10/2017 1	1845	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (Sumter Hwy)
17502668	US Route	15	9.28	SUMTER HWY	BROWNTOWN RD	0	2	1	1/10/2017 1	1847	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (Sumter Hwy)
18676653	US Route	15	9.288	SUMTER HWY	BROWNTOWN (HWY)	0	2	1	12/9/2018 1	1045	ANGLE 2	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
19519897	US Route	15	9.288	SUMTER HWY	BROWNTOWN RD	0	0	0	2/9/2019 12	1825	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (Sumter Hwy)
15572743	US Route	15	9.29	SUMTER HWY	BROWNTOWN RD	0	0	0	7/24/2015 1	2128	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (Sumter Hwy)
19523120	US Route	15	9.295	SUMTER HWY	BROWNTOWN RD	0	0	0	2/22/2019 1	1730	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	US 15 (Sumter Hwy)
18564093	US Route	15	9.328	SUMTER HWY	BROWNTOWN RD	0	0	0	5/11/2018 1	900	NOT COLLISION W/MOTOR VEHICLE	IMPROPER LANE USAGE/CHANGE	2	US 15 (Sumter Hwy)
16598803	US Route	15	9.339	SUMTER HWY	BROWNTOWN RD	0	1	2	7/31/2016 1	620	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	US 15 (Sumter Hwy)
15591060	US Route	15	9.354	SUMTER HWY	BROWNTOWN RD	0	1	3	8/30/2015 1	1824	NOT COLLISION W/MOTOR VEHICLE	ROAD SURFACE CONDITION (IE WET)	1	US 15 (Sumter Hwy)
14570629	US Route	15	9.433	SUMTER HWY	BROAD ACRES RD	0	2	3	7/23/2014 1	240	HEAD ON	WRONG SIDE OR WRONG WAY	2	US 15 (Sumter Hwy)
17517337	US Route	15	9.45	SUMTER HWY	BROAD ACRES RD	0	1	1	2/20/2017 1	745	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	US 15 (Sumter Hwy)
19566470	US Route	15	9.475	SUMTER HWY	BROAD ACRES RD	0	0	0	5/18/2019 1	1207	SIDESWIPE SAME DIRECTION	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (Sumter Hwy)
16627118	US Route	15	9.517	SUMTER HWY	BROAD ACRES RD	0	2	1	10/8/2016 1	1420	REAR END	DRIVING TOO FAST FOR CONDITIONS	3	US 15 (Sumter Hwy)
15510723	US Route	15	9.543	SUMTER HWY	BROAD ACRES RD	0	1	2	2/7/2015 12	1600	NOT COLLISION W/MOTOR VEHICLE	MEDICAL RELATED	1	US 15 (Sumter Hwy)
18662544	US Route	15	9.636	SUMTER HWY	PIEDMONT RD	0	0	0	11/8/2018 1	1804	ANGLE 3	MADE AN IMPROPER TURN	2	US 15 (Sumter Hwy)
15540391	US Route	15	9.74	SUMTER HWY	PIEDMONT RD	0	4	1	4/20/2015 1	1755	REAR END	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
16666341	US Route	15	9.781	SUMTER HWY	PIEDMONT RD	0	1	1	12/23/2016	1410	REAR END	DRIVING TOO FAST FOR CONDITIONS	3	US 15 (Sumter Hwy)
14523409	US Route	15	9.794	SUMTER HWY	PIEDMONT RD	0	0	0	3/22/2014 1	1130	SIDESWIPE SAME DIRECTION	IMPROPER LANE USAGE/CHANGE	2	US 15 (Sumter Hwy)
16653766	US Route	15	9.84	SUMTER HWY	WILKINSON RD	0	1	1	11/25/2016	1535	ANGLE 2	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
13509485	US Route	15	9.848	SUMTER HWY	WILKINSON RD	0	0	0	2/14/2013 1	1645	ANGLE 2	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
16618501	US Route	15	9.883	SUMTER HWY	WILKONSON RD	0	0	0	9/19/2016 1	1515	SIDESWIPE SAME DIRECTION	IMPROPER LANE USAGE/CHANGE	2	US 15 (Sumter Hwy)
15528966	US Route	15	9.89	SUMTER HWY	WILKINSON RD	0	1	1	3/26/2015 1	2045	HEAD ON	AGGRESSIVE OPERATION OF VEHICLE	2	US 15 (Sumter Hwy)
17569256	US Route	15	9.9	SUMTER HWY	WILKINSON RD	0	0	0	6/6/2017 12	1205	SIDESWIPE SAME DIRECTION	IMPROPER LANE USAGE/CHANGE	2	US 15 (Sumter Hwy)
13563296	US Route	15	10.002	SUMTER HWY	WILKINSON RD	0	0	0	7/30/2013 1	524	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	US 15 (Sumter Hwy)
15551012	US Route	15	10.009	SUMTER HWY	WILKINSON RD	0	0	0	5/19/2015 1	1724	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (Sumter Hwy)
19569745	US Route	15	10.013	SUMTER HWY	WILKINSON RD	0	0	0	5/22/2019 1	1510	NOT COLLISION W/MOTOR VEHICLE	MEDICAL RELATED	1	US 15 (Sumter Hwy)
19580549	US Route	15	10.097	SUMTER HWY	ST CHARLES RD	0	0	0	6/7/2019 12	1450	SIDESWIPE SAME DIRECTION	IMPROPER LANE USAGE/CHANGE	2	US 15 (Sumter Hwy)
19535895	US Route	15	10.138	SUMTER HWY	ST CHARLES RD	0	0	0	3/14/2019 1	855	ANGLE 3	MADE AN IMPROPER TURN	2	US 15 (Sumter Hwy)
16526839	US Route	15	10.142	SUMTER HWY	ST CHARLES RD	0	0	0	3/10/2016 1	915	REAR END	BRAKES	2	US 15 (Sumter Hwy)
16556165	US Route	15	10.145	SUMTER HWY	ST CHARLES RD	0	0	0	5/20/2016 1	1352	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (Sumter Hwy)
16504358	US Route	15	10.151	SUMTER HWY	ST CHARLES RD	0	0	0	1/13/2016 1	1423	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (Sumter Hwy)
15598263	US Route	15	10.153	SUMTER HWY	MACTONISH RD	0	0	0	9/9/2015 12	1425	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (Sumter Hwy)
13576776	US Route	15	10.156	SUMTER HWY	ST. CHARLES RD.	0	0	0	8/16/2013 1	1330	ANGLE 1	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
16513770	US Route	15	10.156	SUMTER HWY	ST CHARLES RD	0	1	1	2/10/2016 1	1504	ANGLE 2	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
15596647	US Route	15	10.156	SUMTER HWY	ST CHARLES RD	0	0	0	9/14/2015 1	1725	REAR END	UNKNOWN	2	US 15 (Sumter Hwy)
13545606	US Route	15	10.158	SUMTER HWY	ST CHARLES RD	0	0	0	6/4/2013 12	1100	SIDESWIPE SAME DIRECTION	DISTRACTED/INATT.	2	US 15 (Sumter Hwy)
17019857	US Route	15	10.16	N MAIN ST	ST CHARLES	0	0	0	9/25/2017 1	1705	ANGLE 3	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
17027432	US Route	15	10.16	SOUTH MAN	ST CHARLES RD	0	0	0	12/24/2017	1622	ANGLE 3	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
18002502	US Route	15	10.16	S MAIN ST	SAINT CHARLES RD	0	0	0	3/4/2018 12	853	ANGLE 3	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
17551875	US Route	15	10.16	SUMTER HWY	ST CHARLES RD	0	0	0	5/2/2017 12	1647	BACKED INTO	OTHER IMP. ACT	2	US 15 (Sumter Hwy)
17554888	US Route	15	10.16	SUMTER HWY	ST CHARLES RD	0	6	1	5/4/2017 12	2107	REAR END	DRIVING TOO FAST FOR CONDITIONS	3	US 15 (Sumter Hwy)
15028293	US Route	15	10.16	SOUTH MAIN	ST CHARLES ROAD	0	1	1	10/21/2015	1302	REAR END	FOLLOWED TOO CLOSELY	2	US 15 (Sumter Hwy)
14581837	US Route	15	10.16	SUMTER HWY	ST CHARLES RD	0	0	0	8/23/2014 1	2205	REAR END	OTHER IMP. ACT	2	US 15 (Sumter Hwy)
17501853	US Route	15	10.16	SUMTER HWY	ST CHARLES RD	0	0	0	1/8/2017 12	1835	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (Sumter Hwy)
15034997	US Route	15	10.16	SOUTH	ST CHARLES	0	1	1	12/5/2015 1	1332	SIDESWIPE SAME DIRECTION	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
13040275	US Route	15	10.16			0	0	0	8/30/2013 1	1715	SIDESWIPE SAME DIRECTION	VISION OBSCURED (WITHIN UNIT)	2	US 15 (Sumter Hwy)
13603147	US Route	15	10.162	SUMTER HWY	ST CHARLES RD	0	0	0	10/26/2013	1740	ANGLE 2	DISREGARDED SIGNS, SIGNALS, ETC	2	US 15 (Sumter Hwy)
13553953	US Route	15	10.163	SUMTER HWY	ST CHARLES RD	0	1	1	7/6/2013 12	19	ANGLE 3	MADE AN IMPROPER TURN	2	US 15 (Sumter Hwy)
18630847	US Route	15	10.174	SUMTER HWY	MCINTOSH ST	0	0	0	9/19/2018 1	1520	ANGLE 1	DISREGARDED SIGNS, SIGNALS, ETC	2	US 15 (Sumter Hwy)
13553026	US Route	15	10.177	MAIN HWY	MCINTOSH ST	0	0	0	7/1/2013 12	1500	ANGLE 2	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
17002162	US Route	15	10.18	S MAIN	MCINTOSH	0	1	1	2/7/2017 12	1840	ANGLE 2	MADE AN IMPROPER TURN	2	US 15 (Sumter Hwy)
17519959	US Route	15	10.18	MAIN HWY	MCINTOSH ST	0	0	0	2/22/2017 1	745	SIDESWIPE SAME DIRECTION	IMPROPER LANE USAGE/CHANGE	2	US 15 (Sumter Hwy)

18013352	US Route	15	10.18	S MAIN STREET	MCINTOSH STREET	0	0	0	12/24/2018	1850	SIDESWIPE SAME DIRECTION	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
16503322	US Route	15	10.182	MAIN HWY	MCINTOSH ST	0	0	0	1/14/2016 1	1800	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (Sumter Hwy)
16507199	US Route	15	10.187	MAIN ST		0	1	1	1/7/2016 12	1215	ANGLE 2	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
18571878	US Route	15	10.204	MAIN HWY	MCINTOSH ST	0	0	0	5/23/2018 1	1230	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (Sumter Hwy)
15611435	US Route	15	10.208	MAIN HWY		0	0	0	10/11/2015	520	ANGLE 2	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
19514546	US Route	15	10.209	SUMTER HWY	MCINTOSH ST	0	0	0	2/8/2019 12	1438	ANGLE 2	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
13603649	US Route	15	10.239	MAIN HWY	MCINTOSH ST	0	1	1	10/5/2013 1	1	SIDESWIPE SAME DIRECTION	LYING &/OR ILLEGALLY IN ROADWAY	2	US 15 (Sumter Hwy)
15023201	US Route	15	10.26	SUMTER HWY	ST CARRLES RD	0	5	1	4/1/2015 12	2028	ANGLE 3	DISREGARDED SIGNS, SIGNALS, ETC	2	US 15 (Sumter Hwy)
16026492	US Route	15	10.27	MAIN ST	MORGAN ST	0	0	0	11/20/2016	1540	SIDESWIPE SAME DIRECTION	IMPROPER LANE USAGE/CHANGE	2	US 15 (Sumter Hwy)
14046871	US Route	15	10.31	S MAIN	MORGAN ST	0	0	0	11/15/2014	2008	BACKED INTO	DISTRACTED/INATT.	2	US 15 (Sumter Hwy)
19542196	US Route	15	10.335	MAIN HWY	MORGAN ST	0	0	0	3/21/2019 1	1615	REAR END	FOLLOWED TOO CLOSELY	2	US 15 (Sumter Hwy)
17638586	US Route	15	10.44	MAIN HWY	FAIRVIEW AVE	0	0	0	10/16/2017	2040	ANGLE 3	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
17018001	US Route	15	10.44	S MAIN ST	FAIRVIEW AVE	0	0	0	7/2/2017 12	933	NOT COLLISION W/MOTOR VEHICLE	RAN OFF ROAD	1	US 15 (Sumter Hwy)
16011594	US Route	15	10.44	MAIN ST	FAIRVIEW AVE	0	0	0	5/25/2016 1	2038	NOT COLLISION W/MOTOR VEHICLE	RAN OFF ROAD	1	US 15 (Sumter Hwy)
16022596	US Route	15	10.44	S MAIN ST	FAIRVIEW AVE	0	0	0	10/11/2016	1453	REAR END	FOLLOWED TOO CLOSELY	2	US 15 (Sumter Hwy)
15024102	US Route	15	10.49	S MAIN 0	BASKINS AVE	0	0	0	8/24/2015 1	1611	ANGLE 2	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
19568127	US Route	15	10.499	MAIN HWY	BASKIN AVE	0	0	0	5/16/2019 1	1340	SIDESWIPE SAME DIRECTION	IMPROPER LANE USAGE/CHANGE	2	US 15 (Sumter Hwy)
15023202	US Route	15	10.52	MAIN ST	RIDGE ST	0	0	0	4/6/2015 12	1417	REAR END	DISTRACTED/INATT.	2	US 15 (Sumter Hwy)
15024283	US Route	15	10.56	SOUTH MAIN	BRADLEY AVE	0	3	1	8/10/2015 1	1402	ANGLE 1	FAIL TO YIELD R.O.W.	3	US 15 (Sumter Hwy)
16007195	US Route	15	10.56	S MAIN	BRADLEY AVE	0	0	0	4/2/2016 12	1030	ANGLE 1	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
13005653	US Route	15	10.56	S MAIN	BRADLEY AVE	0	0	0	2/16/2013 1	1959	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (Sumter Hwy)
13035398	US Route	15	10.56	SOUTH	BRADLEY AVE	0	3	1	7/3/2013 12	1352	SIDESWIPE SAME DIRECTION	DISREGARDED SIGNS, SIGNALS, ETC	2	US 15 (Sumter Hwy)
18006841	US Route	15	10.62	MAIN ST	RIDGE ST	0	0	0	5/17/2018 1	1123	ANGLE 1	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
18004079	US Route	15	10.62	S MAIN STREET	RIDGE STREET	0	0	0	4/20/2018 1	1900	ANGLE 3	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
15034998	US Route	15	10.62	S MAIN	RIDGE ST	0	1	2	11/29/2015	1623	NOT COLLISION W/MOTOR VEHICLE	IMPROPER CROSSING	2	US 15 (Sumter Hwy)
17003816	US Route	15	10.62	S MAIN ST	RIDGE ST	0	0	0	3/4/2017 12	1250	REAR END	DISTRACTED/INATT.	2	US 15 (Sumter Hwy)
14009299	US Route	15	10.62	S MAIN ST	RIDGE ST	0	0	0	3/14/2014 1	1526	SIDESWIPE SAME DIRECTION	DISTRACTED/INATT.	2	US 15 (Sumter Hwy)
16023371	US Route	15	10.704	S MAIN ST	HARRIS ST	0	0	0	10/12/2016	1110	NOT COLLISION W/MOTOR VEHICLE	OTHER IMP. ACT	1	US 15 (Sumter Hwy)
13027001	US Route	15	10.733	S MAIN ST	RIDGE ST	0	0	0	5/8/2013 12	746	REAR END	FOLLOWED TOO CLOSELY	2	US 15 (Sumter Hwy)
16582891	US Route	15	10.736	MAIN HWY	HARRIS ST	0	0	0	7/6/2016 12	1125	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	US 15 (Sumter Hwy)
13024021	US Route	15	10.739	S MAIN ST	RIDGE ST	0	0	0	6/4/2013 12	935	NOT COLLISION W/MOTOR VEHICLE	OTHER IMP. ACT	1	US 15 (Sumter Hwy)
16029137	US Route	15	10.74	MAIN ST	HARRIS ST	0	0	0	12/21/2016	1615	ANGLE 1	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
16024279	US Route	15	10.74	S. MAIN ST	HARRIS ST	0	2	1	11/4/2016 1	1000	ANGLE 3	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
14001609	US Route	15	10.74	S MAIN ST	HARRIS ST	0	0	0	1/24/2014 1	740	ANGLE 3	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
16027921	US Route	15	10.74	MAIN ST	HARRIS ST	0	1	1	12/11/2016	2222	NOT COLLISION W/MOTOR VEHICLE	TIRES/WHEEL	1	US 15 (Sumter Hwy)
15006972	US Route	15	10.774	S MAIN ST	HARRIS ST	0	0	0	2/27/2015 1	754	REAR END	DISTRACTED/INATT.	2	US 15 (Sumter Hwy)
19589455	US Route	15	10.816	MAIN HWY	HARRIS ST	0	0	0	6/12/2019 1	1445	ANGLE 1	DISTRACTED/INATT.	2	US 15 (Sumter Hwy)
18008049	US Route	15	10.848	MAIN ST	LAW ST	0	0	0	8/10/2018 1	1258	ANGLE 3	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
17003777	US Route	15	10.85	MAIN ST	LAW ST	0	0	0	3/3/2017 12	1930	ANGLE 1	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
16011404	US Route	15	10.919	MAIN ST	GREGG ST	0	0	0	5/26/2016 1	1400	SIDESWIPE SAME DIRECTION	DISTRACTED/INATT.	2	US 15 (Sumter Hwy)
15024104	US Route	15	10.94	SOUTH MAIN	GREGG ST	0	1	2	8/20/2015 1	1625	REAR END	FOLLOWED TOO CLOSELY	2	US 15 (Sumter Hwy)
14038125	US Route	15	10.94	SOUT MAIN	GREGG ST	0	0	0	10/10/2014	1438	REAR END	FOLLOWED TOO CLOSELY	2	US 15 (Sumter Hwy)
18010194	US Route	15	10.94	MAIN ST	GREGG ST	0	0	0	10/19/2018	802	REAR END	FOLLOWED TOO CLOSELY	2	US 15 (Sumter Hwy)
13546996	US Route	15	10.942	MAIN HWY	GREGG ST	0	2	1	6/17/2013 1	1034	ANGLE 2	FAIL TO YIELD R.O.W.	2	US 15 (Sumter Hwy)
14040572	US Route	15	10.942	S MAIN	GREGG	0	0	0	10/31/2014	1538	REAR END	DISTRACTED/INATT.	2	US 15 (Sumter Hwy)
17008201	US Route	15	10.971	S MAIN ST	DECHAMPS ST	0	0	0	4/29/2017 1	1745	REAR END	DISTRACTED/INATT.	2	US 15 (Sumter Hwy)
17003242	US Route	15	10.99	MAIN ST	COURT HOUSE SQ	0	0	0	2/2/2017 12	1449	REAR END	FOLLOWED TOO CLOSELY	2	US 15 (Sumter Hwy)
19542194	US Route	15	11.021	MAIN HWY	E CHURCH ST	0	0	0	3/12/2019 1	1210	BACKED INTO	OTHER IMP. ACT	2	US 15 (Sumter Hwy)
19542190	US Route	15	11.021	MAIN HWY	E CHURCH ST	0	2	2	2/8/2019 12	1610	REAR END	OTHER IMP. ACT	2	US 15 (Sumter Hwy)
16020371	US Route	15	11.029	MAIN ST	CHURCH ST	0	0	0	9/18/2016 1	1251	ANGLE 1	MADE AN IMPROPER TURN	2	US 15 (Sumter Hwy)

# Bethune Highway

Crash No	RT Name	RN	MPT	St Name	Base St Name	# of Fatalities	# of Injuries	Max Injury Code	Date	Collision Time	Manner of Collision Name	Probable cause Name	Number of Units Involved	Segment
15588737	SC Route	341	8.878	BETHUNE HWY	LUCKNOW RD	0	1	1	8/25/2015 1	1114	SIDESWIPE OPPOSITE DIRECTION	IMPROPER LANE USAGE/CHANGE	2	Bethune Hwy
15530860	SC Route	341	8.886	BETHUNE HWY	LUCKNOW RD	0	0	0	4/4/2015 12	1637	NOT COLLISION W/MOTOR VEHICLE	UNDER THE INFLUENCE	1	Bethune Hwy
19551560	SC Route	341	8.932	BETHUNE HWY	AIRPORT RD	0	1	1	4/6/2019 12	2255	NOT COLLISION W/MOTOR VEHICLE	LYING &/OR ILLEGALLY IN ROADWAY	2	Bethune Hwy
16635804	SC Route	341	8.941	BETHUNE HWY	LUCKNOW RD	0	0	0	10/24/2016	45	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	Bethune Hwy
18624979	SC Route	341	9.012	BETHUNE HWY	LUCKNOW RD	0	0	0	9/9/2018 12	2105	NOT COLLISION W/MOTOR VEHICLE	ANIMAL IN ROAD	1	Bethune Hwy
18624852	SC Route	341	9.043	BETHUNE HWY	LUCKNOW RD	0	0	0	9/9/2018 12	2105	NOT COLLISION W/MOTOR VEHICLE	ANIMAL IN ROAD	1	Bethune Hwy
18508277	SC Route	341	9.239	BETHUNE HWY	AIRPORT RD	0	0	0	1/21/2018 1	1220	ANGLE 3	FAIL TO YIELD R.O.W.	2	Bethune Hwy
16518686	SC Route	341	9.586	BETHUNE HWY	AIRPORT RD	0	0	0	2/24/2016 1	1415	ANGLE 2	MADE AN IMPROPER TURN	2	Bethune Hwy
16576368	SC Route	341	9.668	BETHUNE HWY	SUMTER HWY	0	0	0	6/25/2016 1	500	NOT COLLISION W/MOTOR VEHICLE	UNDER THE INFLUENCE	1	Bethune Hwy

SC 341

Crash No	RT Name	RN	MPT	St Name	Base St Name	# of Fatalities	# of Injuries	Max Injury Code	Date	Collision Time	Manner of Collision Name	Probable cause Name	Number of Units Involved	Segment
15036320	SC Route	341	11.14	E CHURCH ST	MAIN HWY	0	0	0	2/16/2015 1	1625	ANGLE 2	DISTRACTED/INATT.	2	SC 341 (Wisacky Hwy)
18008927	SC Route	341	11.14	E CHURCH ST	MAIN ST	0	0	0	8/30/2018 1	1018	ANGLE 3	FAIL TO YIELD R.O.W.	2	SC 341 (Wisacky Hwy)
14533183	SC Route	341	11.14	E CHURCH ST	MAIN HWY	0	0	0	4/17/2014 1	816	BACKED INTO	OTHER IMP. ACT	2	SC 341 (Wisacky Hwy)
17028503	SC Route	341	11.14	CHURCH ST	N MAIN ST	0	0	0	8/18/2017 1	825	HEAD ON	FAIL TO YIELD R.O.W.	2	SC 341 (Wisacky Hwy)
18007655	SC Route	341	11.14	E CHURCH ST	MAIN ST	0	0	0	7/31/2018 1	1402	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
16027688	SC Route	341	11.14	E CHURCH ST	MAIN ST	0	0	0	12/5/2016 1	1545	REAR END	DISTRACTED/INATT.	2	SC 341 (Wisacky Hwy)
14012003	SC Route	341	11.14	CHURCH ST	MAIN ST	0	0	0	4/10/2014 1	1646	REAR END	DISTRACTED/INATT.	2	SC 341 (Wisacky Hwy)
19542188	SC Route	341	11.141	E CHURCH ST	N NETTLES ST	0	0	0	2/2/2019 12	1540	SIDESWIPE SAME DIRECTION	FAIL TO YIELD R.O.W.	2	SC 341 (Wisacky Hwy)
19555714	SC Route	341	11.147	E CHURCH ST	MAIN HWY	0	1	2	4/25/2019 1	1424	SIDESWIPE SAME DIRECTION	FAIL TO YIELD R.O.W.	2	SC 341 (Wisacky Hwy)
19574300	SC Route	341	11.152	E CHURCH ST	MAIN HWY	0	0	0	5/3/2019 12	1526	ANGLE 1	IMPROPER LANE USAGE/CHANGE	2	SC 341 (Wisacky Hwy)
18662518	SC Route	341	11.186	E CHURCH ST	MAIN HWY	0	1	1	11/15/2018	1210	SIDESWIPE SAME DIRECTION	AGGRESSIVE OPERATION OF VEHICLE	2	SC 341 (Wisacky Hwy)
19542189	SC Route	341	11.206	E CHURCH ST	MAIN HWY	0	0	0	2/11/2019 1	1314	SIDESWIPE SAME DIRECTION	DISTRACTED/INATT.	2	SC 341 (Wisacky Hwy)
19564452	SC Route	341	11.225	E CHURCH ST	MAIN HWY	0	1	2	5/9/2019 12	820	REAR END	DISTRACTED/INATT.	2	SC 341 (Wisacky Hwy)
14590910	SC Route	341	11.243	E CHURCH ST	N NETTLES ST	0	0	0	9/17/2014 1	2015	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
19574301	SC Route	341	11.259	E CHURCH ST	N NETTLES ST	0	0	0	6/1/2019 12	1240	REAR END	FOLLOWED TOO CLOSELY	2	SC 341 (Wisacky Hwy)
16010447	SC Route	341	11.28	E CHURCH ST	NETTLE ST	0	2	1	5/14/2016 1	1115	ANGLE 2	DISREGARDED SIGNS, SIGNALS, ETC	2	SC 341 (Wisacky Hwy)
13047687	SC Route	341	11.28	EAST CHURCH	NETTLES	0	0	0	10/7/2013 1	847	ANGLE 2	DISREGARDED SIGNS, SIGNALS, ETC	2	SC 341 (Wisacky Hwy)
13047686	SC Route	341	11.28	EAST CHURCH	NETTLES	0	0	0	10/8/2013 1	1556	REAR END	FOLLOWED TOO CLOSELY	2	SC 341 (Wisacky Hwy)
13021951	SC Route	341	11.292	CHURCH ST	MAIN ST	0	2	1	5/10/2013 1	943	ANGLE 3	FAIL TO YIELD R.O.W.	2	SC 341 (Wisacky Hwy)
16014928	SC Route	341	11.41	EAST CHURCH ST	NORTH LEE ST	0	0	0	7/4/2016 12	1813	ANGLE 2	FAIL TO YIELD R.O.W.	2	SC 341 (Wisacky Hwy)
17021283	SC Route	341	11.41	EAST CHURCH	LEE ST	0	0	0	10/7/2017 1	1650	ANGLE 3	DISTRACTED/INATT.	2	SC 341 (Wisacky Hwy)
18008182	SC Route	341	11.41	E CHURCH ST	S LEE ST	0	0	0	8/19/2018 1	1410	ANGLE 3	MADE AN IMPROPER TURN	2	SC 341 (Wisacky Hwy)
13057882	SC Route	341	11.41	E CHURCH ST	N LEE ST	0	0	0	12/29/2013	329	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
18653305	SC Route	341	11.414	E CHURCH ST	N LEE ST	0	0	0	10/23/2018	900	NOT COLLISION W/MOTOR VEHICLE	OTHER IMP. ACT	2	SC 341 (Wisacky Hwy)
13016761	SC Route	341	11.432	E CHURCH ST	S NETTLES ST	0	0	0	4/16/2013 1	1740	ANGLE 2	FAIL TO YIELD R.O.W.	2	SC 341 (Wisacky Hwy)
16518729	SC Route	341	11.439	E CHURCH ST	N LEE ST	0	0	0	2/20/2016 1	415	REAR END	UNDER THE INFLUENCE	2	SC 341 (Wisacky Hwy)
16011595	SC Route	341	11.51	E CHURCH ST	COUSAR ST	0	2	1	5/30/2016 1	1411	ANGLE 2	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
13046585	SC Route	341	11.51	EAST CHURCH	COUSAR	0	0	0	9/27/2013 1	1827	ANGLE 3	DISTRACTED/INATT.	2	SC 341 (Wisacky Hwy)
18000217	SC Route	341	11.51	CHURCH ST	COUSAR ST	0	0	0	1/13/2018 1	1100	HEAD ON	FAIL TO YIELD R.O.W.	2	SC 341 (Wisacky Hwy)
19552804	SC Route	341	11.595	E CHURCH ST	COUSAR ST	0	0	0	4/20/2019 1	1420	REAR END	FOLLOWED TOO CLOSELY	2	SC 341 (Wisacky Hwy)
18006220	SC Route	341	11.607	CHURCH ST	COUSAR ST	0	0	0	6/15/2018 1	1300	ANGLE 3	FAIL TO YIELD R.O.W.	2	SC 341 (Wisacky Hwy)
14051088	SC Route	341	11.67	E CHURCH ST	HARLEM ST	0	2	1	7/16/2014 1	1947	ANGLE 2	DISTRACTED/INATT.	2	SC 341 (Wisacky Hwy)
15024810	SC Route	341	11.67	E. CHURCH	HARLEM STREET	0	1	1	8/31/2015 1	1620	NOT COLLISION W/MOTOR VEHICLE	RAN OFF ROAD	1	SC 341 (Wisacky Hwy)
16011048	SC Route	341	11.67	E CHURCH ST		0	0	0	5/20/2016 1	1300	SIDESWIPE SAME DIRECTION	OTHER IMP. ACT	2	SC 341 (Wisacky Hwy)
18000142	SC Route	341	11.833	E CHURCH ST	WOODLAND CIR	0	0	0	1/3/2018 12	1540	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
17501569	SC Route	341	11.894	E CHURCH ST	LONG BRANCH	0	0	0	1/4/2017 12	1930	NOT COLLISION W/MOTOR VEHICLE	LYING &/OR ILLEGALLY IN ROADWAY	2	SC 341 (Wisacky Hwy)
17639345	SC Route	341	11.975	WISACKY HWY	LONG BRANCH	0	0	0	10/21/2017	30	NOT COLLISION W/MOTOR VEHICLE	ANIMAL IN ROAD	1	SC 341 (Wisacky Hwy)
16575097	SC Route	341	12.218	WISACKY HWY		0	1	2	6/22/2016 1	1155	ANGLE 2	WRONG SIDE OR WRONG WAY	2	SC 341 (Wisacky Hwy)
13629035	SC Route	341	12.299	WISACKY HWY	WAGS DR	0	1	2	12/29/2013	440	HEAD ON	MADE AN IMPROPER TURN	2	SC 341 (Wisacky Hwy)
18553158	SC Route	341	12.34	WISACKY HWY	ENGLISH MILL RD	0	0	0	4/20/2018 1	1430	ANGLE 2	FAIL TO YIELD R.O.W.	2	SC 341 (Wisacky Hwy)
17587729	SC Route	341	12.361	WISACKY HWY	WAGS DR	0	0	0	7/13/2017 1	900	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
16550214	SC Route	341	12.366	WISACKY HWY	WAGS DR	0	1	2	5/7/2016 12	600	NOT COLLISION W/MOTOR VEHICLE	UNDER THE INFLUENCE	1	SC 341 (Wisacky Hwy)
14512145	SC Route	341	12.734	WISACKY HWY	WAGS DR	0	0	0	2/16/2014 1	600	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	SC 341 (Wisacky Hwy)
13535690	SC Route	341	12.765	WISACKY HWY	MANTON RD	0	1	1	5/6/2013 12	800	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
18667127	SC Route	341	12.837	WISACKY HWY	MANTON RD	0	0	0	11/23/2018	1805	HEAD ON	WRONG SIDE OR WRONG WAY	2	SC 341 (Wisacky Hwy)
13548937	SC Route	341	12.915	WISACKY HWY	JORDAN LN	0	0	0	6/26/2013 1	1025	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
13587410	SC Route	341	12.964	WISACKY HWY	MAC STUCKEY RD	0	0	0	9/24/2013 1	1110	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
17641912	SC Route	341	13.22	WISACKY HWY	MAC STUCKEY RD	0	0	0	10/18/2017	800	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
16553558	SC Route	341	13.341	WISACKY HWY	MAC STUCKEY RD	0	0	0	5/16/2016 1	1530	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
14509817	SC Route	341	13.388	WISACKY HWY	INDUSTRIAL BLVD	0	1	2	2/8/2014 12	2150	NOT COLLISION W/MOTOR VEHICLE	UNDER THE INFLUENCE	1	SC 341 (Wisacky Hwy)
15576053	SC Route	341	13.612	WISACKY HWY	JAMES MILL RD	0	0	0	7/27/2015 1	650	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	SC 341 (Wisacky Hwy)
18673003	SC Route	341	13.622	WISACKY HWY	JAMES MILL RD	0	0	0	12/5/2018 1	1824	NOT COLLISION W/MOTOR VEHICLE	ANIMAL IN ROAD	1	SC 341 (Wisacky Hwy)
18637866	SC Route	341	13.708	WISACKY HWY	INDUSTRIAL BLVD	0	0	0	10/3/2018 1	1830	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	SC 341 (Wisacky Hwy)
15517205	SC Route	341	13.71	WISACKY HWY	INDUSTRIAL BLVD	0	1	1	2/19/2015 1	1726	NOT COLLISION W/MOTOR VEHICLE	AGGRESSIVE OPERATION OF VEHICLE	1	SC 341 (Wisacky Hwy)

13572909	SC Route	341	13.788	WISACKY HWY	INDUSTRIAL BLVD	0	0	0	8/14/2013 1	2300	NOT COLLISION W/MOTOR VEHICLE	UNDER THE INFLUENCE	1	SC 341 (Wisacky Hwy)
17571181	SC Route	341	13.84	WISACKY HWY	FRONTAGE W RD	0	0	0	6/7/2017 12	1100	SIDESWIPE SAME DIRECTION	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
16558160	SC Route	341	13.853	WISACKY HWY	MYRTLE LN	0	0	0	5/19/2016 1	1300	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
19508389	SC Route	341	13.947	WISACKY HWY	MYRTLE LN	0	0	0	1/24/2019 1	2215	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	SC 341 (Wisacky Hwy)
14618778	SC Route	341	14.05	WISACKY HWY	RED BELLY LN	0	0	0	11/19/2014	915	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
19514100	SC Route	341	14.054	WISACKY HWY	RED BELLY LN	0	0	0	2/3/2019 12	1250	ANGLE 1	FAIL TO YIELD R.O.W.	2	SC 341 (Wisacky Hwy)
17542069	SC Route	341	14.066	WISACKY HWY	RED BELLY LN	0	0	0	4/6/2017 12	1215	HEAD ON	MADE AN IMPROPER TURN	2	SC 341 (Wisacky Hwy)
15583421	SC Route	341	14.068	WISACKY HWY	RED BELLY LN	0	1	1	8/10/2015 1	1750	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	SC 341 (Wisacky Hwy)
19576588	SC Route	341	14.077	WISACKY HWY	RED BELLY LN	0	5	1	5/25/2019 1	2007	ANGLE 3	FAIL TO YIELD R.O.W.	2	SC 341 (Wisacky Hwy)
18521399	SC Route	341	14.113	WISACKY HWY	RED BELLY LN	0	1	1	2/25/2018 1	1609	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	SC 341 (Wisacky Hwy)
13624907	SC Route	341	14.117	WISACKY HWY	MYRTLE LN	0	1	1	12/14/2013	1720	ANGLE 3	MADE AN IMPROPER TURN	2	SC 341 (Wisacky Hwy)
13506105	SC Route	341	14.147	WISACKY HWY	RED BELLY LN	0	6	1	1/25/2013 1	1545	REAR END	DRIVING TOO FAST FOR CONDITIONS	3	SC 341 (Wisacky Hwy)
15574066	SC Route	341	14.163	WISACKY HWY		0	0	0	7/18/2015 1	500	NOT COLLISION W/MOTOR VEHICLE	UNDER THE INFLUENCE	1	SC 341 (Wisacky Hwy)
16618681	SC Route	341	14.174	WISACKY HWY	FRONTAGE DR	0	0	0	9/23/2016 1	2020	ANGLE 3	MADE AN IMPROPER TURN	2	SC 341 (Wisacky Hwy)

# Truck Crashes

Crash No	RT Name	RN	MPT	St Name	Base St Name	# of Fatalities	# of Injuries	Max Injury Code	Date	Collision Time	Manner of Collision Name	Probable cause Name	Number of Units Involved	Unit-Type Name
14570629	US Route	15	9.433	SUMTER HWY	BROAD ACRES RD	0	2	3	7/23/2014	240	HEAD ON	WRONG SIDE OR WRONG WAY	2	TRUCK TRACTOR
18662544	US Route	15	9.636	SUMTER HWY	PIEDMONT RD	0	0	0	11/8/2018	1804	ANGLE 3	MADE AN IMPROPER TURN	2	TRUCK TRACTOR
15598263	US Route	15	10.153	SUMTER HWY	MACTONISH RD	0	0	0	9/9/2015	1425	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	OTHER TRUCK
17551875	US Route	15	10.16	SUMTER HWY	ST CHARLES RD	0	0	0	5/2/2017	1647	BACKED INTO	OTHER IMP. ACT	2	TRUCK TRACTOR
16507199	US Route	15	10.187	MAIN ST		0	1	1	1/7/2016	1215	ANGLE 2	FAIL TO YIELD R.O.W.	2	TRUCK TRACTOR
13035398	US Route	15	10.56	SOUTH	BRADLEY AVE	0	3	1	7/3/2013	1352	SIDESWIPE SAME DIRECTION	DISREGARDED SIGNS, SIGNALS, ETC	2	TRUCK TRACTOR
16007195	US Route	15	10.56	S MAIN	BRADLEY AVE	0	0	0	4/2/2016	1030	ANGLE 1	FAIL TO YIELD R.O.W.	2	OTHER TRUCK
16023371	US Route	15	10.704	S MAIN ST	HARRIS ST	0	0	0	10/12/2016	1110	NOT COLLISION W/MOTOR VEHICLE	OTHER IMP. ACT	1	TRUCK TRACTOR
13024021	US Route	15	10.739	S MAIN ST	RIDGE ST	0	0	0	6/4/2013	935	NOT COLLISION W/MOTOR VEHICLE	OTHER IMP. ACT	1	TRUCK TRACTOR
19542194	US Route	15	11.021	MAIN HWY	E CHURCH ST	0	0	0	3/12/2019	1210	BACKED INTO	OTHER IMP. ACT	2	TRUCK TRACTOR
18005651	US Route	15	11.03	E CHURCH ST	N NETTLES ST	0	0	0	5/29/2018	1653	ANGLE 3	IMPROPER LANE USAGE/CHANGE	2	TRUCK TRACTOR
18005601	US Route	15	11.038	MAIN ST	CHURCH ST	0	2	1	6/1/2018	1210	ANGLE 3	OTHER IMP. ACT	2	TRUCK TRACTOR
17028190	US Route	15	11.1	N MAIN ST	E COUNCIL ST	0	0	0	10/9/2017	1318	REAR END	DISTRACTED/INATT.	2	TRUCK TRACTOR
18005285	US Route	15	11.21	N MAIN STREET	CEDAR LN	0	1	1	5/24/2018	1018	REAR END	DRIVING TOO FAST FOR CONDITIONS	3	TRUCK TRACTOR
18012601	US Route	15	11.32	NORTH MAIN	DURANT ST	0	0	0	12/17/2018	1229	REAR-TO-REAR	FOLLOWED TOO CLOSELY	2	TRUCK TRACTOR
14050301	US Route	15	11.61	N MAIN ST	E COLLEGE ST	0	0	0	11/18/2014	2044	ANGLE 2	BRAKES	2	TRUCK TRACTOR
18004196	US Route	15	11.616	MAIN ST	W COLLAGE AVE	0	0	0	4/27/2018	1300	NOT COLLISION W/MOTOR VEHICLE	MADE AN IMPROPER TURN	1	TRUCK TRACTOR
17663199	US Route	15	12.27	N MAIN ST	DIXON DR	0	1	1	11/1/2017	1525	ANGLE 2	FAIL TO YIELD R.O.W.	2	TRUCK TRACTOR
17567620	US Route	15	12.42	SUMTER HWY	BETHUNE HWY	0	0	0	5/31/2017	800	REAR END	DRIVING TOO FAST FOR CONDITIONS	2	TRUCK TRACTOR
17550787	US Route	15	12.426	HARTSVILLE HWY	BETHUNE HWY	0	0	0	4/26/2017	900	ANGLE 3	IMPROPER LANE USAGE/CHANGE	2	TRUCK TRACTOR
15547554	US Route	15	12.455		BETHUNE HWY	0	0	0	5/14/2015	40	ANGLE 2	UNDER THE INFLUENCE	2	TRUCK TRACTOR
14533183	SC Route	341	11.14	E CHURCH ST	MAIN HWY	0	0	0	4/17/2014	816	BACKED INTO	OTHER IMP. ACT	2	OTHER TRUCK
18008927	SC Route	341	11.14	E CHURCH ST	MAIN ST	0	0	0	8/30/2018	1018	ANGLE 3	FAIL TO YIELD R.O.W.	2	TRUCK TRACTOR
19542188	SC Route	341	11.141	E CHURCH ST	N NETTLES ST	0	0	0	2/2/2019	1540	SIDESWIPE SAME DIRECTION	FAIL TO YIELD R.O.W.	2	TRUCK TRACTOR
19555714	SC Route	341	11.147	E CHURCH ST	MAIN HWY	0	1	2	4/25/2019	1424	SIDESWIPE SAME DIRECTION	FAIL TO YIELD R.O.W.	2	OTHER TRUCK
16011048	SC Route	341	11.67	E CHURCH ST		0	0	0	5/20/2016	1300	SIDESWIPE SAME DIRECTION	OTHER IMP. ACT	2	TRUCK TRACTOR

# **APPENDIX H**

## **Rail Crossing Data**





**Location:** Railroad & Church St

**Site Code:** 15087813

**Date:** 10/2/2019

Arrival	Departure
9:44:20 AM	9:46:39 AM
11:12:04 AM	11:15:38 AM

# U. S. DOT CROSSING INVENTORY FORM

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk \* denotes an optional field.

<b>A. Revision Date</b> (MM/DD/YYYY) 10 / 26 / 2018	<b>B. Reporting Agency</b> <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	<b>C. Reason for Update (Select only one)</b> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	<b>D. DOT Crossing Inventory Number</b> 632902A
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## Part I: Location and Classification Information

<b>1. Primary Operating Railroad</b> SOUTH CAROLINA CENTRAL RAILROAD COMPANY, IN		<b>2. State</b> SOUTH CAROLINA		<b>3. County</b> LEE	
<b>4. City / Municipality</b> <input checked="" type="checkbox"/> In <input type="checkbox"/> Near BISHOPVILLE		<b>5. Street/Road Name &amp; Block Number</b> ACADEMY RD (Street/Road Name)   * (Block Number)		<b>6. Highway Type &amp; No.</b> S-331	
<b>7. Do Other Railroads Operate a Separate Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			<b>8. Do Other Railroads Operate Over Your Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
<b>9. Railroad Division or Region</b> <input type="checkbox"/> None COASTAL		<b>10. Railroad Subdivision or District</b> <input type="checkbox"/> None HARTSVILLE		<b>11. Branch or Line Name</b> <input type="checkbox"/> None SJA	
<b>12. RR Milepost</b> 0329.14 (prefix)   (nnnn.nnn)   (suffix)		<b>13. Line Segment</b> *		<b>14. Nearest RR Timetable Station</b> * BISHOPVILLE	
<b>15. Parent RR (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>16. Crossing Owner (if applicable)</b> <input type="checkbox"/> N/A SCRF		<b>17. Crossing Type</b> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
<b>18. Crossing Purpose</b> <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		<b>19. Crossing Position</b> <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		<b>20. Public Access (if Private Crossing)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>21. Type of Train</b> <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		<b>22. Average Passenger Train Count Per Day</b> <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
<b>23. Type of Land Use</b> <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
<b>24. Is there an Adjacent Crossing with a Separate Number?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			<b>25. Quiet Zone (FRA provided)</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
<b>26. HSR Corridor ID</b> <input checked="" type="checkbox"/> N/A		<b>27. Latitude in decimal degrees</b> (WGS84 std: nn.nnnnnnn) 34.2249950		<b>28. Longitude in decimal degrees</b> (WGS84 std: -nnn.nnnnnnn) -80.2323990	
<b>29. Lat/Long Source</b> <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		<b>30.A. Railroad Use *</b>			
<b>30.B. Railroad Use *</b>		<b>31.A. State Use *</b>			
<b>30.C. Railroad Use *</b>		<b>31.B. State Use *</b>			
<b>30.D. Railroad Use *</b>		<b>31.C. State Use *</b>			
<b>30.E. Railroad Use *</b>		<b>31.D. State Use *</b>			
<b>32.A. Narrative (Railroad Use) *</b>			<b>32.B. Narrative (State Use) *</b>		
<b>33. Emergency Notification Telephone No. (posted)</b> 800-800-3490		<b>34. Railroad Contact (Telephone No.)</b> 800-800-3490		<b>35. State Contact (Telephone No.)</b> 803-737-1624	

## Part II: Railroad Information

<b>1. Estimated Number of Daily Train Movements</b>				
<b>1.A. Total Day Thru Trains (6 AM to 6 PM)</b> 2	<b>1.B. Total Night Thru Trains (6 PM to 6 AM)</b> 2	<b>1.C. Total Switching Trains</b> 0	<b>1.D. Total Transit Trains</b> 0	<b>1.E. Check if Less Than One Movement Per Day</b> <input type="checkbox"/> How many trains per week? 20
<b>2. Year of Train Count Data (YYYY)</b> 2018		<b>3. Speed of Train at Crossing</b> 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10		
<b>4. Type and Count of Tracks</b> Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
<b>5. Train Detection (Main Track only)</b> <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
<b>6. Is Track Signaled?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>7.A. Event Recorder</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>7.B. Remote Health Monitoring</b> <input type="checkbox"/> Yes <input type="checkbox"/> No

# U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 10/26/2018		PAGE 2		D. Crossing Inventory Number (7 char.) 632902A	
<b>Part III: Highway or Pathway Traffic Control Device Information</b>					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
<b>Part IV: Physical Characteristics</b>					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Part V: Public Highway Information</b>					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal AID		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 35 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2004 AADT 000680		8. Estimated Percent Trucks 05 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0 _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Submission Information - This information is used for administrative purposes and is not available on the public website.</b>					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

# U. S. DOT CROSSING INVENTORY FORM

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk \* denotes an optional field.

<b>A. Revision Date</b> (MM/DD/YYYY) 10 / 26 / 2018	<b>B. Reporting Agency</b> <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	<b>C. Reason for Update (Select only one)</b> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	<b>D. DOT Crossing Inventory Number</b> 632903G
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## Part I: Location and Classification Information

<b>1. Primary Operating Railroad</b> SOUTH CAROLINA CENTRAL RAILROAD COMPANY, IN		<b>2. State</b> SOUTH CAROLINA		<b>3. County</b> LEE	
<b>4. City / Municipality</b> <input checked="" type="checkbox"/> In <input type="checkbox"/> Near BISHOPVILLE		<b>5. Street/Road Name &amp; Block Number</b> COLLEGE ST (Street/Road Name)   * (Block Number)		<b>6. Highway Type &amp; No.</b> S-62	
<b>7. Do Other Railroads Operate a Separate Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			<b>8. Do Other Railroads Operate Over Your Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
<b>9. Railroad Division or Region</b> <input type="checkbox"/> None COASTAL		<b>10. Railroad Subdivision or District</b> <input type="checkbox"/> None HARTSVILLE		<b>11. Branch or Line Name</b> <input type="checkbox"/> None SJA	
<b>12. RR Milepost</b> 0329.59 (prefix)   (nnnn.nnn)   (suffix)		<b>13. Line Segment</b> *		<b>14. Nearest RR Timetable Station</b> * BISHOPVILLE	
<b>15. Parent RR (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>16. Crossing Owner (if applicable)</b> <input type="checkbox"/> N/A SCRF		<b>17. Crossing Type</b> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
<b>18. Crossing Purpose</b> <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		<b>19. Crossing Position</b> <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		<b>20. Public Access (if Private Crossing)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>21. Type of Train</b> <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		<b>22. Average Passenger Train Count Per Day</b> <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
<b>23. Type of Land Use</b> <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
<b>24. Is there an Adjacent Crossing with a Separate Number?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			<b>25. Quiet Zone (FRA provided)</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
<b>26. HSR Corridor ID</b> <input checked="" type="checkbox"/> N/A		<b>27. Latitude in decimal degrees</b> (WGS84 std: nn.nnnnnnn) 34.2214970		<b>28. Longitude in decimal degrees</b> (WGS84 std: -nnn.nnnnnnn) -80.2390520	
<b>29. Lat/Long Source</b> <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		<b>30.A. Railroad Use *</b>			
<b>30.B. Railroad Use *</b>		<b>31.A. State Use *</b>			
<b>30.C. Railroad Use *</b>		<b>31.B. State Use *</b>			
<b>30.D. Railroad Use *</b>		<b>31.C. State Use *</b>			
<b>30.E. Railroad Use *</b>		<b>31.D. State Use *</b>			
<b>32.A. Narrative (Railroad Use) *</b>			<b>32.B. Narrative (State Use) *</b>		
<b>33. Emergency Notification Telephone No. (posted)</b> 800-800-3490		<b>34. Railroad Contact (Telephone No.)</b> 800-800-3490		<b>35. State Contact (Telephone No.)</b> 803-737-1624	

## Part II: Railroad Information

<b>1. Estimated Number of Daily Train Movements</b>				
<b>1.A. Total Day Thru Trains (6 AM to 6 PM)</b> 2	<b>1.B. Total Night Thru Trains (6 PM to 6 AM)</b> 2	<b>1.C. Total Switching Trains</b> 0	<b>1.D. Total Transit Trains</b> 0	<b>1.E. Check if Less Than One Movement Per Day</b> <input type="checkbox"/> How many trains per week? 20
<b>2. Year of Train Count Data (YYYY)</b> 2018		<b>3. Speed of Train at Crossing</b> 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10		
<b>4. Type and Count of Tracks</b> Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
<b>5. Train Detection (Main Track only)</b> <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
<b>6. Is Track Signaled?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>7.A. Event Recorder</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>7.B. Remote Health Monitoring</b> <input type="checkbox"/> Yes <input type="checkbox"/> No

# U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 10/26/2018		PAGE 2		D. Crossing Inventory Number (7 char.) 632903G	
<b>Part III: Highway or Pathway Traffic Control Device Information</b>					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
<b>Part IV: Physical Characteristics</b>					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Part V: Public Highway Information</b>					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal AID		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 45 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2004 AADT 000575		8. Estimated Percent Trucks 05 _____ %	9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 3 _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Submission Information - This information is used for administrative purposes and is not available on the public website.</b>					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

# U. S. DOT CROSSING INVENTORY FORM

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk \* denotes an optional field.

<b>A. Revision Date</b> (MM/DD/YYYY) 10 / 26 / 2018	<b>B. Reporting Agency</b> <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	<b>C. Reason for Update (Select only one)</b> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	<b>D. DOT Crossing Inventory Number</b> 632904N
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## Part I: Location and Classification Information

<b>1. Primary Operating Railroad</b> SOUTH CAROLINA CENTRAL RAILROAD COMPANY, IN		<b>2. State</b> SOUTH CAROLINA		<b>3. County</b> LEE	
<b>4. City / Municipality</b> <input checked="" type="checkbox"/> In <input type="checkbox"/> Near BISHOPVILLE		<b>5. Street/Road Name &amp; Block Number</b> DAVIS ST (Street/Road Name)   * (Block Number)		<b>6. Highway Type &amp; No.</b> S-156	
<b>7. Do Other Railroads Operate a Separate Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			<b>8. Do Other Railroads Operate Over Your Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
<b>9. Railroad Division or Region</b> <input type="checkbox"/> None COASTAL		<b>10. Railroad Subdivision or District</b> <input type="checkbox"/> None HARTSVILLE		<b>11. Branch or Line Name</b> <input type="checkbox"/> None SJA	
<b>12. RR Milepost</b> 0329.73 (prefix)   (nnnn.nnn)   (suffix)		<b>13. Line Segment</b> *		<b>14. Nearest RR Timetable Station</b> BISHOPVILLE	
<b>15. Parent RR (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>16. Crossing Owner (if applicable)</b> <input type="checkbox"/> N/A SCRF		<b>17. Crossing Type</b> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
<b>18. Crossing Purpose</b> <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		<b>19. Crossing Position</b> <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		<b>20. Public Access (if Private Crossing)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>21. Type of Train</b> <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		<b>22. Average Passenger Train Count Per Day</b> <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
<b>23. Type of Land Use</b> <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
<b>24. Is there an Adjacent Crossing with a Separate Number?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			<b>25. Quiet Zone (FRA provided)</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
<b>26. HSR Corridor ID</b> <input checked="" type="checkbox"/> N/A		<b>27. Latitude in decimal degrees</b> (WGS84 std: nn.nnnnnnn) 34.2200930		<b>28. Longitude in decimal degrees</b> (WGS84 std: -nnn.nnnnnnn) -80.2407840	
<b>29. Lat/Long Source</b> <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		<b>30.A. Railroad Use *</b>			
<b>30.B. Railroad Use *</b>		<b>31.A. State Use *</b>			
<b>30.C. Railroad Use *</b>		<b>31.B. State Use *</b>			
<b>30.D. Railroad Use *</b>		<b>31.C. State Use *</b>			
<b>30.E. Railroad Use *</b>		<b>31.D. State Use *</b>			
<b>32.A. Narrative (Railroad Use) *</b>			<b>32.B. Narrative (State Use) *</b>		
<b>33. Emergency Notification Telephone No. (posted)</b> 800-800-3490		<b>34. Railroad Contact (Telephone No.)</b> 800-800-3490		<b>35. State Contact (Telephone No.)</b> 803-737-1624	

## Part II: Railroad Information

<b>1. Estimated Number of Daily Train Movements</b>				
<b>1.A. Total Day Thru Trains (6 AM to 6 PM)</b> 2	<b>1.B. Total Night Thru Trains (6 PM to 6 AM)</b> 2	<b>1.C. Total Switching Trains</b> 0	<b>1.D. Total Transit Trains</b> 0	<b>1.E. Check if Less Than One Movement Per Day</b> <input type="checkbox"/> How many trains per week? 20
<b>2. Year of Train Count Data (YYYY)</b> 2018		<b>3. Speed of Train at Crossing</b> 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10		
<b>4. Type and Count of Tracks</b> Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
<b>5. Train Detection (Main Track only)</b> <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
<b>6. Is Track Signaled?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>7.A. Event Recorder</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>7.B. Remote Health Monitoring</b> <input type="checkbox"/> Yes <input type="checkbox"/> No

# U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 10/26/2018		PAGE 2		D. Crossing Inventory Number (7 char.) 632904N	
<b>Part III: Highway or Pathway Traffic Control Device Information</b>					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)		
<b>3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)</b>					
3.A. Gate Arms (count) Roadway <u>0</u> Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>0</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>0</u> <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs <u>0</u>
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) <u>0</u>
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
<b>Part IV: Physical Characteristics</b>					
1. Traffic Lanes Crossing Railroad Number of Lanes <u>2</u> <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Part V: Public Highway Information</b>					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal AID		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit <u>35</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year <u>2004</u> AADT <u>000655</u>		8. Estimated Percent Trucks <u>08</u> %	9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day <u>1</u>		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Submission Information - This information is used for administrative purposes and is not available on the public website.</b>					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

# U. S. DOT CROSSING INVENTORY FORM

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk \* denotes an optional field.

<b>A. Revision Date</b> (MM/DD/YYYY) 10 / 26 / 2018	<b>B. Reporting Agency</b> <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	<b>C. Reason for Update (Select only one)</b> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	<b>D. DOT Crossing Inventory Number</b> 632905V
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## Part I: Location and Classification Information

<b>1. Primary Operating Railroad</b> SOUTH CAROLINA CENTRAL RAILROAD COMPANY, IN		<b>2. State</b> SOUTH CAROLINA		<b>3. County</b> LEE	
<b>4. City / Municipality</b> <input checked="" type="checkbox"/> In <input type="checkbox"/> Near BISHOPVILLE		<b>5. Street/Road Name &amp; Block Number</b> DURANT ST (Street/Road Name)   * (Block Number)		<b>6. Highway Type &amp; No.</b> S-61	
<b>7. Do Other Railroads Operate a Separate Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			<b>8. Do Other Railroads Operate Over Your Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
<b>9. Railroad Division or Region</b> <input type="checkbox"/> None COASTAL		<b>10. Railroad Subdivision or District</b> <input type="checkbox"/> None HARTSVILLE		<b>11. Branch or Line Name</b> <input type="checkbox"/> None SJA	
<b>12. RR Milepost</b> 0329.88 (prefix)   (nnnn.nnn)   (suffix)		<b>13. Line Segment</b> *			
<b>14. Nearest RR Timetable Station</b> * BISHOPVILLE		<b>15. Parent RR (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>16. Crossing Owner (if applicable)</b> <input type="checkbox"/> N/A SCRF	
<b>17. Crossing Type</b> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private		<b>18. Crossing Purpose</b> <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		<b>19. Crossing Position</b> <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	
<b>20. Public Access (if Private Crossing)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>21. Type of Train</b> <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		<b>22. Average Passenger Train Count Per Day</b> <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
<b>23. Type of Land Use</b> <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
<b>24. Is there an Adjacent Crossing with a Separate Number?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			<b>25. Quiet Zone (FRA provided)</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
<b>26. HSR Corridor ID</b> <input checked="" type="checkbox"/> N/A		<b>27. Latitude in decimal degrees</b> (WGS84 std: nn.nnnnnnn) 34.2185780		<b>28. Longitude in decimal degrees</b> (WGS84 std: -nnn.nnnnnnn) -80.2426530	
<b>29. Lat/Long Source</b> <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		<b>30.A. Railroad Use *</b>			
<b>30.B. Railroad Use *</b>		<b>30.C. Railroad Use *</b>			
<b>30.D. Railroad Use *</b>		<b>30.E. Railroad Use *</b>			
<b>31.A. State Use *</b>			<b>31.B. State Use *</b>		
<b>31.C. State Use *</b>			<b>31.D. State Use *</b>		
<b>32.A. Narrative (Railroad Use) *</b>			<b>32.B. Narrative (State Use) *</b>		
<b>33. Emergency Notification Telephone No. (posted)</b> 800-800-3490		<b>34. Railroad Contact (Telephone No.)</b> 800-800-3490		<b>35. State Contact (Telephone No.)</b> 803-737-1624	

## Part II: Railroad Information

<b>1. Estimated Number of Daily Train Movements</b>				
<b>1.A. Total Day Thru Trains (6 AM to 6 PM)</b> 2		<b>1.B. Total Night Thru Trains (6 PM to 6 AM)</b> 2		<b>1.C. Total Switching Trains</b> 0
<b>1.D. Total Transit Trains</b> 0		<b>1.E. Check if Less Than One Movement Per Day</b> <input type="checkbox"/> How many trains per week? 20		
<b>2. Year of Train Count Data (YYYY)</b> 2018		<b>3. Speed of Train at Crossing</b> 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10		
<b>4. Type and Count of Tracks</b> Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
<b>5. Train Detection (Main Track only)</b> <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
<b>6. Is Track Signaled?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>7.A. Event Recorder</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>7.B. Remote Health Monitoring</b> <input type="checkbox"/> Yes <input type="checkbox"/> No



# U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 10/26/2018		PAGE 2		D. Crossing Inventory Number (7 char.) 632905V	
<b>Part III: Highway or Pathway Traffic Control Device Information</b>					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)
<b>3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)</b>					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
<b>Part IV: Physical Characteristics</b>					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Part V: Public Highway Information</b>					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal AID		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 35 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2004 AADT 000545		8. Estimated Percent Trucks 06 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0 _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Submission Information - This information is used for administrative purposes and is not available on the public website.</b>					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

# U. S. DOT CROSSING INVENTORY FORM

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk \* denotes an optional field.

<b>A. Revision Date</b> (MM/DD/YYYY) 10 / 26 / 2018	<b>B. Reporting Agency</b> <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	<b>C. Reason for Update (Select only one)</b> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	<b>D. DOT Crossing Inventory Number</b> 632906C
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## Part I: Location and Classification Information

<b>1. Primary Operating Railroad</b> SOUTH CAROLINA CENTRAL RAILROAD COMPANY, IN		<b>2. State</b> SOUTH CAROLINA		<b>3. County</b> LEE	
<b>4. City / Municipality</b> <input checked="" type="checkbox"/> In <input type="checkbox"/> Near BISHOPVILLE		<b>5. Street/Road Name &amp; Block Number</b> CEDAR LANE <small>(Street/Road Name)         * (Block Number)</small>		<b>6. Highway Type &amp; No.</b> S-94	
<b>7. Do Other Railroads Operate a Separate Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <small>If Yes, Specify RR</small>			<b>8. Do Other Railroads Operate Over Your Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <small>If Yes, Specify RR</small>		
<b>9. Railroad Division or Region</b> <input type="checkbox"/> None    COASTAL		<b>10. Railroad Subdivision or District</b> <input type="checkbox"/> None    HARTSVILLE		<b>11. Branch or Line Name</b> <input type="checkbox"/> None    SJA	
<b>12. RR Milepost</b> 0330.05 <small>(prefix)   (nnnn.nnn)   (suffix)</small>		<b>13. Line Segment</b> * N/A			
<b>14. Nearest RR Timetable Station</b> * BISHOPVILLE		<b>15. Parent RR (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>16. Crossing Owner (if applicable)</b> <input type="checkbox"/> N/A    SCRF	
<b>17. Crossing Type</b> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private		<b>18. Crossing Purpose</b> <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		<b>19. Crossing Position</b> <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	
<b>20. Public Access (if Private Crossing)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>21. Type of Train</b> <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other	
<b>22. Average Passenger Train Count Per Day</b> <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0					
<b>23. Type of Land Use</b> <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
<b>24. Is there an Adjacent Crossing with a Separate Number?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <small>If Yes, Provide Crossing Number</small>			<b>25. Quiet Zone (FRA provided)</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused <small>Date Established</small>		
<b>26. HSR Corridor ID</b> <input checked="" type="checkbox"/> N/A		<b>27. Latitude in decimal degrees</b> <small>(WGS84 std: nn.nnnnnnn)</small> 34.2165150		<b>28. Longitude in decimal degrees</b> <small>(WGS84 std: -nnn.nnnnnnn)</small> -80.2444760	
<b>29. Lat/Long Source</b> <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		<b>30.A. Railroad Use</b> *			
<b>30.B. Railroad Use</b> *		<b>30.C. Railroad Use</b> *			
<b>30.D. Railroad Use</b> *		<b>30.E. Railroad Use</b> *			
<b>31.A. State Use</b> *			<b>31.B. State Use</b> *		
<b>31.C. State Use</b> *			<b>31.D. State Use</b> *		
<b>32.A. Narrative (Railroad Use)</b> *			<b>32.B. Narrative (State Use)</b> *		
<b>33. Emergency Notification Telephone No. (posted)</b> 800-800-3490		<b>34. Railroad Contact (Telephone No.)</b> 800-800-3490		<b>35. State Contact (Telephone No.)</b> 803-737-1624	

## Part II: Railroad Information

<b>1. Estimated Number of Daily Train Movements</b>				
<b>1.A. Total Day Thru Trains (6 AM to 6 PM)</b> 2	<b>1.B. Total Night Thru Trains (6 PM to 6 AM)</b> 2	<b>1.C. Total Switching Trains</b> 0	<b>1.D. Total Transit Trains</b> 0	<b>1.E. Check if Less Than One Movement Per Day</b> <input type="checkbox"/> How many trains per week? 20
<b>2. Year of Train Count Data (YYYY)</b> 2018		<b>3. Speed of Train at Crossing</b> 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10		
<b>4. Type and Count of Tracks</b> Main 1    Siding 0    Yard 0    Transit 0    Industry 1				
<b>5. Train Detection (Main Track only)</b> <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
<b>6. Is Track Signaled?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>7.A. Event Recorder</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>7.B. Remote Health Monitoring</b> <input type="checkbox"/> Yes <input type="checkbox"/> No

# U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 10/26/2018		PAGE 2		D. Crossing Inventory Number (7 char.) 632906C	
<b>Part III: Highway or Pathway Traffic Control Device Information</b>					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 2	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 2 <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)
<b>3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)</b>					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
<b>Part IV: Physical Characteristics</b>					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Part V: Public Highway Information</b>					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 35 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2004 AADT 000595		8. Estimated Percent Trucks 08 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0 _____		10. Emergency Services Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Submission Information - This information is used for administrative purposes and is not available on the public website.</b>					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

# U. S. DOT CROSSING INVENTORY FORM

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk \* denotes an optional field.

<b>A. Revision Date</b> (MM/DD/YYYY) 10 / 26 / 2018	<b>B. Reporting Agency</b> <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	<b>C. Reason for Update (Select only one)</b> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	<b>D. DOT Crossing Inventory Number</b> 632913M
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## Part I: Location and Classification Information

<b>1. Primary Operating Railroad</b> SOUTH CAROLINA CENTRAL RAILROAD COMPANY, IN		<b>2. State</b> SOUTH CAROLINA		<b>3. County</b> LEE	
<b>4. City / Municipality</b> <input checked="" type="checkbox"/> In <input type="checkbox"/> Near BISHOPVILLE		<b>5. Street/Road Name &amp; Block Number</b> CHURCH STREET <small>(Street/Road Name)         * (Block Number)</small>		<b>6. Highway Type &amp; No.</b> SC 341	
<b>7. Do Other Railroads Operate a Separate Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <small>If Yes, Specify RR</small>			<b>8. Do Other Railroads Operate Over Your Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <small>If Yes, Specify RR</small>		
<b>9. Railroad Division or Region</b> <input type="checkbox"/> None    COASTAL		<b>10. Railroad Subdivision or District</b> <input type="checkbox"/> None    HARTSVILLE		<b>11. Branch or Line Name</b> <input type="checkbox"/> None    SJA	
<b>12. RR Milepost</b> 0330.16 <small>(prefix)   (nnnn.nnn)   (suffix)</small>		<b>13. Line Segment</b> * N/A			
<b>14. Nearest RR Timetable Station</b> * BISHOPVILLE		<b>15. Parent RR (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>16. Crossing Owner (if applicable)</b> <input type="checkbox"/> N/A    SCRF	
<b>17. Crossing Type</b> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private		<b>18. Crossing Purpose</b> <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		<b>19. Crossing Position</b> <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	
<b>20. Public Access (if Private Crossing)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>21. Type of Train</b> <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<b>22. Average Passenger Train Count Per Day</b> <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
<b>23. Type of Land Use</b> <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
<b>24. Is there an Adjacent Crossing with a Separate Number?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <small>If Yes, Provide Crossing Number</small>			<b>25. Quiet Zone (FRA provided)</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused <small>Date Established</small>		
<b>26. HSR Corridor ID</b> <input checked="" type="checkbox"/> N/A		<b>27. Latitude in decimal degrees</b> (WGS84 std: nn.nnnnnnn) 34.2157290		<b>28. Longitude in decimal degrees</b> (WGS84 std: -nnn.nnnnnnn) -80.2462390	
<b>29. Lat/Long Source</b> <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		<b>30.A. Railroad Use *</b>			
<b>30.B. Railroad Use *</b>		<b>31.A. State Use *</b>			
<b>30.C. Railroad Use *</b>		<b>31.B. State Use *</b>			
<b>30.D. Railroad Use *</b>		<b>31.C. State Use *</b>			
<b>30.E. Railroad Use *</b>		<b>31.D. State Use *</b>			
<b>32.A. Narrative (Railroad Use) *</b>			<b>32.B. Narrative (State Use) *</b>		
<b>33. Emergency Notification Telephone No. (posted)</b> 800-800-3490		<b>34. Railroad Contact (Telephone No.)</b> 800-800-3490		<b>35. State Contact (Telephone No.)</b> 803-737-1624	

## Part II: Railroad Information

<b>1. Estimated Number of Daily Train Movements</b>				
<b>1.A. Total Day Thru Trains (6 AM to 6 PM)</b> 2		<b>1.B. Total Night Thru Trains (6 PM to 6 AM)</b> 2		<b>1.C. Total Switching Trains</b> 0
<b>1.D. Total Transit Trains</b> 0		<b>1.E. Check if Less Than One Movement Per Day</b> <input type="checkbox"/> <small>How many trains per week? 20</small>		
<b>2. Year of Train Count Data (YYYY)</b> 2018		<b>3. Speed of Train at Crossing</b> <b>3.A. Maximum Timetable Speed (mph)</b> 10 <b>3.B. Typical Speed Range Over Crossing (mph)</b> From 5 to 10		
<b>4. Type and Count of Tracks</b> Main 1    Siding 0    Yard 0    Transit 0    Industry 0				
<b>5. Train Detection (Main Track only)</b> <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
<b>6. Is Track Signaled?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>7.A. Event Recorder</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>7.B. Remote Health Monitoring</b> <input type="checkbox"/> Yes <input type="checkbox"/> No

# U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 10/26/2018		PAGE 2		D. Crossing Inventory Number (7 char.) 632913M		
<b>Part III: Highway or Pathway Traffic Control Device Information</b>						
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing				
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None		
				<input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____		
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____			2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)		
<b>3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)</b>						
3.A. Gate Arms (count) Roadway 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 2 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 2 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 8	
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 2	
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____		
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None		
<b>Part IV: Physical Characteristics</b>						
1. Traffic Lanes Crossing Railroad <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic Number of Lanes 2 <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____						
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
<b>Part V: Public Highway Information</b>						
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input checked="" type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input checked="" type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 35 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory	
5. Linear Referencing System (LRS Route ID) *						
6. LRS Milepost *						
7. Annual Average Daily Traffic (AADT) Year 2004 AADT 006935		8. Estimated Percent Trucks 08 _____ %	9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 20 _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Submission Information - This information is used for administrative purposes and is not available on the public website.</b>						
Submitted by _____ Organization _____ Phone _____ Date _____						
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.						

# U. S. DOT CROSSING INVENTORY FORM

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk \* denotes an optional field.

<b>A. Revision Date</b> (MM/DD/YYYY) 10 / 26 / 2018	<b>B. Reporting Agency</b> <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	<b>C. Reason for Update (Select only one)</b> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	<b>D. DOT Crossing Inventory Number</b> 632914U
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## Part I: Location and Classification Information

<b>1. Primary Operating Railroad</b> SOUTH CAROLINA CENTRAL RAILROAD COMPANY, IN		<b>2. State</b> SOUTH CAROLINA		<b>3. County</b> LEE	
<b>4. City / Municipality</b> <input checked="" type="checkbox"/> In <input type="checkbox"/> Near BISHOPVILLE		<b>5. Street/Road Name &amp; Block Number</b> E GREGG ST <small>(Street/Road Name)   * (Block Number)</small>		<b>6. Highway Type &amp; No.</b> S-64	
<b>7. Do Other Railroads Operate a Separate Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			<b>8. Do Other Railroads Operate Over Your Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
<b>9. Railroad Division or Region</b> <input type="checkbox"/> None COASTAL		<b>10. Railroad Subdivision or District</b> <input type="checkbox"/> None HARTSVILLE		<b>11. Branch or Line Name</b> <input type="checkbox"/> None SJA	
<b>12. RR Milepost</b> 0330.29 <small>(prefix)   (nnnn.nnn)   (suffix)</small>		<b>13. Line Segment</b> *			
<b>14. Nearest RR Timetable Station</b> * BISHOPVILLE		<b>15. Parent RR (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>16. Crossing Owner (if applicable)</b> <input type="checkbox"/> N/A SCRF	
<b>17. Crossing Type</b> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	<b>18. Crossing Purpose</b> <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.	<b>19. Crossing Position</b> <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	<b>20. Public Access (if Private Crossing)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>21. Type of Train</b> <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other	<b>22. Average Passenger Train Count Per Day</b> <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0
<b>23. Type of Land Use</b> <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
<b>24. Is there an Adjacent Crossing with a Separate Number?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			<b>25. Quiet Zone (FRA provided)</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
<b>26. HSR Corridor ID</b> <input checked="" type="checkbox"/> N/A	<b>27. Latitude in decimal degrees</b> (WGS84 std: nn.nnnnnnn) 34.2144810		<b>28. Longitude in decimal degrees</b> (WGS84 std: -nnn.nnnnnnn) -80.2478030		<b>29. Lat/Long Source</b> <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated
<b>30.A. Railroad Use *</b>			<b>31.A. State Use *</b>		
<b>30.B. Railroad Use *</b>			<b>31.B. State Use *</b>		
<b>30.C. Railroad Use *</b>			<b>31.C. State Use *</b>		
<b>30.D. Railroad Use *</b>			<b>31.D. State Use *</b>		
<b>32.A. Narrative (Railroad Use) *</b>			<b>32.B. Narrative (State Use) *</b>		
<b>33. Emergency Notification Telephone No. (posted)</b> 800-800-3490		<b>34. Railroad Contact (Telephone No.)</b> 800-800-3490		<b>35. State Contact (Telephone No.)</b> 803-737-1624	

## Part II: Railroad Information

<b>1. Estimated Number of Daily Train Movements</b>				
<b>1.A. Total Day Thru Trains (6 AM to 6 PM)</b> 2	<b>1.B. Total Night Thru Trains (6 PM to 6 AM)</b> 2	<b>1.C. Total Switching Trains</b> 0	<b>1.D. Total Transit Trains</b> 0	<b>1.E. Check if Less Than One Movement Per Day</b> <input type="checkbox"/> How many trains per week? 20
<b>2. Year of Train Count Data (YYYY)</b> 2018		<b>3. Speed of Train at Crossing</b> 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10		
<b>4. Type and Count of Tracks</b> Main 1 Siding 2 Yard 0 Transit 0 Industry 0				
<b>5. Train Detection (Main Track only)</b> <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
<b>6. Is Track Signaled?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>7.A. Event Recorder</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>7.B. Remote Health Monitoring</b> <input type="checkbox"/> Yes <input type="checkbox"/> No

# U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 10/26/2018		PAGE 2		D. Crossing Inventory Number (7 char.) 632914U	
<b>Part III: Highway or Pathway Traffic Control Device Information</b>					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None	
				<input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
				2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
2.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)	
<b>3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)</b>					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
<b>Part IV: Physical Characteristics</b>					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____ Width * _____ Length * _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Part V: Public Highway Information</b>					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal AID		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 25 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2004 AADT 000810		8. Estimated Percent Trucks 08 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0 _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Submission Information - This information is used for administrative purposes and is not available on the public website.</b>					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

# U. S. DOT CROSSING INVENTORY FORM

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk \* denotes an optional field.

<b>A. Revision Date</b> (MM/DD/YYYY) 10 / 26 / 2018	<b>B. Reporting Agency</b> <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	<b>C. Reason for Update (Select only one)</b> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	<b>D. DOT Crossing Inventory Number</b> 632915B
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## Part I: Location and Classification Information

<b>1. Primary Operating Railroad</b> SOUTH CAROLINA CENTRAL RAILROAD COMPANY, IN		<b>2. State</b> SOUTH CAROLINA		<b>3. County</b> LEE	
<b>4. City / Municipality</b> <input checked="" type="checkbox"/> In <input type="checkbox"/> Near BISHOPVILLE		<b>5. Street/Road Name &amp; Block Number</b> E HARRIS (Street/Road Name)   * (Block Number)		<b>6. Highway Type &amp; No.</b> S-65	
<b>7. Do Other Railroads Operate a Separate Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			<b>8. Do Other Railroads Operate Over Your Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
<b>9. Railroad Division or Region</b> <input type="checkbox"/> None COASTAL		<b>10. Railroad Subdivision or District</b> <input type="checkbox"/> None HARTSVILLE		<b>11. Branch or Line Name</b> <input type="checkbox"/> None SJA	
<b>12. RR Milepost</b> 0330.47 (prefix)   (nnnn.nnn)   (suffix)		<b>13. Line Segment</b> *		<b>14. Nearest RR Timetable Station</b> * BISHOPVILLE	
<b>15. Parent RR (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>16. Crossing Owner (if applicable)</b> <input type="checkbox"/> N/A SCRF		<b>17. Crossing Type</b> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
<b>18. Crossing Purpose</b> <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		<b>19. Crossing Position</b> <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		<b>20. Public Access (if Private Crossing)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>21. Type of Train</b> <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		<b>22. Average Passenger Train Count Per Day</b> <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
<b>23. Type of Land Use</b> <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
<b>24. Is there an Adjacent Crossing with a Separate Number?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			<b>25. Quiet Zone (FRA provided)</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
<b>26. HSR Corridor ID</b> <input checked="" type="checkbox"/> N/A		<b>27. Latitude in decimal degrees</b> (WGS84 std: nn.nnnnnnn) 34.2124520		<b>28. Longitude in decimal degrees</b> (WGS84 std: -nnn.nnnnnnn) -80.2489550	
<b>29. Lat/Long Source</b> <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		<b>30.A. Railroad Use *</b>			
<b>30.B. Railroad Use *</b>		<b>31.A. State Use *</b>			
<b>30.C. Railroad Use *</b>		<b>31.B. State Use *</b>			
<b>30.D. Railroad Use *</b>		<b>31.C. State Use *</b>			
<b>30.E. Railroad Use *</b>		<b>31.D. State Use *</b>			
<b>32.A. Narrative (Railroad Use) *</b>			<b>32.B. Narrative (State Use) *</b>		
<b>33. Emergency Notification Telephone No. (posted)</b> 800-800-3490		<b>34. Railroad Contact (Telephone No.)</b> 800-800-3490		<b>35. State Contact (Telephone No.)</b> 803-737-1624	

## Part II: Railroad Information

<b>1. Estimated Number of Daily Train Movements</b>				
<b>1.A. Total Day Thru Trains (6 AM to 6 PM)</b> 2	<b>1.B. Total Night Thru Trains (6 PM to 6 AM)</b> 2	<b>1.C. Total Switching Trains</b> 0	<b>1.D. Total Transit Trains</b> 0	<b>1.E. Check if Less Than One Movement Per Day</b> <input type="checkbox"/> How many trains per week? 20
<b>2. Year of Train Count Data (YYYY)</b> 2018		<b>3. Speed of Train at Crossing</b> 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10		
<b>4. Type and Count of Tracks</b> Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
<b>5. Train Detection (Main Track only)</b> <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
<b>6. Is Track Signaled?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>7.A. Event Recorder</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>7.B. Remote Health Monitoring</b> <input type="checkbox"/> Yes <input type="checkbox"/> No



# U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 10/26/2018		PAGE 2		D. Crossing Inventory Number (7 char.) 632915B	
<b>Part III: Highway or Pathway Traffic Control Device Information</b>					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)	
<b>3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)</b>					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
<b>Part IV: Physical Characteristics</b>					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Part V: Public Highway Information</b>					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 35 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2004 AADT 000550		8. Estimated Percent Trucks 08 _____ %	9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 1 _____		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Submission Information - This information is used for administrative purposes and is not available on the public website.</b>					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

# U. S. DOT CROSSING INVENTORY FORM

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk \* denotes an optional field.

<b>A. Revision Date</b> (MM/DD/YYYY) 10 / 26 / 2018	<b>B. Reporting Agency</b> <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	<b>C. Reason for Update (Select only one)</b> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	<b>D. DOT Crossing Inventory Number</b> 632916H
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## Part I: Location and Classification Information

<b>1. Primary Operating Railroad</b> SOUTH CAROLINA CENTRAL RAILROAD COMPANY, IN		<b>2. State</b> SOUTH CAROLINA		<b>3. County</b> LEE	
<b>4. City / Municipality</b> <input checked="" type="checkbox"/> In <input type="checkbox"/> Near BISHOPVILLE		<b>5. Street/Road Name &amp; Block Number</b> S LEE ST (Street/Road Name)   * (Block Number)		<b>6. Highway Type &amp; No.</b> S-84	
<b>7. Do Other Railroads Operate a Separate Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			<b>8. Do Other Railroads Operate Over Your Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
<b>9. Railroad Division or Region</b> <input type="checkbox"/> None COASTAL		<b>10. Railroad Subdivision or District</b> <input type="checkbox"/> None HARTSVILLE		<b>11. Branch or Line Name</b> <input type="checkbox"/> None SJA	
<b>12. RR Milepost</b> 0330.49 (prefix)   (nnnn.nnn)   (suffix)		<b>13. Line Segment</b> *		<b>14. Nearest RR Timetable Station</b> * BISHOPVILLE	
<b>15. Parent RR (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>16. Crossing Owner (if applicable)</b> <input type="checkbox"/> N/A SCRF		<b>17. Crossing Type</b> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
<b>18. Crossing Purpose</b> <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		<b>19. Crossing Position</b> <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		<b>20. Public Access (if Private Crossing)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>21. Type of Train</b> <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		<b>22. Average Passenger Train Count Per Day</b> <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
<b>23. Type of Land Use</b> <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
<b>24. Is there an Adjacent Crossing with a Separate Number?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			<b>25. Quiet Zone (FRA provided)</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
<b>26. HSR Corridor ID</b> <input checked="" type="checkbox"/> N/A		<b>27. Latitude in decimal degrees</b> (WGS84 std: nn.nnnnnnn) 34.2122120		<b>28. Longitude in decimal degrees</b> (WGS84 std: -nnn.nnnnnnn) -80.2490540	
<b>29. Lat/Long Source</b> <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated					
<b>30.A. Railroad Use *</b>			<b>31.A. State Use *</b>		
<b>30.B. Railroad Use *</b>			<b>31.B. State Use *</b>		
<b>30.C. Railroad Use *</b>			<b>31.C. State Use *</b>		
<b>30.D. Railroad Use *</b>			<b>31.D. State Use *</b>		
<b>32.A. Narrative (Railroad Use) *</b>			<b>32.B. Narrative (State Use) *</b>		
<b>33. Emergency Notification Telephone No. (posted)</b> 800-800-3490		<b>34. Railroad Contact (Telephone No.)</b> 800-800-3490		<b>35. State Contact (Telephone No.)</b> 803-737-1624	

## Part II: Railroad Information

<b>1. Estimated Number of Daily Train Movements</b>				
<b>1.A. Total Day Thru Trains (6 AM to 6 PM)</b> 2	<b>1.B. Total Night Thru Trains (6 PM to 6 AM)</b> 2	<b>1.C. Total Switching Trains</b> 0	<b>1.D. Total Transit Trains</b> 0	<b>1.E. Check if Less Than One Movement Per Day</b> <input type="checkbox"/> How many trains per week? 20
<b>2. Year of Train Count Data (YYYY)</b> 2018		<b>3. Speed of Train at Crossing</b> 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10		
<b>4. Type and Count of Tracks</b> Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
<b>5. Train Detection (Main Track only)</b> <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
<b>6. Is Track Signaled?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>7.A. Event Recorder</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>7.B. Remote Health Monitoring</b> <input type="checkbox"/> Yes <input type="checkbox"/> No

# U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 10/26/2018		PAGE 2		D. Crossing Inventory Number (7 char.) 632916H	
<b>Part III: Highway or Pathway Traffic Control Device Information</b>					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None	
				<input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
				2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
2.J. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)	
<b>3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)</b>					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
<b>Part IV: Physical Characteristics</b>					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 75		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input checked="" type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Part V: Public Highway Information</b>					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal AID		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 35 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
				5. Linear Referencing System (LRS Route ID) *	
				6. LRS Milepost *	
7. Annual Average Daily Traffic (AADT) Year 2004 AADT 002525		8. Estimated Percent Trucks 08 _____ %	9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day 2		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Submission Information - This information is used for administrative purposes and is not available on the public website.</b>					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

# U. S. DOT CROSSING INVENTORY FORM

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk \* denotes an optional field.

<b>A. Revision Date</b> (MM/DD/YYYY) 10 / 26 / 2018	<b>B. Reporting Agency</b> <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	<b>C. Reason for Update (Select only one)</b> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	<b>D. DOT Crossing Inventory Number</b> 632917P
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## Part I: Location and Classification Information

<b>1. Primary Operating Railroad</b> SOUTH CAROLINA CENTRAL RAILROAD COMPANY, IN		<b>2. State</b> SOUTH CAROLINA		<b>3. County</b> LEE	
<b>4. City / Municipality</b> <input checked="" type="checkbox"/> In <input type="checkbox"/> Near BISHOPVILLE		<b>5. Street/Road Name &amp; Block Number</b> BRADLEY AVE <small>(Street/Road Name)    * (Block Number)</small>		<b>6. Highway Type &amp; No.</b> S-60	
<b>7. Do Other Railroads Operate a Separate Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <small>If Yes, Specify RR</small>			<b>8. Do Other Railroads Operate Over Your Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <small>If Yes, Specify RR</small>		
<b>9. Railroad Division or Region</b> <input type="checkbox"/> None    COASTAL		<b>10. Railroad Subdivision or District</b> <input type="checkbox"/> None    HARTSVILLE		<b>11. Branch or Line Name</b> <input type="checkbox"/> None    SJA	
<b>12. RR Milepost</b> 0330.69 <small>(prefix)   (nnnn.nnn)   (suffix)</small>		<b>13. Line Segment</b> * BISHOPVILLE			
<b>14. Nearest RR Timetable Station</b> * BISHOPVILLE		<b>15. Parent RR (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>16. Crossing Owner (if applicable)</b> <input type="checkbox"/> N/A    SCRF	
<b>17. Crossing Type</b> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private		<b>18. Crossing Purpose</b> <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		<b>19. Crossing Position</b> <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over	
<b>20. Public Access (if Private Crossing)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>21. Type of Train</b> <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<b>22. Average Passenger Train Count Per Day</b> <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
<b>23. Type of Land Use</b> <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
<b>24. Is there an Adjacent Crossing with a Separate Number?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <small>If Yes, Provide Crossing Number</small>			<b>25. Quiet Zone (FRA provided)</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused <small>Date Established</small>		
<b>26. HSR Corridor ID</b> <input checked="" type="checkbox"/> N/A		<b>27. Latitude in decimal degrees</b> <small>(WGS84 std: nn.nnnnnnn)</small> 34.2089871		<b>28. Longitude in decimal degrees</b> <small>(WGS84 std: -nnn.nnnnnnn)</small> -80.2502333	
<b>29. Lat/Long Source</b> <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		<b>30.A. Railroad Use *</b>			
<b>30.B. Railroad Use *</b>		<b>30.C. Railroad Use *</b>			
<b>30.D. Railroad Use *</b>		<b>30.E. Railroad Use *</b>			
<b>31.A. State Use *</b>			<b>31.B. State Use *</b>		
<b>31.C. State Use *</b>			<b>31.D. State Use *</b>		
<b>32.A. Narrative (Railroad Use) *</b>			<b>32.B. Narrative (State Use) *</b>		
<b>33. Emergency Notification Telephone No. (posted)</b> 800-232-0144		<b>34. Railroad Contact (Telephone No.)</b> 800-800-3490		<b>35. State Contact (Telephone No.)</b> 803-737-1624	

## Part II: Railroad Information

<b>1. Estimated Number of Daily Train Movements</b>				
<b>1.A. Total Day Thru Trains (6 AM to 6 PM)</b> 2		<b>1.B. Total Night Thru Trains (6 PM to 6 AM)</b> 2		<b>1.C. Total Switching Trains</b> 0
<b>1.D. Total Transit Trains</b> 0		<b>1.E. Check if Less Than One Movement Per Day</b> <input type="checkbox"/> <small>How many trains per week?</small> 20		
<b>2. Year of Train Count Data (YYYY)</b> 2018		<b>3. Speed of Train at Crossing</b> <b>3.A. Maximum Timetable Speed (mph)</b> 15 <b>3.B. Typical Speed Range Over Crossing (mph)</b> From 5 to 15		
<b>4. Type and Count of Tracks</b> Main 1    Siding 0    Yard 0    Transit 0    Industry 0				
<b>5. Train Detection (Main Track only)</b> <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
<b>6. Is Track Signaled?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>7.A. Event Recorder</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>7.B. Remote Health Monitoring</b> <input type="checkbox"/> Yes <input type="checkbox"/> No

# U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 10/26/2018		PAGE 2		D. Crossing Inventory Number (7 char.) 632917P	
<b>Part III: Highway or Pathway Traffic Control Device Information</b>					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 2	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None <input type="checkbox"/> W10-1 _____ <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count 2 Specify Type _____ Count 0 Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)
<b>3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)</b>					
3.A. Gate Arms (count) Roadway 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 0
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
<b>Part IV: Physical Characteristics</b>					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Part V: Public Highway Information</b>					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal AID		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 25 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 2004 AADT 000025		8. Estimated Percent Trucks 06 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Submission Information - This information is used for administrative purposes and is not available on the public website.</b>					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

# U. S. DOT CROSSING INVENTORY FORM

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk \* denotes an optional field.

<b>A. Revision Date</b> (MM/DD/YYYY) 10 / 26 / 2018	<b>B. Reporting Agency</b> <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	<b>C. Reason for Update (Select only one)</b> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	<b>D. DOT Crossing Inventory Number</b> 632918W
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## Part I: Location and Classification Information

<b>1. Primary Operating Railroad</b> SOUTH CAROLINA CENTRAL RAILROAD COMPANY, IN		<b>2. State</b> SOUTH CAROLINA		<b>3. County</b> LEE	
<b>4. City / Municipality</b> <input checked="" type="checkbox"/> In <input type="checkbox"/> Near BISHOPVILLE		<b>5. Street/Road Name &amp; Block Number</b> ST CHARLES RD (Street/Road Name)   * (Block Number)		<b>6. Highway Type &amp; No.</b> SC 154	
<b>7. Do Other Railroads Operate a Separate Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			<b>8. Do Other Railroads Operate Over Your Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
<b>9. Railroad Division or Region</b> <input type="checkbox"/> None COASTAL		<b>10. Railroad Subdivision or District</b> <input type="checkbox"/> None HARTSVILLE		<b>11. Branch or Line Name</b> <input type="checkbox"/> None SJA	
<b>12. RR Milepost</b> 0331.39 (prefix)   (nnnn.nnn)   (suffix)		<b>13. Line Segment</b> *		<b>14. Nearest RR Timetable Station</b> * BISHOPVILLE	
<b>15. Parent RR (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>16. Crossing Owner (if applicable)</b> <input type="checkbox"/> N/A SCRF		<b>17. Crossing Type</b> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
<b>18. Crossing Purpose</b> <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		<b>19. Crossing Position</b> <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		<b>20. Public Access (if Private Crossing)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>21. Type of Train</b> <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		<b>22. Average Passenger Train Count Per Day</b> <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
<b>23. Type of Land Use</b> <input checked="" type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
<b>24. Is there an Adjacent Crossing with a Separate Number?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			<b>25. Quiet Zone (FRA provided)</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
<b>26. HSR Corridor ID</b> <input checked="" type="checkbox"/> N/A		<b>27. Latitude in decimal degrees</b> (WGS84 std: nn.nnnnnnn) 34.2182110		<b>28. Longitude in decimal degrees</b> (WGS84 std: -nnn.nnnnnnn) -80.2484050	
<b>29. Lat/Long Source</b> <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		<b>30.A. Railroad Use *</b>			
<b>30.B. Railroad Use *</b>		<b>31.A. State Use *</b>			
<b>30.C. Railroad Use *</b>		<b>31.B. State Use *</b>			
<b>30.D. Railroad Use *</b>		<b>31.C. State Use *</b>			
<b>30.E. Railroad Use *</b>		<b>31.D. State Use *</b>			
<b>32.A. Narrative (Railroad Use) *</b>			<b>32.B. Narrative (State Use) *</b>		
<b>33. Emergency Notification Telephone No. (posted)</b> 800-232-0144		<b>34. Railroad Contact (Telephone No.)</b> 800-800-3490		<b>35. State Contact (Telephone No.)</b> 803-737-1624	

## Part II: Railroad Information

<b>1. Estimated Number of Daily Train Movements</b>				
<b>1.A. Total Day Thru Trains (6 AM to 6 PM)</b> 2	<b>1.B. Total Night Thru Trains (6 PM to 6 AM)</b> 2	<b>1.C. Total Switching Trains</b> 0	<b>1.D. Total Transit Trains</b> 0	<b>1.E. Check if Less Than One Movement Per Day</b> <input type="checkbox"/> How many trains per week? 20
<b>2. Year of Train Count Data (YYYY)</b> 2018		<b>3. Speed of Train at Crossing</b> 3.A. Maximum Timetable Speed (mph) 25 3.B. Typical Speed Range Over Crossing (mph) From 5 to 25		
<b>4. Type and Count of Tracks</b> Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
<b>5. Train Detection (Main Track only)</b> <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
<b>6. Is Track Signaled?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>7.A. Event Recorder</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>7.B. Remote Health Monitoring</b> <input type="checkbox"/> Yes <input type="checkbox"/> No

# U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 10/26/2018		PAGE 2		D. Crossing Inventory Number (7 char.) 632918W	
<b>Part III: Highway or Pathway Traffic Control Device Information</b>					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None <input type="checkbox"/> W10-1 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12	
2.E. Low Ground Clearance Sign (W10-5) <input checked="" type="checkbox"/> Yes (count _____) <input type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway <u>2</u> Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>0</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>2</u> <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs <u>4</u>
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) <u>2</u>
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
<b>Part IV: Physical Characteristics</b>					
1. Traffic Lanes Crossing Railroad Number of Lanes <u>2</u> <input type="checkbox"/> One-way Traffic <input type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input checked="" type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°	8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Part V: Public Highway Information</b>					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input checked="" type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input checked="" type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit <u>45</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year <u>2004</u> AADT <u>001330</u>		8. Estimated Percent Trucks <u>08</u> %	9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day <u>6</u>		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Submission Information - This information is used for administrative purposes and is not available on the public website.</b>					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

# **APPENDIX I**

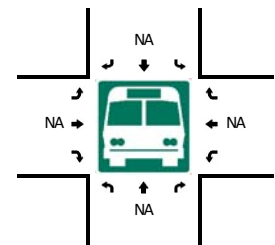
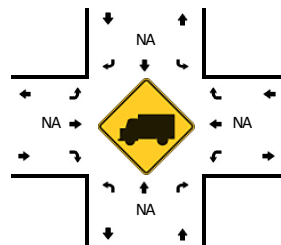
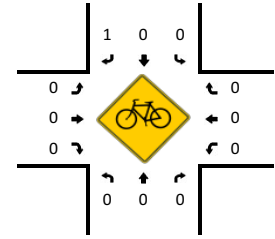
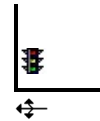
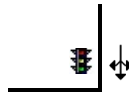
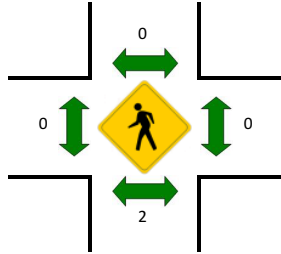
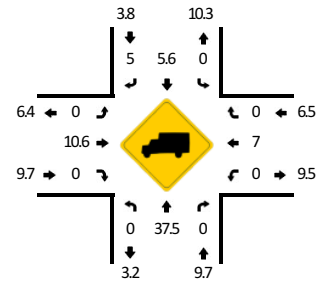
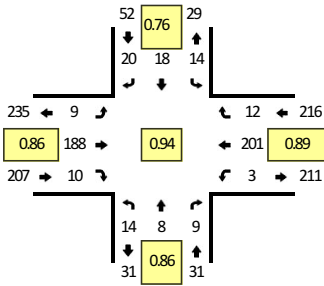
**2019 Turning Movement Counts**



**LOCATION:** Nettles St -- Church St  
**CITY/STATE:** Lee, SC

**QC JOB #:** 15087812  
**DATE:** Wed, Oct 2 2019

**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:00 PM -- 4:15 PM**



15-Min Count Period Beginning At	Nettles St (Northbound)				Nettles St (Southbound)				Church St (Eastbound)				Church St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	2	3	0	2	4	4	0	0	50	4	0	3	56	2	0	134	
4:15 PM	4	1	1	0	2	7	8	0	0	45	2	0	0	53	4	0	127	
4:30 PM	3	1	3	0	5	5	3	0	5	40	1	0	0	51	3	0	120	
4:45 PM	3	4	2	0	5	2	5	0	4	53	3	0	0	41	3	0	125	506
5:00 PM	4	3	5	0	8	2	7	0	3	45	3	0	0	32	4	0	116	488
5:15 PM	1	2	1	0	3	5	2	0	3	46	1	0	0	59	3	0	126	487
5:30 PM	1	2	0	0	2	3	3	0	0	51	0	0	2	40	2	0	106	473
5:45 PM	0	0	1	0	1	1	0	0	1	45	1	0	1	36	0	0	87	435

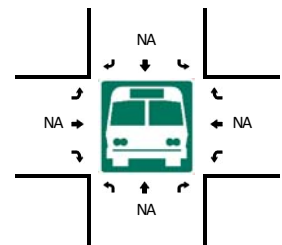
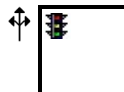
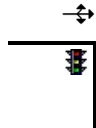
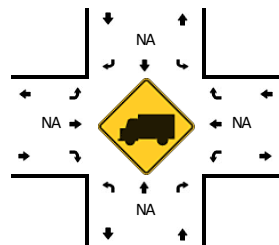
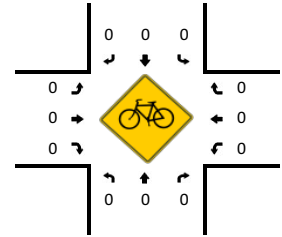
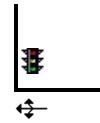
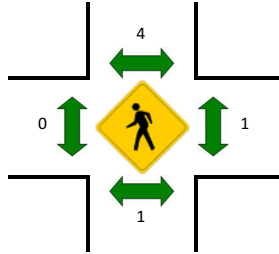
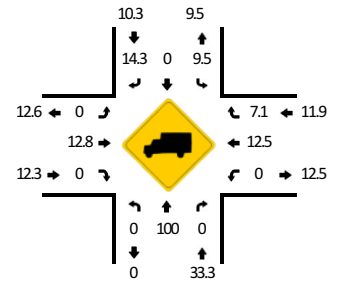
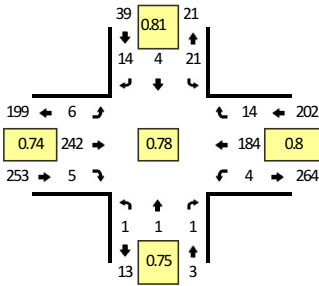
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	8	12	0	8	16	16	0	0	200	16	0	12	224	8	0	536
Heavy Trucks	0	4	0	0	0	4	0	0	0	16	0	0	0	16	0	0	40
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad																	
Stopped Buses																	

Comments:

**LOCATION:** Nettles St -- Church St  
**CITY/STATE:** Lee, SC

**QC JOB #:** 15087811  
**DATE:** Wed, Oct 2 2019

**Peak-Hour: 7:30 AM -- 8:30 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



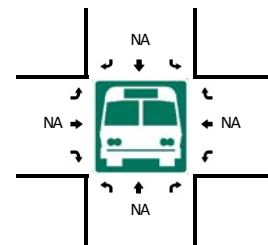
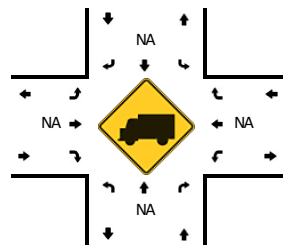
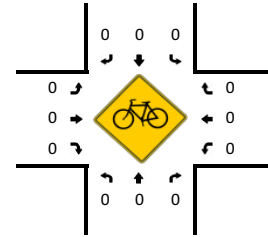
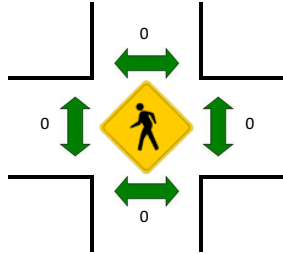
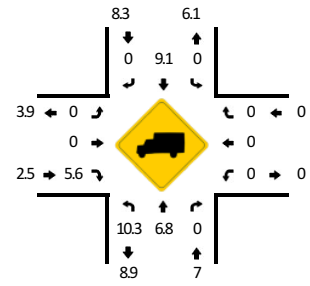
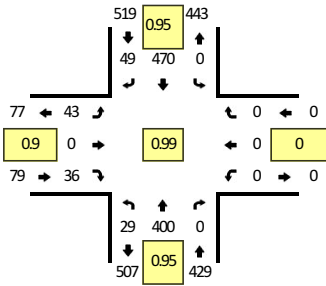
15-Min Count Period Beginning At	Nettles St (Northbound)				Nettles St (Southbound)				Church St (Eastbound)				Church St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	1	0	4	1	2	0	1	30	0	0	0	25	1	0	65	
7:15 AM	0	0	0	0	1	1	1	0	1	35	0	0	0	34	3	0	76	
7:30 AM	0	1	0	0	8	0	3	0	0	65	1	0	0	44	3	0	125	
7:45 AM	1	0	0	0	6	1	2	0	3	81	2	0	1	57	5	0	159	425
8:00 AM	0	0	1	0	6	1	5	0	3	49	1	0	2	52	2	0	122	482
8:15 AM	0	0	0	0	1	2	4	0	0	47	1	0	1	31	4	0	91	497
8:30 AM	0	0	0	0	1	1	4	0	0	31	4	0	2	37	2	0	82	454
8:45 AM	1	0	2	0	2	1	4	0	3	41	4	0	2	33	4	0	97	392
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	0	0	0	24	4	8	0	12	324	8	0	4	228	20	0	636	
Heavy Trucks	0	0	0	0	0	0	0	0	0	24	0	0	0	36	0	0	60	
Pedestrians	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

**LOCATION:** Sumter Hwy -- Browntown Rd  
**CITY/STATE:** Lee, SC

**QC JOB #:** 15087810  
**DATE:** Wed, Oct 2 2019

**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:00 PM -- 4:15 PM**



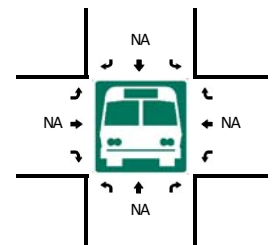
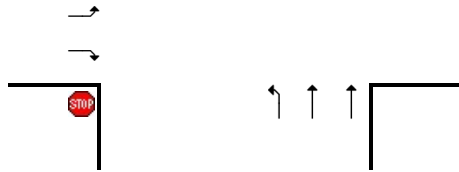
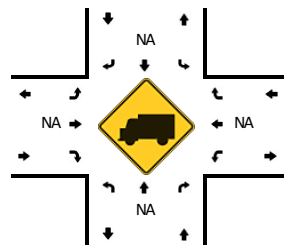
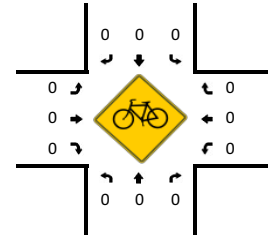
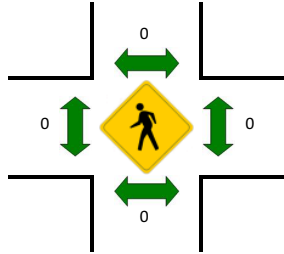
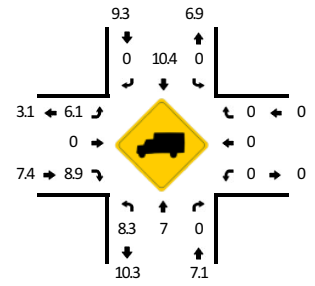
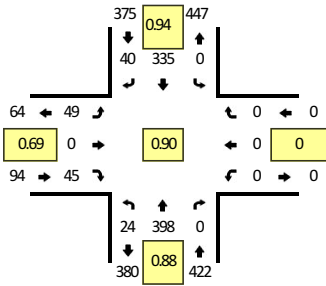
15-Min Count Period Beginning At	Sumter Hwy (Northbound)				Sumter Hwy (Southbound)				Browntown Rd (Eastbound)				Browntown Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	94	0	0	0	119	17	0	13	0	9	0	0	0	0	0	260	
4:15 PM	6	107	0	0	0	111	15	0	14	0	7	0	0	0	0	0	260	
4:30 PM	7	96	0	0	0	121	9	0	12	0	9	0	0	0	0	0	254	
4:45 PM	7	103	0	1	0	119	8	0	4	0	11	0	0	0	0	0	253	1027
5:00 PM	13	99	0	0	0	112	15	0	5	0	7	0	0	0	0	0	251	1018
5:15 PM	4	91	0	1	0	119	19	1	7	0	9	0	0	0	0	0	251	1009
5:30 PM	10	99	0	1	0	116	17	0	8	0	9	0	0	0	0	0	260	1015
5:45 PM	8	94	0	0	0	105	10	0	13	0	11	0	0	0	0	0	241	1003
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	32	376	0	0	0	476	68	0	52	0	36	0	0	0	0	0	1040	
Heavy Trucks	4	40	0	0	0	40	0	0	0	0	0	0	0	0	0	0	84	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** Sumter Hwy -- Browntown Rd  
**CITY/STATE:** Lee, SC

**QC JOB #:** 15087809  
**DATE:** Wed, Oct 2 2019

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**



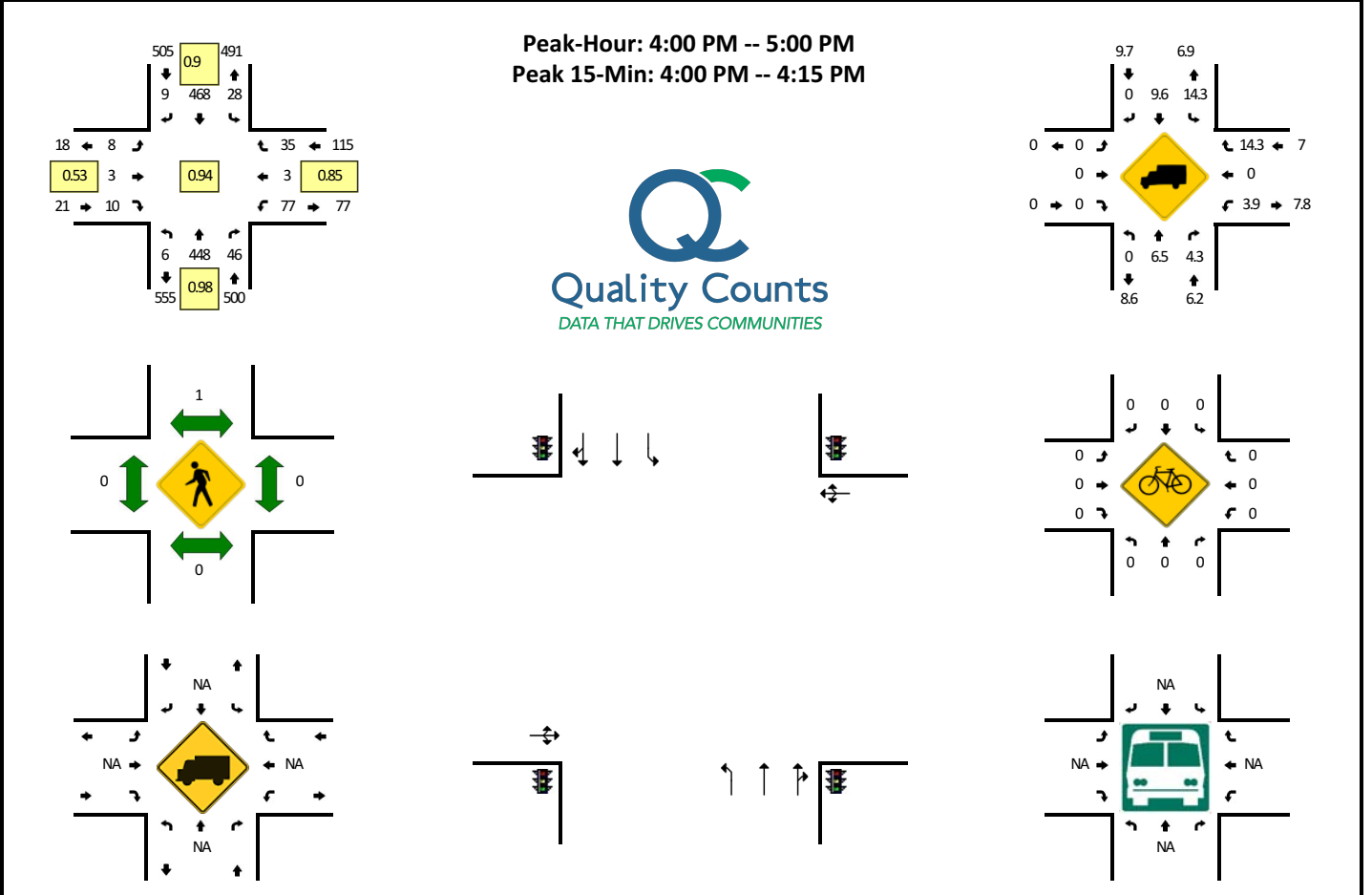
15-Min Count Period Beginning At	Sumter Hwy (Northbound)				Sumter Hwy (Southbound)				Browntown Rd (Eastbound)				Browntown Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	73	0	0	0	63	3	0	5	0	13	0	0	0	0	0	162	
7:15 AM	10	92	0	0	0	80	20	0	11	0	14	0	0	0	0	0	227	
7:30 AM	5	115	0	0	0	87	6	0	21	0	13	0	0	0	0	0	247	
7:45 AM	5	104	0	0	0	84	6	0	12	0	10	0	0	0	0	0	221	857
8:00 AM	4	87	0	0	0	84	8	0	5	0	8	0	0	0	0	0	196	891
8:15 AM	5	71	0	1	0	80	9	0	11	0	5	0	0	0	0	0	182	846
8:30 AM	6	74	0	0	0	73	5	0	8	0	3	0	0	0	0	0	169	768
8:45 AM	7	94	0	0	0	47	6	1	10	0	5	0	0	0	0	0	170	717

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	460	0	0	0	348	24	0	84	0	52	0	0	0	0	0	988
Heavy Trucks	4	32	0	0	0	32	0	0	4	0	4	0	0	0	0	0	76
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad																	
Stopped Buses																	

Comments:

**LOCATION:** Sumter Hwy -- McIntosh St/St Charles Rd  
**CITY/STATE:** Lee, SC

**QC JOB #:** 15087808  
**DATE:** Wed, Oct 2 2019



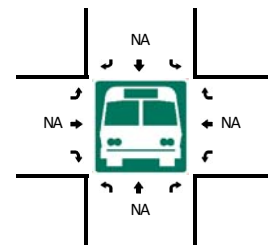
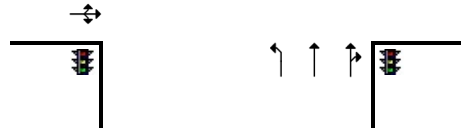
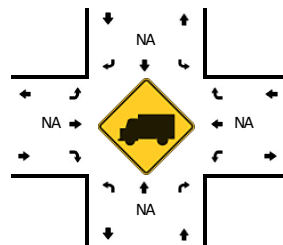
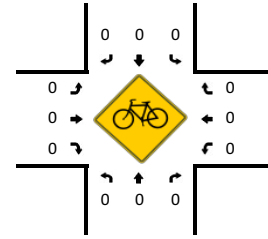
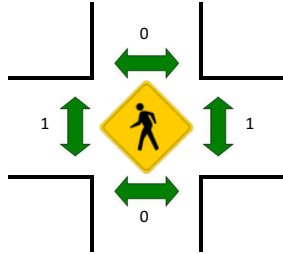
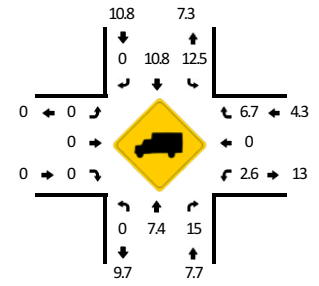
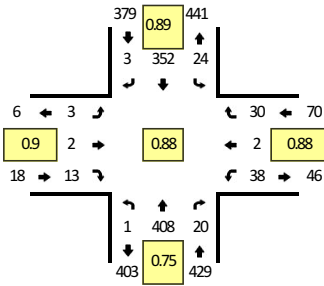
15-Min Count Period Beginning At	Sumter Hwy (Northbound)				Sumter Hwy (Southbound)				McIntosh St/St Charles Rd (Eastbound)				McIntosh St/St Charles Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	107	18	0	11	125	4	0	2	0	8	0	19	0	8	0	305	
4:15 PM	2	108	9	0	4	107	5	0	1	2	0	0	25	0	9	0	272	
4:30 PM	1	116	11	0	4	112	0	0	3	1	0	0	13	2	9	0	272	
4:45 PM	0	117	8	0	9	124	0	0	2	0	2	0	20	1	9	0	292	1141
5:00 PM	1	111	11	0	1	109	2	1	4	1	1	0	20	1	7	0	270	1106
5:15 PM	0	107	8	0	8	121	4	1	2	0	0	0	17	0	4	0	272	1106
5:30 PM	3	94	19	0	7	119	1	1	0	0	2	0	14	0	12	0	272	1106
5:45 PM	1	97	12	0	7	113	0	1	3	1	3	0	9	0	10	0	257	1071
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	428	72	0	44	500	16	0	8	0	32	0	76	0	32	0	1220	
Heavy Trucks	0	40	8		8	36	0		0	0	0		4	0	4		100	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

*Comments:*

**LOCATION:** Sumter Hwy -- McIntosh St/St Charles Rd  
**CITY/STATE:** Lee, SC

**QC JOB #:** 15087807  
**DATE:** Wed, Oct 2 2019

**Peak-Hour: 7:30 AM -- 8:30 AM**  
**Peak 15-Min: 7:30 AM -- 7:45 AM**



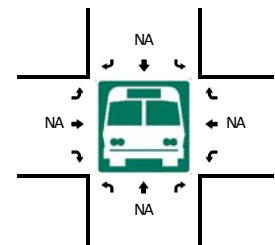
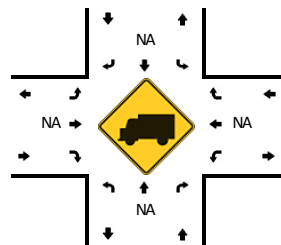
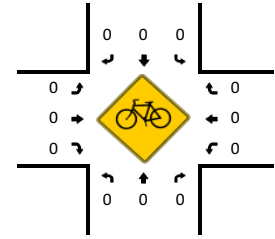
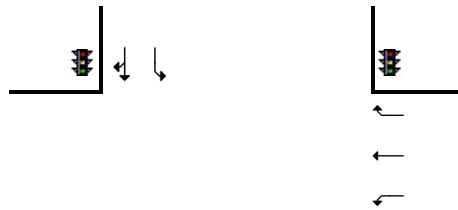
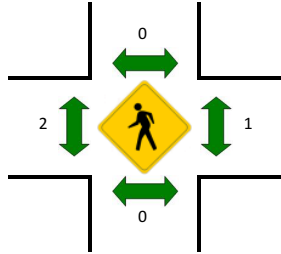
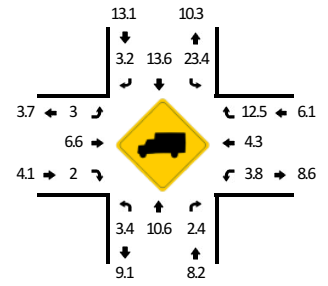
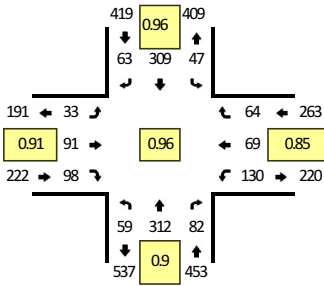
15-Min Count Period Beginning At	Sumter Hwy (Northbound)				Sumter Hwy (Southbound)				McIntosh St/St Charles Rd (Eastbound)				McIntosh St/St Charles Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	81	11	0	6	60	1	0	1	1	6	0	5	1	5	0	178	
7:15 AM	1	75	5	0	1	83	0	0	3	2	1	0	15	0	10	0	196	
7:30 AM	0	138	5	0	3	86	2	0	1	0	4	0	3	1	11	0	254	
7:45 AM	0	106	6	0	2	84	1	0	1	1	3	0	12	1	7	0	224	852
8:00 AM	0	89	4	0	11	96	0	0	0	0	3	0	9	0	7	0	219	893
8:15 AM	1	75	5	0	8	86	0	0	1	1	3	0	14	0	5	0	199	896
8:30 AM	0	81	7	0	3	74	0	0	1	0	1	0	9	1	4	0	181	823
8:45 AM	0	90	9	0	6	56	1	0	0	0	1	0	11	1	7	0	182	781
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	552	20	0	12	344	8	0	4	0	16	0	12	4	44	0	1016	
Heavy Trucks	0	36	8		0	36	0		0	0	0		0	0	8		88	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** Main St -- Church St  
**CITY/STATE:** Lee, SC

**QC JOB #:** 15087806  
**DATE:** Wed, Oct 2 2019

**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:15 PM -- 4:30 PM**



15-Min Count Period Beginning At	Main St (Northbound)				Main St (Southbound)				Church St (Eastbound)				Church St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	14	69	16	0	16	79	14	0	9	23	18	0	35	19	16	0	328	
4:15 PM	15	91	20	0	8	80	7	0	10	19	27	0	40	19	18	0	354	
4:30 PM	16	76	22	0	10	61	38	0	8	22	25	0	26	15	18	0	337	
4:45 PM	14	76	24	0	13	89	4	0	6	27	28	0	29	16	12	0	338	1357
5:00 PM	18	78	16	0	5	57	8	0	7	25	29	0	22	18	11	0	294	1323
5:15 PM	17	85	21	0	10	97	2	0	4	20	22	0	36	21	9	0	344	1313
5:30 PM	18	81	16	0	14	87	5	0	6	23	34	0	12	22	17	0	335	1311
5:45 PM	7	72	18	0	7	76	7	0	11	13	20	0	11	21	7	0	270	1243

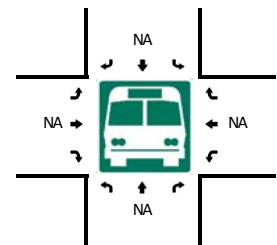
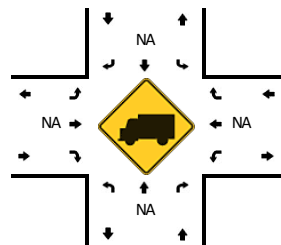
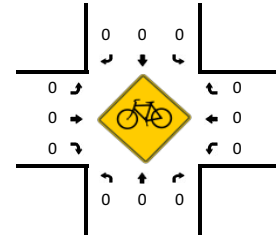
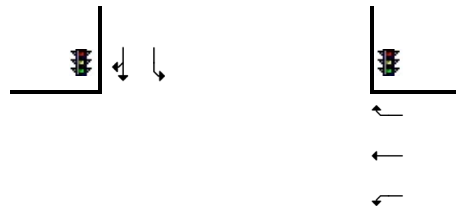
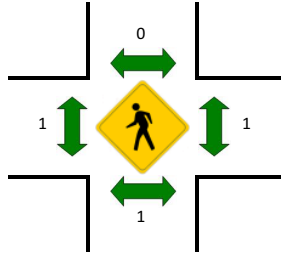
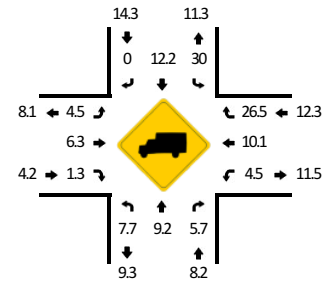
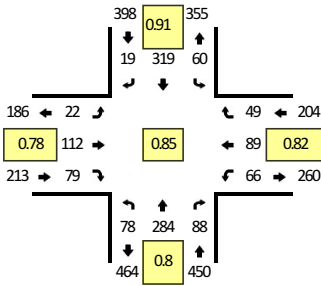
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	364	80	0	32	320	28	0	40	76	108	0	160	76	72	0	1416	
Heavy Trucks	0	40	4		12	40	0		4	8	4		4	0	4		120	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** Main St -- Church St  
**CITY/STATE:** Lee, SC

**QC JOB #:** 15087805  
**DATE:** Wed, Oct 2 2019

**Peak-Hour: 7:30 AM -- 8:30 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



15-Min Count Period Beginning At	Main St (Northbound)				Main St (Southbound)				Church St (Eastbound)				Church St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	57	8	0	7	56	3	0	2	17	10	0	5	11	11	0	193	
7:15 AM	8	70	8	0	10	70	4	0	9	21	12	0	6	14	15	0	247	
7:30 AM	11	92	22	0	15	69	5	0	9	30	18	0	12	23	12	0	318	
7:45 AM	30	76	34	0	14	90	5	0	4	44	20	0	21	22	13	0	373	1131
8:00 AM	14	59	14	0	10	86	6	0	5	23	25	0	23	26	13	0	304	1242
8:15 AM	23	57	18	0	21	74	3	0	4	15	16	0	10	18	11	0	270	1265
8:30 AM	8	69	14	0	10	71	2	0	5	20	11	0	13	16	10	0	249	1196
8:45 AM	12	70	19	0	7	46	8	0	8	22	16	0	17	15	6	0	246	1069

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	120	304	136	0	56	360	20	0	16	176	80	0	84	88	52	0	1492	
Heavy Trucks	0	16	8		16	36	0		0	4	0		4	12	16		112	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

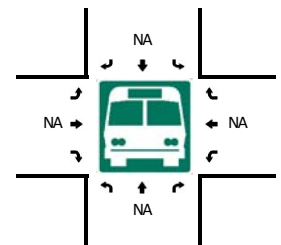
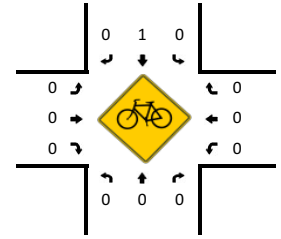
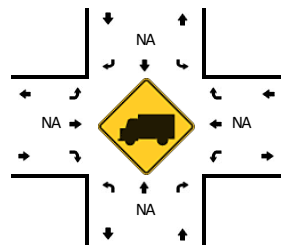
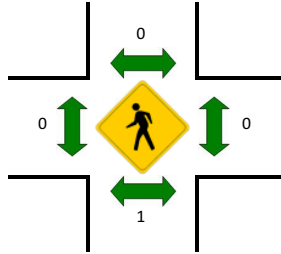
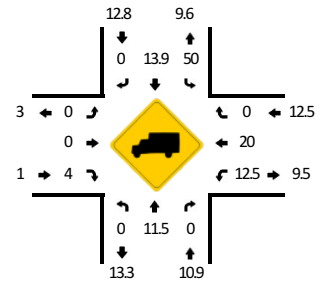
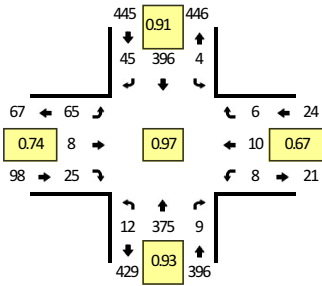
Comments:



**LOCATION:** Main St -- Cedar Ln  
**CITY/STATE:** Lee, SC

**QC JOB #:** 15087804  
**DATE:** Wed, Oct 2 2019

**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:15 PM -- 4:30 PM**



15-Min Count Period Beginning At	Main St (Northbound)				Main St (Southbound)				Cedar Ln (Eastbound)				Cedar Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	88	1	0	1	93	7	0	16	0	5	0	3	3	3	0	224	
4:15 PM	3	101	3	0	0	93	10	0	21	2	10	0	3	3	0	0	249	
4:30 PM	3	92	1	0	1	105	13	0	15	3	5	0	2	1	0	0	241	
4:45 PM	2	94	4	0	2	105	15	0	13	3	5	0	0	3	3	0	249	963
5:00 PM	3	86	2	0	1	70	10	0	18	0	9	0	1	2	6	0	208	947
5:15 PM	6	79	1	0	0	110	11	0	16	2	9	0	3	0	2	0	239	937
5:30 PM	3	97	1	0	0	97	5	0	12	4	8	0	0	0	0	0	227	923
5:45 PM	5	82	1	0	1	79	7	0	10	1	7	0	0	0	0	0	193	867

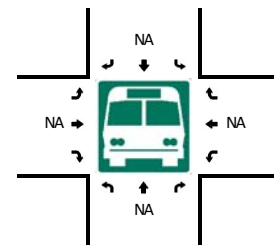
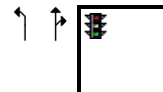
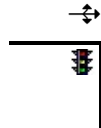
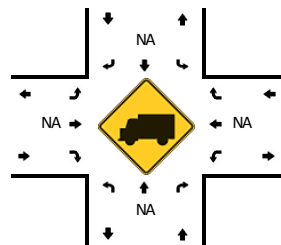
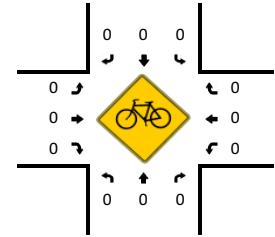
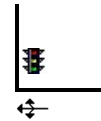
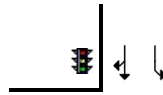
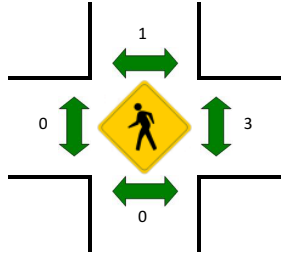
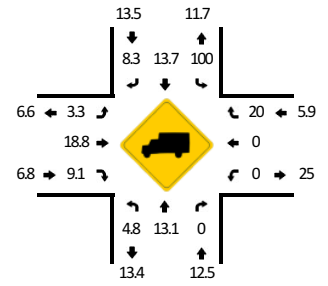
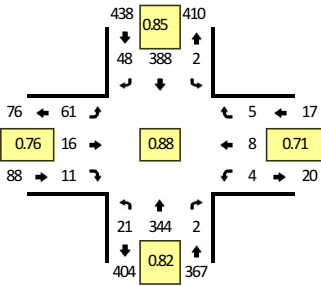
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	404	12	0	0	372	40	0	84	8	40	0	12	12	0	0	996
Heavy Trucks	0	48	0	0	0	60	0	0	0	0	4	0	0	4	0	0	116
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Railroad																	
Stopped Buses																	

Comments:

**LOCATION:** Main St -- Cedar Ln  
**CITY/STATE:** Lee, SC

**QC JOB #:** 15087803  
**DATE:** Wed, Oct 2 2019

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



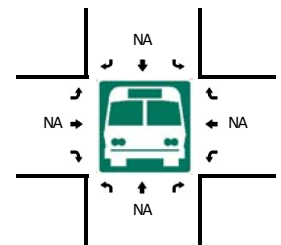
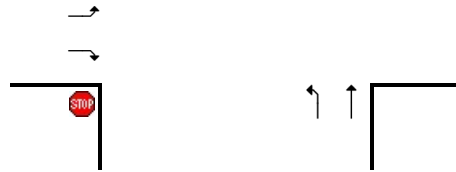
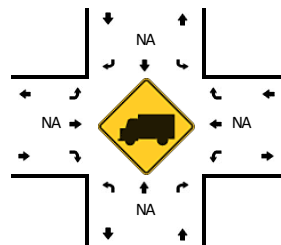
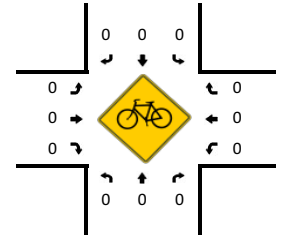
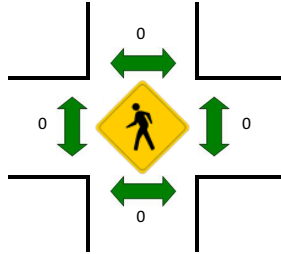
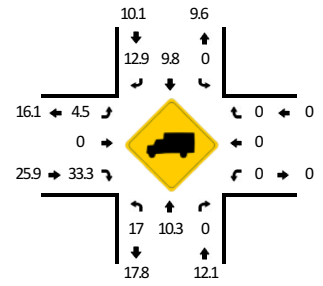
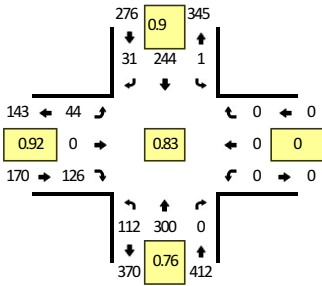
15-Min Count Period Beginning At	Main St (Northbound)				Main St (Southbound)				Cedar Ln (Eastbound)				Cedar Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	67	0	0	0	67	6	0	8	2	2	0	0	1	3	0	157	
7:15 AM	3	85	0	1	0	84	13	0	10	4	5	0	0	1	2	0	208	
7:30 AM	3	109	0	0	1	94	12	0	20	5	1	0	0	2	2	0	249	
7:45 AM	6	89	0	0	0	115	14	0	21	6	2	0	1	4	1	0	259	873
8:00 AM	8	61	2	0	1	95	9	0	10	1	3	0	3	1	0	0	194	910
8:15 AM	3	70	0	0	0	98	6	0	7	1	2	0	0	4	0	0	191	893
8:30 AM	5	72	0	0	1	78	6	0	5	1	4	0	0	2	1	0	175	819
8:45 AM	4	79	2	0	2	61	1	0	2	2	4	0	1	3	0	0	161	721
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	356	0	0	0	460	56	0	84	24	8	0	4	16	4	0	1036	
Heavy Trucks	0	36	0		0	48	4		0	4	0		0	0	0		92	
Pedestrians	0	0			0	0			0	0			0	4			4	
Bicycles	0	0			0	0			0	0			0	0			0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** Hartsville Hwy -- Bethune Hwy  
**CITY/STATE:** Lee, SC

**QC JOB #:** 15087802  
**DATE:** Wed, Oct 2 2019

**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:00 PM -- 4:15 PM**



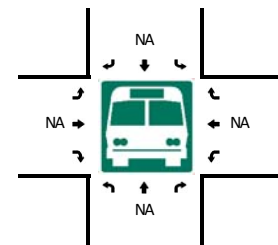
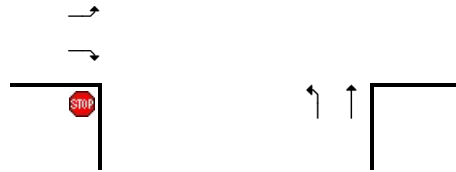
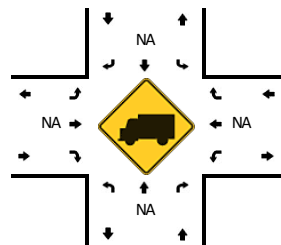
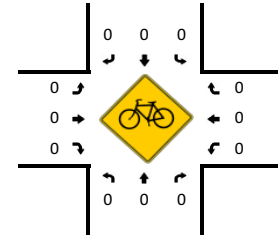
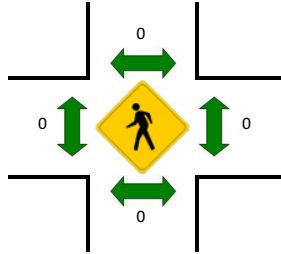
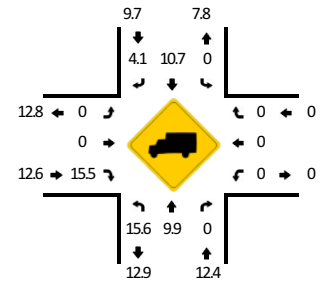
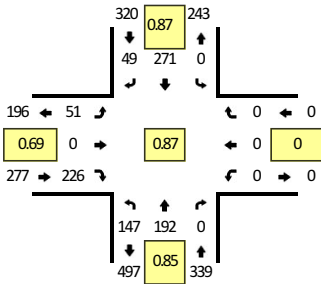
15-Min Count Period Beginning At	Hartsville Hwy (Northbound)				Hartsville Hwy (Southbound)				Bethune Hwy (Eastbound)				Bethune Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	36	99	0	0	0	72	4	1	17	0	28	0	0	0	0	0	257	
4:15 PM	23	63	0	0	0	58	6	0	12	0	25	0	0	0	0	0	187	
4:30 PM	25	74	0	0	0	51	15	0	8	0	34	0	0	0	0	0	207	
4:45 PM	28	64	0	0	0	63	6	0	7	0	39	0	0	0	0	0	207	858
5:00 PM	29	66	0	0	0	46	6	0	7	0	27	0	0	0	0	0	181	782
5:15 PM	28	66	0	0	0	63	9	0	15	0	35	0	0	0	0	0	216	811
5:30 PM	41	61	0	0	0	63	12	0	12	0	24	0	0	0	0	0	213	817
5:45 PM	35	54	0	0	0	47	14	0	7	0	21	0	0	0	0	0	178	788
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	144	396	0	0	0	288	16	4	68	0	112	0	0	0	0	0	1028	
Heavy Trucks	16	60	0	0	0	20	8	0	0	0	24	0	0	0	0	0	128	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** Hartsville Hwy -- Bethune Hwy  
**CITY/STATE:** Lee, SC

**QC JOB #:** 15087801  
**DATE:** Wed, Oct 2 2019

**Peak-Hour: 7:15 AM -- 8:15 AM**  
**Peak 15-Min: 7:45 AM -- 8:00 AM**



15-Min Count Period Beginning At	Hartsville Hwy (Northbound)				Hartsville Hwy (Southbound)				Bethune Hwy (Eastbound)				Bethune Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	32	39	0	0	0	44	9	0	9	0	35	0	0	0	0	0	168	
7:15 AM	51	49	0	0	0	70	13	0	12	0	44	0	0	0	0	0	239	
7:30 AM	32	53	0	0	0	80	12	0	18	0	54	0	0	0	0	0	249	
7:45 AM	39	48	0	0	0	62	20	0	10	0	90	0	0	0	0	0	269	925
8:00 AM	25	42	0	0	0	59	4	0	11	0	38	0	0	0	0	0	179	936
8:15 AM	20	40	0	0	0	63	4	0	6	0	33	0	0	0	0	0	166	863
8:30 AM	19	51	0	0	0	47	6	0	8	0	33	0	0	0	0	0	164	778
8:45 AM	18	52	0	0	0	34	3	0	7	0	21	0	0	0	0	0	135	644

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	156	192	0	0	0	248	80	0	40	0	360	0	0	0	0	0	1076
Heavy Trucks	20	4	0	0	0	20	4	0	0	0	32	0	0	0	0	0	80
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad																	
Stopped Buses																	

Comments:

# **APPENDIX J**

**Existing Synchro Reports**

Intersection						
Int Delay, s/veh	6.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	51	226	147	192	271	49
Future Vol, veh/h	51	226	147	192	271	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	50	240	-	-	80
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	85	85	87	87
Heavy Vehicles, %	0	16	16	10	11	4
Mvmt Flow	74	328	173	226	311	56



















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	883	311	311	0	-	0
Stage 1	311	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Critical Hdwy	6.4	6.36	4.26	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.444	2.344	-	-	-
Pot Cap-1 Maneuver	319	698	1174	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	272	698	1174	-	-	-
Mov Cap-2 Maneuver	272	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	569	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.2	3.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1174	-	272	698	-	-
HCM Lane V/C Ratio	0.147	-	0.272	0.469	-	-
HCM Control Delay (s)	8.6	-	23.1	14.6	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.5	-	1.1	2.5	-	-




















HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2019 Existing Conditions  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	16	11	4	8	5	21	344	2	2	388	48
Future Volume (veh/h)	61	16	11	4	8	5	21	344	2	2	388	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	80	21	14	6	11	7	26	420	2	2	456	56
Peak Hour Factor	0.76	0.76	0.76	0.71	0.71	0.71	0.82	0.82	0.82	0.85	0.85	0.85
Percent Heavy Veh, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	263	26	17	153	105	56	521	965	5	287	840	103
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	916	240	160	292	988	527	867	1698	8	216	1478	182
Grp Volume(v), veh/h	115	0	0	24	0	0	26	0	422	2	0	512
Grp Sat Flow(s),veh/h/ln	1317	0	0	1808	0	0	867	0	1706	216	0	1660
Q Serve(g_s), s	2.7	0.0	0.0	0.0	0.0	0.0	0.7	0.0	5.2	0.2	0.0	7.1
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.4	0.0	0.0	7.8	0.0	5.2	5.4	0.0	7.1
Prop In Lane	0.70		0.12	0.25		0.29	1.00		0.00	1.00		0.11
Lane Grp Cap(c), veh/h	306	0	0	315	0	0	521	0	970	287	0	944
V/C Ratio(X)	0.38	0.00	0.00	0.08	0.00	0.00	0.05	0.00	0.44	0.01	0.00	0.54
Avail Cap(c_a), veh/h	412	0	0	452	0	0	521	0	970	287	0	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	14.9	0.0	0.0	7.4	0.0	4.6	6.1	0.0	5.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.1	0.0	0.0	0.2	0.0	1.4	0.0	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.2	0.0	0.0	0.1	0.0	1.4	0.0	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.0	0.0	15.0	0.0	0.0	7.6	0.0	6.0	6.2	0.0	7.2
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		115			24			448				514
Approach Delay, s/veh		16.9			15.0			6.1				7.2
Approach LOS		B			B			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.0		9.9		27.0		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0		7.0		21.0		7.0				
Max Q Clear Time (g_c+I1), s		0.0		5.1		0.0		2.4				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				7.9								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341/ E Church St

2019 Existing Conditions  
 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	118	75	62	85	53	63	297	78	49	315	20
Future Volume (veh/h)	27	118	75	62	85	53	63	297	78	49	315	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722
Adj Flow Rate, veh/h	35	151	96	76	104	65	79	371	98	54	346	22
Peak Hour Factor	0.78	0.78	0.78	0.82	0.82	0.82	0.80	0.80	0.80	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12
Cap, veh/h	144	216	125	475	392	285	472	762	662	408	691	44
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	121	964	560	1106	1752	1271	966	1767	1535	719	1602	102
Grp Volume(v), veh/h	282	0	0	76	104	65	79	371	98	54	0	368
Grp Sat Flow(s),veh/h/ln	1645	0	0	1106	1752	1271	966	1767	1535	719	0	1704
Q Serve(g_s), s	2.5	0.0	0.0	0.0	1.7	1.5	2.2	5.3	1.4	2.0	0.0	5.5
Cycle Q Clear(g_c), s	5.5	0.0	0.0	1.8	1.7	1.5	7.7	5.3	1.4	7.3	0.0	5.5
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	485	0	0	475	392	285	472	762	662	408	0	735
V/C Ratio(X)	0.58	0.00	0.00	0.16	0.27	0.23	0.17	0.49	0.15	0.13	0.00	0.50
Avail Cap(c_a), veh/h	633	0	0	577	554	402	527	863	750	450	0	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	0.0	11.2	11.1	11.0	10.0	7.1	6.0	9.8	0.0	7.2
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.2	0.4	0.4	0.2	0.7	0.1	0.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.4	0.5	0.3	0.4	1.5	0.3	0.3	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	0.0	11.3	11.5	11.4	10.2	7.8	6.2	10.0	0.0	7.9
LnGrp LOS	B	A	A	B	B	B	B	A	A	A	A	A
Approach Vol, veh/h		282			245			548			422	
Approach Delay, s/veh		13.7			11.4			7.9			8.2	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		13.8		21.0		13.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		17.0		11.0		17.0		11.0				
Max Q Clear Time (g_c+I1), s		9.7		7.5		9.3		3.8				
Green Ext Time (p_c), s		2.8		0.3		2.5		0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.6								
HCM 6th LOS				A								



HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2019 Existing Conditions  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	5	3	11	39	2	35	1	408	20	17	349	3
Future Volume (veh/h)	5	3	11	39	2	35	1	408	20	17	349	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	6	3	12	44	2	40	1	544	27	19	392	3
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.75	0.75	0.75	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	10	5	20	102	5	90	4	1633	81	423	1137	9
Arrive On Green	0.02	0.02	0.02	0.06	0.06	0.06	0.00	0.49	0.49	0.34	0.34	0.34
Sat Flow, veh/h	486	243	972	1734	79	1522	1810	3309	164	768	3357	26
Grp Volume(v), veh/h	21	0	0	46	0	40	1	280	291	19	193	202
Grp Sat Flow(s),veh/h/ln1701	0	0	1813	0	1522	1810	1706	1767	768	1650	1732	
Q Serve(g_s), s	0.5	0.0	0.0	1.1	0.0	1.1	0.0	4.4	4.4	0.7	3.9	3.9
Cycle Q Clear(g_c), s	0.5	0.0	0.0	1.1	0.0	1.1	0.0	4.4	4.4	0.7	3.9	3.9
Prop In Lane	0.29		0.57	0.96		1.00	1.00		0.09	1.00		0.01
Lane Grp Cap(c), veh/h	35	0	0	107	0	90	4	842	872	423	559	587
V/C Ratio(X)	0.60	0.00	0.00	0.43	0.00	0.45	0.24	0.33	0.33	0.04	0.34	0.34
Avail Cap(c_a), veh/h	154	0	0	242	0	203	163	1010	1046	430	574	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	0.0	20.1	0.0	20.1	22.1	6.8	6.8	9.9	11.0	11.0
Incr Delay (d2), s/veh	15.4	0.0	0.0	2.7	0.0	3.4	28.4	0.3	0.3	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.3	0.0	0.0	0.5	0.0	0.4	0.0	1.0	1.1	0.1	1.1	1.2	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	0.0	22.8	0.0	23.6	50.5	7.1	7.1	10.0	11.5	11.5
LnGrp LOS	D	A	A	C	A	C	D	A	A	A	B	B
Approach Vol, veh/h		21			86			572			414	
Approach Delay, s/veh		36.9			23.2			7.2			11.4	
Approach LOS		D			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		28.6		6.9	6.8	21.8		8.7				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 26		4.0	* 4	* 15		5.9				
Max Q Clear Time (g_c+I1), s		6.4		2.5	2.0	5.9		3.1				
Green Ext Time (p_c), s		7.1		0.0	0.0	2.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
 20: Nettles St. & SC-341/ E Church St

2019 Existing Conditions  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	7	230	4	3	187	13	1	1	1	21	3	11
Future Volume (veh/h)	7	230	4	3	187	13	1	1	1	21	3	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900
Adj Flow Rate, veh/h	9	311	5	4	234	16	1	1	1	26	4	14
Peak Hour Factor	0.74	0.74	0.74	0.80	0.80	0.80	0.75	0.75	0.75	0.81	0.81	0.81
Percent Heavy Veh, %	13	13	13	13	13	13	100	100	100	0	0	0
Cap, veh/h	138	879	14	133	835	56	176	6	6	244	6	22
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.04	0.04	0.04	0.04	0.04	0.04
Sat Flow, veh/h	13	1655	26	6	1572	106	130	130	130	931	143	501
Grp Volume(v), veh/h	325	0	0	254	0	0	3	0	0	44	0	0
Grp Sat Flow(s),veh/h/ln	1694	0	0	1684	0	0	390	0	0	1575	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	2.3	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0
Prop In Lane	0.03		0.02	0.02		0.06	0.33		0.33	0.59		0.32
Lane Grp Cap(c), veh/h	1031	0	0	1024	0	0	187	0	0	272	0	0
V/C Ratio(X)	0.32	0.00	0.00	0.25	0.00	0.00	0.02	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	1446	0	0	1438	0	0	247	0	0	529	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.8	0.0	0.0	3.7	0.0	0.0	13.0	0.0	0.0	13.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.1	0.0	0.0	3.8	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		325			254			3			44	
Approach Delay, s/veh		4.1			3.8			13.0			13.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		7.2		21.0		7.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		22.0		6.0		22.0		6.0				
Max Q Clear Time (g_c+I1), s		4.3		2.2		5.1		2.8				
Green Ext Time (p_c), s		1.2		0.0		1.5		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					4.7							
HCM 6th LOS					A							

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	49	45	24	398	335	40
Future Vol, veh/h	49	45	24	398	335	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	265	0	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	88	88	94	94
Heavy Vehicles, %	6	9	8	7	10	0
Mvmt Flow	71	65	27	452	356	43

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	658	200	399	0	-	0
Stage 1	378	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.92	7.08	4.26	-	-	-
Critical Hdwy Stg 1	5.92	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-
Follow-up Hdwy	3.56	3.39	2.28	-	-	-
Pot Cap-1 Maneuver	388	786	1114	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	379	786	1114	-	-	-
Mov Cap-2 Maneuver	379	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1114	-	379	786	-	-
HCM Lane V/C Ratio	0.024	-	0.187	0.083	-	-
HCM Control Delay (s)	8.3	-	16.7	10	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	0.3	-	-

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	44	126	112	300	244	31
Future Vol, veh/h	44	126	112	300	244	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	50	240	-	-	80
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	76	76	90	90
Heavy Vehicles, %	5	33	17	10	10	13
Mvmt Flow	48	137	147	395	271	34

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	960	271	271	0	-	0
Stage 1	271	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Critical Hdwy	6.45	6.53	4.27	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.597	2.353	-	-	-
Pot Cap-1 Maneuver	281	699	1211	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	247	699	1211	-	-	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1211	-	247	699	-	-
HCM Lane V/C Ratio	0.122	-	0.194	0.196	-	-
HCM Control Delay (s)	8.4	-	23	11.4	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.7	0.7	-	-

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln




















2019 Existing Conditions  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	65	8	25	8	10	6	12	375	9	4	396	45
Future Volume (veh/h)	65	8	25	8	10	6	12	375	9	4	396	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693
Adj Flow Rate, veh/h	88	11	34	12	15	9	13	403	10	4	435	49
Peak Hour Factor	0.74	0.74	0.74	0.67	0.67	0.67	0.93	0.93	0.93	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	20	20	20	0	12	12	50	14	14
Cap, veh/h	277	15	45	167	89	43	550	944	23	450	843	95
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1029	129	397	339	790	377	926	1673	42	603	1494	168
Grp Volume(v), veh/h	133	0	0	36	0	0	13	0	413	4	0	484
Grp Sat Flow(s),veh/h/ln	1555	0	0	1506	0	0	926	0	1715	603	0	1662
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	5.1	0.1	0.0	6.7
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.8	0.0	0.0	7.0	0.0	5.1	5.3	0.0	6.7
Prop In Lane	0.66		0.26	0.33		0.25	1.00		0.02	1.00		0.10
Lane Grp Cap(c), veh/h	337	0	0	299	0	0	550	0	968	450	0	938
V/C Ratio(X)	0.40	0.00	0.00	0.12	0.00	0.00	0.02	0.00	0.43	0.01	0.00	0.52
Avail Cap(c_a), veh/h	448	0	0	402	0	0	550	0	968	450	0	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	0.0	15.0	0.0	0.0	7.1	0.0	4.7	6.2	0.0	5.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.2	0.0	0.0	0.1	0.0	1.4	0.0	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.3	0.0	0.0	0.1	0.0	1.4	0.0	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	0.0	0.0	15.2	0.0	0.0	7.2	0.0	6.0	6.2	0.0	7.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		133			36			426			488	
Approach Delay, s/veh		16.7			15.2			6.1			7.0	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.0		10.2		27.0		10.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0		7.0		21.0		7.0				
Max Q Clear Time (g_c+I1), s		0.0		5.0		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				8.1								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341/ E Church St

2019 Existing Conditions  
 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	91	98	130	69	64	59	312	82	47	309	63
Future Volume (veh/h)	33	91	98	130	69	64	59	312	82	47	309	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1707	1856	1737	1870	1559	1693	1693
Adj Flow Rate, veh/h	36	100	108	153	81	75	66	347	91	49	322	66
Peak Hour Factor	0.91	0.91	0.91	0.85	0.85	0.85	0.90	0.90	0.90	0.96	0.96	0.96
Percent Heavy Veh, %	7	7	7	4	4	13	3	11	2	23	14	14
Cap, veh/h	152	154	147	488	383	301	475	764	698	449	600	123
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	146	742	705	1155	1841	1447	988	1737	1585	793	1363	279
Grp Volume(v), veh/h	244	0	0	153	81	75	66	347	91	49	0	388
Grp Sat Flow(s),veh/h/ln	1594	0	0	1155	1841	1447	988	1737	1585	793	0	1642
Q Serve(g_s), s	2.2	0.0	0.0	0.0	1.2	1.5	1.8	4.8	1.2	1.6	0.0	5.9
Cycle Q Clear(g_c), s	4.8	0.0	0.0	3.3	1.2	1.5	7.7	4.8	1.2	6.3	0.0	5.9
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	452	0	0	488	383	301	475	764	698	449	0	723
V/C Ratio(X)	0.54	0.00	0.00	0.31	0.21	0.25	0.14	0.45	0.13	0.11	0.00	0.54
Avail Cap(c_a), veh/h	631	0	0	620	594	467	533	866	791	496	0	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	0.0	12.0	11.2	11.3	9.8	6.7	5.7	8.9	0.0	7.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.4	0.3	0.4	0.2	0.6	0.1	0.2	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.8	0.4	0.4	0.3	1.3	0.3	0.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	0.0	12.4	11.5	11.7	10.0	7.3	5.8	9.0	0.0	7.9
LnGrp LOS	B	A	A	B	B	B	B	A	A	A	A	A
Approach Vol, veh/h		244			309			504			437	
Approach Delay, s/veh		13.6			12.0			7.4			8.0	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		13.1		21.0		13.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		17.0		11.0		17.0		11.0				
Max Q Clear Time (g_c+I1), s		9.7		6.8		8.3		5.3				
Green Ext Time (p_c), s		2.6		0.3		2.8		0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.5								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2019 Existing Conditions  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	8	3	10	77	3	35	6	448	46	28	468	9
Future Volume (veh/h)	8	3	10	77	3	35	6	448	46	28	468	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	6	19	91	4	41	6	457	47	31	520	10
Peak Hour Factor	0.53	0.53	0.53	0.85	0.85	0.85	0.98	0.98	0.98	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	9	28	139	6	115	12	1491	153	418	1082	21
Arrive On Green	0.03	0.03	0.03	0.08	0.08	0.08	0.01	0.48	0.48	0.32	0.32	0.32
Sat Flow, veh/h	645	258	817	1737	76	1434	1810	3125	320	810	3340	64
Grp Volume(v), veh/h	40	0	0	95	0	41	6	249	255	31	259	271
Grp Sat Flow(s),veh/h/ln	1721	0	0	1813	0	1434	1810	1706	1739	810	1664	1740
Q Serve(g_s), s	1.1	0.0	0.0	2.4	0.0	1.3	0.2	4.1	4.2	1.2	5.8	5.8
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.4	0.0	1.3	0.2	4.1	4.2	1.2	5.8	5.8
Prop In Lane	0.37		0.47	0.96		1.00	1.00		0.18	1.00		0.04
Lane Grp Cap(c), veh/h	60	0	0	145	0	115	12	814	830	418	539	564
V/C Ratio(X)	0.67	0.00	0.00	0.65	0.00	0.36	0.52	0.31	0.31	0.07	0.48	0.48
Avail Cap(c_a), veh/h	149	0	0	352	0	279	156	1035	1055	458	622	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	0.0	0.0	20.7	0.0	20.2	22.9	7.4	7.4	11.0	12.5	12.5
Incr Delay (d2), s/veh	12.2	0.0	0.0	4.9	0.0	1.9	31.3	0.3	0.3	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.1	0.2	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	25.6	0.0	22.0	54.3	7.7	7.7	11.1	13.5	13.4
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		40			136			510			561	
Approach Delay, s/veh		34.3			24.5			8.3			13.3	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		28.9		7.6	7.1	21.8		9.8				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 28		4.0	* 4	* 17		9.0				
Max Q Clear Time (g_c+I1), s		6.2		3.1	2.2	7.8		4.4				
Green Ext Time (p_c), s		6.5		0.0	0.0	3.2		0.1				

Intersection Summary

HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
 20: Nettles St. & SC-341/ E Church St

2019 Existing Conditions  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	9	188	10	3	201	12	14	8	9	14	18	20
Future Volume (veh/h)	9	188	10	3	201	12	14	8	9	14	18	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1796	1796	1796	1337	1337	1337	1811	1811	1811
Adj Flow Rate, veh/h	10	219	12	3	226	13	16	9	10	18	24	26
Peak Hour Factor	0.86	0.86	0.86	0.89	0.89	0.89	0.86	0.86	0.86	0.76	0.76	0.76
Percent Heavy Veh, %	11	11	11	7	7	7	38	38	38	6	6	6
Cap, veh/h	139	821	44	127	859	49	222	24	27	189	45	48
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	21	1603	85	5	1676	95	547	308	342	433	577	625
Grp Volume(v), veh/h	241	0	0	242	0	0	35	0	0	68	0	0
Grp Sat Flow(s),veh/h/ln	1709	0	0	1776	0	0	1197	0	0	1636	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	2.2	0.0	0.0	0.7	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.04		0.05	0.01		0.05	0.46		0.29	0.26		0.38
Lane Grp Cap(c), veh/h	1004	0	0	1035	0	0	272	0	0	282	0	0
V/C Ratio(X)	0.24	0.00	0.00	0.23	0.00	0.00	0.13	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	1348	0	0	1397	0	0	448	0	0	535	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	4.0	0.0	0.0	12.8	0.0	0.0	13.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.2	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		241			242			35			68	
Approach Delay, s/veh		4.2			4.2			13.0			13.4	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		8.3		21.0		8.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0		7.0		21.0		7.0				
Max Q Clear Time (g_c+I1), s		4.2		2.7		4.3		3.1				
Green Ext Time (p_c), s		1.0		0.0		1.1		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				5.8								
HCM 6th LOS				A								



Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	36	29	400	470	49
Future Vol, veh/h	43	36	29	400	470	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	265	0	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	95	95	95	95
Heavy Vehicles, %	0	6	10	7	9	0
Mvmt Flow	48	40	31	421	495	52

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	794	274	547	0	-	0
Stage 1	521	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Critical Hdwy	6.8	7.02	4.3	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.36	2.3	-	-	-
Pot Cap-1 Maneuver	329	712	965	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	318	712	965	-	-	-
Mov Cap-2 Maneuver	318	-	-	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	965	-	318	712	-	-
HCM Lane V/C Ratio	0.032	-	0.15	0.056	-	-
HCM Control Delay (s)	8.9	-	18.3	10.4	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.2	-	-

# **APPENDIX K**

**2045 No Build Synchro Reports**

Intersection						
Int Delay, s/veh	17.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↗	↗	↗
Traffic Vol, veh/h	51	226	147	192	271	49
Future Vol, veh/h	51	226	147	192	271	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	50	240	-	-	80
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	16	16	10	11	4
Mvmt Flow	97	430	280	365	515	93



















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1440	515	515	0	-	0
Stage 1	515	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Critical Hdwy	6.4	6.36	4.26	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.444	2.344	-	-	-
Pot Cap-1 Maneuver	148	533	983	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	533	983	-	-	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	389	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	53.6	4.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	983	-	106	533	-	-
HCM Lane V/C Ratio	0.284	-	0.915	0.807	-	-
HCM Control Delay (s)	10.1	-	139.7	34.2	-	-
HCM Lane LOS	B	-	F	D	-	-
HCM 95th %tile Q(veh)	1.2	-	5.5	7.8	-	-























HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 No Build Condition  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	16	11	4	8	5	21	344	2	2	388	48
Future Volume (veh/h)	61	16	11	4	8	5	21	344	2	2	388	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	654	4	4	738	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	233	44	25	109	157	83	309	1093	7	195	952	117
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	852	293	165	219	1034	545	646	1695	10	173	1478	182
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	658	4	0	829
Grp Sat Flow(s),veh/h/ln	1310	0	0	1798	0	0	646	0	1705	173	0	1660
Q Serve(g_s), s	6.3	0.0	0.0	0.0	0.0	0.0	2.8	0.0	13.2	0.8	0.0	20.9
Cycle Q Clear(g_c), s	7.3	0.0	0.0	0.9	0.0	0.0	23.7	0.0	13.2	14.0	0.0	20.9
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.01	1.00		0.11
Lane Grp Cap(c), veh/h	302	0	0	349	0	0	309	0	1099	195	0	1070
V/C Ratio(X)	0.55	0.00	0.00	0.09	0.00	0.00	0.13	0.00	0.60	0.02	0.00	0.77
Avail Cap(c_a), veh/h	325	0	0	378	0	0	309	0	1099	195	0	1070
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	0.0	21.6	0.0	0.0	15.8	0.0	6.1	10.1	0.0	7.4
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.1	0.0	0.0	0.9	0.0	2.4	0.2	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.4	0.0	0.0	0.5	0.0	4.1	0.0	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.0	0.0	21.7	0.0	0.0	16.7	0.0	8.5	10.3	0.0	12.9
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		167			33			698			833	
Approach Delay, s/veh		25.9			21.7			8.9			12.9	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.0		14.9		44.0		14.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		38.0		10.0		38.0		10.0				
Max Q Clear Time (g_c+I1), s		0.0		9.3		0.0		2.9				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.7								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 No Build Condition  
 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	118	75	62	85	53	63	297	78	49	315	20
Future Volume (veh/h)	27	118	75	62	85	53	63	297	78	49	315	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722
Adj Flow Rate, veh/h	51	224	143	118	162	101	120	565	148	93	599	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12
Cap, veh/h	105	274	162	301	509	370	281	896	778	279	812	52
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	126	943	556	991	1752	1271	754	1767	1535	574	1602	102
Grp Volume(v), veh/h	418	0	0	118	162	101	120	565	148	93	0	637
Grp Sat Flow(s),veh/h/ln	1626	0	0	991	1752	1271	754	1767	1535	574	0	1704
Q Serve(g_s), s	8.5	0.0	0.0	0.0	4.3	3.6	8.9	13.8	3.1	8.3	0.0	17.5
Cycle Q Clear(g_c), s	14.5	0.0	0.0	11.6	4.3	3.6	26.3	13.8	3.1	22.1	0.0	17.5
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	541	0	0	301	509	370	281	896	778	279	0	864
V/C Ratio(X)	0.77	0.00	0.00	0.39	0.32	0.27	0.43	0.63	0.19	0.33	0.00	0.74
Avail Cap(c_a), veh/h	667	0	0	381	650	471	293	923	802	288	0	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	0.0	0.0	19.0	16.4	16.2	21.9	10.6	8.0	18.6	0.0	11.5
Incr Delay (d2), s/veh	4.5	0.0	0.0	0.8	0.4	0.4	1.5	1.6	0.2	1.0	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0	1.4	1.6	1.0	1.6	4.9	0.9	1.1	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	0.0	0.0	19.9	16.8	16.6	23.3	12.2	8.1	19.6	0.0	15.0
LnGrp LOS	C	A	A	B	B	B	C	B	A	B	A	B
Approach Vol, veh/h		418			381			833			730	
Approach Delay, s/veh		24.4			17.7			13.1			15.6	
Approach LOS		C			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.1		23.3		36.1		23.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		22.0		31.0		22.0				
Max Q Clear Time (g_c+I1), s		28.3		16.5		24.1		13.6				
Green Ext Time (p_c), s		1.8		0.8		4.0		1.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				16.6								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 No Build Condition  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	5	3	11	39	2	35	1	408	20	17	349	3
Future Volume (veh/h)	5	3	11	39	2	35	1	408	20	17	349	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	6	21	74	4	67	2	776	38	32	664	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	9	32	127	7	113	4	1588	78	354	1101	10
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.00	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	460	276	967	1721	93	1522	1810	3311	162	612	3351	30
Grp Volume(v), veh/h	37	0	0	78	0	67	2	400	414	32	327	343
Grp Sat Flow(s),veh/h/ln1703	0	0	1814	0	1522	1810	1706	1767	612	1650	1732	
Q Serve(g_s), s	1.0	0.0	0.0	1.9	0.0	1.9	0.1	7.3	7.3	1.7	7.6	7.6
Cycle Q Clear(g_c), s	1.0	0.0	0.0	1.9	0.0	1.9	0.1	7.3	7.3	2.1	7.6	7.6
Prop In Lane	0.27		0.57	0.95		1.00	1.00		0.09	1.00		0.02
Lane Grp Cap(c), veh/h	56	0	0	134	0	113	4	818	847	354	542	569
V/C Ratio(X)	0.66	0.00	0.00	0.58	0.00	0.59	0.50	0.49	0.49	0.09	0.60	0.60
Avail Cap(c_a), veh/h	149	0	0	234	0	197	158	1166	1207	426	737	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	0.0	20.5	0.0	20.5	22.8	8.1	8.1	11.1	12.8	12.8
Incr Delay (d2), s/veh	12.6	0.0	0.0	3.9	0.0	4.9	74.5	0.6	0.6	0.2	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.6	0.6	0.0	0.0	0.8	0.0	0.7	0.1	1.9	1.9	0.2	2.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	0.0	0.0	24.4	0.0	25.4	97.3	8.7	8.7	11.3	14.4	14.3
LnGrp LOS	C	A	A	C	A	C	F	A	A	B	B	B
Approach Vol, veh/h		37			145			816			702	
Approach Delay, s/veh		34.4			24.9			8.9			14.2	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		28.7		7.5	6.9	21.8		9.5				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 31		4.0	* 4	* 20		5.9				
Max Q Clear Time (g_c+I1), s		9.3		3.0	2.1	9.6		3.9				
Green Ext Time (p_c), s		10.9		0.0	0.0	4.5		0.1				

Intersection Summary

HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 No Build Condition  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	7	230	4	3	187	13	1	1	1	21	3	11
Future Volume (veh/h)	7	230	4	3	187	13	1	1	1	21	3	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900
Adj Flow Rate, veh/h	13	438	8	6	356	25	2	2	2	40	6	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	13	13	13	100	100	100	0	0	0
Cap, veh/h	137	857	15	130	817	57	175	8	8	258	9	31
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	15	1644	29	7	1566	109	131	131	131	951	143	499
Grp Volume(v), veh/h	459	0	0	387	0	0	6	0	0	67	0	0
Grp Sat Flow(s),veh/h/ln	1689	0	0	1681	0	0	392	0	0	1594	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	5.1	0.0	0.0	4.1	0.0	0.0	0.4	0.0	0.0	1.2	0.0	0.0
Prop In Lane	0.03		0.02	0.02		0.06	0.33		0.33	0.60		0.31
Lane Grp Cap(c), veh/h	1009	0	0	1004	0	0	191	0	0	298	0	0
V/C Ratio(X)	0.45	0.00	0.00	0.39	0.00	0.00	0.03	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	1471	0	0	1466	0	0	231	0	0	469	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.5	0.0	0.0	4.3	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.0	0.0	0.0	4.6	0.0	0.0	12.9	0.0	0.0	13.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		459			387			6			67	
Approach Delay, s/veh		5.0			4.6			12.9			13.6	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		7.8		21.0		7.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		23.0		5.0		23.0		5.0				
Max Q Clear Time (g_c+I1), s		6.1		2.4		7.1		3.2				
Green Ext Time (p_c), s		1.9		0.0		2.3		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				5.5								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	45	24	398	335	40
Future Vol, veh/h	49	45	24	398	335	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	265	0	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	9	8	7	10	0
Mvmt Flow	93	86	46	757	637	76

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1146	357	713	0	-	0
Stage 1	675	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	6.92	7.08	4.26	-	-	-
Critical Hdwy Stg 1	5.92	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-
Follow-up Hdwy	3.56	3.39	2.28	-	-	-
Pot Cap-1 Maneuver	187	620	844	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	177	620	844	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.6	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	844	-	177	620	-	-
HCM Lane V/C Ratio	0.054	-	0.527	0.138	-	-
HCM Control Delay (s)	9.5	-	46	11.7	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	2.7	0.5	-	-



Intersection						
Int Delay, s/veh	8.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↗
Traffic Vol, veh/h	44	126	112	300	244	31
Future Vol, veh/h	44	126	112	300	244	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	50	240	-	-	80
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	33	17	10	10	13
Mvmt Flow	84	240	213	571	464	59

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1461	464	464	0	-	0
Stage 1	464	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Critical Hdwy	6.45	6.53	4.27	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.597	2.353	-	-	-
Pot Cap-1 Maneuver	140	539	1023	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	111	539	1023	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	352	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.6	2.6	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1023	-	111	539	-	-
HCM Lane V/C Ratio	0.208	-	0.754	0.445	-	-
HCM Control Delay (s)	9.4	-	100.7	16.9	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.8	-	4.2	2.3	-	-

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 No Build Conditions  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	65	8	25	8	10	6	12	375	9	4	396	45
Future Volume (veh/h)	65	8	25	8	10	6	12	375	9	4	396	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693
Adj Flow Rate, veh/h	124	15	48	15	19	11	23	713	17	8	753	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	20	20	20	0	12	12	50	14	14
Cap, veh/h	250	24	59	129	125	55	310	1076	26	295	958	109
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	983	164	396	308	836	370	666	1675	40	450	1492	170
Grp Volume(v), veh/h	187	0	0	45	0	0	23	0	730	8	0	839
Grp Sat Flow(s),veh/h/ln	1543	0	0	1514	0	0	666	0	1715	450	0	1662
Q Serve(g_s), s	5.2	0.0	0.0	0.0	0.0	0.0	1.5	0.0	15.3	0.6	0.0	21.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	1.5	0.0	0.0	22.5	0.0	15.3	15.9	0.0	21.0
Prop In Lane	0.66		0.26	0.33		0.24	1.00		0.02	1.00		0.10
Lane Grp Cap(c), veh/h	334	0	0	309	0	0	310	0	1102	295	0	1068
V/C Ratio(X)	0.56	0.00	0.00	0.15	0.00	0.00	0.07	0.00	0.66	0.03	0.00	0.79
Avail Cap(c_a), veh/h	396	0	0	366	0	0	310	0	1102	295	0	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	0.0	21.5	0.0	0.0	15.5	0.0	6.4	11.4	0.0	7.4
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.2	0.0	0.0	0.5	0.0	3.1	0.2	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	0.5	0.0	0.0	0.3	0.0	4.8	0.1	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	0.0	21.7	0.0	0.0	16.0	0.0	9.5	11.5	0.0	13.3
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		187			45			753				847
Approach Delay, s/veh		25.0			21.7			9.7				13.2
Approach LOS		C			C			A				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.0		14.6		43.0		14.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		37.0		11.0		37.0		11.0				
Max Q Clear Time (g_c+I1), s		0.0		8.7		0.0		3.5				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				13.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 No Build Conditions  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗	↖	↖	↗	↖	↖	↖	↗
Traffic Volume (veh/h)	33	91	98	130	69	64	59	312	82	47	309	63
Future Volume (veh/h)	33	91	98	130	69	64	59	312	82	47	309	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1707	1856	1737	1870	1559	1693	1693
Adj Flow Rate, veh/h	63	173	186	247	131	122	112	593	156	89	588	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7	4	4	13	3	11	2	23	14	14
Cap, veh/h	116	266	258	361	687	540	142	811	740	209	637	130
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	162	713	690	1006	1841	1447	735	1737	1585	594	1364	278
Grp Volume(v), veh/h	422	0	0	247	131	122	112	593	156	89	0	708
Grp Sat Flow(s),veh/h/ln	1565	0	0	1006	1841	1447	735	1737	1585	594	0	1642
Q Serve(g_s), s	8.9	0.0	0.0	9.3	3.6	4.3	4.7	20.7	4.4	10.7	0.0	30.3
Cycle Q Clear(g_c), s	17.0	0.0	0.0	26.3	3.6	4.3	35.0	20.7	4.4	31.4	0.0	30.3
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	640	0	0	361	687	540	142	811	740	209	0	766
V/C Ratio(X)	0.66	0.00	0.00	0.68	0.19	0.23	0.79	0.73	0.21	0.43	0.00	0.92
Avail Cap(c_a), veh/h	640	0	0	361	687	540	142	811	740	209	0	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	0.0	0.0	25.0	15.9	16.1	36.5	16.2	11.8	28.9	0.0	18.7
Incr Delay (d2), s/veh	2.5	0.0	0.0	5.3	0.1	0.2	26.3	3.7	0.2	2.0	0.0	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	0.0	4.6	1.5	1.4	3.1	8.4	1.5	1.6	0.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	0.0	0.0	30.3	16.0	16.3	62.8	19.9	12.0	30.9	0.0	35.8
LnGrp LOS	C	A	A	C	B	B	E	B	B	C	A	D
Approach Vol, veh/h		422			500			861			797	
Approach Delay, s/veh		22.4			23.1			24.0			35.2	
Approach LOS		C			C			C			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		34.0		41.0		34.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		35.0		28.0		35.0		28.0				
Max Q Clear Time (g_c+I1), s		37.0		19.0		33.4		28.3				
Green Ext Time (p_c), s		0.0		1.1		1.1		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				27.1								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 No Build Conditions  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	8	3	10	77	3	35	6	448	46	28	468	9
Future Volume (veh/h)	8	3	10	77	3	35	6	448	46	28	468	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	6	19	146	6	67	11	852	88	53	890	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	9	27	203	8	167	20	1552	160	301	1199	23
Arrive On Green	0.03	0.03	0.03	0.12	0.12	0.12	0.01	0.50	0.50	0.36	0.36	0.36
Sat Flow, veh/h	645	258	817	1741	72	1434	1810	3122	322	539	3341	64
Grp Volume(v), veh/h	40	0	0	152	0	67	11	466	474	53	443	464
Grp Sat Flow(s),veh/h/ln	1721	0	0	1813	0	1434	1810	1706	1738	539	1664	1740
Q Serve(g_s), s	1.2	0.0	0.0	4.3	0.0	2.3	0.3	10.1	10.1	4.0	12.5	12.5
Cycle Q Clear(g_c), s	1.2	0.0	0.0	4.3	0.0	2.3	0.3	10.1	10.1	6.7	12.5	12.5
Prop In Lane	0.37		0.47	0.96		1.00	1.00		0.19	1.00		0.04
Lane Grp Cap(c), veh/h	58	0	0	211	0	167	20	848	864	301	597	624
V/C Ratio(X)	0.69	0.00	0.00	0.72	0.00	0.40	0.54	0.55	0.55	0.18	0.74	0.74
Avail Cap(c_a), veh/h	129	0	0	301	0	238	135	1058	1078	333	696	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	0.0	0.0	22.8	0.0	21.9	26.3	9.3	9.3	14.2	15.0	15.0
Incr Delay (d2), s/veh	13.9	0.0	0.0	4.7	0.0	1.5	20.3	0.8	0.8	0.4	4.2	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.9	0.0	0.8	0.2	2.8	2.9	0.4	4.4	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	0.0	0.0	27.5	0.0	23.5	46.7	10.1	10.1	14.6	19.2	19.0
LnGrp LOS	D	A	A	C	A	C	D	B	B	B	B	B
Approach Vol, veh/h		40			219			951			960	
Approach Delay, s/veh		39.5			26.3			10.5			18.8	
Approach LOS		D			C			B			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.4		7.8	7.4	26.0		12.3				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 33		4.0	* 4	* 22		8.9				
Max Q Clear Time (g_c+I1), s		12.1		3.2	2.3	14.5		6.3				
Green Ext Time (p_c), s		12.3		0.0	0.0	4.7		0.2				

Intersection Summary

HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 No Build Conditions  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	9	188	10	3	201	12	14	8	9	14	18	20
Future Volume (veh/h)	9	188	10	3	201	12	14	8	9	14	18	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1796	1796	1796	1337	1337	1337	1811	1811	1811
Adj Flow Rate, veh/h	17	358	19	6	382	23	27	15	17	27	34	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	7	7	7	38	38	38	6	6	6
Cap, veh/h	138	798	41	125	836	50	228	32	34	196	57	62
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	25	1592	82	7	1667	99	534	324	347	436	582	634
Grp Volume(v), veh/h	394	0	0	411	0	0	59	0	0	99	0	0
Grp Sat Flow(s),veh/h/ln	1699	0	0	1773	0	0	1206	0	0	1652	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	0.0	4.5	0.0	0.0	1.3	0.0	0.0	1.6	0.0	0.0
Prop In Lane	0.04		0.05	0.01		0.06	0.46		0.29	0.27		0.38
Lane Grp Cap(c), veh/h	977	0	0	1011	0	0	293	0	0	315	0	0
V/C Ratio(X)	0.40	0.00	0.00	0.41	0.00	0.00	0.20	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	1365	0	0	1422	0	0	404	0	0	474	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.8	0.0	0.0	4.8	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.2	0.0	0.0	5.2	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		394			411			59			99	
Approach Delay, s/veh		5.2			5.2			13.1			13.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		8.9		21.0		8.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		22.0		6.0		22.0		6.0				
Max Q Clear Time (g_c+I1), s		6.5		3.3		6.4		3.6				
Green Ext Time (p_c), s		2.0		0.0		1.9		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				6.5								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	36	29	400	470	49
Future Vol, veh/h	43	36	29	400	470	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	265	0	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	6	10	7	9	0
Mvmt Flow	82	68	55	761	894	93

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1432	494	987	0	-	0
Stage 1	941	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.8	7.02	4.3	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.36	2.3	-	-	-
Pot Cap-1 Maneuver	127	510	649	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	116	510	649	-	-	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	54.5	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	649	-	116	510	-	-
HCM Lane V/C Ratio	0.085	-	0.705	0.134	-	-
HCM Control Delay (s)	11.1	-	89.1	13.2	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	3.8	0.5	-	-

# **APPENDIX L**

**2045 Proposed Alternatives Synchro Reports**

HCM 6th Signalized Intersection Summary  
 2: US-15 & Bethune Hwy/Alternative 1

2045 Alternative 1  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	116	280	34	72	197	185	189	39	83	391	86
Future Volume (veh/h)	89	116	280	34	72	197	185	189	39	83	391	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1663	1663	1870	1796	1796	1663	1752	1752	1737	1737	1841
Adj Flow Rate, veh/h	97	126	0	37	78	214	201	205	42	90	425	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	16	16	2	7	7	16	10	10	11	11	4
Cap, veh/h	238	376		387	96	263	438	666	136	583	820	
Arrive On Green	0.23	0.23	0.00	0.23	0.23	0.23	0.47	0.47	0.47	0.47	0.47	0.00
Sat Flow, veh/h	1104	1663	1409	1265	424	1163	856	1411	289	1052	1737	1560
Grp Volume(v), veh/h	97	126	0	37	0	292	201	0	247	90	425	0
Grp Sat Flow(s),veh/h/ln	1104	1663	1409	1265	0	1587	856	0	1700	1052	1737	1560
Q Serve(g_s), s	2.1	2.5	0.0	1.0	0.0	6.9	8.5	0.0	3.6	2.3	6.8	0.0
Cycle Q Clear(g_c), s	9.0	2.5	0.0	3.5	0.0	6.9	15.3	0.0	3.6	5.9	6.8	0.0
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	238	376		387	0	359	438	0	802	583	820	
V/C Ratio(X)	0.41	0.33		0.10	0.00	0.81	0.46	0.00	0.31	0.15	0.52	
Avail Cap(c_a), veh/h	238	376		387	0	359	551	0	1026	722	1048	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.3	12.9	0.0	14.4	0.0	14.6	12.7	0.0	6.5	8.3	7.3	0.0
Incr Delay (d2), s/veh	1.1	0.5	0.0	0.1	0.0	13.3	0.7	0.0	0.2	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.8	0.0	0.2	0.0	2.9	1.2	0.0	0.8	0.4	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	13.4	0.0	14.5	0.0	27.9	13.5	0.0	6.7	8.4	7.9	0.0
LnGrp LOS	C	B		B	A	C	B	A	A	A	A	
Approach Vol, veh/h		223	A		329			448			515	A
Approach Delay, s/veh		16.4			26.4			9.7			8.0	
Approach LOS		B			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.8		15.0		24.8		15.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		9.0		24.0		9.0				
Max Q Clear Time (g_c+I1), s		17.3		11.0		8.8		8.9				
Green Ext Time (p_c), s		1.4		0.0		2.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

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



HCM 6th Signalized Intersection Summary  
 9: Alternative 1 & SC-341

2045 Alternative 1  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	45	139	8
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	45	139	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1707	1707	1707	1722	1826	1826	1722	1781	1781
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	49	151	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	13	13	13	12	5	5	12	8	8
Cap, veh/h	102	414	155	175	469	52	467	359	193	283	534	32
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	21	1097	412	179	1243	139	1129	1117	601	904	1664	99
Grp Volume(v), veh/h	297	0	0	337	0	0	28	0	403	49	0	160
Grp Sat Flow(s),veh/h/ln	1530	0	0	1561	0	0	1129	0	1718	904	0	1764
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.0	0.0	2.7
Cycle Q Clear(g_c), s	5.9	0.0	0.0	6.3	0.0	0.0	3.4	0.0	8.3	10.3	0.0	2.7
Prop In Lane	0.04		0.27	0.19		0.09	1.00		0.35	1.00		0.06
Lane Grp Cap(c), veh/h	671	0	0	697	0	0	467	0	552	283	0	566
V/C Ratio(X)	0.44	0.00	0.00	0.48	0.00	0.00	0.06	0.00	0.73	0.17	0.00	0.28
Avail Cap(c_a), veh/h	822	0	0	846	0	0	644	0	821	425	0	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.6	0.0	0.0	9.6	0.0	0.0	11.4	0.0	12.0	16.5	0.0	10.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	1.9	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.5	0.0	0.0	0.1	0.0	2.1	0.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	0.0	0.0	10.2	0.0	0.0	11.4	0.0	13.9	16.8	0.0	10.4
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		297			337			431			209	
Approach Delay, s/veh		10.0			10.2			13.7			11.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.8		21.0		18.8		21.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		19.0		19.0		19.0		19.0				
Max Q Clear Time (g_c+I1), s		10.3		7.9		12.3		8.3				
Green Ext Time (p_c), s		1.5		1.2		0.5		1.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					11.6							
HCM 6th LOS					B							

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 1  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716
Grp Sat Flow(s),veh/h/ln	1309	0	0	1794	0	0	718	0	1698	222	0	1655
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7
LnGrp LOS	C	A	A	B	A	A	B	A	A	A	A	B
Approach Vol, veh/h		167			33			429			731	
Approach Delay, s/veh		23.1			19.5			6.6			10.6	
Approach LOS		C			B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		14.2		39.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		33.0		10.0		33.0		10.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 1  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗	↖	↖	↗	↖	↖	↖	↖
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12
Cap, veh/h	117	280	163	348	514	373	305	825	716	429	723	69
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549	147
Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566
Grp Sat Flow(s),veh/h/ln	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696
Q Serve(g_s), s	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4
Cycle Q Clear(g_c), s	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	560	0	0	348	514	373	305	825	716	429	0	791
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72
Avail Cap(c_a), veh/h	666	0	0	413	630	457	331	883	767	456	0	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7
LnGrp LOS	C	A	A	B	B	B	C	A	A	B	A	B
Approach Vol, veh/h		418			287			453			632	
Approach Delay, s/veh		20.5			13.9			11.9			13.5	
Approach LOS		C			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.3		20.7		29.3		20.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		18.0		25.0		18.0				
Max Q Clear Time (g_c+I1), s		22.4		14.1		15.4		5.6				
Green Ext Time (p_c), s		1.0		0.6		4.4		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 1  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Future Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	13	13	13	100	100	100	0	0	0
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1666	0	0	1677	0	0	383	0	0	1615	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32
Lane Grp Cap(c), veh/h	1002	0	0	1001	0	0	211	0	0	301	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1283	0	0	1289	0	0	285	0	0	628	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		303			291			8				66
Approach Delay, s/veh		4.3			4.2			13.0				13.5
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		7.8		21.0		7.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.9		2.5		5.0		3.1				
Green Ext Time (p_c), s		1.3		0.0		1.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					5.3							
HCM 6th LOS					A							

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 1  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	593	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1082	49
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3215	146
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	304	316
Grp Sat Flow(s),veh/h/ln1698	0	0	1825	0	1522	1810	1706	1775	872	1650	1711	
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Prop In Lane	0.28		0.58	0.82		1.00	1.00		0.07	1.00		0.09
Lane Grp Cap(c), veh/h	55	0	0	84	0	70	15	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.55	0.55
Avail Cap(c_a), veh/h	191	0	0	201	0	167	171	1003	1043	459	563	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.1	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.4	13.4
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		36			58			441			661	
Approach Delay, s/veh		33.9			24.9			7.4			13.2	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 26		5.0	* 4.2	* 15		4.9				
Max Q Clear Time (g_c+I1), s		5.2		2.9	2.2	8.7		3.0				
Green Ext Time (p_c), s		5.4		0.0	0.0	2.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

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

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	-	-	-	-	-	-	469	469	-	364	364	-
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	-	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	1380	-	-	1163	-	-	280
HCM Lane V/C Ratio	0.422	0.031	-	-	0.074	-	-	0.194
HCM Control Delay (s)	26.5	7.7	-	-	8.3	-	-	20.9
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2	0.1	-	-	0.2	-	-	0.7

HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd/Alternative 1

2045 Alternative 1  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70
Future Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1752	1870	1870	1781	1796	1796	1870	1752	1752
Adj Flow Rate, veh/h	39	54	86	235	16	5	46	416	341	42	488	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	10	2	2	8	7	7	2	10	10
Cap, veh/h	587	193	307	468	419	131	394	1314	586	397	1112	172
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1347	629	1002	1170	1366	427	806	3413	1522	708	2888	448
Grp Volume(v), veh/h	39	0	140	235	0	21	46	416	341	42	280	284
Grp Sat Flow(s),veh/h/ln	1347	0	1631	1170	0	1793	806	1706	1522	708	1664	1671
Q Serve(g_s), s	0.8	0.0	2.5	7.4	0.0	0.3	1.7	3.3	6.9	1.7	4.9	4.9
Cycle Q Clear(g_c), s	1.1	0.0	2.5	10.0	0.0	0.3	6.6	3.3	6.9	5.0	4.9	4.9
Prop In Lane	1.00		0.61	1.00		0.24	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	587	0	500	468	0	550	394	1314	586	397	641	644
V/C Ratio(X)	0.07	0.00	0.28	0.50	0.00	0.04	0.12	0.32	0.58	0.11	0.44	0.44
Avail Cap(c_a), veh/h	623	0	544	499	0	599	394	1314	586	397	641	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	10.2	14.0	0.0	9.5	11.3	8.4	9.5	10.2	8.9	8.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.8	0.0	0.0	0.1	0.1	1.5	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	1.3	0.0	0.1	0.2	0.8	1.6	0.2	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	10.5	14.8	0.0	9.5	11.5	8.5	11.0	10.3	9.3	9.3
LnGrp LOS	A	A	B	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		179			256			803			606	
Approach Delay, s/veh		10.4			14.4			9.7			9.4	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		18.0		21.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		15.0		13.0		15.0		13.0				
Max Q Clear Time (g_c+I1), s		8.9		4.5		7.0		12.0				
Green Ext Time (p_c), s		2.1		0.5		2.1		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.3								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	1	2	299	238	2
Future Vol, veh/h	4	1	2	299	238	2
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	7	6	2
Mvmt Flow	4	1	2	325	259	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	591	262	263	0	-	0
Stage 1	262	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	470	777	1301	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	467	776	1299	-	-	-
Mov Cap-2 Maneuver	556	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1299	-	589	-	-
HCM Lane V/C Ratio	0.002	-	0.009	-	-
HCM Control Delay (s)	7.8	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	7	32	269	0	40	199
Future Vol, veh/h	7	32	269	0	40	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	2	2	9
Mvmt Flow	8	35	292	0	43	216

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	594	292	0	0	292	0
Stage 1	292	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	468	747	-	-	1270	-
Stage 1	758	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	452	747	-	-	1270	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	750	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	697	1270
HCM Lane V/C Ratio	-	-	0.061	0.034
HCM Control Delay (s)	-	-	10.5	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th Signalized Intersection Summary  
2: US-15 & Bethune Hwy/Alternative 1

2045 Alternative 1  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	88	133	25	75	201	126	319	30	80	347	54
Future Volume (veh/h)	77	88	133	25	75	201	126	319	30	80	347	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1411	1411	1870	1707	1707	1648	1752	1752	1707	1752	1752
Adj Flow Rate, veh/h	84	96	0	27	82	218	137	347	33	87	377	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	33	33	2	13	13	17	10	10	13	10	10
Cap, veh/h	289	381		477	112	297	409	639	61	412	710	
Arrive On Green	0.27	0.27	0.00	0.27	0.27	0.27	0.41	0.41	0.41	0.41	0.41	0.00
Sat Flow, veh/h	1062	1411	1196	1300	413	1097	886	1575	150	916	1752	1485
Grp Volume(v), veh/h	84	96	0	27	0	300	137	0	380	87	377	0
Grp Sat Flow(s),veh/h/ln	1062	1411	1196	1300	0	1510	886	0	1725	916	1752	1485
Q Serve(g_s), s	2.9	2.0	0.0	0.6	0.0	6.7	5.1	0.0	6.2	3.0	6.0	0.0
Cycle Q Clear(g_c), s	9.6	2.0	0.0	2.6	0.0	6.7	11.2	0.0	6.2	9.2	6.0	0.0
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	289	381		477	0	408	409	0	699	412	710	
V/C Ratio(X)	0.29	0.25		0.06	0.00	0.74	0.33	0.00	0.54	0.21	0.53	
Avail Cap(c_a), veh/h	289	381		477	0	408	481	0	839	486	852	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.7	10.6	0.0	11.6	0.0	12.3	12.6	0.0	8.4	11.9	8.3	0.0
Incr Delay (d2), s/veh	0.5	0.3	0.0	0.0	0.0	6.8	0.5	0.0	0.7	0.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.5	0.0	0.1	0.0	2.1	0.8	0.0	1.5	0.5	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	10.9	0.0	11.6	0.0	19.1	13.0	0.0	9.0	12.1	9.0	0.0
LnGrp LOS	B	B		B	A	B	B	A	A	B	A	
Approach Vol, veh/h		180	A		327			517			464	A
Approach Delay, s/veh		13.9			18.5			10.1			9.5	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		16.0		21.0		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		10.0		18.0		10.0				
Max Q Clear Time (g_c+I1), s		13.2		11.6		11.2		8.7				
Green Ext Time (p_c), s		1.3		0.0		1.5		0.2				

Intersection Summary

HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
 9: Alternative 1 & SC-341

2045 Alternative 1  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	55	113	7
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	55	113	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1707	1707	1707	1752	1752	1752	1870	1811	1811	1707	1752	1752
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	60	123	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	10	10	10	2	6	6	13	10	10
Cap, veh/h	101	440	159	265	372	52	520	367	188	288	529	34
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	21	1172	423	389	991	138	1259	1128	579	901	1627	106
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	60	0	131
Grp Sat Flow(s),veh/h/ln	1617	0	0	1518	0	0	1259	0	1707	901	0	1733
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	0.0	0.6	0.0	8.2	2.5	0.0	2.2
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.5	0.0	0.0	2.8	0.0	8.2	10.7	0.0	2.2
Prop In Lane	0.04		0.26	0.33		0.09	1.00		0.34	1.00		0.06
Lane Grp Cap(c), veh/h	700	0	0	689	0	0	520	0	555	288	0	563
V/C Ratio(X)	0.40	0.00	0.00	0.59	0.00	0.00	0.05	0.00	0.72	0.21	0.00	0.23
Avail Cap(c_a), veh/h	938	0	0	900	0	0	645	0	725	378	0	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	10.3	0.0	0.0	10.9	0.0	11.9	16.6	0.0	9.9
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	2.4	0.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.9	0.0	0.0	0.1	0.0	2.2	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	0.0	0.0	11.1	0.0	0.0	10.9	0.0	14.2	17.0	0.0	10.1
LnGrp LOS	A	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		279		406			425			191		
Approach Delay, s/veh		9.8		11.1			14.0			12.2		
Approach LOS		A		B			B			B		
Timer - Assigned Phs		2		4			6			8		
Phs Duration (G+Y+Rc), s		19.0		21.0			19.0			21.0		
Change Period (Y+Rc), s		6.0		6.0			6.0			6.0		
Max Green Setting (Gmax), s		17.0		21.0			17.0			21.0		
Max Q Clear Time (g_c+I1), s		10.2		7.2			12.7			10.5		
Green Ext Time (p_c), s		1.2		1.2			0.3			1.8		
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 1  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	20	20	20	0	12	12	50	14	14
Cap, veh/h	267	26	60	135	130	59	472	1004	40	421	861	147
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	978	168	396	272	850	385	839	1644	66	588	1409	240
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591
Grp Sat Flow(s),veh/h/ln	1542	0	0	1507	0	0	839	0	1710	588	0	1649
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.9	0.0	6.9	0.4	0.0	11.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	1.4	0.0	0.0	11.9	0.0	6.9	7.2	0.0	11.0
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	354	0	0	324	0	0	472	0	1045	421	0	1007
V/C Ratio(X)	0.53	0.00	0.00	0.15	0.00	0.00	0.05	0.00	0.42	0.02	0.00	0.59
Avail Cap(c_a), veh/h	477	0	0	438	0	0	472	0	1045	421	0	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	0.0	18.8	0.0	0.0	9.6	0.0	5.2	7.1	0.0	6.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.3	0.1	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	0.5	0.0	0.0	0.2	0.0	2.0	0.0	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	0.0	19.0	0.0	0.0	9.8	0.0	6.4	7.2	0.0	8.5
LnGrp LOS	C	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		187			47			464			599	
Approach Delay, s/veh		21.8			19.0			6.6			8.5	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		13.8		37.0		13.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		12.0		31.0		12.0				
Max Q Clear Time (g_c+I1), s		0.0		7.8		0.0		3.4				
Green Ext Time (p_c), s		0.0		0.2		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 1  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗	↖	↑	↗	↖	↖	↗
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7	4	4	12	3	11	2	23	14	14
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531
Grp Sat Flow(s),veh/h/ln	1577	0	0	1005	1841	1459	866	1737	1585	858	0	1626
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732
V/C Ratio(X)	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5
LnGrp LOS	B	A	A	B	B	B	B	A	A	B	A	B
Approach Vol, veh/h		423			331			464			604	
Approach Delay, s/veh		19.6			13.6			12.1			14.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.2		21.1		28.2		21.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0				
Max Q Clear Time (g_c+I1), s		21.2		14.4		15.2		9.4				
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 1  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1796	1796	1796	1337	1337	1337	1811	1811	1811
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	7	7	7	38	38	38	6	6	6
Cap, veh/h	147	747	65	126	809	72	228	32	34	195	58	62
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	38	1491	129	8	1614	144	533	326	348	431	594	628
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0
Grp Sat Flow(s),veh/h/ln	1658	0	0	1766	0	0	1207	0	0	1653	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38
Lane Grp Cap(c), veh/h	959	0	0	1007	0	0	294	0	0	315	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1228	0	0	1300	0	0	476	0	0	578	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		257			282			59			100	
Approach Delay, s/veh		4.6			4.6			13.1			13.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		8.9		21.0		8.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.8		3.3		4.7		3.7				
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				6.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 1  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.32	0.32	0.32
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s),veh/h/ln	1714	0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.8
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.8
Prop In Lane	0.37		0.50	0.94		1.00	1.00		0.26	1.00		0.08
Lane Grp Cap(c), veh/h	60	0	0	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	208	0	0	248	0	196	165	1080	1085	478	656	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.6	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.2	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.5	0.0	22.5	41.2	7.4	7.5	11.2	14.8	14.7
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		40			121			507			715	
Approach Delay, s/veh		34.3			25.3			8.2			14.5	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 29		5.6	* 4.2	* 18		6.3				
Max Q Clear Time (g_c+I1), s		6.0		3.1	2.3	9.8		4.1				
Green Ext Time (p_c), s		6.6		0.0	0.0	3.8		0.1				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

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

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	7	10	7	4	2	4	0	14	2	17	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	507	484	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.5	6.34	7.12	6.67	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.67	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.153	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	280	766
Stage 1	-	-	-	-	-	-	568	562	-	649	594	-
Stage 2	-	-	-	-	-	-	618	619	-	548	528	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	210	276	642	215	258	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	276	-	215	258	-
Stage 1	-	-	-	-	-	-	547	541	-	625	568	-
Stage 2	-	-	-	-	-	-	528	592	-	468	508	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			31.1			23.9		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	269	1283	-	-	1142	-	-	286
HCM Lane V/C Ratio	0.501	0.036	-	-	0.043	-	-	0.338
HCM Control Delay (s)	31.1	7.9	0	-	8.3	-	-	23.9
HCM Lane LOS	D	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.1	-	-	1.4



HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd/Alternative 1

2045 Alternative 1  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86
Future Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1856	1752	1752	1752	1796	1796	1870	1767	1767
Adj Flow Rate, veh/h	34	48	68	310	12	33	55	418	342	47	568	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	3	10	10	10	7	7	2	9	9
Cap, veh/h	601	231	327	530	134	369	340	1280	571	383	1083	177
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1383	711	1007	1266	413	1135	725	3413	1522	706	2888	472
Grp Volume(v), veh/h	34	0	116	310	0	45	55	418	342	47	329	332
Grp Sat Flow(s),veh/h/ln	1383	0	1719	1266	0	1548	725	1706	1522	706	1678	1682
Q Serve(g_s), s	0.7	0.0	2.0	9.4	0.0	0.8	2.6	3.5	7.2	2.0	6.1	6.1
Cycle Q Clear(g_c), s	1.5	0.0	2.0	11.3	0.0	0.8	8.7	3.5	7.2	5.5	6.1	6.1
Prop In Lane	1.00		0.59	1.00		0.73	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	601	0	559	530	0	503	340	1280	571	383	629	631
V/C Ratio(X)	0.06	0.00	0.21	0.59	0.00	0.09	0.16	0.33	0.60	0.12	0.52	0.53
Avail Cap(c_a), veh/h	601	0	559	530	0	503	340	1280	571	383	629	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	9.8	13.9	0.0	9.4	13.1	8.9	10.1	10.9	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.7	0.0	0.1	0.2	0.1	1.7	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	1.9	0.0	0.2	0.3	0.8	1.8	0.2	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	10.0	15.5	0.0	9.5	13.3	9.1	11.8	11.0	10.5	10.5
LnGrp LOS	A	A	A	B	A	A	B	A	B	B	B	B
Approach Vol, veh/h		150		355			815			708		
Approach Delay, s/veh		10.0		14.8			10.5			10.6		
Approach LOS		A		B			B			B		
Timer - Assigned Phs		2		4		6	8					
Phs Duration (G+Y+Rc), s		21.0		19.0		21.0	19.0					
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0					
Max Green Setting (Gmax), s		15.0		13.0		15.0	13.0					
Max Q Clear Time (g_c+I1), s		10.7		4.0		8.1	13.3					
Green Ext Time (p_c), s		1.7		0.4		2.3	0.0					
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.2								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	3	1	2	298	196	2
Future Vol, veh/h	3	1	2	298	196	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	8	10	2
Mvmt Flow	3	1	2	324	213	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	542	214	215	0	-	0
Stage 1	214	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	501	826	1355	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	500	826	1355	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	730	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1355	-	625	-	-
HCM Lane V/C Ratio	0.002	-	0.007	-	-
HCM Control Delay (s)	7.7	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	5	24	276	0	29	168
Future Vol, veh/h	5	24	276	0	29	168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	2	2	13
Mvmt Flow	5	26	300	0	32	183

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	547	300	0	0	300	0
Stage 1	300	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	498	740	-	-	1261	-
Stage 1	752	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	486	740	-	-	1261	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	702	1261
HCM Lane V/C Ratio	-	-	0.045	0.025
HCM Control Delay (s)	-	-	10.4	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th Signalized Intersection Summary  
2: US-15 & Bethune Hwy

2045 Alternative 2  
AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	89	396	257	386	474	86
Future Volume (veh/h)	89	396	257	386	474	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1663	1663	1752	1737	1841
Adj Flow Rate, veh/h	97	0	279	420	515	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	16	16	10	11	4
Cap, veh/h	150		536	1070	1061	
Arrive On Green	0.08	0.00	0.61	0.61	0.61	0.00
Sat Flow, veh/h	1810	1409	787	1752	1737	1560
Grp Volume(v), veh/h	97	0	279	420	515	0
Grp Sat Flow(s),veh/h/ln	1810	1409	787	1752	1737	1560
Q Serve(g_s), s	2.0	0.0	11.9	4.8	6.4	0.0
Cycle Q Clear(g_c), s	2.0	0.0	18.3	4.8	6.4	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	150		536	1070	1061	
V/C Ratio(X)	0.64		0.52	0.39	0.49	
Avail Cap(c_a), veh/h	231		717	1474	1461	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.4	0.0	9.3	3.9	4.2	0.0
Incr Delay (d2), s/veh	4.6	0.0	0.8	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.3	0.6	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	0.0	10.1	4.1	4.6	0.0
LnGrp LOS	C		B	A	A	
Approach Vol, veh/h	97	A		699	515	A
Approach Delay, s/veh	22.0			6.5	4.6	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.0		9.3		30.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		33.0		5.0		33.0
Max Q Clear Time (g_c+I1), s		20.3		4.0		8.4
Green Ext Time (p_c), s		3.6		0.0		3.2

Intersection Summary

HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary  
27: US-15 & Alternative 2

2045 Alternative 2  
AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	269	374	60	199	671
Future Volume (veh/h)	30	269	374	60	199	671
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1781	1707	1707	1841	1707
Adj Flow Rate, veh/h	33	292	407	65	216	729
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	8	13	13	4	13
Cap, veh/h	407	345	732	117	443	1653
Arrive On Green	0.23	0.23	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	1510	1437	229	907	3329
Grp Volume(v), veh/h	33	292	0	472	216	729
Grp Sat Flow(s),veh/h/ln	1781	1510	0	1666	907	1622
Q Serve(g_s), s	0.7	8.5	0.0	8.9	9.8	6.5
Cycle Q Clear(g_c), s	0.7	8.5	0.0	8.9	18.7	6.5
Prop In Lane	1.00	1.00		0.14	1.00	
Lane Grp Cap(c), veh/h	407	345	0	849	443	1653
V/C Ratio(X)	0.08	0.85	0.00	0.56	0.49	0.44
Avail Cap(c_a), veh/h	466	395	0	945	496	1840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	16.9	0.0	7.7	14.1	7.1
Incr Delay (d2), s/veh	0.1	14.0	0.0	0.6	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.4	0.0	2.0	1.6	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	30.9	0.0	8.3	14.9	7.3
LnGrp LOS	B	C	A	A	B	A
Approach Vol, veh/h	325		472			945
Approach Delay, s/veh	29.2		8.3			9.0
Approach LOS	C		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		29.3			29.3	16.5
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		26.0			26.0	12.0
Max Q Clear Time (g_c+I1), s		10.9			20.7	10.5
Green Ext Time (p_c), s		2.5			2.7	0.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			12.6			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 2  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716
Grp Sat Flow(s),veh/h/ln	1309	0	0	1794	0	0	718	0	1698	222	0	1655
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7
LnGrp LOS	C	A	A	B	A	A	B	A	A	A	A	B
Approach Vol, veh/h		167			33			429			731	
Approach Delay, s/veh		23.1			19.5			6.6			10.6	
Approach LOS		C			B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		14.2		39.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		33.0		10.0		33.0		10.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 2  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘	↗	↖	↑	↗	↖	↙	↘
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12
Cap, veh/h	117	280	163	348	514	373	305	825	716	429	723	69
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549	147
Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566
Grp Sat Flow(s),veh/h/ln	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696
Q Serve(g_s), s	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4
Cycle Q Clear(g_c), s	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	560	0	0	348	514	373	305	825	716	429	0	791
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72
Avail Cap(c_a), veh/h	666	0	0	413	630	457	331	883	767	456	0	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7
LnGrp LOS	C	A	A	B	B	B	C	A	A	B	A	B
Approach Vol, veh/h		418			287			453			632	
Approach Delay, s/veh		20.5			13.9			11.9			13.5	
Approach LOS		C			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.3		20.7		29.3		20.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		18.0		25.0		18.0				
Max Q Clear Time (g_c+I1), s		22.4		14.1		15.4		5.6				
Green Ext Time (p_c), s		1.0		0.6		4.4		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 2  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Future Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	13	13	13	100	100	100	0	0	0
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1666	0	0	1677	0	0	383	0	0	1615	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32
Lane Grp Cap(c), veh/h	1002	0	0	1001	0	0	211	0	0	301	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1283	0	0	1289	0	0	285	0	0	628	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		303			291			8				66
Approach Delay, s/veh		4.3			4.2			13.0				13.5
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		7.8		21.0		7.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.9		2.5		5.0		3.1				
Green Ext Time (p_c), s		1.3		0.0		1.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					5.3							
HCM 6th LOS					A							



HCM 6th Signalized Intersection Summary  
 9: Alternative 2 & SC-341

2045 Alternative 2  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1707	1707	1707	1722	1826	1826	1722	1781	1781
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	64	151	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	13	13	13	12	5	5	12	8	8
Cap, veh/h	101	409	154	174	464	52	475	367	198	290	547	33
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	21	1096	412	180	1243	139	1129	1117	601	904	1664	99
Grp Volume(v), veh/h	297	0	0	337	0	0	28	0	403	64	0	160
Grp Sat Flow(s),veh/h/ln	1530	0	0	1563	0	0	1129	0	1718	904	0	1764
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.7	0.0	2.7
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.4	0.0	0.0	3.4	0.0	8.3	11.0	0.0	2.7
Prop In Lane	0.04		0.27	0.19		0.09	1.00		0.35	1.00		0.06
Lane Grp Cap(c), veh/h	663	0	0	689	0	0	475	0	565	290	0	580
V/C Ratio(X)	0.45	0.00	0.00	0.49	0.00	0.00	0.06	0.00	0.71	0.22	0.00	0.28
Avail Cap(c_a), veh/h	738	0	0	763	0	0	552	0	683	353	0	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	0.0	0.0	9.9	0.0	0.0	11.2	0.0	11.8	16.6	0.0	10.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	2.8	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.6	0.0	0.0	0.1	0.0	2.3	0.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	0.0	0.0	10.4	0.0	0.0	11.3	0.0	14.6	17.0	0.0	10.2
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		297			337			431			224	
Approach Delay, s/veh		10.3			10.4			14.4			12.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.2		21.0		19.2		21.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0		17.0		16.0		17.0				
Max Q Clear Time (g_c+I1), s		10.3		8.0		13.0		8.4				
Green Ext Time (p_c), s		1.1		1.0		0.3		1.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 2  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	593	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1082	49
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3215	146
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	304	316
Grp Sat Flow(s),veh/h/ln1698	0	0	1825	0	1522	1810	1706	1775	872	1650	1711	
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Prop In Lane	0.28		0.58	0.82		1.00	1.00		0.07	1.00		0.09
Lane Grp Cap(c), veh/h	55	0	0	84	0	70	15	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.55	0.55
Avail Cap(c_a), veh/h	191	0	0	201	0	167	171	1003	1043	459	563	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.4	13.4
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		36			58			441			661	
Approach Delay, s/veh		33.9			24.9			7.4			13.2	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 26		5.0	* 4.2	* 15		4.9				
Max Q Clear Time (g_c+I1), s		5.2		2.9	2.2	8.7		3.0				
Green Ext Time (p_c), s		5.4		0.0	0.0	2.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

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

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	-	-	-	-	-	-	469	469	-	364	364	-
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	-	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	1380	-	-	1163	-	-	280
HCM Lane V/C Ratio	0.422	0.031	-	-	0.074	-	-	0.194
HCM Control Delay (s)	26.5	7.7	-	-	8.3	-	-	20.9
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2	0.1	-	-	0.2	-	-	0.7

HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd/Alternative 2

2045 Alternative 2  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70
Future Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1752	1870	1870	1781	1796	1796	1870	1752	1752
Adj Flow Rate, veh/h	39	54	86	235	16	5	46	416	341	42	488	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	10	2	2	8	7	7	2	10	10
Cap, veh/h	587	193	307	468	419	131	394	1314	586	397	1112	172
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1347	629	1002	1170	1366	427	806	3413	1522	708	2888	448
Grp Volume(v), veh/h	39	0	140	235	0	21	46	416	341	42	280	284
Grp Sat Flow(s),veh/h/ln	1347	0	1631	1170	0	1793	806	1706	1522	708	1664	1671
Q Serve(g_s), s	0.8	0.0	2.5	7.4	0.0	0.3	1.7	3.3	6.9	1.7	4.9	4.9
Cycle Q Clear(g_c), s	1.1	0.0	2.5	10.0	0.0	0.3	6.6	3.3	6.9	5.0	4.9	4.9
Prop In Lane	1.00		0.61	1.00		0.24	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	587	0	500	468	0	550	394	1314	586	397	641	644
V/C Ratio(X)	0.07	0.00	0.28	0.50	0.00	0.04	0.12	0.32	0.58	0.11	0.44	0.44
Avail Cap(c_a), veh/h	623	0	544	499	0	599	394	1314	586	397	641	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	10.2	14.0	0.0	9.5	11.3	8.4	9.5	10.2	8.9	8.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.8	0.0	0.0	0.1	0.1	1.5	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	1.3	0.0	0.1	0.2	0.8	1.6	0.2	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	10.5	14.8	0.0	9.5	11.5	8.5	11.0	10.3	9.3	9.3
LnGrp LOS	A	A	B	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		179			256			803			606	
Approach Delay, s/veh		10.4			14.4			9.7			9.4	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		18.0		21.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		15.0		13.0		15.0		13.0				
Max Q Clear Time (g_c+I1), s		8.9		4.5		7.0		12.0				
Green Ext Time (p_c), s		2.1		0.5		2.1		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.3								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	20	19	5	9	14	30	20	249	11	30	199	30
Future Vol, veh/h	20	19	5	9	14	30	20	249	11	30	199	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	22	21	5	10	15	33	22	271	12	33	216	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	644	626	233	633	636	277	249	0	0	283	0	0
Stage 1	299	299	-	321	321	-	-	-	-	-	-	-
Stage 2	345	327	-	312	315	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	386	401	806	392	395	762	1317	-	-	1279	-	-
Stage 1	710	666	-	691	652	-	-	-	-	-	-	-
Stage 2	671	648	-	699	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	347	384	806	361	378	762	1317	-	-	1279	-	-
Mov Cap-2 Maneuver	347	384	-	361	378	-	-	-	-	-	-	-
Stage 1	698	649	-	679	641	-	-	-	-	-	-	-
Stage 2	617	637	-	655	639	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.6		12.7		0.6		0.9	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	388	523	1279	-
HCM Lane V/C Ratio	0.017	-	-	0.123	0.11	0.025	-
HCM Control Delay (s)	7.8	-	-	15.6	12.7	7.9	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.4	0.1	-

HCM 6th Signalized Intersection Summary  
2: US-15 & Bethune Hwy

2045 Alternative 2  
PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	44	126	112	300	244	31
Future Volume (veh/h)	44	126	112	300	244	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1411	1648	1752	1752	1707
Adj Flow Rate, veh/h	84	0	213	571	464	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	33	17	10	10	13
Cap, veh/h	143		535	954	954	
Arrive On Green	0.08	0.00	0.54	0.54	0.54	0.00
Sat Flow, veh/h	1739	1196	818	1752	1752	1447
Grp Volume(v), veh/h	84	0	213	571	464	0
Grp Sat Flow(s),veh/h/ln	1739	1196	818	1752	1752	1447
Q Serve(g_s), s	1.5	0.0	7.0	7.1	5.3	0.0
Cycle Q Clear(g_c), s	1.5	0.0	12.3	7.1	5.3	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	143		535	954	954	
V/C Ratio(X)	0.59		0.40	0.60	0.49	
Avail Cap(c_a), veh/h	270		675	1253	1253	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	8.3	4.9	4.5	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.5	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.7	0.8	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.1	0.0	8.8	5.5	4.9	0.0
LnGrp LOS	B		A	A	A	
Approach Vol, veh/h	84	A		784	464	A
Approach Delay, s/veh	18.1			6.4	4.9	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		23.5		8.6		23.5
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		23.0		5.0		23.0
Max Q Clear Time (g_c+I1), s		14.3		3.5		7.3
Green Ext Time (p_c), s		3.2		0.0		2.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			A			

Notes

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

HCM 6th Signalized Intersection Summary  
27: US-15 & Alternative 2

2045 Alternative 2  
PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	276	445	40	168	480
Future Volume (veh/h)	50	276	445	40	168	480
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1781	1722	1722	1604	1707
Adj Flow Rate, veh/h	54	300	484	43	183	522
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	8	12	12	20	13
Cap, veh/h	410	348	808	72	377	1681
Arrive On Green	0.23	0.23	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1781	1510	1559	138	751	3329
Grp Volume(v), veh/h	54	300	0	527	183	522
Grp Sat Flow(s),veh/h/ln	1781	1510	0	1697	751	1622
Q Serve(g_s), s	1.1	9.1	0.0	10.4	10.7	4.4
Cycle Q Clear(g_c), s	1.1	9.1	0.0	10.4	21.1	4.4
Prop In Lane	1.00	1.00		0.08	1.00	
Lane Grp Cap(c), veh/h	410	348	0	880	377	1681
V/C Ratio(X)	0.13	0.86	0.00	0.60	0.49	0.31
Avail Cap(c_a), veh/h	410	348	0	960	413	1834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	17.6	0.0	8.0	15.4	6.6
Incr Delay (d2), s/veh	0.1	19.4	0.0	0.9	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.2	0.0	2.5	1.5	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.7	37.0	0.0	8.9	16.4	6.7
LnGrp LOS	B	D	A	A	B	A
Approach Vol, veh/h	354		527			705
Approach Delay, s/veh	33.6		8.9			9.2
Approach LOS	C		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		30.7			30.7	17.0
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		27.0			27.0	11.0
Max Q Clear Time (g_c+I1), s		12.4			23.1	11.1
Green Ext Time (p_c), s		2.8			1.6	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			14.6			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 2  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	20	20	20	0	12	12	50	14	14
Cap, veh/h	267	26	60	135	130	59	472	1004	40	421	861	147
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	978	168	396	272	850	385	839	1644	66	588	1409	240
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591
Grp Sat Flow(s),veh/h/ln	1542	0	0	1507	0	0	839	0	1710	588	0	1649
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.9	0.0	6.9	0.4	0.0	11.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	1.4	0.0	0.0	11.9	0.0	6.9	7.2	0.0	11.0
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	354	0	0	324	0	0	472	0	1045	421	0	1007
V/C Ratio(X)	0.53	0.00	0.00	0.15	0.00	0.00	0.05	0.00	0.42	0.02	0.00	0.59
Avail Cap(c_a), veh/h	477	0	0	438	0	0	472	0	1045	421	0	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	0.0	18.8	0.0	0.0	9.6	0.0	5.2	7.1	0.0	6.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.3	0.1	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	0.5	0.0	0.0	0.2	0.0	2.0	0.0	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	0.0	19.0	0.0	0.0	9.8	0.0	6.4	7.2	0.0	8.5
LnGrp LOS	C	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		187			47			464			599	
Approach Delay, s/veh		21.8			19.0			6.6			8.5	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		13.8		37.0		13.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		12.0		31.0		12.0				
Max Q Clear Time (g_c+I1), s		0.0		7.8		0.0		3.4				
Green Ext Time (p_c), s		0.0		0.2		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.1								
HCM 6th LOS				B								



HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 2  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7	4	4	12	3	11	2	23	14	14
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531
Grp Sat Flow(s),veh/h/ln	1577	0	0	1005	1841	1459	866	1737	1585	858	0	1626
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732
V/C Ratio(X)	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5
LnGrp LOS	B	A	A	B	B	B	B	A	A	B	A	B
Approach Vol, veh/h		423			331			464			604	
Approach Delay, s/veh		19.6			13.6			12.1			14.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.2		21.1		28.2		21.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0				
Max Q Clear Time (g_c+I1), s		21.2		14.4		15.2		9.4				
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 2  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1796	1796	1796	1337	1337	1337	1811	1811	1811
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	7	7	7	38	38	38	6	6	6
Cap, veh/h	148	760	66	126	809	72	228	32	34	195	58	62
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	39	1517	131	8	1614	144	533	326	348	431	594	628
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0
Grp Sat Flow(s),veh/h/ln	1687	0	0	1766	0	0	1207	0	0	1653	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38
Lane Grp Cap(c), veh/h	973	0	0	1007	0	0	294	0	0	315	0	0
V/C Ratio(X)	0.26	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1247	0	0	1300	0	0	476	0	0	578	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		257			282			59			100	
Approach Delay, s/veh		4.6			4.6			13.1			13.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		8.9		21.0		8.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.8		3.3		4.6		3.7				
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				6.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
9: Alternative 2 & SC-341

2045 Alternative 2  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	74	113	7
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	74	113	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1737	1737	1737	1841	1841	1841	1870	1811	1811	1707	1544	1544
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	80	123	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	4	4	4	2	6	6	13	24	24
Cap, veh/h	99	437	158	268	381	53	526	384	197	302	488	32
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	22	1193	430	412	1040	146	1259	1128	579	901	1434	93
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	80	0	131
Grp Sat Flow(s),veh/h/ln	1645	0	0	1597	0	0	1259	0	1707	901	0	1528
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	0.6	0.0	8.2	3.4	0.0	2.5
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.2	0.0	0.0	3.2	0.0	8.2	11.6	0.0	2.5
Prop In Lane	0.04		0.26	0.33		0.09	1.00		0.34	1.00		0.06
Lane Grp Cap(c), veh/h	694	0	0	702	0	0	526	0	581	302	0	520
V/C Ratio(X)	0.40	0.00	0.00	0.58	0.00	0.00	0.05	0.00	0.69	0.27	0.00	0.25
Avail Cap(c_a), veh/h	931	0	0	920	0	0	621	0	709	369	0	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	0.0	10.6	0.0	0.0	10.9	0.0	11.6	16.6	0.0	9.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	2.1	0.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.1	0.0	0.0	0.1	0.0	2.1	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	0.0	0.0	11.4	0.0	0.0	10.9	0.0	13.7	17.1	0.0	10.0
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		279		406			425		211			
Approach Delay, s/veh		10.2		11.4			13.5		12.7			
Approach LOS		B		B			B		B			
Timer - Assigned Phs		2		4			6		8			
Phs Duration (G+Y+Rc), s		19.9		21.0			19.9		21.0			
Change Period (Y+Rc), s		6.0		6.0			6.0		6.0			
Max Green Setting (Gmax), s		17.0		21.0			17.0		21.0			
Max Q Clear Time (g_c+I1), s		10.2		7.2			13.6		10.2			
Green Ext Time (p_c), s		1.2		1.2			0.3		1.8			
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 2  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	122	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.32	0.32	0.32
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s),veh/h/ln	1714	0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.8
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.8
Prop In Lane	0.37		0.50	0.94		1.00	1.00		0.26	1.00		0.08
Lane Grp Cap(c), veh/h	60	0	0	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	186	0	0	256	0	202	165	1094	1100	485	671	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.6	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.2	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.5	0.0	22.5	41.2	7.4	7.5	11.2	14.7	14.7
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		40			121			507			715	
Approach Delay, s/veh		34.3			25.3			8.2			14.5	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 30		5.0	* 4.2	* 19		6.5				
Max Q Clear Time (g_c+I1), s		6.0		3.1	2.3	9.8		4.1				
Green Ext Time (p_c), s		6.7		0.0	0.0	3.9		0.1				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

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

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	7	10	7	5	2	4	0	14	2	5	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	507	484	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.5	6.34	7.12	6.55	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.045	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	292	766
Stage 1	-	-	-	-	-	-	568	562	-	649	614	-
Stage 2	-	-	-	-	-	-	618	619	-	548	547	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	211	276	642	215	269	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	276	-	215	269	-
Stage 1	-	-	-	-	-	-	547	541	-	625	588	-
Stage 2	-	-	-	-	-	-	529	592	-	468	527	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			30.9			23.3		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	270	1283	-	-	1142	-	-	292
HCM Lane V/C Ratio	0.499	0.036	-	-	0.043	-	-	0.331
HCM Control Delay (s)	30.9	7.9	-	-	8.3	-	-	23.3
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.1	-	-	1.4

HCM 6th Signalized Intersection Summary  
 10: US-15 & Browtown Rd/Alternative 2

2045 Alternative 2  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86
Future Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1856	1752	1752	1752	1796	1796	1870	1767	1767
Adj Flow Rate, veh/h	34	48	68	310	12	33	55	418	342	47	568	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	3	10	10	10	7	7	2	9	9
Cap, veh/h	601	231	327	530	134	369	340	1280	571	383	1083	177
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1383	711	1007	1266	413	1135	725	3413	1522	706	2888	472
Grp Volume(v), veh/h	34	0	116	310	0	45	55	418	342	47	329	332
Grp Sat Flow(s),veh/h/ln	1383	0	1719	1266	0	1548	725	1706	1522	706	1678	1682
Q Serve(g_s), s	0.7	0.0	2.0	9.4	0.0	0.8	2.6	3.5	7.2	2.0	6.1	6.1
Cycle Q Clear(g_c), s	1.5	0.0	2.0	11.3	0.0	0.8	8.7	3.5	7.2	5.5	6.1	6.1
Prop In Lane	1.00		0.59	1.00		0.73	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	601	0	559	530	0	503	340	1280	571	383	629	631
V/C Ratio(X)	0.06	0.00	0.21	0.59	0.00	0.09	0.16	0.33	0.60	0.12	0.52	0.53
Avail Cap(c_a), veh/h	601	0	559	530	0	503	340	1280	571	383	629	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	9.8	13.9	0.0	9.4	13.1	8.9	10.1	10.9	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.7	0.0	0.1	0.2	0.1	1.7	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	1.9	0.0	0.2	0.3	0.8	1.8	0.2	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	10.0	15.5	0.0	9.5	13.3	9.1	11.8	11.0	10.5	10.5
LnGrp LOS	A	A	A	B	A	A	B	A	B	B	B	B
Approach Vol, veh/h		150			355			815			708	
Approach Delay, s/veh		10.0			14.8			10.5			10.6	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		19.0		21.0		19.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		15.0		13.0		15.0		13.0				
Max Q Clear Time (g_c+I1), s		10.7		4.0		8.1		13.3				
Green Ext Time (p_c), s		1.7		0.4		2.3		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.2								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	43	14	16	10	10	27	15	256	15	20	168	20
Future Vol, veh/h	43	14	16	10	10	27	15	256	15	20	168	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	20	2
Mvmt Flow	47	15	17	11	11	29	16	278	16	22	183	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	576	564	194	572	567	286	205	0	0	294	0	0
Stage 1	238	238	-	318	318	-	-	-	-	-	-	-
Stage 2	338	326	-	254	249	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	428	435	847	431	433	753	1366	-	-	1268	-	-
Stage 1	765	708	-	693	654	-	-	-	-	-	-	-
Stage 2	676	648	-	750	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	394	422	847	402	420	753	1366	-	-	1268	-	-
Mov Cap-2 Maneuver	394	422	-	402	420	-	-	-	-	-	-	-
Stage 1	756	696	-	685	646	-	-	-	-	-	-	-
Stage 2	631	640	-	706	689	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.6		12.1		0.4		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1366	-	-	453	556	1268	-
HCM Lane V/C Ratio	0.012	-	-	0.175	0.092	0.017	-
HCM Control Delay (s)	7.7	-	-	14.6	12.1	7.9	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0.1	-

HCM 6th Signalized Intersection Summary  
 27: US-15 & New Bethune Road/Alternative 3

2045 Alternative 3  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	116	280	30	72	197	185	189	60	83	391	86
Future Volume (veh/h)	89	116	280	30	72	197	185	189	60	83	391	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1663	1663	1870	1796	1796	1663	1752	1752	1737	1737	1737
Adj Flow Rate, veh/h	97	126	0	33	78	214	201	205	65	90	425	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	16	16	2	7	7	16	10	10	11	11	11
Cap, veh/h	201	361		350	92	253	400	666	211	600	721	158
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.22	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1104	1663	1409	1265	424	1163	785	1275	404	1030	1381	302
Grp Volume(v), veh/h	97	126	0	33	0	292	201	0	270	90	0	518
Grp Sat Flow(s),veh/h/ln	1104	1663	1409	1265	0	1587	785	0	1679	1030	0	1683
Q Serve(g_s), s	1.9	3.0	0.0	1.0	0.0	8.1	10.9	0.0	4.2	2.5	0.0	9.8
Cycle Q Clear(g_c), s	10.0	3.0	0.0	4.0	0.0	8.1	20.7	0.0	4.2	6.7	0.0	9.8
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.24	1.00		0.18
Lane Grp Cap(c), veh/h	201	361		350	0	345	400	0	877	600	0	879
V/C Ratio(X)	0.48	0.35		0.09	0.00	0.85	0.50	0.00	0.31	0.15	0.00	0.59
Avail Cap(c_a), veh/h	201	361		350	0	345	467	0	1021	688	0	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	15.3	0.0	17.0	0.0	17.3	14.7	0.0	6.3	8.2	0.0	7.6
Incr Delay (d2), s/veh	1.8	0.6	0.0	0.1	0.0	17.6	1.0	0.0	0.2	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.0	0.0	0.2	0.0	3.8	1.6	0.0	0.9	0.4	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	15.8	0.0	17.1	0.0	34.9	15.7	0.0	6.5	8.3	0.0	8.3
LnGrp LOS	C	B		B	A	C	B	A	A	A	A	A
Approach Vol, veh/h		223	A		325		471				608	
Approach Delay, s/veh		19.6			33.1		10.4				8.3	
Approach LOS		B			C		B				A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.1		16.0		30.1		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		28.0		10.0		28.0		10.0				
Max Q Clear Time (g_c+I1), s		22.7		12.0		11.8		10.1				
Green Ext Time (p_c), s		1.3		0.0		3.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B



















Notes

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



HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 3  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716
Grp Sat Flow(s),veh/h/ln	1309	0	0	1794	0	0	718	0	1698	222	0	1655
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7
LnGrp LOS	C	A	A	B	A	A	B	A	A	A	A	B
Approach Vol, veh/h		167			33			429			731	
Approach Delay, s/veh		23.1			19.5			6.6			10.6	
Approach LOS		C			B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		14.2		39.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		33.0		10.0		33.0		10.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 3  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘	↗	↖	↑	↗	↖	↙	↘
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12
Cap, veh/h	117	280	163	348	514	373	305	825	716	429	723	69
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549	147
Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566
Grp Sat Flow(s),veh/h/ln	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696
Q Serve(g_s), s	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4
Cycle Q Clear(g_c), s	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	560	0	0	348	514	373	305	825	716	429	0	791
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72
Avail Cap(c_a), veh/h	666	0	0	413	630	457	331	883	767	456	0	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7
LnGrp LOS	C	A	A	B	B	B	C	A	A	B	A	B
Approach Vol, veh/h		418			287			453			632	
Approach Delay, s/veh		20.5			13.9			11.9			13.5	
Approach LOS		C			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.3		20.7		29.3		20.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		18.0		25.0		18.0				
Max Q Clear Time (g_c+I1), s		22.4		14.1		15.4		5.6				
Green Ext Time (p_c), s		1.0		0.6		4.4		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 20: Nettles St. & SC-341

2045 Alternative 3  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Future Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	13	13	13	100	100	100	0	0	0
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1666	0	0	1677	0	0	383	0	0	1615	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32
Lane Grp Cap(c), veh/h	1002	0	0	1001	0	0	211	0	0	301	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1283	0	0	1289	0	0	285	0	0	628	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		303			291			8				66
Approach Delay, s/veh		4.3			4.2			13.0				13.5
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		7.8		21.0		7.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.9		2.5		5.0		3.1				
Green Ext Time (p_c), s		1.3		0.0		1.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				5.3								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
 9: Alternative 3 & SC-341

2045 Alternative 3  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1707	1707	1707	1722	1826	1826	1781	1781	1781
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	64	151	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	13	13	13	12	5	5	8	8	8
Cap, veh/h	101	410	154	174	465	52	473	366	197	293	545	32
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	21	1096	412	180	1243	139	1129	1117	601	935	1664	99
Grp Volume(v), veh/h	297	0	0	337	0	0	28	0	403	64	0	160
Grp Sat Flow(s),veh/h/ln	1530	0	0	1563	0	0	1129	0	1718	935	0	1764
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.6	0.0	2.7
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.4	0.0	0.0	3.4	0.0	8.3	10.9	0.0	2.7
Prop In Lane	0.04		0.27	0.19		0.09	1.00		0.35	1.00		0.06
Lane Grp Cap(c), veh/h	665	0	0	691	0	0	473	0	562	293	0	577
V/C Ratio(X)	0.45	0.00	0.00	0.49	0.00	0.00	0.06	0.00	0.72	0.22	0.00	0.28
Avail Cap(c_a), veh/h	740	0	0	765	0	0	554	0	685	359	0	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	9.8	0.0	0.0	11.3	0.0	11.9	16.6	0.0	10.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	2.8	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.5	0.0	0.0	0.1	0.0	2.3	0.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	0.0	0.0	10.4	0.0	0.0	11.3	0.0	14.7	17.0	0.0	10.2
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		297		337			431		224			
Approach Delay, s/veh		10.2		10.4			14.5		12.2			
Approach LOS		B		B			B		B			
Timer - Assigned Phs		2		4			6		8			
Phs Duration (G+Y+Rc), s		19.1		21.0			19.1		21.0			
Change Period (Y+Rc), s		6.0		6.0			6.0		6.0			
Max Green Setting (Gmax), s		16.0		17.0			16.0		17.0			
Max Q Clear Time (g_c+I1), s		10.3		8.0			12.9		8.4			
Green Ext Time (p_c), s		1.1		1.0			0.3		1.2			
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	-	-	-	-	-	-	469	469	-	364	364	-
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	-	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	1380	-	-	1163	-	-	280
HCM Lane V/C Ratio	0.422	0.031	-	-	0.074	-	-	0.194
HCM Control Delay (s)	26.5	7.7	-	-	8.3	-	-	20.9
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2	0.1	-	-	0.2	-	-	0.7

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 3  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	536	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	536	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	583	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1081	50
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3212	149
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	299	311
Grp Sat Flow(s),veh/h/ln1698	0	0	1825	0	1522	1810	1706	1775	872	1650	1710	
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.5	6.6
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.5	6.6
Prop In Lane	0.28		0.58	0.82		1.00	1.00		0.07	1.00		0.09
Lane Grp Cap(c), veh/h	55	0	0	84	0	70	15	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.54	0.54
Avail Cap(c_a), veh/h	152	0	0	164	0	137	162	1076	1119	500	641	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.1	13.1
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		36			58			441			651	
Approach Delay, s/veh		33.9			24.9			7.4			13.0	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 28		4.0	* 4	* 17		4.0				
Max Q Clear Time (g_c+I1), s		5.2		2.9	2.2	8.6		3.0				
Green Ext Time (p_c), s		5.6		0.0	0.0	3.5		0.0				

Intersection Summary















HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
 41: US-15 & Alternative 3

2045 Alternative 3  
 AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	231	5	419	364	39	519
Future Volume (veh/h)	231	5	419	364	39	519
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1752	1870	1796	1796	1870	1767
Adj Flow Rate, veh/h	251	5	455	396	42	564
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	2	7	7	2	9
Cap, veh/h	323	307	1529	682	450	1504
Arrive On Green	0.19	0.19	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1668	1585	3503	1522	648	3445
Grp Volume(v), veh/h	251	5	455	396	42	564
Grp Sat Flow(s),veh/h/ln	1668	1585	1706	1522	648	1678
Q Serve(g_s), s	4.8	0.1	2.8	6.5	1.5	3.7
Cycle Q Clear(g_c), s	4.8	0.1	2.8	6.5	4.3	3.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	323	307	1529	682	450	1504
V/C Ratio(X)	0.78	0.02	0.30	0.58	0.09	0.38
Avail Cap(c_a), veh/h	648	615	1529	682	450	1504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	10.9	5.9	6.9	7.3	6.1
Incr Delay (d2), s/veh	4.0	0.0	0.1	1.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.5	1.2	0.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.8	10.9	6.0	8.1	7.4	6.3
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h			851			606
Approach Delay, s/veh			7.0			6.4
Approach LOS			A			A
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		21.0		12.5		21.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		15.0		13.0		15.0
Max Q Clear Time (g_c+I1), s		8.5		6.8		6.3
Green Ext Time (p_c), s		2.4		0.4		2.5
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			8.2			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd

2045 Alternative 3  
 AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	86	79	42	697	710	85
Future Volume (veh/h)	86	79	42	697	710	85
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	1767	1781	1796	1752	1752
Adj Flow Rate, veh/h	93	86	46	758	772	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	9	8	7	10	10
Cap, veh/h	219	190	419	1655	1453	173
Arrive On Green	0.13	0.13	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1725	1497	610	3503	3083	357
Grp Volume(v), veh/h	93	86	46	758	429	435
Grp Sat Flow(s),veh/h/ln	1725	1497	610	1706	1664	1688
Q Serve(g_s), s	1.5	1.6	1.8	4.5	5.5	5.5
Cycle Q Clear(g_c), s	1.5	1.6	7.3	4.5	5.5	5.5
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	219	190	419	1655	807	819
V/C Ratio(X)	0.42	0.45	0.11	0.46	0.53	0.53
Avail Cap(c_a), veh/h	390	339	538	2318	1130	1146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	12.5	8.1	5.3	5.5	5.5
Incr Delay (d2), s/veh	1.3	1.7	0.1	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.1	0.5	0.6	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	14.2	8.2	5.5	6.1	6.1
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	179			804	864	
Approach Delay, s/veh	14.0			5.6	6.1	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		21.0		9.9		21.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		21.0		7.0		21.0
Max Q Clear Time (g_c+I1), s		9.3		3.6		7.5
Green Ext Time (p_c), s		4.0		0.1		4.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			A			



Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	20	19	5	10	14	30	15	249	16	30	199	30
Future Vol, veh/h	20	19	5	10	14	30	15	249	16	30	199	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	9	2	2	9	2
Mvmt Flow	22	21	5	11	15	33	16	271	17	33	216	33

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	635	619	233	624	627	280	249	0	0	288	0	0
Stage 1	299	299	-	312	312	-	-	-	-	-	-	-
Stage 2	336	320	-	312	315	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	391	404	806	398	400	759	1317	-	-	1274	-	-
Stage 1	710	666	-	699	658	-	-	-	-	-	-	-
Stage 2	678	652	-	699	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	353	389	806	369	385	759	1317	-	-	1274	-	-
Mov Cap-2 Maneuver	353	389	-	369	385	-	-	-	-	-	-	-
Stage 1	701	649	-	691	650	-	-	-	-	-	-	-
Stage 2	626	644	-	655	639	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.4		12.7		0.4		0.9	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	394	524	1274	-
HCM Lane V/C Ratio	0.012	-	-	0.121	0.112	0.026	-
HCM Control Delay (s)	7.8	-	-	15.4	12.7	7.9	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0.1	-

HCM 6th Signalized Intersection Summary  
 27: US-15 & New Bethune Road/Alternative 3

2045 Alternative 3  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	77	88	133	50	100	176	126	319	40	80	347	54
Future Volume (veh/h)	77	88	133	50	100	176	126	319	40	80	347	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1411	1411	1870	1707	1707	1648	1752	1752	1707	1752	1752
Adj Flow Rate, veh/h	84	96	0	54	109	191	137	347	43	87	377	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	33	33	2	13	13	17	10	10	13	10	10
Cap, veh/h	276	370		460	146	256	378	646	80	419	625	98
Arrive On Green	0.26	0.26	0.00	0.26	0.26	0.26	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1054	1411	1196	1300	557	975	839	1528	189	907	1479	231
Grp Volume(v), veh/h	84	96	0	54	0	300	137	0	390	87	0	436
Grp Sat Flow(s),veh/h/ln	1054	1411	1196	1300	0	1532	839	0	1718	907	0	1710
Q Serve(g_s), s	3.0	2.1	0.0	1.3	0.0	6.9	5.8	0.0	6.5	3.0	0.0	7.5
Cycle Q Clear(g_c), s	9.9	2.1	0.0	3.4	0.0	6.9	13.3	0.0	6.5	9.5	0.0	7.5
Prop In Lane	1.00		1.00	1.00		0.64	1.00		0.11	1.00		0.14
Lane Grp Cap(c), veh/h	276	370		460	0	402	378	0	727	419	0	723
V/C Ratio(X)	0.30	0.26		0.12	0.00	0.75	0.36	0.00	0.54	0.21	0.00	0.60
Avail Cap(c_a), veh/h	276	370		460	0	402	419	0	811	463	0	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.4	11.1	0.0	12.5	0.0	12.9	13.7	0.0	8.2	11.8	0.0	8.5
Incr Delay (d2), s/veh	0.6	0.4	0.0	0.1	0.0	7.5	0.6	0.0	0.6	0.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.5	0.0	0.3	0.0	2.3	0.9	0.0	1.5	0.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	11.5	0.0	12.6	0.0	20.4	14.2	0.0	8.8	12.0	0.0	9.6
LnGrp LOS	B	B		B	A	C	B	A	A	B	A	A
Approach Vol, veh/h		180	A		354			527			523	
Approach Delay, s/veh		14.6			19.2			10.2			10.0	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.1		16.0		22.1		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		10.0		18.0		10.0				
Max Q Clear Time (g_c+I1), s		15.3		11.9		11.5		8.9				
Green Ext Time (p_c), s		0.8		0.0		1.7		0.2				

Intersection Summary

HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 3  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1604	1604	1604	1900	1707	1707	1159	1693	1693
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	20	20	20	0	13	13	50	14	14
Cap, veh/h	265	30	58	149	147	67	432	933	37	400	806	137
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	797	173	335	281	847	387	839	1630	65	588	1409	240
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591
Grp Sat Flow(s),veh/h/ln	1305	0	0	1515	0	0	839	0	1696	588	0	1649
Q Serve(g_s), s	5.2	0.0	0.0	0.0	0.0	0.0	0.9	0.0	7.1	0.4	0.0	11.3
Cycle Q Clear(g_c), s	6.5	0.0	0.0	1.2	0.0	0.0	12.2	0.0	7.1	7.5	0.0	11.3
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	353	0	0	364	0	0	432	0	970	400	0	944
V/C Ratio(X)	0.53	0.00	0.00	0.13	0.00	0.00	0.05	0.00	0.45	0.02	0.00	0.63
Avail Cap(c_a), veh/h	429	0	0	445	0	0	432	0	970	400	0	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	0.0	16.6	0.0	0.0	10.8	0.0	5.8	8.0	0.0	6.7
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.5	0.1	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	0.4	0.0	0.0	0.2	0.0	2.2	0.0	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	0.0	16.8	0.0	0.0	11.0	0.0	7.4	8.1	0.0	9.9
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		187			47			464				599
Approach Delay, s/veh		19.9			16.8			7.6				9.8
Approach LOS		B			B			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		14.2		33.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		11.0		27.0		11.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		3.2				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.7								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 3  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗	↖	↑	↗	↖	↖	↗
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7	4	4	12	3	11	2	23	14	14
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531
Grp Sat Flow(s),veh/h/ln	1577	0	0	1005	1841	1459	866	1737	1585	858	0	1626
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732
V/C Ratio(X)	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5
LnGrp LOS	B	A	A	B	B	B	B	A	A	B	A	B
Approach Vol, veh/h		423			331			464			604	
Approach Delay, s/veh		19.6			13.6			12.1			14.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.2		21.1		28.2		21.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0				
Max Q Clear Time (g_c+I1), s		21.2		14.4		15.2		9.4				
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 3  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1796	1796	1796	1337	1337	1337	1811	1811	1811
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	7	7	7	38	38	38	6	6	6
Cap, veh/h	147	747	65	126	809	72	228	32	34	195	58	62
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	38	1491	129	8	1614	144	533	326	348	431	594	628
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0
Grp Sat Flow(s),veh/h/ln	1658	0	0	1766	0	0	1207	0	0	1653	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38
Lane Grp Cap(c), veh/h	959	0	0	1007	0	0	294	0	0	315	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1228	0	0	1300	0	0	476	0	0	578	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		257			282			59			100	
Approach Delay, s/veh		4.6			4.6			13.1			13.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		8.9		21.0		8.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.8		3.3		4.7		3.7				
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					6.6							
HCM 6th LOS					A							

HCM 6th Signalized Intersection Summary  
 9: Alternative 3 & SC-341

2045 Alternative 3  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	71	113	7
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	71	113	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1737	1737	1737	1752	1752	1752	1841	1841	1841	1707	1544	1544
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	77	123	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	10	10	10	4	4	4	13	24	24
Cap, veh/h	100	441	159	262	366	51	515	384	197	301	481	31
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	22	1193	430	391	990	138	1239	1146	588	901	1434	93
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	77	0	131
Grp Sat Flow(s),veh/h/ln	1645	0	0	1519	0	0	1239	0	1735	901	0	1528
Q Serve(g_s), s	0.0	0.0	0.0	3.6	0.0	0.0	0.7	0.0	8.0	3.3	0.0	2.5
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.7	0.0	0.0	3.2	0.0	8.0	11.3	0.0	2.5
Prop In Lane	0.04		0.26	0.33		0.09	1.00		0.34	1.00		0.06
Lane Grp Cap(c), veh/h	700	0	0	679	0	0	515	0	581	301	0	512
V/C Ratio(X)	0.40	0.00	0.00	0.60	0.00	0.00	0.05	0.00	0.68	0.26	0.00	0.26
Avail Cap(c_a), veh/h	939	0	0	887	0	0	619	0	726	376	0	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	10.7	0.0	0.0	11.0	0.0	11.6	16.5	0.0	9.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	1.9	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.0	0.0	0.0	0.1	0.0	2.1	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	11.5	0.0	0.0	11.0	0.0	13.6	17.0	0.0	10.1
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		279		406			425		208			
Approach Delay, s/veh		10.1		11.5			13.4		12.6			
Approach LOS		B		B			B		B			
Timer - Assigned Phs		2		4			6		8			
Phs Duration (G+Y+Rc), s		19.6		21.0			19.6		21.0			
Change Period (Y+Rc), s		6.0		6.0			6.0		6.0			
Max Green Setting (Gmax), s		17.0		21.0			17.0		21.0			
Max Q Clear Time (g_c+I1), s		10.0		7.2			13.3		10.7			
Green Ext Time (p_c), s		1.3		1.2			0.3		1.8			
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	7	10	7	5	2	4	0	14	2	5	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	507	484	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.5	6.34	7.12	6.55	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.045	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	292	766
Stage 1	-	-	-	-	-	-	568	562	-	649	614	-
Stage 2	-	-	-	-	-	-	618	619	-	548	547	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	211	276	642	215	269	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	276	-	215	269	-
Stage 1	-	-	-	-	-	-	547	541	-	625	588	-
Stage 2	-	-	-	-	-	-	529	592	-	468	527	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			30.9			23.3		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	270	1283	-	-	1142	-	-	292
HCM Lane V/C Ratio	0.499	0.036	-	-	0.043	-	-	0.331
HCM Control Delay (s)	30.9	7.9	-	-	8.3	-	-	23.3
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.1	-	-	1.4

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 3  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s),veh/h/ln	1714	0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Prop In Lane	0.37		0.50	0.94		1.00	1.00		0.26	1.00		0.08
Lane Grp Cap(c), veh/h	60	0	0	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	186	0	0	232	0	183	165	1117	1123	496	692	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.7	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.2	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.6	0.0	22.5	41.2	7.4	7.5	11.2	14.7	14.7
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		40			121			507			715	
Approach Delay, s/veh		34.3			25.4			8.2			14.5	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 30		5.0	* 4.2	* 19		5.9				
Max Q Clear Time (g_c+I1), s		6.0		3.1	2.3	9.7		4.1				
Green Ext Time (p_c), s		6.7		0.0	0.0	4.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B













Notes

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



HCM 6th Signalized Intersection Summary  
41: US-15 & Alternative 3

2045 Alternative 3  
PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	296	30	416	359	43	609
Future Volume (veh/h)	296	30	416	359	43	609
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1826	1870	1796	1796	1870	1752
Adj Flow Rate, veh/h	322	33	452	390	47	662
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	2	7	7	2	10
Cap, veh/h	411	374	1448	646	424	1412
Arrive On Green	0.24	0.24	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1739	1585	3503	1522	653	3416
Grp Volume(v), veh/h	322	33	452	390	47	662
Grp Sat Flow(s),veh/h/ln	1739	1585	1706	1522	653	1664
Q Serve(g_s), s	6.1	0.6	3.1	7.0	1.8	5.1
Cycle Q Clear(g_c), s	6.1	0.6	3.1	7.0	4.9	5.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	411	374	1448	646	424	1412
V/C Ratio(X)	0.78	0.09	0.31	0.60	0.11	0.47
Avail Cap(c_a), veh/h	640	583	1448	646	424	1412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.7	10.5	6.8	7.9	8.4	7.3
Incr Delay (d2), s/veh	3.4	0.1	0.1	1.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.1	0.6	1.5	0.2	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.1	10.6	6.9	9.5	8.5	7.6
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h			842			709
Approach Delay, s/veh			8.1			7.6
Approach LOS			A			A
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		14.3		21.0		21.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		13.0		15.0		15.0
Max Q Clear Time (g_c+I1), s		8.1		9.0		7.1
Green Ext Time (p_c), s		0.5		2.2		2.8
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			9.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd

2045 Alternative 3  
 PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	63	51	700	823	107
Future Volume (veh/h)	75	63	51	700	823	107
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1811	1752	1796	1767	1767
Adj Flow Rate, veh/h	82	68	55	761	895	116
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	6	10	7	9	9
Cap, veh/h	211	179	379	1698	1487	193
Arrive On Green	0.12	0.12	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1810	1535	522	3503	3076	387
Grp Volume(v), veh/h	82	68	55	761	503	508
Grp Sat Flow(s),veh/h/ln	1810	1535	522	1706	1678	1697
Q Serve(g_s), s	1.3	1.3	2.6	4.5	6.7	6.7
Cycle Q Clear(g_c), s	1.3	1.3	9.3	4.5	6.7	6.7
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	211	179	379	1698	835	844
V/C Ratio(X)	0.39	0.38	0.15	0.45	0.60	0.60
Avail Cap(c_a), veh/h	291	247	505	2522	1240	1254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.7	12.7	8.9	5.1	5.6	5.6
Incr Delay (d2), s/veh	1.2	1.3	0.2	0.2	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.4	0.2	0.4	0.7	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.9	14.0	9.1	5.2	6.3	6.3
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	150			816	1011	
Approach Delay, s/veh	13.9			5.5	6.3	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		21.5		9.6		21.5
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		23.0		5.0		23.0
Max Q Clear Time (g_c+I1), s		11.3		3.3		8.7
Green Ext Time (p_c), s		4.2		0.1		5.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			A			

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	43	14	13	10	10	27	10	256	20	20	168	20
Future Vol, veh/h	43	14	13	10	10	27	10	256	20	20	168	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	20	2
Mvmt Flow	47	15	14	11	11	29	11	278	22	22	183	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	569	560	194	564	560	289	205	0	0	300	0	0
Stage 1	238	238	-	311	311	-	-	-	-	-	-	-
Stage 2	331	322	-	253	249	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	433	437	847	436	437	750	1366	-	-	1261	-	-
Stage 1	765	708	-	699	658	-	-	-	-	-	-	-
Stage 2	682	651	-	751	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	400	426	847	409	426	750	1366	-	-	1261	-	-
Mov Cap-2 Maneuver	400	426	-	409	426	-	-	-	-	-	-	-
Stage 1	759	696	-	693	653	-	-	-	-	-	-	-
Stage 2	639	646	-	710	689	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.6		12.1		0.3		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1366	-	-	450	560	1261	-
HCM Lane V/C Ratio	0.008	-	-	0.169	0.091	0.017	-
HCM Control Delay (s)	7.7	-	-	14.6	12.1	7.9	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0.1	-

HCM 6th Signalized Intersection Summary  
2: US-15 & Bethune Hwy

2045 Alternative 5  
AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	89	396	257	386	474	86
Future Volume (veh/h)	89	396	257	386	474	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1663	1663	1752	1737	1841
Adj Flow Rate, veh/h	97	0	279	420	515	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	16	16	10	11	4
Cap, veh/h	150		536	1070	1061	
Arrive On Green	0.08	0.00	0.61	0.61	0.61	0.00
Sat Flow, veh/h	1810	1409	787	1752	1737	1560
Grp Volume(v), veh/h	97	0	279	420	515	0
Grp Sat Flow(s),veh/h/ln	1810	1409	787	1752	1737	1560
Q Serve(g_s), s	2.0	0.0	11.9	4.8	6.4	0.0
Cycle Q Clear(g_c), s	2.0	0.0	18.3	4.8	6.4	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	150		536	1070	1061	
V/C Ratio(X)	0.64		0.52	0.39	0.49	
Avail Cap(c_a), veh/h	231		717	1474	1461	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.4	0.0	9.3	3.9	4.2	0.0
Incr Delay (d2), s/veh	4.6	0.0	0.8	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.3	0.6	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	0.0	10.1	4.1	4.6	0.0
LnGrp LOS	C		B	A	A	
Approach Vol, veh/h	97	A		699	515	A
Approach Delay, s/veh	22.0			6.5	4.6	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.0		9.3		30.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		33.0		5.0		33.0
Max Q Clear Time (g_c+I1), s		20.3		4.0		8.4
Green Ext Time (p_c), s		3.6		0.0		3.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.9			
HCM 6th LOS			A			

Notes

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

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 5  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716
Grp Sat Flow(s),veh/h/ln	1309	0	0	1794	0	0	718	0	1698	222	0	1655
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7
LnGrp LOS	C	A	A	B	A	A	B	A	A	A	A	B
Approach Vol, veh/h		167			33			429			731	
Approach Delay, s/veh		23.1			19.5			6.6			10.6	
Approach LOS		C			B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		14.2		39.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		33.0		10.0		33.0		10.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 9: Alternative 5 & SC-341

2045 Alternative 5  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1707	1707	1707	1722	1826	1826	1722	1781	1781
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	64	151	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	13	13	13	12	5	5	12	8	8
Cap, veh/h	101	409	154	174	464	52	475	367	198	290	547	33
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	21	1096	412	180	1243	139	1129	1117	601	904	1664	99
Grp Volume(v), veh/h	297	0	0	337	0	0	28	0	403	64	0	160
Grp Sat Flow(s),veh/h/ln	1530	0	0	1563	0	0	1129	0	1718	904	0	1764
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.7	0.0	2.7
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.4	0.0	0.0	3.4	0.0	8.3	11.0	0.0	2.7
Prop In Lane	0.04		0.27	0.19		0.09	1.00		0.35	1.00		0.06
Lane Grp Cap(c), veh/h	663	0	0	689	0	0	475	0	565	290	0	580
V/C Ratio(X)	0.45	0.00	0.00	0.49	0.00	0.00	0.06	0.00	0.71	0.22	0.00	0.28
Avail Cap(c_a), veh/h	738	0	0	763	0	0	552	0	683	353	0	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	0.0	0.0	9.9	0.0	0.0	11.2	0.0	11.8	16.6	0.0	10.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	2.8	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.6	0.0	0.0	0.1	0.0	2.3	0.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	0.0	0.0	10.4	0.0	0.0	11.3	0.0	14.6	17.0	0.0	10.2
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		297		337			431		224			
Approach Delay, s/veh		10.3		10.4			14.4		12.2			
Approach LOS		B		B			B		B			
Timer - Assigned Phs		2		4			6		8			
Phs Duration (G+Y+Rc), s		19.2		21.0			19.2		21.0			
Change Period (Y+Rc), s		6.0		6.0			6.0		6.0			
Max Green Setting (Gmax), s		16.0		17.0			16.0		17.0			
Max Q Clear Time (g_c+I1), s		10.3		8.0			13.0		8.4			
Green Ext Time (p_c), s		1.1		1.0			0.3		1.2			
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd/Alternative 5

2045 Alternative 5  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70
Future Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1752	1870	1870	1781	1796	1796	1870	1752	1752
Adj Flow Rate, veh/h	39	54	86	235	16	5	46	416	341	42	488	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	10	2	2	8	7	7	2	10	10
Cap, veh/h	587	193	307	468	419	131	394	688	560	324	1112	172
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1347	629	1002	1170	1366	427	806	1787	1454	708	2888	448
Grp Volume(v), veh/h	39	0	140	235	0	21	46	397	360	42	280	284
Grp Sat Flow(s),veh/h/ln	1347	0	1631	1170	0	1793	806	1706	1534	708	1664	1671
Q Serve(g_s), s	0.8	0.0	2.5	7.4	0.0	0.3	1.7	7.3	7.3	2.0	4.9	4.9
Cycle Q Clear(g_c), s	1.1	0.0	2.5	10.0	0.0	0.3	6.6	7.3	7.3	9.3	4.9	4.9
Prop In Lane	1.00		0.61	1.00		0.24	1.00		0.95	1.00		0.27
Lane Grp Cap(c), veh/h	587	0	500	468	0	550	394	657	591	324	641	644
V/C Ratio(X)	0.07	0.00	0.28	0.50	0.00	0.04	0.12	0.60	0.61	0.13	0.44	0.44
Avail Cap(c_a), veh/h	623	0	544	499	0	599	394	657	591	324	641	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	10.2	14.0	0.0	9.5	11.3	9.6	9.6	13.4	8.9	8.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.8	0.0	0.0	0.1	1.6	1.8	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	1.3	0.0	0.1	0.2	1.9	1.7	0.2	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	10.5	14.8	0.0	9.5	11.5	11.2	11.4	13.5	9.3	9.3
LnGrp LOS	A	A	B	B	A	A	B	B	B	B	A	A
Approach Vol, veh/h		179			256			803			606	
Approach Delay, s/veh		10.4			14.4			11.3			9.6	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		18.0		21.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		15.0		13.0		15.0		13.0				
Max Q Clear Time (g_c+I1), s		9.3		4.5		11.3		12.0				
Green Ext Time (p_c), s		2.3		0.5		1.2		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 5  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖	↗	↖	↖	↗	↗	↖	↖
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12
Cap, veh/h	117	280	163	348	514	373	305	825	716	429	723	69
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549	147
Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566
Grp Sat Flow(s),veh/h/ln	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696
Q Serve(g_s), s	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4
Cycle Q Clear(g_c), s	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	560	0	0	348	514	373	305	825	716	429	0	791
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72
Avail Cap(c_a), veh/h	666	0	0	413	630	457	331	883	767	456	0	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7
LnGrp LOS	C	A	A	B	B	B	C	A	A	B	A	B
Approach Vol, veh/h		418			287			453			632	
Approach Delay, s/veh		20.5			13.9			11.9			13.5	
Approach LOS		C			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.3		20.7		29.3		20.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		18.0		25.0		18.0				
Max Q Clear Time (g_c+I1), s		22.4		14.1		15.4		5.6				
Green Ext Time (p_c), s		1.0		0.6		4.4		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.8								
HCM 6th LOS				B								



HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 5  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	593	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1082	49
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3215	146
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	304	316
Grp Sat Flow(s),veh/h/ln1698	0	0	1825	0	1522	1810	1706	1775	872	1650	1711	
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Prop In Lane	0.28		0.58	0.82		1.00	1.00		0.07	1.00		0.09
Lane Grp Cap(c), veh/h	55	0	0	84	0	70	15	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.55	0.55
Avail Cap(c_a), veh/h	191	0	0	201	0	167	171	1003	1043	459	563	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.1	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.4	13.4
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		36			58			441			661	
Approach Delay, s/veh		33.9			24.9			7.4			13.2	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 26		5.0	* 4.2	* 15		4.9				
Max Q Clear Time (g_c+I1), s		5.2		2.9	2.2	8.7		3.0				
Green Ext Time (p_c), s		5.4		0.0	0.0	2.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 5  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Future Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	13	13	13	100	100	100	0	0	0
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1666	0	0	1677	0	0	383	0	0	1615	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32
Lane Grp Cap(c), veh/h	1002	0	0	1001	0	0	211	0	0	301	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1283	0	0	1289	0	0	285	0	0	628	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		303			291			8				66
Approach Delay, s/veh		4.3			4.2			13.0				13.5
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		7.8		21.0		7.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.9		2.5		5.0		3.1				
Green Ext Time (p_c), s		1.3		0.0		1.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					5.3							
HCM 6th LOS					A							

HCM 6th Signalized Intersection Summary  
 27: US-15 & Alternative 5

2045 Alternative 5  
 AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	269	374	60	199	671
Future Volume (veh/h)	30	269	374	60	199	671
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1781	1707	1707	1841	1707
Adj Flow Rate, veh/h	33	292	407	65	216	729
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	8	13	13	4	13
Cap, veh/h	407	345	732	117	443	1653
Arrive On Green	0.23	0.23	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	1510	1437	229	907	3329
Grp Volume(v), veh/h	33	292	0	472	216	729
Grp Sat Flow(s),veh/h/ln	1781	1510	0	1666	907	1622
Q Serve(g_s), s	0.7	8.5	0.0	8.9	9.8	6.5
Cycle Q Clear(g_c), s	0.7	8.5	0.0	8.9	18.7	6.5
Prop In Lane	1.00	1.00		0.14	1.00	
Lane Grp Cap(c), veh/h	407	345	0	849	443	1653
V/C Ratio(X)	0.08	0.85	0.00	0.56	0.49	0.44
Avail Cap(c_a), veh/h	466	395	0	945	496	1840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	16.9	0.0	7.7	14.1	7.1
Incr Delay (d2), s/veh	0.1	14.0	0.0	0.6	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.4	0.0	2.0	1.6	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	30.9	0.0	8.3	14.9	7.3
LnGrp LOS	B	C	A	A	B	A
Approach Vol, veh/h	325		472			945
Approach Delay, s/veh	29.2		8.3			9.0
Approach LOS	C		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		29.3			29.3	16.5
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		26.0			26.0	12.0
Max Q Clear Time (g_c+I1), s		10.9			20.7	10.5
Green Ext Time (p_c), s		2.5			2.7	0.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			12.6			
HCM 6th LOS			B			

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	20	19	5	9	14	30	15	249	16	30	199	30
Future Vol, veh/h	20	19	5	9	14	30	15	249	16	30	199	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	22	21	5	10	15	33	16	271	17	33	216	33

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	635	619	233	624	627	280	249	0	0	288	0	0
Stage 1	299	299	-	312	312	-	-	-	-	-	-	-
Stage 2	336	320	-	312	315	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	391	404	806	398	400	759	1317	-	-	1274	-	-
Stage 1	710	666	-	699	658	-	-	-	-	-	-	-
Stage 2	678	652	-	699	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	353	389	806	369	385	759	1317	-	-	1274	-	-
Mov Cap-2 Maneuver	353	389	-	369	385	-	-	-	-	-	-	-
Stage 1	701	649	-	691	650	-	-	-	-	-	-	-
Stage 2	626	644	-	655	639	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.4		12.6		0.4		0.9	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	394	529	1274	-
HCM Lane V/C Ratio	0.012	-	-	0.121	0.109	0.026	-
HCM Control Delay (s)	7.8	-	-	15.4	12.6	7.9	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0.1	-

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	-	-	-	-	-	-	469	469	-	364	364	-
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	-	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	1380	-	-	1163	-	-	280
HCM Lane V/C Ratio	0.422	0.031	-	-	0.074	-	-	0.194
HCM Control Delay (s)	26.5	7.7	-	-	8.3	-	-	20.9
HCM Lane LOS		D	A	-	-	A	-	C
HCM 95th %tile Q(veh)		2	0.1	-	-	0.2	-	0.7

HCM 6th Signalized Intersection Summary  
2: US-15 & Bethune Hwy

2045 Alternative 5  
PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	44	126	112	300	244	31
Future Volume (veh/h)	44	126	112	300	244	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1411	1648	1752	1752	1707
Adj Flow Rate, veh/h	84	0	213	571	464	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	33	17	10	10	13
Cap, veh/h	143		535	954	954	
Arrive On Green	0.08	0.00	0.54	0.54	0.54	0.00
Sat Flow, veh/h	1739	1196	818	1752	1752	1447
Grp Volume(v), veh/h	84	0	213	571	464	0
Grp Sat Flow(s),veh/h/ln	1739	1196	818	1752	1752	1447
Q Serve(g_s), s	1.5	0.0	7.0	7.1	5.3	0.0
Cycle Q Clear(g_c), s	1.5	0.0	12.3	7.1	5.3	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	143		535	954	954	
V/C Ratio(X)	0.59		0.40	0.60	0.49	
Avail Cap(c_a), veh/h	270		675	1253	1253	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	8.3	4.9	4.5	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.5	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.7	0.8	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.1	0.0	8.8	5.5	4.9	0.0
LnGrp LOS	B		A	A	A	
Approach Vol, veh/h	84	A		784	464	A
Approach Delay, s/veh	18.1			6.4	4.9	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		23.5		8.6		23.5
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		23.0		5.0		23.0
Max Q Clear Time (g_c+I1), s		14.3		3.5		7.3
Green Ext Time (p_c), s		3.2		0.0		2.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			A			

Notes

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

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 5  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	20	20	20	0	12	12	50	14	14
Cap, veh/h	267	26	60	135	130	59	472	1004	40	421	861	147
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	978	168	396	272	850	385	839	1644	66	588	1409	240
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591
Grp Sat Flow(s),veh/h/ln	1542	0	0	1507	0	0	839	0	1710	588	0	1649
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.9	0.0	6.9	0.4	0.0	11.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	1.4	0.0	0.0	11.9	0.0	6.9	7.2	0.0	11.0
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	354	0	0	324	0	0	472	0	1045	421	0	1007
V/C Ratio(X)	0.53	0.00	0.00	0.15	0.00	0.00	0.05	0.00	0.42	0.02	0.00	0.59
Avail Cap(c_a), veh/h	477	0	0	438	0	0	472	0	1045	421	0	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	0.0	18.8	0.0	0.0	9.6	0.0	5.2	7.1	0.0	6.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.3	0.1	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	0.5	0.0	0.0	0.2	0.0	2.0	0.0	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	0.0	19.0	0.0	0.0	9.8	0.0	6.4	7.2	0.0	8.5
LnGrp LOS	C	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		187			47			464			599	
Approach Delay, s/veh		21.8			19.0			6.6			8.5	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		13.8		37.0		13.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		12.0		31.0		12.0				
Max Q Clear Time (g_c+I1), s		0.0		7.8		0.0		3.4				
Green Ext Time (p_c), s		0.0		0.2		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
9: Alternative 5 & SC-341

2045 Alternative 5  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	74	113	7
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	74	113	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1841	1841	1841	1870	1811	1811	1707	1544	1544
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	80	123	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	4	4	4	2	6	6	13	24	24
Cap, veh/h	99	437	158	268	381	53	526	384	197	302	488	32
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	22	1193	430	412	1040	146	1259	1128	579	901	1434	93
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	80	0	131
Grp Sat Flow(s),veh/h/ln	1645	0	0	1597	0	0	1259	0	1707	901	0	1528
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	0.6	0.0	8.2	3.4	0.0	2.5
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.2	0.0	0.0	3.2	0.0	8.2	11.6	0.0	2.5
Prop In Lane	0.04		0.26	0.33		0.09	1.00		0.34	1.00		0.06
Lane Grp Cap(c), veh/h	694	0	0	702	0	0	526	0	581	302	0	520
V/C Ratio(X)	0.40	0.00	0.00	0.58	0.00	0.00	0.05	0.00	0.69	0.27	0.00	0.25
Avail Cap(c_a), veh/h	931	0	0	920	0	0	621	0	709	369	0	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	0.0	10.6	0.0	0.0	10.9	0.0	11.6	16.6	0.0	9.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	2.1	0.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.1	0.0	0.0	0.1	0.0	2.1	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	0.0	0.0	11.4	0.0	0.0	10.9	0.0	13.7	17.1	0.0	10.0
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		279		406			425		211			
Approach Delay, s/veh		10.2		11.4			13.5		12.7			
Approach LOS		B		B			B		B			
Timer - Assigned Phs		2		4			6		8			
Phs Duration (G+Y+Rc), s		19.9		21.0			19.9		21.0			
Change Period (Y+Rc), s		6.0		6.0			6.0		6.0			
Max Green Setting (Gmax), s		17.0		21.0			17.0		21.0			
Max Q Clear Time (g_c+I1), s		10.2		7.2			13.6		10.2			
Green Ext Time (p_c), s		1.2		1.2			0.3		1.8			
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								



HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd/Alternative 5

2045 Alternative 5  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86
Future Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1856	1752	1752	1752	1796	1796	1870	1767	1767
Adj Flow Rate, veh/h	34	48	68	310	12	33	55	418	342	47	568	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	3	10	10	10	7	7	2	9	9
Cap, veh/h	601	231	327	530	134	369	340	670	545	309	1083	177
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1383	711	1007	1266	413	1135	725	1788	1453	706	2888	472
Grp Volume(v), veh/h	34	0	116	310	0	45	55	399	361	47	329	332
Grp Sat Flow(s),veh/h/ln	1383	0	1719	1266	0	1548	725	1706	1535	706	1678	1682
Q Serve(g_s), s	0.7	0.0	2.0	9.4	0.0	0.8	2.6	7.6	7.7	2.3	6.1	6.1
Cycle Q Clear(g_c), s	1.5	0.0	2.0	11.3	0.0	0.8	8.7	7.6	7.7	10.0	6.1	6.1
Prop In Lane	1.00		0.59	1.00		0.73	1.00		0.95	1.00		0.28
Lane Grp Cap(c), veh/h	601	0	559	530	0	503	340	640	576	309	629	631
V/C Ratio(X)	0.06	0.00	0.21	0.59	0.00	0.09	0.16	0.62	0.63	0.15	0.52	0.53
Avail Cap(c_a), veh/h	601	0	559	530	0	503	340	640	576	309	629	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	9.8	13.9	0.0	9.4	13.1	10.2	10.2	14.3	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.7	0.0	0.1	0.2	1.9	2.2	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	1.9	0.0	0.2	0.3	2.1	1.9	0.3	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	10.0	15.5	0.0	9.5	13.3	12.1	12.4	14.5	10.5	10.5
LnGrp LOS	A	A	A	B	A	A	B	B	B	B	B	B
Approach Vol, veh/h		150			355			815			708	
Approach Delay, s/veh		10.0			14.8			12.3			10.8	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		19.0		21.0		19.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		15.0		13.0		15.0		13.0				
Max Q Clear Time (g_c+I1), s		10.7		4.0		12.0		13.3				
Green Ext Time (p_c), s		1.9		0.4		1.2		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 5  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7	4	4	12	3	11	2	23	14	14
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531
Grp Sat Flow(s),veh/h/ln	1577	0	0	1005	1841	1459	866	1737	1585	858	0	1626
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732
V/C Ratio(X)	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5
LnGrp LOS	B	A	A	B	B	B	B	A	A	B	A	B
Approach Vol, veh/h		423			331			464			604	
Approach Delay, s/veh		19.6			13.6			12.1			14.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.2		21.1		28.2		21.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0				
Max Q Clear Time (g_c+I1), s		21.2		14.4		15.2		9.4				
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 5  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s),veh/h/ln	1714	0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Prop In Lane	0.37		0.50	0.94		1.00	1.00		0.26	1.00		0.08
Lane Grp Cap(c), veh/h	60	0	0	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	149	0	0	232	0	183	157	1154	1160	517	736	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.7	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.2	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.6	0.0	22.5	41.2	7.4	7.5	11.2	14.7	14.7
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		40			121			507			715	
Approach Delay, s/veh		34.3			25.4			8.2			14.5	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 31		4.0	* 4	* 20		5.9				
Max Q Clear Time (g_c+I1), s		6.0		3.1	2.3	9.7		4.1				
Green Ext Time (p_c), s		6.8		0.0	0.0	4.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 5  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1796	1796	1796	1337	1337	1337	1811	1811	1811
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	7	7	7	38	38	38	6	6	6
Cap, veh/h	148	760	66	126	809	72	228	32	34	195	58	62
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	39	1517	131	8	1614	144	533	326	348	431	594	628
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0
Grp Sat Flow(s),veh/h/ln	1687	0	0	1766	0	0	1207	0	0	1653	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38
Lane Grp Cap(c), veh/h	973	0	0	1007	0	0	294	0	0	315	0	0
V/C Ratio(X)	0.26	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1247	0	0	1300	0	0	476	0	0	578	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		257			282			59			100	
Approach Delay, s/veh		4.6			4.6			13.1			13.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		8.9		21.0		8.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.8		3.3		4.6		3.7				
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				6.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
 27: US-15 & Alternative 5

2045 Alternative 5  
 PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	276	445	40	168	480
Future Volume (veh/h)	50	276	445	40	168	480
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1781	1722	1722	1604	1707
Adj Flow Rate, veh/h	54	300	484	43	183	522
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	8	12	12	20	13
Cap, veh/h	383	325	820	73	390	1708
Arrive On Green	0.22	0.22	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1781	1510	1559	138	751	3329
Grp Volume(v), veh/h	54	300	0	527	183	522
Grp Sat Flow(s),veh/h/ln	1781	1510	0	1697	751	1622
Q Serve(g_s), s	1.1	9.0	0.0	9.9	10.3	4.2
Cycle Q Clear(g_c), s	1.1	9.0	0.0	9.9	20.2	4.2
Prop In Lane	1.00	1.00		0.08	1.00	
Lane Grp Cap(c), veh/h	383	325	0	893	390	1708
V/C Ratio(X)	0.14	0.92	0.00	0.59	0.47	0.31
Avail Cap(c_a), veh/h	383	325	0	1023	448	1955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	17.8	0.0	7.6	14.5	6.2
Incr Delay (d2), s/veh	0.2	30.9	0.0	0.7	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.1	0.0	2.3	1.4	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	48.7	0.0	8.2	15.4	6.3
LnGrp LOS	B	D	A	A	B	A
Approach Vol, veh/h	354		527			705
Approach Delay, s/veh	43.6		8.2			8.7
Approach LOS	D		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		30.5			30.5	16.0
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		28.0			28.0	10.0
Max Q Clear Time (g_c+I1), s		11.9			22.2	11.0
Green Ext Time (p_c), s		2.9			2.3	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			16.3			
HCM 6th LOS			B			

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	43	14	16	10	10	27	15	256	15	20	168	20
Future Vol, veh/h	43	14	16	10	10	27	15	256	15	20	168	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	20	2
Mvmt Flow	47	15	17	11	11	29	16	278	16	22	183	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	576	564	194	572	567	286	205	0	0	294	0	0
Stage 1	238	238	-	318	318	-	-	-	-	-	-	-
Stage 2	338	326	-	254	249	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	428	435	847	431	433	753	1366	-	-	1268	-	-
Stage 1	765	708	-	693	654	-	-	-	-	-	-	-
Stage 2	676	648	-	750	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	394	422	847	402	420	753	1366	-	-	1268	-	-
Mov Cap-2 Maneuver	394	422	-	402	420	-	-	-	-	-	-	-
Stage 1	756	696	-	685	646	-	-	-	-	-	-	-
Stage 2	631	640	-	706	689	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.6		12.1		0.4		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1366	-	-	453	556	1268	-
HCM Lane V/C Ratio	0.012	-	-	0.175	0.092	0.017	-
HCM Control Delay (s)	7.7	-	-	14.6	12.1	7.9	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0.1	-

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	7	10	7	5	2	4	0	14	2	5	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	507	484	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.5	6.34	7.12	6.55	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.045	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	292	766
Stage 1	-	-	-	-	-	-	568	562	-	649	614	-
Stage 2	-	-	-	-	-	-	618	619	-	548	547	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	211	276	642	215	269	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	276	-	215	269	-
Stage 1	-	-	-	-	-	-	547	541	-	625	588	-
Stage 2	-	-	-	-	-	-	529	592	-	468	527	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			30.9			23.3		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	270	1283	-	-	1142	-	-	292
HCM Lane V/C Ratio	0.499	0.036	-	-	0.043	-	-	0.331
HCM Control Delay (s)	30.9	7.9	-	-	8.3	-	-	23.3
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.1	-	-	1.4

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 6  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716
Grp Sat Flow(s),veh/h/ln	1309	0	0	1794	0	0	718	0	1698	222	0	1655
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7
LnGrp LOS	C	A	A	B	A	A	B	A	A	A	A	B
Approach Vol, veh/h		167			33			429			731	
Approach Delay, s/veh		23.1			19.5			6.6			10.6	
Approach LOS		C			B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		14.2		39.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		33.0		10.0		33.0		10.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.1								
HCM 6th LOS				B								



HCM 6th Signalized Intersection Summary  
 9: Alternative 6 & SC-341

2045 Alternative 6  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1707	1707	1707	1722	1826	1826	1781	1781	1781
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	64	151	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	13	13	13	12	5	5	8	8	8
Cap, veh/h	101	410	154	174	465	52	473	366	197	293	545	32
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	21	1096	412	180	1243	139	1129	1117	601	935	1664	99
Grp Volume(v), veh/h	297	0	0	337	0	0	28	0	403	64	0	160
Grp Sat Flow(s),veh/h/ln	1530	0	0	1563	0	0	1129	0	1718	935	0	1764
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.6	0.0	2.7
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.4	0.0	0.0	3.4	0.0	8.3	10.9	0.0	2.7
Prop In Lane	0.04		0.27	0.19		0.09	1.00		0.35	1.00		0.06
Lane Grp Cap(c), veh/h	665	0	0	691	0	0	473	0	562	293	0	577
V/C Ratio(X)	0.45	0.00	0.00	0.49	0.00	0.00	0.06	0.00	0.72	0.22	0.00	0.28
Avail Cap(c_a), veh/h	740	0	0	765	0	0	554	0	685	359	0	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	9.8	0.0	0.0	11.3	0.0	11.9	16.6	0.0	10.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	2.8	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.5	0.0	0.0	0.1	0.0	2.3	0.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	0.0	0.0	10.4	0.0	0.0	11.3	0.0	14.7	17.0	0.0	10.2
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		297		337			431		224			
Approach Delay, s/veh		10.2		10.4			14.5		12.2			
Approach LOS		B		B			B		B			
Timer - Assigned Phs		2		4			6		8			
Phs Duration (G+Y+Rc), s		19.1		21.0			19.1		21.0			
Change Period (Y+Rc), s		6.0		6.0			6.0		6.0			
Max Green Setting (Gmax), s		16.0		17.0			16.0		17.0			
Max Q Clear Time (g_c+I1), s		10.3		8.0			12.9		8.4			
Green Ext Time (p_c), s		1.1		1.0			0.3		1.2			
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd/Alternative 6

2045 Alternative 6  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70
Future Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1870	1870	1870	1870	1781	1796	1870	1870	1752	1752
Adj Flow Rate, veh/h	39	54	86	235	16	5	46	416	341	42	488	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	2	2	2	2	2	8	7	2	2	10	10
Cap, veh/h	574	192	305	477	403	126	403	1336	621	405	1131	175
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1347	650	1035	1249	1366	427	806	3413	1585	708	2888	448
Grp Volume(v), veh/h	39	0	140	235	0	21	46	416	341	42	280	284
Grp Sat Flow(s),veh/h/ln	1347	0	1684	1249	0	1793	806	1706	1585	708	1664	1671
Q Serve(g_s), s	0.8	0.0	2.4	6.8	0.0	0.3	1.7	3.2	6.4	1.7	4.7	4.8
Cycle Q Clear(g_c), s	1.1	0.0	2.4	9.3	0.0	0.3	6.5	3.2	6.4	4.9	4.7	4.8
Prop In Lane	1.00		0.61	1.00		0.24	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	574	0	497	477	0	530	403	1336	621	405	652	654
V/C Ratio(X)	0.07	0.00	0.28	0.49	0.00	0.04	0.11	0.31	0.55	0.10	0.43	0.43
Avail Cap(c_a), veh/h	634	0	571	532	0	609	403	1336	621	405	652	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	0.0	10.4	13.9	0.0	9.6	10.9	8.1	9.0	9.8	8.5	8.5
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.8	0.0	0.0	0.1	0.1	1.0	0.1	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	1.3	0.0	0.1	0.2	0.7	1.4	0.2	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	10.7	14.7	0.0	9.7	11.0	8.2	10.1	9.9	9.0	9.0
LnGrp LOS	B	A	B	B	A	A	B	A	B	A	A	A
Approach Vol, veh/h		179		256			803		606			
Approach Delay, s/veh		10.6		14.3			9.2		9.1			
Approach LOS		B		B			A		A			
Timer - Assigned Phs		2		4		6	8					
Phs Duration (G+Y+Rc), s		21.0		17.3		21.0	17.3					
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0					
Max Green Setting (Gmax), s		15.0		13.0		15.0	13.0					
Max Q Clear Time (g_c+I1), s		8.5		4.4		6.9	11.3					
Green Ext Time (p_c), s		2.2		0.5		2.2	0.1					
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.0								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 6  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖	↗	↖	↖	↗	↖	↗	↖
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12
Cap, veh/h	117	280	163	348	514	373	305	825	716	429	723	69
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549	147
Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566
Grp Sat Flow(s),veh/h/ln	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696
Q Serve(g_s), s	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4
Cycle Q Clear(g_c), s	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	560	0	0	348	514	373	305	825	716	429	0	791
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72
Avail Cap(c_a), veh/h	666	0	0	413	630	457	331	883	767	456	0	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7
LnGrp LOS	C	A	A	B	B	B	C	A	A	B	A	B
Approach Vol, veh/h		418			287			453			632	
Approach Delay, s/veh		20.5			13.9			11.9			13.5	
Approach LOS		C			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.3		20.7		29.3		20.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		18.0		25.0		18.0				
Max Q Clear Time (g_c+I1), s		22.4		14.1		15.4		5.6				
Green Ext Time (p_c), s		1.0		0.6		4.4		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 6  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	593	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1082	49
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3215	146
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	304	316
Grp Sat Flow(s),veh/h/ln1698	0	0	1825	0	1522	1810	1706	1775	872	1650	1711	
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Prop In Lane	0.28		0.58	0.82		1.00	1.00		0.07	1.00		0.09
Lane Grp Cap(c), veh/h	55	0	0	84	0	70	15	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.55	0.55
Avail Cap(c_a), veh/h	152	0	0	164	0	137	162	1076	1119	500	641	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.2	13.2
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		36			58			441			661	
Approach Delay, s/veh		33.9			24.9			7.4			13.0	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 28		4.0	* 4	* 17		4.0				
Max Q Clear Time (g_c+I1), s		5.2		2.9	2.2	8.7		3.0				
Green Ext Time (p_c), s		5.6		0.0	0.0	3.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 6  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Future Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	13	13	13	100	100	100	0	0	0
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1666	0	0	1677	0	0	383	0	0	1615	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32
Lane Grp Cap(c), veh/h	1002	0	0	1001	0	0	211	0	0	301	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1283	0	0	1289	0	0	285	0	0	628	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		303			291			8				66
Approach Delay, s/veh		4.3			4.2			13.0				13.5
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		7.8		21.0		7.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.9		2.5		5.0		3.1				
Green Ext Time (p_c), s		1.3		0.0		1.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				5.3								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
 27: US-15 & New Bethune Road/Alternative 6

2045 Alternative 6  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	116	280	30	72	197	185	189	60	83	391	86
Future Volume (veh/h)	89	116	280	30	72	197	185	189	60	83	391	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1663	1663	1870	1796	1796	1663	1752	1752	1737	1737	1737
Adj Flow Rate, veh/h	97	126	0	33	78	214	201	205	65	90	425	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	16	16	2	7	7	16	10	10	11	11	11
Cap, veh/h	201	361		350	92	253	400	666	211	600	721	158
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.22	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1104	1663	1409	1265	424	1163	785	1275	404	1030	1381	302
Grp Volume(v), veh/h	97	126	0	33	0	292	201	0	270	90	0	518
Grp Sat Flow(s),veh/h/ln	1104	1663	1409	1265	0	1587	785	0	1679	1030	0	1683
Q Serve(g_s), s	1.9	3.0	0.0	1.0	0.0	8.1	10.9	0.0	4.2	2.5	0.0	9.8
Cycle Q Clear(g_c), s	10.0	3.0	0.0	4.0	0.0	8.1	20.7	0.0	4.2	6.7	0.0	9.8
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.24	1.00		0.18
Lane Grp Cap(c), veh/h	201	361		350	0	345	400	0	877	600	0	879
V/C Ratio(X)	0.48	0.35		0.09	0.00	0.85	0.50	0.00	0.31	0.15	0.00	0.59
Avail Cap(c_a), veh/h	201	361		350	0	345	467	0	1021	688	0	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	15.3	0.0	17.0	0.0	17.3	14.7	0.0	6.3	8.2	0.0	7.6
Incr Delay (d2), s/veh	1.8	0.6	0.0	0.1	0.0	17.6	1.0	0.0	0.2	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.0	0.0	0.2	0.0	3.8	1.6	0.0	0.9	0.4	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	15.8	0.0	17.1	0.0	34.9	15.7	0.0	6.5	8.3	0.0	8.3
LnGrp LOS	C	B		B	A	C	B	A	A	A	A	A
Approach Vol, veh/h		223	A		325		471			608		
Approach Delay, s/veh		19.6			33.1		10.4			8.3		
Approach LOS		B			C		B			A		
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.1		16.0		30.1		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		28.0		10.0		28.0		10.0				
Max Q Clear Time (g_c+I1), s		22.7		12.0		11.8		10.1				
Green Ext Time (p_c), s		1.3		0.0		3.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

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

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	20	19	10	4	14	30	15	249	16	30	199	30
Future Vol, veh/h	20	19	10	4	14	30	15	249	16	30	199	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	9	2	2	9	2
Mvmt Flow	22	21	11	4	15	33	16	271	17	33	216	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	635	619	233	627	627	280	249	0	0	288	0	0
Stage 1	299	299	-	312	312	-	-	-	-	-	-	-
Stage 2	336	320	-	315	315	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	391	404	806	396	400	759	1317	-	-	1274	-	-
Stage 1	710	666	-	699	658	-	-	-	-	-	-	-
Stage 2	678	652	-	696	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	353	389	806	364	385	759	1317	-	-	1274	-	-
Mov Cap-2 Maneuver	353	389	-	364	385	-	-	-	-	-	-	-
Stage 1	701	649	-	691	650	-	-	-	-	-	-	-
Stage 2	626	644	-	648	639	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.9		12.2		0.4		0.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	416	552	1274	-
HCM Lane V/C Ratio	0.012	-	-	0.128	0.095	0.026	-
HCM Control Delay (s)	7.8	-	-	14.9	12.2	7.9	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0.1	-

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	-	-	-	-	-	-	469	469	-	364	364	-
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	-	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	1380	-	-	1163	-	-	280
HCM Lane V/C Ratio	0.422	0.031	-	-	0.074	-	-	0.194
HCM Control Delay (s)	26.5	7.7	-	-	8.3	-	-	20.9
HCM Lane LOS		D	A	-	-	A	-	C
HCM 95th %tile Q(veh)	2	0.1	-	-	0.2	-	-	0.7



HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 6  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1604	1604	1604	1900	1707	1707	1159	1693	1693
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	20	20	20	0	13	13	50	14	14
Cap, veh/h	265	30	58	149	147	67	432	933	37	400	806	137
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	797	173	335	281	847	387	839	1630	65	588	1409	240
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591
Grp Sat Flow(s),veh/h/ln	1305	0	0	1515	0	0	839	0	1696	588	0	1649
Q Serve(g_s), s	5.2	0.0	0.0	0.0	0.0	0.0	0.9	0.0	7.1	0.4	0.0	11.3
Cycle Q Clear(g_c), s	6.5	0.0	0.0	1.2	0.0	0.0	12.2	0.0	7.1	7.5	0.0	11.3
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	353	0	0	364	0	0	432	0	970	400	0	944
V/C Ratio(X)	0.53	0.00	0.00	0.13	0.00	0.00	0.05	0.00	0.45	0.02	0.00	0.63
Avail Cap(c_a), veh/h	429	0	0	445	0	0	432	0	970	400	0	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	0.0	16.6	0.0	0.0	10.8	0.0	5.8	8.0	0.0	6.7
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.5	0.1	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	0.4	0.0	0.0	0.2	0.0	2.2	0.0	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	0.0	16.8	0.0	0.0	11.0	0.0	7.4	8.1	0.0	9.9
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		187			47			464				599
Approach Delay, s/veh		19.9			16.8			7.6				9.8
Approach LOS		B			B			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		14.2		33.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		11.0		27.0		11.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		3.2				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.7								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 9: Alternative 6 & SC-341

2045 Alternative 6  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	71	113	7
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	71	113	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1752	1752	1752	1841	1841	1841	1707	1544	1544
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	77	123	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	10	10	10	4	4	4	13	24	24
Cap, veh/h	100	441	159	262	366	51	515	384	197	301	481	31
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	22	1193	430	391	990	138	1239	1146	588	901	1434	93
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	77	0	131
Grp Sat Flow(s),veh/h/ln	1645	0	0	1519	0	0	1239	0	1735	901	0	1528
Q Serve(g_s), s	0.0	0.0	0.0	3.6	0.0	0.0	0.7	0.0	8.0	3.3	0.0	2.5
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.7	0.0	0.0	3.2	0.0	8.0	11.3	0.0	2.5
Prop In Lane	0.04		0.26	0.33		0.09	1.00		0.34	1.00		0.06
Lane Grp Cap(c), veh/h	700	0	0	679	0	0	515	0	581	301	0	512
V/C Ratio(X)	0.40	0.00	0.00	0.60	0.00	0.00	0.05	0.00	0.68	0.26	0.00	0.26
Avail Cap(c_a), veh/h	939	0	0	887	0	0	619	0	726	376	0	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	10.7	0.0	0.0	11.0	0.0	11.6	16.5	0.0	9.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	1.9	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.0	0.0	0.0	0.1	0.0	2.1	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	11.5	0.0	0.0	11.0	0.0	13.6	17.0	0.0	10.1
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		279		406			425		208			
Approach Delay, s/veh		10.1		11.5			13.4		12.6			
Approach LOS		B		B			B		B			
Timer - Assigned Phs		2		4			6		8			
Phs Duration (G+Y+Rc), s		19.6		21.0			19.6		21.0			
Change Period (Y+Rc), s		6.0		6.0			6.0		6.0			
Max Green Setting (Gmax), s		17.0		21.0			17.0		21.0			
Max Q Clear Time (g_c+I1), s		10.0		7.2			13.3		10.7			
Green Ext Time (p_c), s		1.3		1.2			0.3		1.8			
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd/Alternative 6

2045 Alternative 6  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86
Future Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1870	1870	1752	1796	1870	1870	1767	1767
Adj Flow Rate, veh/h	34	48	68	310	12	33	55	418	342	47	568	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	2	10	7	2	2	9	9
Cap, veh/h	603	228	322	531	143	394	340	1280	594	383	1083	177
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1383	700	992	1276	441	1212	725	3413	1585	706	2888	472
Grp Volume(v), veh/h	34	0	116	310	0	45	55	418	342	47	329	332
Grp Sat Flow(s),veh/h/ln	1383	0	1692	1276	0	1652	725	1706	1585	706	1678	1682
Q Serve(g_s), s	0.7	0.0	2.0	9.3	0.0	0.8	2.6	3.5	6.9	2.0	6.1	6.1
Cycle Q Clear(g_c), s	1.5	0.0	2.0	11.3	0.0	0.8	8.7	3.5	6.9	5.5	6.1	6.1
Prop In Lane	1.00		0.59	1.00		0.73	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	603	0	550	531	0	537	340	1280	594	383	629	631
V/C Ratio(X)	0.06	0.00	0.21	0.58	0.00	0.08	0.16	0.33	0.58	0.12	0.52	0.53
Avail Cap(c_a), veh/h	603	0	550	531	0	537	340	1280	594	383	629	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	9.8	13.9	0.0	9.4	13.1	8.9	10.0	10.9	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.6	0.0	0.1	0.2	0.1	1.4	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	1.9	0.0	0.2	0.3	0.8	1.7	0.2	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	10.0	15.5	0.0	9.4	13.3	9.1	11.3	11.0	10.5	10.5
LnGrp LOS	A	A	A	B	A	A	B	A	B	B	B	B
Approach Vol, veh/h		150			355			815			708	
Approach Delay, s/veh		10.0			14.7			10.3			10.6	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		19.0		21.0		19.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		15.0		13.0		15.0		13.0				
Max Q Clear Time (g_c+I1), s		10.7		4.0		8.1		13.3				
Green Ext Time (p_c), s		1.7		0.4		2.3		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 6  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7	4	4	12	3	11	2	23	14	14
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531
Grp Sat Flow(s),veh/h/ln	1577	0	0	1005	1841	1459	866	1737	1585	858	0	1626
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732
V/C Ratio(X)	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5
LnGrp LOS	B	A	A	B	B	B	B	A	A	B	A	B
Approach Vol, veh/h		423			331			464			604	
Approach Delay, s/veh		19.6			13.6			12.1			14.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.2		21.1		28.2		21.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0				
Max Q Clear Time (g_c+I1), s		21.2		14.4		15.2		9.4				
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 6  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s),veh/h/ln	1714	0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Prop In Lane	0.37		0.50	0.94		1.00	1.00		0.26	1.00		0.08
Lane Grp Cap(c), veh/h	60	0	0	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	186	0	0	232	0	183	165	1117	1123	496	692	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.7	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.2	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.6	0.0	22.5	41.2	7.4	7.5	11.2	14.7	14.7
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		40			121			507			715	
Approach Delay, s/veh		34.3			25.4			8.2			14.5	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 30		5.0	* 4.2	* 19		5.9				
Max Q Clear Time (g_c+I1), s		6.0		3.1	2.3	9.7		4.1				
Green Ext Time (p_c), s		6.7		0.0	0.0	4.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 6  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1796	1796	1796	1337	1337	1337	1811	1811	1811
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	7	7	7	38	38	38	6	6	6
Cap, veh/h	147	747	65	126	809	72	228	32	34	195	58	62
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	38	1491	129	8	1614	144	533	326	348	431	594	628
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0
Grp Sat Flow(s),veh/h/ln	1658	0	0	1766	0	0	1207	0	0	1653	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38
Lane Grp Cap(c), veh/h	959	0	0	1007	0	0	294	0	0	315	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1228	0	0	1300	0	0	476	0	0	578	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		257			282			59			100	
Approach Delay, s/veh		4.6			4.6			13.1			13.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		8.9		21.0		8.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.8		3.3		4.7		3.7				
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					6.6							
HCM 6th LOS					A							

HCM 6th Signalized Intersection Summary  
 27: US-15 & New Bethune Road/Alternative 6

2045 Alternative 6  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	88	133	50	100	176	126	319	40	80	347	54
Future Volume (veh/h)	77	88	133	50	100	176	126	319	40	80	347	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1411	1411	1870	1707	1707	1648	1752	1752	1707	1752	1752
Adj Flow Rate, veh/h	84	96	0	54	109	191	137	347	43	87	377	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	33	33	2	13	13	17	10	10	13	10	10
Cap, veh/h	276	370		460	146	256	378	646	80	419	625	98
Arrive On Green	0.26	0.26	0.00	0.26	0.26	0.26	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1054	1411	1196	1300	557	975	839	1528	189	907	1479	231
Grp Volume(v), veh/h	84	96	0	54	0	300	137	0	390	87	0	436
Grp Sat Flow(s),veh/h/ln	1054	1411	1196	1300	0	1532	839	0	1718	907	0	1710
Q Serve(g_s), s	3.0	2.1	0.0	1.3	0.0	6.9	5.8	0.0	6.5	3.0	0.0	7.5
Cycle Q Clear(g_c), s	9.9	2.1	0.0	3.4	0.0	6.9	13.3	0.0	6.5	9.5	0.0	7.5
Prop In Lane	1.00		1.00	1.00		0.64	1.00		0.11	1.00		0.14
Lane Grp Cap(c), veh/h	276	370		460	0	402	378	0	727	419	0	723
V/C Ratio(X)	0.30	0.26		0.12	0.00	0.75	0.36	0.00	0.54	0.21	0.00	0.60
Avail Cap(c_a), veh/h	276	370		460	0	402	419	0	811	463	0	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.4	11.1	0.0	12.5	0.0	12.9	13.7	0.0	8.2	11.8	0.0	8.5
Incr Delay (d2), s/veh	0.6	0.4	0.0	0.1	0.0	7.5	0.6	0.0	0.6	0.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.5	0.0	0.3	0.0	2.3	0.9	0.0	1.5	0.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	11.5	0.0	12.6	0.0	20.4	14.2	0.0	8.8	12.0	0.0	9.6
LnGrp LOS	B	B		B	A	C	B	A	A	B	A	A
Approach Vol, veh/h		180	A		354			527			523	
Approach Delay, s/veh		14.6			19.2			10.2			10.0	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.1		16.0		22.1		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		10.0		18.0		10.0				
Max Q Clear Time (g_c+I1), s		15.3		11.9		11.5		8.9				
Green Ext Time (p_c), s		0.8		0.0		1.7		0.2				

Intersection Summary

HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

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

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	43	14	13	10	10	27	10	256	20	20	168	20
Future Vol, veh/h	43	14	13	10	10	27	10	256	20	20	168	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	20	2
Mvmt Flow	47	15	14	11	11	29	11	278	22	22	183	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	569	560	194	564	560	289	205	0	0	300	0	0
Stage 1	238	238	-	311	311	-	-	-	-	-	-	-
Stage 2	331	322	-	253	249	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	433	437	847	436	437	750	1366	-	-	1261	-	-
Stage 1	765	708	-	699	658	-	-	-	-	-	-	-
Stage 2	682	651	-	751	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	400	426	847	409	426	750	1366	-	-	1261	-	-
Mov Cap-2 Maneuver	400	426	-	409	426	-	-	-	-	-	-	-
Stage 1	759	696	-	693	653	-	-	-	-	-	-	-
Stage 2	639	646	-	710	689	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.6		12.1		0.3		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1366	-	-	450	560	1261	-
HCM Lane V/C Ratio	0.008	-	-	0.169	0.091	0.017	-
HCM Control Delay (s)	7.7	-	-	14.6	12.1	7.9	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0.1	-



Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	7	10	7	5	2	4	0	14	2	5	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	507	484	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.5	6.34	7.12	6.55	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.045	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	292	766
Stage 1	-	-	-	-	-	-	568	562	-	649	614	-
Stage 2	-	-	-	-	-	-	618	619	-	548	547	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	211	276	642	215	269	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	276	-	215	269	-
Stage 1	-	-	-	-	-	-	547	541	-	625	588	-
Stage 2	-	-	-	-	-	-	529	592	-	468	527	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			30.9			23.3		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	270	1283	-	-	1142	-	-	292
HCM Lane V/C Ratio	0.499	0.036	-	-	0.043	-	-	0.331
HCM Control Delay (s)	30.9	7.9	-	-	8.3	-	-	23.3
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.1	-	-	1.4

HCM 6th Signalized Intersection Summary  
 2: US-15 & Bethune Hwy/Alternative 7

2045 Alternative 7  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	116	280	34	72	197	185	189	39	83	391	86
Future Volume (veh/h)	89	116	280	34	72	197	185	189	39	83	391	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1663	1663	1870	1796	1796	1663	1752	1752	1737	1737	1841
Adj Flow Rate, veh/h	97	126	0	37	78	214	201	205	42	90	425	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	16	16	2	7	7	16	10	10	11	11	4
Cap, veh/h	238	376		387	96	263	438	666	136	583	820	
Arrive On Green	0.23	0.23	0.00	0.23	0.23	0.23	0.47	0.47	0.47	0.47	0.47	0.00
Sat Flow, veh/h	1104	1663	1409	1265	424	1163	856	1411	289	1052	1737	1560
Grp Volume(v), veh/h	97	126	0	37	0	292	201	0	247	90	425	0
Grp Sat Flow(s),veh/h/ln	1104	1663	1409	1265	0	1587	856	0	1700	1052	1737	1560
Q Serve(g_s), s	2.1	2.5	0.0	1.0	0.0	6.9	8.5	0.0	3.6	2.3	6.8	0.0
Cycle Q Clear(g_c), s	9.0	2.5	0.0	3.5	0.0	6.9	15.3	0.0	3.6	5.9	6.8	0.0
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	238	376		387	0	359	438	0	802	583	820	
V/C Ratio(X)	0.41	0.33		0.10	0.00	0.81	0.46	0.00	0.31	0.15	0.52	
Avail Cap(c_a), veh/h	238	376		387	0	359	551	0	1026	722	1048	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.3	12.9	0.0	14.4	0.0	14.6	12.7	0.0	6.5	8.3	7.3	0.0
Incr Delay (d2), s/veh	1.1	0.5	0.0	0.1	0.0	13.3	0.7	0.0	0.2	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.8	0.0	0.2	0.0	2.9	1.2	0.0	0.8	0.4	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	13.4	0.0	14.5	0.0	27.9	13.5	0.0	6.7	8.4	7.9	0.0
LnGrp LOS	C	B		B	A	C	B	A	A	A	A	
Approach Vol, veh/h		223	A		329			448			515	A
Approach Delay, s/veh		16.4			26.4			9.7			8.0	
Approach LOS		B			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.8		15.0		24.8		15.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		9.0		24.0		9.0				
Max Q Clear Time (g_c+I1), s		17.3		11.0		8.8		8.9				
Green Ext Time (p_c), s		1.4		0.0		2.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 7  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716
Grp Sat Flow(s),veh/h/ln	1309	0	0	1794	0	0	718	0	1698	222	0	1655
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7
LnGrp LOS	C	A	A	B	A	A	B	A	A	A	A	B
Approach Vol, veh/h		167			33			429			731	
Approach Delay, s/veh		23.1			19.5			6.6			10.6	
Approach LOS		C			B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		14.2		39.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		33.0		10.0		33.0		10.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
9: Alternative 7 & SC-341

2045 Alternative 7  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	45	139	8
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	45	139	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1707	1707	1707	1722	1826	1826	1722	1781	1781
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	49	151	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	13	13	13	12	5	5	12	8	8
Cap, veh/h	102	414	155	175	469	52	467	359	193	283	534	32
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	21	1097	412	179	1243	139	1129	1117	601	904	1664	99
Grp Volume(v), veh/h	297	0	0	337	0	0	28	0	403	49	0	160
Grp Sat Flow(s),veh/h/ln	1530	0	0	1561	0	0	1129	0	1718	904	0	1764
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.0	0.0	2.7
Cycle Q Clear(g_c), s	5.9	0.0	0.0	6.3	0.0	0.0	3.4	0.0	8.3	10.3	0.0	2.7
Prop In Lane	0.04		0.27	0.19		0.09	1.00		0.35	1.00		0.06
Lane Grp Cap(c), veh/h	671	0	0	697	0	0	467	0	552	283	0	566
V/C Ratio(X)	0.44	0.00	0.00	0.48	0.00	0.00	0.06	0.00	0.73	0.17	0.00	0.28
Avail Cap(c_a), veh/h	822	0	0	846	0	0	644	0	821	425	0	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.6	0.0	0.0	9.6	0.0	0.0	11.4	0.0	12.0	16.5	0.0	10.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	1.9	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.5	0.0	0.0	0.1	0.0	2.1	0.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	0.0	0.0	10.2	0.0	0.0	11.4	0.0	13.9	16.8	0.0	10.4
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		297			337			431			209	
Approach Delay, s/veh		10.0			10.2			13.7			11.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.8		21.0		18.8		21.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		19.0		19.0		19.0		19.0				
Max Q Clear Time (g_c+I1), s		10.3		7.9		12.3		8.3				
Green Ext Time (p_c), s		1.5		1.2		0.5		1.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					11.6							
HCM 6th LOS					B							

HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd/Alternative 7

2045 Alternative 7  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70
Future Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1752	1870	1870	1781	1796	1796	1870	1752	1752
Adj Flow Rate, veh/h	39	54	86	235	16	5	46	416	341	42	488	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	10	2	2	8	7	7	2	10	10
Cap, veh/h	587	193	307	468	419	131	394	1314	586	397	1112	172
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1347	629	1002	1170	1366	427	806	3413	1522	708	2888	448
Grp Volume(v), veh/h	39	0	140	235	0	21	46	416	341	42	280	284
Grp Sat Flow(s),veh/h/ln	1347	0	1631	1170	0	1793	806	1706	1522	708	1664	1671
Q Serve(g_s), s	0.8	0.0	2.5	7.4	0.0	0.3	1.7	3.3	6.9	1.7	4.9	4.9
Cycle Q Clear(g_c), s	1.1	0.0	2.5	10.0	0.0	0.3	6.6	3.3	6.9	5.0	4.9	4.9
Prop In Lane	1.00		0.61	1.00		0.24	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	587	0	500	468	0	550	394	1314	586	397	641	644
V/C Ratio(X)	0.07	0.00	0.28	0.50	0.00	0.04	0.12	0.32	0.58	0.11	0.44	0.44
Avail Cap(c_a), veh/h	623	0	544	499	0	599	394	1314	586	397	641	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	10.2	14.0	0.0	9.5	11.3	8.4	9.5	10.2	8.9	8.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.8	0.0	0.0	0.1	0.1	1.5	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	1.3	0.0	0.1	0.2	0.8	1.6	0.2	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	10.5	14.8	0.0	9.5	11.5	8.5	11.0	10.3	9.3	9.3
LnGrp LOS	A	A	B	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		179			256			803			606	
Approach Delay, s/veh		10.4			14.4			9.7			9.4	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		18.0		21.0		18.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		15.0		13.0		15.0		13.0				
Max Q Clear Time (g_c+I1), s		8.9		4.5		7.0		12.0				
Green Ext Time (p_c), s		2.1		0.5		2.1		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.3								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 7  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘	↗	↖	↑	↗	↖	↙	↘
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12
Cap, veh/h	117	280	163	348	514	373	305	825	716	429	723	69
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549	147
Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566
Grp Sat Flow(s),veh/h/ln	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696
Q Serve(g_s), s	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4
Cycle Q Clear(g_c), s	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	560	0	0	348	514	373	305	825	716	429	0	791
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72
Avail Cap(c_a), veh/h	666	0	0	413	630	457	331	883	767	456	0	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7
LnGrp LOS	C	A	A	B	B	B	C	A	A	B	A	B
Approach Vol, veh/h		418			287			453			632	
Approach Delay, s/veh		20.5			13.9			11.9			13.5	
Approach LOS		C			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.3		20.7		29.3		20.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		18.0		25.0		18.0				
Max Q Clear Time (g_c+I1), s		22.4		14.1		15.4		5.6				
Green Ext Time (p_c), s		1.0		0.6		4.4		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 7  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	593	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1082	49
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3215	146
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	304	316
Grp Sat Flow(s),veh/h/ln1698	0	0	1825	0	1522	1810	1706	1775	872	1650	1711	
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Prop In Lane	0.28		0.58	0.82		1.00	1.00		0.07	1.00		0.09
Lane Grp Cap(c), veh/h	55	0	0	84	0	70	15	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.55	0.55
Avail Cap(c_a), veh/h	191	0	0	201	0	167	171	1003	1043	459	563	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.4	13.4
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		36			58			441			661	
Approach Delay, s/veh		33.9			24.9			7.4			13.2	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 26		5.0	* 4.2	* 15		4.9				
Max Q Clear Time (g_c+I1), s		5.2		2.9	2.2	8.7		3.0				
Green Ext Time (p_c), s		5.4		0.0	0.0	2.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 7  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Future Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	13	13	13	100	100	100	0	0	0
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1666	0	0	1677	0	0	383	0	0	1615	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32
Lane Grp Cap(c), veh/h	1002	0	0	1001	0	0	211	0	0	301	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1283	0	0	1289	0	0	285	0	0	628	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		303			291			8				66
Approach Delay, s/veh		4.3			4.2			13.0				13.5
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		7.8		21.0		7.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.9		2.5		5.0		3.1				
Green Ext Time (p_c), s		1.3		0.0		1.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				5.3								
HCM 6th LOS				A								



Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	4	1	2	299	238	2
Future Vol, veh/h	4	1	2	299	238	2
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	7	6	2
Mvmt Flow	4	1	2	325	259	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	591	262	263	0	-	0
Stage 1	262	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	470	777	1301	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	467	776	1299	-	-	-
Mov Cap-2 Maneuver	556	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1299	-	589	-	-
HCM Lane V/C Ratio	0.002	-	0.009	-	-
HCM Control Delay (s)	7.8	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	-	-	-	-	-	-	469	469	-	364	364	-
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	-	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	1380	-	-	1163	-	-	280
HCM Lane V/C Ratio	0.422	0.031	-	-	0.074	-	-	0.194
HCM Control Delay (s)	26.5	7.7	-	-	8.3	-	-	20.9
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2	0.1	-	-	0.2	-	-	0.7

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	7	32	269	0	40	199
Future Vol, veh/h	7	32	269	0	40	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	2	2	9
Mvmt Flow	8	35	292	0	43	216

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	594	292	0	0	292	0
Stage 1	292	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	468	747	-	-	1270	-
Stage 1	758	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	452	747	-	-	1270	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	750	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	697	1270
HCM Lane V/C Ratio	-	-	0.061	0.034
HCM Control Delay (s)	-	-	10.5	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th Signalized Intersection Summary  
 2: US-15 & Bethune Hwy/Alternative 7

2045 Alternative 7  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	88	133	25	75	201	126	319	30	80	347	54
Future Volume (veh/h)	77	88	133	25	75	201	126	319	30	80	347	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1411	1411	1870	1707	1707	1648	1752	1752	1707	1752	1752
Adj Flow Rate, veh/h	84	96	0	27	82	218	137	347	33	87	377	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	33	33	2	13	13	17	10	10	13	10	10
Cap, veh/h	289	381		477	112	297	409	639	61	412	710	
Arrive On Green	0.27	0.27	0.00	0.27	0.27	0.27	0.41	0.41	0.41	0.41	0.41	0.00
Sat Flow, veh/h	1062	1411	1196	1300	413	1097	886	1575	150	916	1752	1485
Grp Volume(v), veh/h	84	96	0	27	0	300	137	0	380	87	377	0
Grp Sat Flow(s),veh/h/ln	1062	1411	1196	1300	0	1510	886	0	1725	916	1752	1485
Q Serve(g_s), s	2.9	2.0	0.0	0.6	0.0	6.7	5.1	0.0	6.2	3.0	6.0	0.0
Cycle Q Clear(g_c), s	9.6	2.0	0.0	2.6	0.0	6.7	11.2	0.0	6.2	9.2	6.0	0.0
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	289	381		477	0	408	409	0	699	412	710	
V/C Ratio(X)	0.29	0.25		0.06	0.00	0.74	0.33	0.00	0.54	0.21	0.53	
Avail Cap(c_a), veh/h	289	381		477	0	408	481	0	839	486	852	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.7	10.6	0.0	11.6	0.0	12.3	12.6	0.0	8.4	11.9	8.3	0.0
Incr Delay (d2), s/veh	0.5	0.3	0.0	0.0	0.0	6.8	0.5	0.0	0.7	0.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.5	0.0	0.1	0.0	2.1	0.8	0.0	1.5	0.5	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	10.9	0.0	11.6	0.0	19.1	13.0	0.0	9.0	12.1	9.0	0.0
LnGrp LOS	B	B		B	A	B	B	A	A	B	A	
Approach Vol, veh/h		180	A		327			517			464	A
Approach Delay, s/veh		13.9			18.5			10.1			9.5	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		16.0		21.0		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		10.0		18.0		10.0				
Max Q Clear Time (g_c+I1), s		13.2		11.6		11.2		8.7				
Green Ext Time (p_c), s		1.3		0.0		1.5		0.2				

Intersection Summary

HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 7  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	20	20	20	0	12	12	50	14	14
Cap, veh/h	267	26	60	135	130	59	472	1004	40	421	861	147
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	978	168	396	272	850	385	839	1644	66	588	1409	240
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591
Grp Sat Flow(s),veh/h/ln	1542	0	0	1507	0	0	839	0	1710	588	0	1649
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.9	0.0	6.9	0.4	0.0	11.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	1.4	0.0	0.0	11.9	0.0	6.9	7.2	0.0	11.0
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	354	0	0	324	0	0	472	0	1045	421	0	1007
V/C Ratio(X)	0.53	0.00	0.00	0.15	0.00	0.00	0.05	0.00	0.42	0.02	0.00	0.59
Avail Cap(c_a), veh/h	477	0	0	438	0	0	472	0	1045	421	0	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	0.0	18.8	0.0	0.0	9.6	0.0	5.2	7.1	0.0	6.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.3	0.1	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	0.5	0.0	0.0	0.2	0.0	2.0	0.0	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	0.0	19.0	0.0	0.0	9.8	0.0	6.4	7.2	0.0	8.5
LnGrp LOS	C	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		187			47			464			599	
Approach Delay, s/veh		21.8			19.0			6.6			8.5	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		13.8		37.0		13.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		12.0		31.0		12.0				
Max Q Clear Time (g_c+I1), s		0.0		7.8		0.0		3.4				
Green Ext Time (p_c), s		0.0		0.2		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 9: Alternative 7 & SC-341

2045 Alternative 7  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	55	113	7
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	55	113	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1707	1707	1707	1752	1752	1752	1870	1811	1811	1707	1752	1752
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	60	123	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	10	10	10	2	6	6	13	10	10
Cap, veh/h	101	440	159	265	372	52	520	367	188	288	529	34
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	21	1172	423	389	991	138	1259	1128	579	901	1627	106
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	60	0	131
Grp Sat Flow(s),veh/h/ln	1617	0	0	1518	0	0	1259	0	1707	901	0	1733
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	0.0	0.6	0.0	8.2	2.5	0.0	2.2
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.5	0.0	0.0	2.8	0.0	8.2	10.7	0.0	2.2
Prop In Lane	0.04		0.26	0.33		0.09	1.00		0.34	1.00		0.06
Lane Grp Cap(c), veh/h	700	0	0	689	0	0	520	0	555	288	0	563
V/C Ratio(X)	0.40	0.00	0.00	0.59	0.00	0.00	0.05	0.00	0.72	0.21	0.00	0.23
Avail Cap(c_a), veh/h	938	0	0	900	0	0	645	0	725	378	0	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	10.3	0.0	0.0	10.9	0.0	11.9	16.6	0.0	9.9
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	2.4	0.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.9	0.0	0.0	0.1	0.0	2.2	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	0.0	0.0	11.1	0.0	0.0	10.9	0.0	14.2	17.0	0.0	10.1
LnGrp LOS	A	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		279		406			425			191		
Approach Delay, s/veh		9.8		11.1			14.0			12.2		
Approach LOS		A		B			B			B		
Timer - Assigned Phs		2		4			6			8		
Phs Duration (G+Y+Rc), s		19.0		21.0			19.0			21.0		
Change Period (Y+Rc), s		6.0		6.0			6.0			6.0		
Max Green Setting (Gmax), s		17.0		21.0			17.0			21.0		
Max Q Clear Time (g_c+I1), s		10.2		7.2			12.7			10.5		
Green Ext Time (p_c), s		1.2		1.2			0.3			1.8		
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd/Alternative 7

2045 Alternative 7  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86
Future Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1856	1752	1752	1752	1796	1796	1870	1767	1767
Adj Flow Rate, veh/h	34	48	68	310	12	33	55	418	342	47	568	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	3	10	10	10	7	7	2	9	9
Cap, veh/h	601	231	327	530	134	369	340	1280	571	383	1083	177
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1383	711	1007	1266	413	1135	725	3413	1522	706	2888	472
Grp Volume(v), veh/h	34	0	116	310	0	45	55	418	342	47	329	332
Grp Sat Flow(s),veh/h/ln	1383	0	1719	1266	0	1548	725	1706	1522	706	1678	1682
Q Serve(g_s), s	0.7	0.0	2.0	9.4	0.0	0.8	2.6	3.5	7.2	2.0	6.1	6.1
Cycle Q Clear(g_c), s	1.5	0.0	2.0	11.3	0.0	0.8	8.7	3.5	7.2	5.5	6.1	6.1
Prop In Lane	1.00		0.59	1.00		0.73	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	601	0	559	530	0	503	340	1280	571	383	629	631
V/C Ratio(X)	0.06	0.00	0.21	0.59	0.00	0.09	0.16	0.33	0.60	0.12	0.52	0.53
Avail Cap(c_a), veh/h	601	0	559	530	0	503	340	1280	571	383	629	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	9.8	13.9	0.0	9.4	13.1	8.9	10.1	10.9	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.7	0.0	0.1	0.2	0.1	1.7	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	1.9	0.0	0.2	0.3	0.8	1.8	0.2	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	10.0	15.5	0.0	9.5	13.3	9.1	11.8	11.0	10.5	10.5
LnGrp LOS	A	A	A	B	A	A	B	A	B	B	B	B
Approach Vol, veh/h		150			355			815			708	
Approach Delay, s/veh		10.0			14.8			10.5			10.6	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		19.0		21.0		19.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		15.0		13.0		15.0		13.0				
Max Q Clear Time (g_c+I1), s		10.7		4.0		8.1		13.3				
Green Ext Time (p_c), s		1.7		0.4		2.3		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 7  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7	4	4	12	3	11	2	23	14	14
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531
Grp Sat Flow(s),veh/h/ln	1577	0	0	1005	1841	1459	866	1737	1585	858	0	1626
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732
V/C Ratio(X)	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5
LnGrp LOS	B	A	A	B	B	B	B	A	A	B	A	B
Approach Vol, veh/h		423			331			464			604	
Approach Delay, s/veh		19.6			13.6			12.1			14.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.2		21.1		28.2		21.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0				
Max Q Clear Time (g_c+I1), s		21.2		14.4		15.2		9.4				
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								



HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 7  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.32	0.32	0.32
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s),veh/h/ln	1714	0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.8
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.8
Prop In Lane	0.37		0.50	0.94		1.00	1.00		0.26	1.00		0.08
Lane Grp Cap(c), veh/h	60	0	0	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	208	0	0	248	0	196	165	1080	1085	478	656	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.6	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.2	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.5	0.0	22.5	41.2	7.4	7.5	11.2	14.8	14.7
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		40			121			507			715	
Approach Delay, s/veh		34.3			25.3			8.2			14.5	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 29		5.6	* 4.2	* 18		6.3				
Max Q Clear Time (g_c+I1), s		6.0		3.1	2.3	9.8		4.1				
Green Ext Time (p_c), s		6.6		0.0	0.0	3.8		0.1				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 7  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1796	1796	1796	1337	1337	1337	1811	1811	1811
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	7	7	7	38	38	38	6	6	6
Cap, veh/h	147	747	65	126	809	72	228	32	34	195	58	62
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	38	1491	129	8	1614	144	533	326	348	431	594	628
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0
Grp Sat Flow(s),veh/h/ln	1658	0	0	1766	0	0	1207	0	0	1653	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38
Lane Grp Cap(c), veh/h	959	0	0	1007	0	0	294	0	0	315	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1228	0	0	1300	0	0	476	0	0	578	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		257			282			59			100	
Approach Delay, s/veh		4.6			4.6			13.1			13.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		8.9		21.0		8.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.8		3.3		4.7		3.7				
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					6.6							
HCM 6th LOS					A							

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	3	1	2	298	196	2
Future Vol, veh/h	3	1	2	298	196	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	8	10	2
Mvmt Flow	3	1	2	324	213	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	542	214	215	0	-	0
Stage 1	214	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	501	826	1355	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	500	826	1355	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	730	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1355	-	625	-	-
HCM Lane V/C Ratio	0.002	-	0.007	-	-
HCM Control Delay (s)	7.7	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	7	10	7	4	2	4	0	14	2	17	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	507	484	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.5	6.34	7.12	6.67	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.67	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.153	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	280	766
Stage 1	-	-	-	-	-	-	568	562	-	649	594	-
Stage 2	-	-	-	-	-	-	618	619	-	548	528	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	210	276	642	215	258	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	276	-	215	258	-
Stage 1	-	-	-	-	-	-	547	541	-	625	568	-
Stage 2	-	-	-	-	-	-	528	592	-	468	508	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			31.1			23.9		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	269	1283	-	-	1142	-	-	286
HCM Lane V/C Ratio	0.501	0.036	-	-	0.043	-	-	0.338
HCM Control Delay (s)	31.1	7.9	-	-	8.3	-	-	23.9
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.1	-	-	1.4

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	5	24	276	0	29	168
Future Vol, veh/h	5	24	276	0	29	168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	2	2	13
Mvmt Flow	5	26	300	0	32	183

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	547	300	0	0	300	0
Stage 1	300	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	498	740	-	-	1261	-
Stage 1	752	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	486	740	-	-	1261	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	702	1261
HCM Lane V/C Ratio	-	-	0.045	0.025
HCM Control Delay (s)	-	-	10.4	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th Signalized Intersection Summary  
 27: US-15 & New Bethune Road/Alternative 8

2045 Alternative 8  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	116	280	30	72	197	185	189	60	83	391	86
Future Volume (veh/h)	89	116	280	30	72	197	185	189	60	83	391	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1663	1663	1870	1796	1796	1663	1752	1752	1737	1737	1737
Adj Flow Rate, veh/h	97	126	0	33	78	214	201	205	65	90	425	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	16	16	2	7	7	16	10	10	11	11	11
Cap, veh/h	201	361		350	92	253	400	666	211	600	721	158
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.22	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1104	1663	1409	1265	424	1163	785	1275	404	1030	1381	302
Grp Volume(v), veh/h	97	126	0	33	0	292	201	0	270	90	0	518
Grp Sat Flow(s),veh/h/ln	1104	1663	1409	1265	0	1587	785	0	1679	1030	0	1683
Q Serve(g_s), s	1.9	3.0	0.0	1.0	0.0	8.1	10.9	0.0	4.2	2.5	0.0	9.8
Cycle Q Clear(g_c), s	10.0	3.0	0.0	4.0	0.0	8.1	20.7	0.0	4.2	6.7	0.0	9.8
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.24	1.00		0.18
Lane Grp Cap(c), veh/h	201	361		350	0	345	400	0	877	600	0	879
V/C Ratio(X)	0.48	0.35		0.09	0.00	0.85	0.50	0.00	0.31	0.15	0.00	0.59
Avail Cap(c_a), veh/h	201	361		350	0	345	467	0	1021	688	0	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	15.3	0.0	17.0	0.0	17.3	14.7	0.0	6.3	8.2	0.0	7.6
Incr Delay (d2), s/veh	1.8	0.6	0.0	0.1	0.0	17.6	1.0	0.0	0.2	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.0	0.0	0.2	0.0	3.8	1.6	0.0	0.9	0.4	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	15.8	0.0	17.1	0.0	34.9	15.7	0.0	6.5	8.3	0.0	8.3
LnGrp LOS	C	B		B	A	C	B	A	A	A	A	A
Approach Vol, veh/h		223	A		325		471			608		
Approach Delay, s/veh		19.6			33.1		10.4			8.3		
Approach LOS		B			C		B			A		
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.1		16.0		30.1		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		28.0		10.0		28.0		10.0				
Max Q Clear Time (g_c+I1), s		22.7		12.0		11.8		10.1				
Green Ext Time (p_c), s		1.3		0.0		3.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 8  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716
Grp Sat Flow(s),veh/h/ln	1309	0	0	1794	0	0	718	0	1698	222	0	1655
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7
LnGrp LOS	C	A	A	B	A	A	B	A	A	A	A	B
Approach Vol, veh/h		167			33			429				731
Approach Delay, s/veh		23.1			19.5			6.6				10.6
Approach LOS		C			B			A				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		14.2		39.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		33.0		10.0		33.0		10.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 8  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↕	↗	↙	↕	↗	↙	↕	↗
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12
Cap, veh/h	117	280	163	348	514	373	305	825	716	429	723	69
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549	147
Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566
Grp Sat Flow(s),veh/h/ln	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696
Q Serve(g_s), s	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4
Cycle Q Clear(g_c), s	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	560	0	0	348	514	373	305	825	716	429	0	791
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72
Avail Cap(c_a), veh/h	666	0	0	413	630	457	331	883	767	456	0	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7
LnGrp LOS	C	A	A	B	B	B	C	A	A	B	A	B
Approach Vol, veh/h		418			287			453			632	
Approach Delay, s/veh		20.5			13.9			11.9			13.5	
Approach LOS		C			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.3		20.7		29.3		20.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		18.0		25.0		18.0				
Max Q Clear Time (g_c+I1), s		22.4		14.1		15.4		5.6				
Green Ext Time (p_c), s		1.0		0.6		4.4		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.8								
HCM 6th LOS				B								



HCM 6th Signalized Intersection Summary  
 20: Nettles St. & SC-341

2045 Alternative 8  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Future Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	13	13	13	100	100	100	0	0	0
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1666	0	0	1677	0	0	383	0	0	1615	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32
Lane Grp Cap(c), veh/h	1002	0	0	1001	0	0	211	0	0	301	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1283	0	0	1289	0	0	285	0	0	628	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		303			291			8			66	
Approach Delay, s/veh		4.3			4.2			13.0			13.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		7.8		21.0		7.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.9		2.5		5.0		3.1				
Green Ext Time (p_c), s		1.3		0.0		1.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					5.3							
HCM 6th LOS					A							

HCM 6th Signalized Intersection Summary  
 9: Alternative 8 & SC-341

2045 Alternative 8  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1707	1707	1707	1722	1826	1826	1781	1781	1781
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	64	151	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	13	13	13	12	5	5	8	8	8
Cap, veh/h	101	410	154	174	465	52	473	366	197	293	545	32
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	21	1096	412	180	1243	139	1129	1117	601	935	1664	99
Grp Volume(v), veh/h	297	0	0	337	0	0	28	0	403	64	0	160
Grp Sat Flow(s),veh/h/ln	1530	0	0	1563	0	0	1129	0	1718	935	0	1764
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.6	0.0	2.7
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.4	0.0	0.0	3.4	0.0	8.3	10.9	0.0	2.7
Prop In Lane	0.04		0.27	0.19		0.09	1.00		0.35	1.00		0.06
Lane Grp Cap(c), veh/h	665	0	0	691	0	0	473	0	562	293	0	577
V/C Ratio(X)	0.45	0.00	0.00	0.49	0.00	0.00	0.06	0.00	0.72	0.22	0.00	0.28
Avail Cap(c_a), veh/h	740	0	0	765	0	0	554	0	685	359	0	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	9.8	0.0	0.0	11.3	0.0	11.9	16.6	0.0	10.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	2.8	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.5	0.0	0.0	0.1	0.0	2.3	0.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	0.0	0.0	10.4	0.0	0.0	11.3	0.0	14.7	17.0	0.0	10.2
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		297			337			431			224	
Approach Delay, s/veh		10.2			10.4			14.5			12.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.1		21.0		19.1		21.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0		17.0		16.0		17.0				
Max Q Clear Time (g_c+I1), s		10.3		8.0		12.9		8.4				
Green Ext Time (p_c), s		1.1		1.0		0.3		1.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	-	-	-	-	-	-	469	469	-	364	364	-
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	-	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	1380	-	-	1163	-	-	280
HCM Lane V/C Ratio	0.422	0.031	-	-	0.074	-	-	0.194
HCM Control Delay (s)	26.5	7.7	-	-	8.3	-	-	20.9
HCM Lane LOS		D	A	-	-	A	-	C
HCM 95th %tile Q(veh)		2	0.1	-	-	0.2	-	0.7

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Hwy

2045 Alternative 8  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	593	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1082	49
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3215	146
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	304	316
Grp Sat Flow(s),veh/h/ln1698		0	0	1825	0	1522	1810	1706	1775	872	1650	1711
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Prop In Lane	0.28		0.58	0.82		1.00	1.00		0.07	1.00		0.09
Lane Grp Cap(c), veh/h	55	0	0	84	0	70	15	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.55	0.55
Avail Cap(c_a), veh/h	152	0	0	164	0	137	162	1076	1119	500	641	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.2	13.2
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		36			58			441			661	
Approach Delay, s/veh		33.9			24.9			7.4			13.0	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 28		4.0	* 4	* 17		4.0				
Max Q Clear Time (g_c+I1), s		5.2		2.9	2.2	8.7		3.0				
Green Ext Time (p_c), s		5.6		0.0	0.0	3.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
 10: US-15 & Browtown Rd/Alternative 8

2045 Alternative 8  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70
Future Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1870	1870	1870	1870	1781	1796	1870	1870	1752	1752
Adj Flow Rate, veh/h	39	54	86	235	16	5	46	416	341	42	488	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	2	2	2	2	2	8	7	2	2	10	10
Cap, veh/h	574	192	305	477	403	126	403	1336	621	405	1131	175
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1347	650	1035	1249	1366	427	806	3413	1585	708	2888	448
Grp Volume(v), veh/h	39	0	140	235	0	21	46	416	341	42	280	284
Grp Sat Flow(s),veh/h/ln	1347	0	1684	1249	0	1793	806	1706	1585	708	1664	1671
Q Serve(g_s), s	0.8	0.0	2.4	6.8	0.0	0.3	1.7	3.2	6.4	1.7	4.7	4.8
Cycle Q Clear(g_c), s	1.1	0.0	2.4	9.3	0.0	0.3	6.5	3.2	6.4	4.9	4.7	4.8
Prop In Lane	1.00		0.61	1.00		0.24	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	574	0	497	477	0	530	403	1336	621	405	652	654
V/C Ratio(X)	0.07	0.00	0.28	0.49	0.00	0.04	0.11	0.31	0.55	0.10	0.43	0.43
Avail Cap(c_a), veh/h	634	0	571	532	0	609	403	1336	621	405	652	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	0.0	10.4	13.9	0.0	9.6	10.9	8.1	9.0	9.8	8.5	8.5
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.8	0.0	0.0	0.1	0.1	1.0	0.1	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	1.3	0.0	0.1	0.2	0.7	1.4	0.2	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	10.7	14.7	0.0	9.7	11.0	8.2	10.1	9.9	9.0	9.0
LnGrp LOS	B	A	B	B	A	A	B	A	B	A	A	A
Approach Vol, veh/h		179			256			803			606	
Approach Delay, s/veh		10.6			14.3			9.2			9.1	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		17.3		21.0		17.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		15.0		13.0		15.0		13.0				
Max Q Clear Time (g_c+I1), s		8.5		4.4		6.9		11.3				
Green Ext Time (p_c), s		2.2		0.5		2.2		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.0								
HCM 6th LOS				A								

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	20	19	10	4	14	30	15	249	16	30	199	30
Future Vol, veh/h	20	19	10	4	14	30	15	249	16	30	199	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	9	2	2	9	2
Mvmt Flow	22	21	11	4	15	33	16	271	17	33	216	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	635	619	233	627	627	280	249	0	0	288	0	0
Stage 1	299	299	-	312	312	-	-	-	-	-	-	-
Stage 2	336	320	-	315	315	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	391	404	806	396	400	759	1317	-	-	1274	-	-
Stage 1	710	666	-	699	658	-	-	-	-	-	-	-
Stage 2	678	652	-	696	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	353	389	806	364	385	759	1317	-	-	1274	-	-
Mov Cap-2 Maneuver	353	389	-	364	385	-	-	-	-	-	-	-
Stage 1	701	649	-	691	650	-	-	-	-	-	-	-
Stage 2	626	644	-	648	639	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.9		12.2		0.4		0.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	416	552	1274	-
HCM Lane V/C Ratio	0.012	-	-	0.128	0.095	0.026	-
HCM Control Delay (s)	7.8	-	-	14.9	12.2	7.9	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0.1	-

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 8  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1604	1604	1604	1900	1707	1707	1159	1693	1693
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	20	20	20	0	13	13	50	14	14
Cap, veh/h	265	30	58	149	147	67	432	933	37	400	806	137
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	797	173	335	281	847	387	839	1630	65	588	1409	240
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591
Grp Sat Flow(s),veh/h/ln	1305	0	0	1515	0	0	839	0	1696	588	0	1649
Q Serve(g_s), s	5.2	0.0	0.0	0.0	0.0	0.0	0.9	0.0	7.1	0.4	0.0	11.3
Cycle Q Clear(g_c), s	6.5	0.0	0.0	1.2	0.0	0.0	12.2	0.0	7.1	7.5	0.0	11.3
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	353	0	0	364	0	0	432	0	970	400	0	944
V/C Ratio(X)	0.53	0.00	0.00	0.13	0.00	0.00	0.05	0.00	0.45	0.02	0.00	0.63
Avail Cap(c_a), veh/h	429	0	0	445	0	0	432	0	970	400	0	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	0.0	16.6	0.0	0.0	10.8	0.0	5.8	8.0	0.0	6.7
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.5	0.1	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	0.4	0.0	0.0	0.2	0.0	2.2	0.0	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	0.0	16.8	0.0	0.0	11.0	0.0	7.4	8.1	0.0	9.9
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		187			47			464				599
Approach Delay, s/veh		19.9			16.8			7.6				9.8
Approach LOS		B			B			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		14.2		33.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		11.0		27.0		11.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		3.2				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.7								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 9: Alternative 8 & SC-341

2045 Alternative 8  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	71	113	7
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	71	113	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1752	1752	1752	1841	1841	1841	1707	1544	1544
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	77	123	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	10	10	10	4	4	4	13	24	24
Cap, veh/h	100	441	159	262	366	51	515	384	197	301	481	31
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	22	1193	430	391	990	138	1239	1146	588	901	1434	93
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	77	0	131
Grp Sat Flow(s),veh/h/ln	1645	0	0	1519	0	0	1239	0	1735	901	0	1528
Q Serve(g_s), s	0.0	0.0	0.0	3.6	0.0	0.0	0.7	0.0	8.0	3.3	0.0	2.5
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.7	0.0	0.0	3.2	0.0	8.0	11.3	0.0	2.5
Prop In Lane	0.04		0.26	0.33		0.09	1.00		0.34	1.00		0.06
Lane Grp Cap(c), veh/h	700	0	0	679	0	0	515	0	581	301	0	512
V/C Ratio(X)	0.40	0.00	0.00	0.60	0.00	0.00	0.05	0.00	0.68	0.26	0.00	0.26
Avail Cap(c_a), veh/h	939	0	0	887	0	0	619	0	726	376	0	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	10.7	0.0	0.0	11.0	0.0	11.6	16.5	0.0	9.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	1.9	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.0	0.0	0.0	0.1	0.0	2.1	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	11.5	0.0	0.0	11.0	0.0	13.6	17.0	0.0	10.1
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		279		406			425		208			
Approach Delay, s/veh		10.1		11.5			13.4		12.6			
Approach LOS		B		B			B		B			
Timer - Assigned Phs		2		4			6		8			
Phs Duration (G+Y+Rc), s		19.6		21.0			19.6		21.0			
Change Period (Y+Rc), s		6.0		6.0			6.0		6.0			
Max Green Setting (Gmax), s		17.0		21.0			17.0		21.0			
Max Q Clear Time (g_c+I1), s		10.0		7.2			13.3		10.7			
Green Ext Time (p_c), s		1.3		1.2			0.3		1.8			
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								



HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd/Alternative 8

2045 Alternative 8  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86
Future Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1870	1870	1752	1796	1870	1870	1767	1767
Adj Flow Rate, veh/h	34	48	68	310	12	33	55	418	342	47	568	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	2	10	7	2	2	9	9
Cap, veh/h	603	228	322	531	143	394	340	1280	594	383	1083	177
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1383	700	992	1276	441	1212	725	3413	1585	706	2888	472
Grp Volume(v), veh/h	34	0	116	310	0	45	55	418	342	47	329	332
Grp Sat Flow(s),veh/h/ln	1383	0	1692	1276	0	1652	725	1706	1585	706	1678	1682
Q Serve(g_s), s	0.7	0.0	2.0	9.3	0.0	0.8	2.6	3.5	6.9	2.0	6.1	6.1
Cycle Q Clear(g_c), s	1.5	0.0	2.0	11.3	0.0	0.8	8.7	3.5	6.9	5.5	6.1	6.1
Prop In Lane	1.00		0.59	1.00		0.73	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	603	0	550	531	0	537	340	1280	594	383	629	631
V/C Ratio(X)	0.06	0.00	0.21	0.58	0.00	0.08	0.16	0.33	0.58	0.12	0.52	0.53
Avail Cap(c_a), veh/h	603	0	550	531	0	537	340	1280	594	383	629	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	9.8	13.9	0.0	9.4	13.1	8.9	10.0	10.9	9.7	9.7
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.6	0.0	0.1	0.2	0.1	1.4	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	1.9	0.0	0.2	0.3	0.8	1.7	0.2	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	10.0	15.5	0.0	9.4	13.3	9.1	11.3	11.0	10.5	10.5
LnGrp LOS	A	A	A	B	A	A	B	A	B	B	B	B
Approach Vol, veh/h		150			355			815			708	
Approach Delay, s/veh		10.0			14.7			10.3			10.6	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		19.0		21.0		19.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		15.0		13.0		15.0		13.0				
Max Q Clear Time (g_c+I1), s		10.7		4.0		8.1		13.3				
Green Ext Time (p_c), s		1.7		0.4		2.3		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 8  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗	↖	↑	↗	↖	↖	↗
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7	4	4	12	3	11	2	23	14	14
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531
Grp Sat Flow(s),veh/h/ln	1577	0	0	1005	1841	1459	866	1737	1585	858	0	1626
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732
V/C Ratio(X)	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5
LnGrp LOS	B	A	A	B	B	B	B	A	A	B	A	B
Approach Vol, veh/h		423			331			464			604	
Approach Delay, s/veh		19.6			13.6			12.1			14.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.2		21.1		28.2		21.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0				
Max Q Clear Time (g_c+I1), s		21.2		14.4		15.2		9.4				
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Hwy

2045 Alternative 8  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s),veh/h/ln	1714	0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Prop In Lane	0.37		0.50	0.94		1.00	1.00		0.26	1.00		0.08
Lane Grp Cap(c), veh/h	60	0	0	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	186	0	0	232	0	183	165	1117	1123	496	692	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.7	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.2	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.6	0.0	22.5	41.2	7.4	7.5	11.2	14.7	14.7
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		40			121			507			715	
Approach Delay, s/veh		34.3			25.4			8.2			14.5	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 30		5.0	* 4.2	* 19		5.9				
Max Q Clear Time (g_c+I1), s		6.0		3.1	2.3	9.7		4.1				
Green Ext Time (p_c), s		6.7		0.0	0.0	4.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 8  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1796	1796	1796	1337	1337	1337	1811	1811	1811
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	7	7	7	38	38	38	6	6	6
Cap, veh/h	147	747	65	126	809	72	228	32	34	195	58	62
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	38	1491	129	8	1614	144	533	326	348	431	594	628
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0
Grp Sat Flow(s),veh/h/ln	1658	0	0	1766	0	0	1207	0	0	1653	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38
Lane Grp Cap(c), veh/h	959	0	0	1007	0	0	294	0	0	315	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1228	0	0	1300	0	0	476	0	0	578	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		257			282			59			100	
Approach Delay, s/veh		4.6			4.6			13.1			13.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		8.9		21.0		8.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.8		3.3		4.7		3.7				
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					6.6							
HCM 6th LOS					A							

HCM 6th Signalized Intersection Summary  
 27: US-15 & New Bethune Road/Alternative 8

2045 Alternative 8  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	88	133	50	100	176	126	319	40	80	347	54
Future Volume (veh/h)	77	88	133	50	100	176	126	319	40	80	347	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1411	1411	1870	1707	1707	1648	1752	1752	1707	1752	1752
Adj Flow Rate, veh/h	84	96	0	54	109	191	137	347	43	87	377	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	33	33	2	13	13	17	10	10	13	10	10
Cap, veh/h	276	370		460	146	256	378	646	80	419	625	98
Arrive On Green	0.26	0.26	0.00	0.26	0.26	0.26	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1054	1411	1196	1300	557	975	839	1528	189	907	1479	231
Grp Volume(v), veh/h	84	96	0	54	0	300	137	0	390	87	0	436
Grp Sat Flow(s),veh/h/ln	1054	1411	1196	1300	0	1532	839	0	1718	907	0	1710
Q Serve(g_s), s	3.0	2.1	0.0	1.3	0.0	6.9	5.8	0.0	6.5	3.0	0.0	7.5
Cycle Q Clear(g_c), s	9.9	2.1	0.0	3.4	0.0	6.9	13.3	0.0	6.5	9.5	0.0	7.5
Prop In Lane	1.00		1.00	1.00		0.64	1.00		0.11	1.00		0.14
Lane Grp Cap(c), veh/h	276	370		460	0	402	378	0	727	419	0	723
V/C Ratio(X)	0.30	0.26		0.12	0.00	0.75	0.36	0.00	0.54	0.21	0.00	0.60
Avail Cap(c_a), veh/h	276	370		460	0	402	419	0	811	463	0	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.4	11.1	0.0	12.5	0.0	12.9	13.7	0.0	8.2	11.8	0.0	8.5
Incr Delay (d2), s/veh	0.6	0.4	0.0	0.1	0.0	7.5	0.6	0.0	0.6	0.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.5	0.0	0.3	0.0	2.3	0.9	0.0	1.5	0.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	11.5	0.0	12.6	0.0	20.4	14.2	0.0	8.8	12.0	0.0	9.6
LnGrp LOS	B	B		B	A	C	B	A	A	B	A	A
Approach Vol, veh/h		180	A		354			527			523	
Approach Delay, s/veh		14.6			19.2			10.2			10.0	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.1		16.0		22.1		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		10.0		18.0		10.0				
Max Q Clear Time (g_c+I1), s		15.3		11.9		11.5		8.9				
Green Ext Time (p_c), s		0.8		0.0		1.7		0.2				

Intersection Summary

HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

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

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	43	14	13	10	10	27	15	256	15	20	168	20
Future Vol, veh/h	43	14	13	10	10	27	15	256	15	20	168	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	20	2
Mvmt Flow	47	15	14	11	11	29	16	278	16	22	183	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	576	564	194	571	567	286	205	0	0	294	0	0
Stage 1	238	238	-	318	318	-	-	-	-	-	-	-
Stage 2	338	326	-	253	249	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	428	435	847	432	433	753	1366	-	-	1268	-	-
Stage 1	765	708	-	693	654	-	-	-	-	-	-	-
Stage 2	676	648	-	751	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	394	422	847	404	420	753	1366	-	-	1268	-	-
Mov Cap-2 Maneuver	394	422	-	404	420	-	-	-	-	-	-	-
Stage 1	756	696	-	685	646	-	-	-	-	-	-	-
Stage 2	631	640	-	710	689	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.8		12.1		0.4		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1366	-	-	444	557	1268	-
HCM Lane V/C Ratio	0.012	-	-	0.171	0.092	0.017	-
HCM Control Delay (s)	7.7	-	-	14.8	12.1	7.9	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0.1	-

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	7	10	7	5	2	4	0	14	2	5	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	507	484	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.5	6.34	7.12	6.55	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.045	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	292	766
Stage 1	-	-	-	-	-	-	568	562	-	649	614	-
Stage 2	-	-	-	-	-	-	618	619	-	548	547	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	211	276	642	215	269	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	276	-	215	269	-
Stage 1	-	-	-	-	-	-	547	541	-	625	588	-
Stage 2	-	-	-	-	-	-	529	592	-	468	527	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			30.9			23.3		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	270	1283	-	-	1142	-	-	292
HCM Lane V/C Ratio	0.499	0.036	-	-	0.043	-	-	0.331
HCM Control Delay (s)	30.9	7.9	-	-	8.3	-	-	23.3
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.1	-	-	1.4

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 9  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716
Grp Sat Flow(s),veh/h/ln	1309	0	0	1794	0	0	718	0	1698	222	0	1655
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7
LnGrp LOS	C	A	A	B	A	A	B	A	A	A	A	B
Approach Vol, veh/h		167			33			429				731
Approach Delay, s/veh		23.1			19.5			6.6				10.6
Approach LOS		C			B			A				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		14.2		39.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		33.0		10.0		33.0		10.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.1								
HCM 6th LOS				B								



HCM 6th Signalized Intersection Summary  
 9: Alternative 9 & SC-341

2045 Alternative 9  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1707	1707	1707	1722	1826	1826	1781	1781	1781
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	64	151	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	13	13	13	12	5	5	8	8	8
Cap, veh/h	101	410	154	174	465	52	473	366	197	293	545	32
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	21	1096	412	180	1243	139	1129	1117	601	935	1664	99
Grp Volume(v), veh/h	297	0	0	337	0	0	28	0	403	64	0	160
Grp Sat Flow(s),veh/h/ln	1530	0	0	1563	0	0	1129	0	1718	935	0	1764
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.6	0.0	2.7
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.4	0.0	0.0	3.4	0.0	8.3	10.9	0.0	2.7
Prop In Lane	0.04		0.27	0.19		0.09	1.00		0.35	1.00		0.06
Lane Grp Cap(c), veh/h	665	0	0	691	0	0	473	0	562	293	0	577
V/C Ratio(X)	0.45	0.00	0.00	0.49	0.00	0.00	0.06	0.00	0.72	0.22	0.00	0.28
Avail Cap(c_a), veh/h	740	0	0	765	0	0	554	0	685	359	0	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	9.8	0.0	0.0	11.3	0.0	11.9	16.6	0.0	10.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	2.8	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.5	0.0	0.0	0.1	0.0	2.3	0.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	0.0	0.0	10.4	0.0	0.0	11.3	0.0	14.7	17.0	0.0	10.2
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		297		337			431		224			
Approach Delay, s/veh		10.2		10.4			14.5		12.2			
Approach LOS		B		B			B		B			
Timer - Assigned Phs		2		4			6		8			
Phs Duration (G+Y+Rc), s		19.1		21.0			19.1		21.0			
Change Period (Y+Rc), s		6.0		6.0			6.0		6.0			
Max Green Setting (Gmax), s		16.0		17.0			16.0		17.0			
Max Q Clear Time (g_c+I1), s		10.3		8.0			12.9		8.4			
Green Ext Time (p_c), s		1.1		1.0			0.3		1.2			
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd

2045 Alternative 9  
 AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	86	79	42	697	710	85
Future Volume (veh/h)	86	79	42	697	710	85
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	1767	1781	1796	1752	1752
Adj Flow Rate, veh/h	93	86	46	758	772	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	9	8	7	10	10
Cap, veh/h	218	189	421	1669	1465	174
Arrive On Green	0.13	0.13	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1725	1497	610	3503	3083	357
Grp Volume(v), veh/h	93	86	46	758	429	435
Grp Sat Flow(s),veh/h/ln	1725	1497	610	1706	1664	1688
Q Serve(g_s), s	1.6	1.7	1.8	4.6	5.5	5.5
Cycle Q Clear(g_c), s	1.6	1.7	7.3	4.6	5.5	5.5
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	218	189	421	1669	814	825
V/C Ratio(X)	0.43	0.45	0.11	0.45	0.53	0.53
Avail Cap(c_a), veh/h	387	336	533	2297	1120	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	12.6	8.0	5.2	5.5	5.5
Incr Delay (d2), s/veh	1.3	1.7	0.1	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.1	0.5	0.6	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.9	14.3	8.1	5.4	6.0	6.0
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	179			804	864	
Approach Delay, s/veh	14.1			5.6	6.0	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		21.3		9.9		21.3
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		21.0		7.0		21.0
Max Q Clear Time (g_c+I1), s		9.3		3.7		7.5
Green Ext Time (p_c), s		6.0		0.1		6.8
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 9  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖	↗	↖	↖	↗	↗	↖	↖
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12
Cap, veh/h	117	280	163	348	514	373	305	825	716	429	723	69
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549	147
Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566
Grp Sat Flow(s),veh/h/ln	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696
Q Serve(g_s), s	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4
Cycle Q Clear(g_c), s	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	560	0	0	348	514	373	305	825	716	429	0	791
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72
Avail Cap(c_a), veh/h	666	0	0	413	630	457	331	883	767	456	0	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7
LnGrp LOS	C	A	A	B	B	B	C	A	A	B	A	B
Approach Vol, veh/h		418			287			453			632	
Approach Delay, s/veh		20.5			13.9			11.9			13.5	
Approach LOS		C			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.3		20.7		29.3		20.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		18.0		25.0		18.0				
Max Q Clear Time (g_c+I1), s		22.4		14.1		15.4		5.6				
Green Ext Time (p_c), s		1.0		0.6		4.4		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 9  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	536	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	536	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	583	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1081	50
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3212	149
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	299	311
Grp Sat Flow(s),veh/h/ln1698		0	0	1825	0	1522	1810	1706	1775	872	1650	1710
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.5	6.6
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.5	6.6
Prop In Lane	0.28		0.58	0.82		1.00	1.00		0.07	1.00		0.09
Lane Grp Cap(c), veh/h	55	0	0	84	0	70	15	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.54	0.54
Avail Cap(c_a), veh/h	152	0	0	164	0	137	162	1076	1119	500	641	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.1	13.1
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		36			58			441			651	
Approach Delay, s/veh		33.9			24.9			7.4			13.0	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 28		4.0	* 4	* 17		4.0				
Max Q Clear Time (g_c+I1), s		5.2		2.9	2.2	8.6		3.0				
Green Ext Time (p_c), s		5.6		0.0	0.0	3.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 9  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Future Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	13	13	13	100	100	100	0	0	0
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1666	0	0	1677	0	0	383	0	0	1615	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32
Lane Grp Cap(c), veh/h	1002	0	0	1001	0	0	211	0	0	301	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1283	0	0	1289	0	0	285	0	0	628	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		303			291			8				66
Approach Delay, s/veh		4.3			4.2			13.0				13.5
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		7.8		21.0		7.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.9		2.5		5.0		3.1				
Green Ext Time (p_c), s		1.3		0.0		1.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					5.3							
HCM 6th LOS					A							

HCM 6th Signalized Intersection Summary  
 27: US-15 & New Bethune Road/Alternative 9

2045 Alternative 9  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	116	280	34	72	197	185	189	39	83	391	86
Future Volume (veh/h)	89	116	280	34	72	197	185	189	39	83	391	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1663	1663	1870	1796	1796	1663	1752	1752	1737	1737	1737
Adj Flow Rate, veh/h	97	126	0	37	78	214	201	205	42	90	425	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	16	16	2	7	7	16	10	10	11	11	11
Cap, veh/h	202	362		350	92	253	399	736	151	620	720	158
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.22	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1104	1663	1409	1265	424	1163	785	1411	289	1052	1381	302
Grp Volume(v), veh/h	97	126	0	37	0	292	201	0	247	90	0	518
Grp Sat Flow(s),veh/h/ln	1104	1663	1409	1265	0	1587	785	0	1700	1052	0	1683
Q Serve(g_s), s	1.9	2.9	0.0	1.2	0.0	8.1	10.9	0.0	3.7	2.4	0.0	9.8
Cycle Q Clear(g_c), s	10.0	2.9	0.0	4.1	0.0	8.1	20.7	0.0	3.7	6.1	0.0	9.8
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.17	1.00		0.18
Lane Grp Cap(c), veh/h	202	362		350	0	345	399	0	887	620	0	878
V/C Ratio(X)	0.48	0.35		0.11	0.00	0.85	0.50	0.00	0.28	0.15	0.00	0.59
Avail Cap(c_a), veh/h	202	362		350	0	345	468	0	1035	712	0	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	15.2	0.0	17.0	0.0	17.3	14.8	0.0	6.2	7.9	0.0	7.6
Incr Delay (d2), s/veh	1.8	0.6	0.0	0.1	0.0	17.4	1.0	0.0	0.2	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.0	0.0	0.3	0.0	3.8	1.6	0.0	0.8	0.4	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	15.8	0.0	17.1	0.0	34.6	15.8	0.0	6.3	8.0	0.0	8.3
LnGrp LOS	C	B		B	A	C	B	A	A	A	A	A
Approach Vol, veh/h		223	A		329		448			608		
Approach Delay, s/veh		19.5			32.7		10.6			8.2		
Approach LOS		B			C		B			A		
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		16.0		30.0		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		28.0		10.0		28.0		10.0				
Max Q Clear Time (g_c+I1), s		22.7		12.0		11.8		10.1				
Green Ext Time (p_c), s		1.3		0.0		3.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

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

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	7	32	40	213	269	0
Future Vol, veh/h	7	32	40	213	269	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	1	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	8	8	2
Mvmt Flow	8	35	43	232	292	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	610	292	292	0	-	0
Stage 1	292	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	458	747	1270	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	442	747	1270	-	-	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	10.5	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWRWBLn1	SEL	SET
Capacity (veh/h)	-	-	695	1270
HCM Lane V/C Ratio	-	-	0.061	0.034
HCM Control Delay (s)	-	-	10.5	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	4	1	238	2	2	299
Future Vol, veh/h	4	1	238	2	2	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	2	2	9
Mvmt Flow	4	1	259	2	2	325

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	589	260	0	0	261
Stage 1	260	-	-	-	-
Stage 2	329	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	471	779	-	-	1303
Stage 1	783	-	-	-	-
Stage 2	729	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	470	779	-	-	1303
Mov Cap-2 Maneuver	558	-	-	-	-
Stage 1	781	-	-	-	-
Stage 2	729	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	11.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1303	-	592	-	-
HCM Lane V/C Ratio	0.002	-	0.009	-	-
HCM Control Delay (s)	7.8	-	11.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	-	-	-	-	-	-	469	469	-	364	364	-
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	-	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	1380	-	-	1163	-	-	280
HCM Lane V/C Ratio	0.422	0.031	-	-	0.074	-	-	0.194
HCM Control Delay (s)	26.5	7.7	-	-	8.3	-	-	20.9
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2	0.1	-	-	0.2	-	-	0.7

HCM 6th Signalized Intersection Summary  
41: US-15 & Alternative 9

2045 Alternative 9  
AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	231	5	419	364	39	519
Future Volume (veh/h)	231	5	419	364	39	519
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1752	1870	1796	1796	1870	1767
Adj Flow Rate, veh/h	251	5	455	396	42	564
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	2	7	7	2	9
Cap, veh/h	323	307	1529	682	450	1504
Arrive On Green	0.19	0.19	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1668	1585	3503	1522	648	3445
Grp Volume(v), veh/h	251	5	455	396	42	564
Grp Sat Flow(s),veh/h/ln	1668	1585	1706	1522	648	1678
Q Serve(g_s), s	4.8	0.1	2.8	6.5	1.5	3.7
Cycle Q Clear(g_c), s	4.8	0.1	2.8	6.5	4.3	3.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	323	307	1529	682	450	1504
V/C Ratio(X)	0.78	0.02	0.30	0.58	0.09	0.38
Avail Cap(c_a), veh/h	648	615	1529	682	450	1504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	10.9	5.9	6.9	7.3	6.1
Incr Delay (d2), s/veh	4.0	0.0	0.1	1.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.5	1.2	0.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.8	10.9	6.0	8.1	7.4	6.3
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h			851			606
Approach Delay, s/veh			7.0			6.4
Approach LOS			A			A
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		21.0		12.5		21.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		15.0		13.0		15.0
Max Q Clear Time (g_c+I1), s		8.5		6.8		6.3
Green Ext Time (p_c), s		3.1		0.4		3.7
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			8.2			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
 2: US-15 & Bethune Hwy/Alternative 9

2045 Alternative 9  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	88	133	25	75	201	126	319	30	80	347	54
Future Volume (veh/h)	77	88	133	25	75	201	126	319	30	80	347	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1411	1411	1870	1707	1707	1648	1752	1752	1707	1752	1752
Adj Flow Rate, veh/h	84	96	0	27	82	218	137	347	33	87	377	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	33	33	2	13	13	17	10	10	13	10	10
Cap, veh/h	289	381		477	112	297	409	639	61	412	710	
Arrive On Green	0.27	0.27	0.00	0.27	0.27	0.27	0.41	0.41	0.41	0.41	0.41	0.00
Sat Flow, veh/h	1062	1411	1196	1300	413	1097	886	1575	150	916	1752	1485
Grp Volume(v), veh/h	84	96	0	27	0	300	137	0	380	87	377	0
Grp Sat Flow(s),veh/h/ln	1062	1411	1196	1300	0	1510	886	0	1725	916	1752	1485
Q Serve(g_s), s	2.9	2.0	0.0	0.6	0.0	6.7	5.1	0.0	6.2	3.0	6.0	0.0
Cycle Q Clear(g_c), s	9.6	2.0	0.0	2.6	0.0	6.7	11.2	0.0	6.2	9.2	6.0	0.0
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	289	381		477	0	408	409	0	699	412	710	
V/C Ratio(X)	0.29	0.25		0.06	0.00	0.74	0.33	0.00	0.54	0.21	0.53	
Avail Cap(c_a), veh/h	289	381		477	0	408	481	0	839	486	852	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.7	10.6	0.0	11.6	0.0	12.3	12.6	0.0	8.4	11.9	8.3	0.0
Incr Delay (d2), s/veh	0.5	0.3	0.0	0.0	0.0	6.8	0.5	0.0	0.7	0.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.5	0.0	0.1	0.0	2.1	0.8	0.0	1.5	0.5	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	10.9	0.0	11.6	0.0	19.1	13.0	0.0	9.0	12.1	9.0	0.0
LnGrp LOS	B	B		B	A	B	B	A	A	B	A	
Approach Vol, veh/h		180	A		327			517			464	A
Approach Delay, s/veh		13.9			18.5			10.1			9.5	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		16.0		21.0		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		10.0		18.0		10.0				
Max Q Clear Time (g_c+I1), s		13.2		11.6		11.2		8.7				
Green Ext Time (p_c), s		1.3		0.0		1.5		0.2				

Intersection Summary

HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 9  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	20	20	20	0	12	12	50	14	14
Cap, veh/h	267	26	60	135	130	59	472	1004	40	421	861	147
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	978	168	396	272	850	385	839	1644	66	588	1409	240
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591
Grp Sat Flow(s),veh/h/ln	1542	0	0	1507	0	0	839	0	1710	588	0	1649
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.9	0.0	6.9	0.4	0.0	11.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	1.4	0.0	0.0	11.9	0.0	6.9	7.2	0.0	11.0
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	354	0	0	324	0	0	472	0	1045	421	0	1007
V/C Ratio(X)	0.53	0.00	0.00	0.15	0.00	0.00	0.05	0.00	0.42	0.02	0.00	0.59
Avail Cap(c_a), veh/h	477	0	0	438	0	0	472	0	1045	421	0	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	0.0	18.8	0.0	0.0	9.6	0.0	5.2	7.1	0.0	6.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.3	0.1	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	0.5	0.0	0.0	0.2	0.0	2.0	0.0	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	0.0	19.0	0.0	0.0	9.8	0.0	6.4	7.2	0.0	8.5
LnGrp LOS	C	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		187			47			464			599	
Approach Delay, s/veh		21.8			19.0			6.6			8.5	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		13.8		37.0		13.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		12.0		31.0		12.0				
Max Q Clear Time (g_c+I1), s		0.0		7.8		0.0		3.4				
Green Ext Time (p_c), s		0.0		0.2		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
9: Alternative 9 & SC-341

2045 Alternative 9  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	55	113	7
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	55	113	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1752	1752	1752	1870	1811	1811	1707	1752	1752
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	60	123	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	10	10	10	2	6	6	13	10	10
Cap, veh/h	101	440	159	265	372	52	520	367	188	288	529	34
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	21	1172	423	389	991	138	1259	1128	579	901	1627	106
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	60	0	131
Grp Sat Flow(s),veh/h/ln	1617	0	0	1518	0	0	1259	0	1707	901	0	1733
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	0.0	0.6	0.0	8.2	2.5	0.0	2.2
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.5	0.0	0.0	2.8	0.0	8.2	10.7	0.0	2.2
Prop In Lane	0.04		0.26	0.33		0.09	1.00		0.34	1.00		0.06
Lane Grp Cap(c), veh/h	700	0	0	689	0	0	520	0	555	288	0	563
V/C Ratio(X)	0.40	0.00	0.00	0.59	0.00	0.00	0.05	0.00	0.72	0.21	0.00	0.23
Avail Cap(c_a), veh/h	938	0	0	900	0	0	645	0	725	378	0	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	10.3	0.0	0.0	10.9	0.0	11.9	16.6	0.0	9.9
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	2.4	0.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.9	0.0	0.0	0.1	0.0	2.2	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	0.0	0.0	11.1	0.0	0.0	10.9	0.0	14.2	17.0	0.0	10.1
LnGrp LOS	A	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		279			406			425			191	
Approach Delay, s/veh		9.8			11.1			14.0			12.2	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		21.0		19.0		21.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		17.0		21.0		17.0		21.0				
Max Q Clear Time (g_c+I1), s		10.2		7.2		12.7		10.5				
Green Ext Time (p_c), s		1.2		1.2		0.3		1.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					11.9							
HCM 6th LOS					B							

HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd

2045 Alternative 9  
 PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	63	51	700	823	107
Future Volume (veh/h)	75	63	51	700	823	107
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1811	1752	1796	1767	1767
Adj Flow Rate, veh/h	82	68	55	761	895	116
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	6	10	7	9	9
Cap, veh/h	204	173	385	1794	1571	204
Arrive On Green	0.11	0.11	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1810	1535	522	3503	3076	387
Grp Volume(v), veh/h	82	68	55	761	503	508
Grp Sat Flow(s),veh/h/ln	1810	1535	522	1706	1678	1697
Q Serve(g_s), s	1.4	1.4	2.6	4.5	6.7	6.7
Cycle Q Clear(g_c), s	1.4	1.4	9.4	4.5	6.7	6.7
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	204	173	385	1794	882	892
V/C Ratio(X)	0.40	0.39	0.14	0.42	0.57	0.57
Avail Cap(c_a), veh/h	273	231	473	2364	1163	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	13.7	8.5	4.8	5.3	5.3
Incr Delay (d2), s/veh	1.3	1.4	0.2	0.2	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.4	0.2	0.4	0.7	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	15.1	8.7	5.0	5.9	5.9
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	150			816	1011	
Approach Delay, s/veh	15.0			5.2	5.9	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		23.5		9.7		23.5
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		23.0		5.0		23.0
Max Q Clear Time (g_c+I1), s		11.4		3.4		8.7
Green Ext Time (p_c), s		6.1		0.0		8.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 9  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗	↖	↑	↗	↖	↖	↗
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7	4	4	12	3	11	2	23	14	14
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531
Grp Sat Flow(s),veh/h/ln	1577	0	0	1005	1841	1459	866	1737	1585	858	0	1626
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732
V/C Ratio(X)	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5
LnGrp LOS	B	A	A	B	B	B	B	A	A	B	A	B
Approach Vol, veh/h		423			331			464			604	
Approach Delay, s/veh		19.6			13.6			12.1			14.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.2		21.1		28.2		21.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0				
Max Q Clear Time (g_c+I1), s		21.2		14.4		15.2		9.4				
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 9  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s),veh/h/ln	1714	0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Prop In Lane	0.37		0.50	0.94		1.00	1.00		0.26	1.00		0.08
Lane Grp Cap(c), veh/h	60	0	0	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	149	0	0	232	0	183	157	1154	1160	517	736	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.7	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.2	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.6	0.0	22.5	41.2	7.4	7.5	11.2	14.7	14.7
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		40			121			507			715	
Approach Delay, s/veh		34.3			25.4			8.2			14.5	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 31		4.0	* 4	* 20		5.9				
Max Q Clear Time (g_c+I1), s		6.0		3.1	2.3	9.7		4.1				
Green Ext Time (p_c), s		6.8		0.0	0.0	4.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

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



HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 9  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1796	1796	1796	1337	1337	1337	1811	1811	1811
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	7	7	7	38	38	38	6	6	6
Cap, veh/h	147	747	65	126	809	72	228	32	34	195	58	62
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	38	1491	129	8	1614	144	533	326	348	431	594	628
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0
Grp Sat Flow(s),veh/h/ln	1658	0	0	1766	0	0	1207	0	0	1653	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38
Lane Grp Cap(c), veh/h	959	0	0	1007	0	0	294	0	0	315	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1228	0	0	1300	0	0	476	0	0	578	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		257			282			59			100	
Approach Delay, s/veh		4.6			4.6			13.1			13.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		8.9		21.0		8.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.8		3.3		4.7		3.7				
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					6.6							
HCM 6th LOS					A							

HCM 6th Signalized Intersection Summary  
 29: US-15 & Alternative 9

2045 Alternative 9  
 PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	296	30	416	359	43	609
Future Volume (veh/h)	296	30	416	359	43	609
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1826	1870	1796	1796	1870	1752
Adj Flow Rate, veh/h	322	33	452	390	47	662
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	2	7	7	2	10
Cap, veh/h	412	376	1447	645	423	1411
Arrive On Green	0.24	0.24	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1739	1585	3503	1522	653	3416
Grp Volume(v), veh/h	322	33	452	390	47	662
Grp Sat Flow(s),veh/h/ln	1739	1585	1706	1522	653	1664
Q Serve(g_s), s	6.1	0.6	3.1	7.0	1.8	5.1
Cycle Q Clear(g_c), s	6.1	0.6	3.1	7.0	4.9	5.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	412	376	1447	645	423	1411
V/C Ratio(X)	0.78	0.09	0.31	0.60	0.11	0.47
Avail Cap(c_a), veh/h	639	582	1447	645	423	1411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	10.5	6.8	7.9	8.4	7.3
Incr Delay (d2), s/veh	3.4	0.1	0.1	1.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.2	0.6	1.5	0.2	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.0	10.6	6.9	9.5	8.5	7.6
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	355		842			709
Approach Delay, s/veh	15.5		8.1			7.6
Approach LOS	B		A			A
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		21.0		14.4		21.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		15.0		13.0		15.0
Max Q Clear Time (g_c+I1), s		5.1		8.1		7.1
Green Ext Time (p_c), s		2.1		0.5		4.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			9.3			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	3	1	2	298	196	2
Future Vol, veh/h	3	1	2	298	196	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	8	10	2
Mvmt Flow	3	1	2	324	213	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	542	214	215	0	-	0
Stage 1	214	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	501	826	1355	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	500	826	1355	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	730	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1355	-	625	-	-
HCM Lane V/C Ratio	0.002	-	0.007	-	-
HCM Control Delay (s)	7.7	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	7	10	7	5	2	4	0	14	2	5	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	507	484	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.5	6.34	7.12	6.55	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.045	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	292	766
Stage 1	-	-	-	-	-	-	568	562	-	649	614	-
Stage 2	-	-	-	-	-	-	618	619	-	548	547	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	211	276	642	215	269	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	276	-	215	269	-
Stage 1	-	-	-	-	-	-	547	541	-	625	588	-
Stage 2	-	-	-	-	-	-	529	592	-	468	527	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			30.9			23.3		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	270	1283	-	-	1142	-	-	292
HCM Lane V/C Ratio	0.499	0.036	-	-	0.043	-	-	0.331
HCM Control Delay (s)	30.9	7.9	-	-	8.3	-	-	23.3
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.1	-	-	1.4

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	24	276	0	29	168
Future Vol, veh/h	5	24	276	0	29	168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	2	2	13
Mvmt Flow	5	26	300	0	32	183

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	547	300	0	0	300	0
Stage 1	300	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	498	740	-	-	1261	-
Stage 1	752	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	486	740	-	-	1261	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	702	1261
HCM Lane V/C Ratio	-	-	0.045	0.025
HCM Control Delay (s)	-	-	10.4	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th Signalized Intersection Summary  
2: US-15 & Bethune Hwy

2045 Alternative 10  
AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	89	396	257	386	474	86
Future Volume (veh/h)	89	396	257	386	474	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1663	1663	1752	1737	1841
Adj Flow Rate, veh/h	97	0	279	420	515	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	16	16	10	11	4
Cap, veh/h	150		536	1071	1062	
Arrive On Green	0.08	0.00	0.61	0.61	0.61	0.00
Sat Flow, veh/h	1810	1409	787	1752	1737	1560
Grp Volume(v), veh/h	97	0	279	420	515	0
Grp Sat Flow(s),veh/h/ln	1810	1409	787	1752	1737	1560
Q Serve(g_s), s	2.0	0.0	11.9	4.8	6.4	0.0
Cycle Q Clear(g_c), s	2.0	0.0	18.3	4.8	6.4	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	150		536	1071	1062	
V/C Ratio(X)	0.64		0.52	0.39	0.48	
Avail Cap(c_a), veh/h	230		716	1471	1459	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.4	0.0	9.3	3.9	4.2	0.0
Incr Delay (d2), s/veh	4.6	0.0	0.8	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.3	0.6	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	0.0	10.1	4.1	4.6	0.0
LnGrp LOS	C		B	A	A	
Approach Vol, veh/h	97	A		699	515	A
Approach Delay, s/veh	22.0			6.5	4.6	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.0		9.3		30.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		33.0		5.0		33.0
Max Q Clear Time (g_c+I1), s		20.3		4.0		8.4
Green Ext Time (p_c), s		3.7		0.0		3.2

Intersection Summary

HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary  
 6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 10  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716
Grp Sat Flow(s),veh/h/ln	1309	0	0	1794	0	0	718	0	1698	222	0	1655
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7
LnGrp LOS	C	A	A	B	A	A	B	A	A	A	A	B
Approach Vol, veh/h		167			33			429			731	
Approach Delay, s/veh		23.1			19.5			6.6			10.6	
Approach LOS		C			B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		14.2		39.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		33.0		10.0		33.0		10.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 9: Alternative 10 & SC-341

2045 Alternative 10  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1707	1707	1707	1722	1826	1826	1722	1781	1781
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	64	151	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	19	19	19	13	13	13	12	5	5	12	8	8
Cap, veh/h	101	409	154	174	464	52	475	367	198	290	548	33
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	21	1096	412	180	1243	139	1129	1117	601	904	1664	99
Grp Volume(v), veh/h	297	0	0	337	0	0	28	0	403	64	0	160
Grp Sat Flow(s),veh/h/ln	1530	0	0	1563	0	0	1129	0	1718	904	0	1764
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.7	0.0	2.7
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.4	0.0	0.0	3.4	0.0	8.3	11.0	0.0	2.7
Prop In Lane	0.04		0.27	0.19		0.09	1.00		0.35	1.00		0.06
Lane Grp Cap(c), veh/h	663	0	0	689	0	0	475	0	565	290	0	580
V/C Ratio(X)	0.45	0.00	0.00	0.49	0.00	0.00	0.06	0.00	0.71	0.22	0.00	0.28
Avail Cap(c_a), veh/h	738	0	0	763	0	0	552	0	683	352	0	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	0.0	0.0	9.9	0.0	0.0	11.2	0.0	11.8	16.6	0.0	10.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	2.8	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.6	0.0	0.0	0.1	0.0	2.3	0.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	0.0	0.0	10.4	0.0	0.0	11.3	0.0	14.6	17.0	0.0	10.2
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h		297			337			431			224	
Approach Delay, s/veh		10.3			10.4			14.4			12.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.2		21.0		19.2		21.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0		17.0		16.0		17.0				
Max Q Clear Time (g_c+I1), s		10.3		8.0		13.0		8.4				
Green Ext Time (p_c), s		1.1		1.0		0.3		1.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								



HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd

2045 Alternative 10  
 AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	86	79	42	697	710	85
Future Volume (veh/h)	86	79	42	697	710	85
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	1767	1781	1796	1752	1752
Adj Flow Rate, veh/h	93	86	46	758	772	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	9	8	7	10	10
Cap, veh/h	226	196	454	1745	1531	182
Arrive On Green	0.13	0.13	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1725	1497	610	3503	3083	357
Grp Volume(v), veh/h	93	86	46	758	429	435
Grp Sat Flow(s),veh/h/ln	1725	1497	610	1706	1664	1688
Q Serve(g_s), s	1.5	1.6	1.6	4.1	5.0	5.0
Cycle Q Clear(g_c), s	1.5	1.6	6.6	4.1	5.0	5.0
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	226	196	454	1745	851	863
V/C Ratio(X)	0.41	0.44	0.10	0.43	0.50	0.50
Avail Cap(c_a), veh/h	294	255	537	2210	1078	1093
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	11.8	6.9	4.5	4.7	4.7
Incr Delay (d2), s/veh	1.2	1.5	0.1	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.4	0.1	0.2	0.3	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.9	13.3	7.0	4.7	5.2	5.2
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	179			804	864	
Approach Delay, s/veh	13.1			4.8	5.2	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		21.0		8.3		21.0
Change Period (Y+Rc), s		6.0		4.5		6.0
Max Green Setting (Gmax), s		19.0		5.0		19.0
Max Q Clear Time (g_c+I1), s		8.6		3.6		7.0
Green Ext Time (p_c), s		5.5		0.1		6.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.8			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 10  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↕	↗	↙	↕	↗	↙	↕	↗
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12
Cap, veh/h	117	280	163	348	514	373	305	825	716	429	723	69
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549	147
Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566
Grp Sat Flow(s),veh/h/ln	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696
Q Serve(g_s), s	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4
Cycle Q Clear(g_c), s	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	560	0	0	348	514	373	305	825	716	429	0	791
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72
Avail Cap(c_a), veh/h	666	0	0	413	630	457	331	883	767	456	0	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7
LnGrp LOS	C	A	A	B	B	B	C	A	A	B	A	B
Approach Vol, veh/h		418			287			453			632	
Approach Delay, s/veh		20.5			13.9			11.9			13.5	
Approach LOS		C			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.3		20.7		29.3		20.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		18.0		25.0		18.0				
Max Q Clear Time (g_c+I1), s		22.4		14.1		15.4		5.6				
Green Ext Time (p_c), s		1.0		0.6		4.4		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 15: US-15 & Alternative 10

2045 Alternative 10  
 AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	231	5	419	364	39	519
Future Volume (veh/h)	231	5	419	364	39	519
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1752	1870	1796	1796	1870	1767
Adj Flow Rate, veh/h	251	5	455	396	42	564
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	2	7	7	2	9
Cap, veh/h	352	334	1497	668	439	1472
Arrive On Green	0.21	0.21	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1668	1585	3503	1522	648	3445
Grp Volume(v), veh/h	251	5	455	396	42	564
Grp Sat Flow(s),veh/h/ln	1668	1585	1706	1522	648	1678
Q Serve(g_s), s	4.8	0.1	3.0	6.8	1.5	3.9
Cycle Q Clear(g_c), s	4.8	0.1	3.0	6.8	4.5	3.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	352	334	1497	668	439	1472
V/C Ratio(X)	0.71	0.01	0.30	0.59	0.10	0.38
Avail Cap(c_a), veh/h	634	602	1497	668	439	1472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	10.7	6.2	7.3	7.7	6.5
Incr Delay (d2), s/veh	2.7	0.0	0.1	1.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.5	1.3	0.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.2	10.7	6.3	8.7	7.8	6.6
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	256		851			606
Approach Delay, s/veh	15.2		7.4			6.7
Approach LOS	B		A			A
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		21.0		13.2		21.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		15.0		13.0		15.0
Max Q Clear Time (g_c+I1), s		8.8		6.8		6.5
Green Ext Time (p_c), s		3.0		0.4		3.6
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			8.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 10  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	536	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	536	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	583	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1081	50
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3212	149
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	299	311
Grp Sat Flow(s),veh/h/ln1698	0	0	1825	0	1522	1810	1706	1775	872	1650	1710	
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.5	6.6
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.5	6.6
Prop In Lane	0.28		0.58	0.82		1.00	1.00		0.07	1.00		0.09
Lane Grp Cap(c), veh/h	55	0	0	84	0	70	15	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.54	0.54
Avail Cap(c_a), veh/h	191	0	0	201	0	167	171	1003	1043	459	563	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.5	0.0	0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.3	13.3
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		36			58			441			651	
Approach Delay, s/veh		33.9			24.9			7.4			13.1	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 26		5.0	* 4.2	* 15		4.9				
Max Q Clear Time (g_c+I1), s		5.2		2.9	2.2	8.6		3.0				
Green Ext Time (p_c), s		5.4		0.0	0.0	2.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
 20: Nettles St. & SC-341

2045 Alternative 10  
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Future Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13	13	13	13	100	100	100	0	0	0
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1666	0	0	1677	0	0	383	0	0	1615	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32
Lane Grp Cap(c), veh/h	1002	0	0	1001	0	0	211	0	0	301	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1283	0	0	1289	0	0	285	0	0	628	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		303			291			8			66	
Approach Delay, s/veh		4.3			4.2			13.0			13.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		7.8		21.0		7.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.9		2.5		5.0		3.1				
Green Ext Time (p_c), s		1.3		0.0		1.4		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					5.3							
HCM 6th LOS					A							

HCM 6th Signalized Intersection Summary  
 27: US-15 & Alternative 10

2045 Alternative 10  
 AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	269	374	60	199	671
Future Volume (veh/h)	30	269	374	60	199	671
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1781	1707	1707	1841	1707
Adj Flow Rate, veh/h	33	292	407	65	216	729
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	8	13	13	4	13
Cap, veh/h	407	345	732	117	443	1653
Arrive On Green	0.23	0.23	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	1510	1437	229	907	3329
Grp Volume(v), veh/h	33	292	0	472	216	729
Grp Sat Flow(s),veh/h/ln	1781	1510	0	1666	907	1622
Q Serve(g_s), s	0.7	8.5	0.0	8.9	9.8	6.5
Cycle Q Clear(g_c), s	0.7	8.5	0.0	8.9	18.7	6.5
Prop In Lane	1.00	1.00		0.14	1.00	
Lane Grp Cap(c), veh/h	407	345	0	849	443	1653
V/C Ratio(X)	0.08	0.85	0.00	0.56	0.49	0.44
Avail Cap(c_a), veh/h	466	395	0	945	495	1839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	16.9	0.0	7.7	14.1	7.1
Incr Delay (d2), s/veh	0.1	14.0	0.0	0.6	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.4	0.0	2.0	1.6	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	30.9	0.0	8.3	14.9	7.3
LnGrp LOS	B	C	A	A	B	A
Approach Vol, veh/h	325		472			945
Approach Delay, s/veh	29.2		8.3			9.0
Approach LOS	C		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		29.4			29.4	16.5
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		26.0			26.0	12.0
Max Q Clear Time (g_c+I1), s		10.9			20.7	10.5
Green Ext Time (p_c), s		2.5			2.7	0.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			12.6			
HCM 6th LOS			B			

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	20	19	10	4	14	30	15	249	16	30	199	30
Future Vol, veh/h	20	19	10	4	14	30	15	249	16	30	199	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	22	21	11	4	15	33	16	271	17	33	216	33

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	635	619	233	627	627	280	249	0	0	288	0	0
Stage 1	299	299	-	312	312	-	-	-	-	-	-	-
Stage 2	336	320	-	315	315	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	391	404	806	396	400	759	1317	-	-	1274	-	-
Stage 1	710	666	-	699	658	-	-	-	-	-	-	-
Stage 2	678	652	-	696	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	353	389	806	364	385	759	1317	-	-	1274	-	-
Mov Cap-2 Maneuver	353	389	-	364	385	-	-	-	-	-	-	-
Stage 1	701	649	-	691	650	-	-	-	-	-	-	-
Stage 2	626	644	-	648	639	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.9		12.2		0.4		0.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	416	552	1274	-
HCM Lane V/C Ratio	0.012	-	-	0.128	0.095	0.026	-
HCM Control Delay (s)	7.8	-	-	14.9	12.2	7.9	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0.1	-

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	-	-	-	-	-	-	469	469	-	364	364	-
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	-	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	286	1380	-	-	1163	-	-	280
HCM Lane V/C Ratio	0.422	0.031	-	-	0.074	-	-	0.194
HCM Control Delay (s)	26.5	7.7	-	-	8.3	-	-	20.9
HCM Lane LOS		D	A	-	-	A	-	C
HCM 95th %tile Q(veh)		2	0.1	-	-	0.2	-	0.7



HCM 6th Signalized Intersection Summary  
2: US-15 & Bethune Hwy

2045 Alternative 10  
PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	44	126	112	300	244	31
Future Volume (veh/h)	44	126	112	300	244	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1411	1648	1752	1752	1707
Adj Flow Rate, veh/h	84	0	213	571	464	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	33	17	10	10	13
Cap, veh/h	143		536	955	955	
Arrive On Green	0.08	0.00	0.55	0.55	0.55	0.00
Sat Flow, veh/h	1739	1196	818	1752	1752	1447
Grp Volume(v), veh/h	84	0	213	571	464	0
Grp Sat Flow(s),veh/h/ln	1739	1196	818	1752	1752	1447
Q Serve(g_s), s	1.5	0.0	7.0	7.1	5.3	0.0
Cycle Q Clear(g_c), s	1.5	0.0	12.3	7.1	5.3	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	143		536	955	955	
V/C Ratio(X)	0.59		0.40	0.60	0.49	
Avail Cap(c_a), veh/h	270		674	1252	1252	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	8.3	4.9	4.5	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.5	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.7	0.8	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.1	0.0	8.8	5.5	4.9	0.0
LnGrp LOS	B		A	A	A	
Approach Vol, veh/h	84	A		784	464	A
Approach Delay, s/veh	18.1			6.4	4.9	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		23.5		8.6		23.5
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		23.0		5.0		23.0
Max Q Clear Time (g_c+I1), s		14.3		3.5		7.3
Green Ext Time (p_c), s		3.3		0.0		2.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			A			

Notes

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

HCM 6th Signalized Intersection Summary  
 6: US-15 & W Cedar Ln/E Cedar Ln

2045 Alternative 10  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	20	20	20	0	12	12	50	14	14
Cap, veh/h	267	26	60	135	130	59	472	1004	40	421	861	147
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	978	168	396	272	850	385	839	1644	66	588	1409	240
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591
Grp Sat Flow(s),veh/h/ln	1542	0	0	1507	0	0	839	0	1710	588	0	1649
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.9	0.0	6.9	0.4	0.0	11.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	1.4	0.0	0.0	11.9	0.0	6.9	7.2	0.0	11.0
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	354	0	0	324	0	0	472	0	1045	421	0	1007
V/C Ratio(X)	0.53	0.00	0.00	0.15	0.00	0.00	0.05	0.00	0.42	0.02	0.00	0.59
Avail Cap(c_a), veh/h	477	0	0	438	0	0	472	0	1045	421	0	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	0.0	18.8	0.0	0.0	9.6	0.0	5.2	7.1	0.0	6.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.3	0.1	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	0.5	0.0	0.0	0.2	0.0	2.0	0.0	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	0.0	19.0	0.0	0.0	9.8	0.0	6.4	7.2	0.0	8.5
LnGrp LOS	C	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		187			47			464			599	
Approach Delay, s/veh		21.8			19.0			6.6			8.5	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		13.8		37.0		13.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		12.0		31.0		12.0				
Max Q Clear Time (g_c+I1), s		0.0		7.8		0.0		3.4				
Green Ext Time (p_c), s		0.0		0.2		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 9: Alternative 10 & SC-341

2045 Alternative 10  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	74	113	7
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	74	113	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1737	1737	1737	1841	1841	1841	1870	1811	1811	1707	1544	1544
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	80	123	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	4	4	4	2	6	6	13	24	24
Cap, veh/h	99	437	158	268	381	53	526	384	197	302	488	32
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	22	1193	430	412	1040	146	1259	1128	579	901	1434	93
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	80	0	131
Grp Sat Flow(s),veh/h/ln	1645	0	0	1597	0	0	1259	0	1707	901	0	1528
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	0.6	0.0	8.2	3.4	0.0	2.5
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.2	0.0	0.0	3.2	0.0	8.2	11.6	0.0	2.5
Prop In Lane	0.04		0.26	0.33		0.09	1.00		0.34	1.00		0.06
Lane Grp Cap(c), veh/h	694	0	0	702	0	0	526	0	581	302	0	520
V/C Ratio(X)	0.40	0.00	0.00	0.58	0.00	0.00	0.05	0.00	0.69	0.27	0.00	0.25
Avail Cap(c_a), veh/h	931	0	0	920	0	0	621	0	709	369	0	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	0.0	10.6	0.0	0.0	10.9	0.0	11.6	16.6	0.0	9.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	2.1	0.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.1	0.0	0.0	0.1	0.0	2.1	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	0.0	0.0	11.4	0.0	0.0	10.9	0.0	13.7	17.1	0.0	10.0
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		279		406			425		211			
Approach Delay, s/veh		10.2		11.4			13.5		12.7			
Approach LOS		B		B			B		B			
Timer - Assigned Phs		2		4			6		8			
Phs Duration (G+Y+Rc), s		19.9		21.0			19.9		21.0			
Change Period (Y+Rc), s		6.0		6.0			6.0		6.0			
Max Green Setting (Gmax), s		17.0		21.0			17.0		21.0			
Max Q Clear Time (g_c+I1), s		10.2		7.2			13.6		10.2			
Green Ext Time (p_c), s		1.2		1.2			0.3		1.8			
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 10: US-15 & Browntown Rd

2045 Alternative 10  
 PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	63	51	700	823	107
Future Volume (veh/h)	75	63	51	700	823	107
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1811	1752	1796	1767	1767
Adj Flow Rate, veh/h	82	68	55	761	895	116
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	6	10	7	9	9
Cap, veh/h	219	186	410	1765	1545	200
Arrive On Green	0.12	0.12	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1810	1535	522	3503	3076	387
Grp Volume(v), veh/h	82	68	55	761	503	508
Grp Sat Flow(s),veh/h/ln	1810	1535	522	1706	1678	1697
Q Serve(g_s), s	1.2	1.2	2.4	4.0	6.0	6.0
Cycle Q Clear(g_c), s	1.2	1.2	8.3	4.0	6.0	6.0
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	219	186	410	1765	868	878
V/C Ratio(X)	0.37	0.37	0.13	0.43	0.58	0.58
Avail Cap(c_a), veh/h	312	265	554	2706	1331	1346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	11.7	7.7	4.4	4.8	4.8
Incr Delay (d2), s/veh	1.1	1.2	0.1	0.2	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.1	0.2	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.8	12.9	7.9	4.5	5.4	5.4
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	150			816	1011	
Approach Delay, s/veh	12.9			4.7	5.4	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		21.0		8.0		21.0
Change Period (Y+Rc), s		6.0		4.5		6.0
Max Green Setting (Gmax), s		23.0		5.0		23.0
Max Q Clear Time (g_c+I1), s		10.3		3.2		8.0
Green Ext Time (p_c), s		4.4		0.1		5.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.7			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
 13: US-15 & W Church St/SC-341

2045 Alternative 10  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7	4	4	12	3	11	2	23	14	14
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531
Grp Sat Flow(s),veh/h/ln	1577	0	0	1005	1841	1459	866	1737	1585	858	0	1626
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732
V/C Ratio(X)	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5
LnGrp LOS	B	A	A	B	B	B	B	A	A	B	A	B
Approach Vol, veh/h		423			331			464			604	
Approach Delay, s/veh		19.6			13.6			12.1			14.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.2		21.1		28.2		21.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		19.0		24.0		19.0				
Max Q Clear Time (g_c+I1), s		21.2		14.4		15.2		9.4				
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 15: US-15 & Alternative 10

2045 Alternative 10  
 PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	296	30	416	359	43	609
Future Volume (veh/h)	296	30	416	359	43	609
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1826	1870	1796	1796	1870	1752
Adj Flow Rate, veh/h	322	33	452	390	47	662
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	2	7	7	2	10
Cap, veh/h	413	377	1445	645	423	1410
Arrive On Green	0.24	0.24	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1739	1585	3503	1522	653	3416
Grp Volume(v), veh/h	322	33	452	390	47	662
Grp Sat Flow(s),veh/h/ln	1739	1585	1706	1522	653	1664
Q Serve(g_s), s	6.1	0.6	3.1	7.0	1.8	5.1
Cycle Q Clear(g_c), s	6.1	0.6	3.1	7.0	4.9	5.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	413	377	1445	645	423	1410
V/C Ratio(X)	0.78	0.09	0.31	0.60	0.11	0.47
Avail Cap(c_a), veh/h	638	582	1445	645	423	1410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	10.5	6.8	7.9	8.4	7.3
Incr Delay (d2), s/veh	3.3	0.1	0.1	1.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.2	0.6	1.5	0.2	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.9	10.6	6.9	9.5	8.5	7.6
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	355		842			709
Approach Delay, s/veh	15.4		8.1			7.7
Approach LOS	B		A			A
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		21.0		14.4		21.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		15.0		13.0		15.0
Max Q Clear Time (g_c+I1), s		9.0		8.1		7.1
Green Ext Time (p_c), s		2.2		0.5		2.8
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			9.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
 18: US-15 & McIntosh Street/St Charles Rd

2045 Alternative 10  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s),veh/h/ln	1714	0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Prop In Lane	0.37		0.50	0.94		1.00	1.00		0.26	1.00		0.08
Lane Grp Cap(c), veh/h	60	0	0	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	149	0	0	232	0	183	157	1154	1160	517	736	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.7	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.2	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.6	0.0	22.5	41.2	7.4	7.5	11.2	14.7	14.7
LnGrp LOS	C	A	A	C	A	C	D	A	A	B	B	B
Approach Vol, veh/h		40			121			507			715	
Approach Delay, s/veh		34.3			25.4			8.2			14.5	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax), s		* 31		4.0	* 4	* 20		5.9				
Max Q Clear Time (g_c+I1), s		6.0		3.1	2.3	9.7		4.1				
Green Ext Time (p_c), s		6.8		0.0	0.0	4.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
20: Nettles St. & SC-341

2045 Alternative 10  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1796	1796	1796	1337	1337	1337	1811	1811	1811
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	7	7	7	38	38	38	6	6	6
Cap, veh/h	148	760	66	126	809	72	228	32	34	195	58	62
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	39	1517	131	8	1614	144	533	326	348	431	594	628
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0
Grp Sat Flow(s),veh/h/ln	1687	0	0	1766	0	0	1207	0	0	1653	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38
Lane Grp Cap(c), veh/h	973	0	0	1007	0	0	294	0	0	315	0	0
V/C Ratio(X)	0.26	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1247	0	0	1300	0	0	476	0	0	578	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		257			282			59			100	
Approach Delay, s/veh		4.6			4.6			13.1			13.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		8.9		21.0		8.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		8.0		20.0		8.0				
Max Q Clear Time (g_c+I1), s		4.8		3.3		4.6		3.7				
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					6.6							
HCM 6th LOS					A							



HCM 6th Signalized Intersection Summary  
27: US-15 & Alternative 10

2045 Alternative 10  
PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	276	445	40	168	480
Future Volume (veh/h)	50	276	445	40	168	480
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1781	1722	1722	1604	1707
Adj Flow Rate, veh/h	54	300	484	43	183	522
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	8	12	12	20	13
Cap, veh/h	377	320	832	74	396	1732
Arrive On Green	0.21	0.21	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1781	1510	1559	138	751	3329
Grp Volume(v), veh/h	54	300	0	527	183	522
Grp Sat Flow(s),veh/h/ln	1781	1510	0	1697	751	1622
Q Serve(g_s), s	1.2	9.2	0.0	9.9	10.3	4.2
Cycle Q Clear(g_c), s	1.2	9.2	0.0	9.9	20.2	4.2
Prop In Lane	1.00	1.00		0.08	1.00	
Lane Grp Cap(c), veh/h	377	320	0	906	396	1732
V/C Ratio(X)	0.14	0.94	0.00	0.58	0.46	0.30
Avail Cap(c_a), veh/h	377	320	0	1007	441	1925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	18.3	0.0	7.4	14.3	6.1
Incr Delay (d2), s/veh	0.2	34.3	0.0	0.7	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.4	0.0	2.3	1.4	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.3	52.6	0.0	8.1	15.1	6.2
LnGrp LOS	B	D	A	A	B	A
Approach Vol, veh/h	354		527			705
Approach Delay, s/veh	46.9		8.1			8.5
Approach LOS	D		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		31.2			31.2	16.0
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		28.0			28.0	10.0
Max Q Clear Time (g_c+I1), s		11.9			22.2	11.2
Green Ext Time (p_c), s		5.1			3.0	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			17.0			
HCM 6th LOS			B			

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	43	14	16	10	10	27	15	256	15	20	168	20
Future Vol, veh/h	43	14	16	10	10	27	15	256	15	20	168	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	20	2
Mvmt Flow	47	15	17	11	11	29	16	278	16	22	183	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	576	564	194	572	567	286	205	0	0	294	0	0
Stage 1	238	238	-	318	318	-	-	-	-	-	-	-
Stage 2	338	326	-	254	249	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	428	435	847	431	433	753	1366	-	-	1268	-	-
Stage 1	765	708	-	693	654	-	-	-	-	-	-	-
Stage 2	676	648	-	750	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	394	422	847	402	420	753	1366	-	-	1268	-	-
Mov Cap-2 Maneuver	394	422	-	402	420	-	-	-	-	-	-	-
Stage 1	756	696	-	685	646	-	-	-	-	-	-	-
Stage 2	631	640	-	706	689	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.6		12.1		0.4		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1366	-	-	453	556	1268	-
HCM Lane V/C Ratio	0.012	-	-	0.175	0.092	0.017	-
HCM Control Delay (s)	7.7	-	-	14.6	12.1	7.9	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0.1	-

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	7	10	7	5	2	4	0	14	2	5	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	507	484	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.5	6.34	7.12	6.55	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.045	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	292	766
Stage 1	-	-	-	-	-	-	568	562	-	649	614	-
Stage 2	-	-	-	-	-	-	618	619	-	548	547	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	211	276	642	215	269	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	276	-	215	269	-
Stage 1	-	-	-	-	-	-	547	541	-	625	588	-
Stage 2	-	-	-	-	-	-	529	592	-	468	527	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			30.9			23.3		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	270	1283	-	-	1142	-	-	292
HCM Lane V/C Ratio	0.499	0.036	-	-	0.043	-	-	0.331
HCM Control Delay (s)	30.9	7.9	-	-	8.3	-	-	23.3
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.1	-	-	1.4