Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Accepted for File
By: Daniel Torres, P.E.
Engineering Manager
Date: 04/07/2026 3:13:16 PM
El Paso County Department of Public Works
Development Services

TRAFFIC IMPACT STUDY

For

Jones Development
El Paso County, Colorado

December 2025
Revised March 2026

Prepared for:

Civil Consultants, Inc.
3528 Vann Road, Suite 105
Birmingham, Alabama 35235

Prepared by:

SM ROCHA, LLC
TRAFFIC & TRANSPORTATION ENGINEERING

8700 Turnpike Drive, Suite 240
Westminster, Colorado 80031
(303) 458-9798

6 South Tejon Street, Suite 618
Colorado Springs, Colorado 80903
(719) 203-6639

Project Manager:
Brandon Wilson, PE

Project Engineer:
Zac Trotter, EIT
Leo Ornelas, EIT

Engineer in Responsible Charge:
Fred Lantz, PE



25-102515

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Traffic Engineer's Statement

The attached traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.

Fred Lantz, P.E. #23410 Date: 03/23/2026

Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

Signed by: Cam Cooper 8D12FE000B784A2...

Cameron Cooper Date: 3/24/2026
JDC Property Group, LLC
4520 Madison Avenue, Suite 100
Kansas City, Missouri 64111

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Table of Contents

I. Introduction 1

Project Overview 1
Study Area Boundaries 1
Site Description 1
Existing and Committed Surface Transportation Network 5

II. Existing Traffic Conditions 7

Peak Hour Intersection Levels of Service – Existing Traffic 9
Existing Traffic Analysis Results 9

III. Future Traffic Conditions Without Proposed Development 10

Peak Hour Intersection Levels of Service – Background Traffic 13
Background Traffic Analysis Results – Year 2027 13
Background Traffic Analysis Results – Year 2045 14

IV. Proposed Project Traffic 15

Trip Generation 15
Adjustments to Trip Generation Rates 16
Trip Distribution 16
Trip Assignment 17

V. Future Traffic Conditions With Proposed Development 21

Total Traffic Auxiliary Lane Analysis 21
Total Traffic Signal Warrants 22
Peak Hour Intersection Levels of Service – Total Traffic 27
Total Traffic Analysis Results Upon Development Build-Out 29

VI. Project Impacts 30

Queue Length Analysis 30
Development Impacts 32
Recommended Improvements 32

VII. Conclusion 33

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

List of Figures

Figure 1 – Location 3
Figure 2 – Conceptual Site Plan 4
Figure 3 – Existing Traffic Volumes & Intersection Geometry 8
Figure 4 – Background Traffic Volumes & Intersection Geometry – Year 2027 11
Figure 5 – Background Traffic Volumes & Intersection Geometry – Year 2045 12
Figure 6 – Distribution and Site-Generated Assignment – Phase 1 18
Figure 7 – Distribution and Site-Generated Assignment – Phase 2 19
Figure 8 – Distribution and Site-Generated Assignment – Build-Out 20
Figure 9 – Total Traffic Volumes & Intersection Geometry – Year 2027 – Phase 1 23
Figure 10 – Total Traffic Volumes & Intersection Geometry – Year 2027 – Phase 2 24
Figure 11 – Total Traffic Volumes & Intersection Geometry – Year 2027 – Build-Out 25
Figure 12 – Total Traffic Volumes & Intersection Geometry – Year 2045 26

List of Tables

Table 1 – Intersection Capacity Analysis Summary – Existing Traffic 9
Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2027 13
Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2045 14
Table 4 – Trip Generation Rates 15
Table 5 – Trip Generation Summary 16
Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2027 – Phase 1 27
Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2027 – Phase 2 28
Table 8 – Intersection Capacity Analysis Summary – Total Traffic – Year 2027 – Build-Out 28
Table 9 – Intersection Capacity Analysis Summary – Total Traffic – Year 2045 29
Table 10 – Turn Lane Queues and Storage Requirements– Year 2045 31

Appendices

APPENDIX A TRAFFIC COUNT DATA
SIGNAL TIMING INFORMATION
APPENDIX B LEVEL OF SERVICE DEFINITIONS
APPENDIX C CAPACITY WORKSHEETS
APPENDIX D WARRANT ANALYSIS FORMS
APPENDIX E ADDITIONAL CAPACITY WORKSHEETS
APPENDIX F CONCEPTUAL TURN LANE EXHIBIT

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

I. Introduction

Project Overview

This traffic impact study is provided as a planning document and addresses the capacity, geometric, and control requirements associated with the development entitled Jones Development.

This traffic study has been revised to address County review comments made to the December 2025 version regarding additional discussion corresponding to recommendation of future improvements.

This proposed industrial development is located at the southwest corner of Milton E Proby Parkway and Hancock Expressway in El Paso County, Colorado.

Study Area Boundaries

The study area to be examined in this analysis encompasses the Hancock Expressway intersections with Milton E Proby Parkway and Clearview Drive, the intersection of Clearview Drive and Clearview Loop, and includes proposed site accesses.

Consistent with Section B.2.3.B of Appendix B – Transportation Impact Study Guidelines from the County's Engineering Criteria Manual (ECM)[1], the study area did not extend south towards Bradley Road since the development's trip distribution pattern does not anticipate much, if any, site traffic traveling to/from Bradley Road.

Figure 1 illustrates location of the site and study intersections.

Site Description

Land for the development is currently vacant and zoned as CR (Commercial Regional District). The area is surrounded by a mix of commercial, medical, and residential land uses.

The proposed development will rezone the entire site into an I-2 zone (Limited Industrial District), a zoning district intended to accommodate light industrial uses and manufacturing activities. The proposed development is understood to entail the new construction of three 175,000 square-foot warehouse buildings totaling approximately 525,000 square feet.

[1] El Paso County Engineering Criteria Manual, El Paso County, January 9, 2025.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Proposed access to the development is provided at the following locations: one right-in / right-out access onto Milton E Proby Parkway (referred to as Access A) located approximately 1,300 feet west of Hancock Expressway (centerline-to-centerline), and one full-movement access onto Hancock Expressway (referred to as Access B) located approximately 1,000 feet south of Milton E Proby Parkway (centerline-to-centerline) and approximately 1,050 feet north of Clearview Drive (centerline-to-centerline).

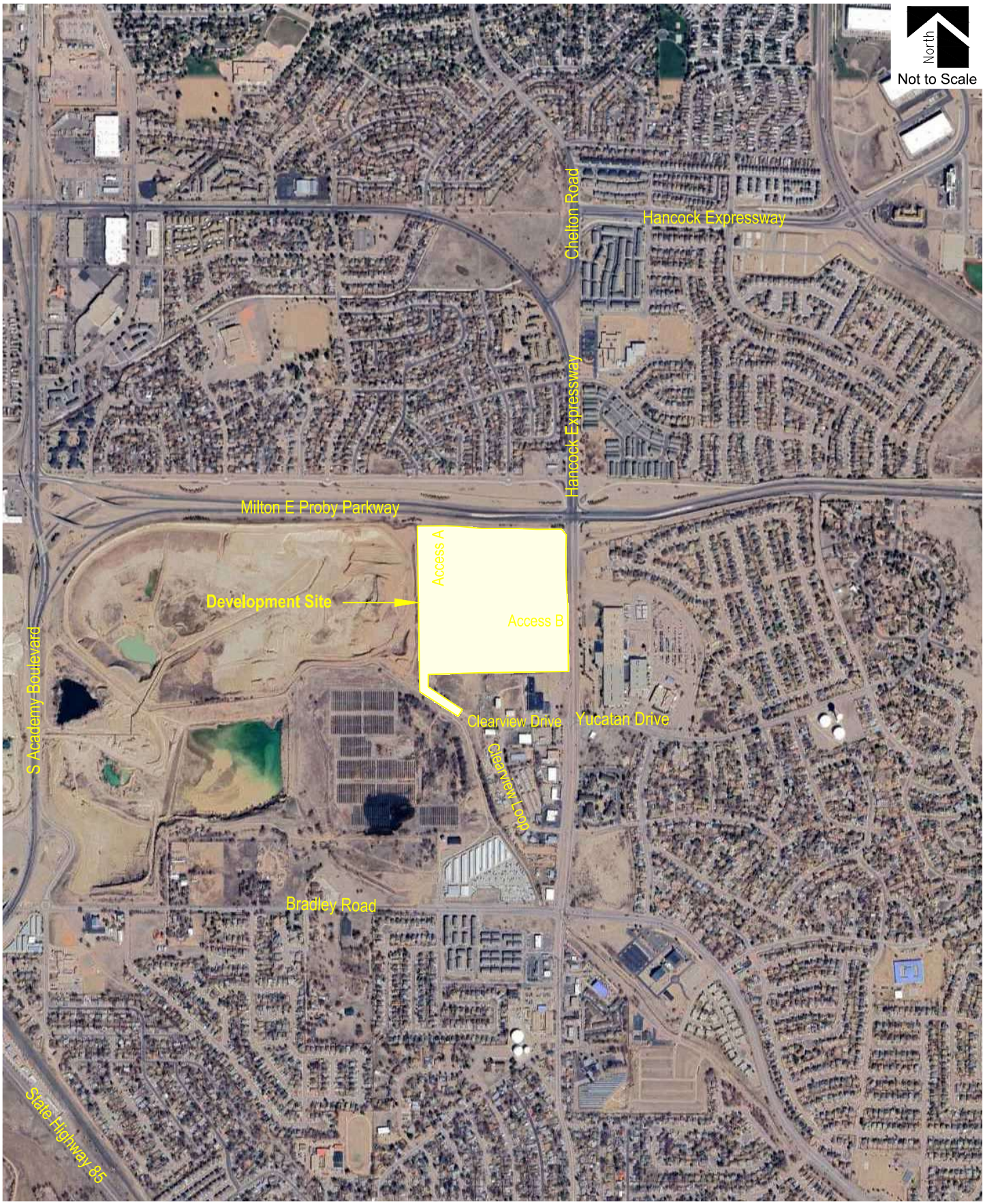
It is important to note that access locations are not finalized with this rezone application, and any potential deviation requests will be submitted with future site development plan applications associated with this development, if and where applicable.

It is understood that development construction would be staged over three phases, each phase including development for one 175,000 square foot warehouse building. Development Phase 1 will also include construction of proposed site access onto Milton E Proby Parkway and Hancock Expressway. It is further understood that each phase will begin construction after the subsequent phase has identified a specific user. For purposes of this analysis, it is anticipated that development construction would be completed by end of Year 2027.

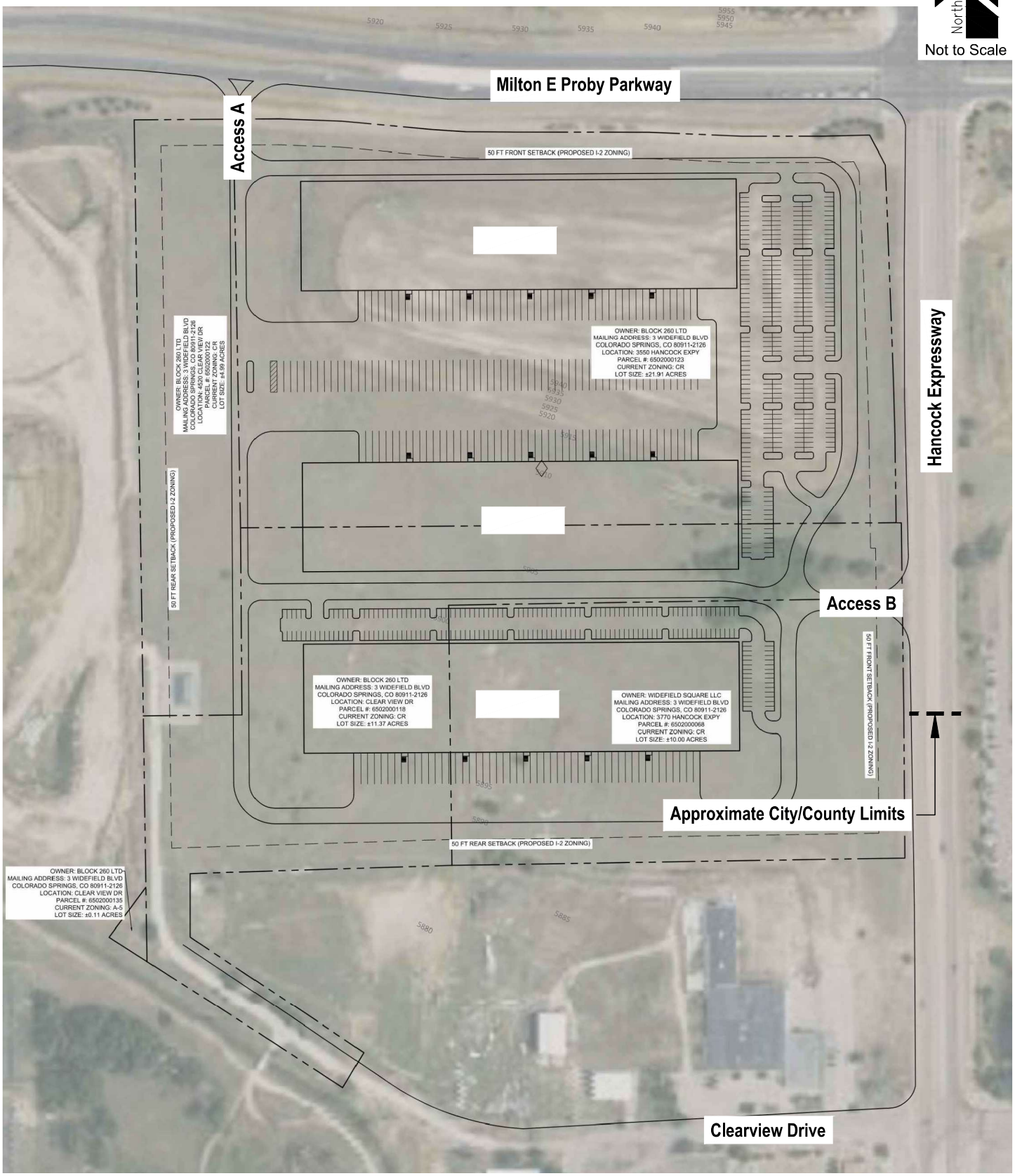
General site and access locations are shown on Figure 1.

A conceptual site plan, as prepared by CCI Planning & Engineering, is shown in Figure 2. This plan is provided for illustrative purposes only.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Existing and Committed Surface Transportation Network

Within the study area, Milton E Proby Parkway and Hancock Expressway are the primary roadways that will accommodate traffic to and from the proposed development. The secondary roadways include Clearview Drive, Clearview Loop, and Yucatan Drive. A brief description of each roadway, based on the County's Major Transportation Corridors Plan (MTCP)[2], County's ECM, and the City of Colorado Springs' Major Thoroughfare Plan (MTP)[3], is provided below:

Milton E Proby Parkway is an east-west expressway roadway providing four through lanes (two through lanes in each direction) with exclusive turn lanes at the intersection within the study area. Milton E Proby Parkway provides a posted speed limit of 55 MPH.

Hancock Expressway is a north-south minor arterial roadway providing four through lanes (two through lanes in each direction) with exclusive turn lanes at the intersections within the study area. Hancock Expressway provides a posted speed limit of 40 MPH.

Clearview Drive is an east-west roadway having two through lanes (one through lane in each direction) with a combination of shared and exclusive turn lanes at the intersection within the study area. Clearview Drive is unclassified in the County's MTCP. However, per Section 2.3, Table 2-7, of the County's ECM and the roadway's estimated right-of-way (ROW) width, Clearview Drive is assumed to be classified as a residential collector roadway with an assumed speed limit of 35 MPH. Clearview Drive ends at Hancock Expressway and continues as Yucatan Drive.

Clearview Loop is a north-south roadway having two through lanes (one through lane in each direction) with shared turn lanes at the intersection within the study area. Clearview Loop is unclassified in the County's MTCP. However, per Section 2.3, Table 2-7, of the County's ECM and the roadway's estimated ROW width, Clearview Loop is assumed to be classified as a local roadway with an assumed speed limit of 25 MPH.

Yucatan Drive is an east-west urban major collector roadway providing a five-lane cross-section (two lanes in each direction with a center two-way left-turn lane) with exclusive turn lanes at the intersection within the study area. Yucatan Drive has an assumed speed limit of 35 MPH.

The Hancock Expressway intersections with Milton E Proby Parkway and Clearview Drive are signalized. All other study intersections operate under stop-controlled conditions. A stop-controlled intersection is defined as a roadway intersection where vehicle right-of-way are controlled by one or more "STOP" signs.

[2] El Paso County Major Transportation Corridors Plan, Felsburg Holt & Ullevig, July 18, 2024.
[3] City of Colorado Springs Major Thoroughfare Plan, City of Colorado Springs, Department of Public Works, May 16, 2025.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Pursuant to the City's ConnectCOS[4], the County's intersection of Hancock Expressway and Clearview Drive will be reconstructed and have its traffic signal replaced for the purpose of improving safety. However, the City's ConnectCOS does not mention when this will occur.

No other regional or specific improvements for the above-described roadways are known to be planned or committed at this time.

[4] ConnectCOS, Colorado Springs, March 2023.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

II. Existing Traffic Conditions

Morning (AM) and afternoon (PM) peak hour traffic counts were collected at the Hancock Expressway intersections with Milton E Proby Parkway and Clearview Drive and the intersection of Clearview Drive and Clearview Loop. Average daily traffic (ADT) volumes were collected over a 24-hour period on Milton E Proby Parkway, Hancock Expressway, and Clearview Drive. Counts were collected on Thursday, October 23, 2025 with AM peak hour counts being collected during the period of 07:00 a.m. to 9:00 a.m. and PM peak hour counts being collected during the period of 4:00 p.m. to 6:00 p.m.

Existing volumes and intersection geometry are shown in Figure 3. Traffic count data is included for reference in Appendix A.

Existing signal timing parameters for Hancock Expressway and Milton E Proby Parkway were obtained from Colorado Springs and used throughout this study to the best extent possible in order to remain consistent with existing signal coordination plans. City signal timing information received is included for reference in Appendix A.

Existing signal timing parameters for the intersection of Hancock Expressway and Clearview Drive were assumed based on the existing signal head configuration and allowable movements and pursuant to typical signal timing data described within the County's ECM. Timings were used throughout this study to the best extent possible in order to remain consistent with typical County signal coordination plans.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

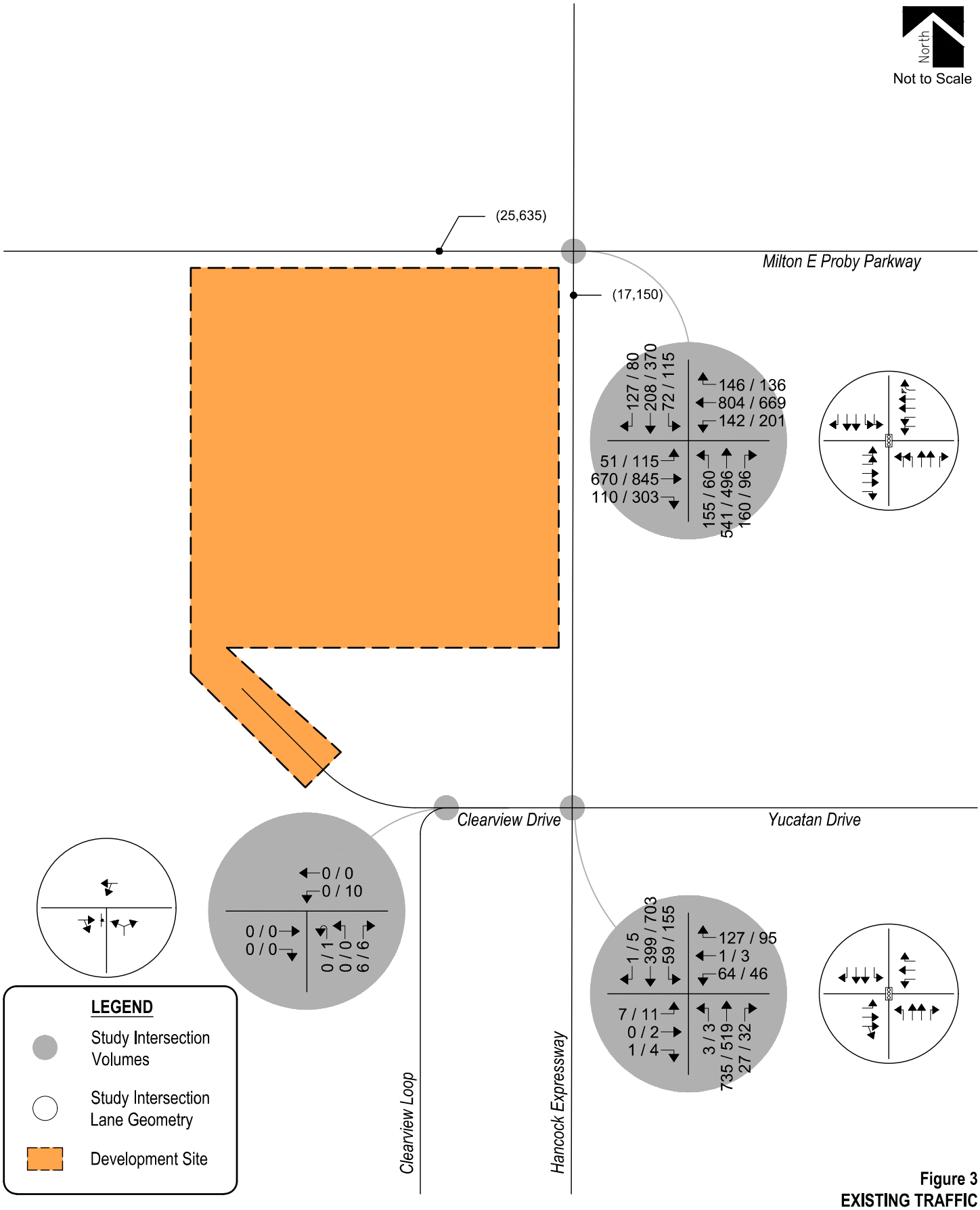


Figure 3
EXISTING TRAFFIC
Volumes & Intersection Geometry
AM / PM Peak Traffic Hour
(ADT) : Average Daily Traffic

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Peak Hour Intersection Levels of Service – Existing Traffic

The Signalized and Unsignalized Intersection Analysis techniques, as published in the Highway Capacity Manual (HCM), 7th Edition, by the Transportation Research Board and as incorporated into the SYNCHRO computer program, were used to analyze the study intersections for existing and future traffic conditions. These nationally accepted techniques allow for the determination of intersection level of service (LOS) based on the congestion and delay of each traffic movement.

Pursuant to Section B.4.1.A of the County's ECM, the design objective for each scenario of this study shall be level of service "D". Level of service is a method of measurement used by transportation professionals to quantify a driver's perception of travel conditions that include travel time, number of stops, and total amount of stopped delay experienced on a roadway network. The HCM categorizes level of service into a range from "A" which indicates little, if any, vehicle delay, to "F" which indicates a level of operation considered unacceptable to most drivers. These levels of service grades with brief descriptions of the operating condition, for unsignalized and signalized intersections, are included for reference in Appendix B and have been used throughout this study.

The level of service analyses results for existing conditions are summarized in Table 1.

Intersection capacity worksheets developed for this study are provided in Appendix C.

Table 1 – Intersection Capacity Analysis Summary – Existing Traffic

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Hancock Expressway / Milton E Proby Parkway (Signalized)	D (42.5)	D (41.3)
Hancock Expressway / Clearview Drive (Signalized)	A (9.4)	A (7.3)
Clearview Drive / Clearview Loop (Stop-Controlled) Eastbound Right and Through Northound Left and Right	 A A	 A A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Existing Traffic Analysis Results

Under existing conditions, operational analysis shows that the signalized intersection of Hancock Expressway and Milton E Proby Parkway has overall operations at LOS D during the morning and afternoon peak traffic hours.

The signalized intersection of Hancock Expressway and Clearview Drive has overall operations at LOS A during the morning and afternoon peak hours.

The unsignalized intersection of Clearview Drive and Clearview Loop has turn movement operations at LOS A during the morning and afternoon peak traffic hours.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

III. Future Traffic Conditions Without Proposed Development

Background traffic is the traffic projected to be on area roadways without consideration of the proposed development. Background traffic includes traffic generated by development of vacant parcels in the area.

To account for projected increases in background traffic for Years 2027 and 2045, a compounded annual growth was determined using historical data for the surrounding development provided by the County's MTCP, which anticipates a 10-year growth rate between one and two percent. Therefore, in order to provide for a conservative analysis, a growth rate of two percent was applied to existing traffic volumes.

Pursuant to the proposed and committed area roadway improvements discussed in Section I, Year 2027 and Year 2045 background traffic conditions assume no roadway improvements to accommodate regional transportation demands. This assumption provides for a conservative analysis. Years 2027 and 2045 assume existing signal timing parameters for the intersections of Hancock Expressway with Milton E Proby Parkway and Clearview Drive with optimized intersection splits in effort to better long-term intersection performance.

Projected background traffic volumes and intersection geometry for Years 2027 and 2045 are shown in Figure 4 and Figure 5, respectively.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

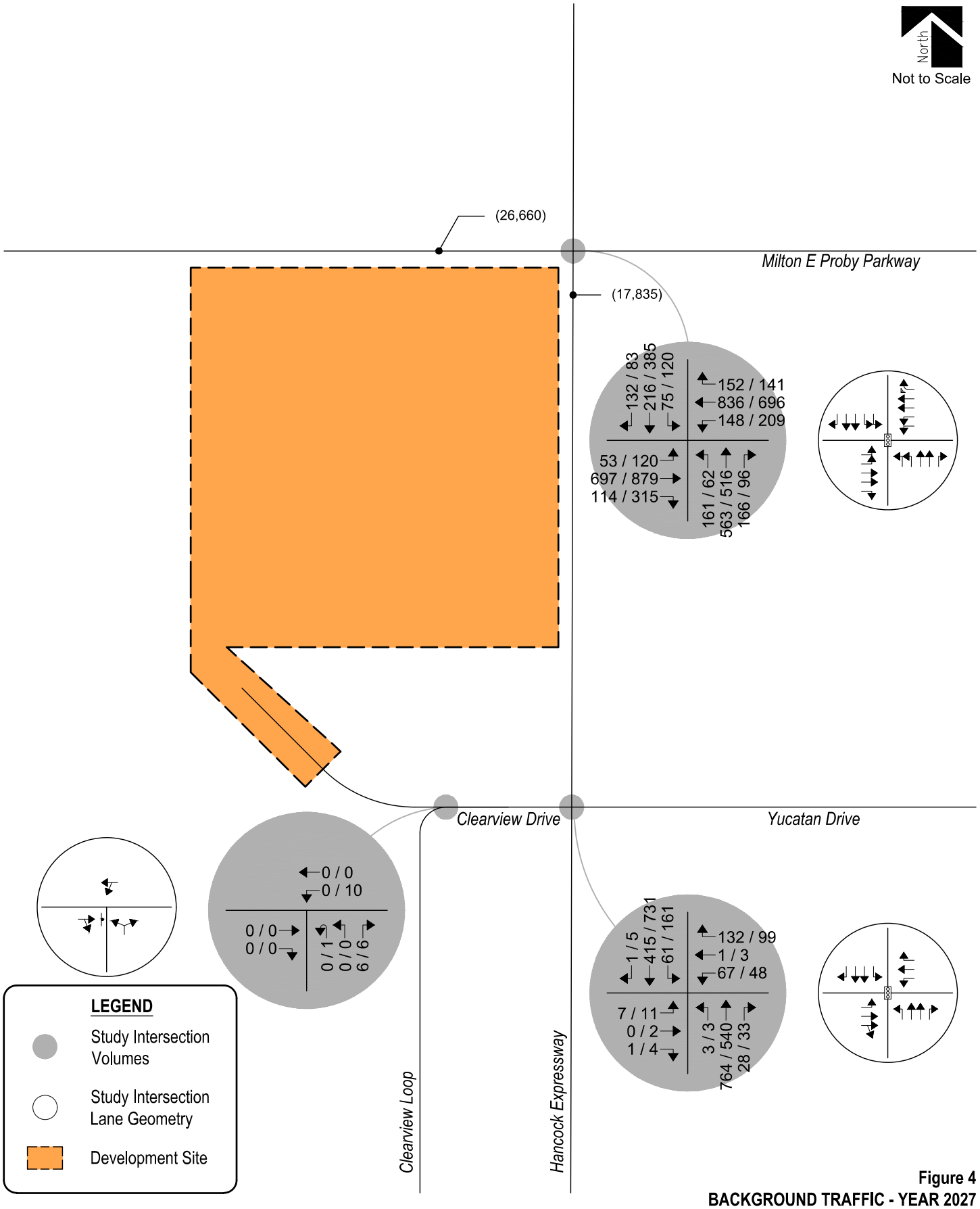


Figure 4
BACKGROUND TRAFFIC - YEAR 2027
Volumes & Intersection Geometry
AM / PM Peak Traffic Hour
(ADT) : Average Daily Traffic

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

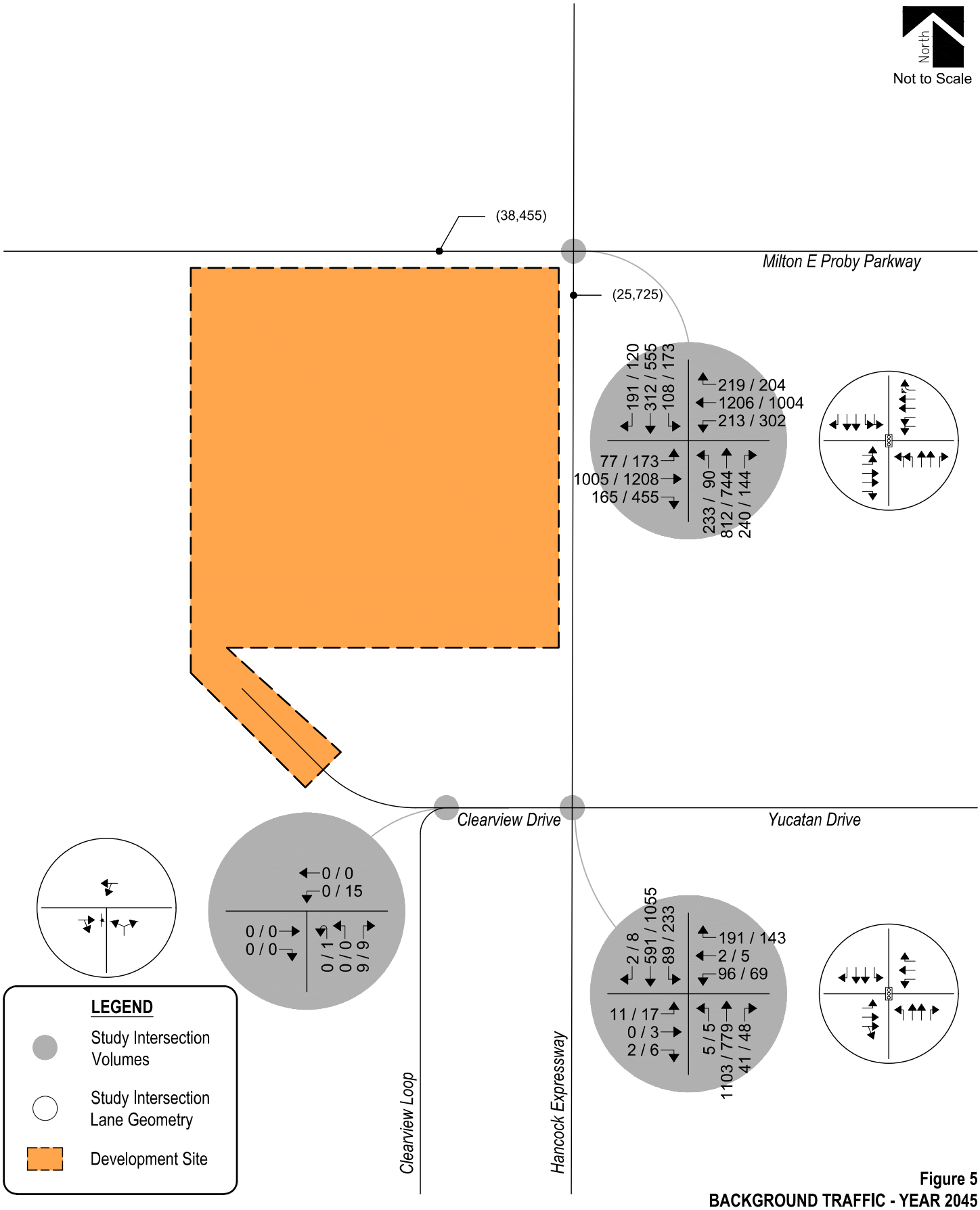


Figure 5
BACKGROUND TRAFFIC - YEAR 2045
Volumes & Intersection Geometry
AM / PM Peak Traffic Hour
(ADT) : Average Daily Traffic

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Peak Hour Intersection Levels of Service – Background Traffic

As with existing traffic conditions, the operations of study intersections were analyzed under background conditions, without the proposed development, using the SYNCHRO computer program.

Background traffic level of service analysis results for Year 2027 are listed in Table 2. Year 2045 operational results are summarized in Table 3.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2027

INTERSECTION	LEVEL OF SERVICE	
LANE GROUPS	AM PEAK HOUR	PM PEAK HOUR
Hancock Expressway / Milton E Proby Parkway (Signalized)	D (42.4)	D (41.6)
Hancock Expressway / Clearview Drive (Signalized)	A (9.6)	A (7.4)
Clearview Drive / Clearview Loop (Stop-Controlled)		
Eastbound Right and Through	A	A
Northound Left and Right	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Background Traffic Analysis Results – Year 2027

Year 2027 background traffic analysis indicates that the signalized intersection of Hancock Expressway with Milton E Proby Parkway is projected to have operations at LOS D during the morning and afternoon peak traffic hours.

The signalized intersection of Hancock Expressway and Clearview Drive is expected to have overall operations at LOS A during the morning and afternoon peak traffic hours.

The unsignalized intersection of Clearview Drive and Clearview Loop is projected to provide turn movement operations at LOS A during the morning and afternoon peak traffic hours.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2045

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Hancock Expressway / Milton E Proby Parkway (Signalized)	D (46.7)	D (51.2)
Hancock Expressway / Clearview Drive (Signalized)	B (11.6)	A (10.0)
Clearview Drive / Clearview Loop (Stop-Controlled) Eastbound Right and Through Northound Left and Right	 A A	 A A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Background Traffic Analysis Results – Year 2045

By Year 2045 and without the proposed development, the signalized intersection of Hancock Expressway with Milton E Proby Parkway is projected to have LOS D operations during the morning and afternoon peak traffic hours.

The signalized intersection of Hancock Expressway and Clearview Drive is projected to provide overall operations at LOS B during the morning peak traffic hour and LOS A during the afternoon peak traffic hour.

The stop-controlled intersection of Clearview Drive and Clearview Loop continues to anticipate turning movement operations at LOS A during the morning and afternoon peak traffic hours.

These intersection operations are similar to existing conditions.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

IV. Proposed Project Traffic

Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition, were applied to the proposed land use in order to estimate average daily traffic (ADT), AM Peak Hour, and PM Peak Hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from a point of origin to a point of destination.

The ITE land use code 150 (Warehousing) was used for estimating trip generation because of its conservative rates and best fit to the proposed land use description.

Trip generation rates used in this study are presented in Table 4.

Table 4 – Trip Generation Rates

			TRIP GENERATION RATES						
ITE			24	AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	UNIT	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
150	Warehousing	KSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18

Key: KSF = Thousand Square Feet Gross Floor Area.
Note: All data and calculations above are subject to being rounded to nearest value.

Table 5 illustrates projected ADT, AM Peak Hour, and PM Peak Hour traffic volumes likely generated by the proposed development upon each phase of development and build-out.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Table 5 – Trip Generation Summary

ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Site Development - Phase 1									
150	Warehousing	175.0 KSF	299	23	7	30	9	23	32
Site Development - Phase 2									
150	Warehousing	175.0 KSF	299	23	7	30	9	23	32
Site Development - Phase 3									
150	Warehousing	175.0 KSF	299	23	7	30	9	23	32
	Build-Out Total:		***898***	69	21	89	26	68	95

Key: KSF = Thousand Square Feet Gross Floor Area.
Note: All data and calculations above are subject to being rounded to nearest value.

Table 5 illustrates that each phase of development has the potential to generate approximately 299 daily vehicle trips with 30 of those occurring during the morning peak hour and 32 during the afternoon peak hour. Upon development build-out, the proposed development has the potential to generate approximately 898 daily vehicle trips with 89 of those occurring during the morning peak hour and 95 during the afternoon peak hour.

Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

Trip Distribution

The overall directional distribution of site-generated traffic was determined based on the location of development site within the County, proposed and existing area land uses, allowed turning movements, available roadway network, and in reference to historical traffic count data provided by Colorado Department of Transportation's (CDOT) Traffic Count Database System (TCDS)[5].

Overall trip distribution patterns for Phase 1, Phase 2, and Build-Out are shown on Figure 6, Figure 7, and Figure 8, respectively.

[5] Transportation Data Management, MS2, 2025.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Trip Assignment

Traffic assignment is how generated and distributed vehicle trips are expected to be loaded onto the available roadway network.

Applying trip distribution patterns to site-generated traffic provides the overall site-generated trip assignments for Phase 1, Phase 2, and Build-Out are shown on Figure 6, Figure 7, and Figure 8, respectively.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

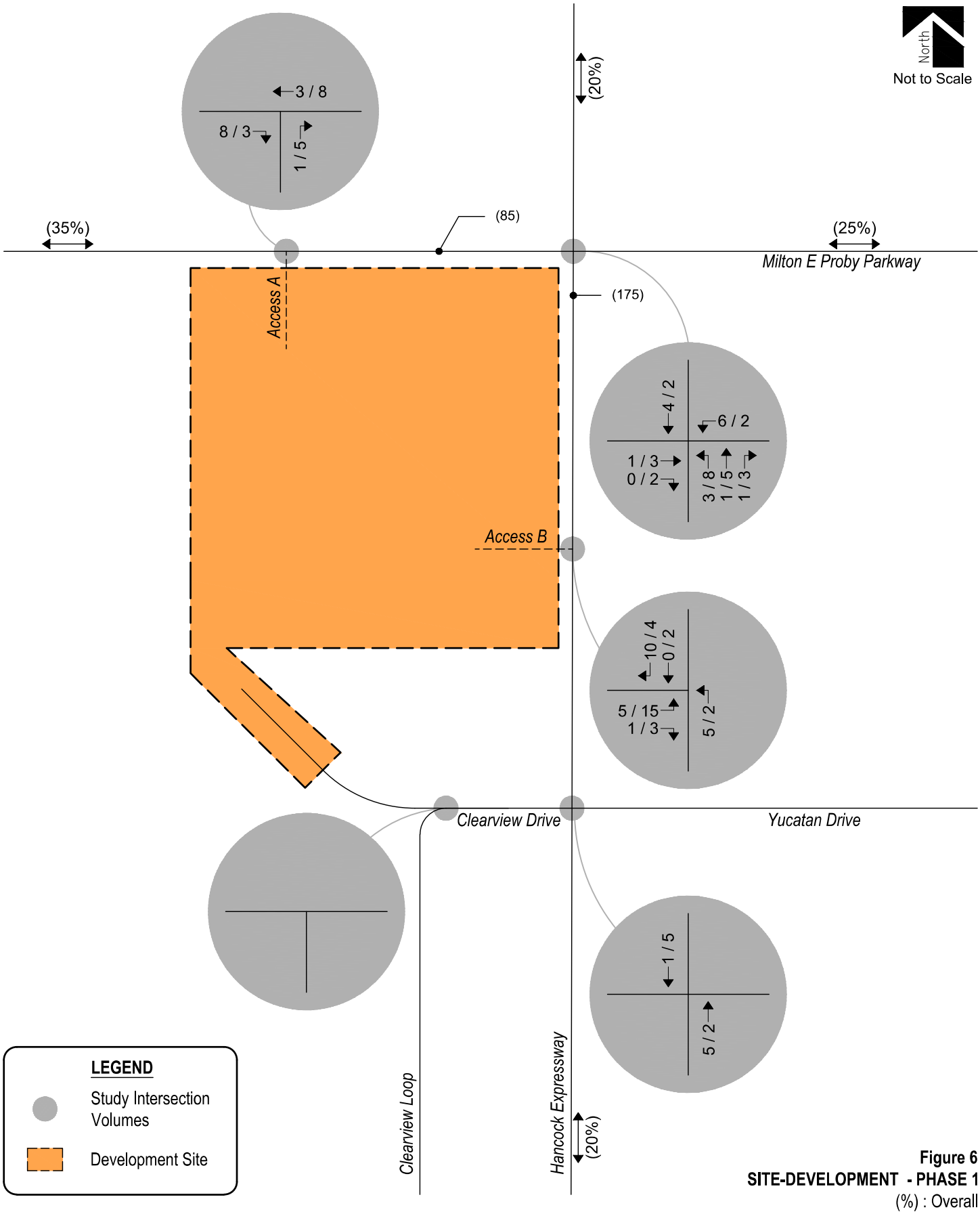


Figure 6
SITE-DEVELOPMENT - PHASE 1
(%) : Overall
SITE-GENERATED TRIPS
AM / PM Peak Hour
(ADT) : Average Daily Traffic

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

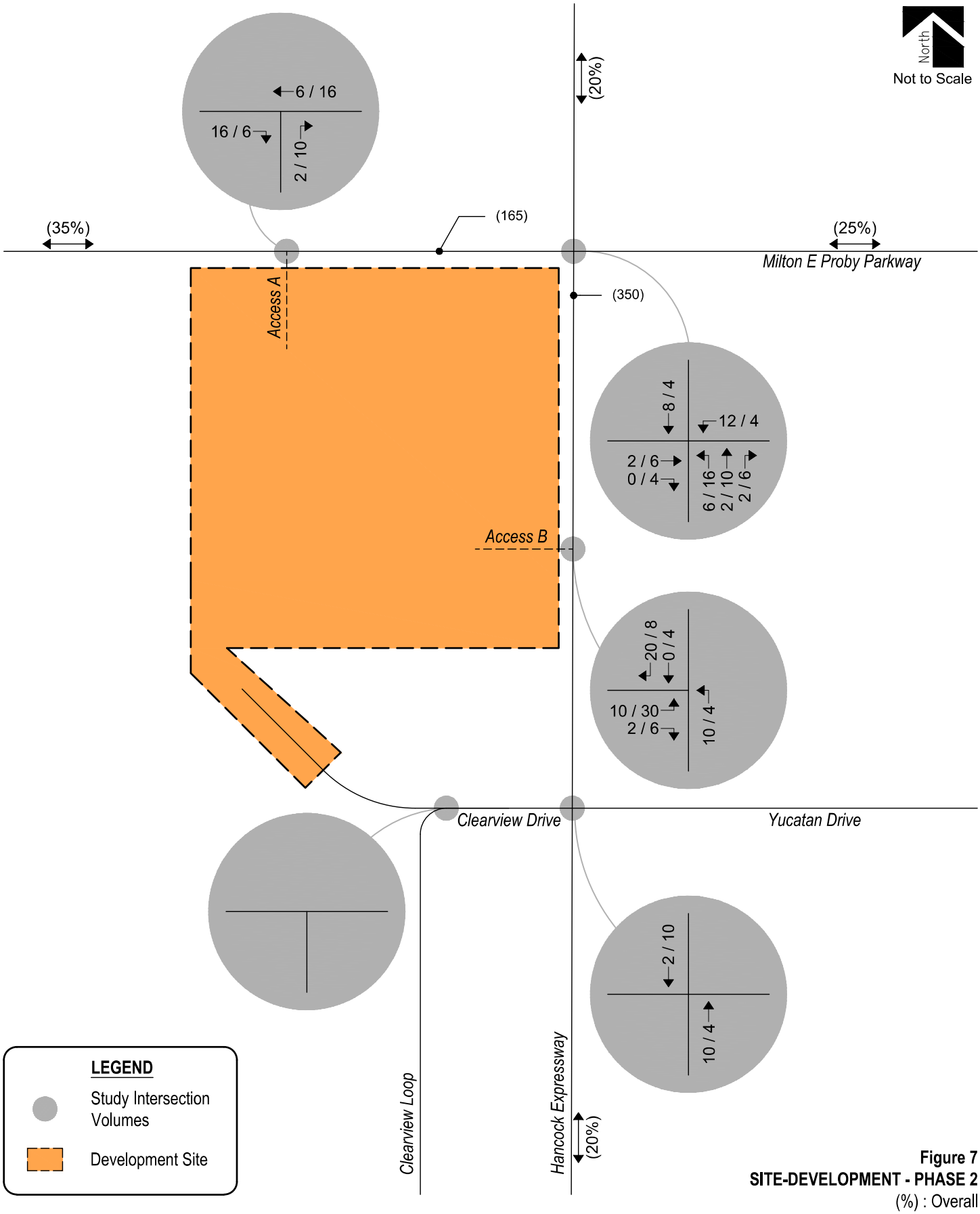


Figure 7
SITE-DEVELOPMENT - PHASE 2
(%) : Overall
SITE-GENERATED TRIPS
AM / PM Peak Hour
(ADT) : Average Daily Traffic

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

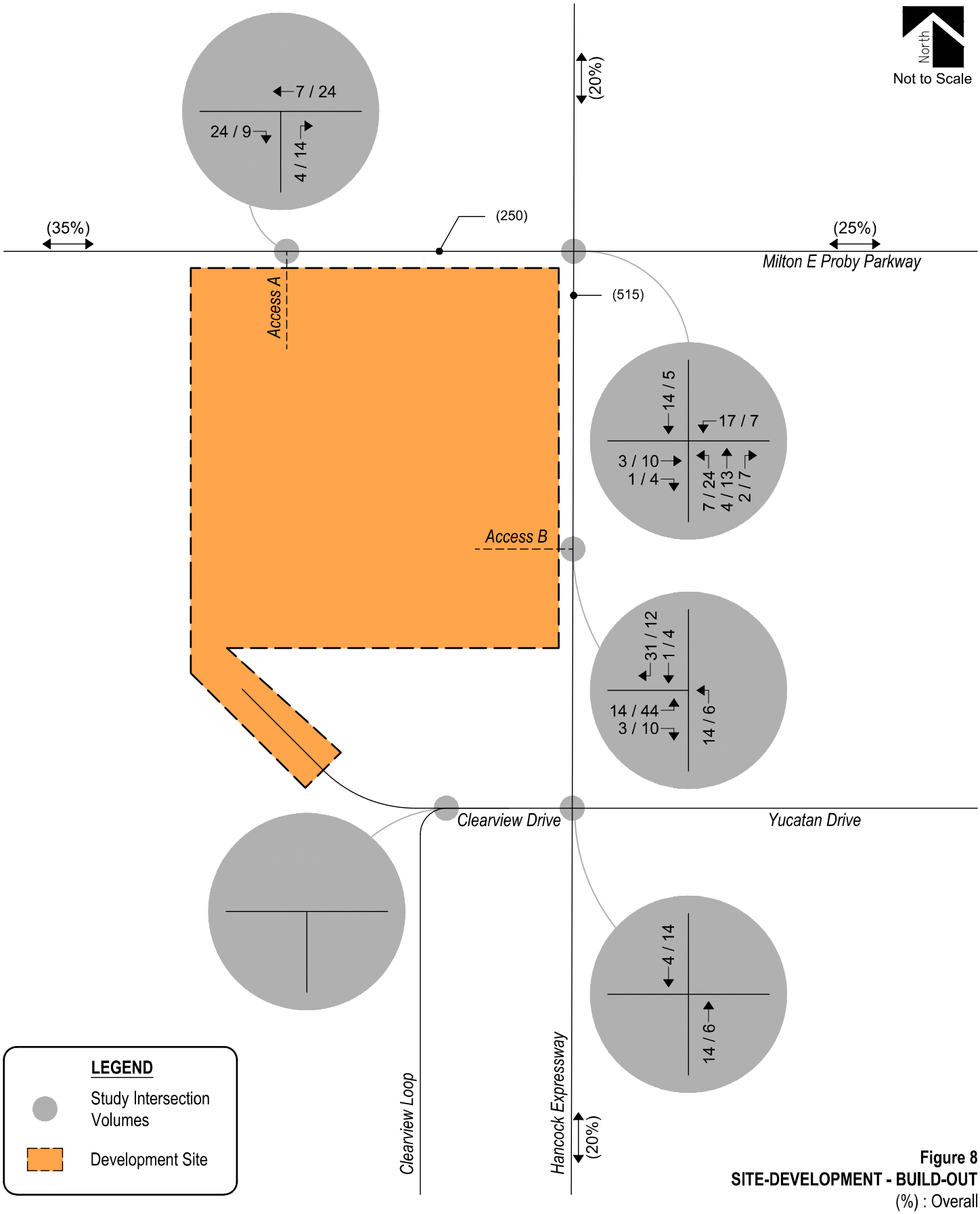


Figure 8
SITE-DEVELOPMENT - BUILD-OUT
(%) : Overall
SITE-GENERATED TRIPS
AM / PM Peak Hour
(ADT) : Average Daily Traffic

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

V. Future Traffic Conditions With Proposed Development

Total traffic is the traffic projected to be on area roadways with consideration of the proposed development. Total traffic includes background traffic projections for Years 2027 and 2045 with consideration of site-generated traffic. It is understood that development construction would be staged over three phases, each phase including development for one 175,000 square foot warehouse building. Development Phase 1 will also include construction of proposed site access onto Milton E Proby Parkway and Hancock Expressway. It is further understood that each phase will begin construction after the subsequent phase has identified a specific user. For purposes of this analysis, it is anticipated that development construction would be completed by end of Year 2027.

Pursuant to area roadway improvement discussions provided in Section III, Year 2027 and Year 2045 total traffic conditions assume no roadway improvements to accommodate regional transportation demands. Roadway improvements associated with site development are expected to be limited to site access and frontage as required by the governing agency.

Total Traffic Auxiliary Lane Analysis

Auxiliary lanes along Milton E Proby Parkway at Access A and Hancock Expressway at Access B were evaluated and are to be based on the City's Traffic Criteria Manual[6].

Considering development of Phase 2, an evaluation of auxiliary lane requirements, pursuant to Section 8.1, Table 2 of the City's Traffic Criteria Manual, reveals that an eastbound right turn deceleration lane along Milton E Proby Parkway at Access A may be required since the development's projected peak hour right turn ingress volume exceeds the City's threshold of 10 vehicles per hour (vph).

Considering development of Phase 2, an evaluation of auxiliary lane requirements, pursuant to Section 8.1, Table 2 of the City's Traffic Criteria Manual, reveals that a northbound to eastbound right turn acceleration lane along Milton E Proby Parkway at Access A may be required since the development's projected peak hour right turn egress volume exceeds the City's threshold of 10 vph and since the posted speed limit is above the City's 50 MPH threshold.

Considering development build-out, an evaluation of auxiliary lane requirements, pursuant to Section 8.1, Table 2 of the City's Traffic Criteria Manual, reveals that a northbound left turn deceleration lane along Hancock Expressway at Access B is not required since the development's projected peak hour left turn ingress volume does not exceed the City's threshold of 25 vph. However, since Hancock Expressway provides a raised median, a northbound left turn deceleration lane would be needed.

This analysis will be further reviewed and finalized with the future site development plan application corresponding to this development.

[6] Engineering Criteria Manual, Section III: Traffic Criteria Manual, City of Colorado Springs City Engineering, July 2010.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Considering development build-out, an evaluation of auxiliary lane requirements, pursuant to Section 8.1, Table 2 of the City's Traffic Criteria Manual, reveals that a southbound right turn deceleration lane along Hancock Expressway at Access B is not required since the development's projected peak hour right turn egress volume does not exceed the City's threshold of 50 vph.

Projected Year 2027 total traffic volumes and intersection geometry for Phase 1, Phase 2, and Build-Out are shown in Figure 9, Figure 10, and Figure 11, respectively.

Figure 12 shows projected total traffic volumes and intersection geometry for Year 2045.

Total Traffic Signal Warrants

A signal warrant analysis, using Year 2027 and 2045 total traffic volumes, was conducted for the Hancock Expressway intersection with Access B in order to review potential for traffic signal control. Analysis results conclude that the intersection did not meet Warrant 3 – Peak Hour from the Manual on Uniform Traffic Control Devices (MUTCD), for the installation of a traffic signal. Warrant study worksheets are provided for reference in Appendix D.

Warrant 3 is intended for use at locations where traffic conditions are such that for a minimum of one hour on an average day, the minor-street (Access B) traffic suffers undue delay when entering or crossing the major street (Hancock Expressway). This assumption provides for a conservative analysis.

It is understood that a traffic signal is desired at this location in order to accommodate ingress and egress of heavy vehicles generated by the proposed development. Therefore, because a traffic signal is not warranted from a vehicle volume perspective, the intersection was analyzed under both stop-controlled and traffic signal-controlled conditions. These conditions will be further reviewed and finalized with the future site development plan application corresponding to this development.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

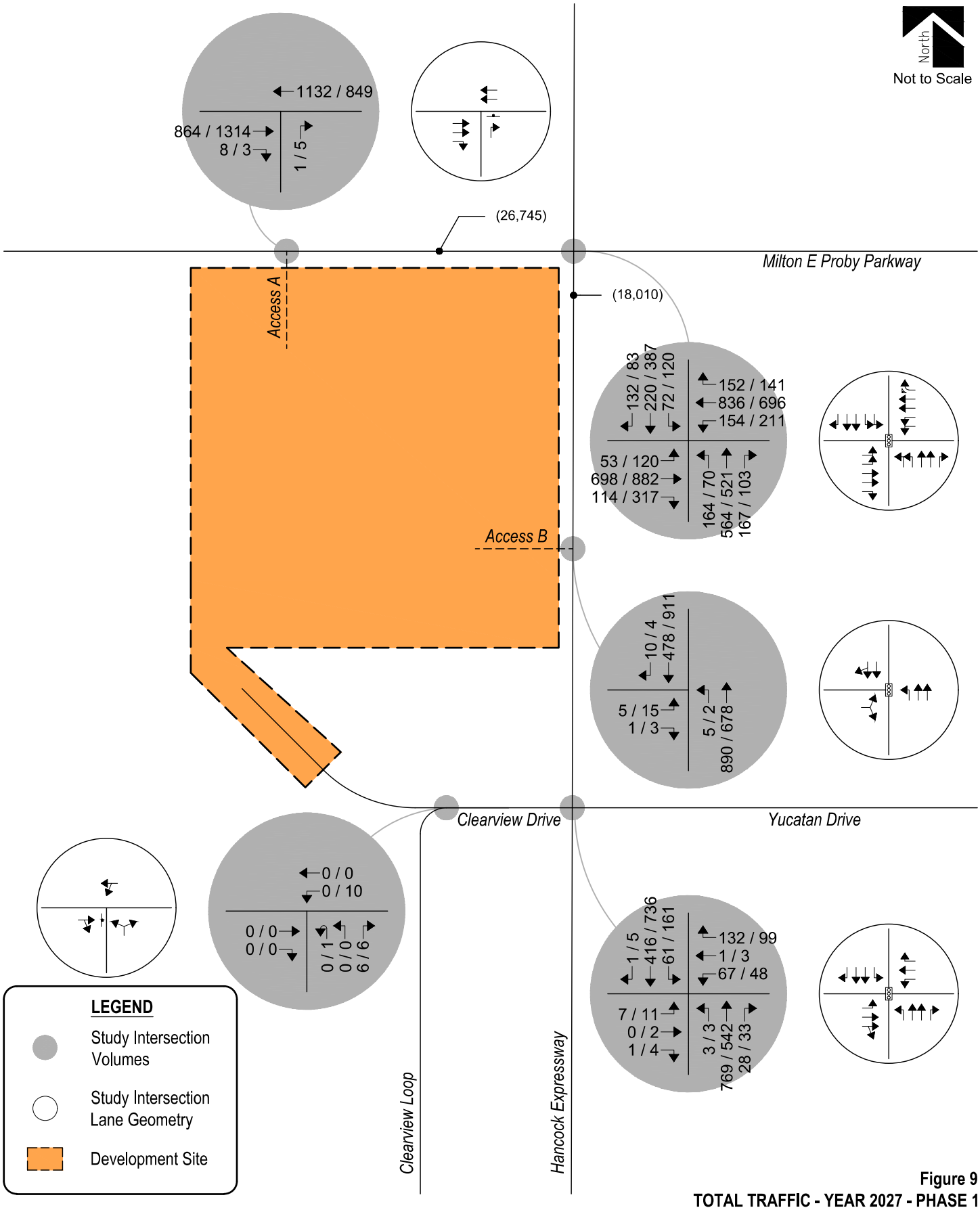


Figure 9
TOTAL TRAFFIC - YEAR 2027 - PHASE 1
Volumes & Intersection Geometry
AM / PM Peak Traffic Hour
(ADT) : Average Daily Traffic

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

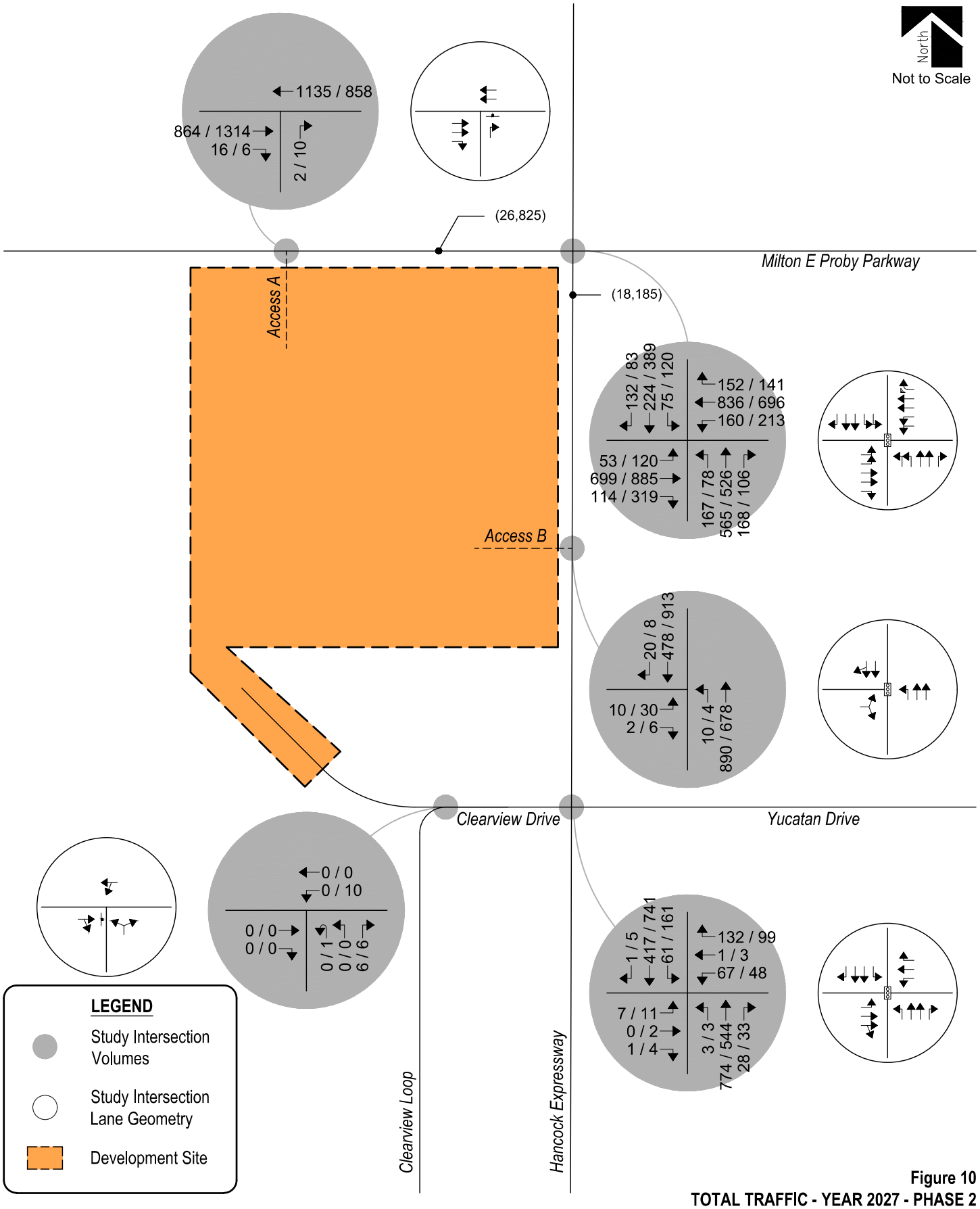


Figure 10
TOTAL TRAFFIC - YEAR 2027 - PHASE 2
Volumes & Intersection Geometry
AM / PM Peak Traffic Hour
(ADT) : Average Daily Traffic

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

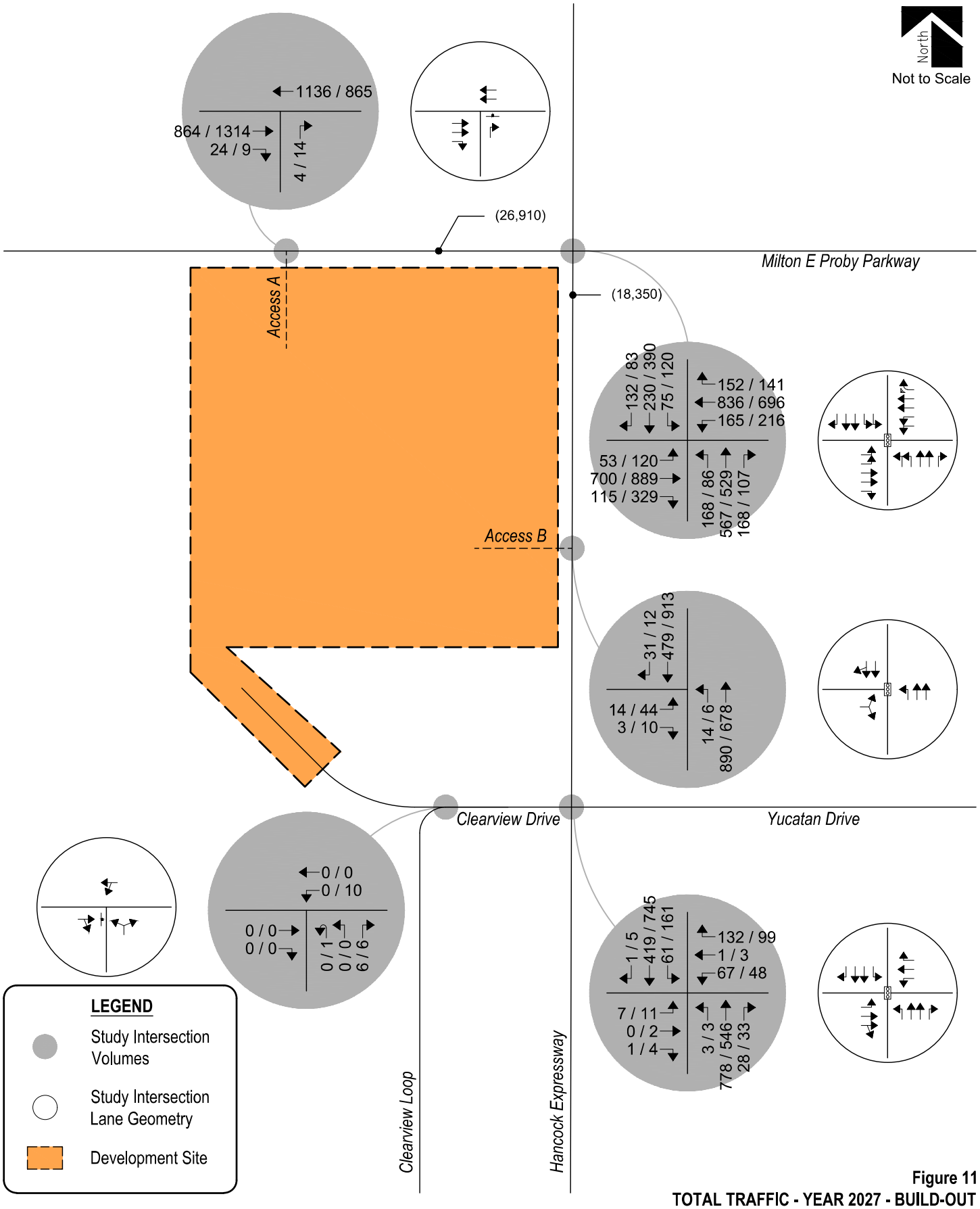


Figure 11
TOTAL TRAFFIC - YEAR 2027 - BUILD-OUT
Volumes & Intersection Geometry
AM / PM Peak Traffic Hour
(ADT) : Average Daily Traffic

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

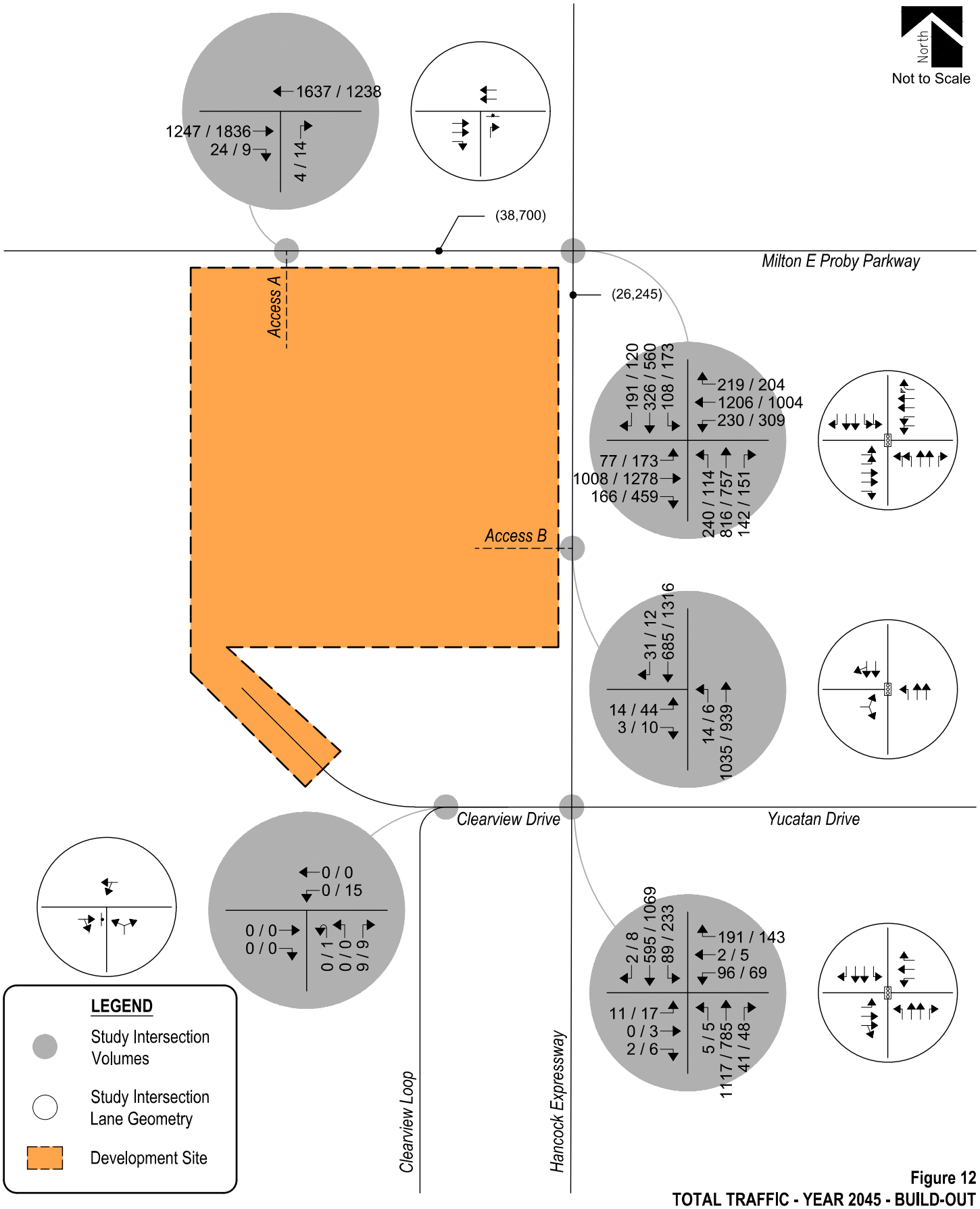


Figure 12
TOTAL TRAFFIC - YEAR 2045 - BUILD-OUT
Volumes & Intersection Geometry
AM / PM Peak Traffic Hour
(ADT) : Average Daily Traffic

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Peak Hour Intersection Levels of Service – Total Traffic

As with background traffic, the operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program. The analyses and procedures were performed in accordance with the latest HCM and are based upon the worst-case conditions that occur during a typical weekday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of weekday operations only.

Total traffic level of service analysis results for Phase 1, Phase 2, Build-Out are summarized in Tables 6, 7, and 8.

Total traffic level of service analysis results for Year 2045 are summarized in Table 9.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2027 – Phase 1

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Hancock Expressway / Milton E Proby Parkway (Signalized)	D (42.4)	D (41.7)
Hancock Expressway / Clearview Drive (Signalized)	A (9.6)	A (7.4)
Clearview Drive / Clearview Loop (Stop-Controlled) Eastbound Right and Through Northound Left and Right	 A A	 A A
Milton E Proby Parkway / Access A (Stop-Controlled) Northbound Right	 B	 B
Hancock Expressway / Access B (Stop-Controlled) Eastbound Left and Right Northbound Left	 C A	 D A
Hancock Expressway / Access B (Signalized)	*A (1.8)*	*A (2.0)*

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2027 – Phase 2

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Hancock Expressway / Milton E Proby Parkway (Signalized)	D (42.7)	D (41.9)
Hancock Expressway / Clearview Drive (Signalized)	A (9.6)	A (7.4)
Clearview Drive / Clearview Loop (Stop-Controlled) Eastbound Right and Through Northound Left and Right	 A A	 A A
Milton E Proby Parkway / Access A (Stop-Controlled) Northbound Right	 B	 B
Hancock Expressway / Access B (Stop-Controlled) Eastbound Left and Right Northbound Left	 C A	 E A
Hancock Expressway / Access B (Signalized)	*A (2.0)*	*A (3.3)*

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Table 8 – Intersection Capacity Analysis Summary – Total Traffic – Year 2027 – Build-Out

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Hancock Expressway / Milton E Proby Parkway (Signalized)	D (42.7)	D (42.0)
Hancock Expressway / Clearview Drive (Signalized)	A (9.6)	A (7.4)
Clearview Drive / Clearview Loop (Stop-Controlled) Eastbound Right and Through Northound Left and Right	 A A	 A A
Milton E Proby Parkway / Access A (Stop-Controlled) Northbound Right	 B	 C
Hancock Expressway / Access B (Stop-Controlled) Eastbound Left and Right Northbound Left	 C A	 E A
Hancock Expressway / Access B (Signalized)	*A (2.7)*	*A (4.4)*

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Table 9 – Intersection Capacity Analysis Summary – Total Traffic – Year 2045

INTERSECTION LANE GROUPS	LEVEL OF SERVICE AM PEAK HOUR	 PM PEAK HOUR
Hancock Expressway / Milton E Proby Parkway (Signalized)	D (47.2)	D (52.3)
Hancock Expressway / Clearview Drive (Signalized)	B (11.7)	B (10.0)
Clearview Drive / Clearview Loop (Stop-Controlled) Eastbound Right and Through Northound Left and Right	 A A	 A A
Milton E Proby Parkway / Access A (Stop-Controlled) Northbound Right	 B	 C
Hancock Expressway / Access B (Stop-Controlled) Eastbound Left and Right Northbound Left	 D A	 F B
Hancock Expressway / Access B (Signalized)	*A (3.2)*	*A (5.1)*

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

Total Traffic Analysis Results Upon Development Build-Out

Table 9 illustrates how, by Year 2045 and upon development build-out, the signalized intersection of Hancock Expressway with Milton E Proby Parkway continues to project LOS D operations during the morning and afternoon peak traffic hours.

The signalized intersection of Hancock Expressway and Clearview Drive continues to expect overall operations at LOS B during the morning and afternoon peak traffic hours.

The stop-controlled intersection of Clearview Drive and Clearview Loop continues to project turn movement operations at LOS A during the morning and afternoon peak traffic hours.

The stop-controlled intersection of Milton E Proby Parkway and Access A is anticipated to have turn movement operations at LOS B during the morning peak traffic hour and LOS C during the afternoon peak traffic hour.

The stop-controlled intersection of Hancock Expressway and Access B is expected to provide turn movement operations at LOS D or better during the morning peak traffic hour and LOS B or better during the afternoon peak traffic hour. Exceptions include the eastbound turning movement which operates at LOS F during the afternoon peak traffic hour. While operating under signalized conditions, the intersection is expected to provide overall operations at LOS A during the morning and afternoon peak traffic hours.

These intersection operations are similar to background conditions.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

VI. Project Impacts

It is emphasized that the analyses and procedures described in this study were performed in accordance with the latest HCM and are based upon the worst-case conditions that occur during a typical weekday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of weekday operations only.

Queue Length Analysis

Queue lengths for the study intersections were analyzed using Year 2045 background and total traffic conditions. The analysis yields estimate of 95th percentile queue lengths, which have only a five percent probability of being exceeded during the analysis time period. An average vehicle length of 10 feet was assumed. Queue lengths were modeled with the Synchro worksheets in Appendix C.

Table 10 summarizes the 95th percentile queue results in comparison to the projected storage requirements for turn movements within study area for Year 2045.

In general, auxiliary lane lengths are recommended to accommodate either jurisdictional minimum requirements or projected 95th percentile queues, whichever is greater.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Table 10 – Turn Lane Queues and Storage Requirements– Year 2045

Intersection	Turn Movement		Existing Turn Lane Length (feet)	Background 2045		Total 2045		Recommended Turn Lane Length (feet)
				AM Peak Hour (feet)	PM Peak Hour (feet)	AM Peak Hour (feet)	PM Peak Hour (feet)	
Signalized Intersections								
Milton E Proby Parkway / Hancock Expressway	EB	L	365' x2	48'	99'	87'	135'	365' x2
		T	-	404'	605'	591'	846'	-
		R	300'	42'	272'	54'	385'	300'
	WB	L	600' x2	135'	184'	194'	269'	600' x2
		T	-	540'	376'	694'	546'	-
		R	315'	0'	0'	0'	0'	315'
	NB	L	360' x2	119'	45'	176'	103'	360' x2
		T	-	391'	386'	495'	511'	-
		R	240'	81'	92'	171'	85'	240'
	SB	L	180' x2	70'	119'	106'	169'	180' x2
		T	-	132'	229'	201'	343'	-
		R	235'	82'	28'	89'	53'	235'
Hancock Express Way / Yucatan Drive / Clearview Drive	EB	L	110'	19'	27'	19'	27'	110'
		T,R	-	0'	0'	0'	0'	-
	WB	L	125'	91'	43'	91'	76'	125'
		T	-	8'	3'	8'	14'	-
		R	125'	62'	0'	62'	15'	125'
	NB	L	345'	5'	1'	5'	4'	345'
		T	-	361'	108'	367'	242'	-
		R	260'	0'	0'	0'	0'	260'
	SB	L	360'	11'	29'	40'	78'	360'
		T	-	26'	51'	157'	284'	-
		R	250'	0'	0'	0'	0'	250'
Hancock Expressway / Access B	*EB*	*L,R*	-	-	-	*29'*	*63'*	-
	NB	*L*	-	-	-	*6'*	*5'*	*155' + 160'T*
		T	-	-	-	*335'*	*208'*	-
	SB	*R*	-	-	-	-	-	*155' + 160'T*
		T	-	-	-	*62'*	*184'*	-
Stop-Controlled Intersections								
Clearview Drive / Clearview Loop	EB	T,R	-	0'	0'	0'	0'	-
	WB	L,T	-	0'	0'	0'	0'	-
	NB	L,R	-	0'	0'	0'	0'	-
Milton E Proby Parkway / Access A	EB	T	-	-	-	0'	0'	-
		R	-	-	-	0'	0'	265'
	WB	T	-	-	-	0'	0'	-
	NB	R	-	-	-	0'	5'	-
Hancock Expressway / Access B	EB	L,R	-	-	-	10'	105'	-
	NB	L	-	-	-	0'	0'	205'
		T	-	-	-	0'	0'	
	SB	T,R	-	-	-	0'	0'	-

Note: Turn Lane Length does not include taper length unless indicated
x2 = Dual Turn Lanes.
T = Taper Length.

As Table 10 shows, all existing turn lane lengths are recommended to remain the same.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Development Impacts

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create minimal negative impact to traffic operations for the existing and surrounding roadway system upon roadway and intersection control improvements assumed within this analysis. With all conservative assumptions defined in this analysis, the study intersections are projected to operate at future levels of service comparable to Year 2045 background traffic conditions. Additionally, as Table 10 shows, existing turn lane lengths are able to accommodate projected queue lengths.

Recommended Improvements

Roadway and intersection improvement recommendations were assessed pursuant to roadway descriptions discussed in Section I, projected peak hour traffic volumes, level of service results, projected 95th percentile queue lengths, and per requirements defined within the City of Colorado Springs' Traffic Criteria Manual and El Paso County's ECM.

As discussed in Section V, an eastbound right turn deceleration lane and a northbound to eastbound acceleration lane along Milton E Proby Parkway is recommended to support site traffic as warranted. Due to the proximity of Access A to Hancock Expressway (1,160 feet), the design for a continuous acceleration / deceleration lane is recommended. A conceptual turn lane exhibit is included for reference in Appendix F.

As analyzed throughout this study, full-movement access onto Hancock Expressway is supported. It is recommended this intersection accommodate northbound and southbound turn lanes. It is recommended that the southbound right turn deceleration lane provide a minimum 155-foot turn lane length and a 160-foot transition taper. It is recommended the northbound right turn provide a minimum 155-foot turn lane length and a 160-foot transition taper.

As a result, direct access to Clearview Drive is not recommended as site traffic is able to be accommodated via the proposed access drives onto Milton E Proby Parkway and Hancock Expressway.

As discussed in Section V, the volumes at the intersection of Hancock Expressway and Access B do not warrant a traffic signal. However, the developer has a desire to implement and install a traffic signal at this intersection to accommodate heavy vehicle traffic. This is critical for the heavy vehicles that are expected to enter and exit the site at this location. Considering how the study intersection is evenly spaced between upstream traffic signal-control intersections (approximately 1,000 feet south of Milton E Proby Parkway and 1,000 feet north of Clearview Drive), the study intersection is believed to be a good candidate for traffic signal control. Additionally, operational analyses preformed in Sections V and VI report how the study intersection is anticipated to operate efficiently and with minimal vehicle queuing during peak hours of a typical weekday. As such, the study intersection of Hancock Expressway and Access B is recommended to operate under traffic signal control. This recommendation will be reviewed and determined with the future site development plan application corresponding to this development. No additional improvements beyond that discussed above are recommended.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

VII. Conclusion

This traffic impact study addressed the capacity, geometric, and control requirements associated with the development entitled Jones Development. This proposed industrial development consists of three 175,000 square-foot warehouse buildings totaling approximately 525,000 square feet. This development is located at the southwest corner of Milton E Proby Parkway and Hancock Expressway in El Paso County, Colorado.

The study area examined in this analysis encompassed Hancock Expressway bounded by Clearview Drive and Milton E Parkway.

Analysis was conducted for critical AM Peak Hour and PM Peak Hour traffic operations for existing traffic conditions, Year 2027 and Year 2045 background traffic conditions, and Year 2027 Phase 1, Year 2027 Phase 2, Year 2027 Build-Out, and Year 2045 total traffic conditions.

Analysis of existing traffic conditions indicates that all signalized intersections operate under LOS D or better during their respective peak hour periods, while all stop-controlled intersections operate with turn movements at or better than LOS A during their respective peak traffic periods.

Under Year 2027 and 2045 background traffic conditions, operational analysis shows that all signalized intersections are projected to operate with LOS D or better during peak traffic periods. All stop-controlled intersections anticipate turn movement operations at LOS A during their respective peak traffic periods.

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create no negative impact to traffic operations for the existing and surrounding roadway system upon roadway improvements assumed within this analysis. With all conservative assumptions defined in this analysis, the study intersections are projected to operate at future levels of service comparable to Year 2045 background traffic conditions. Under stop-controlled conditions, proposed site accesses have long-term operations at LOS D or better during peak traffic periods and upon build-out. Exceptions include the intersection of Hancock Expressway and Access B which has eastbound turning movement operations at LOS F during the afternoon peak traffic hour. However, while operating under signalized conditions, the intersection of Hancock Expressway and Access B is expected to provide overall operations at LOS A during the morning and afternoon peak traffic hours.

This site is subject to El Paso County Road Impact Fee Program (Resolution 25-337), as amended. An option for payment will be selected at the final land use approval stage.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

APPENDIX A

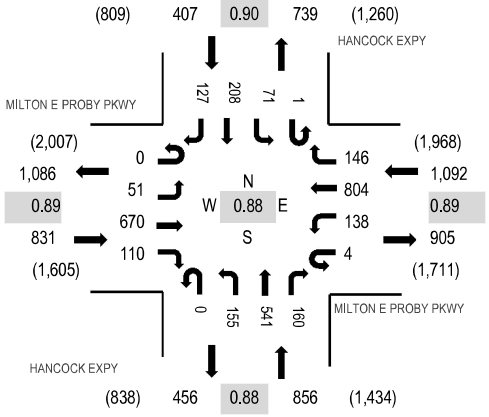
Traffic Count Data
Signal Timing Information

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

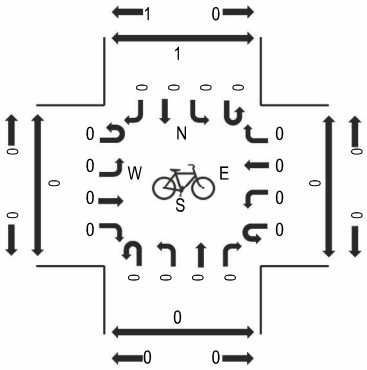
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 HANCOCK EXPY & MILTON E PROBY PKWY AM
Date: Thursday, October 23, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

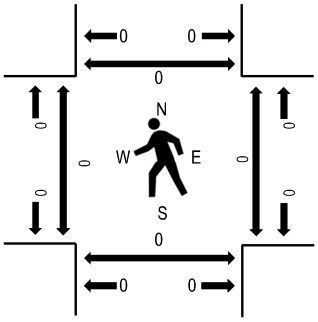
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

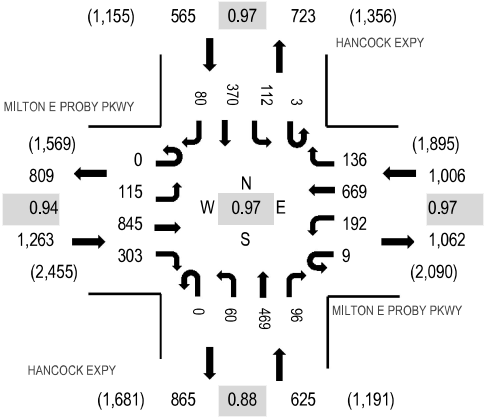
Interval Start Time	MILTON E PROBY PKWY Eastbound				MILTON E PROBY PKWY Westbound				HANCOCK EXPY Northbound				HANCOCK EXPY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	8	127	31	1	39	179	29	0	32	132	44	0	13	53	32	720	3,186	0	0	0	0
7:15 AM	0	12	205	29	0	39	229	38	0	57	137	48	1	27	45	38	905	3,151	0	0	0	0
7:30 AM	0	19	177	27	2	31	196	34	0	35	152	33	0	13	55	24	798	2,870	0	0	0	0
7:45 AM	0	12	161	23	1	29	200	45	0	31	120	35	0	18	55	33	763	2,743	0	0	0	0
8:00 AM	0	24	166	25	1	10	151	36	0	25	110	34	1	14	46	42	685	2,630	0	0	0	0
8:15 AM	0	6	143	29	1	23	166	15	0	18	77	26	0	30	59	31	624		0	0	0	0
8:30 AM	0	10	136	27	1	19	188	16	0	32	120	21	1	19	51	30	671		0	1	0	0
8:45 AM	0	8	179	21	2	34	188	25	0	19	72	24	0	9	38	31	650		0	0	0	0
Count Total	0	99	1,294	212	9	224	1,497	238	0	249	920	265	3	143	402	261	5,816		0	1	0	0
Peak Hour	0	51	670	110	4	138	804	146	0	155	541	160	1	71	208	127	3,186		0	0	0	0

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

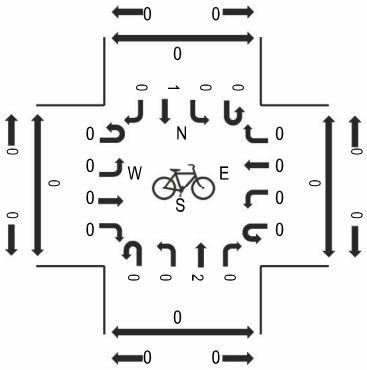
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 HANCOCK EXPY & MILTON E PROBY PKWY PM
Date: Thursday, October 23, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

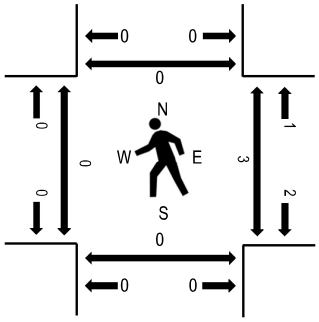
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

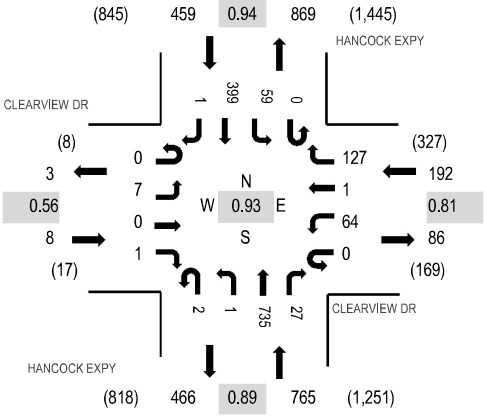
Interval Start Time	MILTON E PROBY PKWY Eastbound				MILTON E PROBY PKWY Westbound				HANCOCK EXPY Northbound				HANCOCK EXPY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	26	198	61	2	38	176	28	0	33	103	21	0	32	110	22	851	3,450	0	0	0	0
4:15 PM	0	27	214	73	3	56	153	42	0	12	144	24	0	25	91	22	886	3,459	0	2	0	0
4:30 PM	0	23	194	64	5	48	172	34	0	19	107	30	2	22	87	16	823	3,414	0	1	0	0
4:45 PM	0	37	229	83	1	48	170	32	0	12	113	17	0	28	98	22	890	3,397	0	0	0	0
5:00 PM	0	28	208	83	0	40	174	28	0	17	105	25	1	37	94	20	860	3,246	0	0	0	0
5:15 PM	0	34	210	76	2	44	155	22	0	12	107	25	0	27	112	15	841		0	4	0	0
5:30 PM	0	30	219	69	5	35	145	33	0	13	96	19	1	30	95	16	806		0	0	0	0
5:45 PM	1	24	189	54	4	32	139	29	0	17	99	21	1	24	90	15	739		0	0	0	0
Count Total	2	229	1,661	563	22	341	1,284	248	0	135	874	182	5	225	777	148	6,696		0	7	0	0
Peak Hour	0	115	845	303	9	192	669	136	0	60	469	96	3	112	370	80	3,459		0	3	0	0

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

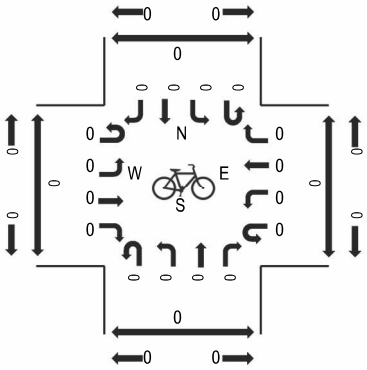
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 HANCOCK EXPY & CLEARVIEW DR AM
Date: Thursday, October 23, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

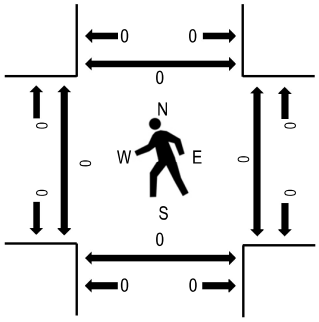
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

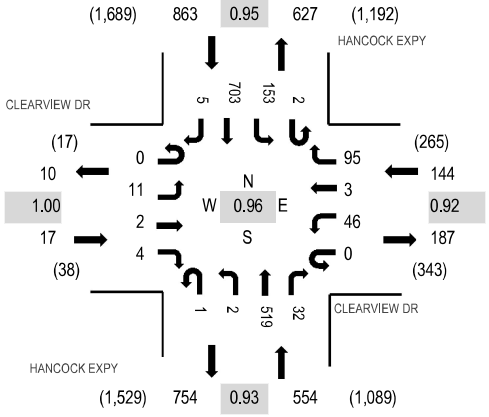
Interval Start Time	CLEARVIEW DR Eastbound				CLEARVIEW DR Westbound				HANCOCK EXPY Northbound				HANCOCK EXPY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	0	0	0	32	0	27	0	0	183	8	0	11	111	0	373	1,424	0	0	0	0
7:15 AM	0	2	0	0	0	12	1	38	1	1	204	9	0	20	95	0	383	1,318	0	0	0	0
7:30 AM	0	3	0	0	0	9	0	31	1	0	186	5	0	11	103	0	349	1,183	0	0	0	0
7:45 AM	0	1	0	1	0	11	0	31	0	0	162	5	0	17	90	1	319	1,111	0	0	0	0
8:00 AM	0	2	0	0	0	6	0	28	0	0	142	5	0	18	66	0	267	1,016	0	0	0	0
8:15 AM	0	0	0	0	0	15	1	21	0	0	95	1	0	22	92	1	248		0	0	0	0
8:30 AM	0	2	0	2	0	8	1	30	0	1	138	7	0	13	74	1	277		0	0	0	0
8:45 AM	0	0	1	2	0	3	0	22	0	0	95	2	1	14	84	0	224		0	1	0	0
Count Total	0	11	1	5	0	96	3	228	2	2	1,205	42	1	126	715	3	2,440		0	1	0	0
Peak Hour	0	7	0	1	0	64	1	127	2	1	735	27	0	59	399	1	1,424		0	0	0	0

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

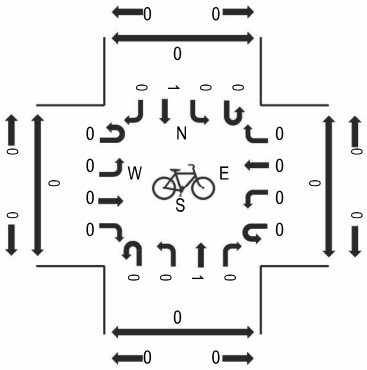
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 HANCOCK EXPY & CLEARVIEW DR PM
Date: Thursday, October 23, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

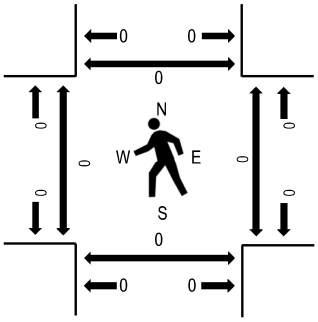
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

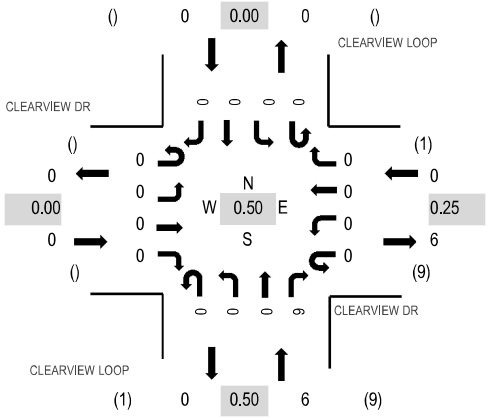
Interval Start Time	CLEARVIEW DR Eastbound				CLEARVIEW DR Westbound				HANCOCK EXPY Northbound				HANCOCK EXPY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	1	0	0	7	0	25	0	2	128	20	0	23	186	4	400	1,577	0	0	0	0
4:15 PM	0	5	0	0	0	12	1	25	0	1	139	11	2	37	175	1	409	1,578	0	0	0	0
4:30 PM	0	1	2	2	0	10	1	28	0	1	130	4	0	35	161	1	376	1,570	0	0	0	0
4:45 PM	0	3	0	2	0	14	0	19	0	0	125	3	0	39	185	2	392	1,553	0	0	0	0
5:00 PM	0	2	0	0	0	10	1	23	1	0	125	14	0	42	182	1	401	1,504	0	0	0	0
5:15 PM	0	4	0	1	0	13	0	15	0	0	122	12	0	24	209	1	401		0	0	0	0
5:30 PM	0	6	0	1	0	15	0	17	1	0	108	11	0	30	170	0	359		0	1	0	0
5:45 PM	0	3	1	0	0	10	0	19	1	0	114	16	0	18	161	0	343		0	1	0	0
Count Total	0	28	4	6	0	91	3	171	3	4	991	91	2	248	1,429	10	3,081		0	2	0	0
Peak Hour	0	11	2	4	0	46	3	95	1	2	519	32	2	153	703	5	1,578		0	0	0	0

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

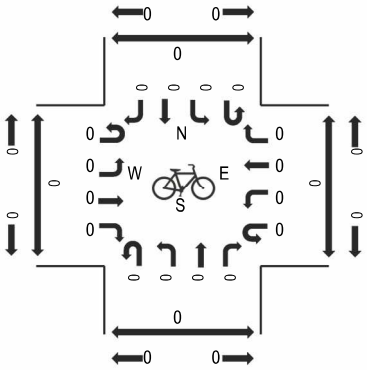
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 CLEARVIEW LOOP & CLEARVIEW DR AM
Date: Thursday, October 23, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

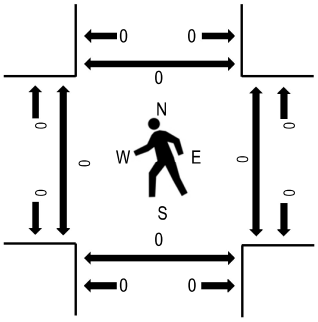
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

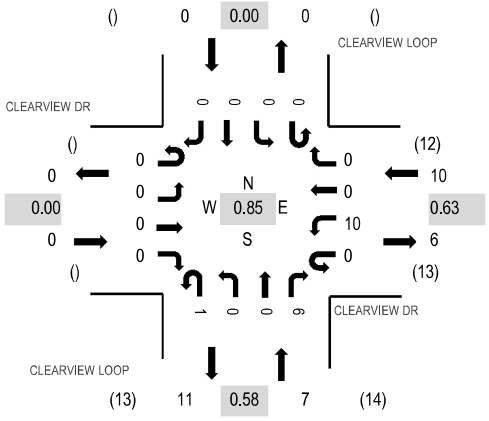
Interval Start Time	CLEARVIEW DR Eastbound				CLEARVIEW DR Westbound				CLEARVIEW LOOP Northbound				CLEARVIEW LOOP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	6	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	5	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1		0	0	0	0
Count Total	0	0	0	0	0	1	0	0	0	0	0	9	0	0	0	0	10		0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6		0	0	0	0

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

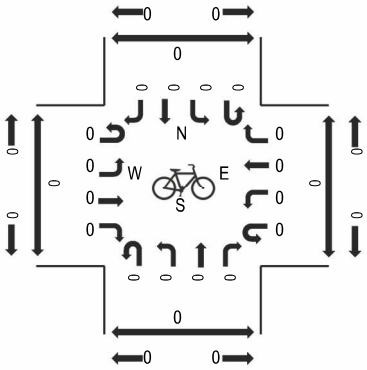
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 CLEARVIEW LOOP & CLEARVIEW DR PM
Date: Thursday, October 23, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

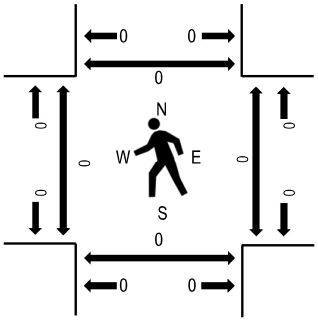
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CLEARVIEW DR Eastbound				CLEARVIEW DR Westbound				CLEARVIEW LOOP Northbound				CLEARVIEW LOOP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	5	17	0	0	0	0
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3	15	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	4	13	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	0	1	0	0	2	0	0	0	0	5	11	0	0	0	0
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3	9	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3		0	0	0	0
Count Total	0	0	0	0	0	12	0	0	1	0	0	13	0	0	0	0	26		0	0	1	0
Peak Hour	0	0	0	0	0	10	0	0	1	0	0	6	0	0	0	0	17		0	0	0	0

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

All Traffic Data Services

4 - MILTON E PROBY PKWY WEST OF HANCOCK EXPY

Time	EB	WB	Total
10/23/2025	24	15	39
10/23/2025 12:15:00 AM	27	16	43
10/23/2025 12:30:00 AM	19	16	35
10/23/2025 12:45:00 AM	22	23	45
10/23/2025 1:00:00 AM	13	11	24
10/23/2025 1:15:00 AM	23	14	37
10/23/2025 1:30:00 AM	16	11	27
10/23/2025 1:45:00 AM	17	5	22
10/23/2025 2:00:00 AM	12	5	17
10/23/2025 2:15:00 AM	9	13	22
10/23/2025 2:30:00 AM	11	20	31
10/23/2025 2:45:00 AM	10	12	22
10/23/2025 3:00:00 AM	13	20	33
10/23/2025 3:15:00 AM	25	24	49
10/23/2025 3:30:00 AM	37	22	59
10/23/2025 3:45:00 AM	51	24	75
10/23/2025 4:00:00 AM	42	33	75
10/23/2025 4:15:00 AM	61	56	117
10/23/2025 4:30:00 AM	87	76	163
10/23/2025 4:45:00 AM	92	73	165
10/23/2025 5:00:00 AM	59	100	159
10/23/2025 5:15:00 AM	56	136	192
10/23/2025 5:30:00 AM	107	131	238
10/23/2025 5:45:00 AM	133	205	338
10/23/2025 6:00:00 AM	102	164	266
10/23/2025 6:15:00 AM	189	185	374
10/23/2025 6:30:00 AM	193	245	438
10/23/2025 6:45:00 AM	206	229	435
10/23/2025 7:00:00 AM	166	243	409
10/23/2025 7:15:00 AM	246	324	570
10/23/2025 7:30:00 AM	223	255	478
10/23/2025 7:45:00 AM	196	264	460
10/23/2025 8:00:00 AM	215	218	433
10/23/2025 8:15:00 AM	178	215	393
10/23/2025 8:30:00 AM	173	250	423
10/23/2025 8:45:00 AM	208	238	446
10/23/2025 9:00:00 AM	160	170	330
10/23/2025 9:15:00 AM	184	166	350
10/23/2025 9:30:00 AM	165	188	353
10/23/2025 9:45:00 AM	197	142	339
10/23/2025 10:00:00 AM	146	171	317
10/23/2025 10:15:00 AM	196	168	364
10/23/2025 10:30:00 AM	200	146	346
10/23/2025 10:45:00 AM	203	175	378
10/23/2025 11:00:00 AM	150	161	311
10/23/2025 11:15:00 AM	175	184	359
10/23/2025 11:30:00 AM	207	168	375
10/23/2025 11:45:00 AM	246	165	411
Total	5,490	5,895	11,385
Percentage	48.2%	51.8%	
Peak Hour	7:15 AM	7:00 AM	7:15 AM
Volume	880	1,086	1,941
PHF	0.894	0.838	0.851

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

All Traffic Data Services

4 - MILTON E PROBY PKWY WEST OF HANCOCK EXPY

Time	EB	WB	Total
10/23/2025 12:00:00 PM	207	193	400
10/23/2025 12:15:00 PM	185	189	374
10/23/2025 12:30:00 PM	201	253	454
10/23/2025 12:45:00 PM	165	210	375
10/23/2025 1:00:00 PM	137	176	313
10/23/2025 1:15:00 PM	202	144	346
10/23/2025 1:30:00 PM	196	189	385
10/23/2025 1:45:00 PM	203	145	348
10/23/2025 2:00:00 PM	206	132	338
10/23/2025 2:15:00 PM	216	155	371
10/23/2025 2:30:00 PM	188	181	369
10/23/2025 2:45:00 PM	269	147	416
10/23/2025 3:00:00 PM	221	199	420
10/23/2025 3:15:00 PM	290	189	479
10/23/2025 3:30:00 PM	300	194	494
10/23/2025 3:45:00 PM	279	165	444
10/23/2025 4:00:00 PM	286	232	518
10/23/2025 4:15:00 PM	314	187	501
10/23/2025 4:30:00 PM	281	207	488
10/23/2025 4:45:00 PM	349	204	553
10/23/2025 5:00:00 PM	319	211	530
10/23/2025 5:15:00 PM	320	182	502
10/23/2025 5:30:00 PM	318	174	492
10/23/2025 5:45:00 PM	268	172	440
10/23/2025 6:00:00 PM	245	148	393
10/23/2025 6:15:00 PM	294	173	467
10/23/2025 6:30:00 PM	196	144	340
10/23/2025 6:45:00 PM	168	106	274
10/23/2025 7:00:00 PM	153	81	234
10/23/2025 7:15:00 PM	160	97	257
10/23/2025 7:30:00 PM	118	75	193
10/23/2025 7:45:00 PM	79	106	185
10/23/2025 8:00:00 PM	57	85	142
10/23/2025 8:15:00 PM	63	73	136
10/23/2025 8:30:00 PM	50	79	129
10/23/2025 8:45:00 PM	40	71	111
10/23/2025 9:00:00 PM	35	97	132
10/23/2025 9:15:00 PM	36	65	101
10/23/2025 9:30:00 PM	31	46	77
10/23/2025 9:45:00 PM	29	48	77
10/23/2025 10:00:00 PM	34	73	107
10/23/2025 10:15:00 PM	46	70	116
10/23/2025 10:30:00 PM	31	63	94
10/23/2025 10:45:00 PM	24	45	69
10/23/2025 11:00:00 PM	18	49	67
10/23/2025 11:15:00 PM	29	46	75
10/23/2025 11:30:00 PM	22	49	71
10/23/2025 11:45:00 PM	15	38	53
Total	7,893	6,357	14,250
Percentage	55.4%	44.6%	
Peak Hour	4:45 PM	12:00 PM	4:45 PM
Volume	1,306	845	2,077
PHF	0.936	0.835	0.939
Grand Total	13,383	12,252	25,635
Percentage	52.2%	47.8%	

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

All Traffic Data Services

5 - HANCOCK EXPY SOUTH OF MILTON E PROBY PKWY

Time	NB	SB	Total
10/23/2025	12	12	24
10/23/2025 12:15:00 AM	6	18	24
10/23/2025 12:30:00 AM	10	8	18
10/23/2025 12:45:00 AM	13	16	29
10/23/2025 1:00:00 AM	10	12	22
10/23/2025 1:15:00 AM	6	6	12
10/23/2025 1:30:00 AM	7	6	13
10/23/2025 1:45:00 AM	5	5	10
10/23/2025 2:00:00 AM	6	7	13
10/23/2025 2:15:00 AM	4	7	11
10/23/2025 2:30:00 AM	10	6	16
10/23/2025 2:45:00 AM	3	8	11
10/23/2025 3:00:00 AM	10	5	15
10/23/2025 3:15:00 AM	8	8	16
10/23/2025 3:30:00 AM	10	6	16
10/23/2025 3:45:00 AM	7	3	10
10/23/2025 4:00:00 AM	7	3	10
10/23/2025 4:15:00 AM	12	14	26
10/23/2025 4:30:00 AM	27	28	55
10/23/2025 4:45:00 AM	26	39	65
10/23/2025 5:00:00 AM	35	23	58
10/23/2025 5:15:00 AM	40	21	61
10/23/2025 5:30:00 AM	63	46	109
10/23/2025 5:45:00 AM	69	87	156
10/23/2025 6:00:00 AM	72	29	101
10/23/2025 6:15:00 AM	75	45	120
10/23/2025 6:30:00 AM	116	58	174
10/23/2025 6:45:00 AM	154	87	241
10/23/2025 7:00:00 AM	208	123	331
10/23/2025 7:15:00 AM	242	113	355
10/23/2025 7:30:00 AM	220	113	333
10/23/2025 7:45:00 AM	186	107	293
10/23/2025 8:00:00 AM	169	81	250
10/23/2025 8:15:00 AM	121	111	232
10/23/2025 8:30:00 AM	173	97	270
10/23/2025 8:45:00 AM	115	93	208
10/23/2025 9:00:00 AM	114	97	211
10/23/2025 9:15:00 AM	121	86	207
10/23/2025 9:30:00 AM	118	75	193
10/23/2025 9:45:00 AM	106	91	197
10/23/2025 10:00:00 AM	99	92	191
10/23/2025 10:15:00 AM	102	91	193
10/23/2025 10:30:00 AM	119	99	218
10/23/2025 10:45:00 AM	102	88	190
10/23/2025 11:00:00 AM	112	105	217
10/23/2025 11:15:00 AM	129	90	219
10/23/2025 11:30:00 AM	139	112	251
10/23/2025 11:45:00 AM	101	101	202
Total	3,619	2,578	6,197
Percentage	58.4%	41.6%	
Peak Hour	7:00 AM	7:00 AM	7:00 AM
Volume	856	456	1,312
PHF	0.884	0.927	0.924

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0



All Traffic Data Services

5 - HANCOCK EXPY SOUTH OF MILTON E PROBY PKWY

Time	NB	SB	Total
10/23/2025 12:00:00 PM	109	119	228
10/23/2025 12:15:00 PM	104	114	218
10/23/2025 12:30:00 PM	126	119	245
10/23/2025 12:45:00 PM	127	115	242
10/23/2025 1:00:00 PM	102	103	205
10/23/2025 1:15:00 PM	113	125	238
10/23/2025 1:30:00 PM	114	114	228
10/23/2025 1:45:00 PM	113	109	222
10/23/2025 2:00:00 PM	118	135	253
10/23/2025 2:15:00 PM	138	152	290
10/23/2025 2:30:00 PM	194	137	331
10/23/2025 2:45:00 PM	166	136	302
10/23/2025 3:00:00 PM	171	180	351
10/23/2025 3:15:00 PM	141	176	317
10/23/2025 3:30:00 PM	152	199	351
10/23/2025 3:45:00 PM	158	179	337
10/23/2025 4:00:00 PM	157	209	366
10/23/2025 4:15:00 PM	180	220	400
10/23/2025 4:30:00 PM	156	199	355
10/23/2025 4:45:00 PM	142	229	371
10/23/2025 5:00:00 PM	147	217	364
10/23/2025 5:15:00 PM	144	232	376
10/23/2025 5:30:00 PM	128	199	327
10/23/2025 5:45:00 PM	137	176	313
10/23/2025 6:00:00 PM	118	166	284
10/23/2025 6:15:00 PM	126	174	300
10/23/2025 6:30:00 PM	83	140	223
10/23/2025 6:45:00 PM	120	108	228
10/23/2025 7:00:00 PM	100	117	217
10/23/2025 7:15:00 PM	93	91	184
10/23/2025 7:30:00 PM	75	105	180
10/23/2025 7:45:00 PM	89	91	180
10/23/2025 8:00:00 PM	153	106	259
10/23/2025 8:15:00 PM	129	84	213
10/23/2025 8:30:00 PM	98	78	176
10/23/2025 8:45:00 PM	92	54	146
10/23/2025 9:00:00 PM	89	50	139
10/23/2025 9:15:00 PM	94	45	139
10/23/2025 9:30:00 PM	71	42	113
10/23/2025 9:45:00 PM	69	43	112
10/23/2025 10:00:00 PM	64	32	96
10/23/2025 10:15:00 PM	62	41	103
10/23/2025 10:30:00 PM	59	47	106
10/23/2025 10:45:00 PM	31	30	61
10/23/2025 11:00:00 PM	73	25	98
10/23/2025 11:15:00 PM	48	23	71
10/23/2025 11:30:00 PM	31	20	51
10/23/2025 11:45:00 PM	24	21	45
Total	5,328	5,626	10,954
Percentage	48.6%	51.4%	
Peak Hour	2:30 PM	4:30 PM	4:00 PM
Volume	672	877	1,494
PHF	0.866	0.945	0.934
Grand Total	8,947	8,204	17,151
Percentage	52.2%	47.8%	

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

All Traffic Data Services

6 - CLEARVIEW DR WEST OF CLEARVIEW LOOP

Time	EB	WB	Total
10/23/2025	0	0	0
10/23/2025 12:15:00 AM	0	0	0
10/23/2025 12:30:00 AM	0	0	0
10/23/2025 12:45:00 AM	0	0	0
10/23/2025 1:00:00 AM	0	0	0
10/23/2025 1:15:00 AM	0	0	0
10/23/2025 1:30:00 AM	0	0	0
10/23/2025 1:45:00 AM	0	0	0
10/23/2025 2:00:00 AM	0	0	0
10/23/2025 2:15:00 AM	0	0	0
10/23/2025 2:30:00 AM	0	0	0
10/23/2025 2:45:00 AM	0	0	0
10/23/2025 3:00:00 AM	0	0	0
10/23/2025 3:15:00 AM	0	0	0
10/23/2025 3:30:00 AM	0	0	0
10/23/2025 3:45:00 AM	0	0	0
10/23/2025 4:00:00 AM	0	0	0
10/23/2025 4:15:00 AM	0	0	0
10/23/2025 4:30:00 AM	0	0	0
10/23/2025 4:45:00 AM	0	0	0
10/23/2025 5:00:00 AM	0	0	0
10/23/2025 5:15:00 AM	0	0	0
10/23/2025 5:30:00 AM	0	0	0
10/23/2025 5:45:00 AM	0	0	0
10/23/2025 6:00:00 AM	0	0	0
10/23/2025 6:15:00 AM	0	0	0
10/23/2025 6:30:00 AM	0	0	0
10/23/2025 6:45:00 AM	0	0	0
10/23/2025 7:00:00 AM	0	0	0
10/23/2025 7:15:00 AM	0	0	0
10/23/2025 7:30:00 AM	0	0	0
10/23/2025 7:45:00 AM	0	0	0
10/23/2025 8:00:00 AM	0	0	0
10/23/2025 8:15:00 AM	0	0	0
10/23/2025 8:30:00 AM	0	0	0
10/23/2025 8:45:00 AM	0	0	0
10/23/2025 9:00:00 AM	0	0	0
10/23/2025 9:15:00 AM	0	0	0
10/23/2025 9:30:00 AM	0	0	0
10/23/2025 9:45:00 AM	0	0	0
10/23/2025 10:00:00 AM	0	0	0
10/23/2025 10:15:00 AM	0	0	0
10/23/2025 10:30:00 AM	0	0	0
10/23/2025 10:45:00 AM	0	0	0
10/23/2025 11:00:00 AM	0	0	0
10/23/2025 11:15:00 AM	0	0	0
10/23/2025 11:30:00 AM	0	0	0
10/23/2025 11:45:00 AM	0	0	0
Total	0	0	0
Percentage	#Num!	#Num!	
Peak Hour	12:00 AM	12:00 AM	12:00 AM
Volume	0	0	0
PHF	0.000	0.000	0.000

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

All Traffic Data Services

6 - CLEARVIEW DR WEST OF CLEARVIEW LOOP

Time	EB	WB	Total
10/23/2025 12:00:00 PM	0	0	0
10/23/2025 12:15:00 PM	0	0	0
10/23/2025 12:30:00 PM	0	0	0
10/23/2025 12:45:00 PM	0	0	0
10/23/2025 1:00:00 PM	0	0	0
10/23/2025 1:15:00 PM	0	0	0
10/23/2025 1:30:00 PM	0	0	0
10/23/2025 1:45:00 PM	0	0	0
10/23/2025 2:00:00 PM	0	0	0
10/23/2025 2:15:00 PM	0	0	0
10/23/2025 2:30:00 PM	0	0	0
10/23/2025 2:45:00 PM	0	0	0
10/23/2025 3:00:00 PM	0	0	0
10/23/2025 3:15:00 PM	0	0	0
10/23/2025 3:30:00 PM	0	0	0
10/23/2025 3:45:00 PM	0	0	0
10/23/2025 4:00:00 PM	0	0	0
10/23/2025 4:15:00 PM	0	0	0
10/23/2025 4:30:00 PM	0	0	0
10/23/2025 4:45:00 PM	0	0	0
10/23/2025 5:00:00 PM	0	0	0
10/23/2025 5:15:00 PM	0	0	0
10/23/2025 5:30:00 PM	0	0	0
10/23/2025 5:45:00 PM	0	0	0
10/23/2025 6:00:00 PM	0	0	0
10/23/2025 6:15:00 PM	0	0	0
10/23/2025 6:30:00 PM	0	0	0
10/23/2025 6:45:00 PM	0	0	0
10/23/2025 7:00:00 PM	0	0	0
10/23/2025 7:15:00 PM	0	0	0
10/23/2025 7:30:00 PM	0	0	0
10/23/2025 7:45:00 PM	0	0	0
10/23/2025 8:00:00 PM	0	0	0
10/23/2025 8:15:00 PM	0	0	0
10/23/2025 8:30:00 PM	0	0	0
10/23/2025 8:45:00 PM	0	0	0
10/23/2025 9:00:00 PM	0	0	0
10/23/2025 9:15:00 PM	0	0	0
10/23/2025 9:30:00 PM	0	0	0
10/23/2025 9:45:00 PM	0	0	0
10/23/2025 10:00:00 PM	0	0	0
10/23/2025 10:15:00 PM	0	0	0
10/23/2025 10:30:00 PM	0	0	0
10/23/2025 10:45:00 PM	0	0	0
10/23/2025 11:00:00 PM	0	0	0
10/23/2025 11:15:00 PM	0	0	0
10/23/2025 11:30:00 PM	0	0	0
10/23/2025 11:45:00 PM	0	0	0
Total	0	0	0
Percentage	#Num!	#Num!	
Peak Hour	12:00 PM	12:00 PM	12:00 PM
Volume	0	0	0
PHF	0.000	0.000	0.000
Grand Total	0	0	0
Percentage	#Num!	#Num!	

Intersection 574 at Hancock Expy and Milton Proby Pkwy - Timing table, page 1

Page 1	Phases											
	1	2	3	4	5	6	7	8	9	10	11	12
Min Green	4	10	4	10	4	10	4	10	0	0	0	0
Passage Time I	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0
Passage Time II	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green I	12	30	12	30	12	30	12	30	0	0	0	0
Max Green II	20	40	20	50	20	40	20	50	0	0	0	0
Yellow Clearance	3.0	4.5	3.0	5.5	3.0	4.5	3.0	5.5	0.0	0.0	0.0	0.0
Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduction	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
Min Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Green Time	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert 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
Advance Walk Time	0	0	0	0	0	0	0	0	0	0	0	0
Walk Time	0	7	0	7	0	7	0	7	0	0	0	0
Pedestrian Clearance	0	38	0	34	0	38	0	34	0	0	0	0
Handicap Walk	0	0	0	0	0	0	0	0	0	0	0	0
Handicap Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0
Hancock Expy	X	X			X	X						
Milton Proby Pkwy			X	X			X	X				
Compass Direction	S	N	W	E	N	S	E	W				
Through, Turn or XPed	Left,prt	Thru	Left,prt	Thru	Left,prt	Thru	Left,prt	Thru				

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection 574 at Hancock Expy and Milton Proby Pkwy - Sequence table, page 1

Page 1	Ring 1 Phases				Ring 2 Phases				Ring 3 Phases			
	1	2	3	4	5	6	7	8	9	10	11	12
State 1	Vehicle				Vehicle							
Barrier 1												
State 2		V & P				V & P						
Barrier 2	XXXXXXXXXXXXXXXXXXXXXX				XXXXXXXXXXXXXXXXXXXXXX							
State 3			Vehicle				Vehicle					
Barrier 3												
State 4				V & P				V & P				
Barrier 4	XXXXXXXXXXXXXXXXXXXXXX				XXXXXXXXXXXXXXXXXXXXXX							
State 5												
Barrier 5												
State 6												
Barrier 6												
State 7												
Barrier 7												
State 8												
Barrier 8												
State 9												
Barrier 9												
State 10												
Barrier 10												
State 11												
Barrier 11												
State 12												
Barrier 12												

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection 574 at Hancock Expy and Milton Proby Pkwy - Phases control table, page 1

Page 1	Vehicle Phases 111 123456789012		Ped Phases 111 123456789012
Min Recalls		Ped Recalls	
Max Recalls		Handicap Ped Recalls	
Recall If Maxed		Soft Ped Recalls	
Dual Entry	2 4 6 8	Don't Recall (FDW Offset)	2 4 6 8
Do Not Skip		Allow Walk Reduction	
Simultaneous Gap Out		Hold In Walk	
Restricted Phases		Allow Ped Re-service	
Sequential Initial Timing		Rest In Walk	No
Max Timer Starts For Call			
Reduction Starts For Call			
Red To Avoid Left Turn Trap			
Rest In Red	No		

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection 574 at Hancock Expy and Milton Proby Pkwy - Coordination table, plans 1-2

	111	Cycle Length	120					
Plan 1	123456789012	Offset 1	5	Phases	Splits	Alternate Mins	Alternate Passages	Alternate Maxes
Coordinated		Offset 2	0	1	25	0	0.0	27
Phases	2 6	Offset 3	0	2	43	0	0.0	47
Secondary		Offset 4	0	3	20	0	0.0	21
Coordinated		Relative Secondary Offset	0	4	32	0	0.0	34
Phases		Permissive Period	Auto	5	15	0	0.0	14
Extra Time		Max Cycle Addition	30	6	53	0	0.0	60
Phases		Max Cycle Subtraction	30	7	15	0	0.0	14
Additional		Coord Actuated Period	0	8	37	0	0.0	40
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	111	Cycle Length	146					
Plan 2	123456789012	Offset 1	46	Phases	Splits	Alternate Mins	Alternate Passages	Alternate Maxes
Coordinated		Offset 2	0	1	20	0	0.0	21
Phases	4 8	Offset 3	0	2	40	0	0.0	44
Secondary		Offset 4	0	3	20	0	0.0	21
Coordinated		Relative Secondary Offset	0	4	66	0	0.0	75
Phases		Permissive Period	Auto	5	20	0	0.0	21
Extra Time		Max Cycle Addition	36	6	40	0	0.0	44
Phases		Max Cycle Subtraction	36	7	20	0	0.0	21
Additional		Coord Actuated Period	0	8	66	0	0.0	75
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection 574 at Hancock Expy and Milton Proby Pkwy - Coordination table, plans 3-4

	111	Cycle Length	138
Plan 3	123456789012	Offset 1	120
Coordinated		Offset 2	0
Phases	2 6	Offset 3	0
Secondary		Offset 4	0
Coordinated		Relative Secondary Offset	0
Phases		Permissive Period	Auto
Extra Time		Max Cycle Addition	34
Phases		Max Cycle Subtraction	34
Additional		Coord Actuated Period	0
Max Recalls		Top Of Cycle Green Point	End
Units	Seconds	Big Bang Preempt Recvry	No
		Big Bang Ped Recovery	No
		Min Lagging Left Split	0%

Phases	Splits	Alternate Mins	Alternate Passages	Alternate Maxes
1	28	0	0.0	31
2	52	0	0.0	59
3	23	0	0.0	24
4	35	0	0.0	37
5	18	0	0.0	18
6	62	0	0.0	71
7	18	0	0.0	18
8	40	0	0.0	44
9	0	0	0.0	0
10	0	0	0.0	0
11	0	0	0.0	0
12	0	0	0.0	0

	111	Cycle Length	146
Plan 4	123456789012	Offset 1	59
Coordinated		Offset 2	0
Phases	4 8	Offset 3	0
Secondary		Offset 4	0
Coordinated		Relative Secondary Offset	0
Phases		Permissive Period	Auto
Extra Time		Max Cycle Addition	36
Phases		Max Cycle Subtraction	36
Additional		Coord Actuated Period	0
Max Recalls		Top Of Cycle Green Point	End
Units	Seconds	Big Bang Preempt Recvry	No
		Big Bang Ped Recovery	No
		Min Lagging Left Split	0%

Phases	Splits	Alternate Mins	Alternate Passages	Alternate Maxes
1	22	0	0.0	23
2	40	0	0.0	44
3	22	0	0.0	23
4	62	0	0.0	70
5	22	0	0.0	23
6	40	0	0.0	44
7	22	0	0.0	23
8	62	0	0.0	70
9	0	0	0.0	0
10	0	0	0.0	0
11	0	0	0.0	0
12	0	0	0.0	0

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection 574 at Hancock Expy and Milton Proby Pkwy - Coordination table, plans 5-6

	111	Cycle Length	120					
Plan 5	123456789012	Offset 1	5	Phases	Splits	Alternate Mins	Alternate Passages	Alternate Maxes
Coordinated		Offset 2	0	1	25	0	0.0	27
Phases	2 6	Offset 3	0	2	43	0	0.0	47
Secondary		Offset 4	0	3	20	0	0.0	21
Coordinated		Relative Secondary Offset	0	4	32	0	0.0	34
Phases		Permissive Period	Auto	5	15	0	0.0	14
Extra Time		Max Cycle Addition	30	6	53	0	0.0	60
Phases		Max Cycle Subtraction	30	7	15	0	0.0	14
Additional		Coord Actuated Period	0	8	37	0	0.0	40
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	111	Cycle Length	138					
Plan 6	123456789012	Offset 1	120	Phases	Splits	Alternate Mins	Alternate Passages	Alternate Maxes
Coordinated		Offset 2	0	1	28	0	0.0	31
Phases	2 6	Offset 3	0	2	52	0	0.0	59
Secondary		Offset 4	0	3	23	0	0.0	24
Coordinated		Relative Secondary Offset	0	4	35	0	0.0	37
Phases		Permissive Period	Auto	5	18	0	0.0	18
Extra Time		Max Cycle Addition	34	6	62	0	0.0	71
Phases		Max Cycle Subtraction	34	7	18	0	0.0	18
Additional		Coord Actuated Period	0	8	40	0	0.0	44
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection 574 at Hancock Expy and Milton Proby Pkwy - Coordination table, plans 7-8

	111	Cycle Length	138					
Plan 7	123456789012	Offset 1	120	Phases	Splits	Alternate Mins	Alternate Passages	Alternate Maxes
Coordinated		Offset 2	0	1	28	0	0.0	31
Phases	2 6	Offset 3	0	2	52	0	0.0	59
Secondary		Offset 4	0	3	23	0	0.0	24
Coordinated		Relative Secondary Offset	0	4	35	0	0.0	37
Phases		Permissive Period	Auto	5	18	0	0.0	18
Extra Time		Max Cycle Addition	34	6	62	0	0.0	71
Phases		Max Cycle Subtraction	34	7	18	0	0.0	18
Additional		Coord Actuated Period	0	8	40	0	0.0	44
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0
	111	Cycle Length	0					
Plan 8	123456789012	Offset 1	0	Phases	Splits	Alternate Mins	Alternate Passages	Alternate Maxes
Coordinated		Offset 2	0	1	0	0	0.0	0
Phases		Offset 3	0	2	0	0	0.0	0
Secondary		Offset 4	0	3	0	0	0.0	0
Coordinated		Relative Secondary Offset	0	4	0	0	0.0	0
Phases		Permissive Period	Auto	5	0	0	0.0	0
Extra Time		Max Cycle Addition	0	6	0	0	0.0	0
Phases		Max Cycle Subtraction	0	7	0	0	0.0	0
Additional		Coord Actuated Period	0	8	0	0	0.0	0
Max Recalls		Top Of Cycle Green Point	End	9	0	0	0.0	0
Units	Seconds	Big Bang Preempt Recvry	No	10	0	0	0.0	0
		Big Bang Ped Recovery	No	11	0	0	0.0	0
		Min Lagging Left Split	0%	12	0	0	0.0	0

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection 574 at Hancock Expy and Milton Proby Pkwy - Schedule table, events 1-25

Event Num	Enabled	Event Type	Event Parameters		Start					Duration	Stop		Repetition		Priority
			Param 1	Param 2	Mon	Day	Hour	Min	Sec	Minutes	Mon	Day	Repeat	Intervals	
1	Yes	Run Plan	Plan 2	Ofst #1	1	1	06	00	00	180	12	31	Weekly	MTWTF	Low
2	Yes	Use Max Green II			1	1	09	00	00	360	12	31	Weekly	MTWTF	Low
3	Yes	Run Plan	Plan 4	Ofst #1	1	1	15	00	00	240	12	31	Weekly	MTWTF	Low
4	Yes	Use Max Green II			1	1	06	00	00	780	12	31	Weekly	S S	Very Low
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
16															
17															
18															
19															
20															
21															
22															
23															
24															
25															

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

APPENDIX B

Level of Service Definitions

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 7th Edition, Transportation Research Board, 2022: Chapter 19 – Signalized Intersections.

Motorized Vehicle Level of Service (LOS) for Signalized Intersections

Levels of service are defined to represent reasonable ranges in control delay.

LOS A Describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B Describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C Describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D Describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio[a]	
	v/c ≤ 1.0	*v/c* > 1.0
≤ 10	A	F
> 10 – 20	B	F
> 20 – 35	C	F
> 35 – 55	D	F
> 55 – 80	E	F
> 80	F	F

Note: [a] For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 7th Edition, Transportation Research Board, 2022: Chapter 20 – Two-Way Stop-Controlled Intersections, Chapter 21 – All-Way Stop-Controlled Intersections, and Chapter 22 - Roundabouts.

Motorized Vehicle Level of Service (LOS) for Unsignalized & Roundabout Intersections

LOS is a quantitative stratification of performance measure(s) representing quality of service. Quality of service describes how well a transportation facility or service operates from a traveler's perspective. LOS is measured on an A – F scale, with LOS A representing the best operating conditions from a traveler's perspective.

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio[a]	
	$v/c \leq 1.0$	$v/c > 1.0$
0 – 10	A	F
> 10 – 15	B	F
> 15 – 25	C	F
> 25 – 35	D	F
> 35 – 50	E	F
> 50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

[a] For approaches and intersectionwide assessment, LOS is defined solely by control delay.

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

APPENDIX C

Capacity Worksheets

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	670	110	142	804	146	155	541	160	72	208	127
Future Volume (vph)	51	670	110	142	804	146	155	541	160	72	208	127
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			120			157			174			138
Lane Group Flow (vph)	55	728	120	154	874	159	168	588	174	78	226	138
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	20.0	66.0	66.0	20.0	66.0		20.0	40.0	40.0	20.0	40.0	40.0
Total Split (%)	13.7%	45.2%	45.2%	13.7%	45.2%		13.7%	27.4%	27.4%	13.7%	27.4%	27.4%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.7	38.5	38.5	11.8	44.8	146.0	12.5	62.9	62.9	8.7	59.2	59.2
Actuated g/C Ratio	0.05	0.26	0.26	0.08	0.31	1.00	0.09	0.43	0.43	0.06	0.41	0.41
v/c Ratio	0.30	0.78	0.24	0.55	0.81	0.10	0.58	0.39	0.22	0.38	0.16	0.19
Control Delay (s/veh)	70.4	55.7	7.1	71.9	52.9	0.1	71.8	31.0	5.0	71.0	30.3	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.4	55.7	7.1	71.9	52.9	0.1	71.8	31.0	5.0	71.0	30.3	5.9
LOS	E	E	A	E	D	A	E	C	A	E	C	A
Approach Delay (s/veh)		50.2			48.3			33.5			29.9	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	26	343	0	75	416	0	81	203	0	38	73	0
Queue Length 95th (ft)	51	392	47	112	461	0	120	295	54	65	121	51
Internal Link Dist (ft)		1163			952			1970			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	352	1418	706	352	1418	1583	356	1525	781	352	1434	723
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.51	0.17	0.44	0.62	0.10	0.47	0.39	0.22	0.22	0.16	0.19

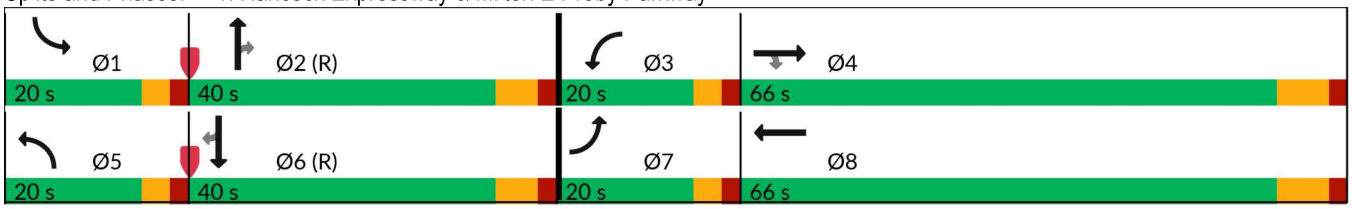
Intersection Summary

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 46 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 42.5	Intersection LOS: D
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

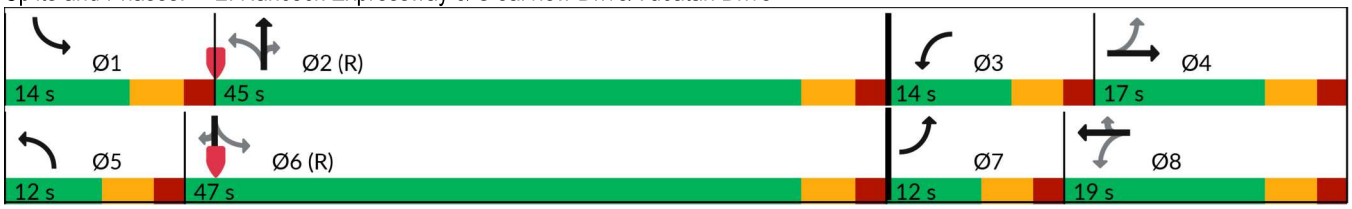
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	1	64	1	127	3	735	27	59	399	1
Future Volume (vph)	7	0	1	64	1	127	3	735	27	59	399	1
Satd. Flow (prot)	1770	3008	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.506			0.500			0.291		
Satd. Flow (perm)	1863	3008	0	943	1863	1583	931	3539	1583	542	3539	1583
Satd. Flow (RTOR)		458				164			164			164
Lane Group Flow (vph)	8	1	0	70	1	138	3	799	29	64	434	1
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	12.0	17.0		14.0	19.0	19.0	12.0	45.0	45.0	14.0	47.0	47.0
Total Split (%)	13.3%	18.9%		15.6%	21.1%	21.1%	13.3%	50.0%	50.0%	15.6%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.5	5.9		9.6	7.9	7.9	63.4	59.0	59.0	68.0	66.4	66.4
Actuated g/C Ratio	0.08	0.07		0.11	0.09	0.09	0.70	0.66	0.66	0.76	0.74	0.74
v/c Ratio	0.05	0.00		0.41	0.01	0.48	0.00	0.34	0.03	0.13	0.17	0.00
Control Delay (s/veh)	33.0	0.0		41.6	36.0	10.0	4.7	9.1	0.0	4.4	5.3	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.0	0.0		41.6	36.0	10.0	4.7	9.1	0.0	4.4	5.3	0.0
LOS	C	A		D	D	B	A	A	A	A	A	A
Approach Delay (s/veh)		29.3			20.7			8.8			5.2	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	4	0		39	1	0	0	96	0	6	24	0
Queue Length 95th (ft)	15	0		67	5	38	4	203	0	27	98	0
Internal Link Dist (ft)		614			355			629			1970	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	160	783		187	279	376	724	2318	1093	526	2611	1210
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.00		0.37	0.00	0.37	0.00	0.34	0.03	0.12	0.17	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 9.4	Intersection LOS: A
Intersection Capacity Utilization 48.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	6
Future Vol, veh/h	0	0	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	1	1	0	0
Stage 1	1	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	895	1083	-	-
Stage 1	895	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1083	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	845	303	201	669	136	60	496	96	115	370	83
Future Volume (vph)	115	845	303	201	669	136	60	496	96	115	370	83
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			329			157			108			108
Lane Group Flow (vph)	125	918	329	218	727	148	65	539	104	125	402	90
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	22.0	62.0	62.0	22.0	62.0		22.0	40.0	40.0	22.0	40.0	40.0
Total Split (%)	15.1%	42.5%	42.5%	15.1%	42.5%		15.1%	27.4%	27.4%	15.1%	27.4%	27.4%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	10.7	45.5	45.5	14.2	49.0	146.0	8.2	51.6	51.6	10.7	56.3	56.3
Actuated g/C Ratio	0.07	0.31	0.31	0.10	0.34	1.00	0.06	0.35	0.35	0.07	0.39	0.39
v/c Ratio	0.50	0.83	0.46	0.65	0.61	0.09	0.34	0.43	0.17	0.50	0.29	0.13
Control Delay (s/veh)	71.6	53.7	5.3	72.7	42.4	0.1	70.7	39.4	7.0	71.6	34.5	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.6	53.7	5.3	72.7	42.4	0.1	70.7	39.4	7.0	71.6	34.5	4.5
LOS	E	D	A	E	D	A	E	D	A	E	C	A
Approach Delay (s/veh)		43.8			42.7			37.5			37.7	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	60	432	0	106	306	0	31	210	0	60	145	0
Queue Length 95th (ft)	94	479	65	149	346	0	57	304	45	94	217	30
Internal Link Dist (ft)		1163			952			1970			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	399	1321	797	399	1332	1583	399	1251	629	399	1365	677
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.69	0.41	0.55	0.55	0.09	0.16	0.43	0.17	0.31	0.29	0.13

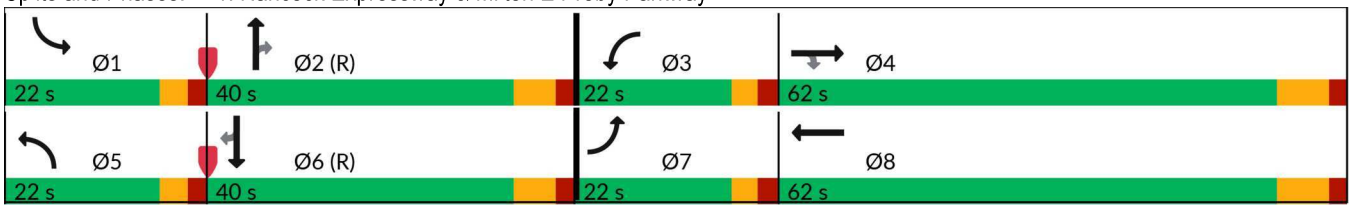
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 59 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 41.3	Intersection LOS: D
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

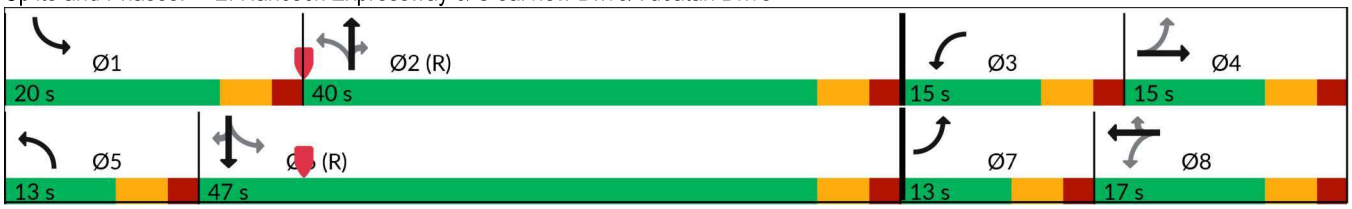
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	2	4	46	3	95	3	519	32	155	703	5
Future Volume (vph)	11	2	4	46	3	95	3	519	32	155	703	5
Satd. Flow (prot)	1770	3185	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.656			0.362			0.385		
Satd. Flow (perm)	1863	3185	0	1222	1863	1583	674	3539	1583	717	3539	1583
Satd. Flow (RTOR)		362				230			230			164
Lane Group Flow (vph)	12	6	0	50	3	103	3	564	35	168	764	5
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	13.0	15.0		15.0	17.0	17.0	13.0	40.0	40.0	20.0	47.0	47.0
Total Split (%)	14.4%	16.7%		16.7%	18.9%	18.9%	14.4%	44.4%	44.4%	22.2%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.2	5.5		9.3	7.2	7.2	63.8	58.2	58.2	71.5	70.4	70.4
Actuated g/C Ratio	0.08	0.06		0.10	0.08	0.08	0.71	0.65	0.65	0.79	0.78	0.78
v/c Ratio	0.08	0.01		0.29	0.02	0.31	0.01	0.25	0.03	0.25	0.28	0.00
Control Delay (s/veh)	34.4	0.0		38.4	37.7	2.3	4.7	8.9	0.1	4.4	5.4	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.4	0.0		38.4	37.7	2.3	4.7	8.9	0.1	4.4	5.4	0.0
LOS	C	A		D	D	A	A	A	A	A	A	A
Approach Delay (s/veh)		22.9			14.6			8.4			5.2	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	7	0		28	2	0	0	64	0	17	46	0
Queue Length 95th (ft)	20	0		54	10	0	3	144	0	58	176	0
Internal Link Dist (ft)		614			355			629			1970	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	171	659		208	238	402	583	2287	1104	739	2766	1273
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.01		0.24	0.01	0.26	0.01	0.25	0.03	0.23	0.28	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.31	
Intersection Signal Delay (s/veh): 7.3	Intersection LOS: A
Intersection Capacity Utilization 46.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	0	10	0	1	0	6
Future Vol, veh/h	0	0	10	0	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	1	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	22	0	0	0
Stage 1	22	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	872	-	-	-
Stage 1	877	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

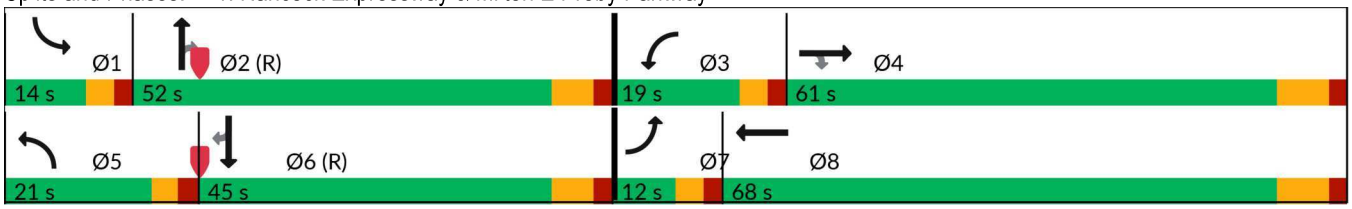
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	697	114	148	836	152	161	563	166	75	216	132
Future Volume (vph)	53	697	114	148	836	152	161	563	166	75	216	132
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			176			232			180			183
Lane Group Flow (vph)	58	758	124	161	909	165	175	612	180	82	235	143
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	12.0	61.0	61.0	19.0	68.0		21.0	52.0	52.0	14.0	45.0	45.0
Total Split (%)	8.2%	41.8%	41.8%	13.0%	46.6%		14.4%	35.6%	35.6%	9.6%	30.8%	30.8%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	6.8	39.1	39.1	11.9	46.4	146.0	12.7	62.1	62.1	8.9	58.3	58.3
Actuated g/C Ratio	0.05	0.27	0.27	0.08	0.32	1.00	0.09	0.43	0.43	0.06	0.40	0.40
v/c Ratio	0.36	0.80	0.22	0.58	0.81	0.10	0.59	0.41	0.23	0.39	0.17	0.19
Control Delay (s/veh)	74.1	56.4	2.0	72.9	52.0	0.1	71.9	31.7	4.9	71.0	30.8	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.1	56.4	2.0	72.9	52.0	0.1	71.9	31.7	4.9	71.0	30.8	2.3
LOS	E	E	A	E	D	A	E	C	A	E	C	A
Approach Delay (s/veh)		50.3			47.8			34.0			29.1	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	28	360	0	78	432	0	85	216	0	40	77	0
Queue Length 95th (ft)	54	413	12	117	476	0	124	305	54	68	124	23
Internal Link Dist (ft)		1163			952			1970			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	164	1296	691	329	1466	1583	377	1506	777	226	1413	742
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.58	0.18	0.49	0.62	0.10	0.46	0.41	0.23	0.36	0.17	0.19

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 46 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 42.4	Intersection LOS: D
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	1	67	1	132	3	764	28	61	415	1
Future Volume (vph)	7	0	1	67	1	132	3	764	28	61	415	1
Satd. Flow (prot)	1770	3008	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.500			0.491			0.278		
Satd. Flow (perm)	1863	3008	0	931	1863	1583	915	3539	1583	518	3539	1583
Satd. Flow (RTOR)		444				164			164			164
Lane Group Flow (vph)	8	1	0	73	1	143	3	830	30	66	451	1
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	12.0	17.0		14.0	19.0	19.0	12.0	45.0	45.0	14.0	47.0	47.0
Total Split (%)	13.3%	18.9%		15.6%	21.1%	21.1%	13.3%	50.0%	50.0%	15.6%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.5	6.0		9.8	8.0	8.0	63.3	58.8	58.8	67.9	66.3	66.3
Actuated g/C Ratio	0.08	0.07		0.11	0.09	0.09	0.70	0.65	0.65	0.75	0.74	0.74
v/c Ratio	0.05	0.00		0.42	0.01	0.49	0.00	0.36	0.03	0.14	0.17	0.00
Control Delay (s/veh)	32.9	0.0		42.0	36.0	10.8	4.7	9.3	0.0	4.5	5.4	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	0.0		42.0	36.0	10.8	4.7	9.3	0.0	4.5	5.4	0.0
LOS	C	A		D	D	B	A	A	A	A	A	A
Approach Delay (s/veh)		29.2			21.4			9.0			5.3	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	4	0		41	1	0	0	101	0	7	26	0
Queue Length 95th (ft)	15	0		70	5	42	4	215	0	28	104	0
Internal Link Dist (ft)		614			355			629			1970	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	162	771		188	279	376	712	2313	1091	509	2607	1209
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.00		0.39	0.00	0.38	0.00	0.36	0.03	0.13	0.17	0.00

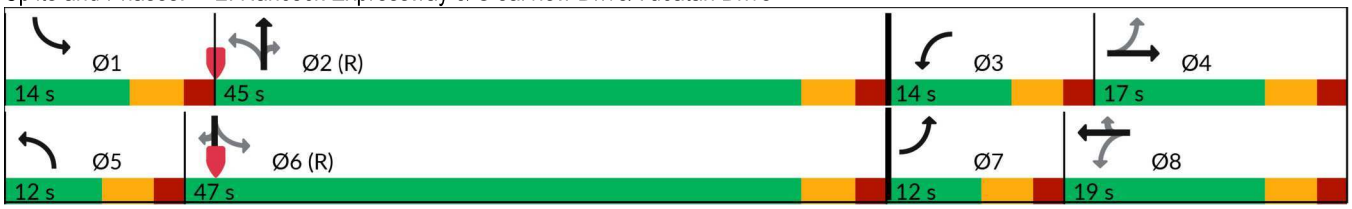
Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.49	
Intersection Signal Delay (s/veh): 9.6	Intersection LOS: A
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	6
Future Vol, veh/h	0	0	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	1	1	0	0
Stage 1	1	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	895	1083	-	-
Stage 1	895	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1083	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	879	315	209	696	141	62	516	100	120	385	83
Future Volume (vph)	120	879	315	209	696	141	62	516	100	120	385	83
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			246			194			146			146
Lane Group Flow (vph)	130	955	342	227	757	153	67	561	109	130	418	90
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	15.0	64.0	64.0	22.0	71.0		11.0	45.0	45.0	15.0	49.0	49.0
Total Split (%)	10.3%	43.8%	43.8%	15.1%	48.6%		7.5%	30.8%	30.8%	10.3%	33.6%	33.6%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.5	47.3	47.3	14.5	52.4	146.0	7.5	49.9	49.9	10.3	54.8	54.8
Actuated g/C Ratio	0.07	0.32	0.32	0.10	0.36	1.00	0.05	0.34	0.34	0.07	0.38	0.38
v/c Ratio	0.58	0.83	0.50	0.67	0.60	0.10	0.38	0.46	0.17	0.54	0.31	0.13
Control Delay (s/veh)	77.2	52.4	12.8	73.0	39.6	0.1	73.2	41.1	2.7	73.9	35.6	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.2	52.4	12.8	73.0	39.6	0.1	73.2	41.1	2.7	73.9	35.6	0.7
LOS	E	D	B	E	D	A	E	D	A	E	D	A
Approach Delay (s/veh)		45.1			41.0			38.3			38.5	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	63	448	67	110	313	0	32	226	0	63	156	0
Queue Length 95th (ft)	101	491	150	155	338	0	60	316	21	100	224	3
Internal Link Dist (ft)		1163			952			1970			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	235	1369	763	399	1539	1583	177	1209	637	253	1329	685
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.70	0.45	0.57	0.49	0.10	0.38	0.46	0.17	0.51	0.31	0.13

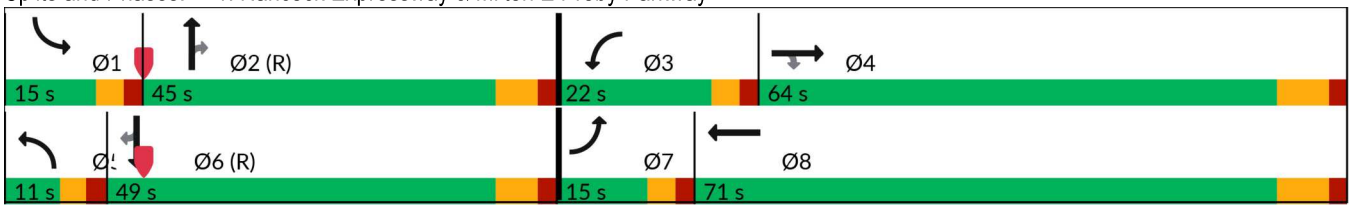
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 59 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 41.6	Intersection LOS: D
Intersection Capacity Utilization 67.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

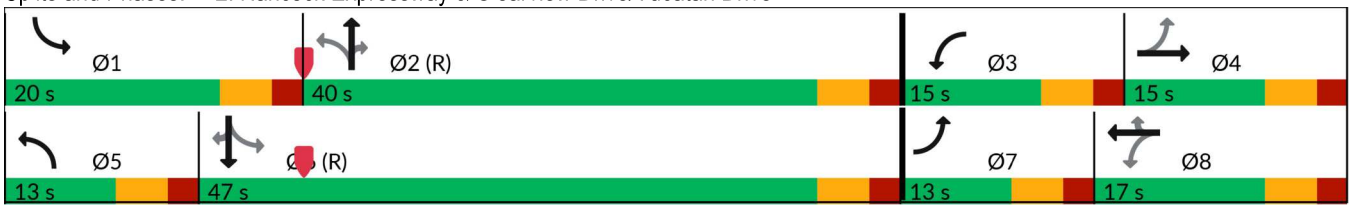
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	2	4	48	3	99	3	540	33	161	731	5
Future Volume (vph)	11	2	4	48	3	99	3	540	33	161	731	5
Satd. Flow (prot)	1770	3185	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.656			0.351			0.373		
Satd. Flow (perm)	1863	3185	0	1222	1863	1583	654	3539	1583	695	3539	1583
Satd. Flow (RTOR)		353				230			230			164
Lane Group Flow (vph)	12	6	0	52	3	108	3	587	36	175	795	5
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	13.0	15.0		15.0	17.0	17.0	13.0	40.0	40.0	20.0	47.0	47.0
Total Split (%)	14.4%	16.7%		16.7%	18.9%	18.9%	14.4%	44.4%	44.4%	22.2%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.2	5.5		9.4	7.2	7.2	63.6	58.0	58.0	71.5	70.3	70.3
Actuated g/C Ratio	0.08	0.06		0.10	0.08	0.08	0.71	0.64	0.64	0.79	0.78	0.78
v/c Ratio	0.08	0.01		0.30	0.02	0.32	0.01	0.26	0.03	0.27	0.29	0.00
Control Delay (s/veh)	34.4	0.0		38.7	37.7	2.5	4.7	9.0	0.1	4.5	5.5	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.4	0.0		38.7	37.7	2.5	4.7	9.0	0.1	4.5	5.5	0.0
LOS	C	A		D	D	A	A	A	A	A	A	A
Approach Delay (s/veh)		22.9			14.7			8.5			5.3	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	7	0		29	2	0	0	67	0	18	50	0
Queue Length 95th (ft)	20	0		55	10	0	3	151	0	60	184	0
Internal Link Dist (ft)		614			355			629			1970	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	171	651		208	238	402	569	2282	1102	724	2765	1272
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.01		0.25	0.01	0.27	0.01	0.26	0.03	0.24	0.29	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.32	
Intersection Signal Delay (s/veh): 7.4	Intersection LOS: A
Intersection Capacity Utilization 47.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	0	10	0	1	0	6
Future Vol, veh/h	0	0	10	0	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	1	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	22	0	0	0
Stage 1	22	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	872	-	-	-
Stage 1	877	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	1005	165	213	1206	219	233	812	240	108	312	191
Future Volume (vph)	77	1005	165	213	1206	219	233	812	240	108	312	191
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			176			232			146			183
Lane Group Flow (vph)	84	1092	179	232	1311	238	253	883	261	117	339	208
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	10.0	63.0	63.0	18.0	71.0		22.0	53.0	53.0	12.0	43.0	43.0
Total Split (%)	6.8%	43.2%	43.2%	12.3%	48.6%		15.1%	36.3%	36.3%	8.2%	29.5%	29.5%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	5.0	52.3	52.3	12.7	60.0	146.0	15.2	49.0	49.0	8.0	41.8	41.8
Actuated g/C Ratio	0.03	0.36	0.36	0.09	0.41	1.00	0.10	0.34	0.34	0.05	0.29	0.29
v/c Ratio	0.72	0.86	0.26	0.78	0.90	0.15	0.71	0.74	0.42	0.62	0.33	0.36
Control Delay (s/veh)	100.8	51.3	5.2	83.5	49.6	0.2	74.3	48.2	18.7	81.9	43.5	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.8	51.3	5.2	83.5	49.6	0.2	74.3	48.2	18.7	81.9	43.5	10.3
LOS	F	D	A	F	D	A	E	D	B	F	D	B
Approach Delay (s/veh)		48.3			47.4			47.4			39.9	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	42	507	2	114	607	0	123	408	83	57	140	18
Queue Length 95th (ft)	#87	588	52	#172	694	0	171	493	169	#106	193	89
Internal Link Dist (ft)		1163			952			1970			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	117	1345	710	305	1539	1583	399	1187	628	189	1013	583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.81	0.25	0.76	0.85	0.15	0.63	0.74	0.42	0.62	0.33	0.36

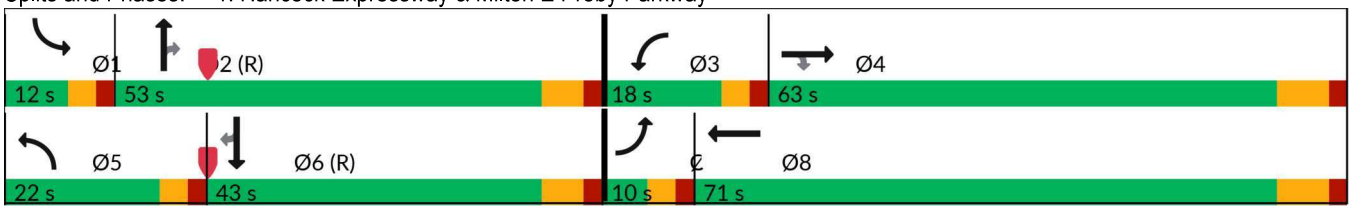
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 46 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 46.7	Intersection LOS: D
Intersection Capacity Utilization 82.4%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	2	96	2	191	5	1103	41	89	591	2
Future Volume (vph)	11	0	2	96	2	191	5	1103	41	89	591	2
Satd. Flow (prot)	1770	3008	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.500			0.408			0.160		
Satd. Flow (perm)	1863	3008	0	931	1863	1583	760	3539	1583	298	3539	1583
Satd. Flow (RTOR)		307				208			164			164
Lane Group Flow (vph)	12	2	0	104	2	208	5	1199	45	97	642	2
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	10.5	17.9		12.0	19.4	19.4	10.5	47.7	47.7	12.4	49.6	49.6
Total Split (%)	11.7%	19.9%		13.3%	21.6%	21.6%	11.7%	53.0%	53.0%	13.8%	55.1%	55.1%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.4	6.7		9.5	8.0	8.0	63.5	59.0	59.0	68.2	66.6	66.6
Actuated g/C Ratio	0.08	0.07		0.11	0.09	0.09	0.71	0.66	0.66	0.76	0.74	0.74
v/c Ratio	0.08	0.00		0.64	0.01	0.63	0.01	0.52	0.04	0.29	0.25	0.00
Control Delay (s/veh)	33.7	0.0		54.1	35.0	14.7	5.0	11.2	0.1	6.2	5.9	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.7	0.0		54.1	35.0	14.7	5.0	11.2	0.1	6.2	5.9	0.0
LOS	C	A		D	C	B	A	B	A	A	A	A
Approach Delay (s/veh)		28.9			27.9			10.8			5.9	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	7	0		60	1	0	1	158	0	8	33	0
Queue Length 95th (ft)	19	0		91	8	62	5	361	0	40	156	0
Internal Link Dist (ft)		614			355			629			1970	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	148	679		162	287	420	599	2320	1094	342	2620	1214
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.00		0.64	0.01	0.50	0.01	0.52	0.04	0.28	0.25	0.00

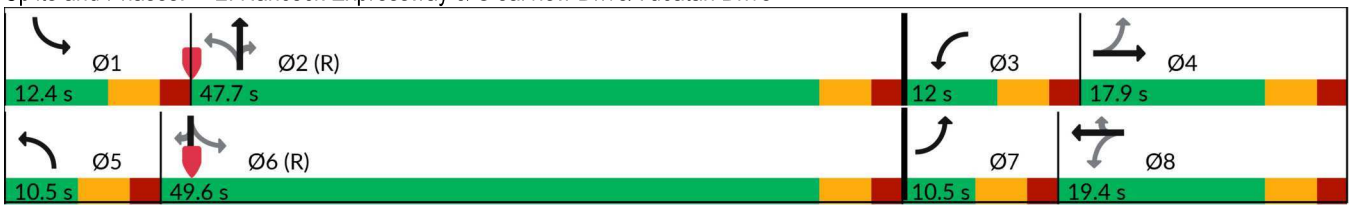
Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 11.6	Intersection LOS: B
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	9
Future Vol, veh/h	0	0	0	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	10

Major/Minor	Minor2		Major2	
Conflicting Flow All	1	1	0	0
Stage 1	1	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	895	1083	-	-
Stage 1	895	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1083	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	1268	455	302	1004	204	90	744	144	173	555	120
Future Volume (vph)	173	1268	455	302	1004	204	90	744	144	173	555	120
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			185			157			131			130
Lane Group Flow (vph)	188	1378	495	328	1091	222	98	809	157	188	603	130
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	18.0	67.0	67.0	20.0	69.0		13.0	45.0	45.0	14.0	46.0	46.0
Total Split (%)	12.3%	45.9%	45.9%	13.7%	47.3%		8.9%	30.8%	30.8%	9.6%	31.5%	31.5%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.1	59.2	59.2	15.0	62.1	146.0	7.8	38.5	38.5	9.3	40.1	40.1
Actuated g/C Ratio	0.08	0.41	0.41	0.10	0.43	1.00	0.05	0.26	0.26	0.06	0.27	0.27
v/c Ratio	0.66	0.96	0.66	0.93	0.73	0.14	0.54	0.87	0.31	0.86	0.62	0.25
Control Delay (s/veh)	76.5	58.4	26.0	97.8	38.5	0.2	78.4	62.2	11.7	99.9	49.8	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.5	58.4	26.0	97.8	38.5	0.2	78.4	62.2	11.7	99.9	49.8	7.5
LOS	E	E	C	F	D	A	E	E	B	F	D	A
Approach Delay (s/veh)		52.2			45.1			56.3			54.1	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	91	674	245	164	459	0	48	395	19	94	271	0
Queue Length 95th (ft)	135	#835	379	#259	546	0	80	#483	79	#169	339	53
Internal Link Dist (ft)		1163			952			1970			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	305	1442	754	352	1504	1583	188	933	513	219	971	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.96	0.66	0.93	0.73	0.14	0.52	0.87	0.31	0.86	0.62	0.25

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 59 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

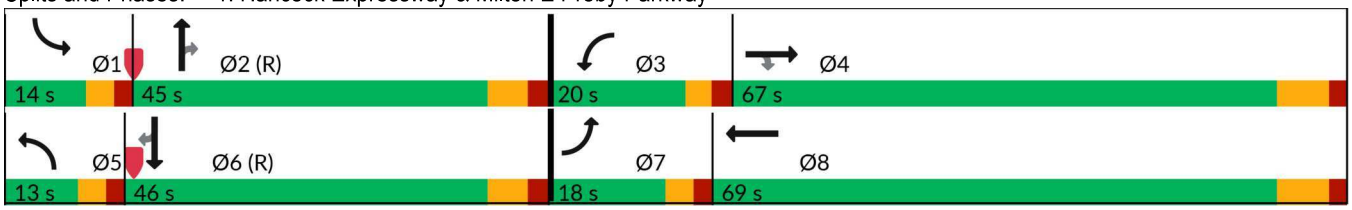
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 51.2	Intersection LOS: D
Intersection Capacity Utilization 89.2%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	3	6	69	5	143	5	779	48	233	1055	8
Future Volume (vph)	17	3	6	69	5	143	5	779	48	233	1055	8
Satd. Flow (prot)	1770	3168	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.541			0.237			0.248		
Satd. Flow (perm)	1863	3168	0	1008	1863	1583	441	3539	1583	462	3539	1583
Satd. Flow (RTOR)		219				230			230			164
Lane Group Flow (vph)	18	10	0	75	5	155	5	847	52	253	1147	9
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	11.0	16.0		12.0	17.0	17.0	11.0	40.0	40.0	22.0	51.0	51.0
Total Split (%)	12.2%	17.8%		13.3%	18.9%	18.9%	12.2%	44.4%	44.4%	24.4%	56.7%	56.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	6.7	5.6		9.9	6.3	6.3	58.1	52.5	52.5	68.3	66.0	66.0
Actuated g/C Ratio	0.07	0.06		0.11	0.07	0.07	0.65	0.58	0.58	0.76	0.73	0.73
v/c Ratio	0.13	0.02		0.41	0.04	0.48	0.01	0.41	0.05	0.51	0.44	0.01
Control Delay (s/veh)	37.2	0.1		41.2	39.4	6.3	5.4	12.7	0.1	7.6	7.0	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.2	0.1		41.2	39.4	6.3	5.4	12.7	0.1	7.6	7.0	0.0
LOS	D	A		D	D	A	A	B	A	A	A	A
Approach Delay (s/veh)		23.9			18.1			12.0			7.1	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)	10	0		43	3	0	1	108	0	24	72	0
Queue Length 95th (ft)	27	0		76	14	15	4	240	0	78	278	0
Internal Link Dist (ft)		614			355			629			1970	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	134	563		184	238	402	367	2065	1019	590	2595	1205
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.02		0.41	0.02	0.39	0.01	0.41	0.05	0.43	0.44	0.01

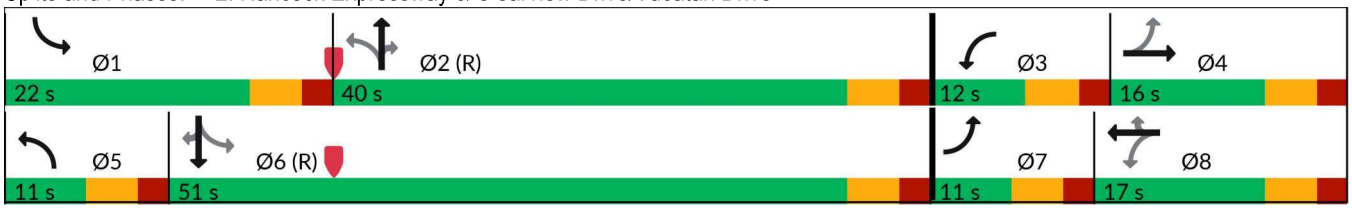
Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.51

Intersection Signal Delay (s/veh): 10.0	Intersection LOS: A
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	0	15	0	1	0	9
Future Vol, veh/h	0	0	15	0	1	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	1	0	10

Major/Minor	Minor2		Major2	
Conflicting Flow All	33	0	0	0
Stage 1	33	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	860	-	-	-
Stage 1	868	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	698	114	154	836	152	164	564	167	72	220	132
Future Volume (vph)	53	698	114	154	836	152	164	564	167	72	220	132
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			176			232			182			183
Lane Group Flow (vph)	58	759	124	167	909	165	178	613	182	78	239	143
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	12.0	61.0	61.0	19.0	68.0		21.0	52.0	52.0	14.0	45.0	45.0
Total Split (%)	8.2%	41.8%	41.8%	13.0%	46.6%		14.4%	35.6%	35.6%	9.6%	30.8%	30.8%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	6.8	38.9	38.9	12.0	46.4	146.0	12.9	62.3	62.3	8.7	58.2	58.2
Actuated g/C Ratio	0.05	0.27	0.27	0.08	0.32	1.00	0.09	0.43	0.43	0.06	0.40	0.40
v/c Ratio	0.36	0.80	0.23	0.59	0.81	0.10	0.59	0.41	0.23	0.38	0.17	0.19
Control Delay (s/veh)	74.1	56.8	2.0	73.2	52.0	0.1	71.8	31.6	4.9	71.0	30.9	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.1	56.8	2.0	73.2	52.0	0.1	71.8	31.6	4.9	71.0	30.9	2.4
LOS	E	E	A	E	D	A	E	C	A	E	C	A
Approach Delay (s/veh)		50.7			47.9			33.9			28.8	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	28	361	0	81	433	0	86	215	0	38	78	0
Queue Length 95th (ft)	54	413	12	121	476	0	125	305	54	65	126	23
Internal Link Dist (ft)		667			952			964			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	164	1296	691	329	1466	1583	378	1511	780	224	1410	740
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.59	0.18	0.51	0.62	0.10	0.47	0.41	0.23	0.35	0.17	0.19

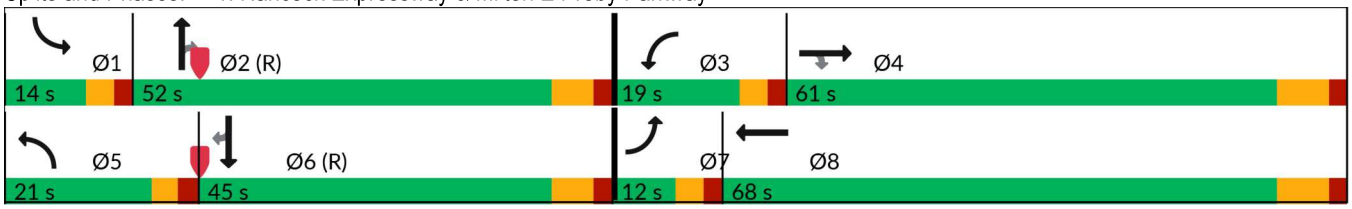
Intersection Summary

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection
Natural Cycle: 65
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 42.4	Intersection LOS: D
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

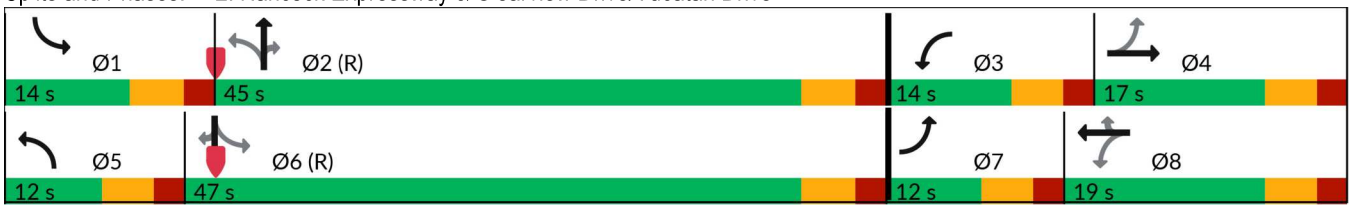
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	1	67	1	132	3	769	28	61	416	1
Future Volume (vph)	7	0	1	67	1	132	3	769	28	61	416	1
Satd. Flow (prot)	1770	3008	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.500			0.491			0.276		
Satd. Flow (perm)	1863	3008	0	931	1863	1583	915	3539	1583	514	3539	1583
Satd. Flow (RTOR)		444				164			164			164
Lane Group Flow (vph)	8	1	0	73	1	143	3	836	30	66	452	1
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	12.0	17.0		14.0	19.0	19.0	12.0	45.0	45.0	14.0	47.0	47.0
Total Split (%)	13.3%	18.9%		15.6%	21.1%	21.1%	13.3%	50.0%	50.0%	15.6%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.5	6.0		9.8	8.0	8.0	63.3	58.8	58.8	67.9	66.3	66.3
Actuated g/C Ratio	0.08	0.07		0.11	0.09	0.09	0.70	0.65	0.65	0.75	0.74	0.74
v/c Ratio	0.05	0.00		0.42	0.01	0.49	0.00	0.36	0.03	0.14	0.17	0.00
Control Delay (s/veh)	32.9	0.0		42.0	36.0	10.8	4.7	9.3	0.0	4.6	5.4	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	0.0		42.0	36.0	10.8	4.7	9.3	0.0	4.6	5.4	0.0
LOS	C	A		D	D	B	A	A	A	A	A	A
Approach Delay (s/veh)		29.2			21.4			9.0			5.3	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	4	0		41	1	0	0	102	0	7	25	0
Queue Length 95th (ft)	15	0		70	5	42	4	217	0	28	104	0
Internal Link Dist (ft)		614			355			629			926	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	162	771		188	279	376	712	2313	1091	507	2607	1209
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.00		0.39	0.00	0.38	0.00	0.36	0.03	0.13	0.17	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.49	
Intersection Signal Delay (s/veh): 9.6	Intersection LOS: A
Intersection Capacity Utilization 49.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	6
Future Vol, veh/h	0	0	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	1	1	0	0
Stage 1	1	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	895	1083	-	-
Stage 1	895	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1083	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	864	8	0	1132	0	1
Future Vol, veh/h	864	8	0	1132	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	939	9	0	1230	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	470
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	540
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	540
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.68
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	540	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Ctrl Dly (s/v)	11.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	5	890	478	10
Future Vol, veh/h	5	1	5	890	478	10
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	-	150	-	-	-
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	2	2	2
Mvmt Flow	5	1	5	967	520	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1020	265	530	0	-	0
Stage 1	525	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	*233	*952	1215	-	-	-
Stage 1	*730	-	-	-	-	-
Stage 2	*799	-	-	-	-	-
Platoon blocked, %		0	0	-	-	-
Mov Cap-1 Maneuver	*232	*952	1215	-	-	-
Mov Cap-2 Maneuver	*232	-	-	-	-	-
Stage 1	*726	-	-	-	-	-
Stage 2	*799	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.91	0.04	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1215	-	265	-	-
HCM Lane V/C Ratio	0.004	-	0.025	-	-
HCM Ctrl Dly (s/v)	8	-	18.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

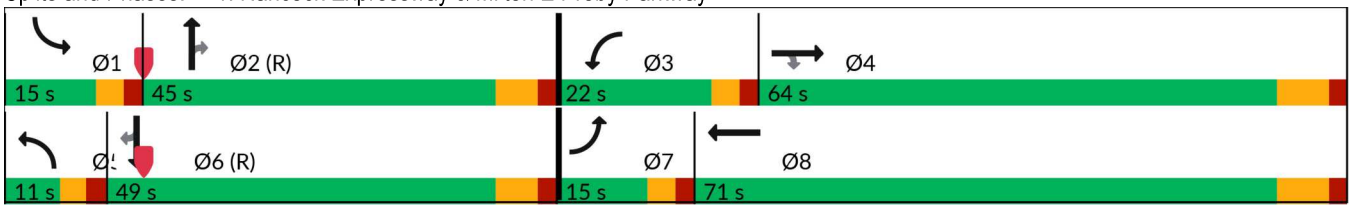
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	882	317	211	696	141	70	521	103	120	387	83
Future Volume (vph)	120	882	317	211	696	141	70	521	103	120	387	83
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			244			194			146			146
Lane Group Flow (vph)	130	959	345	229	757	153	76	566	112	130	421	90
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	15.0	64.0	64.0	22.0	71.0		11.0	45.0	45.0	15.0	49.0	49.0
Total Split (%)	10.3%	43.8%	43.8%	15.1%	48.6%		7.5%	30.8%	30.8%	10.3%	33.6%	33.6%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.5	47.6	47.6	14.6	52.8	146.0	7.8	49.5	49.5	10.2	52.0	52.0
Actuated g/C Ratio	0.07	0.33	0.33	0.10	0.36	1.00	0.05	0.34	0.34	0.07	0.36	0.36
v/c Ratio	0.58	0.83	0.51	0.67	0.59	0.10	0.42	0.47	0.18	0.54	0.33	0.14
Control Delay (s/veh)	77.2	52.0	13.1	73.0	39.3	0.1	74.0	41.4	3.0	74.1	37.0	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.2	52.0	13.1	73.0	39.3	0.1	74.0	41.4	3.0	74.1	37.0	0.8
LOS	E	D	B	E	D	A	E	D	A	E	D	A
Approach Delay (s/veh)		45.0			40.8			39.0			39.4	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	63	450	71	111	312	0	37	229	0	63	158	0
Queue Length 95th (ft)	101	492	154	156	337	0	66	319	23	100	225	3
Internal Link Dist (ft)		807			952			934			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	235	1369	762	399	1539	1583	183	1200	633	252	1260	657
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.70	0.45	0.57	0.49	0.10	0.42	0.47	0.18	0.52	0.33	0.14

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 59 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 41.7	Intersection LOS: D
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

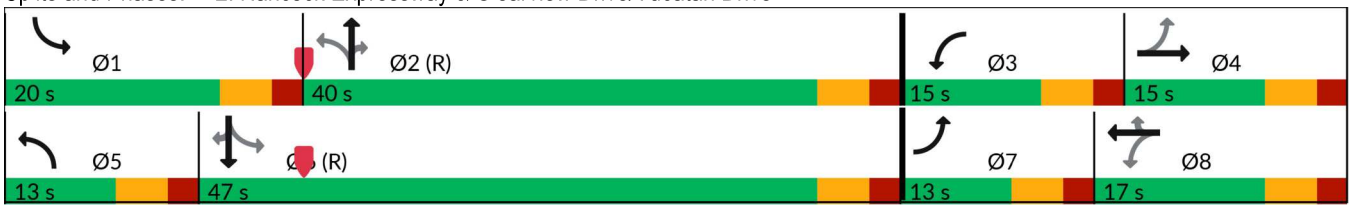
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	2	4	48	3	99	3	542	33	161	736	5
Future Volume (vph)	11	2	4	48	3	99	3	542	33	161	736	5
Satd. Flow (prot)	1770	3185	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.656			0.349			0.372		
Satd. Flow (perm)	1863	3185	0	1222	1863	1583	650	3539	1583	693	3539	1583
Satd. Flow (RTOR)		352				230			230			164
Lane Group Flow (vph)	12	6	0	52	3	108	3	589	36	175	800	5
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	13.0	15.0		15.0	17.0	17.0	13.0	40.0	40.0	20.0	47.0	47.0
Total Split (%)	14.4%	16.7%		16.7%	18.9%	18.9%	14.4%	44.4%	44.4%	22.2%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.2	5.5		9.4	7.2	7.2	63.6	58.0	58.0	71.5	70.3	70.3
Actuated g/C Ratio	0.08	0.06		0.10	0.08	0.08	0.71	0.64	0.64	0.79	0.78	0.78
v/c Ratio	0.08	0.01		0.30	0.02	0.32	0.01	0.26	0.03	0.27	0.29	0.00
Control Delay (s/veh)	34.4	0.0		38.7	37.7	2.5	4.7	9.0	0.1	4.5	5.5	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.4	0.0		38.7	37.7	2.5	4.7	9.0	0.1	4.5	5.5	0.0
LOS	C	A		D	D	A	A	A	A	A	A	A
Approach Delay (s/veh)		22.9			14.7			8.5			5.3	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	7	0		29	2	0	0	67	0	18	50	0
Queue Length 95th (ft)	20	0		55	10	0	3	151	0	60	186	0
Internal Link Dist (ft)		614			355			629			956	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	171	651		208	238	402	566	2282	1102	723	2765	1272
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.01		0.25	0.01	0.27	0.01	0.26	0.03	0.24	0.29	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.32	
Intersection Signal Delay (s/veh): 7.4	Intersection LOS: A
Intersection Capacity Utilization 47.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	0	10	0	1	0	6
Future Vol, veh/h	0	0	10	0	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	1	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	22	0	0	0
Stage 1	22	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	872	-	-	-
Stage 1	877	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1314	3	0	849	0	5
Future Vol, veh/h	1314	3	0	849	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	1428	3	0	923	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	714
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	374
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	374
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.78
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	374	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-
HCM Ctrl Dly (s/v)	14.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	3	2	678	913	4
Future Vol, veh/h	15	3	2	678	913	4
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	-	150	-	-	-
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	2	2	2
Mvmt Flow	16	3	2	737	992	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1367	498	997	0	-	0
Stage 1	995	-	-	-	-	-
Stage 2	373	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	*138	*838	887	-	-	-
Stage 1	*496	-	-	-	-	-
Stage 2	*865	-	-	-	-	-
Platoon blocked, %		0	0	-	-	-
Mov Cap-1 Maneuver	*138	*838	887	-	-	-
Mov Cap-2 Maneuver	*138	-	-	-	-	-
Stage 1	*495	-	-	-	-	-
Stage 2	*865	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	30.62	0.03	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	887	-	160	-	-
HCM Lane V/C Ratio	0.002	-	0.122	-	-
HCM Ctrl Dly (s/v)	9.1	-	30.6	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

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

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

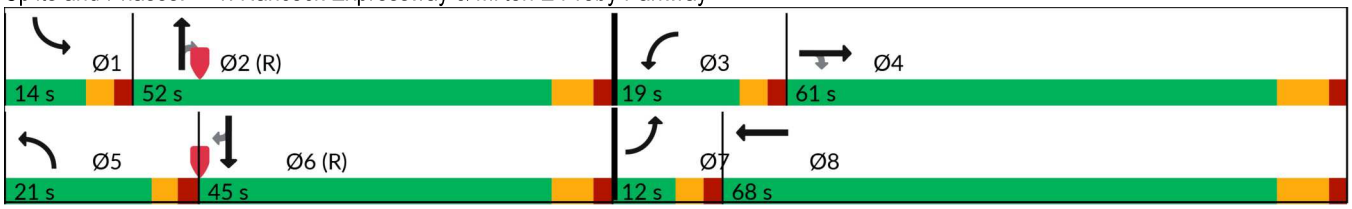
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	699	114	160	836	152	167	565	168	75	224	132
Future Volume (vph)	53	699	114	160	836	152	167	565	168	75	224	132
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			176			232			183			183
Lane Group Flow (vph)	58	760	124	174	909	165	182	614	183	82	243	143
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	12.0	61.0	61.0	19.0	68.0		21.0	52.0	52.0	14.0	45.0	45.0
Total Split (%)	8.2%	41.8%	41.8%	13.0%	46.6%		14.4%	35.6%	35.6%	9.6%	30.8%	30.8%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	6.8	38.8	38.8	12.2	46.4	146.0	13.0	62.1	62.1	8.9	57.9	57.9
Actuated g/C Ratio	0.05	0.27	0.27	0.08	0.32	1.00	0.09	0.43	0.43	0.06	0.40	0.40
v/c Ratio	0.36	0.81	0.23	0.61	0.81	0.10	0.59	0.41	0.24	0.39	0.17	0.19
Control Delay (s/veh)	74.1	57.2	2.0	73.5	51.9	0.1	71.8	31.8	4.9	71.0	31.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.1	57.2	2.0	73.5	51.9	0.1	71.8	31.8	4.9	71.0	31.1	2.4
LOS	E	E	A	E	D	A	E	C	A	E	C	A
Approach Delay (s/veh)		50.9			48.0			34.2			29.3	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	28	363	0	85	433	0	88	216	0	40	80	0
Queue Length 95th (ft)	54	414	12	125	476	0	127	306	54	68	128	23
Internal Link Dist (ft)		667			952			964			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	164	1296	691	329	1466	1583	379	1504	778	226	1404	738
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.59	0.18	0.53	0.62	0.10	0.48	0.41	0.24	0.36	0.17	0.19

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 46 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 42.7	Intersection LOS: D
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

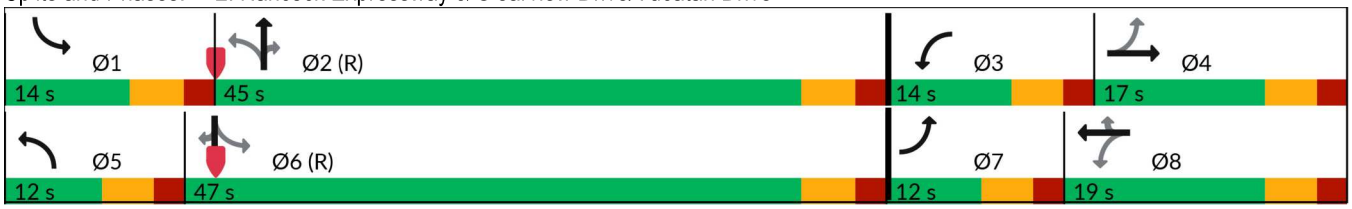
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	1	67	1	132	3	774	28	61	417	1
Future Volume (vph)	7	0	1	67	1	132	3	774	28	61	417	1
Satd. Flow (prot)	1770	3008	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.500			0.491			0.274		
Satd. Flow (perm)	1863	3008	0	931	1863	1583	915	3539	1583	510	3539	1583
Satd. Flow (RTOR)		443				164			164			164
Lane Group Flow (vph)	8	1	0	73	1	143	3	841	30	66	453	1
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	12.0	17.0		14.0	19.0	19.0	12.0	45.0	45.0	14.0	47.0	47.0
Total Split (%)	13.3%	18.9%		15.6%	21.1%	21.1%	13.3%	50.0%	50.0%	15.6%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.5	6.0		9.8	8.0	8.0	63.3	58.8	58.8	67.9	66.3	66.3
Actuated g/C Ratio	0.08	0.07		0.11	0.09	0.09	0.70	0.65	0.65	0.75	0.74	0.74
v/c Ratio	0.05	0.00		0.42	0.01	0.49	0.00	0.36	0.03	0.14	0.17	0.00
Control Delay (s/veh)	32.9	0.0		42.0	36.0	10.8	4.7	9.4	0.0	4.6	5.4	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	0.0		42.0	36.0	10.8	4.7	9.4	0.0	4.6	5.4	0.0
LOS	C	A		D	D	B	A	A	A	A	A	A
Approach Delay (s/veh)		29.2			21.4			9.0			5.3	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	4	0		41	1	0	0	103	0	7	25	0
Queue Length 95th (ft)	15	0		70	5	42	4	219	0	28	104	0
Internal Link Dist (ft)		614			355			629			926	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	162	770		188	279	376	712	2313	1091	504	2607	1209
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.00		0.39	0.00	0.38	0.00	0.36	0.03	0.13	0.17	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.49	
Intersection Signal Delay (s/veh): 9.6	Intersection LOS: A
Intersection Capacity Utilization 49.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	6
Future Vol, veh/h	0	0	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	1	1	0	0
Stage 1	1	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	895	1083	-	-
Stage 1	895	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1083	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	864	16	0	1135	0	2
Future Vol, veh/h	864	16	0	1135	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	939	17	0	1234	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	470
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	540
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	540
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.69
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	540	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-
HCM Ctrl Dly (s/v)	11.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	2	10	890	478	20
Future Vol, veh/h	10	2	10	890	478	20
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	-	150	-	-	-
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	2	2	2
Mvmt Flow	11	2	11	967	520	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1036	271	541	0	-	0
Stage 1	530	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	*227	*952	1202	-	-	-
Stage 1	*725	-	-	-	-	-
Stage 2	*799	-	-	-	-	-
Platoon blocked, %		0	0	-	-	-
Mov Cap-1 Maneuver	*225	*952	1202	-	-	-
Mov Cap-2 Maneuver	*225	-	-	-	-	-
Stage 1	*718	-	-	-	-	-
Stage 2	*799	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	19.69	0.09	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1202	-	258	-	-
HCM Lane V/C Ratio	0.009	-	0.051	-	-
HCM Ctrl Dly (s/v)	8	-	19.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

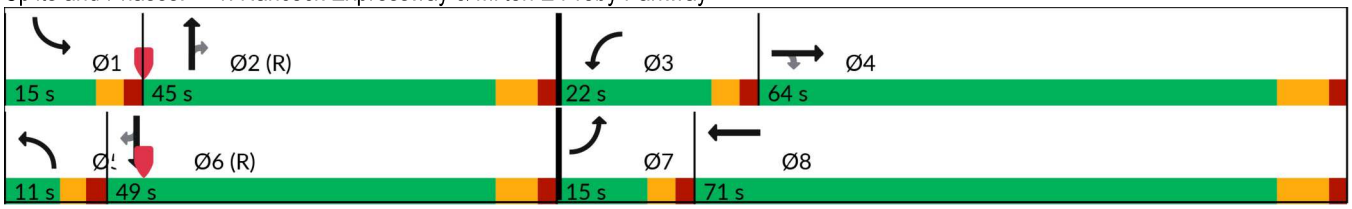
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	885	319	213	696	141	78	526	106	120	389	83
Future Volume (vph)	120	885	319	213	696	141	78	526	106	120	389	83
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			242			194			146			146
Lane Group Flow (vph)	130	962	347	232	757	153	85	572	115	130	423	90
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	15.0	64.0	64.0	22.0	71.0		11.0	45.0	45.0	15.0	49.0	49.0
Total Split (%)	10.3%	43.8%	43.8%	15.1%	48.6%		7.5%	30.8%	30.8%	10.3%	33.6%	33.6%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.5	47.7	47.7	14.7	53.0	146.0	8.1	49.3	49.3	10.2	51.5	51.5
Actuated g/C Ratio	0.07	0.33	0.33	0.10	0.36	1.00	0.06	0.34	0.34	0.07	0.35	0.35
v/c Ratio	0.58	0.83	0.51	0.67	0.59	0.10	0.45	0.48	0.18	0.54	0.34	0.14
Control Delay (s/veh)	77.2	52.0	13.5	73.1	39.1	0.1	74.6	41.7	3.2	74.1	37.4	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.2	52.0	13.5	73.1	39.1	0.1	74.6	41.7	3.2	74.1	37.4	0.8
LOS	E	D	B	E	D	A	E	D	A	E	D	A
Approach Delay (s/veh)		45.0			40.8			39.6			39.7	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	63	452	74	112	311	0	41	233	0	63	160	0
Queue Length 95th (ft)	101	495	158	157	337	0	72	323	27	100	226	3
Internal Link Dist (ft)		807			952			934			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	235	1369	760	399	1539	1583	189	1196	631	252	1248	653
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.70	0.46	0.58	0.49	0.10	0.45	0.48	0.18	0.52	0.34	0.14

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 59 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 41.9	Intersection LOS: D
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	2	4	48	3	99	3	544	33	161	741	5
Future Volume (vph)	11	2	4	48	3	99	3	544	33	161	741	5
Satd. Flow (prot)	1770	3185	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.656			0.348			0.371		
Satd. Flow (perm)	1863	3185	0	1222	1863	1583	648	3539	1583	691	3539	1583
Satd. Flow (RTOR)		351				230			230			164
Lane Group Flow (vph)	12	6	0	52	3	108	3	591	36	175	805	5
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	13.0	15.0		15.0	17.0	17.0	13.0	40.0	40.0	20.0	47.0	47.0
Total Split (%)	14.4%	16.7%		16.7%	18.9%	18.9%	14.4%	44.4%	44.4%	22.2%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.2	5.5		9.4	7.2	7.2	63.6	58.0	58.0	71.5	70.3	70.3
Actuated g/C Ratio	0.08	0.06		0.10	0.08	0.08	0.71	0.64	0.64	0.79	0.78	0.78
v/c Ratio	0.08	0.01		0.30	0.02	0.32	0.01	0.26	0.03	0.27	0.29	0.00
Control Delay (s/veh)	34.4	0.0		38.7	37.7	2.5	4.7	9.0	0.1	4.5	5.5	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.4	0.0		38.7	37.7	2.5	4.7	9.0	0.1	4.5	5.5	0.0
LOS	C	A		D	D	A	A	A	A	A	A	A
Approach Delay (s/veh)		22.9			14.7			8.5			5.3	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	7	0		29	2	0	0	68	0	18	50	0
Queue Length 95th (ft)	20	0		55	10	0	3	152	0	60	187	0
Internal Link Dist (ft)		614			355			629			956	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	171	650		208	238	402	565	2282	1102	722	2765	1272
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.01		0.25	0.01	0.27	0.01	0.26	0.03	0.24	0.29	0.00

Intersection Summary

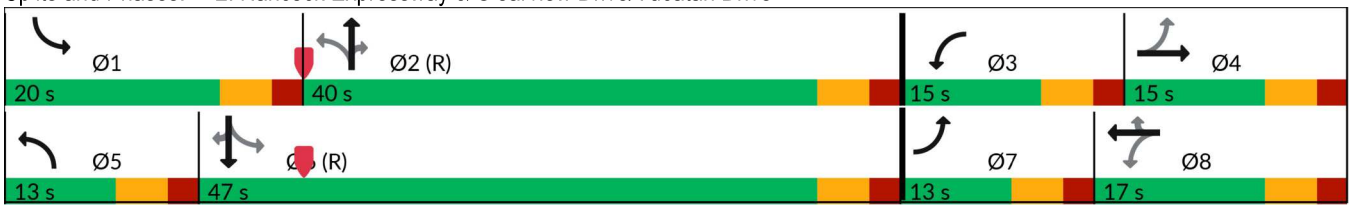
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.32

Intersection Signal Delay (s/veh): 7.4	Intersection LOS: A
Intersection Capacity Utilization 47.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	0	10	0	1	0	6
Future Vol, veh/h	0	0	10	0	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	1	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	22	0	0	0
Stage 1	22	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	872	-	-	-
Stage 1	877	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1314	6	0	858	0	10
Future Vol, veh/h	1314	6	0	858	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	1428	7	0	933	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	714
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	374
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	374
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.92
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	374	-	-	-
HCM Lane V/C Ratio	0.029	-	-	-
HCM Ctrl Dly (s/v)	14.9	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	6	4	678	913	8
Future Vol, veh/h	30	6	4	678	913	8
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	-	150	-	-	-
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	2	2	2
Mvmt Flow	33	7	4	737	992	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1374	501	1001	0	-	0
Stage 1	997	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	*137	*838	883	-	-	-
Stage 1	*495	-	-	-	-	-
Stage 2	*865	-	-	-	-	-
Platoon blocked, %		0	0	-	-	-
Mov Cap-1 Maneuver	*136	*838	883	-	-	-
Mov Cap-2 Maneuver	*136	-	-	-	-	-
Stage 1	*492	-	-	-	-	-
Stage 2	*865	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	35.12	0.05	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	883	-	158	-	-
HCM Lane V/C Ratio	0.005	-	0.248	-	-
HCM Ctrl Dly (s/v)	9.1	-	35.1	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

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

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	700	115	165	836	152	168	567	168	75	230	132
Future Volume (vph)	53	700	115	165	836	152	168	567	168	75	230	132
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			176			232			183			183
Lane Group Flow (vph)	58	761	125	179	909	165	183	616	183	82	250	143
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	12.0	61.0	61.0	19.0	68.0		21.0	52.0	52.0	14.0	45.0	45.0
Total Split (%)	8.2%	41.8%	41.8%	13.0%	46.6%		14.4%	35.6%	35.6%	9.6%	30.8%	30.8%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	6.8	38.7	38.7	12.4	46.5	146.0	13.1	62.0	62.0	8.9	57.9	57.9
Actuated g/C Ratio	0.05	0.27	0.27	0.08	0.32	1.00	0.09	0.42	0.42	0.06	0.40	0.40
v/c Ratio	0.36	0.81	0.23	0.62	0.81	0.10	0.60	0.41	0.24	0.39	0.18	0.19
Control Delay (s/veh)	74.1	57.4	2.1	73.8	51.8	0.1	71.8	31.8	4.9	71.0	31.2	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.1	57.4	2.1	73.8	51.8	0.1	71.8	31.8	4.9	71.0	31.2	2.4
LOS	E	E	A	E	D	A	E	C	A	E	C	A
Approach Delay (s/veh)		51.1			48.1			34.2			29.4	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	28	365	0	87	433	0	89	216	0	40	82	0
Queue Length 95th (ft)	54	413	12	128	476	0	128	308	55	68	132	23
Internal Link Dist (ft)		667			952			964			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	164	1296	691	329	1466	1583	379	1503	777	226	1402	737
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.59	0.18	0.54	0.62	0.10	0.48	0.41	0.24	0.36	0.18	0.19

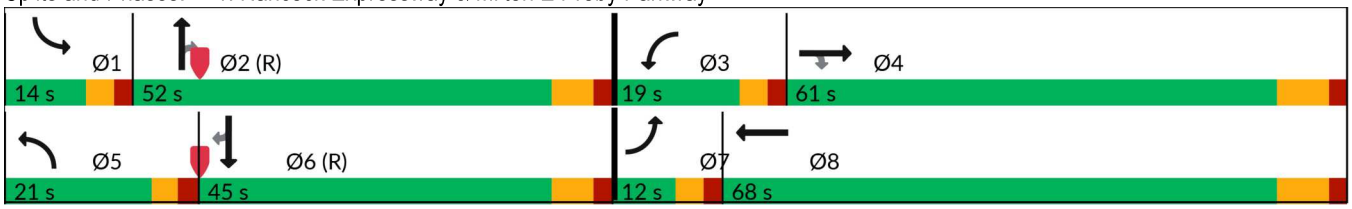
Intersection Summary

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 46 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 42.7	Intersection LOS: D
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

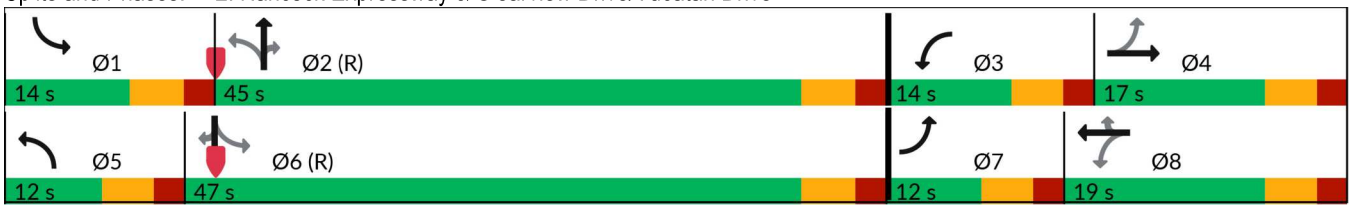
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	1	67	1	132	3	778	28	61	419	1
Future Volume (vph)	7	0	1	67	1	132	3	778	28	61	419	1
Satd. Flow (prot)	1770	3008	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.500			0.490			0.272		
Satd. Flow (perm)	1863	3008	0	931	1863	1583	913	3539	1583	507	3539	1583
Satd. Flow (RTOR)		442				164			164			164
Lane Group Flow (vph)	8	1	0	73	1	143	3	846	30	66	455	1
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	12.0	17.0		14.0	19.0	19.0	12.0	45.0	45.0	14.0	47.0	47.0
Total Split (%)	13.3%	18.9%		15.6%	21.1%	21.1%	13.3%	50.0%	50.0%	15.6%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.5	6.0		9.8	8.0	8.0	63.3	58.8	58.8	67.9	66.3	66.3
Actuated g/C Ratio	0.08	0.07		0.11	0.09	0.09	0.70	0.65	0.65	0.75	0.74	0.74
v/c Ratio	0.05	0.00		0.42	0.01	0.49	0.00	0.37	0.03	0.14	0.17	0.00
Control Delay (s/veh)	32.9	0.0		42.0	36.0	10.8	4.7	9.4	0.0	4.6	5.4	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	0.0		42.0	36.0	10.8	4.7	9.4	0.0	4.6	5.4	0.0
LOS	C	A		D	D	B	A	A	A	A	A	A
Approach Delay (s/veh)		29.2			21.4			9.1			5.3	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	4	0		41	1	0	0	104	0	7	26	0
Queue Length 95th (ft)	15	0		70	5	42	4	221	0	28	105	0
Internal Link Dist (ft)		614			355			629			926	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	162	769		188	279	376	711	2313	1091	502	2607	1209
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.00		0.39	0.00	0.38	0.00	0.37	0.03	0.13	0.17	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.49	
Intersection Signal Delay (s/veh): 9.6	Intersection LOS: A
Intersection Capacity Utilization 49.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	6
Future Vol, veh/h	0	0	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	1	1	0	0
Stage 1	1	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	895	1083	-	-
Stage 1	895	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1083	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	864	24	0	1136	0	4
Future Vol, veh/h	864	24	0	1136	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	939	26	0	1235	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	470
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	540
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	540
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.72
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	540	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Ctrl Dly (s/v)	11.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	3	14	890	479	31
Future Vol, veh/h	14	3	14	890	479	31
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	-	150	-	-	-
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	2	2	2
Mvmt Flow	15	3	15	967	521	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1052	277	554	0	-	0
Stage 1	538	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	*222	*952	1187	-	-	-
Stage 1	*718	-	-	-	-	-
Stage 2	*799	-	-	-	-	-
Platoon blocked, %		0	0	-	-	-
Mov Cap-1 Maneuver	*219	*952	1187	-	-	-
Mov Cap-2 Maneuver	*219	-	-	-	-	-
Stage 1	*709	-	-	-	-	-
Stage 2	*799	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.31	0.13	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1187	-	254	-	-
HCM Lane V/C Ratio	0.013	-	0.073	-	-
HCM Ctrl Dly (s/v)	8.1	-	20.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	889	329	216	696	141	86	529	107	120	390	83
Future Volume (vph)	120	889	329	216	696	141	86	529	107	120	390	83
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			241			194			146			146
Lane Group Flow (vph)	130	966	358	235	757	153	93	575	116	130	424	90
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	15.0	64.0	64.0	22.0	71.0		11.0	45.0	45.0	15.0	49.0	49.0
Total Split (%)	10.3%	43.8%	43.8%	15.1%	48.6%		7.5%	30.8%	30.8%	10.3%	33.6%	33.6%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.5	47.9	47.9	14.8	53.2	146.0	8.4	49.1	49.1	10.2	50.9	50.9
Actuated g/C Ratio	0.07	0.33	0.33	0.10	0.36	1.00	0.06	0.34	0.34	0.07	0.35	0.35
v/c Ratio	0.58	0.83	0.53	0.68	0.59	0.10	0.47	0.48	0.18	0.54	0.34	0.14
Control Delay (s/veh)	77.2	52.0	14.3	73.2	38.8	0.1	75.0	41.9	3.4	74.3	37.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.2	52.0	14.3	73.2	38.8	0.1	75.0	41.9	3.4	74.3	37.8	0.8
LOS	E	D	B	E	D	A	E	D	A	E	D	A
Approach Delay (s/veh)		45.0			40.7			40.1			40.0	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	63	453	85	114	309	0	45	235	0	63	162	0
Queue Length 95th (ft)	101	496	171	160	336	0	#79	325	28	100	227	3
Internal Link Dist (ft)		807			952			934			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	235	1369	760	399	1539	1583	196	1190	629	251	1235	647
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.71	0.47	0.59	0.49	0.10	0.47	0.48	0.18	0.52	0.34	0.14

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 59 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

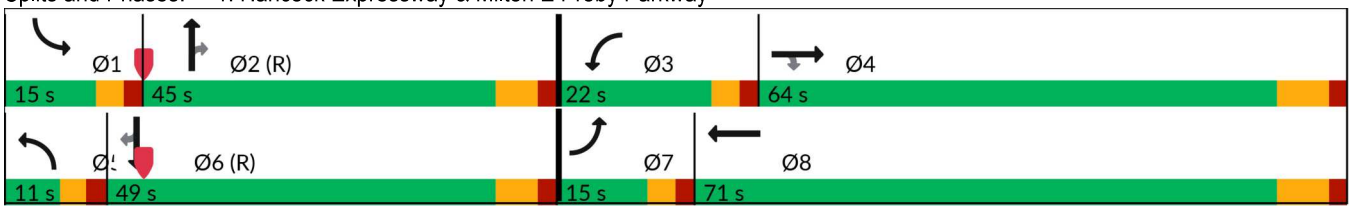
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 42.0	Intersection LOS: D
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

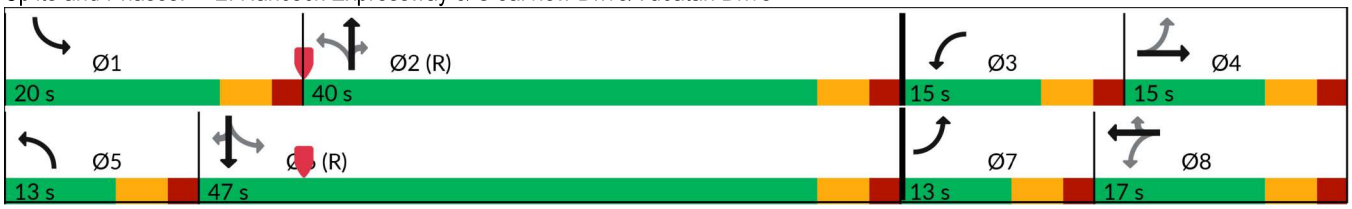
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	2	4	48	3	99	3	546	33	161	745	5
Future Volume (vph)	11	2	4	48	3	99	3	546	33	161	745	5
Satd. Flow (prot)	1770	3185	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.656			0.346			0.370		
Satd. Flow (perm)	1863	3185	0	1222	1863	1583	645	3539	1583	689	3539	1583
Satd. Flow (RTOR)		349				230			230			164
Lane Group Flow (vph)	12	6	0	52	3	108	3	593	36	175	810	5
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	13.0	15.0		15.0	17.0	17.0	13.0	40.0	40.0	20.0	47.0	47.0
Total Split (%)	14.4%	16.7%		16.7%	18.9%	18.9%	14.4%	44.4%	44.4%	22.2%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.2	5.5		9.4	7.2	7.2	63.6	58.0	58.0	71.5	70.3	70.3
Actuated g/C Ratio	0.08	0.06		0.10	0.08	0.08	0.71	0.64	0.64	0.79	0.78	0.78
v/c Ratio	0.08	0.01		0.30	0.02	0.32	0.01	0.26	0.03	0.27	0.29	0.00
Control Delay (s/veh)	34.4	0.0		38.7	37.7	2.5	4.7	9.1	0.1	4.5	5.5	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.4	0.0		38.7	37.7	2.5	4.7	9.1	0.1	4.5	5.5	0.0
LOS	C	A		D	D	A	A	A	A	A	A	A
Approach Delay (s/veh)		22.9			14.7			8.5			5.3	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	7	0		29	2	0	0	68	0	18	51	0
Queue Length 95th (ft)	20	0		55	10	0	3	152	0	60	189	0
Internal Link Dist (ft)		614			355			629			956	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	171	648		208	238	402	563	2282	1102	721	2765	1272
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.01		0.25	0.01	0.27	0.01	0.26	0.03	0.24	0.29	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.32	
Intersection Signal Delay (s/veh): 7.4	Intersection LOS: A
Intersection Capacity Utilization 47.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	0	10	0	1	0	6
Future Vol, veh/h	0	0	10	0	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	1	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	22	0	0	0
Stage 1	22	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	872	-	-	-
Stage 1	877	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1314	9	0	865	0	14
Future Vol, veh/h	1314	9	0	865	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	1428	10	0	940	0	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	714
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	374
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	374
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.04
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	374	-	-	-
HCM Lane V/C Ratio	0.041	-	-	-
HCM Ctrl Dly (s/v)	15	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	10	6	678	913	12
Future Vol, veh/h	44	10	6	678	913	12
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	-	150	-	-	-
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	2	2	2
Mvmt Flow	48	11	7	737	992	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1380	503	1005	0	-	0
Stage 1	999	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	*135	*838	878	-	-	-
Stage 1	*493	-	-	-	-	-
Stage 2	*865	-	-	-	-	-
Platoon blocked, %		0	0	-	-	-
Mov Cap-1 Maneuver	*134	*838	878	-	-	-
Mov Cap-2 Maneuver	*134	-	-	-	-	-
Stage 1	*489	-	-	-	-	-
Stage 2	*865	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	40.32	0.08	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	878	-	159	-	-
HCM Lane V/C Ratio	0.007	-	0.369	-	-
HCM Ctrl Dly (s/v)	9.1	-	40.3	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0	-	1.6	-	-

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

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	1008	166	230	1206	219	240	816	242	108	326	191
Future Volume (vph)	77	1008	166	230	1206	219	240	816	242	108	326	191
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			176			232			146			183
Lane Group Flow (vph)	84	1096	180	250	1311	238	261	887	263	117	354	208
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	10.0	63.0	63.0	18.0	71.0		22.0	53.0	53.0	12.0	43.0	43.0
Total Split (%)	6.8%	43.2%	43.2%	12.3%	48.6%		15.1%	36.3%	36.3%	8.2%	29.5%	29.5%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	5.0	52.2	52.2	12.8	60.0	146.0	15.4	49.0	49.0	8.0	41.6	41.6
Actuated g/C Ratio	0.03	0.36	0.36	0.09	0.41	1.00	0.11	0.34	0.34	0.05	0.28	0.28
v/c Ratio	0.72	0.87	0.27	0.83	0.90	0.15	0.72	0.75	0.42	0.62	0.35	0.36
Control Delay (s/veh)	100.8	51.8	5.3	88.0	49.6	0.2	75.0	48.3	18.9	81.9	43.9	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.8	51.8	5.3	88.0	49.6	0.2	75.0	48.3	18.9	81.9	43.9	10.3
LOS	F	D	A	F	D	A	E	D	B	F	D	B
Approach Delay (s/veh)		48.7			48.4			47.8			40.1	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	42	510	3	124	607	0	126	411	85	57	146	18
Queue Length 95th (ft)	#87	591	54	#194	694	0	176	495	171	#106	201	89
Internal Link Dist (ft)		927			952			884			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	117	1345	710	305	1539	1583	399	1187	628	189	1009	582
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.81	0.25	0.82	0.85	0.15	0.65	0.75	0.42	0.62	0.35	0.36

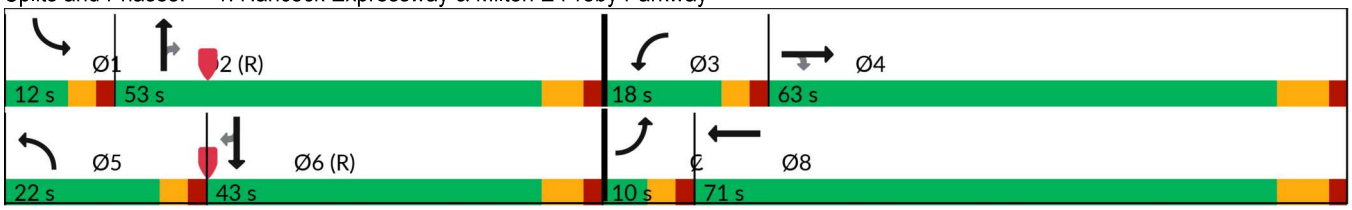
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 46 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 47.2	Intersection LOS: D
Intersection Capacity Utilization 82.6%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

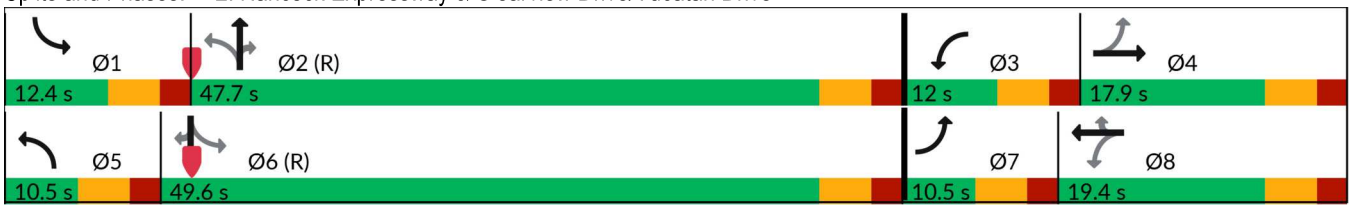
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	2	96	2	191	5	1117	41	89	595	2
Future Volume (vph)	11	0	2	96	2	191	5	1117	41	89	595	2
Satd. Flow (prot)	1770	3008	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.500			0.406			0.156		
Satd. Flow (perm)	1863	3008	0	931	1863	1583	756	3539	1583	291	3539	1583
Satd. Flow (RTOR)		305				208			164			164
Lane Group Flow (vph)	12	2	0	104	2	208	5	1214	45	97	647	2
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	10.5	17.9		12.0	19.4	19.4	10.5	47.7	47.7	12.4	49.6	49.6
Total Split (%)	11.7%	19.9%		13.3%	21.6%	21.6%	11.7%	53.0%	53.0%	13.8%	55.1%	55.1%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.4	6.7		9.5	8.0	8.0	63.5	59.0	59.0	68.2	66.6	66.6
Actuated g/C Ratio	0.08	0.07		0.11	0.09	0.09	0.71	0.66	0.66	0.76	0.74	0.74
v/c Ratio	0.08	0.00		0.64	0.01	0.63	0.01	0.52	0.04	0.29	0.25	0.00
Control Delay (s/veh)	33.7	0.0		54.1	35.0	14.7	5.0	11.3	0.1	6.3	5.9	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.7	0.0		54.1	35.0	14.7	5.0	11.3	0.1	6.3	5.9	0.0
LOS	C	A		D	C	B	A	B	A	A	A	A
Approach Delay (s/veh)		28.9			27.9			10.9			5.9	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	7	0		60	1	0	1	161	0	8	34	0
Queue Length 95th (ft)	19	0		91	8	62	5	367	0	40	157	0
Internal Link Dist (ft)		614			355			629			1006	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	148	677		162	287	420	596	2320	1094	337	2620	1214
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.00		0.64	0.01	0.50	0.01	0.52	0.04	0.29	0.25	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 11.7	Intersection LOS: B
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	9
Future Vol, veh/h	0	0	0	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	10

Major/Minor	Minor2		Major2	
Conflicting Flow All	1	1	0	0
Stage 1	1	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	895	1083	-	-
Stage 1	895	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1083	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1247	24	0	1637	0	4
Future Vol, veh/h	1247	24	0	1637	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	1355	26	0	1779	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	678
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	395
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	395
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.22
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	395	-	-	-
HCM Lane V/C Ratio	0.011	-	-	-
HCM Ctrl Dly (s/v)	14.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	3	14	1035	685	31
Future Vol, veh/h	14	3	14	1035	685	31
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	-	150	-	-	-
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	2	2	2
Mvmt Flow	15	3	15	1125	745	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1354	389	778	0	-	0
Stage 1	761	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	*141	*895	1031	-	-	-
Stage 1	*607	-	-	-	-	-
Stage 2	*755	-	-	-	-	-
Platoon blocked, %		0	0	-	-	-
Mov Cap-1 Maneuver	*139	*895	1031	-	-	-
Mov Cap-2 Maneuver	*139	-	-	-	-	-
Stage 1	*598	-	-	-	-	-
Stage 2	*755	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	29.89	0.11	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1031	-	163	-	-
HCM Lane V/C Ratio	0.015	-	0.113	-	-
HCM Ctrl Dly (s/v)	8.5	-	29.9	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

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

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	1278	459	309	1004	204	114	757	151	173	560	120
Future Volume (vph)	173	1278	459	309	1004	204	114	757	151	173	560	120
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			184			157			134			130
Lane Group Flow (vph)	188	1389	499	336	1091	222	124	823	164	188	609	130
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	18.0	67.0	67.0	20.0	69.0		13.0	45.0	45.0	14.0	46.0	46.0
Total Split (%)	12.3%	45.9%	45.9%	13.7%	47.3%		8.9%	30.8%	30.8%	9.6%	31.5%	31.5%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.1	59.3	59.3	15.0	62.2	146.0	7.9	38.5	38.5	9.2	39.7	39.7
Actuated g/C Ratio	0.08	0.41	0.41	0.10	0.43	1.00	0.05	0.26	0.26	0.06	0.27	0.27
v/c Ratio	0.66	0.97	0.66	0.95	0.72	0.14	0.66	0.88	0.32	0.87	0.63	0.25
Control Delay (s/veh)	76.5	59.2	26.2	102.1	38.3	0.2	85.1	63.6	12.1	102.7	50.3	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.5	59.2	26.2	102.1	38.3	0.2	85.1	63.6	12.1	102.7	50.3	7.5
LOS	E	E	C	F	D	A	F	E	B	F	D	A
Approach Delay (s/veh)		52.9			46.2			58.4			54.9	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	91	683	250	169	459	0	61	404	22	94	274	0
Queue Length 95th (ft)	135	#846	385	#269	546	0	#103	#511	85	#169	343	53
Internal Link Dist (ft)		827			952			944			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	305	1442	754	352	1507	1583	188	933	516	215	963	525
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.96	0.66	0.95	0.72	0.14	0.66	0.88	0.32	0.87	0.63	0.25

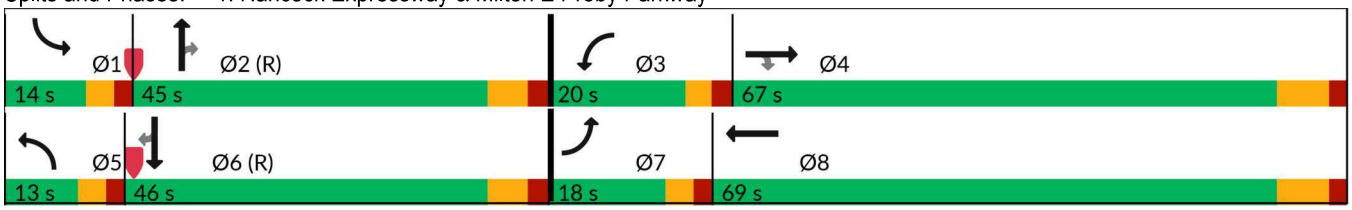
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 59 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.97	
Intersection Signal Delay (s/veh): 52.3	Intersection LOS: D
Intersection Capacity Utilization 90.0%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	3	6	69	5	143	5	785	48	233	1069	8
Future Volume (vph)	17	3	6	69	5	143	5	785	48	233	1069	8
Satd. Flow (prot)	1770	3168	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.541			0.232			0.245		
Satd. Flow (perm)	1863	3168	0	1008	1863	1583	432	3539	1583	456	3539	1583
Satd. Flow (RTOR)		217				230			230			164
Lane Group Flow (vph)	18	10	0	75	5	155	5	853	52	253	1162	9
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	11.0	16.0		12.0	17.0	17.0	11.0	40.0	40.0	22.0	51.0	51.0
Total Split (%)	12.2%	17.8%		13.3%	18.9%	18.9%	12.2%	44.4%	44.4%	24.4%	56.7%	56.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	6.7	5.6		9.9	6.3	6.3	58.0	52.4	52.4	68.3	66.0	66.0
Actuated g/C Ratio	0.07	0.06		0.11	0.07	0.07	0.64	0.58	0.58	0.76	0.73	0.73
v/c Ratio	0.13	0.02		0.41	0.04	0.48	0.01	0.41	0.05	0.51	0.45	0.01
Control Delay (s/veh)	37.2	0.1		41.2	39.4	6.3	5.4	12.8	0.1	7.6	7.1	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.2	0.1		41.2	39.4	6.3	5.4	12.8	0.1	7.6	7.1	0.0
LOS	D	A		D	D	A	A	B	A	A	A	A
Approach Delay (s/veh)		23.9			18.1			12.1			7.1	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)	10	0		43	3	0	1	110	0	24	74	0
Queue Length 95th (ft)	27	0		76	14	15	4	242	0	78	284	0
Internal Link Dist (ft)		614			355			629			946	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	134	561		184	238	402	361	2062	1018	587	2595	1205
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.02		0.41	0.02	0.39	0.01	0.41	0.05	0.43	0.45	0.01

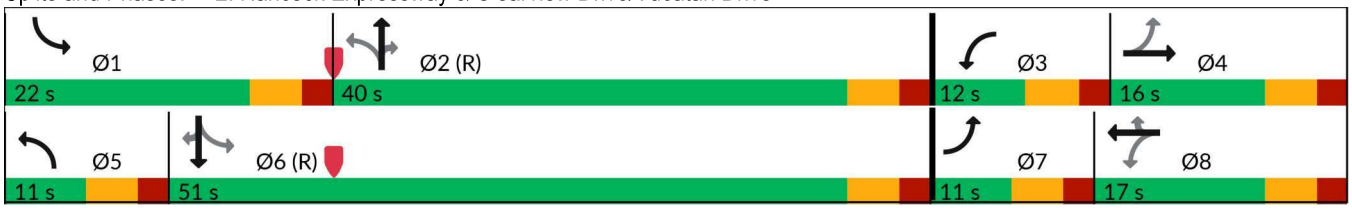
Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.51

Intersection Signal Delay (s/veh): 10.0	Intersection LOS: B
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	0	15	0	1	0	9
Future Vol, veh/h	0	0	15	0	1	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	1	0	10

Major/Minor	Minor2		Major2	
Conflicting Flow All	33	0	0	0
Stage 1	33	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	860	-	-	-
Stage 1	868	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1836	9	0	1238	0	14
Future Vol, veh/h	1836	9	0	1238	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	1996	10	0	1346	0	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	998
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	242
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	242
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	20.85
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	242	-	-	-
HCM Lane V/C Ratio	0.063	-	-	-
HCM Ctrl Dly (s/v)	20.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	10	6	939	1316	12
Future Vol, veh/h	44	10	6	939	1316	12
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	-	150	-	-	-
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	2	2	2
Mvmt Flow	48	11	7	1021	1430	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1960	722	1443	0	-	0
Stage 1	1437	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	*55	*724	613	-	-	-
Stage 1	*318	-	-	-	-	-
Stage 2	*777	-	-	-	-	-
Platoon blocked, %		0	0	-	-	-
Mov Cap-1 Maneuver	*55	*724	613	-	-	-
Mov Cap-2 Maneuver	*55	-	-	-	-	-
Stage 1	*315	-	-	-	-	-
Stage 2	*777	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	183.49	0.07	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	613	-	66	-	-
HCM Lane V/C Ratio	0.011	-	0.887	-	-
HCM Ctrl Dly (s/v)	10.9	-	183.5	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0	-	4.2	-	-

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

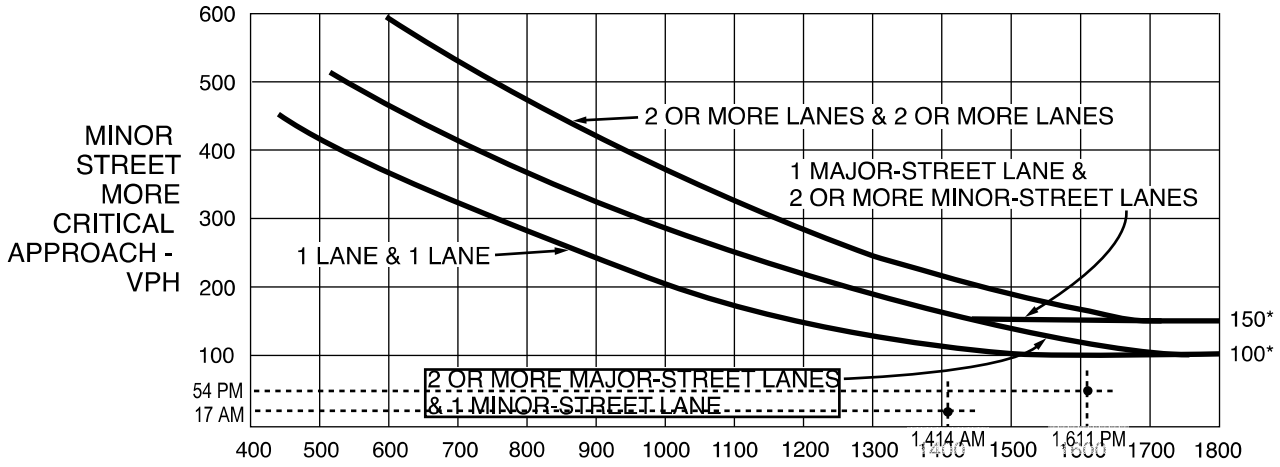
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

APPENDIX D

Warrant Analysis Forms

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

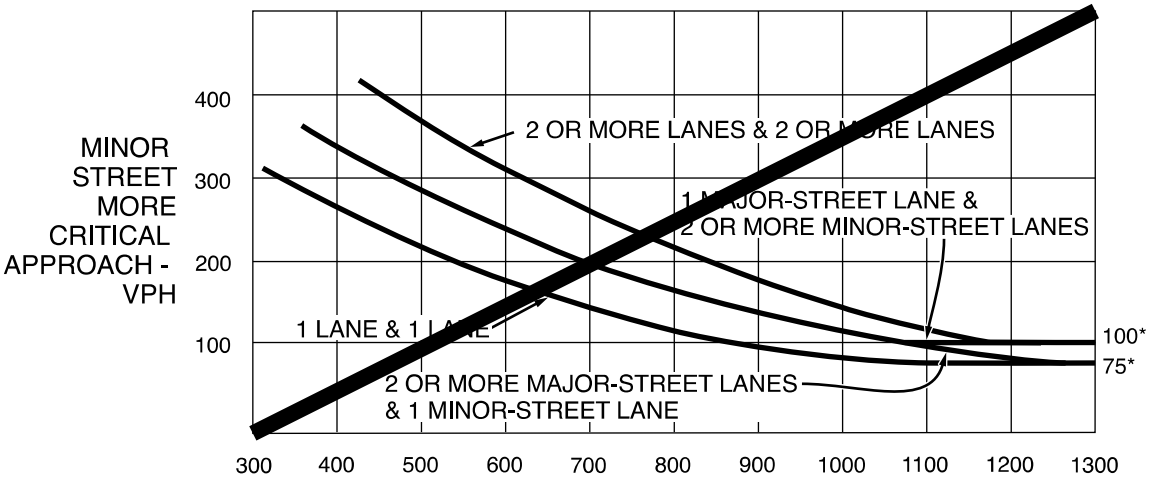
Access B

Note: No right turn reduction.

Hancock Expressway (40 MPH)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

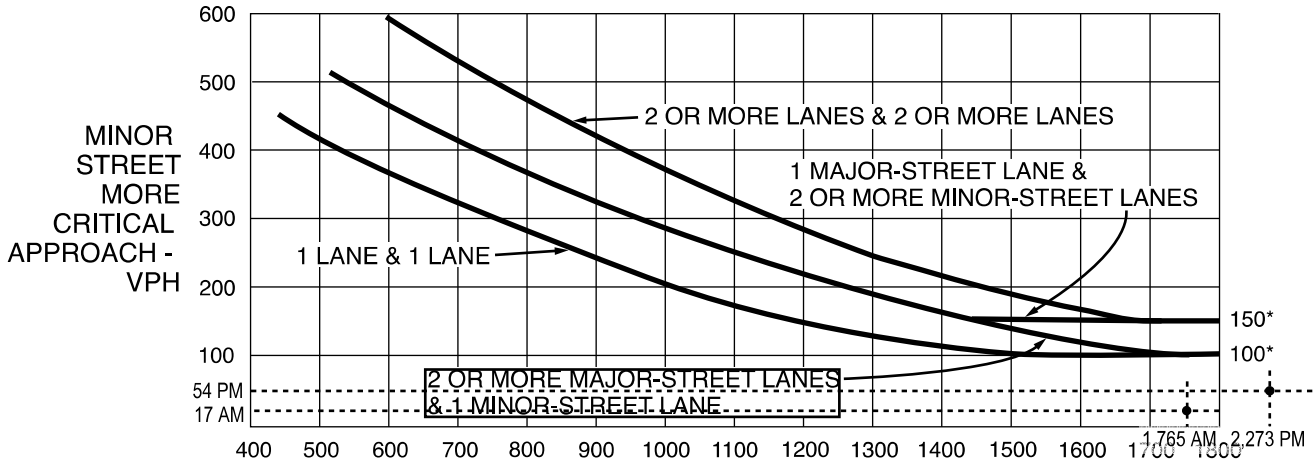
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

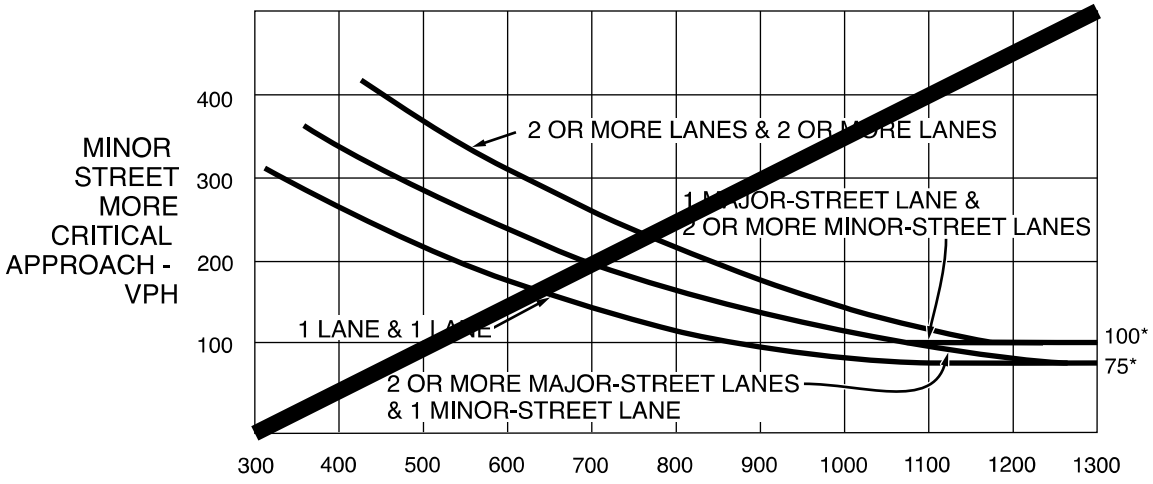
Access B

Note: No right turn reduction.

Hancock Expressway (40 MPH)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

APPENDIX E

Additional Capacity Worksheets

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

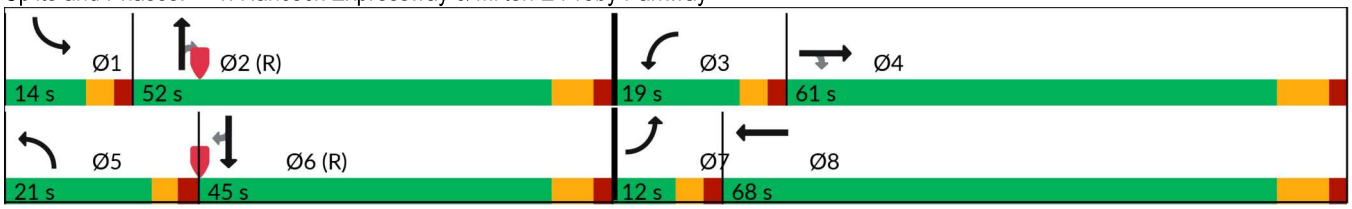
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	698	114	154	836	152	164	564	167	72	220	132
Future Volume (vph)	53	698	114	154	836	152	164	564	167	72	220	132
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			176			232			182			183
Lane Group Flow (vph)	58	759	124	167	909	165	178	613	182	78	239	143
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	12.0	61.0	61.0	19.0	68.0		21.0	52.0	52.0	14.0	45.0	45.0
Total Split (%)	8.2%	41.8%	41.8%	13.0%	46.6%		14.4%	35.6%	35.6%	9.6%	30.8%	30.8%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	6.8	38.9	38.9	12.0	46.4	146.0	12.9	62.3	62.3	8.7	58.2	58.2
Actuated g/C Ratio	0.05	0.27	0.27	0.08	0.32	1.00	0.09	0.43	0.43	0.06	0.40	0.40
v/c Ratio	0.36	0.80	0.23	0.59	0.81	0.10	0.59	0.41	0.23	0.38	0.17	0.19
Control Delay (s/veh)	74.1	56.8	2.0	73.2	52.0	0.1	71.8	31.6	4.9	71.0	30.9	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.1	56.8	2.0	73.2	52.0	0.1	71.8	31.6	4.9	71.0	30.9	2.4
LOS	E	E	A	E	D	A	E	C	A	E	C	A
Approach Delay (s/veh)		50.7			47.9			33.9			28.8	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	28	361	0	81	433	0	86	215	0	38	78	0
Queue Length 95th (ft)	54	413	12	121	476	0	125	305	54	65	126	23
Internal Link Dist (ft)		667			952			964			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	164	1296	691	329	1466	1583	378	1511	780	224	1410	740
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.59	0.18	0.51	0.62	0.10	0.47	0.41	0.23	0.35	0.17	0.19

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 46 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 42.4	Intersection LOS: D
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	1	67	1	132	3	769	28	61	416	1
Future Volume (vph)	7	0	1	67	1	132	3	769	28	61	416	1
Satd. Flow (prot)	1770	3008	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.500			0.491			0.276		
Satd. Flow (perm)	1863	3008	0	931	1863	1583	915	3539	1583	514	3539	1583
Satd. Flow (RTOR)		444				164			164			164
Lane Group Flow (vph)	8	1	0	73	1	143	3	836	30	66	452	1
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	12.0	17.0		14.0	19.0	19.0	12.0	45.0	45.0	14.0	47.0	47.0
Total Split (%)	13.3%	18.9%		15.6%	21.1%	21.1%	13.3%	50.0%	50.0%	15.6%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.5	6.0		9.8	8.0	8.0	63.3	58.8	58.8	67.9	66.3	66.3
Actuated g/C Ratio	0.08	0.07		0.11	0.09	0.09	0.70	0.65	0.65	0.75	0.74	0.74
v/c Ratio	0.05	0.00		0.42	0.01	0.49	0.00	0.36	0.03	0.14	0.17	0.00
Control Delay (s/veh)	32.9	0.0		42.0	36.0	10.8	4.7	9.3	0.0	3.7	4.8	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	0.0		42.0	36.0	10.8	4.7	9.3	0.0	3.7	4.8	0.0
LOS	C	A		D	D	B	A	A	A	A	A	A
Approach Delay (s/veh)		29.2			21.4			9.0			4.7	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	4	0		41	1	0	0	102	0	7	25	0
Queue Length 95th (ft)	15	0		70	5	42	4	217	0	28	103	m0
Internal Link Dist (ft)		614			355			629			926	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	162	771		188	279	376	712	2313	1091	507	2607	1209
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.00		0.39	0.00	0.38	0.00	0.36	0.03	0.13	0.17	0.00

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

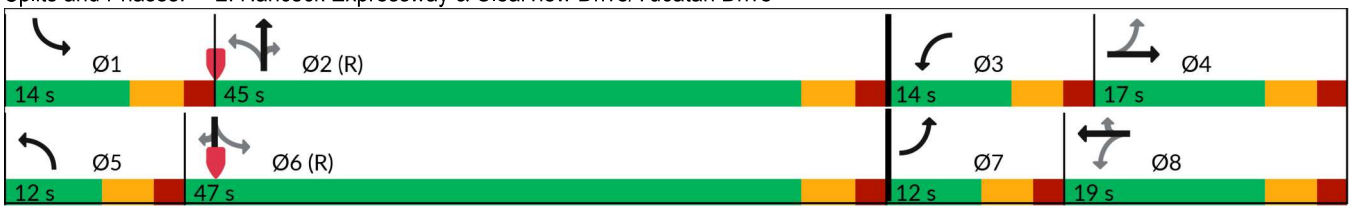
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.49

Intersection Signal Delay (s/veh): 9.4	Intersection LOS: A
Intersection Capacity Utilization 49.6%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	6
Future Vol, veh/h	0	0	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	1	1	0	0
Stage 1	1	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	895	1083	-	-
Stage 1	895	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1083	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	864	8	0	1132	0	1
Future Vol, veh/h	864	8	0	1132	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	939	9	0	1230	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	470
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	540
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	540
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.68
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	540	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Ctrl Dly (s/v)	11.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	1	5	890	478	10
Future Volume (vph)	5	1	5	890	478	10
Satd. Flow (prot)	1747	0	1770	3539	3529	0
Flt Permitted	0.960		0.455			
Satd. Flow (perm)	1747	0	848	3539	3529	0
Satd. Flow (RTOR)	1				5	
Lane Group Flow (vph)	6	0	5	967	531	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		23.5	23.5	23.5	
Total Split (s)	25.0		65.0	65.0	65.0	
Total Split (%)	27.8%		72.2%	72.2%	72.2%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	C-Max	C-Max	
Act Effct Green (s)	5.9		86.5	86.5	86.5	
Actuated g/C Ratio	0.07		0.96	0.96	0.96	
v/c Ratio	0.05		0.01	0.28	0.16	
Control Delay (s/veh)	37.5		2.6	2.2	0.7	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	37.5		2.6	2.2	0.7	
LOS	D		A	A	A	
Approach Delay (s/veh)	37.5			2.2	0.7	
Approach LOS	D			A	A	
Queue Length 50th (ft)	3		0	1	0	
Queue Length 95th (ft)	15		m3	181	37	
Internal Link Dist (ft)	392			926	964	
Turn Bay Length (ft)			150			
Base Capacity (vph)	379		815	3400	3390	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.02		0.01	0.28	0.16	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

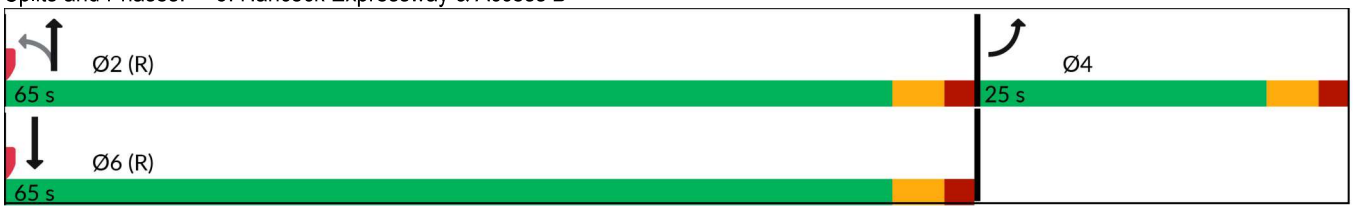
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.28

Intersection Signal Delay (s/veh): 1.8	Intersection LOS: A
Intersection Capacity Utilization 37.9%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 5: Hancock Expressway & Access B



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

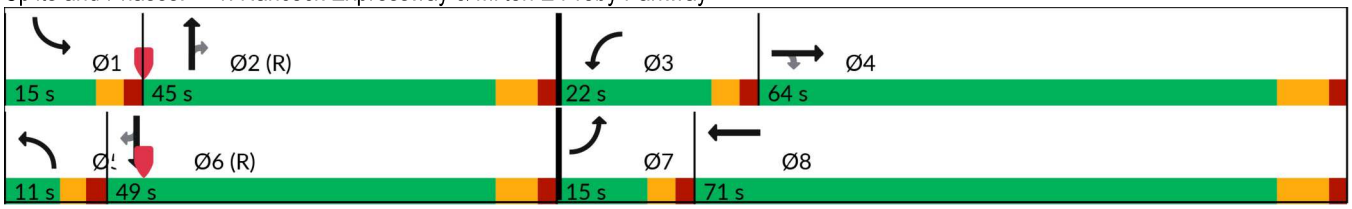
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	882	317	211	696	141	70	521	103	120	387	83
Future Volume (vph)	120	882	317	211	696	141	70	521	103	120	387	83
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			244			194			146			146
Lane Group Flow (vph)	130	959	345	229	757	153	76	566	112	130	421	90
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	10.5	17.5	17.5	10.5	17.5		10.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	15.0	64.0	64.0	22.0	71.0		11.0	45.0	45.0	15.0	49.0	49.0
Total Split (%)	10.3%	43.8%	43.8%	15.1%	48.6%		7.5%	30.8%	30.8%	10.3%	33.6%	33.6%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.5	47.6	47.6	14.6	52.8	146.0	7.8	49.5	49.5	10.2	52.0	52.0
Actuated g/C Ratio	0.07	0.33	0.33	0.10	0.36	1.00	0.05	0.34	0.34	0.07	0.36	0.36
v/c Ratio	0.58	0.83	0.51	0.67	0.59	0.10	0.42	0.47	0.18	0.54	0.33	0.14
Control Delay (s/veh)	77.2	52.0	13.1	73.0	39.3	0.1	74.0	41.4	3.0	74.1	37.0	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.2	52.0	13.1	73.0	39.3	0.1	74.0	41.4	3.0	74.1	37.0	0.8
LOS	E	D	B	E	D	A	E	D	A	E	D	A
Approach Delay (s/veh)		45.0			40.8			39.0			39.4	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	63	450	71	111	312	0	37	229	0	63	158	0
Queue Length 95th (ft)	101	492	154	156	337	0	66	319	23	100	225	3
Internal Link Dist (ft)		807			952			934			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	235	1369	762	399	1539	1583	183	1200	633	252	1260	657
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.70	0.45	0.57	0.49	0.10	0.42	0.47	0.18	0.52	0.33	0.14

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 59 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 41.7	Intersection LOS: D
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	2	4	48	3	99	3	542	33	161	736	5
Future Volume (vph)	11	2	4	48	3	99	3	542	33	161	736	5
Satd. Flow (prot)	1770	3185	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.656			0.349			0.372		
Satd. Flow (perm)	1863	3185	0	1222	1863	1583	650	3539	1583	693	3539	1583
Satd. Flow (RTOR)		352				230			230			164
Lane Group Flow (vph)	12	6	0	52	3	108	3	589	36	175	800	5
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	13.0	15.0		15.0	17.0	17.0	13.0	40.0	40.0	20.0	47.0	47.0
Total Split (%)	14.4%	16.7%		16.7%	18.9%	18.9%	14.4%	44.4%	44.4%	22.2%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.2	5.5		9.4	7.2	7.2	63.6	58.0	58.0	71.5	70.3	70.3
Actuated g/C Ratio	0.08	0.06		0.10	0.08	0.08	0.71	0.64	0.64	0.79	0.78	0.78
v/c Ratio	0.08	0.01		0.30	0.02	0.32	0.01	0.26	0.03	0.27	0.29	0.00
Control Delay (s/veh)	34.4	0.0		38.7	37.7	2.5	4.7	9.0	0.1	3.1	4.3	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.4	0.0		38.7	37.7	2.5	4.7	9.0	0.1	3.1	4.3	0.0
LOS	C	A		D	D	A	A	A	A	A	A	A
Approach Delay (s/veh)		22.9			14.7			8.5			4.1	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	7	0		29	2	0	0	67	0	18	50	0
Queue Length 95th (ft)	20	0		55	10	0	3	151	0	23	186	m0
Internal Link Dist (ft)		614			355			629			956	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	171	651		208	238	402	566	2282	1102	723	2765	1272
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.01		0.25	0.01	0.27	0.01	0.26	0.03	0.24	0.29	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

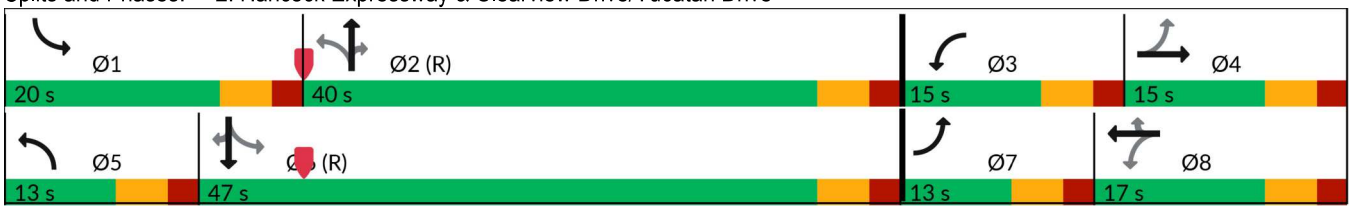
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.32

Intersection Signal Delay (s/veh): 6.8	Intersection LOS: A
Intersection Capacity Utilization 47.6%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	0	10	0	1	0	6
Future Vol, veh/h	0	0	10	0	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	1	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	22	0	0	0
Stage 1	22	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	872	-	-	-
Stage 1	877	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1314	3	0	849	0	5
Future Vol, veh/h	1314	3	0	849	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	1428	3	0	923	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	714
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	374
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	374
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.78
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	374	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-
HCM Ctrl Dly (s/v)	14.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	3	2	678	913	4
Future Volume (vph)	15	3	2	678	913	4
Satd. Flow (prot)	1751	0	1770	3539	3536	0
Flt Permitted	0.960		0.287			
Satd. Flow (perm)	1751	0	535	3539	3536	0
Satd. Flow (RTOR)	3				1	
Lane Group Flow (vph)	19	0	2	737	996	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		23.5	23.5	23.5	
Total Split (s)	26.0		64.0	64.0	64.0	
Total Split (%)	28.9%		71.1%	71.1%	71.1%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	C-Max	C-Max	
Act Effct Green (s)	6.4		82.6	82.6	82.6	
Actuated g/C Ratio	0.07		0.92	0.92	0.92	
v/c Ratio	0.15		0.00	0.23	0.31	
Control Delay (s/veh)	37.1		2.5	1.7	1.6	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	37.1		2.5	1.7	1.6	
LOS	D		A	A	A	
Approach Delay (s/veh)	37.1			1.7	1.6	
Approach LOS	D			A	A	
Queue Length 50th (ft)	9		0	0	0	
Queue Length 95th (ft)	30		m1	70	86	
Internal Link Dist (ft)	246			956	934	
Turn Bay Length (ft)			150			
Base Capacity (vph)	401		491	3249	3246	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.05		0.00	0.23	0.31	

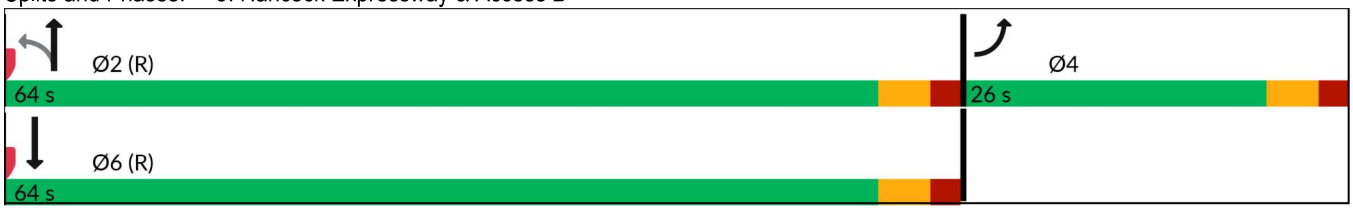
Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.31	
Intersection Signal Delay (s/veh): 2.0	Intersection LOS: A
Intersection Capacity Utilization 38.7%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 5: Hancock Expressway & Access B



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

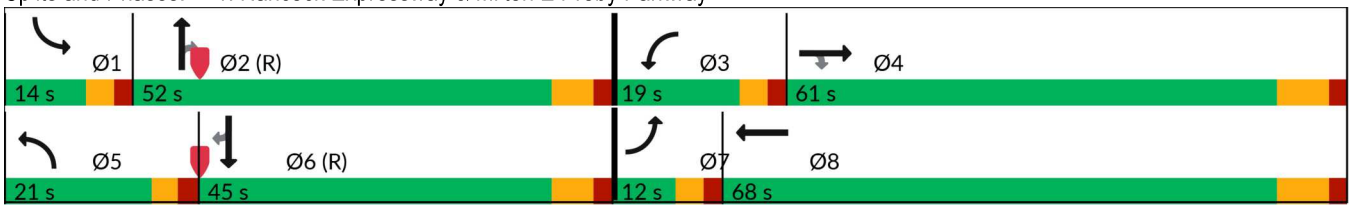
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	699	114	160	836	152	167	565	168	75	224	132
Future Volume (vph)	53	699	114	160	836	152	167	565	168	75	224	132
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			176			232			183			183
Lane Group Flow (vph)	58	760	124	174	909	165	182	614	183	82	243	143
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	12.0	61.0	61.0	19.0	68.0		21.0	52.0	52.0	14.0	45.0	45.0
Total Split (%)	8.2%	41.8%	41.8%	13.0%	46.6%		14.4%	35.6%	35.6%	9.6%	30.8%	30.8%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	6.8	38.8	38.8	12.2	46.4	146.0	13.0	62.1	62.1	8.9	57.9	57.9
Actuated g/C Ratio	0.05	0.27	0.27	0.08	0.32	1.00	0.09	0.43	0.43	0.06	0.40	0.40
v/c Ratio	0.36	0.81	0.23	0.61	0.81	0.10	0.59	0.41	0.24	0.39	0.17	0.19
Control Delay (s/veh)	74.1	57.2	2.0	73.5	51.9	0.1	71.8	31.8	4.9	71.0	31.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.1	57.2	2.0	73.5	51.9	0.1	71.8	31.8	4.9	71.0	31.1	2.4
LOS	E	E	A	E	D	A	E	C	A	E	C	A
Approach Delay (s/veh)		50.9			48.0			34.2			29.3	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	28	363	0	85	433	0	88	216	0	40	80	0
Queue Length 95th (ft)	54	414	12	125	476	0	127	306	54	68	128	23
Internal Link Dist (ft)		667			952			964			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	164	1296	691	329	1466	1583	379	1504	778	226	1404	738
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.59	0.18	0.53	0.62	0.10	0.48	0.41	0.24	0.36	0.17	0.19

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection
Natural Cycle: 65
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 42.7	Intersection LOS: D
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	1	67	1	132	3	774	28	61	417	1
Future Volume (vph)	7	0	1	67	1	132	3	774	28	61	417	1
Satd. Flow (prot)	1770	3008	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.500			0.491			0.274		
Satd. Flow (perm)	1863	3008	0	931	1863	1583	915	3539	1583	510	3539	1583
Satd. Flow (RTOR)		443				164			164			164
Lane Group Flow (vph)	8	1	0	73	1	143	3	841	30	66	453	1
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	12.0	17.0		14.0	19.0	19.0	12.0	45.0	45.0	14.0	47.0	47.0
Total Split (%)	13.3%	18.9%		15.6%	21.1%	21.1%	13.3%	50.0%	50.0%	15.6%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.5	6.0		9.8	8.0	8.0	63.3	58.8	58.8	67.9	66.3	66.3
Actuated g/C Ratio	0.08	0.07		0.11	0.09	0.09	0.70	0.65	0.65	0.75	0.74	0.74
v/c Ratio	0.05	0.00		0.42	0.01	0.49	0.00	0.36	0.03	0.14	0.17	0.00
Control Delay (s/veh)	32.9	0.0		42.0	36.0	10.8	4.7	9.4	0.0	3.6	4.8	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	0.0		42.0	36.0	10.8	4.7	9.4	0.0	3.6	4.8	0.0
LOS	C	A		D	D	B	A	A	A	A	A	A
Approach Delay (s/veh)		29.2			21.4			9.0			4.6	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	4	0		41	1	0	0	103	0	7	25	0
Queue Length 95th (ft)	15	0		70	5	42	4	219	0	28	104	m0
Internal Link Dist (ft)		614			355			629			926	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	162	770		188	279	376	712	2313	1091	504	2607	1209
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.00		0.39	0.00	0.38	0.00	0.36	0.03	0.13	0.17	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

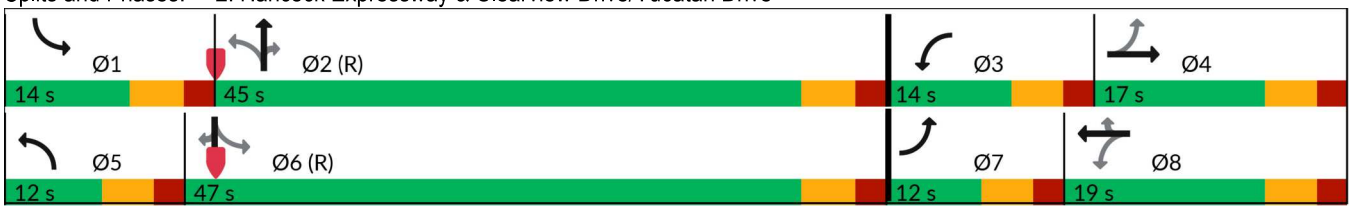
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.49

Intersection Signal Delay (s/veh): 9.4	Intersection LOS: A
Intersection Capacity Utilization 49.7%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	6
Future Vol, veh/h	0	0	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	1	1	0	0
Stage 1	1	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	895	1083	-	-
Stage 1	895	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1083	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	864	16	0	1135	0	2
Future Vol, veh/h	864	16	0	1135	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	939	17	0	1234	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	470
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	540
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	540
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.69
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	540	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-
HCM Ctrl Dly (s/v)	11.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	2	10	890	478	20
Future Volume (vph)	10	2	10	890	478	20
Satd. Flow (prot)	1749	0	1770	3539	3518	0
Flt Permitted	0.959		0.450			
Satd. Flow (perm)	1749	0	838	3539	3518	0
Satd. Flow (RTOR)	2				10	
Lane Group Flow (vph)	13	0	11	967	542	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		23.5	23.5	23.5	
Total Split (s)	25.0		65.0	65.0	65.0	
Total Split (%)	27.8%		72.2%	72.2%	72.2%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	C-Max	C-Max	
Act Effct Green (s)	6.2		86.3	86.3	86.3	
Actuated g/C Ratio	0.07		0.96	0.96	0.96	
v/c Ratio	0.11		0.01	0.28	0.16	
Control Delay (s/veh)	37.4		2.7	2.3	0.7	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	37.4		2.7	2.3	0.7	
LOS	D		A	A	A	
Approach Delay (s/veh)	37.4			2.3	0.7	
Approach LOS	D			A	A	
Queue Length 50th (ft)	6		0	1	0	
Queue Length 95th (ft)	24		m7	186	40	
Internal Link Dist (ft)	392			926	964	
Turn Bay Length (ft)			150			
Base Capacity (vph)	380		804	3394	3374	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.03		0.01	0.28	0.16	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

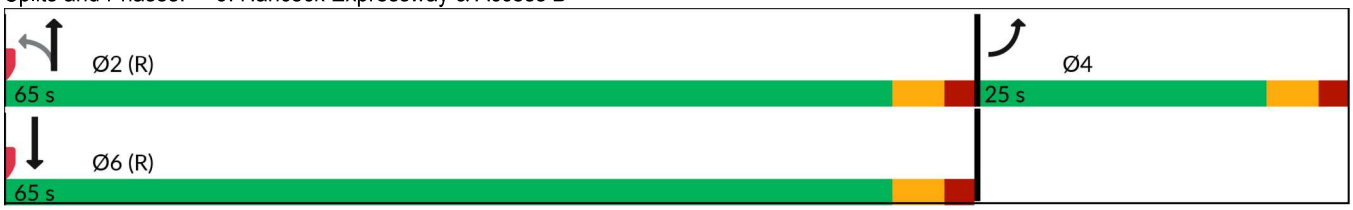
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.28

Intersection Signal Delay (s/veh): 2.0	Intersection LOS: A
Intersection Capacity Utilization 37.9%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 5: Hancock Expressway & Access B



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

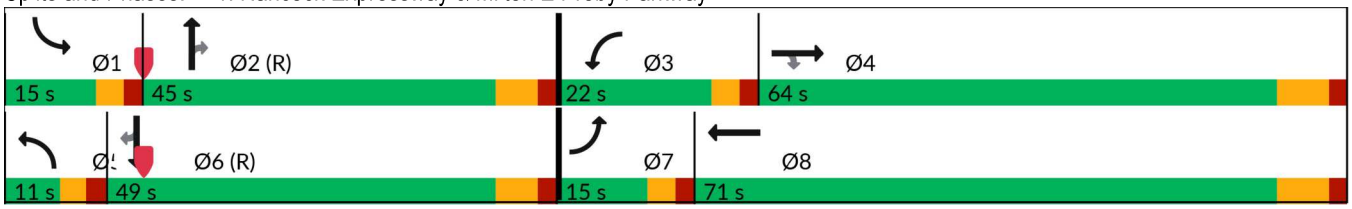
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	885	319	213	696	141	78	526	106	120	389	83
Future Volume (vph)	120	885	319	213	696	141	78	526	106	120	389	83
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			242			194			146			146
Lane Group Flow (vph)	130	962	347	232	757	153	85	572	115	130	423	90
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	15.0	64.0	64.0	22.0	71.0		11.0	45.0	45.0	15.0	49.0	49.0
Total Split (%)	10.3%	43.8%	43.8%	15.1%	48.6%		7.5%	30.8%	30.8%	10.3%	33.6%	33.6%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.5	47.7	47.7	14.7	53.0	146.0	8.1	49.3	49.3	10.2	51.5	51.5
Actuated g/C Ratio	0.07	0.33	0.33	0.10	0.36	1.00	0.06	0.34	0.34	0.07	0.35	0.35
v/c Ratio	0.58	0.83	0.51	0.67	0.59	0.10	0.45	0.48	0.18	0.54	0.34	0.14
Control Delay (s/veh)	77.2	52.0	13.5	73.1	39.1	0.1	74.6	41.7	3.2	74.1	37.4	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.2	52.0	13.5	73.1	39.1	0.1	74.6	41.7	3.2	74.1	37.4	0.8
LOS	E	D	B	E	D	A	E	D	A	E	D	A
Approach Delay (s/veh)		45.0			40.8			39.6			39.7	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	63	452	74	112	311	0	41	233	0	63	160	0
Queue Length 95th (ft)	101	495	158	157	337	0	72	323	27	100	226	3
Internal Link Dist (ft)		807			952			934			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	235	1369	760	399	1539	1583	189	1196	631	252	1248	653
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.70	0.46	0.58	0.49	0.10	0.45	0.48	0.18	0.52	0.34	0.14

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 59 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 41.9	Intersection LOS: D
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	2	4	48	3	99	3	544	33	161	741	5
Future Volume (vph)	11	2	4	48	3	99	3	544	33	161	741	5
Satd. Flow (prot)	1770	3185	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.656			0.348			0.371		
Satd. Flow (perm)	1863	3185	0	1222	1863	1583	648	3539	1583	691	3539	1583
Satd. Flow (RTOR)		351				230			230			164
Lane Group Flow (vph)	12	6	0	52	3	108	3	591	36	175	805	5
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	13.0	15.0		15.0	17.0	17.0	13.0	40.0	40.0	20.0	47.0	47.0
Total Split (%)	14.4%	16.7%		16.7%	18.9%	18.9%	14.4%	44.4%	44.4%	22.2%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.2	5.5		9.4	7.2	7.2	63.6	58.0	58.0	71.5	70.3	70.3
Actuated g/C Ratio	0.08	0.06		0.10	0.08	0.08	0.71	0.64	0.64	0.79	0.78	0.78
v/c Ratio	0.08	0.01		0.30	0.02	0.32	0.01	0.26	0.03	0.27	0.29	0.00
Control Delay (s/veh)	34.4	0.0		38.7	37.7	2.5	4.7	9.0	0.1	2.7	3.8	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.4	0.0		38.7	37.7	2.5	4.7	9.0	0.1	2.7	3.8	0.0
LOS	C	A		D	D	A	A	A	A	A	A	A
Approach Delay (s/veh)		22.9			14.7			8.5			3.6	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	7	0		29	2	0	0	68	0	7	17	0
Queue Length 95th (ft)	20	0		55	10	0	3	152	0	12	187	m0
Internal Link Dist (ft)		614			355			629			956	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	171	650		208	238	402	565	2282	1102	722	2765	1272
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.01		0.25	0.01	0.27	0.01	0.26	0.03	0.24	0.29	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

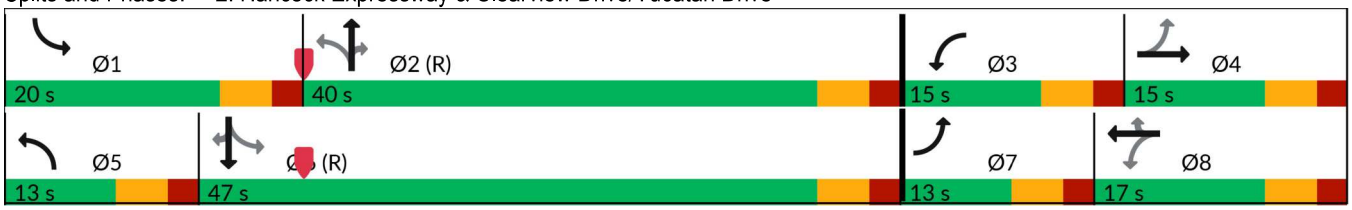
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.32

Intersection Signal Delay (s/veh): 6.5	Intersection LOS: A
Intersection Capacity Utilization 47.7%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	0	10	0	1	0	6
Future Vol, veh/h	0	0	10	0	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	1	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	22	0	0	0
Stage 1	22	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	872	-	-	-
Stage 1	877	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1314	6	0	858	0	10
Future Vol, veh/h	1314	6	0	858	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	1428	7	0	933	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	714
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	374
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	374
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.92
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	374	-	-	-
HCM Lane V/C Ratio	0.029	-	-	-
HCM Ctrl Dly (s/v)	14.9	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	6	4	678	913	8
Future Volume (vph)	30	6	4	678	913	8
Satd. Flow (prot)	1745	0	1770	3539	3536	0
Flt Permitted	0.960		0.282			
Satd. Flow (perm)	1745	0	525	3539	3536	0
Satd. Flow (RTOR)	7				2	
Lane Group Flow (vph)	40	0	4	737	1001	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		23.5	23.5	23.5	
Total Split (s)	27.0		63.0	63.0	63.0	
Total Split (%)	30.0%		70.0%	70.0%	70.0%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	C-Max	C-Max	
Act Effct Green (s)	7.3		78.4	78.4	78.4	
Actuated g/C Ratio	0.08		0.87	0.87	0.87	
v/c Ratio	0.27		0.01	0.24	0.33	
Control Delay (s/veh)	37.5		3.0	2.6	2.4	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	37.5		3.0	2.6	2.4	
LOS	D		A	A	A	
Approach Delay (s/veh)	37.5			2.6	2.4	
Approach LOS	D			A	A	
Queue Length 50th (ft)	18		0	41	63	
Queue Length 95th (ft)	49		m2	90	98	
Internal Link Dist (ft)	246			956	934	
Turn Bay Length (ft)			150			
Base Capacity (vph)	422		457	3083	3080	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.09		0.01	0.24	0.33	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

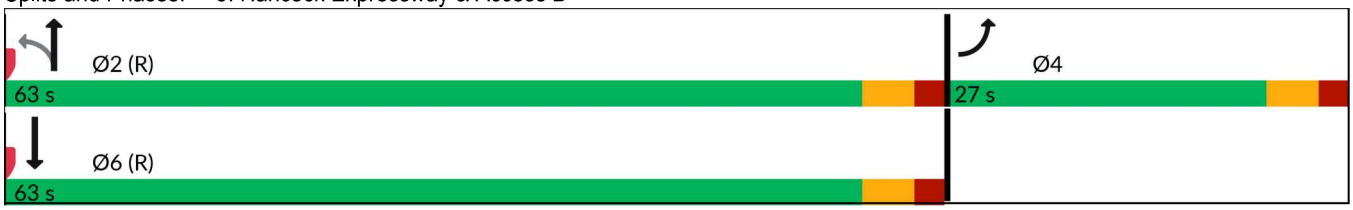
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.33

Intersection Signal Delay (s/veh): 3.3	Intersection LOS: A
Intersection Capacity Utilization 38.8%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 5: Hancock Expressway & Access B



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	700	115	165	836	152	168	567	168	75	230	132
Future Volume (vph)	53	700	115	165	836	152	168	567	168	75	230	132
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			176			232			183			183
Lane Group Flow (vph)	58	761	125	179	909	165	183	616	183	82	250	143
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	12.0	61.0	61.0	19.0	68.0		21.0	52.0	52.0	14.0	45.0	45.0
Total Split (%)	8.2%	41.8%	41.8%	13.0%	46.6%		14.4%	35.6%	35.6%	9.6%	30.8%	30.8%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	6.8	38.7	38.7	12.4	46.5	146.0	13.1	62.0	62.0	8.9	57.9	57.9
Actuated g/C Ratio	0.05	0.27	0.27	0.08	0.32	1.00	0.09	0.42	0.42	0.06	0.40	0.40
v/c Ratio	0.36	0.81	0.23	0.62	0.81	0.10	0.60	0.41	0.24	0.39	0.18	0.19
Control Delay (s/veh)	74.1	57.4	2.1	73.8	51.8	0.1	71.8	31.8	4.9	71.0	31.2	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.1	57.4	2.1	73.8	51.8	0.1	71.8	31.8	4.9	71.0	31.2	2.4
LOS	E	E	A	E	D	A	E	C	A	E	C	A
Approach Delay (s/veh)		51.1			48.1			34.2			29.4	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	28	365	0	87	433	0	89	216	0	40	82	0
Queue Length 95th (ft)	54	413	12	128	476	0	128	308	55	68	132	23
Internal Link Dist (ft)		667			952			964			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	164	1296	691	329	1466	1583	379	1503	777	226	1402	737
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.59	0.18	0.54	0.62	0.10	0.48	0.41	0.24	0.36	0.18	0.19

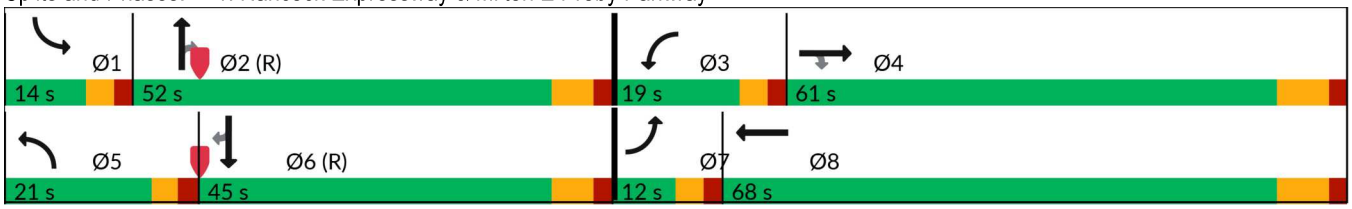
Intersection Summary

Cycle Length: 146
Actuated Cycle Length: 146
Offset: 46 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 42.7	Intersection LOS: D
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	1	67	1	132	3	778	28	61	419	1
Future Volume (vph)	7	0	1	67	1	132	3	778	28	61	419	1
Satd. Flow (prot)	1770	3008	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.500			0.490			0.272		
Satd. Flow (perm)	1863	3008	0	931	1863	1583	913	3539	1583	507	3539	1583
Satd. Flow (RTOR)		442				164			164			164
Lane Group Flow (vph)	8	1	0	73	1	143	3	846	30	66	455	1
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	12.0	17.0		14.0	19.0	19.0	12.0	45.0	45.0	14.0	47.0	47.0
Total Split (%)	13.3%	18.9%		15.6%	21.1%	21.1%	13.3%	50.0%	50.0%	15.6%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.5	6.0		9.8	8.0	8.0	63.3	58.8	58.8	67.9	66.3	66.3
Actuated g/C Ratio	0.08	0.07		0.11	0.09	0.09	0.70	0.65	0.65	0.75	0.74	0.74
v/c Ratio	0.05	0.00		0.42	0.01	0.49	0.00	0.37	0.03	0.14	0.17	0.00
Control Delay (s/veh)	32.9	0.0		42.0	36.0	10.8	4.7	9.4	0.0	3.1	4.3	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	0.0		42.0	36.0	10.8	4.7	9.4	0.0	3.1	4.3	0.0
LOS	C	A		D	D	B	A	A	A	A	A	A
Approach Delay (s/veh)		29.2			21.4			9.1			4.1	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	4	0		41	1	0	0	104	0	7	26	0
Queue Length 95th (ft)	15	0		70	5	42	4	221	0	28	104	m0
Internal Link Dist (ft)		614			355			629			926	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	162	769		188	279	376	711	2313	1091	502	2607	1209
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.00		0.39	0.00	0.38	0.00	0.37	0.03	0.13	0.17	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

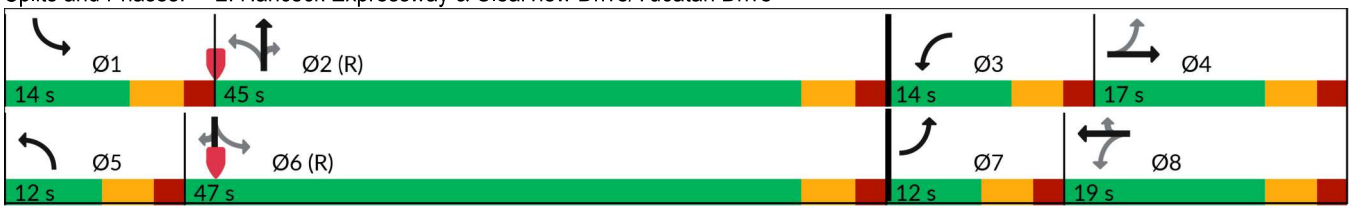
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.49

Intersection Signal Delay (s/veh): 9.2	Intersection LOS: A
Intersection Capacity Utilization 49.8%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	6
Future Vol, veh/h	0	0	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	1	1	0	0
Stage 1	1	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	895	1083	-	-
Stage 1	895	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1083	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	864	24	0	1136	0	4
Future Vol, veh/h	864	24	0	1136	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	939	26	0	1235	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	470
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	540
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	540
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.72
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	540	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Ctrl Dly (s/v)	11.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	3	14	890	479	31
Future Volume (vph)	14	3	14	890	479	31
Satd. Flow (prot)	1747	0	1770	3539	3507	0
Flt Permitted	0.960		0.444			
Satd. Flow (perm)	1747	0	827	3539	3507	0
Satd. Flow (RTOR)	3				16	
Lane Group Flow (vph)	18	0	15	967	555	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		23.5	23.5	23.5	
Total Split (s)	25.0		65.0	65.0	65.0	
Total Split (%)	27.8%		72.2%	72.2%	72.2%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	C-Max	C-Max	
Act Effct Green (s)	6.4		82.6	82.6	82.6	
Actuated g/C Ratio	0.07		0.92	0.92	0.92	
v/c Ratio	0.14		0.02	0.30	0.17	
Control Delay (s/veh)	36.8		3.3	2.9	1.3	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	36.8		3.3	2.9	1.3	
LOS	D		A	A	A	
Approach Delay (s/veh)	36.8			2.9	1.3	
Approach LOS	D			A	A	
Queue Length 50th (ft)	8		0	0	0	
Queue Length 95th (ft)	29		m9	190	42	
Internal Link Dist (ft)	392			926	964	
Turn Bay Length (ft)			150			
Base Capacity (vph)	380		759	3249	3221	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.05		0.02	0.30	0.17	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

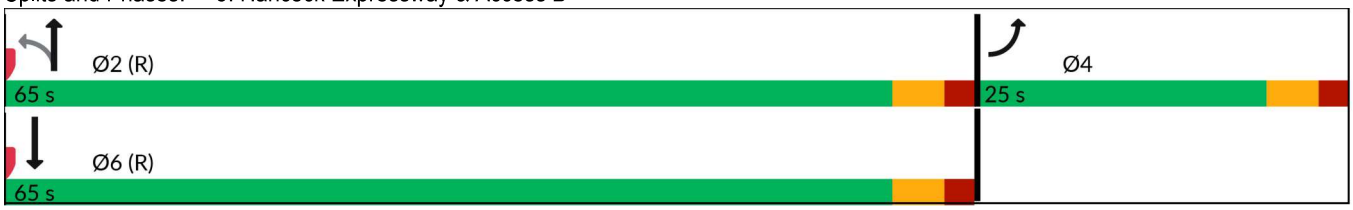
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.30

Intersection Signal Delay (s/veh): 2.7	Intersection LOS: A
Intersection Capacity Utilization 37.9%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 5: Hancock Expressway & Access B



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	889	329	216	696	141	86	529	107	120	390	83
Future Volume (vph)	120	889	329	216	696	141	86	529	107	120	390	83
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			241			194			146			146
Lane Group Flow (vph)	130	966	358	235	757	153	93	575	116	130	424	90
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	15.0	64.0	64.0	22.0	71.0		11.0	45.0	45.0	15.0	49.0	49.0
Total Split (%)	10.3%	43.8%	43.8%	15.1%	48.6%		7.5%	30.8%	30.8%	10.3%	33.6%	33.6%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.5	47.9	47.9	14.8	53.2	146.0	8.4	49.1	49.1	10.2	50.9	50.9
Actuated g/C Ratio	0.07	0.33	0.33	0.10	0.36	1.00	0.06	0.34	0.34	0.07	0.35	0.35
v/c Ratio	0.58	0.83	0.53	0.68	0.59	0.10	0.47	0.48	0.18	0.54	0.34	0.14
Control Delay (s/veh)	77.2	52.0	14.3	73.2	38.8	0.1	75.0	41.9	3.4	74.3	37.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.2	52.0	14.3	73.2	38.8	0.1	75.0	41.9	3.4	74.3	37.8	0.8
LOS	E	D	B	E	D	A	E	D	A	E	D	A
Approach Delay (s/veh)		45.0			40.7			40.1			40.0	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	63	453	85	114	309	0	45	235	0	63	162	0
Queue Length 95th (ft)	101	496	171	160	336	0	#79	325	28	100	227	3
Internal Link Dist (ft)		807			952			934			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	235	1369	760	399	1539	1583	196	1190	629	251	1235	647
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.71	0.47	0.59	0.49	0.10	0.47	0.48	0.18	0.52	0.34	0.14

Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 59 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

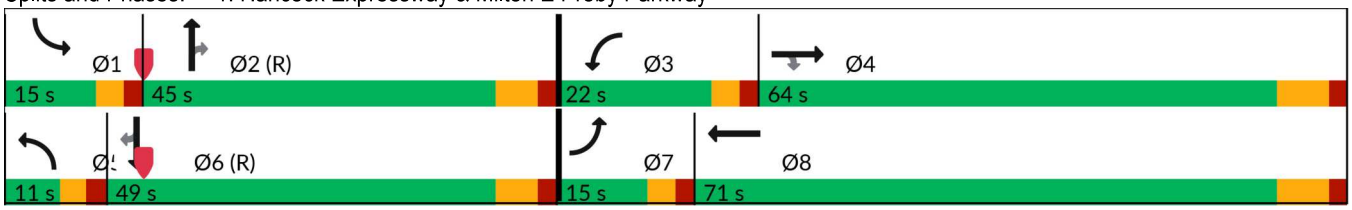
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 42.0	Intersection LOS: D
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	2	4	48	3	99	3	546	33	161	745	5
Future Volume (vph)	11	2	4	48	3	99	3	546	33	161	745	5
Satd. Flow (prot)	1770	3185	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.656			0.346			0.370		
Satd. Flow (perm)	1863	3185	0	1222	1863	1583	645	3539	1583	689	3539	1583
Satd. Flow (RTOR)		349				230			230			164
Lane Group Flow (vph)	12	6	0	52	3	108	3	593	36	175	810	5
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	13.0	15.0		15.0	17.0	17.0	13.0	40.0	40.0	20.0	47.0	47.0
Total Split (%)	14.4%	16.7%		16.7%	18.9%	18.9%	14.4%	44.4%	44.4%	22.2%	52.2%	52.2%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.2	5.5		9.4	7.2	7.2	63.6	58.0	58.0	71.5	70.3	70.3
Actuated g/C Ratio	0.08	0.06		0.10	0.08	0.08	0.71	0.64	0.64	0.79	0.78	0.78
v/c Ratio	0.08	0.01		0.30	0.02	0.32	0.01	0.26	0.03	0.27	0.29	0.00
Control Delay (s/veh)	34.4	0.0		38.7	37.7	2.5	4.7	9.1	0.1	2.4	3.5	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.4	0.0		38.7	37.7	2.5	4.7	9.1	0.1	2.4	3.5	0.0
LOS	C	A		D	D	A	A	A	A	A	A	A
Approach Delay (s/veh)		22.9			14.7			8.5			3.3	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	7	0		29	2	0	0	68	0	7	16	0
Queue Length 95th (ft)	20	0		55	10	0	3	152	0	11	191	m0
Internal Link Dist (ft)		614			355			629			956	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	171	648		208	238	402	563	2282	1102	721	2765	1272
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.01		0.25	0.01	0.27	0.01	0.26	0.03	0.24	0.29	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

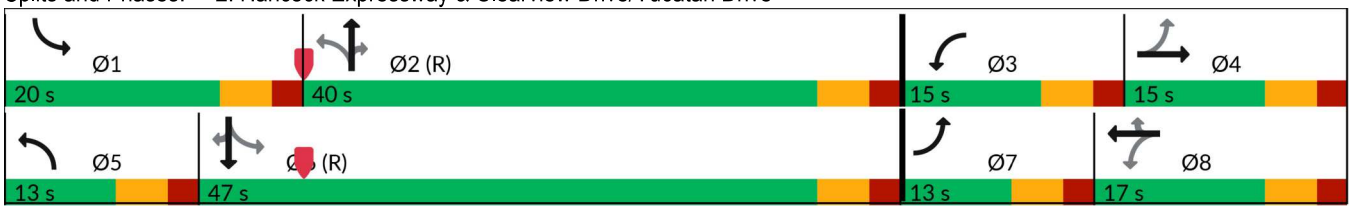
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.32

Intersection Signal Delay (s/veh): 6.4	Intersection LOS: A
Intersection Capacity Utilization 47.8%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	0	10	0	1	0	6
Future Vol, veh/h	0	0	10	0	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	1	0	7

Major/Minor	Minor2		Major2	
Conflicting Flow All	22	0	0	0
Stage 1	22	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	872	-	-	-
Stage 1	877	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1314	9	0	865	0	14
Future Vol, veh/h	1314	9	0	865	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	1428	10	0	940	0	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	714
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	374
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	374
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.04
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	374	-	-	-
HCM Lane V/C Ratio	0.041	-	-	-
HCM Ctrl Dly (s/v)	15	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	44	10	6	678	913	12
Future Volume (vph)	44	10	6	678	913	12
Satd. Flow (prot)	1745	0	1770	3539	3532	0
Flt Permitted	0.961		0.277			
Satd. Flow (perm)	1745	0	516	3539	3532	0
Satd. Flow (RTOR)	11				3	
Lane Group Flow (vph)	59	0	7	737	1005	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		23.5	23.5	23.5	
Total Split (s)	28.0		62.0	62.0	62.0	
Total Split (%)	31.1%		68.9%	68.9%	68.9%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	C-Max	C-Max	
Act Effct Green (s)	8.0		74.3	74.3	74.3	
Actuated g/C Ratio	0.09		0.83	0.83	0.83	
v/c Ratio	0.36		0.02	0.25	0.34	
Control Delay (s/veh)	38.1		3.8	3.5	3.1	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	38.1		3.8	3.5	3.1	
LOS	D		A	A	A	
Approach Delay (s/veh)	38.1			3.5	3.1	
Approach LOS	D			A	A	
Queue Length 50th (ft)	27		1	43	67	
Queue Length 95th (ft)	63		m5	110	107	
Internal Link Dist (ft)	246			956	934	
Turn Bay Length (ft)			150			
Base Capacity (vph)	444		425	2919	2914	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.13		0.02	0.25	0.34	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

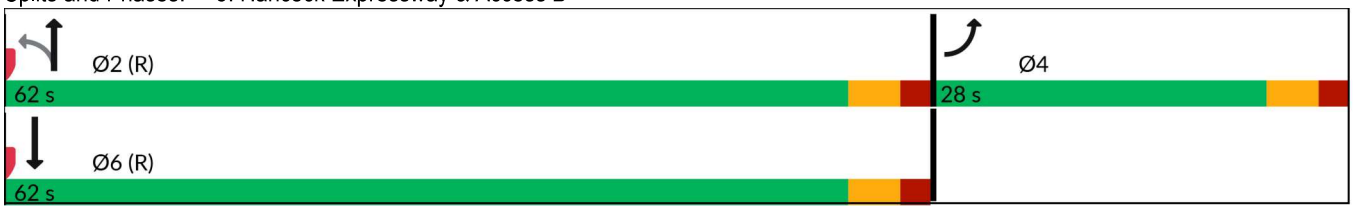
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.36

Intersection Signal Delay (s/veh): 4.4	Intersection LOS: A
Intersection Capacity Utilization 39.0%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 5: Hancock Expressway & Access B



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	1008	166	230	1206	219	240	816	242	108	326	191
Future Volume (vph)	77	1008	166	230	1206	219	240	816	242	108	326	191
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			176			232			146			183
Lane Group Flow (vph)	84	1096	180	250	1311	238	261	887	263	117	354	208
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	10.0	63.0	63.0	18.0	71.0		22.0	53.0	53.0	12.0	43.0	43.0
Total Split (%)	6.8%	43.2%	43.2%	12.3%	48.6%		15.1%	36.3%	36.3%	8.2%	29.5%	29.5%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	5.0	52.2	52.2	12.8	60.0	146.0	15.4	49.0	49.0	8.0	41.6	41.6
Actuated g/C Ratio	0.03	0.36	0.36	0.09	0.41	1.00	0.11	0.34	0.34	0.05	0.28	0.28
v/c Ratio	0.72	0.87	0.27	0.83	0.90	0.15	0.72	0.75	0.42	0.62	0.35	0.36
Control Delay (s/veh)	100.8	51.8	5.3	88.0	49.6	0.2	75.0	48.3	18.9	81.9	43.9	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.8	51.8	5.3	88.0	49.6	0.2	75.0	48.3	18.9	81.9	43.9	10.3
LOS	F	D	A	F	D	A	E	D	B	F	D	B
Approach Delay (s/veh)		48.7			48.4			47.8			40.1	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	42	510	3	124	607	0	126	411	85	57	146	18
Queue Length 95th (ft)	#87	591	54	#194	694	0	176	495	171	#106	201	89
Internal Link Dist (ft)		927			952			884			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	117	1345	710	305	1539	1583	399	1187	628	189	1009	582
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.81	0.25	0.82	0.85	0.15	0.65	0.75	0.42	0.62	0.35	0.36

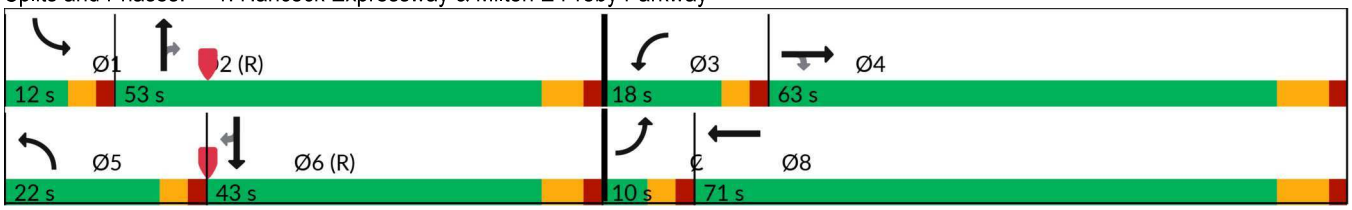
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 46 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 47.2	Intersection LOS: D
Intersection Capacity Utilization 82.6%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	2	96	2	191	5	1117	41	89	595	2
Future Volume (vph)	11	0	2	96	2	191	5	1117	41	89	595	2
Satd. Flow (prot)	1770	3008	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.500			0.406			0.156		
Satd. Flow (perm)	1863	3008	0	931	1863	1583	756	3539	1583	291	3539	1583
Satd. Flow (RTOR)		305				208			164			164
Lane Group Flow (vph)	12	2	0	104	2	208	5	1214	45	97	647	2
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	10.5	17.9		12.0	19.4	19.4	10.5	47.7	47.7	12.4	49.6	49.6
Total Split (%)	11.7%	19.9%		13.3%	21.6%	21.6%	11.7%	53.0%	53.0%	13.8%	55.1%	55.1%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.4	6.7		9.5	8.0	8.0	63.5	59.0	59.0	68.2	66.6	66.6
Actuated g/C Ratio	0.08	0.07		0.11	0.09	0.09	0.71	0.66	0.66	0.76	0.74	0.74
v/c Ratio	0.08	0.00		0.64	0.01	0.63	0.01	0.52	0.04	0.29	0.25	0.00
Control Delay (s/veh)	33.7	0.0		54.1	35.0	14.7	5.0	11.3	0.1	4.7	4.6	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.7	0.0		54.1	35.0	14.7	5.0	11.3	0.1	4.7	4.6	0.0
LOS	C	A		D	C	B	A	B	A	A	A	A
Approach Delay (s/veh)		28.9			27.9			10.9			4.6	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)	7	0		60	1	0	1	161	0	8	34	0
Queue Length 95th (ft)	19	0		91	8	62	5	367	0	40	157	m0
Internal Link Dist (ft)		614			355			629			1006	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	148	677		162	287	420	596	2320	1094	337	2620	1214
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.00		0.64	0.01	0.50	0.01	0.52	0.04	0.29	0.25	0.00

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

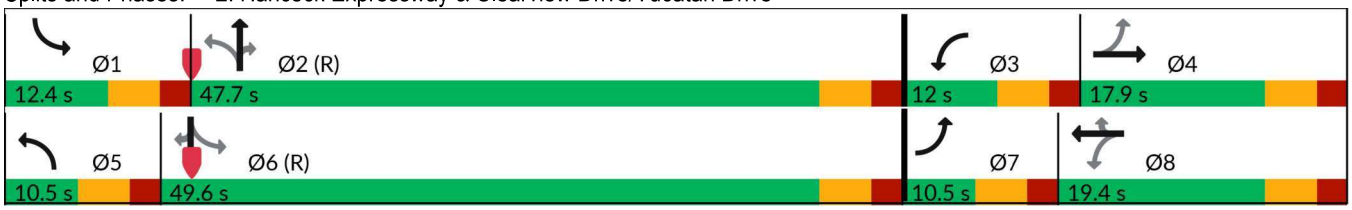
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 11.3	Intersection LOS: B
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	9
Future Vol, veh/h	0	0	0	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	10

Major/Minor	Minor2		Major2	
Conflicting Flow All	1	1	0	0
Stage 1	1	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	895	1083	-	-
Stage 1	895	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1083	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	0	-
HCM Lane LOS	A	A	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1247	24	0	1637	0	4
Future Vol, veh/h	1247	24	0	1637	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	1355	26	0	1779	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	678
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	395
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	395
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.22
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	395	-	-	-
HCM Lane V/C Ratio	0.011	-	-	-
HCM Ctrl Dly (s/v)	14.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	3	14	1035	685	31
Future Volume (vph)	14	3	14	1035	685	31
Satd. Flow (prot)	1747	0	1770	3539	3514	0
Flt Permitted	0.960		0.357			
Satd. Flow (perm)	1747	0	665	3539	3514	0
Satd. Flow (RTOR)	3				11	
Lane Group Flow (vph)	18	0	15	1125	779	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		23.5	23.5	23.5	
Total Split (s)	25.0		65.0	65.0	65.0	
Total Split (%)	27.8%		72.2%	72.2%	72.2%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	C-Max	C-Max	
Act Effct Green (s)	6.4		82.6	82.6	82.6	
Actuated g/C Ratio	0.07		0.92	0.92	0.92	
v/c Ratio	0.14		0.02	0.35	0.24	
Control Delay (s/veh)	36.8		3.2	3.8	1.4	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	36.8		3.2	3.8	1.4	
LOS	D		A	A	A	
Approach Delay (s/veh)	36.8			3.8	1.4	
Approach LOS	D			A	A	
Queue Length 50th (ft)	8		0	0	0	
Queue Length 95th (ft)	29		m6	335	62	
Internal Link Dist (ft)	336			1006	884	
Turn Bay Length (ft)			150			
Base Capacity (vph)	380		610	3249	3227	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.05		0.02	0.35	0.24	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

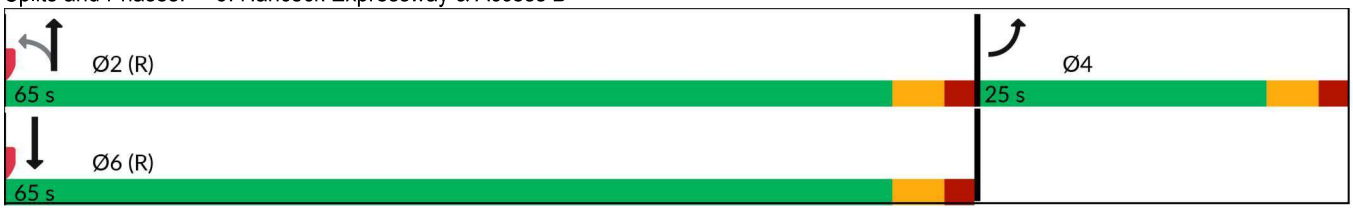
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.35

Intersection Signal Delay (s/veh): 3.2	Intersection LOS: A
Intersection Capacity Utilization 41.9%	ICU Level of Service A
Analysis Period (min) 15	

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

Splits and Phases: 5: Hancock Expressway & Access B



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	1278	459	309	1004	204	114	757	151	173	560	120
Future Volume (vph)	173	1278	459	309	1004	204	114	757	151	173	560	120
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			184			157			134			130
Lane Group Flow (vph)	188	1389	499	336	1091	222	124	823	164	188	609	130
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free			2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.5	10.0	10.0	4.0	10.0		4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	9.0	17.5	17.5	9.0	17.5		9.0	16.5	16.5	9.0	16.5	16.5
Total Split (s)	18.0	67.0	67.0	20.0	69.0		13.0	45.0	45.0	14.0	46.0	46.0
Total Split (%)	12.3%	45.9%	45.9%	13.7%	47.3%		8.9%	30.8%	30.8%	9.6%	31.5%	31.5%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5		3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	7.5	5.0	7.5		5.0	6.5	6.5	5.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.1	59.3	59.3	15.0	62.2	146.0	7.9	38.5	38.5	9.2	39.7	39.7
Actuated g/C Ratio	0.08	0.41	0.41	0.10	0.43	1.00	0.05	0.26	0.26	0.06	0.27	0.27
v/c Ratio	0.66	0.97	0.66	0.95	0.72	0.14	0.66	0.88	0.32	0.87	0.63	0.25
Control Delay (s/veh)	76.5	59.2	26.2	102.1	38.3	0.2	85.1	63.6	12.1	102.7	50.3	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.5	59.2	26.2	102.1	38.3	0.2	85.1	63.6	12.1	102.7	50.3	7.5
LOS	E	E	C	F	D	A	F	E	B	F	D	A
Approach Delay (s/veh)		52.9			46.2			58.4			54.9	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	91	683	250	169	459	0	61	404	22	94	274	0
Queue Length 95th (ft)	135	#846	385	#269	546	0	#103	#511	85	#169	343	53
Internal Link Dist (ft)		827			952			944			266	
Turn Bay Length (ft)	365		300	600		315	360		240	180		235
Base Capacity (vph)	305	1442	754	352	1507	1583	188	933	516	215	963	525
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.96	0.66	0.95	0.72	0.14	0.66	0.88	0.32	0.87	0.63	0.25

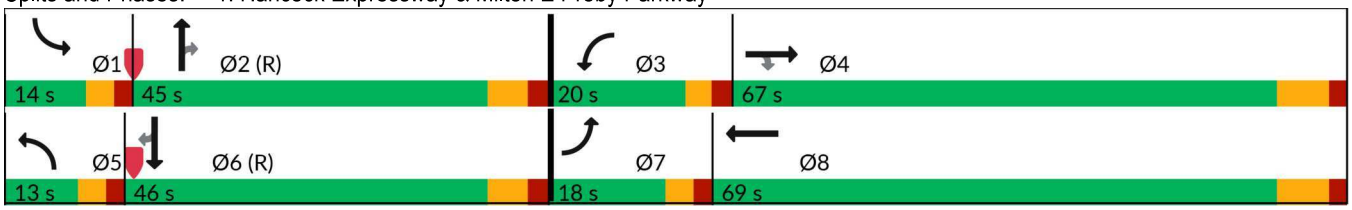
Intersection Summary
Cycle Length: 146
Actuated Cycle Length: 146
Offset: 59 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.97	
Intersection Signal Delay (s/veh): 52.3	Intersection LOS: D
Intersection Capacity Utilization 90.0%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 1: Hancock Expressway & Milton E Proby Parkway



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	3	6	69	5	143	5	785	48	233	1069	8
Future Volume (vph)	17	3	6	69	5	143	5	785	48	233	1069	8
Satd. Flow (prot)	1770	3168	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted				0.541			0.232			0.245		
Satd. Flow (perm)	1863	3168	0	1008	1863	1583	432	3539	1583	456	3539	1583
Satd. Flow (RTOR)		217				230			230			164
Lane Group Flow (vph)	18	10	0	75	5	155	5	853	52	253	1162	9
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5		10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
Total Split (s)	11.0	16.0		12.0	17.0	17.0	11.0	40.0	40.0	22.0	51.0	51.0
Total Split (%)	12.2%	17.8%		13.3%	18.9%	18.9%	12.2%	44.4%	44.4%	24.4%	56.7%	56.7%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	6.7	5.6		9.9	6.3	6.3	58.0	52.4	52.4	68.3	66.0	66.0
Actuated g/C Ratio	0.07	0.06		0.11	0.07	0.07	0.64	0.58	0.58	0.76	0.73	0.73
v/c Ratio	0.13	0.02		0.41	0.04	0.48	0.01	0.41	0.05	0.51	0.45	0.01
Control Delay (s/veh)	37.2	0.1		41.2	39.4	6.3	5.4	12.8	0.1	5.6	4.4	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.2	0.1		41.2	39.4	6.3	5.4	12.8	0.1	5.6	4.4	0.0
LOS	D	A		D	D	A	A	B	A	A	A	A
Approach Delay (s/veh)		23.9			18.1			12.1			4.6	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)	10	0		43	3	0	1	110	0	13	32	0
Queue Length 95th (ft)	27	0		76	14	15	4	242	0	20	284	m0
Internal Link Dist (ft)		614			355			629			946	
Turn Bay Length (ft)	110			125		125	345		260	360		250
Base Capacity (vph)	134	561		184	238	402	361	2062	1018	587	2595	1205
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.02		0.41	0.02	0.39	0.01	0.41	0.05	0.43	0.45	0.01

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 35 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

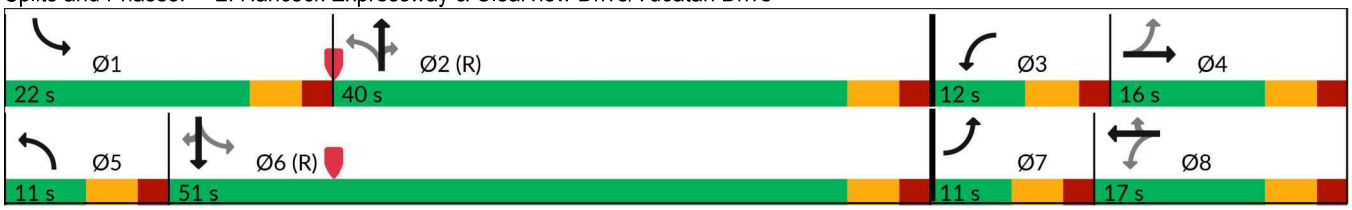
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.51

Intersection Signal Delay (s/veh): 8.6	Intersection LOS: A
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 2: Hancock Expressway & Clearview Drive/Yucatan Drive



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	0	15	0	1	0	9
Future Vol, veh/h	0	0	15	0	1	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	1	0	10

Major/Minor	Minor2		Major2	
Conflicting Flow All	33	0	0	0
Stage 1	33	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.12	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	860	-	-	-
Stage 1	868	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Ctrl Dly, s/v	0	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1836	9	0	1238	0	14
Future Vol, veh/h	1836	9	0	1238	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	-	0
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	2	2	2
Mvmt Flow	1996	10	0	1346	0	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	998
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	242
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	242
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	20.85
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	242	-	-	-
HCM Lane V/C Ratio	0.063	-	-	-
HCM Ctrl Dly (s/v)	20.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	44	10	6	939	1316	12
Future Volume (vph)	44	10	6	939	1316	12
Satd. Flow (prot)	1745	0	1770	3539	3536	0
Flt Permitted	0.961		0.164			
Satd. Flow (perm)	1745	0	305	3539	3536	0
Satd. Flow (RTOR)	11				2	
Lane Group Flow (vph)	59	0	7	1021	1443	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.5		23.5	23.5	23.5	
Total Split (s)	25.0		65.0	65.0	65.0	
Total Split (%)	27.8%		72.2%	72.2%	72.2%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.5	5.5	5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max	C-Max	C-Max	
Act Effct Green (s)	8.0		74.3	74.3	74.3	
Actuated g/C Ratio	0.09		0.83	0.83	0.83	
v/c Ratio	0.36		0.03	0.35	0.49	
Control Delay (s/veh)	38.1		5.2	4.9	3.9	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	38.1		5.2	4.9	3.9	
LOS	D		A	A	A	
Approach Delay (s/veh)	38.1			4.9	3.9	
Approach LOS	D			A	A	
Queue Length 50th (ft)	27		1	67	116	
Queue Length 95th (ft)	63		m5	208	184	
Internal Link Dist (ft)	208			946	944	
Turn Bay Length (ft)			150			
Base Capacity (vph)	386		251	2919	2917	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.15		0.03	0.35	0.49	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

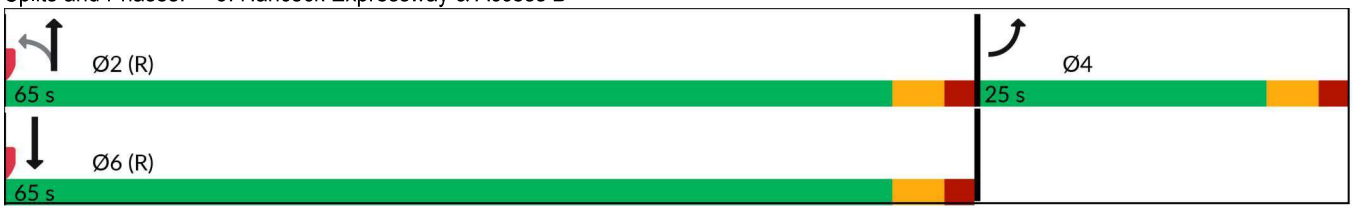
Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

Maximum v/c Ratio: 0.49

Intersection Signal Delay (s/veh): 5.1	Intersection LOS: A
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	

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

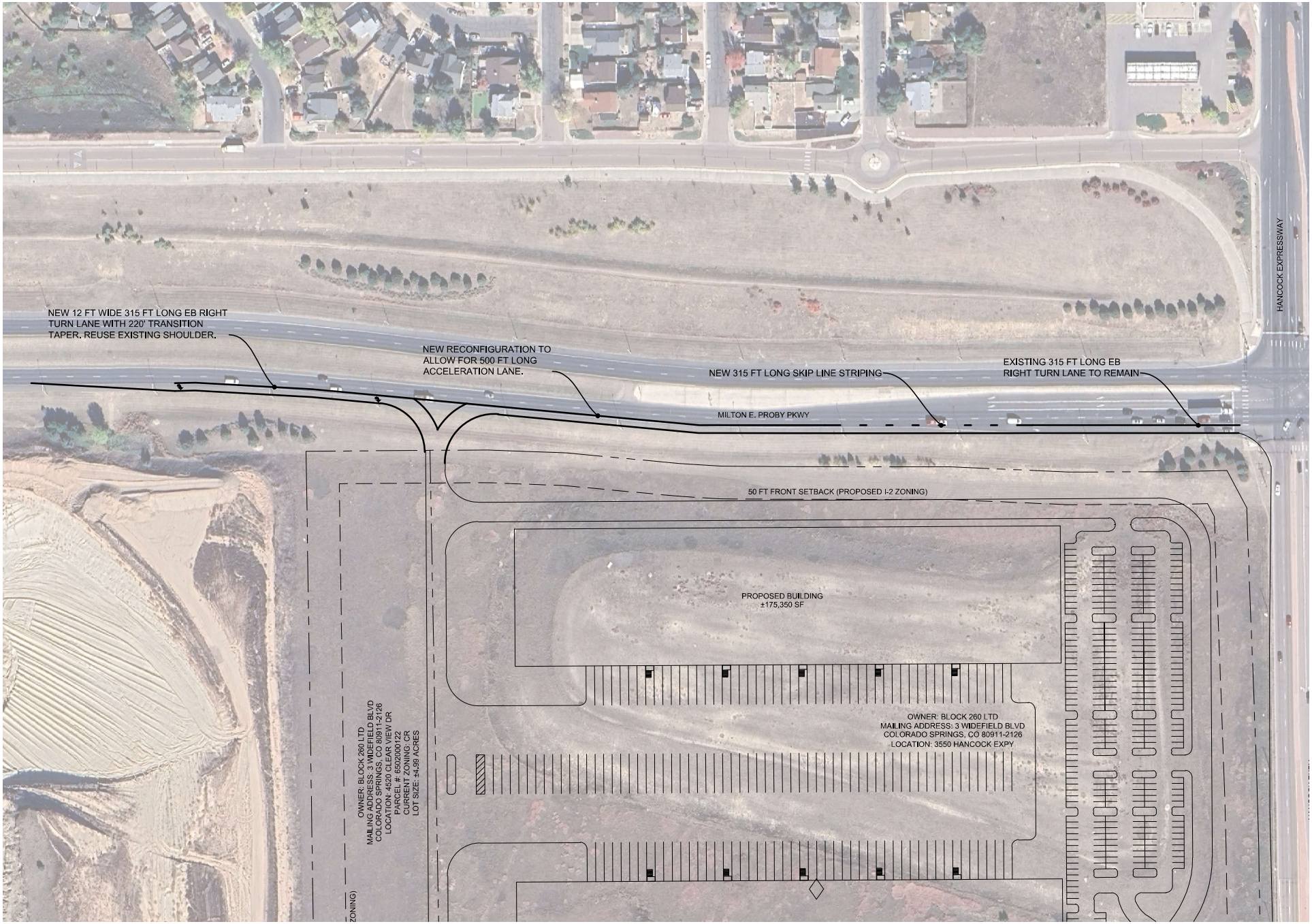
Splits and Phases: 5: Hancock Expressway & Access B



Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0

APPENDIX F

Conceptual Turn Lane Exhibit



JONES DEVELOPMENT
Conceptual Turn Lane Exhibit

December 2025

SM ROCHA, LLC
Traffic and Transportation Engineering

0 200 North

Docusign Envelope ID: EC545260-C4A1-82E2-81C1-6778DA5DFCD0