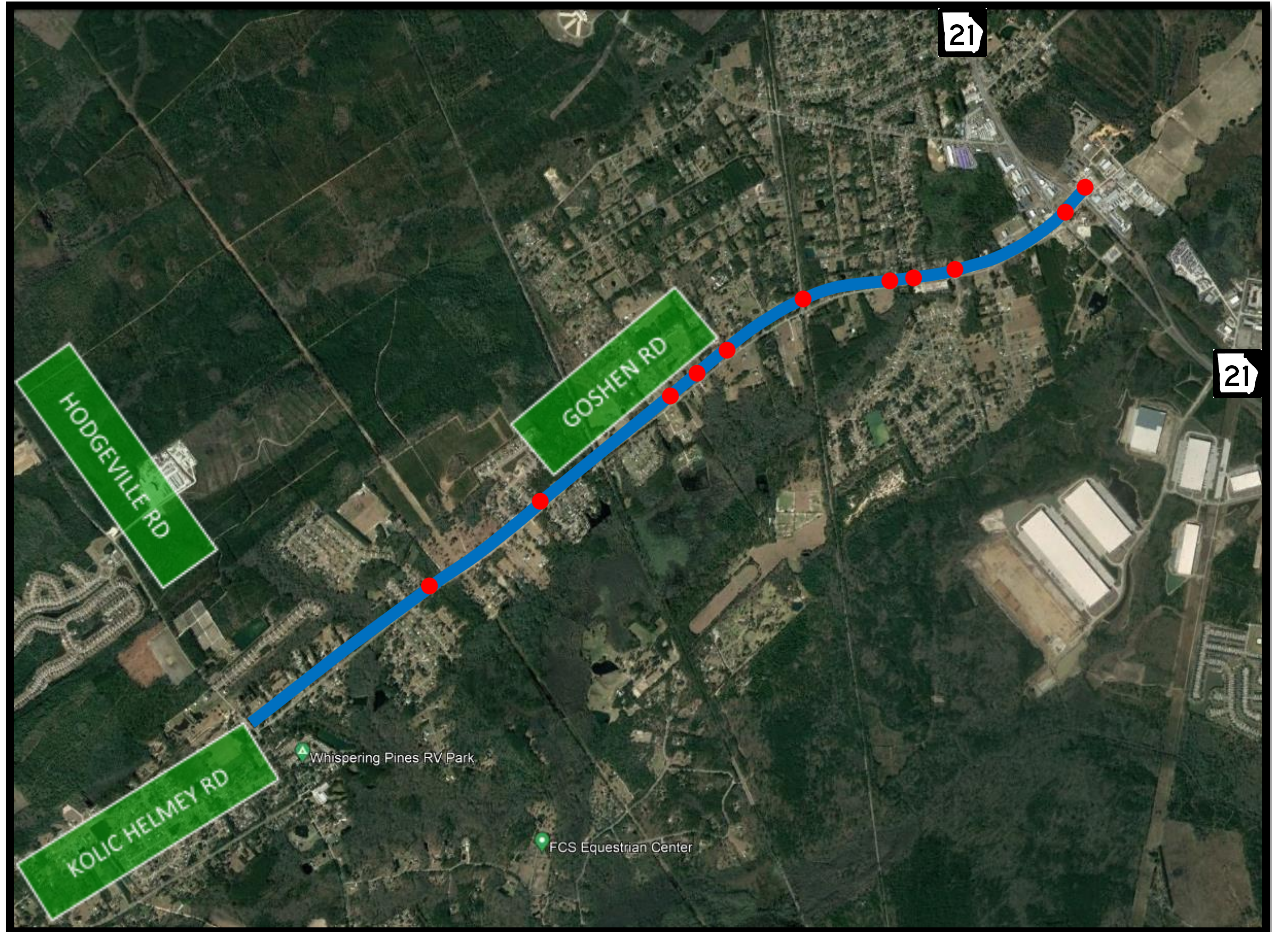


TRAFFIC ENGINEERING STUDY

For the corridor of Goshen Road
Effingham County, GA



Report Prepared For:
Effingham County

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1. INTRODUCTION

Pond has been tasked with developing recommendations, including appropriate lane configuration along Goshen Road, from SR 21 to Hodgeville Road, as well as an appropriate intersection control at the intersection of SR 21 at Goshen Road. The recommendations seek to improve operations, reduce delay, and reduce crash risk. This report documents this process, including crash analysis, volume development, capacity analysis, the utilization of the Georgia Department of Transportation’s (GDOT) Intersection Control Evaluation (ICE) process, and recommendations along the corridor.

2. PROJECT BACKGROUND AND EXISTING CONDITIONS

2.1 Project Location

The study intersection is located within Effingham County in Georgia, between SR 21 and Hodgeville Road. The study area is location is presented in **Figures 2-1 and 2-2**.

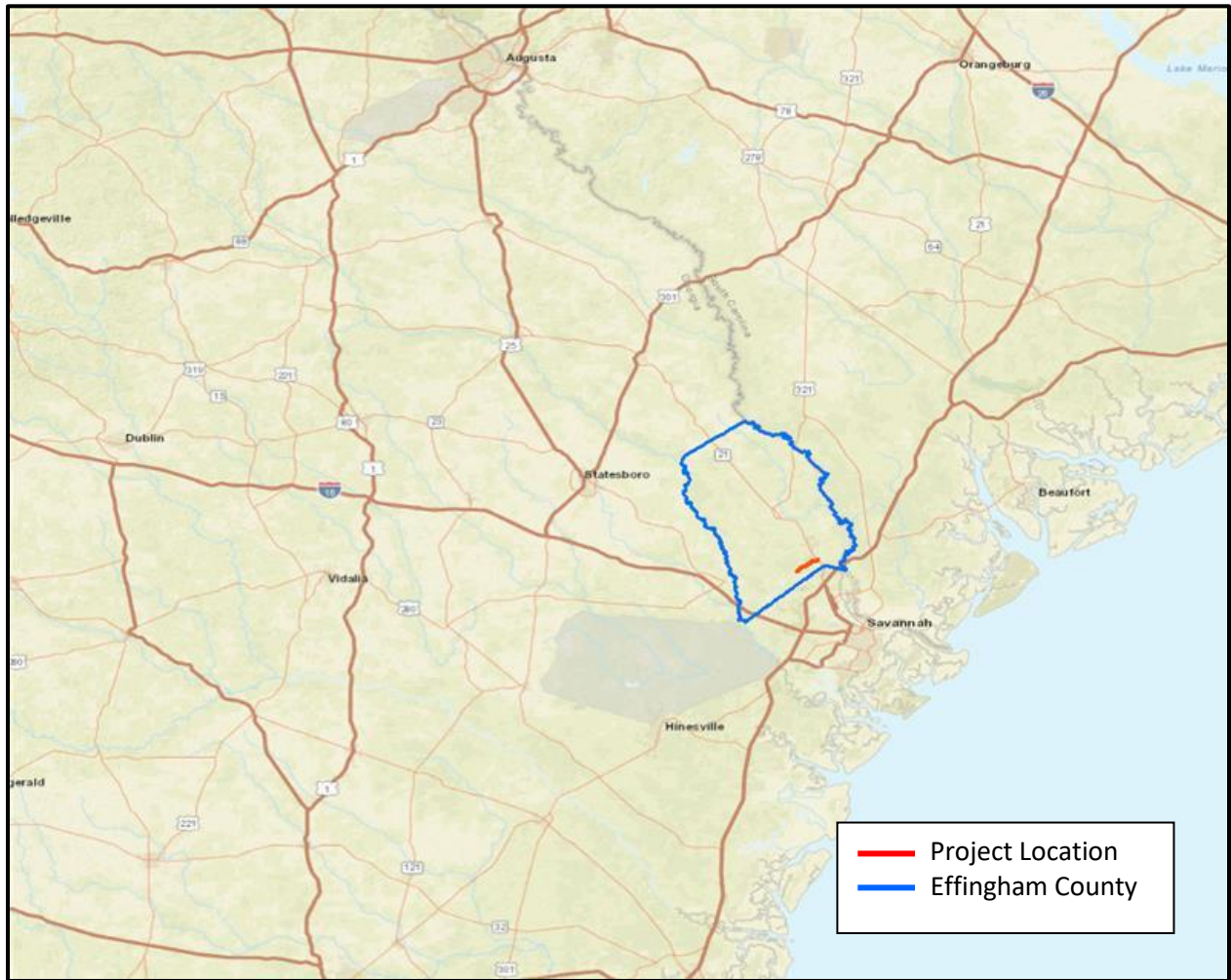


Figure 2-1: Project Location

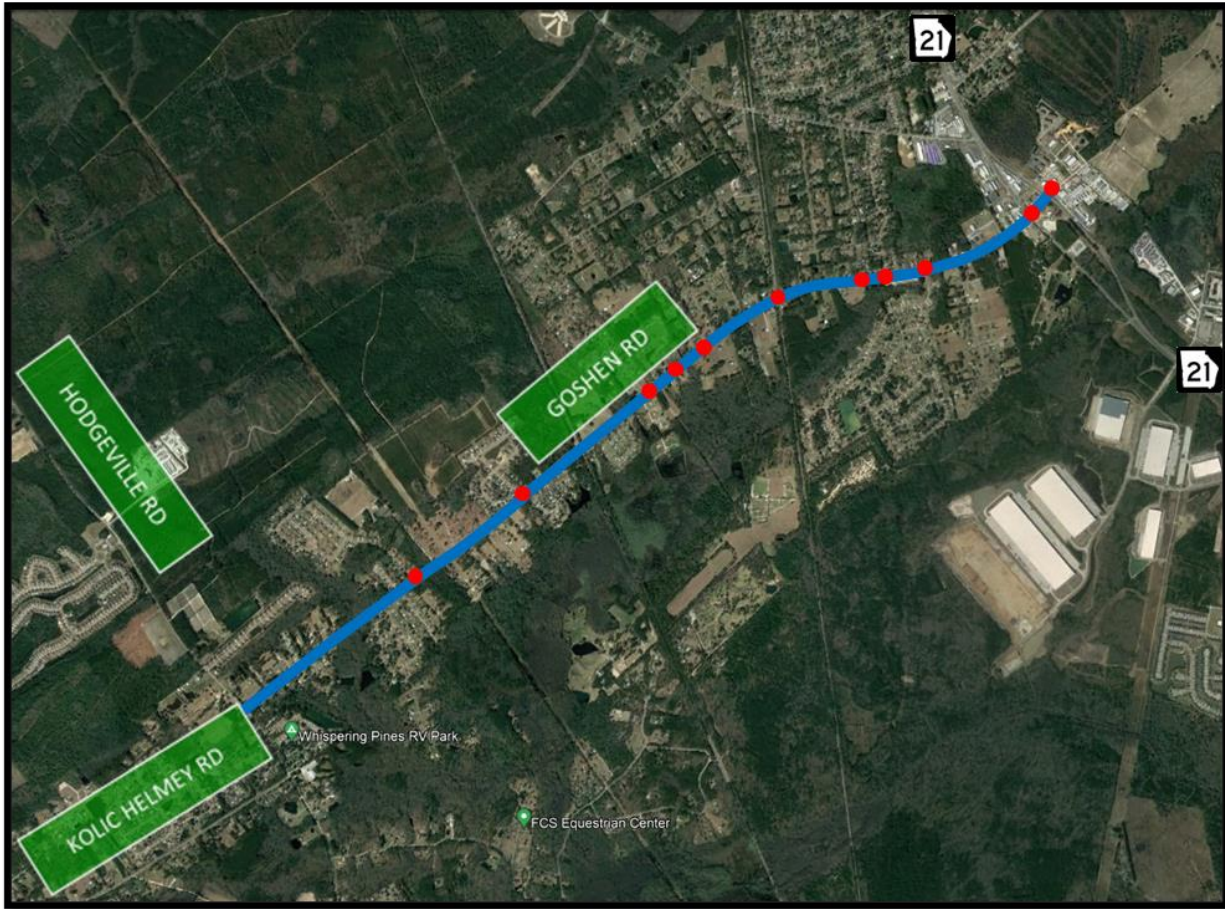


Figure 2-2: Study Area and Analyzed Intersections

2.2 Existing Transportation Facilities

This section provides a description of the roadways included in the study analysis.

- **SR 21**
SR 21 is a four-lane divided highway with a north/south orientation. The posted speed limit of the facility is 45 MPH. The roadway section in the vicinity of the study area is primarily rural, with no sidewalk on either side of the facility. GDOT classifies the roadway as a Principal Arterial.
- **Goshen Road**
Goshen Road is a two-lane undivided highway with an east/west orientation. The posted speed limit of the facility is 45 MPH. The roadway section is primarily rural. GDOT classifies the roadway as a Major Collector.
- **Huger Street**
Huger Street provides access to the Goshen Hills Plantation neighborhood. This facility is a two-lane undivided roadway with a posted speed limit of 25 MPH. GDOT classifies the roadway as a Local Road.
- **Crystal Drive**

Crystal Drive provides access to the Waterford Plantation neighborhood. This facility is a two-lane undivided roadway with a posted speed limit of 25 MPH. GDOT classifies the roadway as a Local Road.

- **Stephens Drive**

Stephens Drive provides access to residential homes. This facility is a two-lane undivided roadway with a posted speed limit of 35 MPH. The roadway has a rural section with no sidewalk on either side of the facility. GDOT classifies the roadway as a Local Road.

- **Golden Drive**

Golden Drive facility is a two-lane undivided roadway with a posted speed limit of 35 MPH. The roadway has a rural section with no sidewalk on either side of the facility. GDOT classifies the roadway as a Local Road.

- **Center Drive**

Center Drive provides access to residential homes. This facility is a two-lane undivided roadway with no posted speed limit. The roadway has a rural section with no sidewalk on either side of the facility. GDOT classifies the roadway as a Local Road.

- **Exley Loop**

Exley Loop provides access to residential homes. This facility is a two-lane undivided roadway with no posted speed limit. The roadway has a rural section with no sidewalk on either side of the facility. GDOT classifies the roadway as a Local Road.

- **Paddleford Drive**

Paddleford Drive provides access to the Paddleford Plantation neighborhood. This facility is a two-lane undivided roadway with a posted speed limit of 25 MPH. The roadway has a rural section with no sidewalk on either side of the facility. GDOT classifies the roadway as a Local Road.

- **Autumn Drive**

Autumn Drive provides access to the Autumn Woods neighborhood. This facility is a two-lane undivided roadway with a posted speed limit of 25 MPH. The roadway section is urban with curb, gutter, and sidewalk on both sides of the facility. GDOT classifies the roadway as a Local Road.

- **Jamestown Drive**

Jamestown Drive provides access to the Jamestown neighborhood. This facility is a two-lane undivided roadway with no posted speed limit. The roadway section is urban with curb, gutter, and sidewalk on both sides of the facility. GDOT classifies the roadway as a Local Road.

2.3 Traffic Volumes

Traffic count data was collected on Tuesday, February 7, 2023. The traffic count program consisted of (11) 4-HR (7:00 AM – 9:00 AM, 4:00 PM – 6:00 PM) Turning Movement Count (TMC) at the study intersections. The program also included (2) 24-HR ADT Volume Counts along Goshen Road west of SR 21 and east of Hodgeville Road. Daily vehicular volumes along Goshen Road were recorded as 9,883 and 9,160, respectively. Traffic count data is included in **Appendix A**.

2.4 Crash History

Crash data along Goshen Road from Hodgeville Road to SR 21 for the years 2017-2021 was extracted from GDOT’s Numetric database. A summary of this data is presented in **Table 2-1**. The crashes that have occurred within the study corridor are also presented in heatmaps in **Figures 2-3** and **2-4**.

Table 2-1: Summary of Crash History from Years 2017-2021

Crash Type	K	A	B	C	O	Total	Percentage of Total Crashes
Angle (Other)	0	0	1	4	7	12	12.4%
Head On	0	0	0	0	1	1	1.0%
Left Angle Crash	0	0	1	2	6	9	9.3%
Not a Collision with Motor Vehicle	0	1	2	0	13	16	16.5%
Rear End	0	0	5	10	36	51	52.6%
Right Angle Crash	0	0	0	0	1	1	1.0%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Sideswipe-Same Direction	0	0	0	1	4	5	5.2%
Other/Unspecified	0	0	0	0	2	2	2.1%
Total	0	1	9	17	70	97	100.0%
Pedestrian Crashes	0	0	0	0	0	0	0.0%
Bicycle Crashes	0	0	0	0	0	0	0.0%
Commercial Vehicle Crashes	0	0	0	0	0	0	0.0%

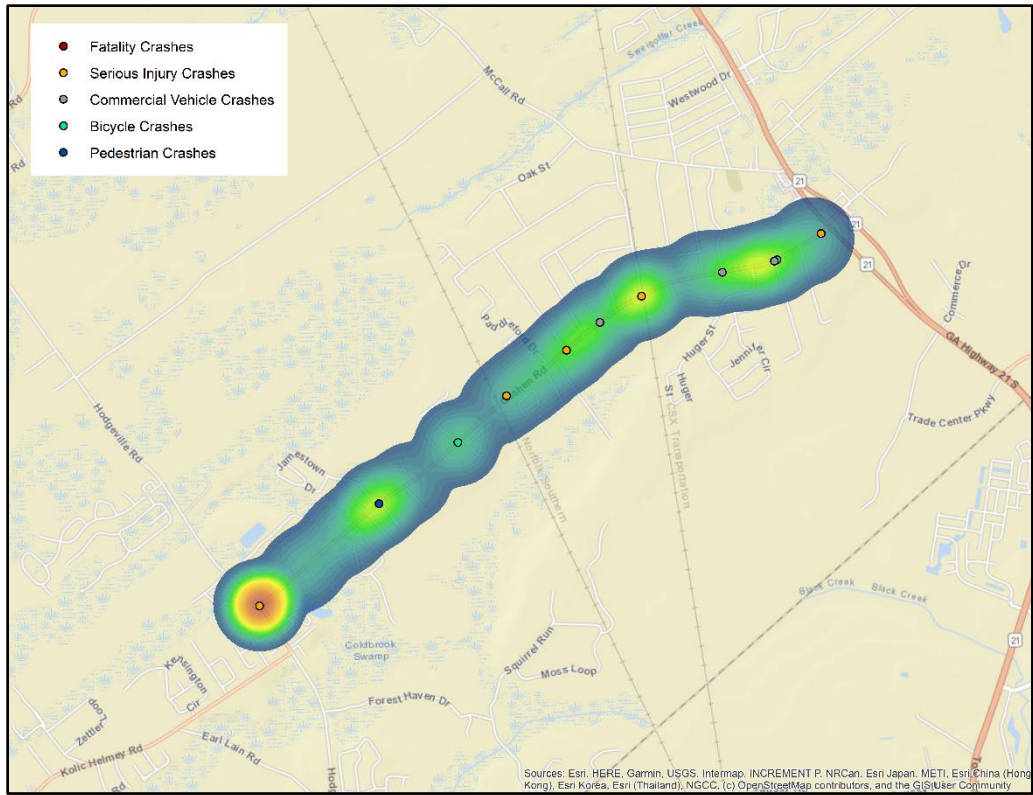


Figure 2-3: Goshen Road Crash Heatmap, excluding SR 21

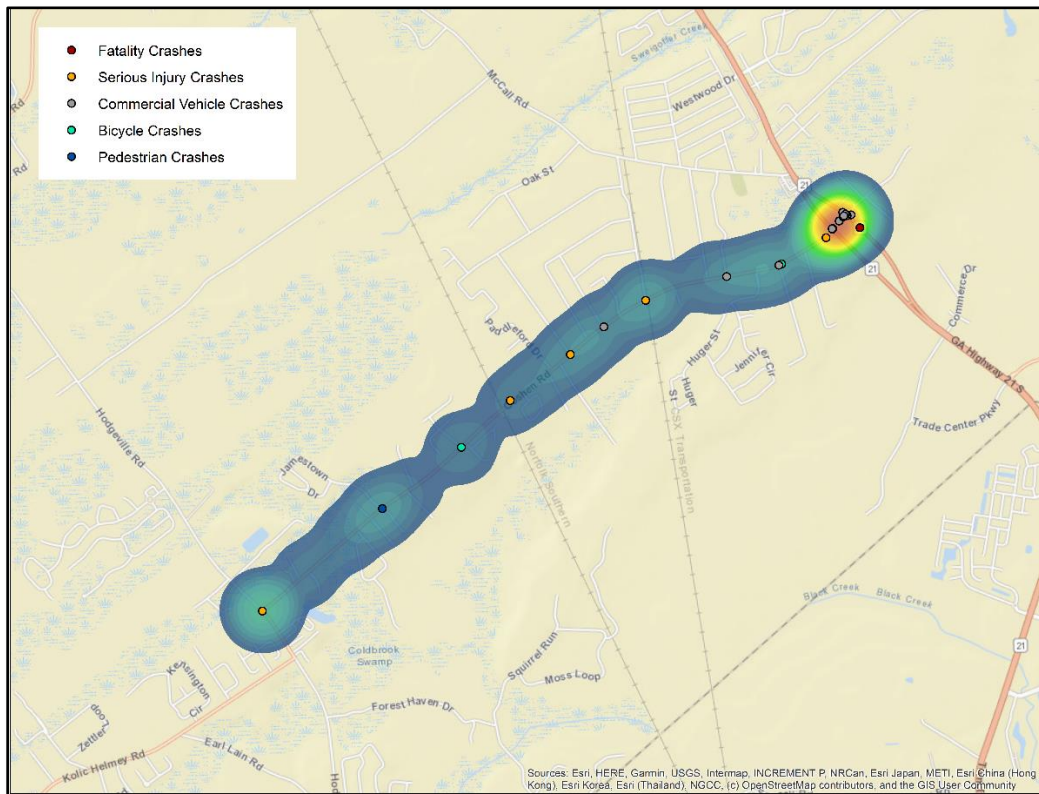


Figure 2-4: Goshen Road Crash Heatmap

Crash data was also evaluated at each study intersection. Tables summarizing intersection crash data are presented in **Tables 2-2 to 2-12**.

Table 2-2: Summary of Crash History from Years 2017-2021 – Goshen Road and SR 21 NB

Crash Type	K	A	B	C	O	Total	Percentage of Total Crashes
Angle (Other)	0	0	0	2	3	5	15.2%
Head On	0	0	0	0	0	0	0.0%
Left Angle Crash	0	0	1	0	3	4	12.1%
Not a Collision with Motor Vehicle	0	0	0	0	1	1	3.0%
Rear End	0	0	1	4	15	20	60.6%
Right Angle Crash	0	0	0	0	0	0	0.0%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Sideswipe-Same Direction	0	0	0	1	1	2	6.1%
Other/Unspecified	0	0	0	0	1	1	3.0%
Total	0	0	2	7	24	33	100.0%
Pedestrian Crashes	0	0	0	0	0	0	0.0%
Bicycle Crashes	0	0	0	0	0	0	0.0%
Commercial Vehicle Crashes	0	0	0	0	0	0	0.0%

Table 2-3: Summary of Crash History from Years 2017-2021 – Goshen Road EXT and SR 21 SB

Crash Type	K	A	B	C	O	Total	Percentage of Total Crashes
Angle (Other)	0	0	0	2	2	4	13.8%
Head On	0	0	0	0	0	0	0.0%
Left Angle Crash	0	0	0	0	0	0	0.0%
Not a Collision with Motor Vehicle	0	0	0	0	1	1	3.4%
Rear End	0	0	1	1	17	19	65.5%
Right Angle Crash	0	0	0	0	1	1	3.4%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Sideswipe-Same Direction	0	0	0	0	3	3	10.3%
Other/Unspecified	0	0	0	0	1	1	3.4%
Total	0	0	1	3	25	29	100.0%
Pedestrian Crashes	0	0	0	0	0	0	0.0%
Bicycle Crashes	0	0	0	0	0	0	0.0%
Commercial Vehicle Crashes	0	0	0	0	0	0	0.0%

Table 2-4: Summary of Crash History from Years 2017-2021 – Goshen Road and Huger Street

Crash Type	K	A	B	C	O	Total	Percentage of Total Crashes
Angle (Other)	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Left Angle Crash	0	0	0	0	0	0	0.0%
Not a Collision with Motor Vehicle	0	0	0	0	0	0	0.0%
Rear End	0	0	1	2	0	3	100.0%
Right Angle Crash	0	0	0	0	0	0	0.0%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Sideswipe-Same Direction	0	0	0	0	0	0	0.0%
Other/Unspecified	0	0	0	0	0	0	0.0%
Total	0	0	1	2	0	3	100.0%
Pedestrian Crashes	0	0	0	0	0	0	0.0%
Bicycle Crashes	0	0	0	0	0	0	0.0%
Commercial Vehicle Crashes	0	0	0	0	0	0	0.0%

Table 2-5: Summary of Crash History from Years 2017-2021 – Goshen Road and Crystal Drive

Crash Type	K	A	B	C	O	Total	Percentage of Total Crashes
Angle (Other)	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Left Angle Crash	0	0	0	0	0	0	0.0%
Not a Collision with Motor Vehicle	0	0	0	0	1	1	100.0%
Rear End	0	0	0	0	0	0	0.0%
Right Angle Crash	0	0	0	0	0	0	0.0%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Sideswipe-Same Direction	0	0	0	0	0	0	0.0%
Other/Unspecified	0	0	0	0	0	0	0.0%
Total	0	0	0	0	1	1	100.0%
Pedestrian Crashes	0	0	0	0	0	0	0.0%
Bicycle Crashes	0	0	0	0	0	0	0.0%
Commercial Vehicle Crashes	0	0	0	0	0	0	0.0%

Table 2-6: Summary of Crash History from Years 2017-2021 – Goshen Road and Stephens Drive

Crash Type	K	A	B	C	O	Total	Percentage of Total Crashes
Angle (Other)	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Left Angle Crash	0	0	0	1	0	1	33.3%
Not a Collision with Motor Vehicle	0	0	0	0	1	1	33.3%
Rear End	0	0	1	0	0	1	33.3%
Right Angle Crash	0	0	0	0	0	0	0.0%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Sideswipe-Same Direction	0	0	0	0	0	0	0.0%
Other/Unspecified	0	0	0	0	0	0	0.0%
Total	0	0	1	1	1	3	100.0%
Pedestrian Crashes	0	0	0	0	0	0	0.0%
Bicycle Crashes	0	0	0	0	0	0	0.0%
Commercial Vehicle Crashes	0	0	0	0	0	0	0.0%

Table 2-7: Summary of Crash History from Years 2017-2021 – Goshen Road and Golden Drive

Crash Type	K	A	B	C	O	Total	Percentage of Total Crashes
Angle (Other)	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Left Angle Crash	0	0	0	1	2	3	33.3%
Not a Collision with Motor Vehicle	0	1	1	0	3	5	55.6%
Rear End	0	0	0	1	0	1	11.1%
Right Angle Crash	0	0	0	0	0	0	0.0%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Sideswipe-Same Direction	0	0	0	0	0	0	0.0%
Other/Unspecified	0	0	0	0	0	0	0.0%
Total	0	1	1	2	5	9	100.0%
Pedestrian Crashes	0	0	0	0	0	0	0.0%
Bicycle Crashes	0	0	0	0	0	0	0.0%
Commercial Vehicle Crashes	0	0	0	0	0	0	0.0%

Table 2-8: Summary of Crash History from Years 2017-2021 – Goshen Road and Center Drive

Crash Type	K	A	B	C	O	Total	Percentage of Total Crashes
Angle (Other)	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Left Angle Crash	0	0	0	0	1	1	33.3%
Not a Collision with Motor Vehicle	0	0	1	0	1	2	66.7%
Rear End	0	0	0	0	0	0	0.0%
Right Angle Crash	0	0	0	0	0	0	0.0%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Sideswipe-Same Direction	0	0	0	0	0	0	0.0%
Other/Unspecified	0	0	0	0	0	0	0.0%
Total	0	0	1	0	2	3	100.0%
Pedestrian Crashes	0	0	0	0	0	0	0.0%
Bicycle Crashes	0	0	0	0	0	0	0.0%
Commercial Vehicle Crashes	0	0	0	0	0	0	0.0%

Table 2-9: Summary of Crash History from Years 2017-2021 – Goshen Road and Exley Loop

Crash Type	K	A	B	C	O	Total	Percentage of Total Crashes
Angle (Other)	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Left Angle Crash	0	0	0	0	0	0	0.0%
Not a Collision with Motor Vehicle	0	0	0	0	0	1	50.0%
Rear End	0	0	0	0	0	1	50.0%
Right Angle Crash	0	0	0	0	0	0	0.0%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Sideswipe-Same Direction	0	0	0	0	0	0	0.0%
Other/Unspecified	0	0	0	0	0	0	0.0%
Total	0	0	0	0	0	2	100.0%
Pedestrian Crashes	0	0	0	0	0	0	0.0%
Bicycle Crashes	0	0	0	0	0	0	0.0%
Commercial Vehicle Crashes	0	0	0	0	0	0	0.0%

Table 2-10: Summary of Crash History from Years 2017-2021 – Goshen Road and Paddleford Drive

Crash Type	K	A	B	C	O	Total	Percentage of Total Crashes
Angle (Other)	0	0	0	0	1	1	33.3%
Head On	0	0	0	0	1	1	33.3%
Left Angle Crash	0	0	0	0	0	0	0.0%
Not a Collision with Motor Vehicle	0	0	0	0	0	0	0.0%
Rear End	0	0	0	1	0	1	33.3%
Right Angle Crash	0	0	0	0	0	0	0.0%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Sideswipe-Same Direction	0	0	0	0	0	0	0.0%
Other/Unspecified	0	0	0	0	0	0	0.0%
Total	0	0	0	1	2	3	100.0%
Pedestrian Crashes	0	0	0	0	0	0	0.0%
Bicycle Crashes	0	0	0	0	0	0	0.0%
Commercial Vehicle Crashes	0	0	0	0	0	0	0.0%

Table 2-11: Summary of Crash History from Years 2017-2021 – Goshen Road and Autumn Drive

Crash Type	K	A	B	C	O	Total	Percentage of Total Crashes
Angle (Other)	0	0	1	0	0	1	20.0%
Head On	0	0	0	0	0	0	0.0%
Left Angle Crash	0	0	0	0	0	0	0.0%
Not a Collision with Motor Vehicle	0	0	0	0	2	2	40.0%
Rear End	0	0	0	0	2	2	40.0%
Right Angle Crash	0	0	0	0	0	0	0.0%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Sideswipe-Same Direction	0	0	0	0	0	0	0.0%
Other/Unspecified	0	0	0	0	0	0	0.0%
Total	0	0	1	0	4	5	100.0%
Pedestrian Crashes	0	0	0	0	0	0	0.0%
Bicycle Crashes	0	0	0	0	0	0	0.0%
Commercial Vehicle Crashes	0	0	0	0	0	0	0.0%

Table 2-12: Summary of Crash History from Years 2017-2021 – Goshen Road and Jamestown Drive

Crash Type	K	A	B	C	O	Total	Percentage of Total Crashes
Angle (Other)	0	0	0	0	1	1	16.7%
Head On	0	0	0	0	0	0	0.0%
Left Angle Crash	0	0	0	0	0	0	0.0%
Not a Collision with Motor Vehicle	0	0	0	0	2	2	33.3%
Rear End	0	0	1	1	1	3	50.0%
Right Angle Crash	0	0	0	0	0	0	0.0%
Sideswipe-Opposite Direction	0	0	0	0	0	0	0.0%
Sideswipe-Same Direction	0	0	0	0	0	0	0.0%
Other/Unspecified	0	0	0	0	0	0	0.0%
Total	0	0	1	1	4	6	100.0%
Pedestrian Crashes	0	0	0	0	0	0	0.0%
Bicycle Crashes	0	0	0	0	0	0	0.0%
Commercial Vehicle Crashes	0	0	0	0	0	0	0.0%

The most common manners of collision were rear end and collisions not involving other motor vehicles, comprising 16.5% and 52.6% of all crashes, respectively. Contributing factors to rear end crashes often include congestion and/or a lack of turn lanes, particularly for left turning vehicles along the major street at minor-street stop-controlled locations. The majority of crashes occur at the intersections of SR 21 at Goshen Road and Goshen Road Ext. Identified factors leading to most crashes occurring at this intersection include higher intersection volumes and greater congestion than other intersections, and the presence of full access driveways with no left turn lanes along the east intersection leg. The crash summary shows an unusually high percentage of collisions not involving other vehicles. Upon a more in-depth investigation, it was determined that the majority of these collisions involved deer crossings. Additional crashes were identified relating to trash cans on residential driveways along the road.

2.5 Existing Conditions Capacity Analysis

Capacity analysis was performed utilizing collected traffic count data and existing roadway conditions in Synchro software. In this study, Synchro methodology was utilized to evaluate intersections controlled by a traffic signal, while Highway Capacity Manual (HCM) 6th Edition methodology was utilized to evaluate all other intersection control types. Capacity analysis evaluated traffic operations for weekday AM and PM peak hours, calculating delay and Level of Service (LOS). For minor street stop-controlled intersections, delay and LOS results for the approach with the highest delay are reported. For all other control types, delay and LOS results for the total intersection are reported. Acceptable LOS is generally defined as LOS D or better, although it is not uncommon for minor street stop-controlled intersections to operate at LOS E or LOS F along arterial and major collector roadways. Existing conditions capacity analysis results are presented in **Table 2-13**. All capacity analysis outputs are included in Appendix B.

Table 2-13: Existing Conditions Capacity Analysis Results

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay, s	LOS	Delay, s
SR 21 NB at Goshen Rd Ext	B	14	C	25.2
SR 21 SB at Goshen Rd	B	12.3	B	11.2
Goshen Rd at Huger St	B	12.4	B	12.7
Goshen Rd at Crystal Dr	B	11.8	B	14.2
Goshen Rd at Stephens Dr	B	12.3	B	13.6
Goshen Rd at Golden Dr	B	12	B	12
Goshen Rd at Paddleford Dr	B	12.1	B	13.4
Goshen Rd at Autumn Dr	B	12	B	12.3
Goshen Rd at Jamestown Dr	B	11	B	13.3
Goshen Rd at Exley Loop	B	11.4	B	13.7
Goshen Rd at Center Dr	B	12.4	B	11.6

The results demonstrate that all intersections operate at an acceptable LOS in both the AM and PM peak hours under existing conditions.

3. VOLUME DEVELOPMENT

In order to evaluate traffic operations in future conditions, forecasting was performed. The forecasting process assumed an opening year of 2028 and a design year of 2048. Future traffic volumes were calculated by applying short-term and long-term annual growth rates to existing TMC data.

3.1 Short-Term Growth Rate

The short-term growth rate utilized in this study was determined from an analysis of historical traffic count data obtained from GDOT’s TADA database. A compound annual growth rate was calculated from available count data at locations near the study intersection over a 15-year period, and the weighted average of these locations calculated as the historical growth rate. **Table 3-1** presents the historical growth rate calculation.

Table 3-1: Historical Growth Rate Calculation

TC	Location	AADT														CAGR	
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		2022
103-0246	Goshen Rd W/O SR 21					5288									6996		3.16%
103-0245	Hodgeville Rd S/O Goshen Rd			5676				5986					8553			9806	5.12%
103-0244	Kolic Helmey Rd W/O Hodgeville Rd						3476				4129					4147	2.23%
103-0166	Noel C Conaway Rd S/O Kolic Helmey Rd		5975			6282		6827		7684		8728	9646			12059	5.70%
Weighted Average																4.55%	

The historical growth rate was calculated to be 4.55%. This is a highly aggressive growth rate. This level of growth was determined to be appropriate due to the rapid development in the area. This growth rate was applied to existing traffic count data to calculate 2028 traffic volumes.

3.2 Long Term Growth Rate

The long-term growth rate was selected by calculating the growth rates utilizing the Coastal Region (CORE) Metropolitan Planning Organization (MPO) and Georgia Statewide Travel Demand Models (TDMs). These two growth rates were compared, and the more conservative and aggressive growth rate was selected.

While historical growth trends are effective for forecasting short term traffic volume growth, the TDM outputs are typically more appropriate than historical trends for estimating long-term growth. The TDM includes future roadway and other mobility projects, future land use, and demographic projections. The TDM growth rate was calculated by comparing study area volumes from 2015 and 2045 model scenarios. The calculation of the TDM growth rate is presented in **Tables 3-2** and **3-3**.

Table 3-2: CORE MPO TDM Growth Rate Calculation

Location	Volume		CAGR
	2015	2045	
Goshen Rd E/O Hodgeville Rd	3300	3000	-0.32%
Goshen Rd W/O Dogwood Hill Rd	3900	4200	0.25%
Goshen Rd E/O Dogwood Hill Rd	4400	4700	0.22%
Goshen Rd W/O SR 21	5700	6200	0.28%
Goshen Rd W/O Commercial Dr	4300	5100	0.57%
	Weighted Average:		0.25%

Table 3-3: Georgia Statewide TDM Growth Rate Calculation

Location	Volume		CAGR
	2015	2045	
Goshen Rd W/O SR 21	3266	3626	0.35%
Goshen Rd E/O Hodgeville Rd	3302	4501	1.04%
	Weighted Average:		0.73%

The CORE MPO TDM and Georgia Statewide TDM growth rates were calculated to be 0.25% and 0.73%, respectively. Therefore, a long-term growth rate of 0.73% was applied to calculated 2028 traffic volumes to determine 2048 traffic volumes. Goshen Road is in the periphery of the CORE MPO TDM, and this may lead to a decrease in accuracy compared to roadways within the city of Savannah, for example.

3.3 Background Growth Summary

The calculated short- and long-term growth rates, as well as the years of growth and resulting growth factor to be applied to existing and opening year volumes to calculate opening and design year volumes, respectively are presented in **Table 3-4**.

Table 3-4: Traffic Forecasting Summary

Period	CAGR	Years of Growth	Growth Factor
2023-2028 Growth (GDOT Historical Data)	4.55%	5	1.24917
2028-2048 Growth (ARC TDM)	0.73%	20	1.15658

3.4 DR Horton-Longleaf Development

A DR Horton-Longleaf future development consisting of 93 detached single family homes was identified within the project are. The development will be located along the north side of Goshen Rd, east of Autumn Dr with one access point along Goshen Rd. In order to properly evaluate future operations along the corridor, it was necessary to perform trip generation and distribution in order to both evaluate the operations of the proposed access point as well as ensure the added traffic is accounted for in future conditions capacity analysis throughout the corridor.

3.4.1 Trip Generation

Trip generation for the proposed development was performed utilizing the ITETripGen Web-based Application with 11th edition methodology. The results of this generation are summarized in **Table 3-5**.

Table 3-5: Trip Generation Summary

ITE Land Use	Land Use Code	Independent Variable	Intensity	Generated Trips								
				Daily			AM Peak Hour			PM Peak Hour		
				Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
Single Family Detached Housing	210	Dwelling Units	93	935	467	468	69	17	52	92	58	34

3.4.1 Trip Distribution

Trip distributions were performed utilizing collected traffic count data. In order to determine whether generated trips would be distributed to/from the east or the west, AADT count data along Goshen Rd was utilized. It was assumed that the directional distribution of generated trips at the access point will be positively correlated with AM peak hour ADT directional splits along Goshen Rd as this is a residential development. This calculation is presented in **Table 3-6**.

Table 3-6: Directional Distribution of Trips at Development Access Point

Location	Volume		Percentage	
	EB	WB	EB	WB
Goshen Rd W/O SR 21	435	245	64.0%	36.0%
Goshen Rd E/O Hodgeville Rd	293	266	52.4%	47.6%
Total	728	511	58.8%	41.2%

These percentages were applied to generated trips to calculate turning movements at the development access location. Vehicles traveling to/from the west were assumed to travel throughout the study area toward/from Hodgeville Rd, with no left or right turning movements at other study intersections. However, vehicles travelling to/from the east will utilize the intersections of SR 21 SB at Goshen Rd and SR 21 NB at Goshen Rd Ext. As it was not reasonable to assume all generated trips would make the same turning movements at this intersection, distribution of these trips at the intersections was determined utilizing peak hour turning movement data. As the two intersections include SR 21 as a one-way pair, they were considered as a single intersection for this calculation, assuming no U-turning traffic. This calculation is presented in **Table 3-7**.

Table 3-7: Calculation of Turning Movement Percentages at Goshen Rd and SR 21

Movement	AM Volume	PM Volume	Total Peak Volume	Percentage
Eastbound Left	246	294	540	33.7%
Eastbound Through	40	18	58	3.6%
Eastbound Right	169	103	272	17.0%
Northbound Left	66	193	259	16.2%
Westbound Through	26	37	63	3.9%
Southbound Right	142	269	411	25.6%
To/From SR 21 North	388	563	951	59.3%
To/From SR 21 South	235	296	531	33.1%
To/From Goshen Rd Ext	66	55	121	7.5%

These percentages were applied to generated trips travelling to/from the east to calculate turning movement volumes for the generated traffic at the intersection, completing the trip distribution process. Distributed trip volumes for the development are presented in **Table 3-8**. These volumes were applied to opening and design year background growth calculated volumes rates to determine future condition volumes. Through volumes at the intersection of Goshen Rd at DR Horton-Longleaf were calculated by balancing volumes with the nearest intersection, Goshen Rd at Autumn Dr.

Table 3-8: Distributed Trip Volumes

Origin/Destination	Percentage	Volumes					
		Daily Trips		AM Trips		PM Trips	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
To/From Hodgeville Rd	41.2%	193	194	7	22	24	13
To/From SR 21 North	34.9%	163	163	6	18	20	12
To/From SR 21 South	19.5%	91	91	3	10	11	7
To/From Goshen Rd Ext	4.4%	21	21	1	2	3	2
To SR 21/Goshen Rd Ext	58.8%	275	275	10	30	34	21

4. NO BUILD CAPACITY ANALYSIS

No build capacity analysis was performed utilizing forecasting count data and existing roadway conditions in Synchro software utilizing Synchro methodology to evaluate signalized intersections and Highway Capacity Manual (HCM) 6th Edition Methodology at unsignalized locations. Capacity analysis evaluated traffic operations for weekday AM and PM peak hours under opening and design year conditions, calculating delay and Level of Service (LOS). At the intersection of Goshen Rd at DR Horton-Longleaf, it was assumed that the intersection will operate under minor street stop control with no turn lanes. No-build capacity analysis results are presented in **Table 4-1**.

Table 4-1: No-Build Conditions Capacity Analysis Results

Intersection	2028				2048			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay, s	LOS	Delay, s	LOS	Delay, s	LOS	Delay, s
SR 21 NB at Goshen Rd Ext	B	20	F	82	C	24.9	F	135.8
SR 21 SB at Goshen Rd	B	17.1	B	16.7	C	21.6	C	22.4
Goshen Rd at Huger St	C	15.2	C	16	C	17.2	C	19
Goshen Rd at Crystal Dr	B	13.5	C	17.9	B	14.5	C	20.4
Goshen Rd at Stephens Dr	B	14.6	C	17.5	C	16	C	19.8
Goshen Rd at Golden Dr	B	14.3	B	14.3	C	16.1	C	15.9
Goshen Rd at Paddleford Dr	B	13.8	C	16.8	C	15.1	C	18.5
Goshen Rd at Autumn Dr	B	13.9	B	14.4	C	15.1	C	15.8
Goshen Rd at Jamestown Dr	B	12.3	C	16.2	B	13	C	18.1
Goshen Rd at Exley Loop	B	12.9	C	17.3	B	13.4	C	19.2
Goshen Rd at Center Dr	B	14.8	B	13.1	C	15.9	B	14
Goshen Rd at DR Horton-Longleaf	B	13.4	C	17.4	B	14.4	C	19.3

The results indicate the intersection of SR 21 at Goshen Rd Ext operates at LOS F in the AM peak hour of the opening and design years, respectively. As an acceptable LOS is typically defined as LOS D or better, these results indicate the need for intersection improvements. All other intersections operate acceptably.

5. INTERSECTION CONTROL EVALUATION

GDOT’s Intersection Control Evaluation (ICE) process and tool were utilized to determine the appropriate intersection control at the intersection of SR 21 N and Goshen Road. This process includes Stage 1 and Stage 2. Stage 1 is a qualitative screening process in which feasible alternative intersection controls are selected for evaluation. Stage 2 of the process includes capacity analysis of each alternative in the AM and PM peak hours of the design year and evaluates intersection delay/volume to capacity, crash reduction, potential environmental impacts, and costs for each alternative selected in Stage 1 to calculate a score for each alternative. The highest scoring alternative is typically selected as the recommended control type.

Based on the project scope, it was determined that an ICE waiver was appropriate for the intersection of SR 21 N and Goshen Road. Only one alternative – the addition of turn lanes - was deemed to be appropriate in ICE Stage 1. Therefore, according to guidance from the ICE tool, a waiver is appropriate and submitted in lieu of completing ICE Stage 2. ICE Stage 1 and a Waiver Request Form are included in the **Appendix**.

6. TWO-WAY LEFT TURN LANE

The installation of a two-way left turn lane (TWLTL) is proposed along Goshen Road from west of SR 21 S to east of Hodgeville Road. TWLTLs provide the most benefit to roadways with closely spaced access points to operations, such as Goshen Road, which has frequent driveways. Frequent left turns can cause significant disruption even if each intersection operates well in isolation. Removing the left-turning vehicles from the through lanes will improve traffic flow and road efficiency, while reducing crash rates. As mentioned previously, approximately 53% of crashes along Goshen Road are rear end crashes, which can be partially attributed to a lack of turn lanes. Additionally, Goshen Road is classified as a Major collector, which means the roadway connects local roads and provides access to the arterial system, SR 21 and nearby SR 30. Therefore, a TWLTL would enhance the flow of through traffic along the collector roadway.

GDOT’s criteria for TWLTL include a design speed of 45 MPH or less and a current traffic volume that is less than 18,000 vehicles per day and future traffic volume projected to be less than 24,000 vehicles per day. Daily vehicular volumes along Goshen Road were recorded as 9,883 and 9,160 west of SR 21 and east of Hodgeville Road, respectively. Therefore, the corridor meets GDOT’s minimum criteria for a TWLTL. According to research, benefits of a TWLTL include a 30% increase in capacity, 30% decrease in delay, and a 35% total crash reduction.

7. OTHER INTERSECTION TURN LANE IMPROVEMENTS

Additionally, the installation of an eastbound left turn lane and a westbound right turn lane at the intersection of SR 21 NB at Goshen Road is proposed. All other cross streets were also analyzed to determine the need for left or right turn lanes at those intersections. Cross streets whose volumes did not meet the minimum GDOT requirement were further analyzed to determine if they meet 70% of the GDOT threshold. Since 6-hr volumes were collected, a reasonable assumption was made that 70% or lower of daily volumes were captured within that span. Therefore, at locations where the volumes meet 70% of the threshold, it is reasonable to assume that these locations also meet the minimum GDOT turn lane requirement. Additionally, left turn lanes are not proposed at locations which meet the threshold for a left turn lane because a TWLTL is proposed for the corridor. **Table 7-1** shows the minimum GDOT turn lane requirements while **Table 7-2** shows the opening year turn lane volumes for each cross street.

The addition of turn lanes is a safety improvement which would bring the roadway to the standard of a major collector by enhancing the flow of traffic.

Table 7-1: GDOT Minimum Turn Lane Requirements

Turn Lane	GDOT Threshold	70% GDOT Threshold
Left Turn	175 LTV a day	123 LTV a day
Right Turn	75 RTV a day	52 RTV a day

Table 7-2: Opening Year Turn Lane Volumes

Cross Street	2028 6-HR Volumes			
	EBL	EBR	WBL	WBR
Huger St	0	89	249	0
Crystal Dr	32	0	0	59
Stephens Dr	117	0	0	65
Golden Dr	134	0	0	205
Paddleford Dr	9	0	0	36
Autumn Dr	27	0	0	44
Jamestown Dr	59	0	0	46
Exley Loop	10	0	0	15
Center Dr	12	0	0	15
DR Horton-Longleaf*	193	0	0	275

*Daily Generated Volumes Utilized

Volumes meet the thresholds for right turn lanes along Goshen Rd at Huger St, Crystal Dr, Stephens Dr, Golden Dr, and DR Horton-Longleaf. It is important to note that while intersection volumes justify a westbound right turn lane along Goshen Rd at Golden Dr, it is not feasible to install this turn lane due to the presence of a CSX at grade railroad crossing east of Golden Dr.

8. BUILD CONDITIONS CAPACITY ANALYSIS

Build conditions capacity analysis was performed utilizing forecasted volumes in Synchro software with Synchro methodology utilized at signalized locations and Highway Capacity Manual (HCM) 6th Edition Methodology used at unsignalized locations. The roadway network under build conditions incorporates the improvements discussed previously in the report:

- Turn Lane Improvements at the Intersection of SR 21 NB at Goshen Rd Ext
- The installation of a TWLTL along Goshen Rd from east of Hodgeville Rd to SR 21 SB
- The installation of right turn lanes along Goshen Rd at locations where volumes were determined to justify the turn lane, with the exception of Goshen Rd at Golden Dr

Capacity analysis evaluated traffic operations for weekday AM and PM peak hours under opening and design year conditions, calculating delay and Level of Service (LOS). Build conditions capacity analysis results are presented in **Table 8-1**.

Table 8-1: Build Conditions Capacity Analysis Results

Intersection	2028				2048			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay, s	LOS	Delay, s	LOS	Delay, s	LOS	Delay, s
SR 21 at Goshen Rd Ext	B	15	D	36.7	B	17.5	E	59.1
SR 21 at Goshen Rd	B	17.1	B	16.7	C	21.6	C	22.4
Goshen Rd at Huger St	B	13.8	B	13	C	15.1	B	14.2
Goshen Rd at Crystal Dr	B	12	B	14.2	B	12.5	C	15.3
Goshen Rd at Stephens Dr	B	12.5	B	13.8	B	13.1	B	14.8
Goshen Rd at Golden Dr	B	12.4	B	12.9	B	13.3	B	13.8
Goshen Rd at Paddleford Dr	B	12.2	B	13.4	B	12.8	B	14.1
Goshen Rd at Autumn Dr	B	12.2	B	12.5	B	12.8	B	13.2
Goshen Rd at Jamestown Dr	B	11.4	B	13.4	B	11.9	B	14.2
Goshen Rd at Exley Loop	B	11.7	B	13.6	B	12	B	14.4
Goshen Rd at Center Dr	B	12.6	B	12.2	B	13.1	B	12.8
Goshen Rd at DR Horton-Longleaf	B	11.9	B	13.7	B	12.4	B	14.5

The results indicate that under the proposed build conditions all intersections operate acceptably in both peak hours of the design year, with the exception of the intersection of SR 21 at Goshen Road Ext in the AM peak hour of the design year operating at LOS E. As this LOS evaluation results in a delay that is 4.1 seconds shy of being LOS D, this does not indicate insufficient operations along Goshen Road. Therefore, it can be concluded that the installation of a Two-Way Left Turn Lane (TWLTL) and right turn lanes at appropriate locations along Goshen Road from west of SR 21 S to East of Hodgeville Road and the addition of eastbound left turn lanes and westbound right turn lanes at the SR 21 at Goshen Road intersection will result in acceptable traffic operations and provide a significant delay reduction relative to no build conditions.

9. CONCLUSION AND RECOMMENDATIONS

The following recommendations were developed through the analysis performed in this study:

- Installation of W11-3 “Deer Crossing” signs due to the high number of vehicle crashes resulting from deer crossings
- Installation of a two-way left turn lane (TWLTL) along Goshen Road from west of SR 21 S to east of Hodgeville Road
- Installation of an eastbound right turn lane at the intersection of Goshen Road at Huger Street
- Installation of a westbound right turn lane at the intersection of Goshen Road at Crystal Drive
- Installation of a westbound right turn lane at the intersection of Goshen Road at Stephens Drive
- Installation of an eastbound left turn lane and a westbound right turn lane at the intersection of SR 21 NB at Goshen Road
- Installation of a westbound right turn lane at the intersection of Goshen Road at DR Horton-Longleaf Development driveway (to be included in site plan for DR Horton Longleaf Community)
- Due to existing physical constraints along Goshen Road and particular areas along the corridor that are less dense and require no direct access, consideration could be given to these areas to taper the TWLTL down to tie into the existing 2-lane section. These areas include the following:
 - Existing bridge culvert between Coldbrook Circle and Goshen Oaks Lane
 - Existing at-grade Norfolk Southern railroad crossing
 - Existing water trunk line as/if needed depending on lateral offset and depth of water line.

These improvements would help reduce the overall project widening footprint to avoid these impacts, reduce costs, reduce stakeholder coordination, and expedite project delivery and construction.

- All recommendations shown above shall be designed to tie into ongoing roadway improvement projects along Goshen Rd, including the installation of a single lane roundabout at the intersection of Goshen Rd at Hodgeville Rd and the construction of Effingham Parkway.

Recommendations are presented in **Figure 9-1**.

**Figure 9-1: Recommendations
Goshen Rd Improvements**



Appendix

A. Traffic Count Data

B. Capacity Analysis Outputs

C. GDOT ICE Tool Outputs

Appendix A: Traffic Count Data

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 21 & Goshen Rd Ext
 City: Rincon
 Control: Signalized

Project ID: 23-180019-001
 Date: 2/7/2023

Data - Total

NS/EW Streets:	SR 21				SR 21				Goshen Rd Ext				Goshen Rd Ext				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	22	122	11	0	0	0	0	0	67	13	0	0	0	13	4	0	252
7:15 AM	23	157	7	0	0	0	0	0	53	9	0	0	0	12	3	0	264
7:30 AM	16	172	16	0	0	0	0	0	63	24	0	0	0	10	3	0	304
7:45 AM	15	178	19	0	0	0	0	0	84	25	0	0	0	6	6	0	333
8:00 AM	12	186	15	0	0	0	0	0	46	22	0	0	0	5	9	0	295
8:15 AM	16	152	5	0	0	0	0	0	47	16	0	0	0	8	4	0	248
8:30 AM	17	169	6	0	0	0	0	0	46	15	0	0	0	4	4	0	261
8:45 AM	10	193	6	0	0	0	0	0	63	20	0	0	0	6	9	0	307
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	131	1329	85	0	0	0	0	0	469	144	0	0	0	64	42	0	2264
	8.48%	86.02%	5.50%	0.00%					76.51%	23.49%	0.00%	0.00%	0.00%	60.38%	39.62%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	66	693	57	0	0	0	0	0	246	80	0	0	0	33	21	0	1196
PEAK HR FACTOR :	0.717	0.931	0.750	0.000	0.000	0.000	0.000	0.000	0.732	0.800	0.000	0.000	0.000	0.688	0.583	0.000	0.898
	0.958								0.748				0.900				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	49	401	6	0	0	0	0	0	60	17	0	0	0	12	16	0	561
4:15 PM	33	360	8	0	0	0	0	0	75	25	0	0	0	12	16	0	529
4:30 PM	37	362	6	0	0	0	0	0	77	15	0	0	0	21	19	0	537
4:45 PM	64	385	4	0	0	0	0	0	72	20	0	0	0	14	14	0	573
5:00 PM	51	383	5	0	0	0	0	0	67	14	0	0	0	39	31	0	590
5:15 PM	41	375	3	0	0	0	0	0	78	20	0	0	0	19	13	0	549
5:30 PM	48	314	7	0	0	0	0	0	70	19	0	0	0	14	15	0	487
5:45 PM	33	249	8	0	0	0	0	0	62	14	0	0	0	7	23	0	396
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	356	2829	47	0	0	0	0	0	561	144	0	0	0	138	147	0	4222
	11.01%	87.53%	1.45%	0.00%					79.57%	20.43%	0.00%	0.00%	0.00%	48.42%	51.58%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	193	1505	18	0	0	0	0	0	294	69	0	0	0	93	77	0	2249
PEAK HR FACTOR :	0.754	0.977	0.750	0.000	0.000	0.000	0.000	0.000	0.942	0.863	0.000	0.000	0.000	0.596	0.621	0.000	0.953
	0.947								0.926				0.607				

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 21 & Goshen Rd Ext
 City: Rincon
 Control: Signalized

Project ID: 23-180019-001
 Date: 2/7/2023

Data - Cars

NS/EW Streets:	SR 21				SR 21				Goshen Rd Ext				Goshen Rd Ext				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	21	109	10	0	0	0	0	0	64	13	0	0	0	11	3	0	231
7:15 AM	23	135	7	0	0	0	0	0	52	9	0	0	0	11	2	0	239
7:30 AM	15	149	14	0	0	0	0	0	62	24	0	0	0	9	2	0	275
7:45 AM	15	151	18	0	0	0	0	0	82	24	0	0	0	6	6	0	302
8:00 AM	10	158	13	0	0	0	0	0	45	22	0	0	0	5	6	0	259
8:15 AM	12	121	4	0	0	0	0	0	44	15	0	0	0	7	4	0	207
8:30 AM	15	142	6	0	0	0	0	0	46	14	0	0	0	2	4	0	229
8:45 AM	8	165	6	0	0	0	0	0	62	19	0	0	0	6	8	0	274
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	119	1130	78	0	0	0	0	0	457	140	0	0	0	57	35	0	2016
	8.97%	85.15%	5.88%	0.00%					76.55%	23.45%	0.00%	0.00%	0.00%	61.96%	38.04%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	63	593	52	0	0	0	0	0	241	79	0	0	0	31	16	0	1075
PEAK HR FACTOR :	0.685	0.938	0.722	0.000	0.000	0.000	0.000	0.000	0.735	0.823	0.000	0.000	0.000	0.705	0.667	0.000	0.890
	0.962								0.755				0.904				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	49	384	5	0	0	0	0	0	54	15	0	0	0	11	16	0	534
4:15 PM	31	336	6	0	0	0	0	0	71	25	0	0	0	9	16	0	494
4:30 PM	37	341	6	0	0	0	0	0	75	13	0	0	0	20	19	0	511
4:45 PM	63	372	4	0	0	0	0	0	71	19	0	0	0	13	14	0	556
5:00 PM	51	371	4	0	0	0	0	0	67	13	0	0	0	38	30	0	574
5:15 PM	41	357	3	0	0	0	0	0	78	20	0	0	0	18	13	0	530
5:30 PM	47	305	7	0	0	0	0	0	70	19	0	0	0	14	15	0	477
5:45 PM	31	235	8	0	0	0	0	0	61	13	0	0	0	7	23	0	378
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	350	2701	43	0	0	0	0	0	547	137	0	0	0	130	146	0	4054
	11.31%	87.30%	1.39%	0.00%					79.97%	20.03%	0.00%	0.00%	0.00%	47.10%	52.90%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	192	1441	17	0	0	0	0	0	291	65	0	0	0	89	76	0	2171
PEAK HR FACTOR :	0.762	0.968	0.708	0.000	0.000	0.000	0.000	0.000	0.933	0.813	0.000	0.000	0.000	0.586	0.633	0.000	0.946
	0.940								0.908				0.607				

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 21 & Goshen Rd Ext
 City: Rincon
 Control: Signalized

Project ID: 23-180019-001
 Date: 2/7/2023

Data - HT

NS/EW Streets:	SR 21				SR 21				Goshen Rd Ext				Goshen Rd Ext				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	1	13	1	0	0	0	0	0	3	0	0	0	0	2	1	0	21
7:15 AM	0	22	0	0	0	0	0	0	1	0	0	0	0	1	1	0	25
7:30 AM	1	23	2	0	0	0	0	0	1	0	0	0	0	1	1	0	29
7:45 AM	0	27	1	0	0	0	0	0	2	1	0	0	0	0	0	0	31
8:00 AM	2	28	2	0	0	0	0	0	1	0	0	0	0	0	3	0	36
8:15 AM	4	31	1	0	0	0	0	0	3	1	0	0	0	1	0	0	41
8:30 AM	2	27	0	0	0	0	0	0	0	1	0	0	0	2	0	0	32
8:45 AM	2	28	0	0	0	0	0	0	1	1	0	0	0	0	1	0	33
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	12	199	7	0	0	0	0	0	12	4	0	0	0	7	7	0	248
	5.50%	91.28%	3.21%	0.00%					75.00%	25.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	3	100	5	0	0	0	0	0	5	1	0	0	0	2	5	0	121
PEAK HR FACTOR :	0.375	0.893	0.625	0.000	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.000	0.000	0.500	0.417	0.000	0.840
	0.844																
	0.500																
	0.583																
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	17	1	0	0	0	0	0	6	2	0	0	0	1	0	0	27
4:15 PM	2	24	2	0	0	0	0	0	4	0	0	0	0	3	0	0	35
4:30 PM	0	21	0	0	0	0	0	0	2	2	0	0	0	1	0	0	26
4:45 PM	1	13	0	0	0	0	0	0	1	1	0	0	0	1	0	0	17
5:00 PM	0	12	1	0	0	0	0	0	0	1	0	0	0	1	1	0	16
5:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	1	0	0	19
5:30 PM	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:45 PM	2	14	0	0	0	0	0	0	1	1	0	0	0	0	0	0	18
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	6	128	4	0	0	0	0	0	14	7	0	0	0	8	1	0	168
	4.35%	92.75%	2.90%	0.00%					66.67%	33.33%	0.00%	0.00%	0.00%	88.89%	11.11%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	64	1	0	0	0	0	0	3	4	0	0	0	4	1	0	78
PEAK HR FACTOR :	0.250	0.762	0.250	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.000	0.000	0.000	1.000	0.250	0.000	0.750
	0.786																
	0.438																
	0.625																

National Data & Surveying Services **Intersection Turning Movement Count**

Location: SR 21 & Goshen Rd Ext
City: Rincon
Control: Signalized

Project ID: 23-180019-001
Date: 2/7/2023

Data - Bikes

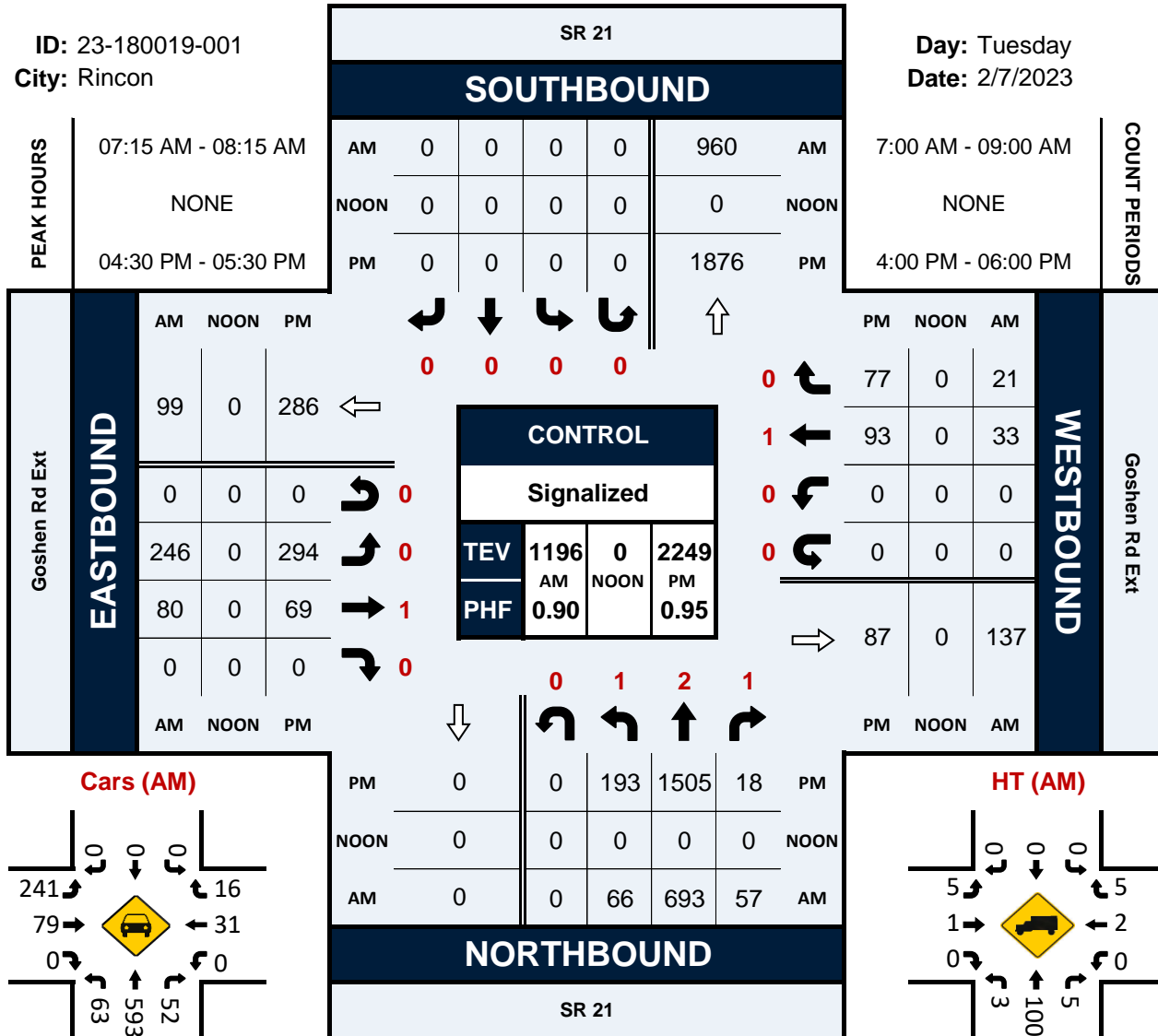
NS/EW Streets:	SR 21				SR 21				Goshen Rd Ext				Goshen Rd Ext					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	2	1	0	0	0	0	0	0	1	0	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	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	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PEAK HR :	07:15 AM - 08:15 AM																TOTAL
	PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1	2	1	0	0	0	0	0	0	1	0	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PEAK HR :	04:30 PM - 05:30 PM																TOTAL
	PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

SR 21 & Goshen Rd Ext

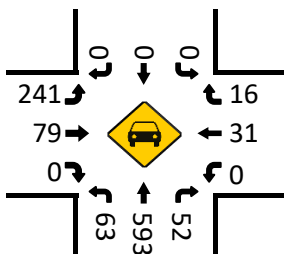
Peak Hour Turning Movement Count

ID: 23-180019-001
City: Rincon

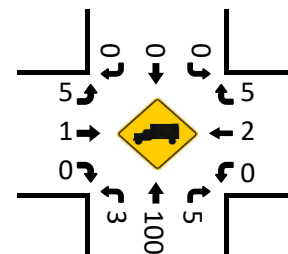
Day: Tuesday
Date: 2/7/2023



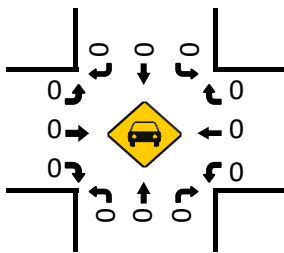
Cars (AM)



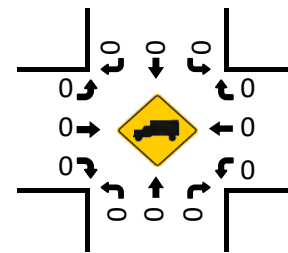
HT (AM)



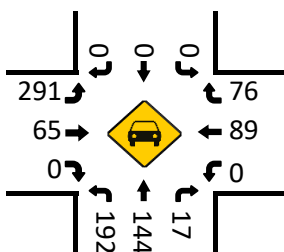
Cars (NOON)



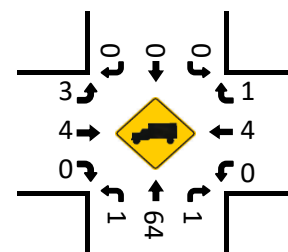
HT (NOON)



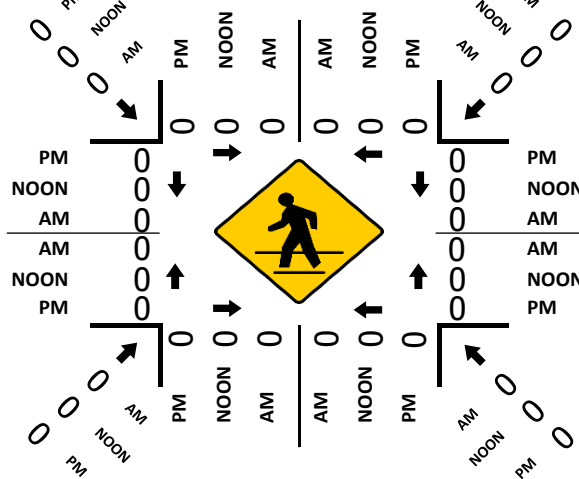
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 23-180019-001
 Location: SR 21 & Goshen Rd Ext
 City: Rincon

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	SR 21 Northbound						SR 21 Southbound						Goshen Rd Ext Eastbound						Goshen Rd Ext Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	22	122	11	0	0	155	0	0	0	0	0	0	67	13	0	0	0	80	0	13	4	0	0	17	252
7:15 AM	23	157	7	0	0	187	0	0	0	0	0	0	53	9	0	0	0	62	0	12	3	0	0	15	264
7:30 AM	16	172	16	0	0	204	0	0	0	0	0	0	63	24	0	0	0	87	0	10	3	0	0	13	304
7:45 AM	15	178	19	0	0	212	0	0	0	0	0	0	84	25	0	0	0	109	0	6	6	0	0	12	333
Total	76	629	53	0	0	758	0	0	0	0	0	0	267	71	0	0	0	338	0	41	16	0	0	57	1153
8:00 AM	12	186	15	0	0	213	0	0	0	0	0	0	46	22	0	0	0	68	0	5	9	0	0	14	295
8:15 AM	16	152	5	0	0	173	0	0	0	0	0	0	47	16	0	0	0	63	0	8	4	0	0	12	248
8:30 AM	17	169	6	0	0	192	0	0	0	0	0	0	46	15	0	0	0	61	0	4	4	0	0	8	261
8:45 AM	10	193	6	0	0	209	0	0	0	0	0	0	63	20	0	0	0	83	0	6	9	0	0	15	307
Total	55	700	32	0	0	787	0	0	0	0	0	0	202	73	0	0	0	275	0	23	26	0	0	49	1111
BREAK																									
4:00 PM	49	401	6	0	0	456	0	0	0	0	0	0	60	17	0	0	0	77	0	12	16	0	0	28	561
4:15 PM	33	360	8	0	0	401	0	0	0	0	0	0	75	25	0	0	0	100	0	12	16	0	0	28	529
4:30 PM	37	362	6	0	0	405	0	0	0	0	0	0	77	15	0	0	0	92	0	21	19	0	0	40	537
4:45 PM	64	385	4	0	0	453	0	0	0	0	0	0	72	20	0	0	0	92	0	14	14	0	0	28	573
Total	183	1508	24	0	0	1715	0	0	0	0	0	0	284	77	0	0	0	361	0	59	65	0	0	124	2200
5:00 PM	51	383	5	0	0	439	0	0	0	0	0	0	67	14	0	0	0	81	0	39	31	0	0	70	590
5:15 PM	41	375	3	0	0	419	0	0	0	0	0	0	78	20	0	0	0	98	0	19	13	0	0	32	549
5:30 PM	48	314	7	0	0	369	0	0	0	0	1	0	70	19	0	0	0	89	0	14	15	0	0	29	487
5:45 PM	33	249	8	0	0	290	0	0	0	0	0	0	62	14	0	0	0	76	0	7	23	0	0	30	396
Total	173	1321	23	0	0	1517	0	0	0	0	1	0	277	67	0	0	0	344	0	79	82	0	0	161	2022
Grand Total	487	4158	132	0	0	4777	0	0	0	0	1	0	1030	288	0	0	0	1318	0	202	189	0	0	391	6486
Aprch %	10.2	87.0	2.8	0.0	0.0		0.0	0.0	0.0	0.0	0.0		78.1	21.9	0.0	0.0	0.0		0.0	51.7	48.3	0.0	0.0		
Total %	7.5	64.1	2.0	0.0	0.0	73.7	0.0	0.0	0.0	0.0	0.0		15.9	4.4	0.0	0.0	0.0	20.3	0.0	3.1	2.9	0.0	0.0	6.0	
Cars, PU, Vans	469	3831	121	0	0	4421	0	0	0	0	0	0	1004	277	0	0	0	1281	0	187	181	0	0	368	6070
% Cars, PU, Vans	96.3	92.1	91.7	0.0	0.0	92.5	0.0	0.0	0.0	0.0	0.0	0.0	97.5	96.2	0.0	0.0	0.0	97.2	0.0	92.6	95.8	0.0	0.0	94.1	93.6
Heavy trucks	18	327	11	0	0	356	0	0	0	0	0	0	26	11	0	0	0	37	0	15	8	0	0	23	416
%Heavy trucks	3.7	7.9	8.3	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	2.5	3.8	0.0	0.0	0.0	2.8	0.0	7.4	4.2	0.0	0.0	5.9	6.4

Project ID: 23-180019-001
 Location: SR 21 & Goshen Rd Ext
 City: Rincon

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

Start Time	SR 21 Northbound					SR 21 Southbound					Goshen Rd Ext Eastbound					Goshen Rd Ext Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	23	157	7	0	187	0	0	0	0	0	53	9	0	0	62	0	12	3	0	15	264
7:30 AM	16	172	16	0	204	0	0	0	0	0	63	24	0	0	87	0	10	3	0	13	304
7:45 AM	15	178	19	0	212	0	0	0	0	0	84	25	0	0	109	0	6	6	0	12	333
8:00 AM	12	186	15	0	213	0	0	0	0	0	46	22	0	0	68	0	5	9	0	14	295
Total Volume	66	693	57	0	816	0	0	0	0	0	246	80	0	0	326	0	33	21	0	54	1196
% App. Total	8.1	84.9	7.0	0.0	100	0.0	0.0	0.0	0.0	0.0	75.5	24.5	0.0	0.0	100	0.0	61.1	38.9	0.0	100	
PHF	0.958										0.748					0.900					0.898
Cars, PU, Vans	63	593	52	0	708	0	0	0	0	0	241	79	0	0	320	0	31	16	0	47	1075
% Cars, PU, Vans	95.5	85.6	91.2	0.0	86.8	0.0	0.0	0.0	0.0	0.0	98.0	98.8	0.0	0.0	98.2	0.0	93.9	76.2	0.0	87.0	89.9
Heavy trucks	3	100	5	0	108	0	0	0	0	0	5	1	0	0	6	0	2	5	0	7	121
%Heavy trucks	4.5	14.4	8.8	0.0	13.2	0.0	0.0	0.0	0.0	0.0	2.0	1.3	0.0	0.0	1.8	0.0	6.1	23.8	0.0	13.0	10.1

PM

Start Time	SR 21 Northbound					SR 21 Southbound					Goshen Rd Ext Eastbound					Goshen Rd Ext Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	37	362	6	0	405	0	0	0	0	0	77	15	0	0	92	0	21	19	0	40	537
4:45 PM	64	385	4	0	453	0	0	0	0	0	72	20	0	0	92	0	14	14	0	28	573
5:00 PM	51	383	5	0	439	0	0	0	0	0	67	14	0	0	81	0	39	31	0	70	590
5:15 PM	41	375	3	0	419	0	0	0	0	0	78	20	0	0	98	0	19	13	0	32	549
Total Volume	193	1505	18	0	1716	0	0	0	0	0	294	69	0	0	363	0	93	77	0	170	2249
% App. Total	11.2	87.7	1.0	0.0	100	0.0	0.0	0.0	0.0	0.0	81.0	19.0	0.0	0.0	100	0.0	54.7	45.3	0.0	100	
PHF	0.947										0.926					0.607					0.953
Cars, PU, Vans	192	1441	17	0	1650	0	0	0	0	0	291	65	0	0	356	0	89	76	0	165	2171
% Cars, PU, Vans	99.5	95.7	94.4	0.0	96.2	0.0	0.0	0.0	0.0	0.0	99.0	94.2	0.0	0.0	98.1	0.0	95.7	98.7	0.0	97.1	96.5
Heavy trucks	1	64	1	0	66	0	0	0	0	0	3	4	0	0	7	0	4	1	0	5	78
%Heavy trucks	0.5	4.3	5.6	0.0	3.8	0.0	0.0	0.0	0.0	0.0	1.0	5.8	0.0	0.0	1.9	0.0	4.3	1.3	0.0	2.9	3.5

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 21 & Goshen Rd/Goshen Rd Ext
 City: Rincon
 Control: Signalized

Project ID: 23-180019-002
 Date: 2/7/2023

Data - Total

NS/EW Streets:	SR 21				SR 21				Goshen Rd/Goshen Rd Ext				Goshen Rd/Goshen Rd Ext					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	1	2	1	0	0	1	1	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	0	0	13	323	33	0	0	69	41	0	6	29	0	0	514
	7:15 AM	0	0	0	0	6	324	29	0	0	61	53	0	7	26	0	0	506
	7:30 AM	0	0	0	0	18	297	41	0	0	72	42	0	7	20	0	0	497
	7:45 AM	0	0	0	0	24	214	39	0	0	84	33	0	4	17	0	0	415
	8:00 AM	0	0	0	0	19	260	31	0	0	53	28	0	1	13	0	0	405
	8:15 AM	0	0	0	0	19	233	29	0	0	46	32	0	4	20	0	0	383
	8:30 AM	0	0	0	0	14	235	30	0	0	52	20	0	3	14	0	0	368
8:45 AM	0	0	0	0	18	205	31	0	0	58	13	0	7	12	0	0	344	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	131	2091	263	0	0	495	262	0	39	151	0	0	3432	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	61	1158	142	0	0	286	169	0	24	92	0	0	1932	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.635	0.894	0.866	0.000	0.000	0.851	0.797	0.000	0.857	0.793	0.000	0.000	0.940	
					0.922				0.972				0.829					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	1	2	1	0	0	1	1	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	0	0	0	0	18	227	67	0	0	68	15	0	11	46	0	0	452
	4:15 PM	0	0	0	0	25	212	49	0	0	71	15	0	10	44	0	0	426
	4:30 PM	0	0	0	0	10	229	67	0	0	73	26	0	10	51	0	0	466
	4:45 PM	0	0	0	0	24	237	66	0	0	73	27	0	10	67	0	0	504
	5:00 PM	0	0	0	0	22	271	72	0	0	55	24	0	27	65	0	0	536
	5:15 PM	0	0	0	0	27	226	64	0	0	75	26	0	12	47	0	0	477
	5:30 PM	0	0	0	0	24	228	69	0	0	58	22	0	12	49	0	0	462
5:45 PM	0	0	0	0	16	183	73	0	0	61	19	0	4	38	0	0	394	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	166	1813	527	0	0	534	174	0	96	407	0	0	3717	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	83	963	269	0	0	276	103	0	59	230	0	0	1983	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.769	0.888	0.934	0.000	0.000	0.920	0.954	0.000	0.546	0.858	0.000	0.000	0.925	
					0.901				0.938				0.785					

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 21 & Goshen Rd/Goshen Rd Ext
 City: Rincon
 Control: Signalized

Project ID: 23-180019-002
 Date: 2/7/2023

Data - Cars

NS/EW Streets:	SR 21				SR 21				Goshen Rd/Goshen Rd Ext				Goshen Rd/Goshen Rd Ext				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	13	302	33	0	0	66	39	0	6	26	0	0	485
7:15 AM	0	0	0	0	6	314	27	0	0	60	52	0	6	26	0	0	491
7:30 AM	0	0	0	0	18	271	39	0	0	71	38	0	6	19	0	0	462
7:45 AM	0	0	0	0	23	193	39	0	0	81	32	0	4	17	0	0	389
8:00 AM	0	0	0	0	19	220	30	0	0	52	26	0	1	11	0	0	359
8:15 AM	0	0	0	0	19	209	29	0	0	43	32	0	4	15	0	0	351
8:30 AM	0	0	0	0	13	201	30	0	0	51	19	0	2	11	0	0	327
8:45 AM	0	0	0	0	17	179	29	0	0	57	13	0	6	11	0	0	312
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	128	1889	256	0	0	481	251	0	35	136	0	0	3176
					5.63%	83.11%	11.26%	0.00%	0.00%	65.71%	34.29%	0.00%	20.47%	79.53%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	60	1080	138	0	0	278	161	0	22	88	0	0	1827
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.652	0.860	0.885	0.000	0.000	0.858	0.774	0.000	0.917	0.846	0.000	0.000	0.930
					0.918				0.971				0.859				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	0 EL	1 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	15	212	66	0	0	63	15	0	10	46	0	0	427
4:15 PM	0	0	0	0	25	196	48	0	0	67	14	0	7	42	0	0	399
4:30 PM	0	0	0	0	9	212	66	0	0	70	26	0	10	51	0	0	444
4:45 PM	0	0	0	0	23	229	65	0	0	72	27	0	9	66	0	0	491
5:00 PM	0	0	0	0	22	259	72	0	0	54	24	0	26	65	0	0	522
5:15 PM	0	0	0	0	27	216	63	0	0	75	25	0	11	47	0	0	464
5:30 PM	0	0	0	0	24	210	69	0	0	58	19	0	12	48	0	0	440
5:45 PM	0	0	0	0	15	176	72	0	0	61	18	0	4	36	0	0	382
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	160	1710	521	0	0	520	168	0	89	401	0	0	3569
					6.69%	71.52%	21.79%	0.00%	0.00%	75.58%	24.42%	0.00%	18.16%	81.84%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	81	916	266	0	0	271	102	0	56	229	0	0	1921
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.884	0.924	0.000	0.000	0.903	0.944	0.000	0.538	0.867	0.000	0.000	0.920
					0.894				0.933				0.783				

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 21 & Goshen Rd/Goshen Rd Ext
 City: Rincon
 Control: Signalized

Project ID: 23-180019-002
 Date: 2/7/2023

Data - HT

NS/EW Streets:	SR 21				SR 21				Goshen Rd/Goshen Rd Ext				Goshen Rd/Goshen Rd Ext						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	0	0	0	0	1	2	1	0	0	1	1	0	0	1	0	0	TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
	7:00 AM	0	0	0	0	0	21	0	0	0	3	2	0	0	3	0	0	0	29
	7:15 AM	0	0	0	0	0	10	2	0	0	1	1	0	0	1	0	0	0	15
	7:30 AM	0	0	0	0	0	26	2	0	0	1	4	0	0	1	1	0	0	35
	7:45 AM	0	0	0	0	1	21	0	0	0	3	1	0	0	0	0	0	0	26
	8:00 AM	0	0	0	0	0	40	1	0	0	1	2	0	0	0	2	0	0	46
	8:15 AM	0	0	0	0	0	24	0	0	0	3	0	0	0	0	5	0	0	32
	8:30 AM	0	0	0	0	1	34	0	0	0	1	1	0	0	1	3	0	0	41
8:45 AM	0	0	0	0	1	26	2	0	0	1	0	0	0	1	1	0	0	32	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL		
APPROACH %'s :	0	0	0	0	3	202	7	0	0	14	11	0	4	15	0	0	256		
PEAK HR :	07:00 AM - 08:00 AM																TOTAL		
PEAK HR VOL :	0	0	0	0	1	78	4	0	0	8	8	0	2	4	0	0	105		
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.750	0.500	0.000	0.000	0.667	0.500	0.000	0.500	0.333	0.000	0.000	0.750		
						0.741				0.800				0.500					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	0	0	0	0	1	2	1	0	0	1	1	0	0	1	0	0	TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
	4:00 PM	0	0	0	0	3	15	1	0	0	5	0	0	1	0	0	0	25	
	4:15 PM	0	0	0	0	0	16	1	0	0	4	1	0	3	2	0	0	27	
	4:30 PM	0	0	0	0	1	17	1	0	0	3	0	0	0	0	0	0	22	
	4:45 PM	0	0	0	0	1	8	1	0	0	1	0	0	1	1	0	0	13	
	5:00 PM	0	0	0	0	0	12	0	0	0	1	0	0	1	0	0	0	14	
	5:15 PM	0	0	0	0	0	10	1	0	0	0	1	0	1	0	0	0	13	
	5:30 PM	0	0	0	0	0	18	0	0	0	0	3	0	0	1	0	0	22	
5:45 PM	0	0	0	0	1	7	1	0	0	0	1	0	0	2	0	0	12		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL		
APPROACH %'s :	0	0	0	0	6	103	6	0	0	14	6	0	7	6	0	0	148		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL		
PEAK HR VOL :	0	0	0	0	2	47	3	0	0	5	1	0	3	1	0	0	62		
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.691	0.750	0.000	0.000	0.417	0.250	0.000	0.750	0.250	0.000	0.000	0.705		
						0.684				0.500				0.500					

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 21 & Goshen Rd/Goshen Rd Ext
 City: Rincon
 Control: Signalized

Project ID: 23-180019-002
 Date: 2/7/2023

Data - Bikes

NS/EW Streets:	SR 21				SR 21				Goshen Rd/Goshen Rd Ext				Goshen Rd/Goshen Rd Ext					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	1	2	1	0	0	1	1	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	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	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PEAK HR :	07:00 AM - 08:00 AM																TOTAL
	PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	1	2	1	0	0	1	1	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PEAK HR :	04:30 PM - 05:30 PM																TOTAL
	PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	

Project ID: 23-180019-002
 Location: SR 21 & Goshen Rd/Goshen Rd Ext
 City: Rincon

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	SR 21 Northbound						SR 21 Southbound						Goshen Rd/Goshen Rd Ext Eastbound						Goshen Rd/Goshen Rd Ext Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	13	323	33	0	0	369	0	69	41	0	0	110	6	29	0	0	0	35	514
7:15 AM	0	0	0	0	0	0	6	324	29	0	0	359	0	61	53	0	0	114	7	26	0	0	0	33	506
7:30 AM	0	0	0	0	0	0	18	297	41	0	0	356	0	72	42	0	0	114	7	20	0	0	0	27	497
7:45 AM	0	0	0	0	0	0	24	214	39	0	0	277	0	84	33	0	0	117	4	17	0	0	0	21	415
Total	0	0	0	0	0	0	61	1158	142	0	0	1361	0	286	169	0	0	455	24	92	0	0	0	116	1932
8:00 AM	0	0	0	0	0	0	19	260	31	0	0	310	0	53	28	0	0	81	1	13	0	0	0	14	405
8:15 AM	0	0	0	0	0	0	19	233	29	0	0	281	0	46	32	0	0	78	4	20	0	0	0	24	383
8:30 AM	0	0	0	0	0	0	14	235	30	0	0	279	0	52	20	0	0	72	3	14	0	0	0	17	368
8:45 AM	0	0	0	0	0	0	18	205	31	0	0	254	0	58	13	0	0	71	7	12	0	0	0	19	344
Total	0	0	0	0	0	0	70	933	121	0	0	1124	0	209	93	0	0	302	15	59	0	0	0	74	1500
BREAK																									
4:00 PM	0	0	0	0	0	0	18	227	67	0	0	312	0	68	15	0	0	83	11	46	0	0	0	57	452
4:15 PM	0	0	0	0	0	0	25	212	49	0	0	286	0	71	15	0	0	86	10	44	0	0	0	54	426
4:30 PM	0	0	0	0	0	0	10	229	67	0	0	306	0	73	26	0	0	99	10	51	0	0	0	61	466
4:45 PM	0	0	0	0	0	0	24	237	66	0	0	327	0	73	27	0	0	100	10	67	0	0	0	77	504
Total	0	0	0	0	0	0	77	905	249	0	0	1231	0	285	83	0	0	368	41	208	0	0	0	249	1848
5:00 PM	0	0	0	0	0	0	22	271	72	0	0	365	0	55	24	0	0	79	27	65	0	0	0	92	536
5:15 PM	0	0	0	0	0	0	27	226	64	0	0	317	0	75	26	0	0	101	12	47	0	0	0	59	477
5:30 PM	0	0	0	0	0	0	24	228	69	0	0	321	0	58	22	0	0	80	12	49	0	0	0	61	462
5:45 PM	0	0	0	0	0	0	16	183	73	0	1	272	0	61	19	0	0	80	4	38	0	0	0	42	394
Total	0	0	0	0	0	0	89	908	278	0	1	1275	0	249	91	0	0	340	55	199	0	0	0	254	1869
Grand Total	0	0	0	0	0	0	297	3904	790	0	1	4991	0	1029	436	0	0	1465	135	558	0	0	0	693	7149
Aprch %	0.0	0.0	0.0	0.0	0.0	0.0	6.0	78.2	15.8	0.0	0.0		0.0	70.2	29.8	0.0	0.0		19.5	80.5	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	4.2	54.6	11.1	0.0	0.0	69.8	0.0	14.4	6.1	0.0	0.0	20.5	1.9	7.8	0.0	0.0	0.0	9.7	
Cars, PU, Vans	0	0	0	0	0	0	288	3599	777	0	0	4664	0	1001	419	0	0	1420	124	537	0	0	0	661	6745
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	97.0	92.2	98.4	0.0	0.0	93.4	0.0	97.3	96.1	0.0	0.0	96.9	91.9	96.2	0.0	0.0	0.0	95.4	94.3
Heavy trucks	0	0	0	0	0	0	9	305	13	0	0	327	0	28	17	0	0	45	11	21	0	0	0	32	404
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	3.0	7.8	1.6	0.0	0.0	6.6	0.0	2.7	3.9	0.0	0.0	3.1	8.1	3.8	0.0	0.0	0.0	4.6	5.7

Project ID: 23-180019-002
 Location: SR 21 & Goshen Rd/Goshen Rd Ext
 City: Rincon

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

Start Time	SR 21 Northbound					SR 21 Southbound					Goshen Rd/Goshen Rd Ext Eastbound					Goshen Rd/Goshen Rd Ext Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	0	0	0	0	13	323	33	0	369	0	69	41	0	110	6	29	0	0	35	514
7:15 AM	0	0	0	0	0	6	324	29	0	359	0	61	53	0	114	7	26	0	0	33	506
7:30 AM	0	0	0	0	0	18	297	41	0	356	0	72	42	0	114	7	20	0	0	27	497
7:45 AM	0	0	0	0	0	24	214	39	0	277	0	84	33	0	117	4	17	0	0	21	415
Total Volume	0	0	0	0	0	61	1158	142	0	1361	0	286	169	0	455	24	92	0	0	116	1932
% App. Total	0.0	0.0	0.0	0.0	0.0	4.5	85.1	10.4	0.0	100	0.0	62.9	37.1	0.0	100	20.7	79.3	0.0	0.0	100	
PHF	0.922										0.972					0.829					0.940
Cars, PU, Vans	0	0	0	0	0	60	1080	138	0	1278	0	278	161	0	439	22	88	0	0	110	1827
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	98.4	93.3	97.2	0.0	93.9	0.0	97.2	95.3	0.0	96.5	91.7	95.7	0.0	0.0	94.8	94.6
Heavy trucks	0	0	0	0	0	1	78	4	0	83	0	8	8	0	16	2	4	0	0	6	105
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	1.6	6.7	2.8	0.0	6.1	0.0	2.8	4.7	0.0	3.5	8.3	4.3	0.0	0.0	5.2	5.4

PM

Start Time	SR 21 Northbound					SR 21 Southbound					Goshen Rd/Goshen Rd Ext Eastbound					Goshen Rd/Goshen Rd Ext Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	10	229	67	0	306	0	73	26	0	99	10	51	0	0	61	466
4:45 PM	0	0	0	0	0	24	237	66	0	327	0	73	27	0	100	10	67	0	0	77	504
5:00 PM	0	0	0	0	0	22	271	72	0	365	0	55	24	0	79	27	65	0	0	92	536
5:15 PM	0	0	0	0	0	27	226	64	0	317	0	75	26	0	101	12	47	0	0	59	477
Total Volume	0	0	0	0	0	83	963	269	0	1315	0	276	103	0	379	59	230	0	0	289	1983
% App. Total	0.0	0.0	0.0	0.0	0.0	6.3	73.2	20.5	0.0	100	0.0	72.8	27.2	0.0	100	20.4	79.6	0.0	0.0	100	
PHF	0.901										0.938					0.785					0.925
Cars, PU, Vans	0	0	0	0	0	81	916	266	0	1263	0	271	102	0	373	56	229	0	0	285	1921
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	97.6	95.1	98.9	0.0	96.0	0.0	98.2	99.0	0.0	98.4	94.9	99.6	0.0	0.0	98.6	96.9
Heavy trucks	0	0	0	0	0	2	47	3	0	52	0	5	1	0	6	3	1	0	0	4	62
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	2.4	4.9	1.1	0.0	4.0	0.0	1.8	1.0	0.0	1.6	5.1	0.4	0.0	0.0	1.4	3.1

National Data & Surveying Services Intersection Turning Movement Count

Location: Huger St & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(NB)

Project ID: 23-180019-003
 Date: 2/7/2023

Data - Total

NS/EW Streets:	Huger St				Huger St				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	0	19	0	0	0	0	0	0	75	1	0	4	49	0	0	152
7:15 AM	13	0	18	0	0	0	0	0	0	85	6	0	4	51	0	0	177
7:30 AM	4	0	22	0	0	0	0	0	0	86	1	0	10	57	0	0	180
7:45 AM	4	0	18	0	0	0	0	0	0	97	3	0	1	50	0	0	173
8:00 AM	3	0	14	0	0	0	0	0	0	54	4	0	7	41	0	0	123
8:15 AM	4	0	17	0	2	0	0	0	0	55	2	0	5	36	1	0	122
8:30 AM	2	0	9	0	0	0	0	0	0	60	0	0	8	39	0	0	118
8:45 AM	5	0	13	0	0	0	0	0	0	57	3	0	7	34	0	0	119
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	39	0	130	0	2	0	0	0	0	569	20	0	46	357	1	0	1164
	23.08%	0.00%	76.92%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	96.60%	3.40%	0.00%	11.39%	88.37%	0.25%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	25	0	77	0	0	0	0	0	0	343	11	0	19	207	0	0	682
PEAK HR FACTOR :	0.481	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.884	0.458	0.000	0.475	0.908	0.000	0.000	0.947
	0.823								0.885				0.843				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	7	0	0	0	0	0	0	70	7	0	17	80	1	0	182
4:15 PM	3	0	7	0	0	0	0	0	0	70	8	0	16	78	0	0	182
4:30 PM	1	0	12	0	1	0	0	0	0	74	9	0	16	100	0	0	213
4:45 PM	4	0	11	0	0	0	0	0	0	73	4	0	21	113	0	0	226
5:00 PM	5	0	7	0	0	0	0	0	0	56	2	0	24	104	0	0	198
5:15 PM	4	0	16	0	0	0	0	0	0	69	10	0	16	102	0	0	217
5:30 PM	4	1	9	0	0	0	1	0	0	65	6	0	25	99	1	0	211
5:45 PM	3	0	11	0	0	0	0	0	0	66	5	0	18	96	0	0	199
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	24	1	80	0	1	0	1	0	0	543	51	0	153	772	2	0	1628
	22.86%	0.95%	76.19%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	91.41%	8.59%	0.00%	16.50%	83.28%	0.22%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	14	0	46	0	1	0	0	0	0	272	25	0	77	419	0	0	854
PEAK HR FACTOR :	0.700	0.000	0.719	0.000	0.250	0.000	0.000	0.000	0.000	0.919	0.625	0.000	0.802	0.927	0.000	0.000	0.945
	0.750				0.250				0.895				0.925				

National Data & Surveying Services Intersection Turning Movement Count

Location: Huger St & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(NB)

Project ID: 23-180019-003
 Date: 2/7/2023

Data - Cars

NS/EW Streets:	Huger St				Huger St				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	148
7:15 AM	3	0	19	0	0	0	0	0	0	74	0	0	4	48	0	0	171
7:30 AM	11	0	18	0	0	0	0	0	0	84	5	0	4	49	0	0	168
7:45 AM	3	0	22	0	0	0	0	0	0	79	1	0	9	54	0	0	168
8:00 AM	3	0	18	0	0	0	0	0	0	94	2	0	1	50	0	0	119
8:15 AM	3	0	14	0	0	0	0	0	0	52	4	0	7	39	0	0	114
8:30 AM	4	0	17	0	2	0	0	0	0	52	2	0	4	32	1	0	111
8:45 AM	1	0	9	0	0	0	0	0	0	58	0	0	8	35	0	0	112
	5	0	13	0	0	0	0	0	0	54	2	0	6	32	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	33	0	130	0	2	0	0	0	0	547	16	0	43	339	1	0	1111
	20.25%	0.00%	79.75%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	97.16%	2.84%	0.00%	11.23%	88.51%	0.26%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	20	0	77	0	0	0	0	0	0	331	8	0	18	201	0	0	655
PEAK HR FACTOR :	0.455	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.880	0.400	0.000	0.500	0.931	0.000	0.000	0.958
	0.836				0.883				0.869								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	177
4:15 PM	0	0	6	0	0	0	0	0	0	67	7	0	16	80	1	0	171
4:30 PM	2	0	7	0	0	0	0	0	0	65	7	0	16	74	0	0	207
4:45 PM	1	0	10	0	1	0	0	0	0	73	8	0	16	98	0	0	222
5:00 PM	4	0	11	0	0	0	0	0	0	73	3	0	21	110	0	0	197
5:15 PM	5	0	6	0	0	0	0	0	0	56	2	0	24	104	0	0	216
5:30 PM	4	0	16	0	0	0	0	0	0	69	10	0	16	101	0	0	208
5:45 PM	4	1	9	0	0	0	1	0	0	63	6	0	24	99	1	0	195
	3	0	11	0	0	0	0	0	0	65	5	0	18	93	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	23	1	76	0	1	0	1	0	0	531	48	0	151	759	2	0	1593
	23.00%	1.00%	76.00%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	91.71%	8.29%	0.00%	16.56%	83.22%	0.22%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	14	0	43	0	1	0	0	0	0	271	23	0	77	413	0	0	842
PEAK HR FACTOR :	0.700	0.000	0.672	0.000	0.250	0.000	0.000	0.000	0.000	0.928	0.575	0.000	0.802	0.939	0.000	0.000	0.948
	0.713				0.250				0.907				0.935				

National Data & Surveying Services Intersection Turning Movement Count

Location: Huger St & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(NB)

Project ID: 23-180019-003
 Date: 2/7/2023

Data - HT

NS/EW Streets:	Huger St				Huger St				Goshen Rd				Goshen Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	4
7:15 AM	2	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	6
7:30 AM	1	0	0	0	0	0	0	0	0	7	0	0	0	1	3	0	0	12
7:45 AM	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	0	0	8
8:30 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	1	2	0	0	7
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	6	0	0	0	0	0	0	0	0	22	4	0	3	18	0	0	53	
	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	84.62%	15.38%	0.00%	14.29%	85.71%	0.00%	0.00%		
PEAK HR :	07:00 AM - 08:00 AM																TOTAL	
PEAK HR VOL :	5	0	0	0	0	0	0	0	0	12	3	0	1	6	0	0	27	
PEAK HR FACTOR :	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.429	0.750	0.000	0.250	0.500	0.000	0.000	0.563	
	0.625				0.536				0.438									
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	0	1	0	0	0	0	0	0	3	0	0	1	0	0	0	5	
4:15 PM	1	0	0	0	0	0	0	0	0	5	1	0	0	4	0	0	11	
4:30 PM	0	0	2	0	0	0	0	0	0	1	1	0	0	2	0	0	6	
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	4	
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3	
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	1	0	4	0	0	0	0	0	0	12	3	0	2	13	0	0	35	
	20.00%	0.00%	80.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%	13.33%	86.67%	0.00%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	0	3	0	0	0	0	0	0	1	2	0	0	6	0	0	12	
PEAK HR FACTOR :	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.500	0.000	0.000	0.500	
	0.375				0.375				0.500									

National Data & Surveying Services **Intersection Turning** Movement Count

Location: Huger St & Goshen Rd
City: Rincon

Project ID: 23-180019-003
Date: 2/7/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Huger St		Huger St		Goshen Rd		Goshen Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
AM	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

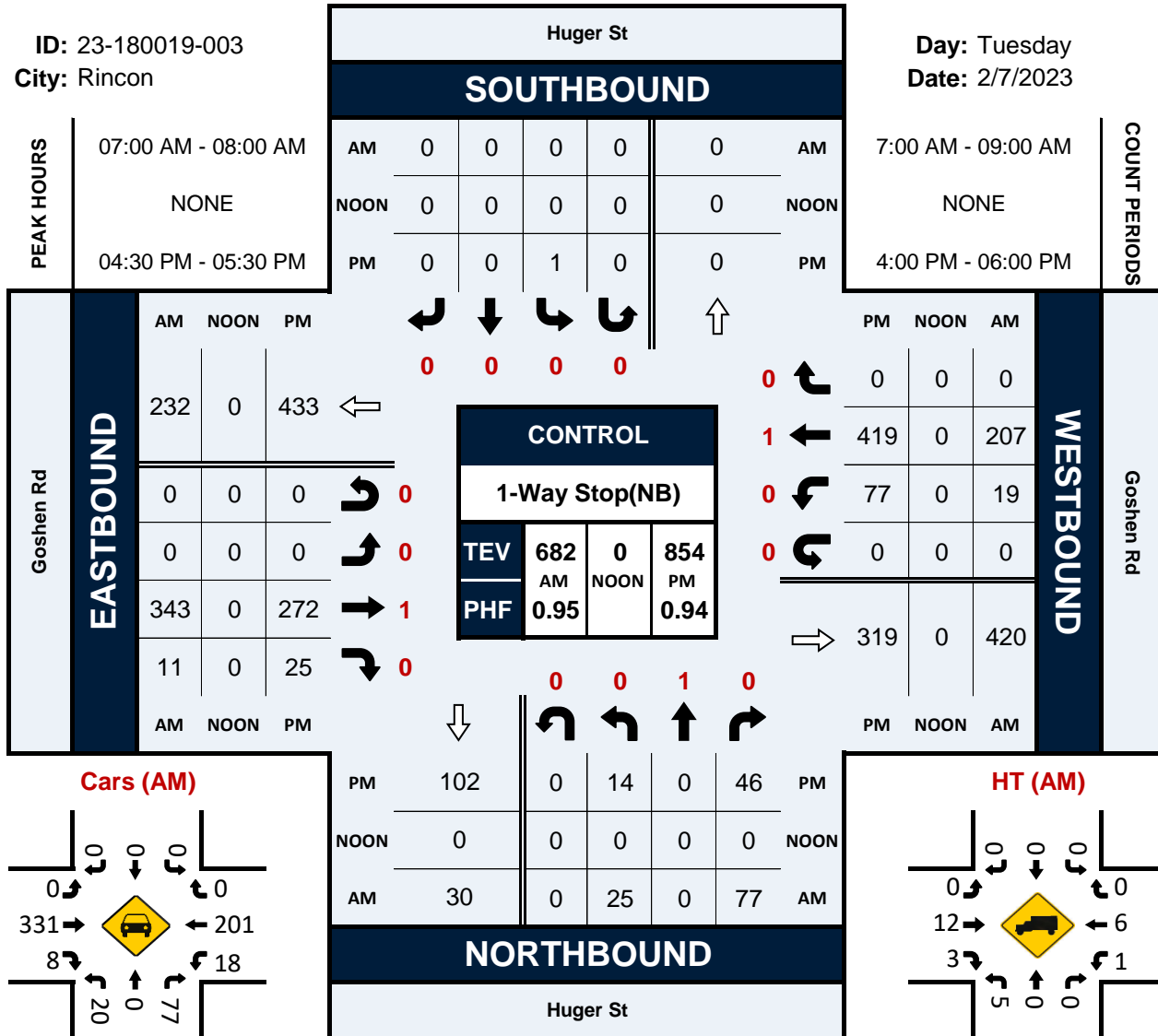
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	2	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	2	0	0	2	0	0	0	4
APPROACH %'s :	0.00%	100.00%			100.00%	0.00%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	2	0	0	2	0	0	0	4
PEAK HR FACTOR :		0.250			0.250	0.250			0.250

Huger St & Goshen Rd

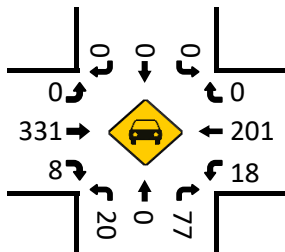
Peak Hour Turning Movement Count

ID: 23-180019-003
City: Rincon

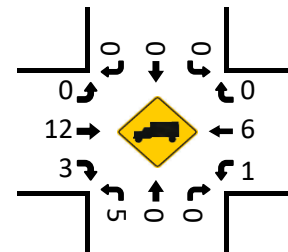
Day: Tuesday
Date: 2/7/2023



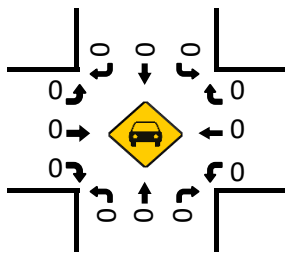
Cars (AM)



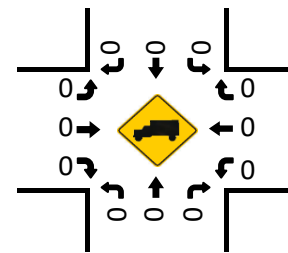
HT (AM)



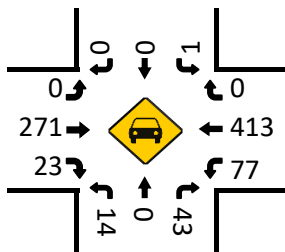
Cars (NOON)



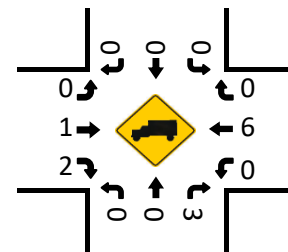
HT (NOON)



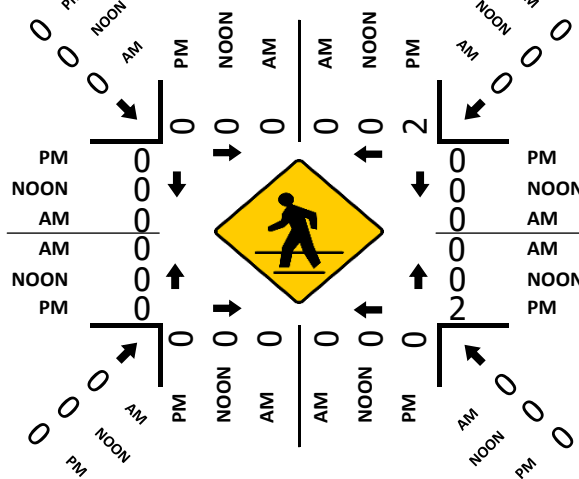
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 23-180019-003
 Location: Huger St & Goshen Rd
 City: Rincon

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Huger St Northbound						Huger St Southbound						Goshen Rd Eastbound						Goshen Rd Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	4	0	19	0	0	23	0	0	0	0	0	0	0	75	1	0	0	76	4	49	0	0	0	53	152
7:15 AM	13	0	18	0	0	31	0	0	0	0	0	0	0	85	6	0	0	91	4	51	0	0	0	55	177
7:30 AM	4	0	22	0	0	26	0	0	0	0	0	0	0	86	1	0	0	87	10	57	0	0	0	67	180
7:45 AM	4	0	18	0	0	22	0	0	0	0	0	0	0	97	3	0	0	100	1	50	0	0	0	51	173
Total	25	0	77	0	0	102	0	0	0	0	0	0	0	343	11	0	0	354	19	207	0	0	0	226	682
8:00 AM	3	0	14	0	0	17	0	0	0	0	0	0	0	54	4	0	0	58	7	41	0	0	0	48	123
8:15 AM	4	0	17	0	0	21	2	0	0	0	0	2	0	55	2	0	0	57	5	36	1	0	0	42	122
8:30 AM	2	0	9	0	0	11	0	0	0	0	0	0	0	60	0	0	0	60	8	39	0	0	0	47	118
8:45 AM	5	0	13	0	0	18	0	0	0	0	0	0	0	57	3	0	0	60	7	34	0	0	0	41	119
Total	14	0	53	0	0	67	2	0	0	0	0	2	0	226	9	0	0	235	27	150	1	0	0	178	482
BREAK																									
4:00 PM	0	0	7	0	0	7	0	0	0	0	0	0	0	70	7	0	0	77	17	80	1	0	0	98	182
4:15 PM	3	0	7	0	0	10	0	0	0	0	0	0	0	70	8	0	0	78	16	78	0	0	0	94	182
4:30 PM	1	0	12	0	0	13	1	0	0	0	0	1	0	74	9	0	0	83	16	100	0	0	0	116	213
4:45 PM	4	0	11	0	0	15	0	0	0	0	0	0	0	73	4	0	0	77	21	113	0	0	0	134	226
Total	8	0	37	0	0	45	1	0	0	0	0	1	0	287	28	0	0	315	70	371	1	0	0	442	803
5:00 PM	5	0	7	0	0	12	0	0	0	0	0	0	0	56	2	0	0	58	24	104	0	0	0	128	198
5:15 PM	4	0	16	0	0	20	0	0	0	0	2	0	0	69	10	0	0	79	16	102	0	0	2	118	217
5:30 PM	4	1	9	0	0	14	0	0	1	0	0	1	0	65	6	0	0	71	25	99	1	0	0	125	211
5:45 PM	3	0	11	0	0	14	0	0	0	0	0	0	0	66	5	0	0	71	18	96	0	0	0	114	199
Total	16	1	43	0	0	60	0	0	1	0	2	1	0	256	23	0	0	279	83	401	1	0	2	485	825
Grand Total	63	1	210	0	0	274	3	0	1	0	2	4	0	1112	71	0	0	1183	199	1129	3	0	2	1331	2792
Aprch %	23.0	0.4	76.6	0.0	0.0		75.0	0.0	25.0	0.0	50.0		0.0	94.0	6.0	0.0	0.0		15.0	84.8	0.2	0.0	0.2		
Total %	2.3	0.0	7.5	0.0	0.0	9.8	0.1	0.0	0.0	0.0	0.1	0.1	0.0	39.8	2.5	0.0	0.0	42.4	7.1	40.4	0.1	0.0	0.1	47.7	
Cars, PU, Vans	56	1	206	0		263	3	0	1	0		4	0	1078	64	0		1142	194	1098	3	0		1295	2704
% Cars, PU, Vans	88.9	100.0	98.1	0.0		96.0	100.0	0.0	100.0	0.0		100.0	0.0	96.9	90.1	0.0		96.5	97.5	97.3	100.0	0.0		97.3	96.8
Heavy trucks	7	0	4	0		11	0	0	0	0		0	0	34	7	0		41	5	31	0	0		36	88
%Heavy trucks	11.1	0.0	1.9	0.0		4.0	0.0	0.0	0.0	0.0		0.0	0.0	3.1	9.9	0.0		3.5	2.5	2.7	0.0	0.0		2.7	3.2

Project ID: 23-180019-003
 Location: Huger St & Goshen Rd
 City: Rincon

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

Start Time	Huger St Northbound					Huger St Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	4	0	19	0	23	0	0	0	0	0	0	75	1	0	76	4	49	0	0	53	152
7:15 AM	13	0	18	0	31	0	0	0	0	0	0	85	6	0	91	4	51	0	0	55	177
7:30 AM	4	0	22	0	26	0	0	0	0	0	0	86	1	0	87	10	57	0	0	67	180
7:45 AM	4	0	18	0	22	0	0	0	0	0	0	97	3	0	100	1	50	0	0	51	173
Total Volume	25	0	77	0	102	0	0	0	0	0	0	343	11	0	354	19	207	0	0	226	682
% App. Total	24.5	0.0	75.5	0.0	100	0.0	0.0	0.0	0.0	0.0	0.0	96.9	3.1	0.0	100	8.4	91.6	0.0	0.0	100	
PHF	0.823										0.885					0.843					0.947
Cars, PU, Vans	20	0	77	0	97	0	0	0	0	0	0	331	8	0	339	18	201	0	0	219	655
% Cars, PU, Vans	80.0	0.0	100.0	0.0	95.1	0.0	0.0	0.0	0.0	0.0	0.0	96.5	72.7	0.0	95.8	94.7	97.1	0.0	0.0	96.9	96.0
Heavy trucks	5	0	0	0	5	0	0	0	0	0	0	12	3	0	15	1	6	0	0	7	27
%Heavy trucks	20.0	0.0	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	3.5	27.3	0.0	4.2	5.3	2.9	0.0	0.0	3.1	4.0

PM

Start Time	Huger St Northbound					Huger St Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	1	0	12	0	13	1	0	0	0	1	0	74	9	0	83	16	100	0	0	116	213
4:45 PM	4	0	11	0	15	0	0	0	0	0	0	73	4	0	77	21	113	0	0	134	226
5:00 PM	5	0	7	0	12	0	0	0	0	0	0	56	2	0	58	24	104	0	0	128	198
5:15 PM	4	0	16	0	20	0	0	0	0	0	0	69	10	0	79	16	102	0	0	118	217
Total Volume	14	0	46	0	60	1	0	0	0	1	0	272	25	0	297	77	419	0	0	496	854
% App. Total	23.3	0.0	76.7	0.0	100	100.0	0.0	0.0	0.0	100	0.0	91.6	8.4	0.0	100	15.5	84.5	0.0	0.0	100	
PHF	0.750					0.250					0.895					0.925					0.945
Cars, PU, Vans	14	0	43	0	57	1	0	0	0	1	0	271	23	0	294	77	413	0	0	490	842
% Cars, PU, Vans	100.0	0.0	93.5	0.0	95.0	100.0	0.0	0.0	0.0	100.0	0.0	99.6	92.0	0.0	99.0	100.0	98.6	0.0	0.0	98.8	98.6
Heavy trucks	0	0	3	0	3	0	0	0	0	0	0	1	2	0	3	0	6	0	0	6	12
%Heavy trucks	0.0	0.0	6.5	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	8.0	0.0	1.0	0.0	1.4	0.0	0.0	1.2	1.4

National Data & Surveying Services Intersection Turning Movement Count

Location: Crystal Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-004
 Date: 2/7/2023

Data - Total

NS/EW Streets:	Crystal Dr				Crystal Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	2	0	2	0	0	84	0	0	0	57	1	0	146
7:15 AM	0	0	0	0	2	0	3	0	1	85	0	0	0	62	1	0	154
7:30 AM	0	0	0	0	3	0	2	0	2	86	0	0	0	58	2	0	153
7:45 AM	0	0	0	0	2	0	2	0	2	90	0	0	0	53	2	0	151
8:00 AM	0	0	0	0	1	0	1	0	1	58	0	0	0	44	0	0	105
8:15 AM	0	0	0	0	0	0	1	0	0	54	0	1	0	37	2	0	95
8:30 AM	0	0	0	0	1	0	0	0	0	57	0	0	0	40	2	0	100
8:45 AM	0	0	0	0	1	0	0	0	1	57	0	0	0	37	1	0	97
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	12	0	11	0	7	571	0	1	0	388	11	0	1001
					52.17%	0.00%	47.83%	0.00%	1.21%	98.62%	0.00%	0.17%	0.00%	97.24%	2.76%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	9	0	9	0	5	345	0	0	0	230	6	0	604
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.000	0.625	0.958	0.000	0.000	0.000	0.927	0.750	0.000	0.981
					0.900				0.951				0.937				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	2	0	3	75	0	0	0	78	3	0	162
4:15 PM	0	0	0	0	2	0	1	0	2	79	0	0	0	78	3	0	165
4:30 PM	0	0	0	0	6	0	3	0	3	78	0	0	0	94	6	0	190
4:45 PM	0	0	0	0	3	0	1	0	2	75	0	0	0	108	6	0	195
5:00 PM	0	0	0	0	0	0	2	0	2	62	0	0	0	103	4	0	173
5:15 PM	0	0	0	0	1	0	0	0	2	79	0	0	0	105	4	0	191
5:30 PM	0	0	0	0	1	0	1	0	4	67	0	0	0	97	5	0	175
5:45 PM	0	0	0	0	4	0	2	0	1	70	0	0	0	90	5	0	172
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	18	0	12	0	19	585	0	0	0	753	36	0	1423
					60.00%	0.00%	40.00%	0.00%	3.15%	96.85%	0.00%	0.00%	0.00%	95.44%	4.56%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	10	0	6	0	9	294	0	0	0	410	20	0	749
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.417	0.000	0.500	0.000	0.750	0.930	0.000	0.000	0.000	0.949	0.833	0.000	0.960
					0.444				0.935				0.943				

National Data & Surveying Services Intersection Turning Movement Count

Location: Crystal Dr & Goshen Rd
City: Rincon
Control: 1-Way Stop(SB)

Project ID: 23-180019-004
Date: 2/7/2023

Data - Cars

NS/EW Streets:	Crystal Dr				Crystal Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	2	0	2	0	0	81	0	0	0	56	0	0	141
7:15 AM	0	0	0	0	1	0	3	0	1	84	0	0	0	58	1	0	148
7:30 AM	0	0	0	0	2	0	1	0	1	80	0	0	0	55	2	0	141
7:45 AM	0	0	0	0	2	0	1	0	2	88	0	0	0	52	2	0	147
8:00 AM	0	0	0	0	1	0	1	0	1	56	0	0	0	42	0	0	101
8:15 AM	0	0	0	0	0	0	1	0	0	49	0	1	0	33	2	0	86
8:30 AM	0	0	0	0	1	0	0	0	0	56	0	0	0	35	2	0	94
8:45 AM	0	0	0	0	1	0	0	0	1	53	0	0	0	35	1	0	91
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	10	0	9	0	6	547	0	1	0	366	10	0	949
					52.63%	0.00%	47.37%	0.00%	1.08%	98.74%	0.00%	0.18%	0.00%	97.34%	2.66%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	7	0	7	0	4	333	0	0	0	221	5	0	577
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.875	0.000	0.583	0.000	0.500	0.946	0.000	0.000	0.000	0.953	0.625	0.000	0.975
					0.875				0.936				0.958				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	2	0	3	72	0	0	0	78	3	0	159
4:15 PM	0	0	0	0	1	0	1	0	2	74	0	0	0	73	3	0	154
4:30 PM	0	0	0	0	5	0	2	0	2	77	0	0	0	92	6	0	184
4:45 PM	0	0	0	0	2	0	1	0	2	75	0	0	0	105	6	0	191
5:00 PM	0	0	0	0	0	0	2	0	2	62	0	0	0	103	4	0	173
5:15 PM	0	0	0	0	1	0	0	0	2	79	0	0	0	104	4	0	190
5:30 PM	0	0	0	0	1	0	1	0	4	65	0	0	0	97	5	0	173
5:45 PM	0	0	0	0	4	0	2	0	1	69	0	0	0	87	5	0	168
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	15	0	11	0	18	573	0	0	0	739	36	0	1392
					57.69%	0.00%	42.31%	0.00%	3.05%	96.95%	0.00%	0.00%	0.00%	95.35%	4.65%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	8	0	5	0	8	293	0	0	0	404	20	0	738
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.400	0.000	0.625	0.000	1.000	0.927	0.000	0.000	0.000	0.962	0.833	0.000	0.966
					0.464				0.929				0.955				

National Data & Surveying Services Intersection Turning Movement Count

Location: Crystal Dr & Goshen Rd
City: Rincon
Control: 1-Way Stop(SB)

Project ID: 23-180019-004
Date: 2/7/2023

Data - HT

NS/EW Streets:	Crystal Dr				Crystal Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	0	5
7:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	4	0	0	6
7:30 AM	0	0	0	0	1	0	1	0	1	6	0	0	0	3	0	0	12
7:45 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	2	0	2	0	1	24	0	0	0	22	1	0	52
					50.00%	0.00%	50.00%	0.00%	4.00%	96.00%	0.00%	0.00%	0.00%	95.65%	4.35%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	2	0	1	12	0	0	0	9	1	0	27
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.250	0.500	0.000	0.000	0.000	0.563	0.250	0.000	0.563
					0.500				0.464				0.625				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	1	0	0	0	0	5	0	0	0	5	0	0	11
4:30 PM	0	0	0	0	1	0	1	0	1	1	0	0	0	2	0	0	6
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	3	0	1	0	1	12	0	0	0	14	0	0	31
					75.00%	0.00%	25.00%	0.00%	7.69%	92.31%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	1	0	1	1	0	0	0	6	0	0	11
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.458
					0.375				0.250				0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: Crystal Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-004
 Date: 2/7/2023

Data - Bikes

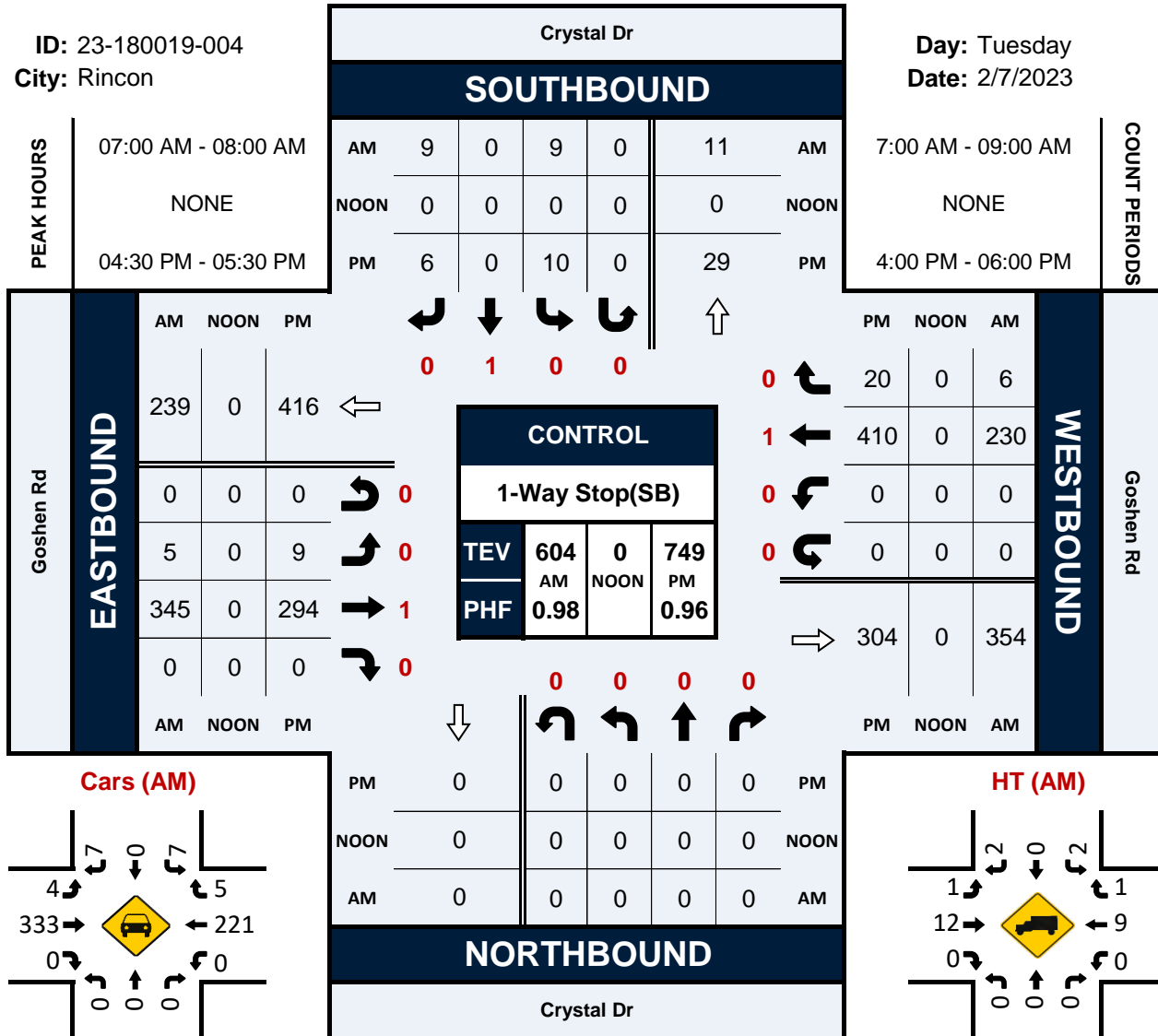
NS/EW Streets:	Crystal Dr				Crystal Dr				Goshen Rd				Goshen Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	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	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

Crystal Dr & Goshen Rd

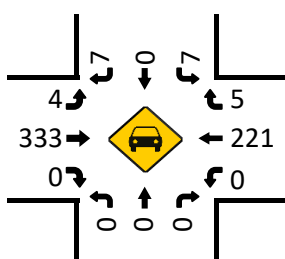
Peak Hour Turning Movement Count

ID: 23-180019-004
City: Rincon

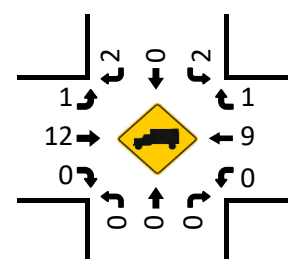
Day: Tuesday
Date: 2/7/2023



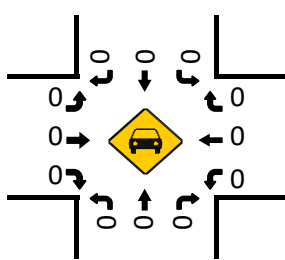
Cars (AM)



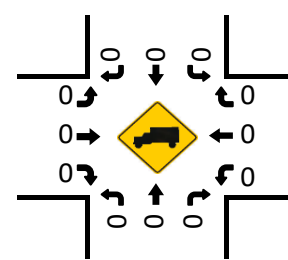
HT (AM)



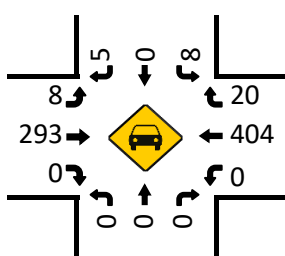
Cars (NOON)



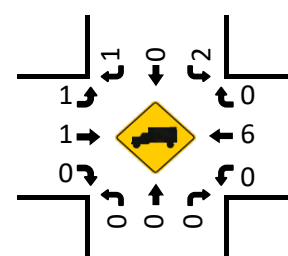
HT (NOON)



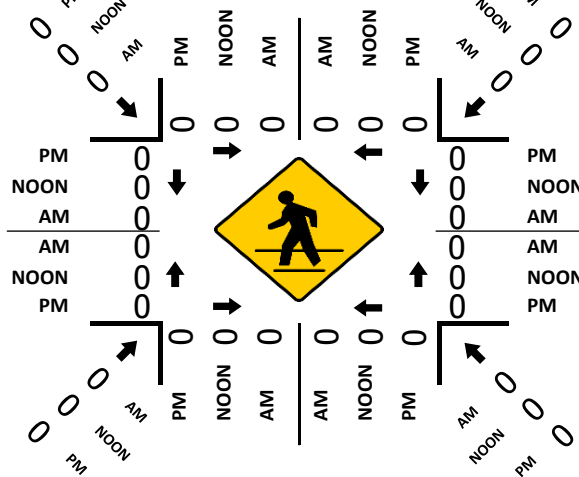
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 23-180019-004
 Location: Crystal Dr & Goshen Rd
 City: Rincon

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Crystal Dr Northbound						Crystal Dr Southbound						Goshen Rd Eastbound						Goshen Rd Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	2	0	2	0	0	4	0	84	0	0	0	84	0	57	1	0	0	58	146
7:15 AM	0	0	0	0	0	0	2	0	3	0	0	5	1	85	0	0	0	86	0	62	1	0	0	63	154
7:30 AM	0	0	0	0	0	0	3	0	2	0	0	5	2	86	0	0	0	88	0	58	2	0	0	60	153
7:45 AM	0	0	0	0	0	0	2	0	2	0	0	4	2	90	0	0	0	92	0	53	2	0	0	55	151
Total	0	0	0	0	0	0	9	0	9	0	0	18	5	345	0	0	0	350	0	230	6	0	0	236	604
8:00 AM	0	0	0	0	0	0	1	0	1	0	0	2	1	58	0	0	0	59	0	44	0	0	0	44	105
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	54	0	1	0	55	0	37	2	0	0	39	95
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	57	0	0	0	57	0	40	2	0	0	42	100
8:45 AM	0	0	0	0	0	0	1	0	0	0	1	1	1	57	0	0	0	58	0	37	1	0	0	38	97
Total	0	0	0	0	0	0	3	0	2	0	1	5	2	226	0	1	0	229	0	158	5	0	0	163	397
BREAK																									
4:00 PM	0	0	0	0	0	0	1	0	2	0	0	3	3	75	0	0	0	78	0	78	3	0	0	81	162
4:15 PM	0	0	0	0	0	0	2	0	1	0	0	3	2	79	0	0	0	81	0	78	3	0	0	81	165
4:30 PM	0	0	0	0	0	0	6	0	3	0	0	9	3	78	0	0	0	81	0	94	6	0	0	100	190
4:45 PM	0	0	0	0	0	0	3	0	1	0	0	4	2	75	0	0	0	77	0	108	6	0	0	114	195
Total	0	0	0	0	0	0	12	0	7	0	0	19	10	307	0	0	0	317	0	358	18	0	0	376	712
5:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	2	62	0	0	0	64	0	103	4	0	0	107	173
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	2	79	0	0	0	81	0	105	4	0	0	109	191
5:30 PM	0	0	0	0	0	0	1	0	1	0	0	2	4	67	0	0	0	71	0	97	5	0	0	102	175
5:45 PM	0	0	0	0	0	0	4	0	2	0	0	6	1	70	0	0	0	71	0	90	5	0	0	95	172
Total	0	0	0	0	0	0	6	0	5	0	0	11	9	278	0	0	0	287	0	395	18	0	0	413	711
Grand Total	0	0	0	0	0	0	30	0	23	0	1	53	26	1156	0	1	0	1183	0	1141	47	0	0	1188	2424
Aprch %	0.0	0.0	0.0	0.0	0.0	0.0	56.6	0.0	43.4	0.0	1.9		2.2	97.7	0.0	0.1	0.0		0.0	96.0	4.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.9	0.0	0.0	2.2	1.1	47.7	0.0	0.0	0.0	48.8	0.0	47.1	1.9	0.0	0.0	49.0	
Cars, PU, Vans	0	0	0	0	0	0	25	0	20	0	0	45	24	1120	0	1	0	1145	0	1105	46	0	0	1151	2341
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	87.0	0.0	0.0	84.9	92.3	96.9	0.0	100.0	0.0	96.8	0.0	96.8	97.9	0.0	0.0	96.9	96.6
Heavy trucks	0	0	0	0	0	0	5	0	3	0	0	8	2	36	0	0	0	38	0	36	1	0	0	37	83
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	13.0	0.0	0.0	15.1	7.7	3.1	0.0	0.0	3.2	0.0	3.2	2.1	0.0	0.0	3.1	3.4	

Project ID: 23-180019-004
 Location: Crystal Dr & Goshen Rd
 City: Rincon

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

Start Time	Crystal Dr Northbound					Crystal Dr Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	0	0	0	0	2	0	2	0	4	0	84	0	0	84	0	57	1	0	58	146
7:15 AM	0	0	0	0	0	2	0	3	0	5	1	85	0	0	86	0	62	1	0	63	154
7:30 AM	0	0	0	0	0	3	0	2	0	5	2	86	0	0	88	0	58	2	0	60	153
7:45 AM	0	0	0	0	0	2	0	2	0	4	2	90	0	0	92	0	53	2	0	55	151
Total Volume	0	0	0	0	0	9	0	9	0	18	5	345	0	0	350	0	230	6	0	236	604
% App. Total	0.0	0.0	0.0	0.0	0	50.0	0.0	50.0	0.0	100	1.4	98.6	0.0	0.0	100	0.0	97.5	2.5	0.0	100	
PHF	0.900										0.951					0.937					0.981
Cars, PU, Vans	0	0	0	0	0	7	0	7	0	14	4	333	0	0	337	0	221	5	0	226	577
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	77.8	0.0	77.8	0.0	77.8	80.0	96.5	0.0	0.0	96.3	0.0	96.1	83.3	0.0	95.8	95.5
Heavy trucks	0	0	0	0	0	2	0	2	0	4	1	12	0	0	13	0	9	1	0	10	27
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	22.2	0.0	22.2	0.0	22.2	20.0	3.5	0.0	0.0	3.7	0.0	3.9	16.7	0.0	4.2	4.5

PM

Start Time	Crystal Dr Northbound					Crystal Dr Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	6	0	3	0	9	3	78	0	0	81	0	94	6	0	100	190
4:45 PM	0	0	0	0	0	3	0	1	0	4	2	75	0	0	77	0	108	6	0	114	195
5:00 PM	0	0	0	0	0	0	0	2	0	2	2	62	0	0	64	0	103	4	0	107	173
5:15 PM	0	0	0	0	0	1	0	0	0	1	2	79	0	0	81	0	105	4	0	109	191
Total Volume	0	0	0	0	0	10	0	6	0	16	9	294	0	0	303	0	410	20	0	430	749
% App. Total	0.0	0.0	0.0	0.0	0	62.5	0.0	37.5	0.0	100	3.0	97.0	0.0	0.0	100	0.0	95.3	4.7	0.0	100	
PHF	0.444										0.935					0.943					0.960
Cars, PU, Vans	0	0	0	0	0	8	0	5	0	13	8	293	0	0	301	0	404	20	0	424	738
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	80.0	0.0	83.3	0.0	81.3	88.9	99.7	0.0	0.0	99.3	0.0	98.5	100.0	0.0	98.6	98.5
Heavy trucks	0	0	0	0	0	2	0	1	0	3	1	1	0	0	2	0	6	0	0	6	11
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	20.0	0.0	16.7	0.0	18.8	11.1	0.3	0.0	0.0	0.7	0.0	1.5	0.0	0.0	1.4	1.5

National Data & Surveying Services Intersection Turning Movement Count

Location: Stephens Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-005
 Date: 2/7/2023

Data - Total

NS/EW Streets:	Stephens Dr				Stephens Dr				Goshen Rd				Goshen Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	5	0	4	0	1	81	0	0	0	58	2	0	151
7:15 AM	0	0	0	0	12	0	1	0	2	72	0	0	0	64	0	0	151
7:30 AM	0	0	0	0	4	0	4	0	2	85	0	0	0	58	3	0	156
7:45 AM	0	0	0	0	7	0	4	0	5	85	0	0	0	53	2	0	156
8:00 AM	0	0	0	0	3	0	2	0	5	57	0	0	0	42	2	0	111
8:15 AM	0	0	0	0	4	0	2	0	4	49	0	0	0	36	4	0	99
8:30 AM	0	0	0	0	0	0	1	0	5	58	0	0	0	38	2	0	104
8:45 AM	0	0	0	0	2	0	4	0	3	55	0	0	0	37	0	0	101
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	37	0	22	0	27	542	0	0	0	386	15	0	1029
					62.71%	0.00%	37.29%	0.00%	4.75%	95.25%	0.00%	0.00%	0.00%	96.26%	3.74%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	28	0	13	0	10	323	0	0	0	233	7	0	614
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.583	0.000	0.813	0.000	0.500	0.950	0.000	0.000	0.000	0.910	0.583	0.000	0.984
					0.788				0.925				0.938				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	8	0	6	0	9	70	0	0	0	79	1	0	173
4:15 PM	0	0	0	0	3	0	4	0	8	81	0	0	0	72	5	0	173
4:30 PM	0	0	0	0	2	0	4	0	12	76	0	0	0	94	5	0	193
4:45 PM	0	0	0	0	2	0	4	0	6	75	0	0	0	100	7	0	194
5:00 PM	0	0	0	0	5	0	5	0	7	60	0	0	0	105	2	0	184
5:15 PM	0	0	0	0	6	0	1	0	10	76	0	0	0	95	10	0	198
5:30 PM	0	0	0	0	2	0	4	0	9	67	0	0	0	93	3	0	178
5:45 PM	0	0	0	0	4	0	9	0	6	69	0	0	0	90	4	0	182
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	32	0	37	0	67	574	0	0	0	728	37	0	1475
					46.38%	0.00%	53.62%	0.00%	10.45%	89.55%	0.00%	0.00%	0.00%	95.16%	4.84%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	15	0	14	0	35	287	0	0	0	394	24	0	769
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.700	0.000	0.729	0.944	0.000	0.000	0.000	0.938	0.600	0.000	0.971
					0.725				0.915				0.977				

National Data & Surveying Services Intersection Turning Movement Count

Location: Stephens Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-005
 Date: 2/7/2023

Data - Cars

NS/EW Streets:	Stephens Dr				Stephens Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	4	0	4	0	1	79	0	0	0	58	1	0	147
7:15 AM	0	0	0	0	12	0	1	0	1	71	0	0	0	60	0	0	145
7:30 AM	0	0	0	0	4	0	4	0	2	78	0	0	0	54	3	0	145
7:45 AM	0	0	0	0	7	0	4	0	5	82	0	0	0	51	2	0	151
8:00 AM	0	0	0	0	3	0	2	0	5	55	0	0	0	40	2	0	107
8:15 AM	0	0	0	0	4	0	2	0	3	45	0	0	0	32	4	0	90
8:30 AM	0	0	0	0	0	0	1	0	5	57	0	0	0	33	2	0	98
8:45 AM	0	0	0	0	2	0	4	0	3	51	0	0	0	35	0	0	95
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	36	0	22	0	25	518	0	0	0	363	14	0	978
					62.07%	0.00%	37.93%	0.00%	4.60%	95.40%	0.00%	0.00%	0.00%	96.29%	3.71%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	27	0	13	0	9	310	0	0	0	223	6	0	588
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.563	0.000	0.813	0.000	0.450	0.945	0.000	0.000	0.000	0.929	0.500	0.000	0.974
							0.769				0.917				0.954		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	8	0	5	0	9	67	0	0	0	79	1	0	169
4:15 PM	0	0	0	0	3	0	4	0	7	76	0	0	0	67	5	0	162
4:30 PM	0	0	0	0	2	0	4	0	12	74	0	0	0	91	5	0	188
4:45 PM	0	0	0	0	2	0	4	0	6	75	0	0	0	97	7	0	191
5:00 PM	0	0	0	0	5	0	5	0	7	60	0	0	0	105	2	0	184
5:15 PM	0	0	0	0	6	0	1	0	10	76	0	0	0	94	10	0	197
5:30 PM	0	0	0	0	2	0	4	0	8	65	0	0	0	93	3	0	175
5:45 PM	0	0	0	0	4	0	8	0	6	68	0	0	0	87	4	0	177
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	32	0	35	0	65	561	0	0	0	713	37	0	1443
					47.76%	0.00%	52.24%	0.00%	10.38%	89.62%	0.00%	0.00%	0.00%	95.07%	4.93%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	15	0	14	0	35	285	0	0	0	387	24	0	760
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.700	0.000	0.729	0.938	0.000	0.000	0.000	0.921	0.600	0.000	0.964
							0.725				0.930				0.960		

National Data & Surveying Services Intersection Turning Movement Count

Location: Stephens Dr & Goshen Rd
City: Rincon
Control: 1-Way Stop(SB)

Project ID: 23-180019-005
Date: 2/7/2023

Data - HT

NS/EW Streets:	Stephens Dr				Stephens Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	1	0	4
7:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	4	0	0	6
7:30 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	0	11
7:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	1	4	0	0	0	4	0	0	9
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	0	0	2	24	0	0	0	23	1	0	51
					100.00%	0.00%	0.00%	0.00%	7.69%	92.31%	0.00%	0.00%	0.00%	95.83%	4.17%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	1	13	0	0	0	10	1	0	26
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.464	0.000	0.000	0.000	0.625	0.250	0.000	0.591
						0.250				0.500				0.688			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	5	0	0	11
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	2	0	2	13	0	0	0	15	0	0	32
					0.00%	0.00%	100.00%	0.00%	13.33%	86.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	0	9
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.583	0.000	0.000	0.450
										0.250				0.583			

National Data & Surveying Services Intersection Turning Movement Count

Location: Stephens Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-005
 Date: 2/7/2023

Data - Bikes

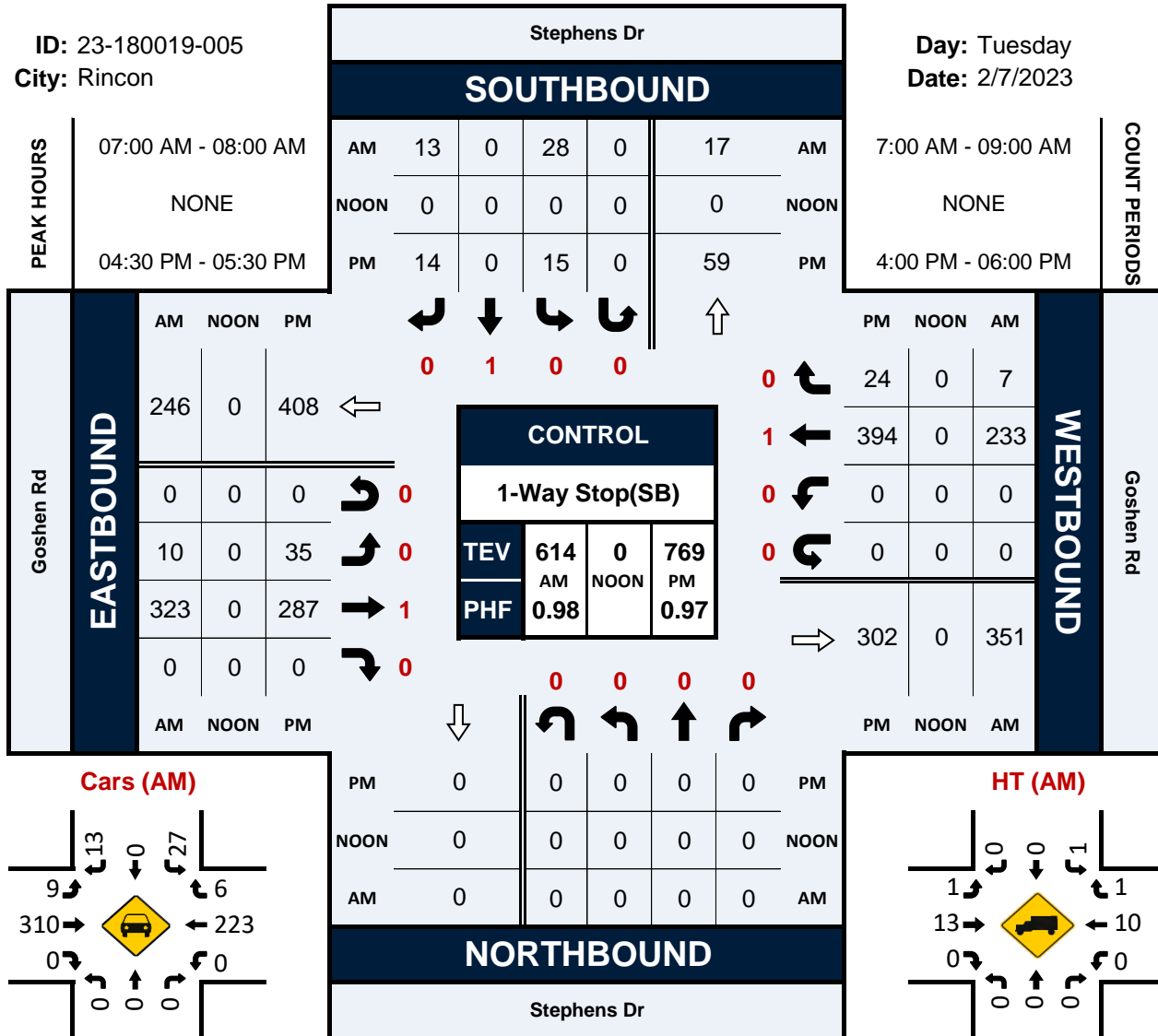
NS/EW Streets:	Stephens Dr				Stephens Dr				Goshen Rd				Goshen Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	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	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	

Stephens Dr & Goshen Rd

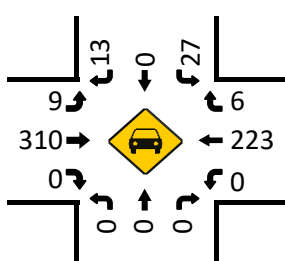
Peak Hour Turning Movement Count

ID: 23-180019-005
City: Rincon

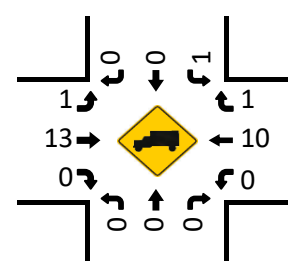
Day: Tuesday
Date: 2/7/2023



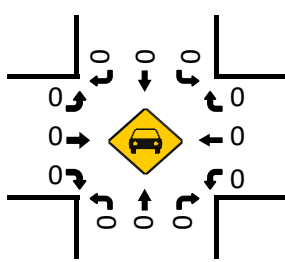
Cars (AM)



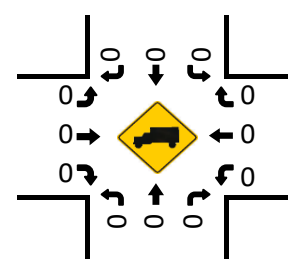
HT (AM)



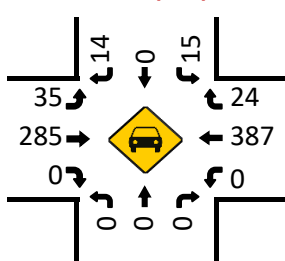
Cars (NOON)



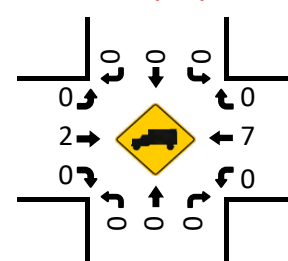
HT (NOON)



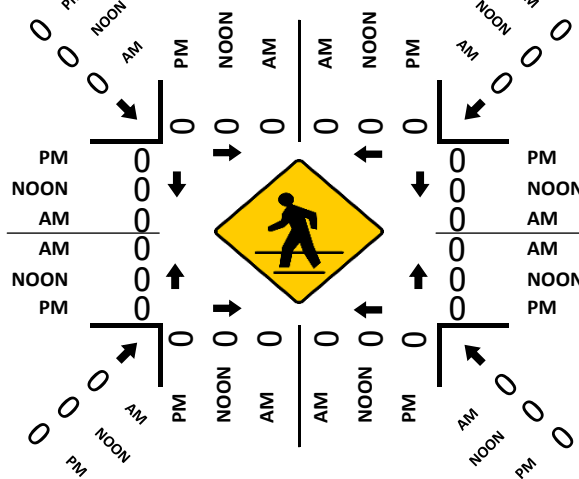
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 23-180019-005
 Location: Stephens Dr & Goshen Rd
 City: Rincon

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Stephens Dr Northbound						Stephens Dr Southbound						Goshen Rd Eastbound						Goshen Rd Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	5	0	4	0	0	9	1	81	0	0	0	82	0	58	2	0	0	60	151
7:15 AM	0	0	0	0	0	0	12	0	1	0	0	13	2	72	0	0	0	74	0	64	0	0	0	64	151
7:30 AM	0	0	0	0	0	0	4	0	4	0	0	8	2	85	0	0	0	87	0	58	3	0	0	61	156
7:45 AM	0	0	0	0	0	0	7	0	4	0	0	11	5	85	0	0	0	90	0	53	2	0	0	55	156
Total	0	0	0	0	0	0	28	0	13	0	0	41	10	323	0	0	0	333	0	233	7	0	0	240	614
8:00 AM	0	0	0	0	0	0	3	0	2	0	0	5	5	57	0	0	0	62	0	42	2	0	0	44	111
8:15 AM	0	0	0	0	0	0	4	0	2	0	0	6	4	49	0	0	0	53	0	36	4	0	0	40	99
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	5	58	0	0	0	63	0	38	2	0	0	40	104
8:45 AM	0	0	0	0	0	0	2	0	4	0	0	6	3	55	0	0	0	58	0	37	0	0	0	37	101
Total	0	0	0	0	0	0	9	0	9	0	0	18	17	219	0	0	0	236	0	153	8	0	0	161	415
BREAK																									
4:00 PM	0	0	0	0	0	0	8	0	6	0	0	14	9	70	0	0	0	79	0	79	1	0	0	80	173
4:15 PM	0	0	0	0	0	0	3	0	4	0	0	7	8	81	0	0	0	89	0	72	5	0	0	77	173
4:30 PM	0	0	0	0	0	0	2	0	4	0	0	6	12	76	0	0	0	88	0	94	5	0	0	99	193
4:45 PM	0	0	0	0	0	0	2	0	4	0	0	6	6	75	0	0	0	81	0	100	7	0	0	107	194
Total	0	0	0	0	0	0	15	0	18	0	0	33	35	302	0	0	0	337	0	345	18	0	0	363	733
5:00 PM	0	0	0	0	0	0	5	0	5	0	0	10	7	60	0	0	0	67	0	105	2	0	0	107	184
5:15 PM	0	0	0	0	0	0	6	0	1	0	0	7	10	76	0	0	0	86	0	95	10	0	0	105	198
5:30 PM	0	0	0	0	0	0	2	0	4	0	0	6	9	67	0	0	0	76	0	93	3	0	0	96	178
5:45 PM	0	0	0	0	0	0	4	0	9	0	0	13	6	69	0	0	0	75	0	90	4	0	0	94	182
Total	0	0	0	0	0	0	17	0	19	0	0	36	32	272	0	0	0	304	0	383	19	0	0	402	742
Grand Total	0	0	0	0	0	0	69	0	59	0	0	128	94	1116	0	0	0	1210	0	1114	52	0	0	1166	2504
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	53.9	0.0	46.1	0.0	0.0	7.8	92.2	0.0	0.0	0.0	0.0	95.5	4.5	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	2.4	0.0	0.0	5.1	3.8	44.6	0.0	0.0	0.0	48.3	0.0	44.5	2.1	0.0	0.0	46.6	
Cars, PU, Vans	0	0	0	0	0	0	68	0	57	0	0	125	90	1079	0	0	0	1169	0	1076	51	0	0	1127	2421
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	98.6	0.0	96.6	0.0	0.0	97.7	95.7	96.7	0.0	0.0	96.6	0.0	96.6	98.1	0.0	0.0	96.7	96.7	
Heavy trucks	0	0	0	0	0	0	1	0	2	0	0	3	4	37	0	0	41	0	38	1	0	0	39	83	
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	3.4	0.0	0.0	2.3	4.3	3.3	0.0	0.0	3.4	0.0	3.4	1.9	0.0	0.0	3.3	3.3	

Project ID: 23-180019-005
 Location: Stephens Dr & Goshen Rd
 City: Rincon

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

Start Time	Stephens Dr Northbound					Stephens Dr Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	0	0	0	0	5	0	4	0	9	1	81	0	0	82	0	58	2	0	60	151
7:15 AM	0	0	0	0	0	12	0	1	0	13	2	72	0	0	74	0	64	0	0	64	151
7:30 AM	0	0	0	0	0	4	0	4	0	8	2	85	0	0	87	0	58	3	0	61	156
7:45 AM	0	0	0	0	0	7	0	4	0	11	5	85	0	0	90	0	53	2	0	55	156
Total Volume	0	0	0	0	0	28	0	13	0	41	10	323	0	0	333	0	233	7	0	240	614
% App. Total	0.0	0.0	0.0	0.0	0	68.3	0.0	31.7	0.0	100	3.0	97.0	0.0	0.0	100	0.0	97.1	2.9	0.0	100	
PHF	0.788										0.925					0.938					0.984
Cars, PU, Vans	0	0	0	0	0	27	0	13	0	40	9	310	0	0	319	0	223	6	0	229	588
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	96.4	0.0	100.0	0.0	97.6	90.0	96.0	0.0	0.0	95.8	0.0	95.7	85.7	0.0	95.4	95.8
Heavy trucks	0	0	0	0	0	1	0	0	0	1	1	13	0	0	14	0	10	1	0	11	26
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	2.4	10.0	4.0	0.0	0.0	4.2	0.0	4.3	14.3	0.0	4.6	4.2

PM

Start Time	Stephens Dr Northbound					Stephens Dr Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	2	0	4	0	6	12	76	0	0	88	0	94	5	0	99	193
4:45 PM	0	0	0	0	0	2	0	4	0	6	6	75	0	0	81	0	100	7	0	107	194
5:00 PM	0	0	0	0	0	5	0	5	0	10	7	60	0	0	67	0	105	2	0	107	184
5:15 PM	0	0	0	0	0	6	0	1	0	7	10	76	0	0	86	0	95	10	0	105	198
Total Volume	0	0	0	0	0	15	0	14	0	29	35	287	0	0	322	0	394	24	0	418	769
% App. Total	0.0	0.0	0.0	0.0	0	51.7	0.0	48.3	0.0	100	10.9	89.1	0.0	0.0	100	0.0	94.3	5.7	0.0	100	
PHF	0.725										0.915					0.977					0.971
Cars, PU, Vans	0	0	0	0	0	15	0	14	0	29	35	285	0	0	320	0	387	24	0	411	760
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	99.3	0.0	0.0	99.4	0.0	98.2	100.0	0.0	98.3	98.8
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	9
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.6	0.0	1.8	0.0	0.0	1.7	1.2

National Data & Surveying Services Intersection Turning Movement Count

Location: Golden Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-006
 Date: 2/7/2023

Data - Total

NS/EW Streets:	Golden Dr				Golden Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	4	0	3	0	21	74	0	0	0	32	32	0	166
7:15 AM	0	0	0	0	9	0	19	0	19	70	0	0	0	33	32	0	182
7:30 AM	0	0	0	0	3	0	16	0	5	80	0	0	0	52	10	0	166
7:45 AM	0	0	0	0	6	0	1	0	1	78	0	0	0	47	9	0	142
8:00 AM	0	0	0	0	3	0	1	0	5	62	0	0	0	43	2	0	116
8:15 AM	0	0	0	0	3	0	2	0	3	52	0	0	0	33	3	0	96
8:30 AM	0	0	0	0	3	0	0	0	3	58	0	0	0	35	2	0	101
8:45 AM	0	0	0	0	3	0	4	0	1	56	0	0	0	34	5	0	103
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	34	0	46	0	58	530	0	0	0	309	95	0	1072
					42.50%	0.00%	57.50%	0.00%	9.86%	90.14%	0.00%	0.00%	0.00%	76.49%	23.51%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	22	0	39	0	46	302	0	0	0	164	83	0	656
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.611	0.000	0.513	0.000	0.548	0.944	0.000	0.000	0.000	0.788	0.648	0.000	0.901
						0.545				0.916				0.950			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	7	0	6	77	0	0	0	74	10	0	175
4:15 PM	0	0	0	0	1	0	10	0	6	90	0	0	0	67	10	0	184
4:30 PM	0	0	0	0	2	0	8	0	9	83	0	0	0	90	6	0	198
4:45 PM	0	0	0	0	2	0	5	0	5	81	0	0	0	92	11	0	196
5:00 PM	0	0	0	0	4	0	6	0	5	61	0	0	0	100	12	0	188
5:15 PM	0	0	0	0	1	0	9	0	8	85	0	0	0	86	7	0	196
5:30 PM	0	0	0	0	3	0	10	0	6	78	0	0	0	92	7	0	196
5:45 PM	0	0	0	0	1	0	3	0	4	70	0	0	0	90	6	0	174
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	15	0	58	0	49	625	0	0	0	691	69	0	1507
					20.55%	0.00%	79.45%	0.00%	7.27%	92.73%	0.00%	0.00%	0.00%	90.92%	9.08%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	9	0	28	0	27	310	0	0	0	368	36	0	778
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.563	0.000	0.778	0.000	0.750	0.912	0.000	0.000	0.000	0.920	0.750	0.000	0.982
						0.925				0.906				0.902			

National Data & Surveying Services Intersection Turning Movement Count

Location: Golden Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-006
 Date: 2/7/2023

Data - Cars

NS/EW Streets:	Golden Dr				Golden Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	4	0	1	0	20	72	0	0	0	32	32	0	161
7:15 AM	0	0	0	0	9	0	16	0	19	69	0	0	0	29	32	0	174
7:30 AM	0	0	0	0	3	0	15	0	5	73	0	0	0	48	10	0	154
7:45 AM	0	0	0	0	6	0	1	0	1	75	0	0	0	45	9	0	137
8:00 AM	0	0	0	0	3	0	1	0	5	60	0	0	0	41	2	0	112
8:15 AM	0	0	0	0	3	0	2	0	3	47	0	0	0	29	3	0	87
8:30 AM	0	0	0	0	3	0	0	0	2	56	0	0	0	33	0	0	94
8:45 AM	0	0	0	0	3	0	4	0	1	52	0	0	0	34	4	0	98
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	34	0	40	0	56	504	0	0	0	291	92	0	1017
					45.95%	0.00%	54.05%	0.00%	10.00%	90.00%	0.00%	0.00%	0.00%	75.98%	24.02%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	22	0	33	0	45	289	0	0	0	154	83	0	626
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.611	0.000	0.516	0.000	0.563	0.963	0.000	0.000	0.000	0.802	0.648	0.000	0.899
							0.550				0.908				0.926		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	6	0	6	73	0	0	0	73	10	0	169
4:15 PM	0	0	0	0	1	0	9	0	6	85	0	0	0	62	10	0	173
4:30 PM	0	0	0	0	2	0	8	0	9	81	0	0	0	87	6	0	193
4:45 PM	0	0	0	0	2	0	5	0	5	81	0	0	0	89	11	0	193
5:00 PM	0	0	0	0	4	0	6	0	5	61	0	0	0	100	12	0	188
5:15 PM	0	0	0	0	1	0	9	0	8	85	0	0	0	85	7	0	195
5:30 PM	0	0	0	0	2	0	10	0	6	75	0	0	0	92	7	0	192
5:45 PM	0	0	0	0	1	0	3	0	4	69	0	0	0	87	5	0	169
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	14	0	56	0	49	610	0	0	0	675	68	0	1472
					20.00%	0.00%	80.00%	0.00%	7.44%	92.56%	0.00%	0.00%	0.00%	90.85%	9.15%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	9	0	28	0	27	308	0	0	0	361	36	0	769
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.563	0.000	0.778	0.000	0.750	0.906	0.000	0.000	0.000	0.903	0.750	0.000	0.986
							0.925				0.901				0.886		

National Data & Surveying Services Intersection Turning Movement Count

Location: Golden Dr & Goshen Rd
City: Rincon
Control: 1-Way Stop(SB)

Project ID: 23-180019-006
Date: 2/7/2023

Data - HT

NS/EW Streets:	Golden Dr				Golden Dr				Goshen Rd				Goshen Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	0	0	0	0	0	0	2	0	1	2	0	0	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	0	3	0	0	1	0	0	0	0	4	0	0	8
7:30 AM	0	0	0	0	0	0	1	0	0	7	0	0	0	0	4	0	0	12
7:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	4	0	0	9
8:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	2	2	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	6	0	2	26	0	0	0	18	3	0	55	
					0.00%	0.00%	100.00%	0.00%	7.14%	92.86%	0.00%	0.00%	0.00%	85.71%	14.29%	0.00%		
PEAK HR :	07:00 AM - 08:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	6	0	1	13	0	0	0	10	0	0	30	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.464	0.000	0.000	0.000	0.625	0.000	0.000	0.625	
							0.500			0.500				0.625			0.625	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	0	0	0	0	0	1	0	0	4	0	0	0	1	0	0	6	
4:15 PM	0	0	0	0	0	0	1	0	0	5	0	0	0	5	0	0	11	
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
5:30 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	4	
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	1	0	5	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	1	0	2	0	0	15	0	0	0	16	1	0	35	
					33.33%	0.00%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	94.12%	5.88%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	0	9	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.583	0.000	0.000	0.450	
										0.250				0.583			0.450	

National Data & Surveying Services Intersection Turning Movement Count

Location: Golden Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-006
 Date: 2/7/2023

Data - Bikes

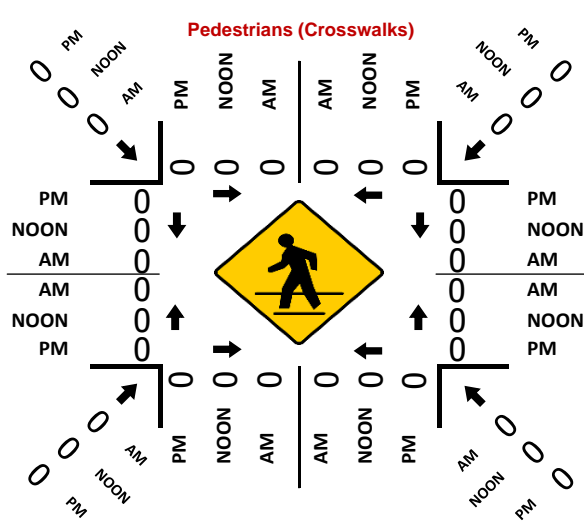
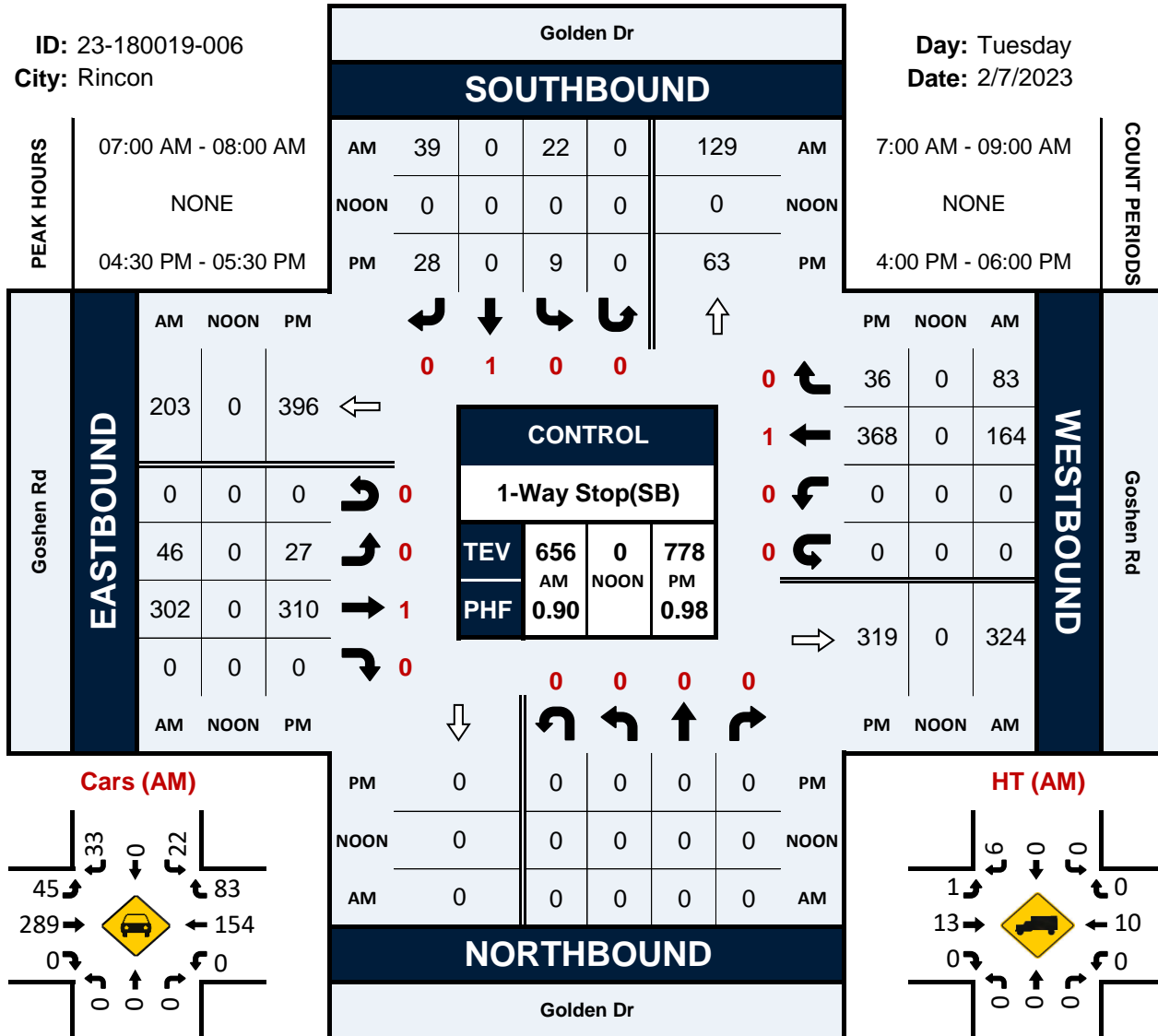
NS/EW Streets:	Golden Dr				Golden Dr				Goshen Rd				Goshen Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	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	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PEAK HR :	07:00 AM - 08:00 AM																TOTAL
	PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PEAK HR :	04:30 PM - 05:30 PM																TOTAL
	PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	

Golden Dr & Goshen Rd

Peak Hour Turning Movement Count

ID: 23-180019-006
City: Rincon

Day: Tuesday
Date: 2/7/2023



Project ID: 23-180019-006
 Location: Golden Dr & Goshen Rd
 City: Rincon

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Golden Dr Northbound						Golden Dr Southbound						Goshen Rd Eastbound						Goshen Rd Westbound						Int. Total		
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total			
7:00 AM	0	0	0	0	0	0	4	0	3	0	0	7	21	74	0	0	0	95	0	32	32	0	0	64	166		
7:15 AM	0	0	0	0	0	0	9	0	19	0	0	28	19	70	0	0	0	89	0	33	32	0	0	65	182		
7:30 AM	0	0	0	0	0	0	3	0	16	0	0	19	5	80	0	0	0	85	0	52	10	0	0	62	166		
7:45 AM	0	0	0	0	0	0	6	0	1	0	0	7	1	78	0	0	0	79	0	47	9	0	0	56	142		
Total	0	0	0	0	0	0	22	0	39	0	0	61	46	302	0	0	0	348	0	164	83	0	0	247	656		
8:00 AM	0	0	0	0	0	0	3	0	1	0	0	4	5	62	0	0	0	67	0	43	2	0	0	45	116		
8:15 AM	0	0	0	0	0	0	3	0	2	0	0	5	3	52	0	0	0	55	0	33	3	0	0	36	96		
8:30 AM	0	0	0	0	0	0	3	0	0	0	0	3	3	58	0	0	0	61	0	35	2	0	0	37	101		
8:45 AM	0	0	0	0	0	0	3	0	4	0	0	7	1	56	0	0	0	57	0	34	5	0	0	39	103		
Total	0	0	0	0	0	0	12	0	7	0	0	19	12	228	0	0	0	240	0	145	12	0	0	157	416		
BREAK																											
4:00 PM	0	0	0	0	0	0	1	0	7	0	0	8	6	77	0	0	0	83	0	74	10	0	0	84	175		
4:15 PM	0	0	0	0	0	0	1	0	10	0	0	11	6	90	0	0	0	96	0	67	10	0	0	77	184		
4:30 PM	0	0	0	0	0	0	2	0	8	0	0	10	9	83	0	0	0	92	0	90	6	0	0	96	198		
4:45 PM	0	0	0	0	0	0	2	0	5	0	0	7	5	81	0	0	0	86	0	92	11	0	0	103	196		
Total	0	0	0	0	0	0	6	0	30	0	0	36	26	331	0	0	0	357	0	323	37	0	0	360	753		
5:00 PM	0	0	0	0	0	0	4	0	6	0	0	10	5	61	0	0	0	66	0	100	12	0	0	112	188		
5:15 PM	0	0	0	0	0	0	1	0	9	0	0	10	8	85	0	0	0	93	0	86	7	0	0	93	196		
5:30 PM	0	0	0	0	0	0	3	0	10	0	0	13	6	78	0	0	0	84	0	92	7	0	0	99	196		
5:45 PM	0	0	0	0	0	0	1	0	3	0	0	4	4	70	0	0	0	74	0	90	6	0	0	96	174		
Total	0	0	0	0	0	0	9	0	28	0	0	37	23	294	0	0	0	317	0	368	32	0	0	400	754		
Grand Total	0	0	0	0	0	0	49	0	104	0	0	153	107	1155	0	0	0	1262	0	1000	164	0	0	1164	2579		
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	32.0	0.0	68.0	0.0	0.0	8.5	91.5	0.0	0.0	0.0	8.5	91.5	14.1	0.0	0.0	0.0	85.9	14.1	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	4.0	0.0	0.0	5.9	4.1	44.8	0.0	0.0	0.0	48.9	0.0	38.8	6.4	0.0	0.0	45.1			
Cars, PU, Vans	0	0	0	0	0	0	48	0	96	0	0	144	105	1114	0	0	0	1219	0	966	160	0	0	1126	2489		
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	98.0	0.0	92.3	0.0	0.0	94.1	98.1	96.5	0.0	0.0	96.6	0.0	96.6	97.6	0.0	0.0	96.7	96.5			
Heavy trucks	0	0	0	0	0	0	1	0	8	0	0	9	2	41	0	0	0	43	0	34	4	0	0	38	90		
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	7.7	0.0	0.0	5.9	1.9	3.5	0.0	0.0	3.4	0.0	3.4	2.4	0.0	0.0	3.3	3.5			

Project ID: 23-180019-006
 Location: Golden Dr & Goshen Rd
 City: Rincon

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

Start Time	Golden Dr Northbound					Golden Dr Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	0	0	0	0	4	0	3	0	7	21	74	0	0	95	0	32	32	0	64	166
7:15 AM	0	0	0	0	0	9	0	19	0	28	19	70	0	0	89	0	33	32	0	65	182
7:30 AM	0	0	0	0	0	3	0	16	0	19	5	80	0	0	85	0	52	10	0	62	166
7:45 AM	0	0	0	0	0	6	0	1	0	7	1	78	0	0	79	0	47	9	0	56	142
Total Volume	0	0	0	0	0	22	0	39	0	61	46	302	0	0	348	0	164	83	0	247	656
% App. Total	0.0	0.0	0.0	0.0	0	36.1	0.0	63.9	0.0	100	13.2	86.8	0.0	0.0	100	0.0	66.4	33.6	0.0	100	
PHF	0.545										0.916					0.950					0.901
Cars, PU, Vans	0	0	0	0	0	22	0	33	0	55	45	289	0	0	334	0	154	83	0	237	626
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	84.6	0.0	90.2	97.8	95.7	0.0	0.0	96.0	0.0	93.9	100.0	0.0	96.0	95.4
Heavy trucks	0	0	0	0	0	0	0	6	0	6	1	13	0	0	14	0	10	0	0	10	30
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	9.8	2.2	4.3	0.0	0.0	4.0	0.0	6.1	0.0	0.0	4.0	4.6

PM

Start Time	Golden Dr Northbound					Golden Dr Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	2	0	8	0	10	9	83	0	0	92	0	90	6	0	96	198
4:45 PM	0	0	0	0	0	2	0	5	0	7	5	81	0	0	86	0	92	11	0	103	196
5:00 PM	0	0	0	0	0	4	0	6	0	10	5	61	0	0	66	0	100	12	0	112	188
5:15 PM	0	0	0	0	0	1	0	9	0	10	8	85	0	0	93	0	86	7	0	93	196
Total Volume	0	0	0	0	0	9	0	28	0	37	27	310	0	0	337	0	368	36	0	404	778
% App. Total	0.0	0.0	0.0	0.0	0	24.3	0.0	75.7	0.0	100	8.0	92.0	0.0	0.0	100	0.0	91.1	8.9	0.0	100	
PHF	0.925										0.906					0.902					0.982
Cars, PU, Vans	0	0	0	0	0	9	0	28	0	37	27	308	0	0	335	0	361	36	0	397	769
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	99.4	0.0	0.0	99.4	0.0	98.1	100.0	0.0	98.3	98.8
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	9
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	1.9	0.0	0.0	1.7	1.2

National Data & Surveying Services Intersection Turning Movement Count

Location: Paddleford Dr & Goshen Rd
City: Rincon
Control: 1-Way Stop(SB)

Project ID: 23-180019-007
Date: 2/7/2023

Data - Total

NS/EW Streets:	Paddleford Dr				Paddleford Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	3	0	1	0	1	84	0	0	0	35	0	0	124
7:15 AM	0	0	0	0	0	0	1	0	0	80	0	0	0	50	1	0	132
7:30 AM	0	0	0	0	1	0	1	0	0	78	0	0	0	69	2	0	151
7:45 AM	0	0	0	0	1	0	0	0	0	80	0	0	0	52	2	0	135
8:00 AM	0	0	0	0	3	0	1	0	0	66	0	0	0	45	0	0	115
8:15 AM	0	0	0	0	1	0	2	0	0	49	0	0	0	32	1	0	85
8:30 AM	0	0	0	0	2	0	0	0	0	61	0	0	0	35	1	0	99
8:45 AM	0	0	0	0	1	0	0	0	0	51	0	0	0	35	1	0	88
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	12	0	6	0	1	549	0	0	0	353	8	0	929
					66.67%	0.00%	33.33%	0.00%	0.18%	99.82%	0.00%	0.00%	0.00%	97.78%	2.22%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	5	0	3	0	1	322	0	0	0	206	5	0	542
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.417	0.000	0.750	0.000	0.250	0.958	0.000	0.000	0.000	0.746	0.625	0.000	0.897
					0.500				0.950				0.743				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	2	0	2	78	0	0	0	73	3	0	159
4:15 PM	0	0	0	0	0	0	5	0	3	98	0	0	0	73	5	0	184
4:30 PM	0	0	0	0	3	0	1	0	0	88	0	0	0	85	2	0	179
4:45 PM	0	0	0	0	0	0	1	0	0	89	0	0	0	94	1	0	185
5:00 PM	0	0	0	0	0	0	0	0	0	67	0	0	0	94	3	0	164
5:15 PM	0	0	0	0	2	0	0	0	1	87	0	0	0	91	0	0	181
5:30 PM	0	0	0	0	1	0	0	0	0	87	0	0	0	93	5	0	186
5:45 PM	0	0	0	0	2	0	1	0	0	75	0	0	0	94	2	0	174
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	9	0	10	0	6	669	0	0	0	697	21	0	1412
					47.37%	0.00%	52.63%	0.00%	0.89%	99.11%	0.00%	0.00%	0.00%	97.08%	2.92%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	1	0	1	330	0	0	0	372	9	0	716
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.250	0.000	0.250	0.927	0.000	0.000	0.000	0.989	0.450	0.000	0.962
					0.500				0.930				0.972				

National Data & Surveying Services Intersection Turning Movement Count

Location: Paddleford Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-007
 Date: 2/7/2023

Data - Cars

NS/EW Streets:	Paddleford Dr				Paddleford Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	3	0	1	0	0	82	0	0	0	34	0	0	120
7:15 AM	0	0	0	0	0	0	0	0	0	79	0	0	0	46	0	0	125
7:30 AM	0	0	0	0	1	0	0	0	0	74	0	0	0	65	2	0	142
7:45 AM	0	0	0	0	1	0	0	0	0	78	0	0	0	49	2	0	130
8:00 AM	0	0	0	0	3	0	1	0	0	63	0	0	0	43	0	0	110
8:15 AM	0	0	0	0	1	0	2	0	0	46	0	0	0	29	1	0	79
8:30 AM	0	0	0	0	2	0	0	0	0	58	0	0	0	31	1	0	92
8:45 AM	0	0	0	0	1	0	0	0	0	49	0	0	0	35	1	0	86
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	12	0	4	0	0	529	0	0	0	332	7	0	884
					75.00%	0.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	97.94%	2.06%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	5	0	1	0	0	313	0	0	0	194	4	0	517
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.417	0.000	0.250	0.000	0.000	0.954	0.000	0.000	0.000	0.746	0.500	0.000	0.910
					0.375				0.954				0.739				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	1	0	1	0	1	75	0	0	0	71	3	0	152
4:15 PM	0	0	0	0	0	0	5	0	2	93	0	0	0	70	3	0	173
4:30 PM	0	0	0	0	2	0	1	0	0	87	0	0	0	81	2	0	173
4:45 PM	0	0	0	0	0	0	1	0	0	89	0	0	0	91	1	0	182
5:00 PM	0	0	0	0	0	0	0	0	0	65	0	0	0	93	3	0	161
5:15 PM	0	0	0	0	2	0	0	0	1	87	0	0	0	90	0	0	180
5:30 PM	0	0	0	0	1	0	0	0	0	85	0	0	0	93	5	0	184
5:45 PM	0	0	0	0	2	0	1	0	0	74	0	0	0	91	2	0	170
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	8	0	9	0	4	655	0	0	0	680	19	0	1375
					47.06%	0.00%	52.94%	0.00%	0.61%	99.39%	0.00%	0.00%	0.00%	97.28%	2.72%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	1	0	1	326	0	0	0	367	9	0	707
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.250	0.000	0.250	0.916	0.000	0.000	0.000	0.987	0.450	0.000	0.961
					0.500				0.919				0.959				

National Data & Surveying Services Intersection Turning Movement Count

Location: Paddleford Dr & Goshen Rd
City: Rincon
Control: 1-Way Stop(SB)

Project ID: 23-180019-007
Date: 2/7/2023

Data - HT

NS/EW Streets:	Paddleford Dr				Paddleford Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	4
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	4	1	0	7
7:30 AM	0	0	0	0	0	0	1	0	0	4	0	0	0	4	0	0	9
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	2	0	1	20	0	0	0	21	1	0	45
	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.500	0.000	4.76%	95.24%	0.00%	0.00%	0.00%	95.45%	4.55%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	1	9	0	0	0	12	1	0	25
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.563	0.000	0.000	0.000	0.750	0.250	0.000	0.694
					0.500				0.625				0.650				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	1	3	0	0	0	2	0	0	7
4:15 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	3	2	0	11
4:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	4	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	1	0	2	14	0	0	0	17	2	0	37
	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	12.50%	87.50%	0.00%	0.00%	0.00%	89.47%	10.53%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	0	9
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.417	0.000	0.000	0.750
					0.500				0.500				0.417				

National Data & Surveying Services Intersection Turning Movement Count

Location: Paddleford Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-007
 Date: 2/7/2023

Data - Bikes

NS/EW Streets:	Paddleford Dr				Paddleford Dr				Goshen Rd				Goshen Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	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	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	

Paddleford Dr & Goshen Rd

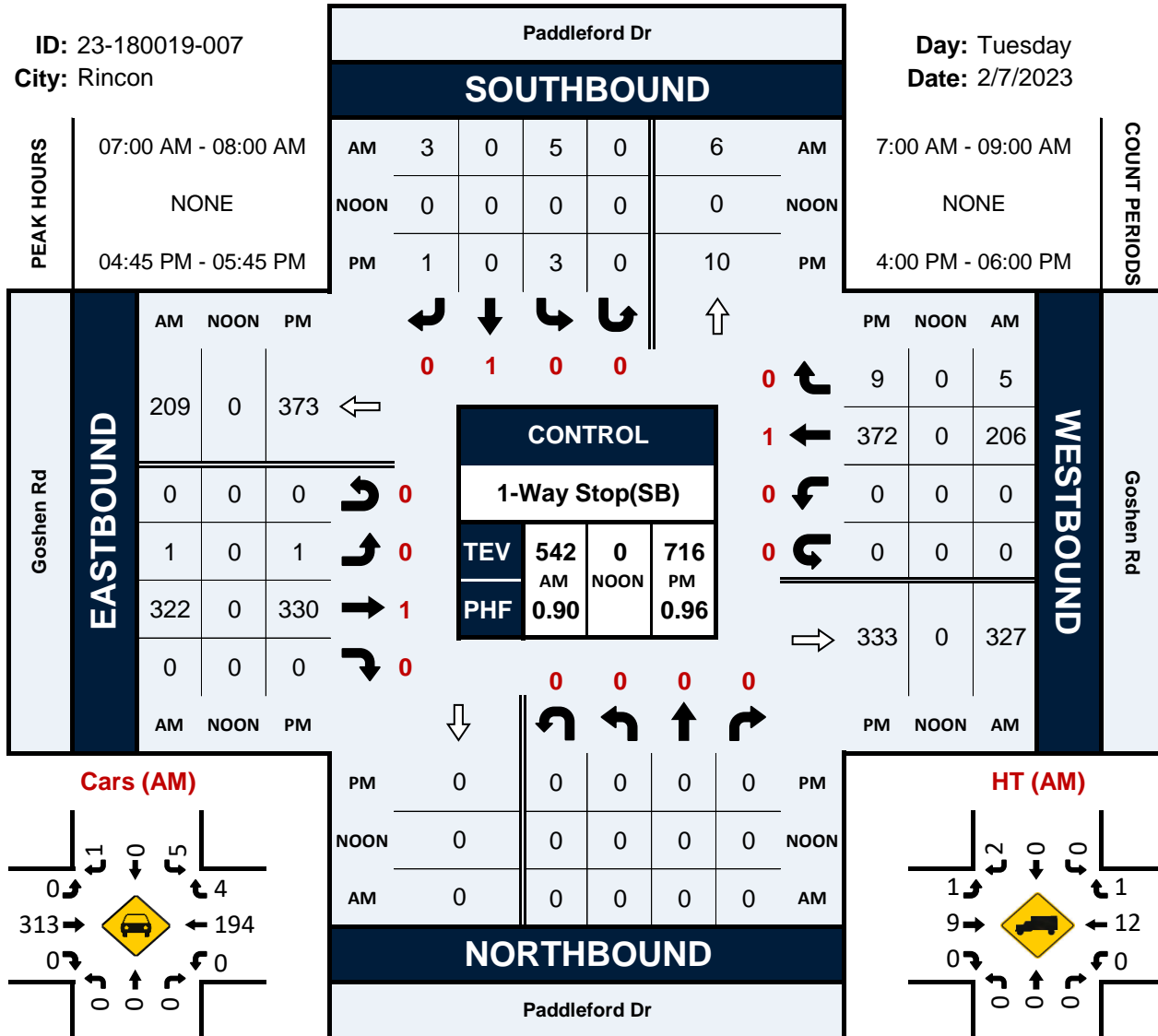
Peak Hour Turning Movement Count

ID: 23-180019-007

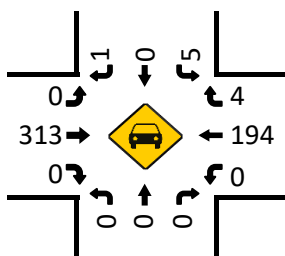
City: Rincon

Day: Tuesday

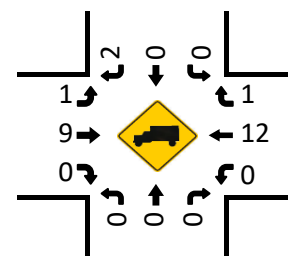
Date: 2/7/2023



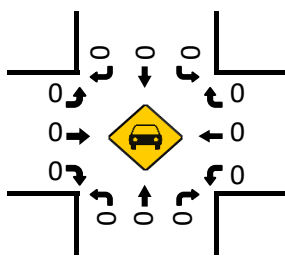
Cars (AM)



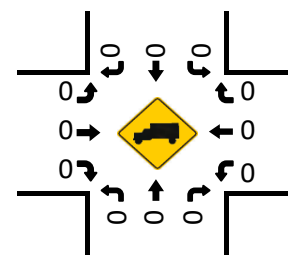
HT (AM)



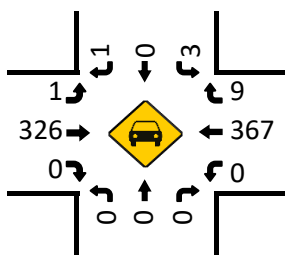
Cars (NOON)



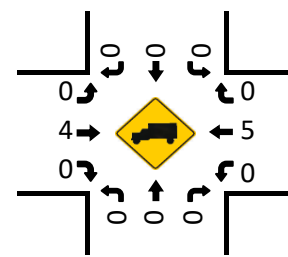
HT (NOON)



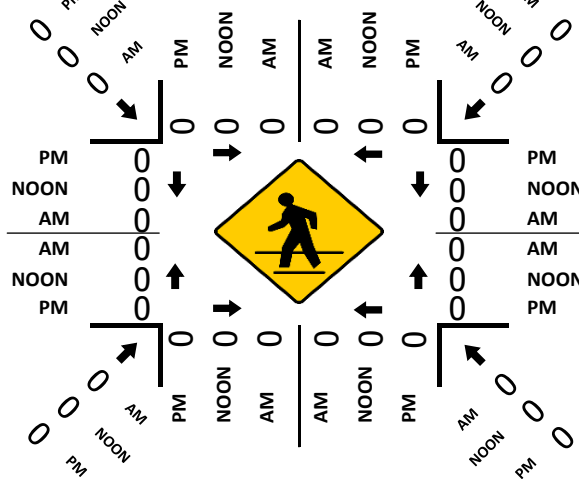
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 23-180019-007
 Location: Paddleford Dr & Goshen Rd
 City: Rincon

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Paddleford Dr Northbound						Paddleford Dr Southbound						Goshen Rd Eastbound						Goshen Rd Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	3	0	1	0	0	4	1	84	0	0	0	85	0	35	0	0	0	35	124
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	80	0	0	0	80	0	50	1	0	0	51	132
7:30 AM	0	0	0	0	0	0	1	0	1	0	0	2	0	78	0	0	0	78	0	69	2	0	0	71	151
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	80	0	0	0	80	0	52	2	0	0	54	135
Total	0	0	0	0	0	0	5	0	3	0	0	8	1	322	0	0	0	323	0	206	5	0	0	211	542
8:00 AM	0	0	0	0	0	0	3	0	1	0	0	4	0	66	0	0	0	66	0	45	0	0	0	45	115
8:15 AM	0	0	0	0	0	0	1	0	2	0	0	3	0	49	0	0	0	49	0	32	1	0	0	33	85
8:30 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	61	0	0	0	61	0	35	1	0	0	36	99
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	51	0	0	0	51	0	35	1	0	0	36	88
Total	0	0	0	0	0	0	7	0	3	0	0	10	0	227	0	0	0	227	0	147	3	0	0	150	387
BREAK																									
4:00 PM	0	0	0	0	0	0	1	0	2	0	1	3	2	78	0	0	0	80	0	73	3	0	0	76	159
4:15 PM	0	0	0	0	0	0	0	0	5	0	1	5	3	98	0	0	0	101	0	73	5	0	0	78	184
4:30 PM	0	0	0	0	0	0	3	0	1	0	0	4	0	88	0	0	0	88	0	85	2	0	0	87	179
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	89	0	0	0	89	0	94	1	0	0	95	185
Total	0	0	0	0	0	0	4	0	9	0	2	13	5	353	0	0	0	358	0	325	11	0	0	336	707
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	67	0	0	0	67	0	94	3	0	0	97	164
5:15 PM	0	0	0	0	0	0	2	0	0	0	0	2	1	87	0	0	0	88	0	91	0	0	0	91	181
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	87	0	0	0	87	0	93	5	0	0	98	186
5:45 PM	0	0	0	0	0	0	2	0	1	0	0	3	0	75	0	0	0	75	0	94	2	0	0	96	174
Total	0	0	0	0	0	0	5	0	1	0	0	6	1	316	0	0	0	317	0	372	10	0	0	382	705
Grand Total	0	0	0	0	0	0	21	0	16	0	2	37	7	1218	0	0	0	1225	0	1050	29	0	0	1079	2341
Aprch %	0.0	0.0	0.0	0.0	0.0	0.0	56.8	0.0	43.2	0.0	5.4	37.0	0.6	99.4	0.0	0.0	0.0	122.5	0.0	97.3	2.7	0.0	0.0	107.9	234.1
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.7	0.0	0.1	1.6	0.3	52.0	0.0	0.0	0.0	52.3	0.0	44.9	1.2	0.0	0.0	46.1	16.1
Cars, PU, Vans	0	0	0	0	0	0	20	0	13	0	0	33	4	1184	0	0	0	1188	0	1012	26	0	0	1038	2259
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	95.2	0.0	81.3	0.0	0.0	89.2	57.1	97.2	0.0	0.0	97.0	0.0	96.4	89.7	0.0	0.0	96.2	96.5	
Heavy trucks	0	0	0	0	0	0	1	0	3	0	0	4	3	34	0	0	0	37	0	38	3	0	0	41	82
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	18.8	0.0	0.0	10.8	42.9	2.8	0.0	0.0	3.0	0.0	3.6	10.3	0.0	0.0	3.8	3.5	

Project ID: 23-180019-007
 Location: Paddleford Dr & Goshen Rd
 City: Rincon

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

Start Time	Paddleford Dr Northbound					Paddleford Dr Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	0	0	0	0	3	0	1	0	4	1	84	0	0	85	0	35	0	0	35	124
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	80	0	0	80	0	50	1	0	51	132
7:30 AM	0	0	0	0	0	1	0	1	0	2	0	78	0	0	78	0	69	2	0	71	151
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	80	0	0	80	0	52	2	0	54	135
Total Volume	0	0	0	0	0	5	0	3	0	8	1	322	0	0	323	0	206	5	0	211	542
% App. Total	0.0	0.0	0.0	0.0	0	62.5	0.0	37.5	0.0	100	0.3	99.7	0.0	0.0	100	0.0	97.6	2.4	0.0	100	
PHF	0.500										0.950					0.743					0.897
Cars, PU, Vans	0	0	0	0	0	5	0	1	0	6	0	313	0	0	313	0	194	4	0	198	517
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	33.3	0.0	75.0	0.0	97.2	0.0	0.0	96.9	0.0	94.2	80.0	0.0	93.8	95.4
Heavy trucks	0	0	0	0	0	0	0	2	0	2	1	9	0	0	10	0	12	1	0	13	25
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	25.0	100.0	2.8	0.0	0.0	3.1	0.0	5.8	20.0	0.0	6.2	4.6

PM

Start Time	Paddleford Dr Northbound					Paddleford Dr Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	89	0	0	89	0	94	1	0	95	185
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	67	0	0	67	0	94	3	0	97	164
5:15 PM	0	0	0	0	0	2	0	0	0	2	1	87	0	0	88	0	91	0	0	91	181
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	87	0	0	87	0	93	5	0	98	186
Total Volume	0	0	0	0	0	3	0	1	0	4	1	330	0	0	331	0	372	9	0	381	716
% App. Total	0.0	0.0	0.0	0.0	0	75.0	0.0	25.0	0.0	100	0.3	99.7	0.0	0.0	100	0.0	97.6	2.4	0.0	100	
PHF	0.500										0.930					0.972					0.962
Cars, PU, Vans	0	0	0	0	0	3	0	1	0	4	1	326	0	0	327	0	367	9	0	376	707
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	98.8	0.0	0.0	98.8	0.0	98.7	100.0	0.0	98.7	98.7
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	1.3	0.0	0.0	1.3	1.3

National Data & Surveying Services Intersection Turning Movement Count

Location: Autumn Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-008
 Date: 2/7/2023

Data - Total

NS/EW Streets:	Autumn Dr				Autumn Dr				Goshen Rd				Goshen Rd				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
AM																	
7:00 AM	0	0	0	0	5	0	3	1	0	73	0	0	0	35	0	0	117
7:15 AM	0	0	0	0	2	0	1	0	0	77	0	0	0	49	0	0	129
7:30 AM	0	0	0	0	3	0	4	0	0	75	0	0	0	70	3	0	155
7:45 AM	0	0	0	0	3	0	2	0	2	71	0	0	0	55	1	0	134
8:00 AM	0	0	0	0	2	0	6	0	0	58	0	0	0	39	2	0	107
8:15 AM	0	0	0	0	2	0	3	0	0	50	0	0	0	40	1	0	96
8:30 AM	0	0	0	0	1	0	2	0	0	58	0	0	0	33	0	0	94
8:45 AM	0	0	0	0	2	0	3	0	1	50	0	0	0	28	4	0	88
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	20	0	24	1	3	512	0	0	0	349	11	0	920
					44.44%	0.00%	53.33%	2.22%	0.58%	99.42%	0.00%	0.00%	0.00%	96.94%	3.06%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	13	0	10	1	2	296	0	0	0	209	4	0	535
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.650	0.000	0.625	0.250	0.250	0.961	0.000	0.000	0.000	0.746	0.333	0.000	0.863
							0.667			0.968				0.729			
PM																	
4:00 PM	0	0	0	0	4	0	0	0	5	74	0	0	0	66	4	0	153
4:15 PM	0	0	0	0	3	0	0	0	0	102	0	0	0	71	6	0	182
4:30 PM	0	0	0	0	2	0	4	0	2	89	0	0	0	76	1	0	174
4:45 PM	0	0	0	0	1	0	2	0	3	76	0	0	0	85	2	0	169
5:00 PM	0	0	0	0	3	0	1	0	2	65	0	0	0	97	2	0	170
5:15 PM	0	0	0	0	0	0	0	0	2	90	0	0	0	87	4	0	183
5:30 PM	0	0	0	0	2	0	2	0	4	77	0	0	0	83	3	0	171
5:45 PM	0	0	0	0	0	0	3	0	1	75	0	0	0	91	2	0	172
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	15	0	12	0	19	648	0	0	0	656	24	0	1374
					55.56%	0.00%	44.44%	0.00%	2.85%	97.15%	0.00%	0.00%	0.00%	96.47%	3.53%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	5	0	6	0	9	307	0	0	0	358	11	0	696
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.417	0.000	0.500	0.000	0.563	0.853	0.000	0.000	0.000	0.923	0.688	0.000	0.951
							0.688			0.859				0.932			
									22		0					35	

National Data & Surveying Services Intersection Turning Movement Count

Location: Autumn Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-008
 Date: 2/7/2023

Data - Cars

NS/EW Streets:	Autumn Dr				Autumn Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	4	0	3	1	0	71	0	0	0	34	0	0	113
7:15 AM	0	0	0	0	2	0	1	0	0	76	0	0	0	45	0	0	124
7:30 AM	0	0	0	0	3	0	3	0	0	72	0	0	0	63	2	0	143
7:45 AM	0	0	0	0	3	0	1	0	2	68	0	0	0	54	0	0	128
8:00 AM	0	0	0	0	2	0	6	0	0	55	0	0	0	37	2	0	102
8:15 AM	0	0	0	0	2	0	3	0	0	47	0	0	0	37	0	0	89
8:30 AM	0	0	0	0	1	0	2	0	0	55	0	0	0	30	0	0	88
8:45 AM	0	0	0	0	2	0	2	0	1	46	0	0	0	28	4	0	83
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	19	0	21	1	3	490	0	0	0	328	8	0	870
					46.34%	0.00%	51.22%	2.44%	0.61%	99.39%	0.00%	0.00%	0.00%	97.62%	2.38%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	12	0	8	1	2	287	0	0	0	196	2	0	508
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.667	0.250	0.250	0.944	0.000	0.000	0.000	0.778	0.250	0.000	0.888
					0.656				0.951				0.762				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	3	0	0	0	4	71	0	0	0	64	4	0	146
4:15 PM	0	0	0	0	2	0	0	0	0	98	0	0	0	70	5	0	175
4:30 PM	0	0	0	0	2	0	2	0	2	89	0	0	0	73	0	0	168
4:45 PM	0	0	0	0	1	0	2	0	3	76	0	0	0	84	2	0	168
5:00 PM	0	0	0	0	3	0	1	0	2	64	0	0	0	97	2	0	169
5:15 PM	0	0	0	0	0	0	0	0	2	90	0	0	0	87	4	0	183
5:30 PM	0	0	0	0	2	0	2	0	4	76	0	0	0	83	3	0	170
5:45 PM	0	0	0	0	0	0	3	0	1	74	0	0	0	88	2	0	168
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	13	0	10	0	18	638	0	0	0	646	22	0	1347
					56.52%	0.00%	43.48%	0.00%	2.74%	97.26%	0.00%	0.00%	0.00%	96.71%	3.29%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	5	0	6	0	9	304	0	0	0	355	11	0	690
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.417	0.000	0.500	0.000	0.563	0.844	0.000	0.000	0.000	0.915	0.688	0.000	0.943
					0.688				0.851				0.924				

National Data & Surveying Services **Intersection Turning Movement Count**

Location: Autumn Dr & Goshen Rd
City: Rincon
Control: 1-Way Stop(SB)

Project ID: 23-180019-008
Date: 2/7/2023

Data - HT

NS/EW Streets:	Autumn Dr				Autumn Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
7:30 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	7	1	0	12
7:45 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	1	1	0	6
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
8:45 AM	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	3	0	0	22	0	0	0	21	3	0	50
					25.00%	0.00%	75.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	87.50%	12.50%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	2	0	0	9	0	0	0	13	2	0	27
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.750	0.000	0.000	0.000	0.464	0.500	0.000	0.563
						0.750				0.750				0.469			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	1	3	0	0	0	2	0	0	7
4:15 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	1	1	0	7
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	3	1	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	2	0	2	0	1	10	0	0	0	10	2	0	27
					50.00%	0.00%	50.00%	0.00%	9.09%	90.91%	0.00%	0.00%	0.00%	83.33%	16.67%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.250	0.000	0.000	0.375
										0.750				0.250			

National Data & Surveying Services Intersection Turning Movement Count

Location: Autumn Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-008
 Date: 2/7/2023

Data - Bikes

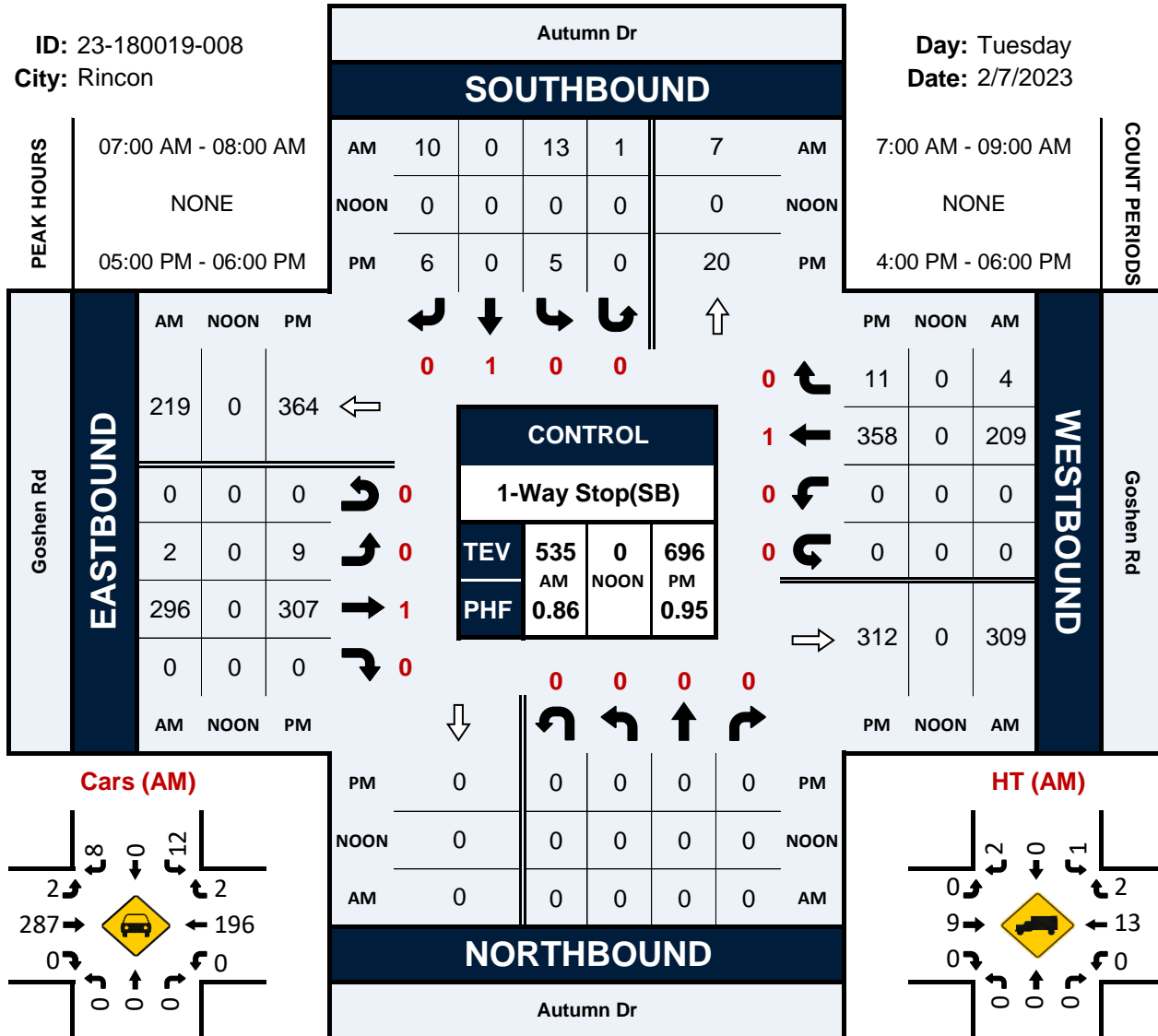
NS/EW Streets:	Autumn Dr				Autumn Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	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	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Autumn Dr & Goshen Rd

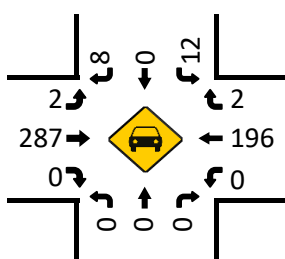
Peak Hour Turning Movement Count

ID: 23-180019-008
City: Rincon

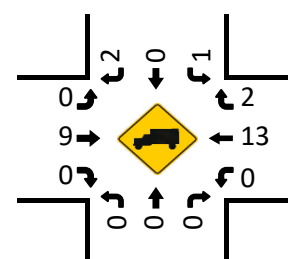
Day: Tuesday
Date: 2/7/2023



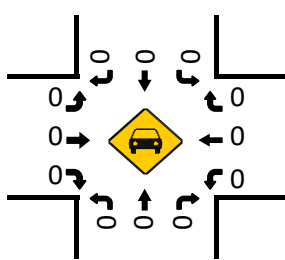
Cars (AM)



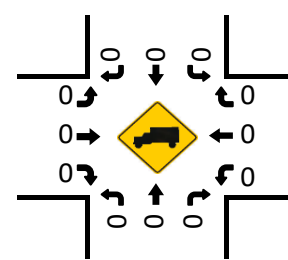
HT (AM)



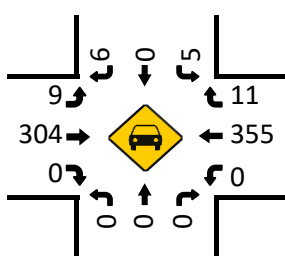
Cars (NOON)



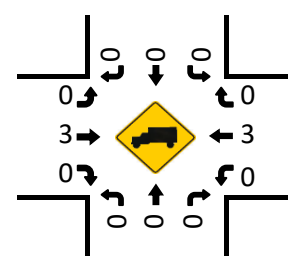
HT (NOON)



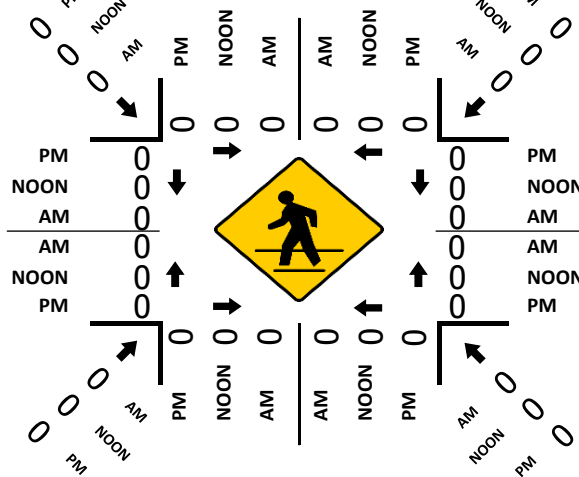
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 23-180019-008
 Location: Autumn Dr & Goshen Rd
 City: Rincon

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Autumn Dr Northbound						Autumn Dr Southbound						Goshen Rd Eastbound						Goshen Rd Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	5	0	3	1	0	9	0	73	0	0	0	73	0	35	0	0	0	35	117
7:15 AM	0	0	0	0	0	0	2	0	1	0	0	3	0	77	0	0	0	77	0	49	0	0	0	49	129
7:30 AM	0	0	0	0	0	0	3	0	4	0	0	7	0	75	0	0	0	75	0	70	3	0	0	73	155
7:45 AM	0	0	0	0	0	0	3	0	2	0	0	5	2	71	0	0	0	73	0	55	1	0	0	56	134
Total	0	0	0	0	0	0	13	0	10	1	0	24	2	296	0	0	0	298	0	209	4	0	0	213	535
8:00 AM	0	0	0	0	0	0	2	0	6	0	0	8	0	58	0	0	0	58	0	39	2	0	0	41	107
8:15 AM	0	0	0	0	0	0	2	0	3	0	0	5	0	50	0	0	0	50	0	40	1	0	0	41	96
8:30 AM	0	0	0	0	0	0	1	0	2	0	0	3	0	58	0	0	0	58	0	33	0	0	0	33	94
8:45 AM	0	0	0	0	0	0	2	0	3	0	0	5	1	50	0	0	0	51	0	28	4	0	0	32	88
Total	0	0	0	0	0	0	7	0	14	0	0	21	1	216	0	0	0	217	0	140	7	0	0	147	385
BREAK																									
4:00 PM	0	0	0	0	0	0	4	0	0	0	0	4	5	74	0	0	0	79	0	66	4	0	0	70	153
4:15 PM	0	0	0	0	0	0	3	0	0	0	2	3	0	102	0	0	0	102	0	71	6	0	0	77	182
4:30 PM	0	0	0	0	0	0	2	0	4	0	0	6	2	89	0	0	0	91	0	76	1	0	0	77	174
4:45 PM	0	0	0	0	0	0	1	0	2	0	0	3	3	76	0	0	0	79	0	85	2	0	0	87	169
Total	0	0	0	0	0	0	10	0	6	0	2	16	10	341	0	0	0	351	0	298	13	0	0	311	678
5:00 PM	0	0	0	0	0	0	3	0	1	0	0	4	2	65	0	0	0	67	0	97	2	0	0	99	170
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	90	0	0	0	92	0	87	4	0	0	91	183
5:30 PM	0	0	0	0	0	0	2	0	2	0	0	4	4	77	0	0	0	81	0	83	3	0	0	86	171
5:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	1	75	0	0	0	76	0	91	2	0	0	93	172
Total	0	0	0	0	0	0	5	0	6	0	0	11	9	307	0	0	0	316	0	358	11	0	0	369	696
Grand Total	0	0	0	0	0	0	35	0	36	1	2	72	22	1160	0	0	0	1182	0	1005	35	0	0	1040	2294
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	48.6	0.0	50.0	1.4	2.8		1.9	98.1	0.0	0.0	0.0		0.0	96.6	3.4	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	1.6	0.0	0.1	3.1	1.0	50.6	0.0	0.0	0.0	51.5	0.0	43.8	1.5	0.0	0.0	45.3	
Cars, PU, Vans	0	0	0	0	0	0	32	0	31	1		64	21	1128	0	0		1149	0	974	30	0		1004	2217
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	91.4	0.0	86.1	100.0		88.9	95.5	97.2	0.0	0.0		97.2	0.0	96.9	85.7	0.0		96.5	96.6
Heavy trucks	0	0	0	0	0	0	3	0	5	0		8	1	32	0	0		33	0	31	5	0		36	77
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	13.9	0.0		11.1	4.5	2.8	0.0	0.0		2.8	0.0	3.1	14.3	0.0		3.5	3.4

Project ID: 23-180019-008
 Location: Autumn Dr & Goshen Rd
 City: Rincon

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

Start Time	Autumn Dr Northbound					Autumn Dr Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	0	0	0	0	5	0	3	1	9	0	73	0	0	73	0	35	0	0	35	117
7:15 AM	0	0	0	0	0	2	0	1	0	3	0	77	0	0	77	0	49	0	0	49	129
7:30 AM	0	0	0	0	0	3	0	4	0	7	0	75	0	0	75	0	70	3	0	73	155
7:45 AM	0	0	0	0	0	3	0	2	0	5	2	71	0	0	73	0	55	1	0	56	134
Total Volume	0	0	0	0	0	13	0	10	1	24	2	296	0	0	298	0	209	4	0	213	535
% App. Total	0.0	0.0	0.0	0.0	0	54.2	0.0	41.7	4.2	100	0.7	99.3	0.0	0.0	100	0.0	98.1	1.9	0.0	100	
PHF	0.667										0.968					0.729					0.863
Cars, PU, Vans	0	0	0	0	0	12	0	8	1	21	2	287	0	0	289	0	196	2	0	198	508
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	92.3	0.0	80.0	100.0	87.5	100.0	97.0	0.0	0.0	97.0	0.0	93.8	50.0	0.0	93.0	95.0
Heavy trucks	0	0	0	0	0	1	0	2	0	3	0	9	0	0	9	0	13	2	0	15	27
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	7.7	0.0	20.0	0.0	12.5	0.0	3.0	0.0	0.0	3.0	0.0	6.2	50.0	0.0	7.0	5.0

PM

Start Time	Autumn Dr Northbound					Autumn Dr Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	0	0	0	0	0	3	0	1	0	4	2	65	0	0	67	0	97	2	0	99	170
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	90	0	0	92	0	87	4	0	91	183
5:30 PM	0	0	0	0	0	2	0	2	0	4	4	77	0	0	81	0	83	3	0	86	171
5:45 PM	0	0	0	0	0	0	0	3	0	3	1	75	0	0	76	0	91	2	0	93	172
Total Volume	0	0	0	0	0	5	0	6	0	11	9	307	0	0	316	0	358	11	0	369	696
% App. Total	0.0	0.0	0.0	0.0	0	45.5	0.0	54.5	0.0	100	2.8	97.2	0.0	0.0	100	0.0	97.0	3.0	0.0	100	
PHF	0.688										0.859					0.932					0.951
Cars, PU, Vans	0	0	0	0	0	5	0	6	0	11	9	304	0	0	313	0	355	11	0	366	690
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	99.0	0.0	0.0	99.1	0.0	99.2	100.0	0.0	99.2	99.1
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.8	0.0	0.0	0.8	0.9

National Data & Surveying Services Intersection Turning Movement Count

Location: Jamestown Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-009
 Date: 2/7/2023

Data - Total

NS/EW Streets:	Jamestown Dr				Jamestown Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	2	0	5	0	0	72	0	0	0	45	0	0	124
7:15 AM	0	0	0	0	2	0	6	0	1	79	0	0	0	51	2	0	141
7:30 AM	0	0	0	0	3	0	3	0	0	73	0	0	0	78	0	0	157
7:45 AM	0	0	0	0	1	0	4	0	1	80	0	0	0	64	0	0	150
8:00 AM	0	0	0	0	2	0	6	0	1	58	0	0	0	46	0	0	113
8:15 AM	0	0	0	0	3	0	2	0	1	51	0	0	0	51	4	0	112
8:30 AM	0	0	0	0	2	0	1	1	0	66	0	0	0	34	0	0	104
8:45 AM	0	0	0	0	4	0	1	0	1	49	0	0	0	35	2	0	92
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	19	0	28	1	5	528	0	0	0	404	8	0	993
					39.58%	0.00%	58.33%	2.08%	0.94%	99.06%	0.00%	0.00%	0.00%	98.06%	1.94%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	8	0	18	0	2	304	0	0	0	238	2	0	572
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.667	0.000	0.750	0.000	0.500	0.950	0.000	0.000	0.000	0.763	0.250	0.000	0.911
					0.813				0.944				0.769				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	2	0	0	0	4	93	0	0	0	64	4	0	167
4:15 PM	0	0	0	0	2	0	1	0	6	94	0	0	0	70	4	1	178
4:30 PM	0	0	0	0	4	0	3	0	4	93	0	0	0	87	4	0	195
4:45 PM	0	0	0	0	1	0	2	0	4	77	0	0	0	81	7	0	172
5:00 PM	0	0	0	0	1	0	2	0	5	62	0	0	0	93	2	0	165
5:15 PM	0	0	0	0	2	0	1	0	4	90	0	0	0	84	2	0	183
5:30 PM	0	0	0	0	6	0	1	0	4	76	0	0	0	89	2	0	178
5:45 PM	0	0	0	0	3	0	2	0	11	77	0	0	0	85	4	0	182
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	21	0	12	0	42	662	0	0	0	653	29	1	1420
					63.64%	0.00%	36.36%	0.00%	5.97%	94.03%	0.00%	0.00%	0.00%	95.61%	4.25%	0.15%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	8	0	8	0	17	322	0	0	0	345	15	0	715
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.667	0.000	0.850	0.866	0.000	0.000	0.000	0.927	0.536	0.000	0.917
					0.571				0.874				0.947				

National Data & Surveying Services Intersection Turning Movement Count

Location: Jamestown Dr & Goshen Rd
City: Rincon
Control: 1-Way Stop(SB)

Project ID: 23-180019-009
Date: 2/7/2023

Data - Cars

NS/EW Streets:	Jamestown Dr				Jamestown Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	2	0	5	0	0	65	0	0	0	43	0	0	115
7:15 AM	0	0	0	0	2	0	4	0	0	74	0	0	0	43	2	0	125
7:30 AM	0	0	0	0	3	0	3	0	0	64	0	0	0	66	0	0	136
7:45 AM	0	0	0	0	1	0	4	0	1	71	0	0	0	56	0	0	133
8:00 AM	0	0	0	0	2	0	6	0	1	49	0	0	0	39	0	0	97
8:15 AM	0	0	0	0	3	0	2	0	1	46	0	0	0	42	3	0	97
8:30 AM	0	0	0	0	2	0	1	1	0	54	0	0	0	29	0	0	87
8:45 AM	0	0	0	0	3	0	1	0	1	44	0	0	0	28	2	0	79
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	18	0	26	1	4	467	0	0	0	346	7	0	869
					40.00%	0.00%	57.78%	2.22%	0.85%	99.15%	0.00%	0.00%	0.00%	98.02%	1.98%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	8	0	16	0	1	274	0	0	0	208	2	0	509
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.667	0.000	0.800	0.000	0.250	0.926	0.000	0.000	0.000	0.788	0.250	0.000	0.936
					0.857				0.929				0.795				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	2	0	0	0	4	80	0	0	0	54	4	0	144
4:15 PM	0	0	0	0	2	0	1	0	6	88	0	0	0	67	4	1	169
4:30 PM	0	0	0	0	4	0	2	0	3	88	0	0	0	74	4	0	175
4:45 PM	0	0	0	0	1	0	2	0	4	77	0	0	0	80	6	0	170
5:00 PM	0	0	0	0	1	0	1	0	5	60	0	0	0	92	2	0	161
5:15 PM	0	0	0	0	2	0	1	0	4	88	0	0	0	84	2	0	181
5:30 PM	0	0	0	0	6	0	1	0	4	74	0	0	0	89	2	0	176
5:45 PM	0	0	0	0	3	0	2	0	11	77	0	0	0	82	4	0	179
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	21	0	10	0	41	632	0	0	0	622	28	1	1355
					67.74%	0.00%	32.26%	0.00%	6.09%	93.91%	0.00%	0.00%	0.00%	95.55%	4.30%	0.15%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	8	0	6	0	16	313	0	0	0	330	14	0	687
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.800	0.889	0.000	0.000	0.000	0.897	0.583	0.000	0.949
					0.583				0.894				0.915				

National Data & Surveying Services **Intersection Turning Movement Count**

Location: Jamestown Dr & Goshen Rd
City: Rincon
Control: 1-Way Stop(SB)

Project ID: 23-180019-009
Date: 2/7/2023

Data - HT

NS/EW Streets:	Jamestown Dr				Jamestown Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	9
7:15 AM	0	0	0	0	0	0	2	0	1	5	0	0	0	8	0	0	16
7:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	12	0	0	21
7:45 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17
8:00 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	7	0	0	16
8:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	9	1	0	15
8:30 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	5	0	0	17
8:45 AM	0	0	0	0	1	0	0	0	0	5	0	0	0	7	0	0	13
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	2	0	1	61	0	0	0	58	1	0	124
					33.33%	0.00%	66.67%	0.00%	1.61%	98.39%	0.00%	0.00%	0.00%	98.31%	1.69%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	1	30	0	0	0	30	0	0	63
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.833	0.000	0.000	0.000	0.625	0.000	0.000	0.750
							0.250				0.861				0.625		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	10	0	0	23
4:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9
4:30 PM	0	0	0	0	0	0	1	0	1	5	0	0	0	13	0	0	20
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
5:00 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	2	0	1	30	0	0	0	31	1	0	65
					0.00%	0.00%	100.00%	0.00%	3.23%	96.77%	0.00%	0.00%	0.00%	96.88%	3.13%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	1	9	0	0	0	15	1	0	28
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.450	0.000	0.000	0.000	0.288	0.250	0.000	0.350
							0.500				0.417				0.308		

National Data & Surveying Services Intersection Turning Movement Count

Location: Jamestown Dr & Goshen Rd
City: Rincon
Control: 1-Way Stop(SB)

Project ID: 23-180019-009
Date: 2/7/2023

Data - Bikes

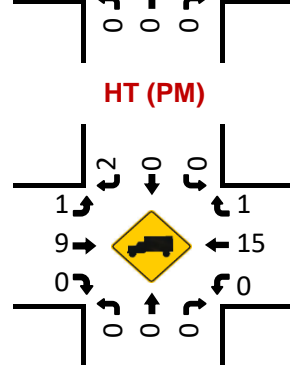
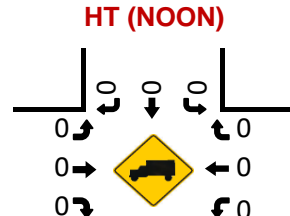
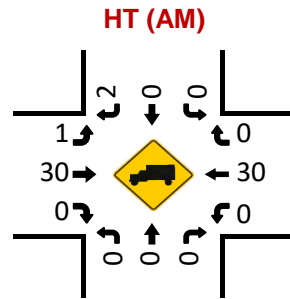
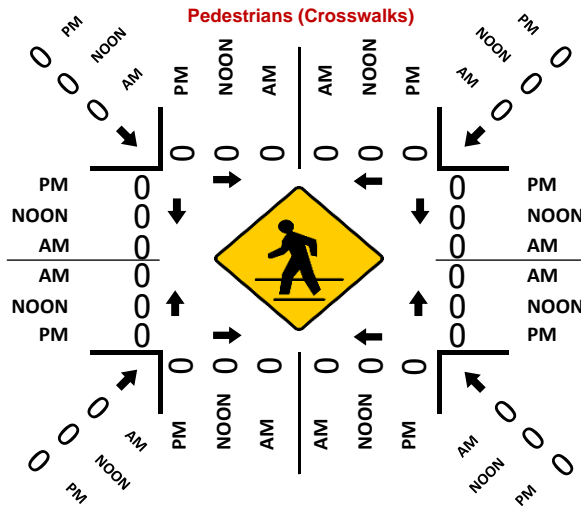
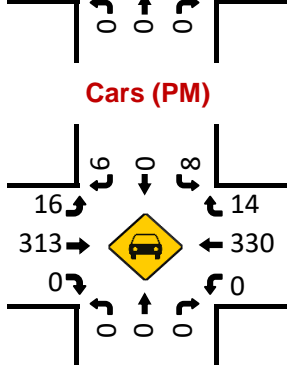
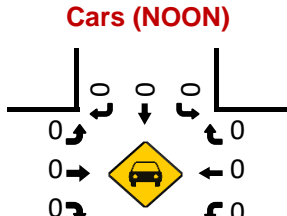
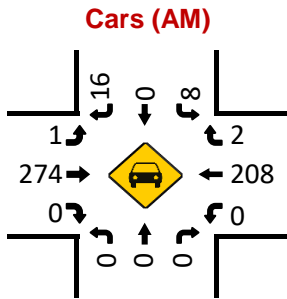
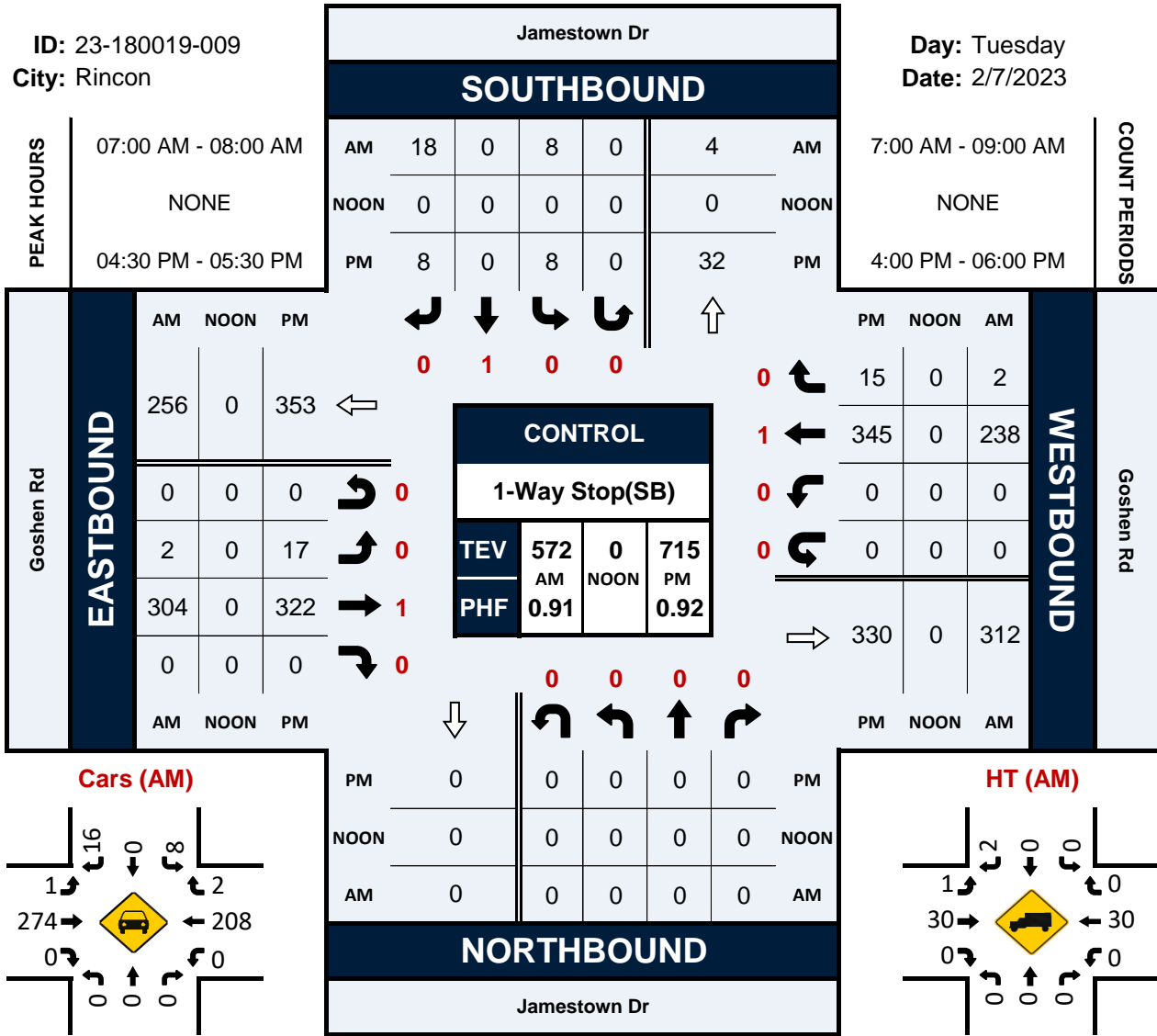
NS/EW Streets:	Jamestown Dr				Jamestown Dr				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	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	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Jamestown Dr & Goshen Rd

Peak Hour Turning Movement Count

ID: 23-180019-009
City: Rincon

Day: Tuesday
Date: 2/7/2023



Project ID: 23-180019-009
 Location: Jamestown Dr & Goshen Rd
 City: Rincon

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Jamestown Dr Northbound						Jamestown Dr Southbound						Goshen Rd Eastbound						Goshen Rd Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	2	0	5	0	0	7	0	72	0	0	0	72	0	45	0	0	0	45	124
7:15 AM	0	0	0	0	0	0	2	0	6	0	0	8	1	79	0	0	0	80	0	51	2	0	0	53	141
7:30 AM	0	0	0	0	0	0	3	0	3	0	0	6	0	73	0	0	0	73	0	78	0	0	0	78	157
7:45 AM	0	0	0	0	0	0	1	0	4	0	0	5	1	80	0	0	0	81	0	64	0	0	0	64	150
Total	0	0	0	0	0	0	8	0	18	0	0	26	2	304	0	0	0	306	0	238	2	0	0	240	572
8:00 AM	0	0	0	0	0	0	2	0	6	0	0	8	1	58	0	0	0	59	0	46	0	0	0	46	113
8:15 AM	0	0	0	0	0	0	3	0	2	0	0	5	1	51	0	0	0	52	0	51	4	0	0	55	112
8:30 AM	0	0	0	0	0	0	2	0	1	1	1	4	0	66	0	0	1	66	0	34	0	0	0	34	104
8:45 AM	0	0	0	0	0	0	4	0	1	0	0	5	1	49	0	0	0	50	0	35	2	0	0	37	92
Total	0	0	0	0	0	0	11	0	10	1	1	22	3	224	0	0	1	227	0	166	6	0	0	172	421
BREAK																									
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	2	4	93	0	0	0	97	0	64	4	0	0	68	167
4:15 PM	0	0	0	0	0	0	2	0	1	0	0	3	6	94	0	0	0	100	0	70	4	1	0	75	178
4:30 PM	0	0	0	0	0	0	4	0	3	0	0	7	4	93	0	0	0	97	0	87	4	0	0	91	195
4:45 PM	0	0	0	0	0	0	1	0	2	0	0	3	4	77	0	0	0	81	0	81	7	0	0	88	172
Total	0	0	0	0	0	0	9	0	6	0	0	15	18	357	0	0	0	375	0	302	19	1	0	322	712
5:00 PM	0	0	0	0	0	0	1	0	2	0	0	3	5	62	0	0	0	67	0	93	2	0	0	95	165
5:15 PM	0	0	0	0	0	0	2	0	1	0	0	3	4	90	0	0	0	94	0	84	2	0	0	86	183
5:30 PM	0	0	0	0	0	0	6	0	1	0	0	7	4	76	0	0	0	80	0	89	2	0	0	91	178
5:45 PM	0	0	0	0	0	0	3	0	2	0	0	5	11	77	0	0	0	88	0	85	4	0	0	89	182
Total	0	0	0	0	0	0	12	0	6	0	0	18	24	305	0	0	0	329	0	351	10	0	0	361	708
Grand Total	0	0	0	0	0	0	40	0	40	1	1	81	47	1190	0	0	1	1237	0	1057	37	1	0	1095	2413
Aprch %	0.0	0.0	0.0	0.0	0.0	0.0	49.4	0.0	49.4	1.2	1.2		3.8	96.2	0.0	0.0	0.1		0.0	96.5	3.4	0.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	1.7	0.0	0.0	3.4	1.9	49.3	0.0	0.0	0.0	51.3	0.0	43.8	1.5	0.0	0.0	45.4	
Cars, PU, Vans	0	0	0	0	0	0	39	0	36	1		76	45	1099	0	0		1144	0	968	35	1		1004	2224
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	97.5	0.0	90.0	100.0		93.8	95.7	92.4	0.0	0.0		92.5	0.0	91.6	94.6	100.0		91.7	92.2
Heavy trucks	0	0	0	0	0	0	1	0	4	0		5	2	91	0	0		93	0	89	2	0		91	189
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	10.0	0.0		6.2	4.3	7.6	0.0	0.0		7.5	0.0	8.4	5.4	0.0		8.3	7.8

Project ID: 23-180019-009
 Location: Jamestown Dr & Goshen Rd
 City: Rincon

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

Start Time	Jamestown Dr Northbound					Jamestown Dr Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	0	0	0	0	2	0	5	0	7	0	72	0	0	72	0	45	0	0	45	124
7:15 AM	0	0	0	0	0	2	0	6	0	8	1	79	0	0	80	0	51	2	0	53	141
7:30 AM	0	0	0	0	0	3	0	3	0	6	0	73	0	0	73	0	78	0	0	78	157
7:45 AM	0	0	0	0	0	1	0	4	0	5	1	80	0	0	81	0	64	0	0	64	150
Total Volume	0	0	0	0	0	8	0	18	0	26	2	304	0	0	306	0	238	2	0	240	572
% App. Total	0.0	0.0	0.0	0.0	0	30.8	0.0	69.2	0.0	100	0.7	99.3	0.0	0.0	100	0.0	99.2	0.8	0.0	100	
PHF	0.813										0.944					0.769					0.911
Cars, PU, Vans	0	0	0	0	0	8	0	16	0	24	1	274	0	0	275	0	208	2	0	210	509
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	88.9	0.0	92.3	50.0	90.1	0.0	0.0	89.9	0.0	87.4	100.0	0.0	87.5	89.0
Heavy trucks	0	0	0	0	0	0	0	2	0	2	1	30	0	0	31	0	30	0	0	30	63
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	7.7	50.0	9.9	0.0	0.0	10.1	0.0	12.6	0.0	0.0	12.5	11.0

PM

Start Time	Jamestown Dr Northbound					Jamestown Dr Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	4	0	3	0	7	4	93	0	0	97	0	87	4	0	91	195
4:45 PM	0	0	0	0	0	1	0	2	0	3	4	77	0	0	81	0	81	7	0	88	172
5:00 PM	0	0	0	0	0	1	0	2	0	3	5	62	0	0	67	0	93	2	0	95	165
5:15 PM	0	0	0	0	0	2	0	1	0	3	4	90	0	0	94	0	84	2	0	86	183
Total Volume	0	0	0	0	0	8	0	8	0	16	17	322	0	0	329	0	345	15	0	360	715
% App. Total	0.0	0.0	0.0	0.0	0	50.0	0.0	50.0	0.0	100	5.0	95.0	0.0	0.0	100	0.0	95.8	4.2	0.0	100	
PHF	0.571										0.874					0.947					0.917
Cars, PU, Vans	0	0	0	0	0	8	0	6	0	14	16	313	0	0	329	0	330	14	0	344	687
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	75.0	0.0	87.5	94.1	97.2	0.0	0.0	97.1	0.0	95.7	93.3	0.0	95.6	96.1
Heavy trucks	0	0	0	0	0	0	0	2	0	2	1	9	0	0	10	0	15	1	0	16	28
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	12.5	5.9	2.8	0.0	0.0	2.9	0.0	4.3	6.7	0.0	4.4	3.9

National Data & Surveying Services Intersection Turning Movement Count

Location: Exley Loop & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-010
 Date: 2/7/2023

Data - Total

NS/EW Streets:	Exley Loop				Exley Loop				Goshen Rd				Goshen Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	7:00 AM	0	0	0	0	0	0	2	0	0	87	0	0	0	33	1	0	123
	7:15 AM	0	0	0	0	0	0	1	0	1	84	0	0	0	50	0	0	136
	7:30 AM	0	0	0	0	3	0	0	0	0	80	0	0	0	66	1	0	150
	7:45 AM	0	0	0	0	0	0	1	0	0	82	0	0	0	51	0	0	134
	8:00 AM	0	0	0	0	1	0	0	0	2	68	0	0	0	47	0	0	118
	8:15 AM	0	0	0	0	0	0	0	0	0	50	0	0	0	34	0	0	84
	8:30 AM	0	0	0	0	0	0	0	0	0	60	0	0	0	32	1	0	93
8:45 AM	0	0	0	0	0	0	1	0	0	59	0	0	0	37	0	0	97	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	4	0	5	0	3	570	0	0	0	350	3	0	935	
					44.44%	0.00%	55.56%	0.00%	0.52%	99.48%	0.00%	0.00%	0.00%	99.15%	0.85%	0.00%		
PEAK HR :	07:00 AM - 08:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	3	0	4	0	1	333	0	0	0	200	2	0	543	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.250	0.957	0.000	0.000	0.000	0.758	0.500	0.000	0.905	
					0.583				0.960				0.754					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	4:00 PM	0	0	0	0	0	0	1	0	0	80	0	0	0	78	0	0	159
	4:15 PM	0	0	0	0	1	0	1	0	0	99	0	0	0	79	1	0	181
	4:30 PM	0	0	0	0	0	0	0	0	1	90	0	0	0	93	2	0	186
	4:45 PM	0	0	0	0	1	0	0	0	0	87	0	0	0	92	1	0	181
	5:00 PM	0	0	0	0	1	0	0	0	1	65	0	0	0	103	0	0	170
	5:15 PM	0	0	0	0	1	0	1	0	0	88	0	0	0	90	4	0	184
	5:30 PM	0	0	0	0	0	0	0	0	2	84	0	0	0	104	0	0	190
5:45 PM	0	0	0	0	0	0	1	0	1	75	0	0	0	96	1	0	174	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	4	0	4	0	5	668	0	0	0	735	9	0	1425	
					50.00%	0.00%	50.00%	0.00%	0.74%	99.26%	0.00%	0.00%	0.00%	98.79%	1.21%	0.00%		
PEAK HR :	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	3	0	1	0	3	324	0	0	0	389	5	0	725	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.250	0.000	0.375	0.920	0.000	0.000	0.000	0.935	0.313	0.000	0.954	
					0.500				0.929				0.947					

National Data & Surveying Services Intersection Turning Movement Count

Location: Exley Loop & Goshen Rd
City: Rincon
Control: 1-Way Stop(SB)

Project ID: 23-180019-010
Date: 2/7/2023

Data - Cars

NS/EW Streets:	Exley Loop				Exley Loop				Goshen Rd				Goshen Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	2	0	0	85	0	0	0	32	0	0	119
7:15 AM	0	0	0	0	0	0	1	0	1	83	0	0	0	44	0	0	129
7:30 AM	0	0	0	0	1	0	0	0	0	75	0	0	0	62	0	0	138
7:45 AM	0	0	0	0	0	0	1	0	0	79	0	0	0	49	0	0	129
8:00 AM	0	0	0	0	1	0	0	0	2	65	0	0	0	45	0	0	113
8:15 AM	0	0	0	0	0	0	0	0	0	46	0	0	0	30	0	0	76
8:30 AM	0	0	0	0	0	0	0	0	0	57	0	0	0	30	1	0	88
8:45 AM	0	0	0	0	0	0	1	0	0	56	0	0	0	37	0	0	94
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	2	0	5	0	3	546	0	0	0	329	1	0	886
					28.57%	0.00%	71.43%	0.00%	0.55%	99.45%	0.00%	0.00%	0.00%	99.70%	0.30%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	4	0	1	322	0	0	0	187	0	0	515
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.250	0.947	0.000	0.000	0.000	0.754	0.000	0.000	0.933
					0.625				0.950				0.754				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	1	0	0	77	0	0	0	76	0	0	154
4:15 PM	0	0	0	0	0	0	1	0	0	94	0	0	0	74	0	0	169
4:30 PM	0	0	0	0	0	0	0	0	1	88	0	0	0	89	1	0	179
4:45 PM	0	0	0	0	1	0	0	0	0	87	0	0	0	90	1	0	179
5:00 PM	0	0	0	0	1	0	0	0	1	65	0	0	0	103	0	0	170
5:15 PM	0	0	0	0	1	0	1	0	0	88	0	0	0	89	4	0	183
5:30 PM	0	0	0	0	0	0	0	0	2	82	0	0	0	104	0	0	188
5:45 PM	0	0	0	0	0	0	1	0	1	73	0	0	0	94	1	0	170
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	3	0	4	0	5	654	0	0	0	719	7	0	1392
					42.86%	0.00%	57.14%	0.00%	0.76%	99.24%	0.00%	0.00%	0.00%	99.04%	0.96%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	1	0	3	322	0	0	0	386	5	0	720
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.250	0.000	0.375	0.915	0.000	0.000	0.000	0.928	0.313	0.000	0.957
					0.500				0.923				0.940				

National Data & Surveying Services Intersection Turning Movement Count

Location: Exley Loop & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-010
 Date: 2/7/2023

Data - HT

NS/EW Streets:	Exley Loop				Exley Loop				Goshen Rd				Goshen Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	4
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	7
	7:30 AM	0	0	0	0	2	0	0	0	0	5	0	0	0	4	1	0	12
	7:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
	8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
	8:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
	8:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	2	0	0	0	0	24	0	0	0	21	2	0	49	
					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	91.30%	8.70%	0.00%		
PEAK HR :	07:00 AM - 08:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	2	0	0	0	0	11	0	0	0	13	2	0	28	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.550	0.000	0.000	0.000	0.542	0.500	0.000	0.583	
						0.250				0.550				0.625				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	4:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
	4:15 PM	0	0	0	0	1	0	0	0	0	5	0	0	0	5	1	0	12
	4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	1	0	7
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	1	0	0	0	0	14	0	0	0	16	2	0	33	
					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	88.89%	11.11%	0.00%		
PEAK HR :	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.625	
										0.250				0.375				

National Data & Surveying Services Intersection Turning Movement Count

Location: Exley Loop & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-010
 Date: 2/7/2023

Data - Bikes

NS/EW Streets:	Exley Loop				Exley Loop				Goshen Rd				Goshen Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	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	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0	

National Data & Surveying Services **Intersection Turning** Movement Count

Location: Exley Loop & Goshen Rd
City: Rincon

Project ID: 23-180019-010
Date: 2/7/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Exley Loop		Exley Loop		Goshen Rd		Goshen Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
AM									
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

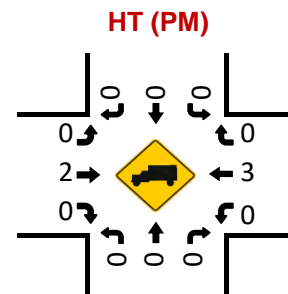
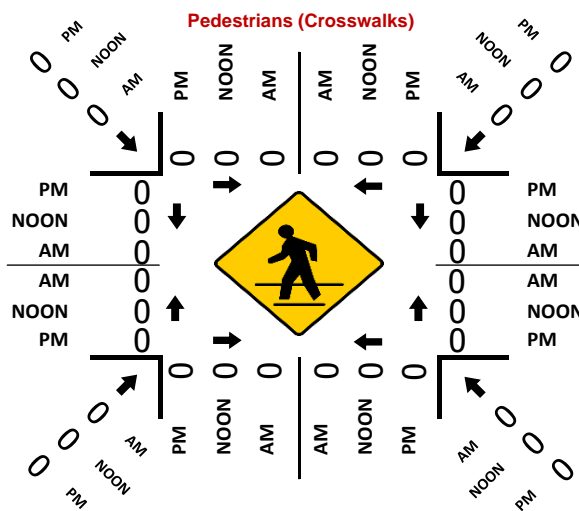
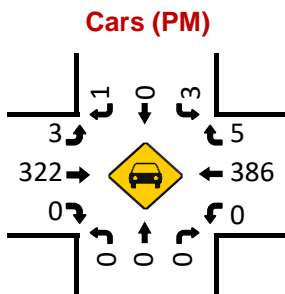
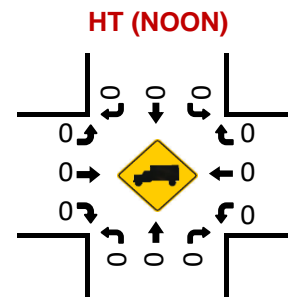
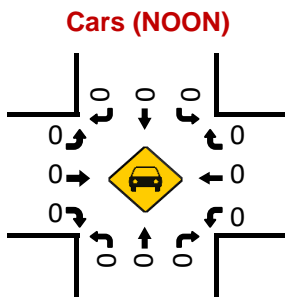
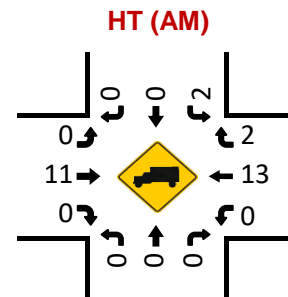
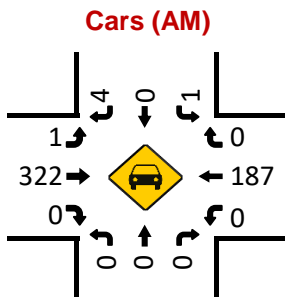
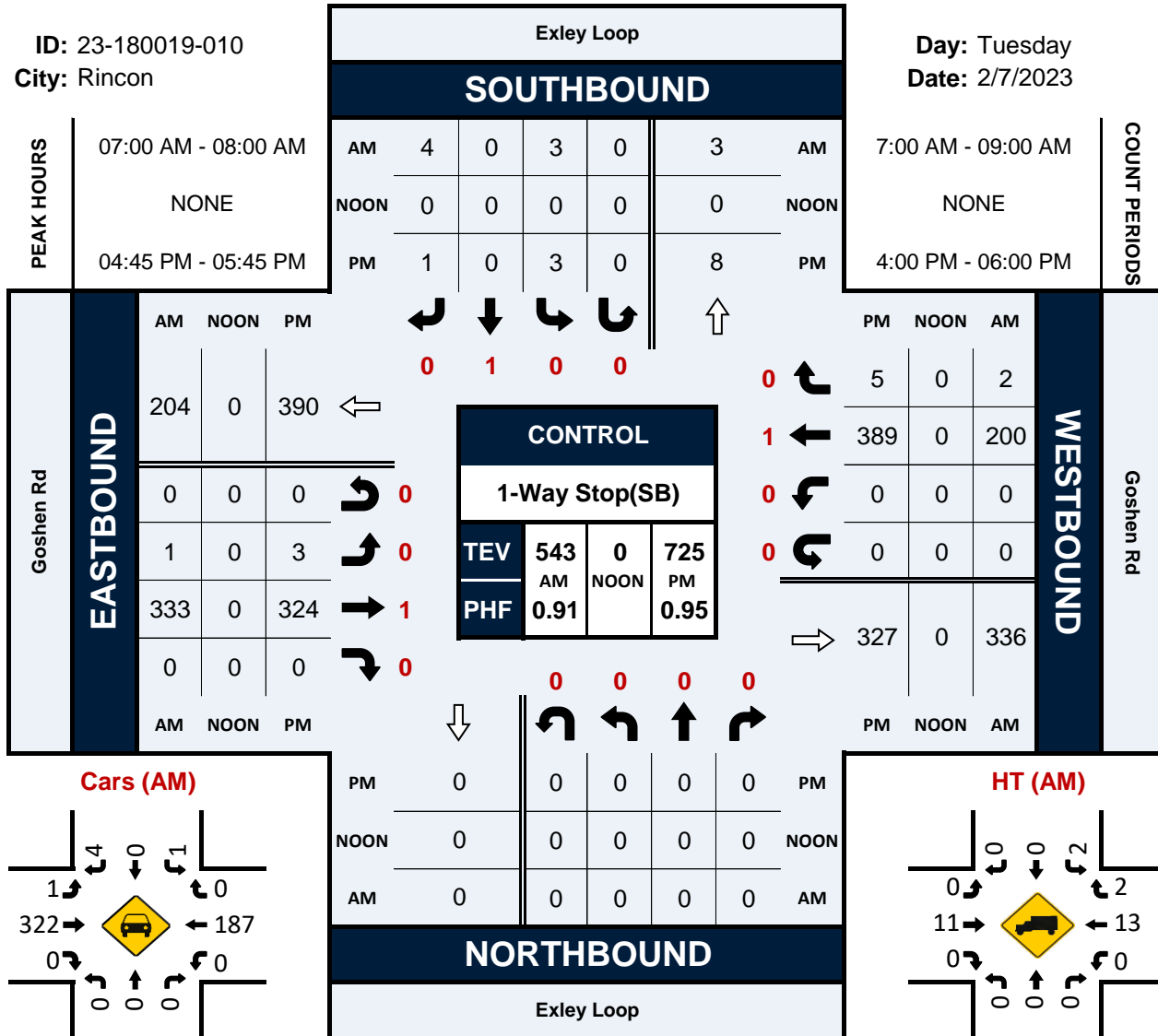
NS/EW Streets:	Exley Loop		Exley Loop		Goshen Rd		Goshen Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
PM									
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Exley Loop & Goshen Rd

Peak Hour Turning Movement Count

ID: 23-180019-010
City: Rincon

Day: Tuesday
Date: 2/7/2023



Project ID: 23-180019-010
 Location: Exley Loop & Goshen Rd
 City: Rincon

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Exley Loop Northbound						Exley Loop Southbound						Goshen Rd Eastbound						Goshen Rd Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	87	0	0	0	87	0	33	1	0	0	34	123
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	84	0	0	0	85	0	50	0	0	0	50	136
7:30 AM	0	0	0	0	0	0	3	0	0	0	0	3	0	80	0	0	0	80	0	66	1	0	0	67	150
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	82	0	0	0	82	0	51	0	0	0	51	134
Total	0	0	0	0	0	0	3	0	4	0	0	7	1	333	0	0	0	334	0	200	2	0	0	202	543
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	2	68	0	0	0	70	0	47	0	0	0	47	118
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	50	0	34	0	0	0	34	84
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	60	0	32	1	0	0	33	93
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	59	0	0	0	59	0	37	0	0	0	37	97
Total	0	0	0	0	0	0	1	0	1	0	0	2	2	237	0	0	0	239	0	150	1	0	0	151	392
BREAK																									
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	80	0	0	0	80	0	78	0	0	0	78	159
4:15 PM	0	0	0	0	0	0	1	0	1	0	0	2	0	99	0	0	0	99	0	79	1	0	0	80	181
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	90	0	0	0	91	0	93	2	0	0	95	186
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	87	0	0	0	87	0	92	1	0	0	93	181
Total	0	0	0	0	0	0	2	0	2	0	0	4	1	356	0	0	0	357	0	342	4	0	0	346	707
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	1	65	0	0	0	66	0	103	0	0	0	103	170
5:15 PM	0	0	0	0	0	0	1	0	1	0	0	2	0	88	0	0	0	88	0	90	4	0	0	94	184
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	84	0	0	0	86	0	104	0	0	0	104	190
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	75	0	0	0	76	0	96	1	0	0	97	174
Total	0	0	0	0	0	0	2	0	2	0	0	4	4	312	0	0	0	316	0	393	5	0	0	398	718
Grand Total	0	0	0	0	0	0	8	0	9	0	0	17	8	1238	0	0	0	1246	0	1085	12	0	0	1097	2360
Aprch %	0.0	0.0	0.0	0.0	0.0	0.0	47.1	0.0	52.9	0.0	0.0	0.6	99.4	0.0	0.0	0.0	0.0	98.9	1.1	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.4	0.0	0.0	0.7	0.3	52.5	0.0	0.0	0.0	52.8	0.0	46.0	0.5	0.0	0.0	46.5	
Cars, PU, Vans	0	0	0	0	0	0	5	0	9	0	0	14	8	1200	0	0	0	1208	0	1048	8	0	0	1056	2278
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	100.0	0.0	0.0	82.4	100.0	96.9	0.0	0.0	97.0	0.0	96.6	66.7	0.0	0.0	96.3	96.5	
Heavy trucks	0	0	0	0	0	0	3	0	0	0	0	3	0	38	0	0	0	38	0	37	4	0	0	41	82
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0	17.6	0.0	3.1	0.0	0.0	3.0	0.0	3.4	33.3	0.0	0.0	3.7	3.5	

Project ID: 23-180019-010
 Location: Exley Loop & Goshen Rd
 City: Rincon

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

Start Time	Exley Loop Northbound					Exley Loop Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	0	0	0	0	0	0	2	0	2	0	87	0	0	87	0	33	1	0	34	123
7:15 AM	0	0	0	0	0	0	0	1	0	1	1	84	0	0	85	0	50	0	0	50	136
7:30 AM	0	0	0	0	0	3	0	0	0	3	0	80	0	0	80	0	66	1	0	67	150
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	82	0	0	82	0	51	0	0	51	134
Total Volume	0	0	0	0	0	3	0	4	0	7	1	333	0	0	334	0	200	2	0	202	543
% App. Total	0.0	0.0	0.0	0.0	0	42.9	0.0	57.1	0.0	100	0.3	99.7	0.0	0.0	100	0.0	99.0	1.0	0.0	100	
PHF	0.583										0.960					0.754					0.905
Cars, PU, Vans	0	0	0	0	0	1	0	4	0	5	1	322	0	0	323	0	187	0	0	187	515
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	33.3	0.0	100.0	0.0	71.4	100.0	96.7	0.0	0.0	96.7	0.0	93.5	0.0	0.0	92.6	94.8
Heavy trucks	0	0	0	0	0	2	0	0	0	2	0	11	0	0	11	0	13	2	0	15	28
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	28.6	0.0	3.3	0.0	0.0	3.3	0.0	6.5	100.0	0.0	7.4	5.2

PM

Start Time	Exley Loop Northbound					Exley Loop Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	87	0	0	87	0	92	1	0	93	181
5:00 PM	0	0	0	0	0	1	0	0	0	1	1	65	0	0	66	0	103	0	0	103	170
5:15 PM	0	0	0	0	0	1	0	1	0	2	0	88	0	0	88	0	90	4	0	94	184
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	84	0	0	86	0	104	0	0	104	190
Total Volume	0	0	0	0	0	3	0	1	0	4	3	324	0	0	327	0	389	5	0	394	725
% App. Total	0.0	0.0	0.0	0.0	0	75.0	0.0	25.0	0.0	100	0.9	99.1	0.0	0.0	100	0.0	98.7	1.3	0.0	100	
PHF	0.500										0.929					0.947					0.954
Cars, PU, Vans	0	0	0	0	0	3	0	1	0	4	3	322	0	0	325	0	386	5	0	391	720
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	99.4	0.0	0.0	99.4	0.0	99.2	100.0	0.0	99.2	99.3
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.8	0.0	0.0	0.8	0.7

National Data & Surveying Services Intersection Turning Movement Count

Location: Center Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-011
 Date: 2/7/2023

Data - Total

NS/EW Streets:	Center Dr				Center Dr				Goshen Rd				Goshen Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	7:00 AM	0	0	0	0	2	0	0	0	0	88	0	0	0	34	1	0	125
	7:15 AM	0	0	0	0	6	0	0	0	0	83	0	0	0	50	1	0	140
	7:30 AM	0	0	0	0	3	0	2	0	0	82	0	0	0	66	0	0	153
	7:45 AM	0	0	0	0	1	0	0	0	0	83	0	0	0	51	0	0	135
	8:00 AM	0	0	0	0	0	0	0	0	1	68	0	0	0	47	0	0	116
	8:15 AM	0	0	0	0	0	0	0	0	1	49	0	0	0	34	2	0	86
	8:30 AM	0	0	0	0	0	0	1	0	0	60	0	0	0	31	0	0	92
8:45 AM	0	0	0	0	1	0	0	0	1	58	0	0	0	37	0	0	97	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	13	0	3	0	3	571	0	0	0	350	4	0	944	
					81.25%	0.00%	18.75%	0.00%	0.52%	99.48%	0.00%	0.00%	0.00%	98.87%	1.13%	0.00%		
PEAK HR :	07:00 AM - 08:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	12	0	2	0	0	336	0	0	0	201	2	0	553	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.955	0.000	0.000	0.000	0.761	0.500	0.000	0.904	
						0.583				0.955				0.769				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	4:00 PM	0	0	0	0	0	0	1	0	2	81	0	0	0	79	1	0	164
	4:15 PM	0	0	0	0	1	0	3	0	2	95	0	0	0	75	1	0	177
	4:30 PM	0	0	0	0	0	0	0	0	0	93	0	0	0	95	0	0	188
	4:45 PM	0	0	0	0	0	0	1	0	0	87	0	0	0	92	4	0	184
	5:00 PM	0	0	0	0	1	0	0	0	0	67	0	0	0	105	1	0	174
	5:15 PM	0	0	0	0	0	0	1	0	1	87	0	0	0	91	1	0	181
	5:30 PM	0	0	0	0	0	0	1	0	1	84	0	0	0	104	0	0	190
5:45 PM	0	0	0	0	0	0	2	0	1	73	0	0	0	94	0	0	170	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	2	0	9	0	7	667	0	0	0	735	8	0	1428	
					18.18%	0.00%	81.82%	0.00%	1.04%	98.96%	0.00%	0.00%	0.00%	98.92%	1.08%	0.00%		
PEAK HR :	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	1	0	3	0	2	325	0	0	0	392	6	0	729	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.750	0.000	0.500	0.934	0.000	0.000	0.000	0.933	0.375	0.000	0.959	
							1.000			0.929				0.939				

National Data & Surveying Services Intersection Turning Movement Count

Location: Center Dr & Goshen Rd
City: Rincon
Control: 1-Way Stop(SB)

Project ID: 23-180019-011
Date: 2/7/2023

Data - Cars

NS/EW Streets:	Center Dr				Center Dr				Goshen Rd				Goshen Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	0	0	2	0	0	0	0	86	0	0	0	32	1	0	121
	7:15 AM	0	0	0	0	6	0	0	0	0	82	0	0	0	44	0	0	132
	7:30 AM	0	0	0	0	3	0	2	0	0	75	0	0	0	61	0	0	141
	7:45 AM	0	0	0	0	1	0	0	0	0	80	0	0	0	49	0	0	130
	8:00 AM	0	0	0	0	0	0	0	0	1	65	0	0	0	45	0	0	111
	8:15 AM	0	0	0	0	0	0	0	0	1	45	0	0	0	30	2	0	78
	8:30 AM	0	0	0	0	0	0	1	0	0	58	0	0	0	29	0	0	88
8:45 AM	0	0	0	0	1	0	0	0	1	54	0	0	0	37	0	0	93	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	13	0	3	0	3	545	0	0	0	327	3	0	894	
					81.25%	0.00%	18.75%	0.00%	0.55%	99.45%	0.00%	0.00%	0.00%	99.09%	0.91%	0.00%		
PEAK HR :	07:00 AM - 08:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	12	0	2	0	0	323	0	0	0	186	1	0	524	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.939	0.000	0.000	0.000	0.762	0.250	0.000	0.929	
					0.583				0.939				0.766					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	0	0	0	0	0	0	1	0	2	77	0	0	0	77	1	0	158
	4:15 PM	0	0	0	0	1	0	1	0	1	90	0	0	0	71	1	0	165
	4:30 PM	0	0	0	0	0	0	0	0	0	91	0	0	0	90	0	0	181
	4:45 PM	0	0	0	0	0	0	1	0	0	87	0	0	0	90	4	0	182
	5:00 PM	0	0	0	0	1	0	0	0	0	67	0	0	0	105	1	0	174
	5:15 PM	0	0	0	0	0	0	1	0	1	87	0	0	0	90	1	0	180
	5:30 PM	0	0	0	0	0	0	1	0	1	82	0	0	0	104	0	0	188
5:45 PM	0	0	0	0	0	0	2	0	1	71	0	0	0	91	0	0	165	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	2	0	7	0	6	652	0	0	0	718	8	0	1393	
					22.22%	0.00%	77.78%	0.00%	0.91%	99.09%	0.00%	0.00%	0.00%	98.90%	1.10%	0.00%		
PEAK HR :	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	1	0	3	0	2	323	0	0	0	389	6	0	724	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.750	0.000	0.500	0.928	0.000	0.000	0.000	0.926	0.375	0.000	0.963	
					1.000				0.923				0.932					

National Data & Surveying Services Intersection Turning Movement Count

Location: Center Dr & Goshen Rd
 City: Rincon
 Control: 1-Way Stop(SB)

Project ID: 23-180019-011
 Date: 2/7/2023

Data - HT

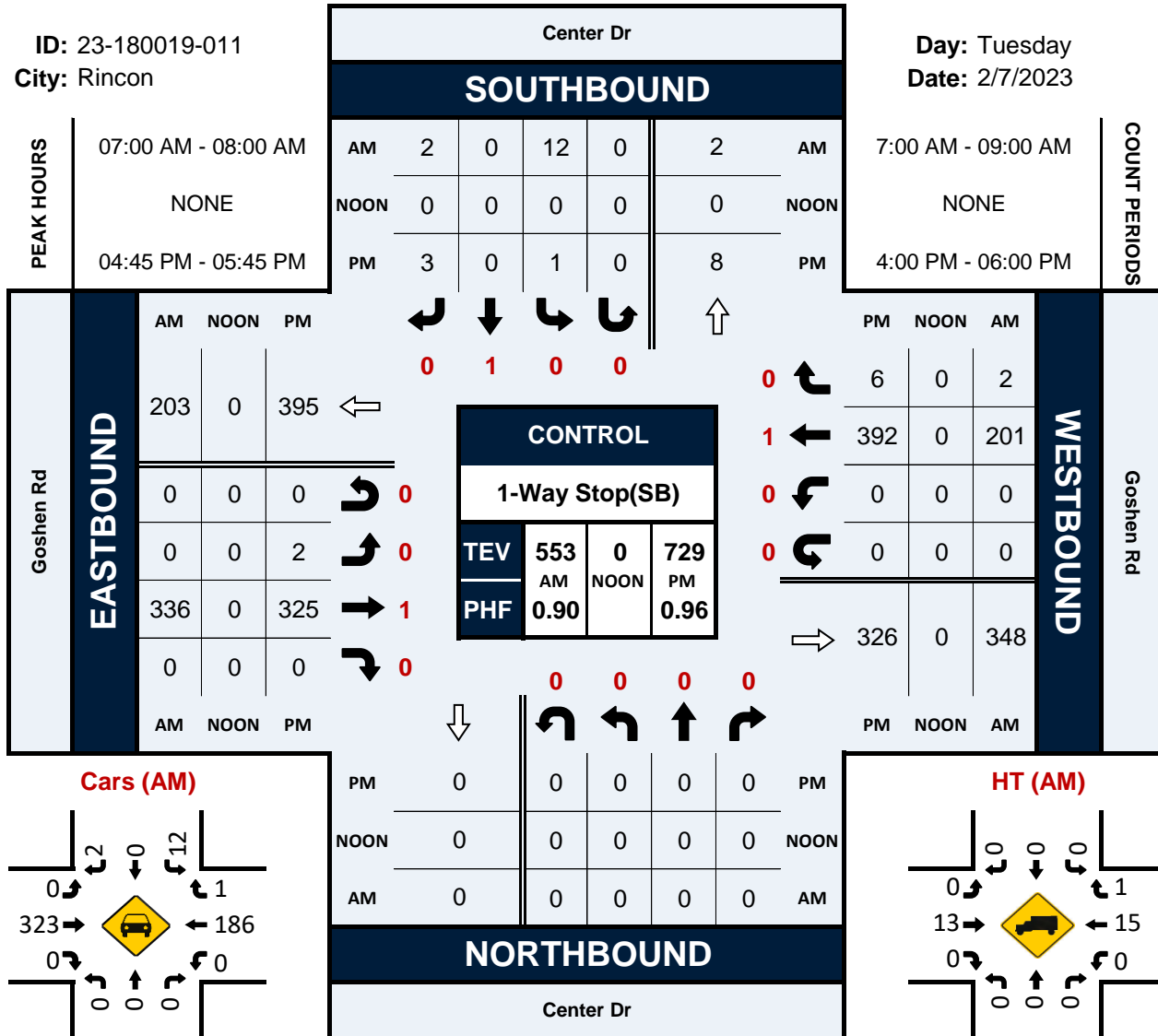
NS/EW Streets:	Center Dr				Center Dr				Goshen Rd				Goshen Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	1	0	8
	7:30 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	0	12
	7:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
	8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
	8:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
	8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	0	0	0	26	0	0	0	23	1	0	50	
									0.00%	100.00%	0.00%	0.00%	0.00%	95.83%	4.17%	0.00%		
PEAK HR :	07:00 AM - 08:00 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	13	0	0	0	15	1	0	29	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.464	0.000	0.000	0.000	0.625	0.250	0.000	0.604	
										0.464				0.571				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
		0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	4:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
	4:15 PM	0	0	0	0	0	0	2	0	1	5	0	0	0	4	0	0	12
	4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	0	0	0	0	0	2	0	1	15	0	0	0	17	0	0	35	
					0.00%	0.00%	100.00%	0.00%	6.25%	93.75%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%		
PEAK HR :	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.625	
										0.250				0.375				

Center Dr & Goshen Rd

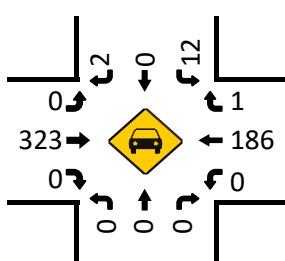
Peak Hour Turning Movement Count

ID: 23-180019-011
City: Rincon

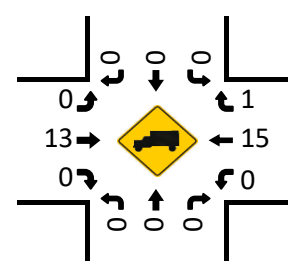
Day: Tuesday
Date: 2/7/2023



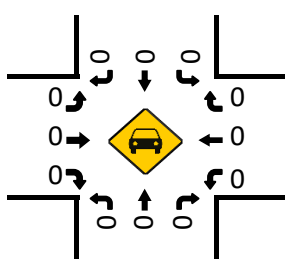
Cars (AM)



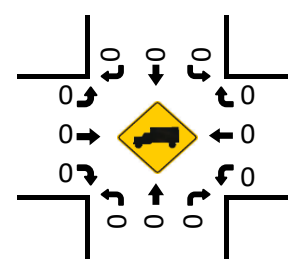
HT (AM)



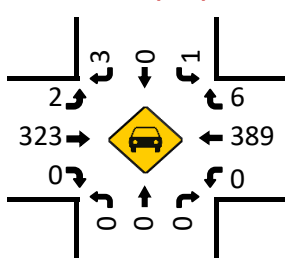
Cars (NOON)



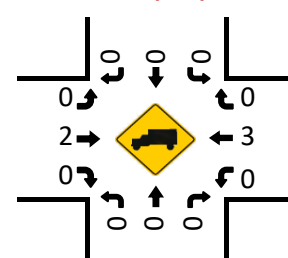
HT (NOON)



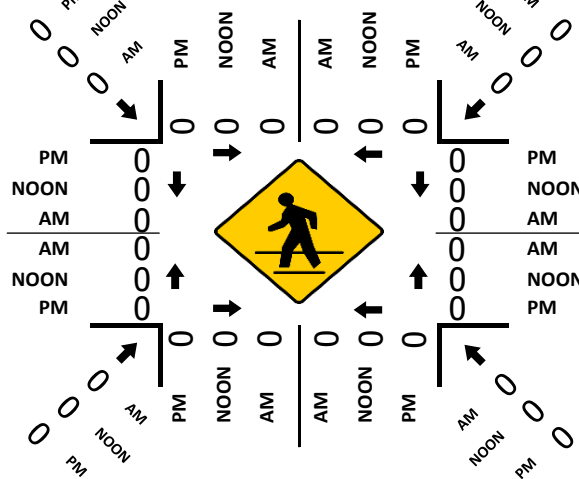
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 23-180019-011
 Location: Center Dr & Goshen Rd
 City: Rincon

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Center Dr Northbound						Center Dr Southbound						Goshen Rd Eastbound						Goshen Rd Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	88	0	0	0	88	0	34	1	0	0	35	125
7:15 AM	0	0	0	0	0	0	6	0	0	0	0	6	0	83	0	0	0	83	0	50	1	0	0	51	140
7:30 AM	0	0	0	0	0	0	3	0	2	0	0	5	0	82	0	0	0	82	0	66	0	0	0	66	153
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	83	0	0	0	83	0	51	0	0	0	51	135
Total	0	0	0	0	0	0	12	0	2	0	0	14	0	336	0	0	0	336	0	201	2	0	0	203	553
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	68	0	0	0	69	0	47	0	0	0	47	116
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	49	0	0	0	50	0	34	2	0	0	36	86
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	60	0	0	0	60	0	31	0	0	0	31	92
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	1	58	0	0	0	59	0	37	0	0	0	37	97
Total	0	0	0	0	0	0	1	0	1	0	0	2	3	235	0	0	0	238	0	149	2	0	0	151	391
BREAK																									
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	2	81	0	0	0	83	0	79	1	0	0	80	164
4:15 PM	0	0	0	0	0	0	1	0	3	0	0	4	2	95	0	0	0	97	0	75	1	0	0	76	177
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	93	0	0	0	93	0	95	0	0	0	95	188
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	87	0	0	0	87	0	92	4	0	0	96	184
Total	0	0	0	0	0	0	1	0	5	0	0	6	4	356	0	0	0	360	0	341	6	0	0	347	713
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	67	0	0	0	67	0	105	1	0	0	106	174
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	87	0	0	0	88	0	91	1	0	0	92	181
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	84	0	0	0	85	0	104	0	0	0	104	190
5:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	1	73	0	0	0	74	0	94	0	0	0	94	170
Total	0	0	0	0	0	0	1	0	4	0	0	5	3	311	0	0	0	314	0	394	2	0	0	396	715
Grand Total	0	0	0	0	0	0	15	0	12	0	0	27	10	1238	0	0	0	1248	0	1085	12	0	0	1097	2372
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	55.6	0.0	44.4	0.0	0.0	0.8	99.2	0.0	0.0	0.0	0.0	98.9	1.1	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.5	0.0	0.0	1.1	0.4	52.2	0.0	0.0	0.0	52.6	0.0	45.7	0.5	0.0	0.0	46.2	
Cars, PU, Vans	0	0	0	0	0	0	15	0	10	0	0	25	9	1197	0	0	0	1206	0	1045	11	0	0	1056	2287
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	83.3	0.0	0.0	92.6	90.0	96.7	0.0	0.0	0.0	96.6	0.0	96.3	91.7	0.0	0.0	96.3	96.4
Heavy trucks	0	0	0	0	0	0	0	0	2	0	0	2	1	41	0	0	0	42	0	40	1	0	0	41	85
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	7.4	10.0	3.3	0.0	0.0	0.0	3.4	0.0	3.7	8.3	0.0	0.0	3.7	3.6

Project ID: 23-180019-011
 Location: Center Dr & Goshen Rd
 City: Rincon

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

Start Time	Center Dr Northbound					Center Dr Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	0	0	0	0	2	0	0	0	2	0	88	0	0	88	0	34	1	0	35	125
7:15 AM	0	0	0	0	0	6	0	0	0	6	0	83	0	0	83	0	50	1	0	51	140
7:30 AM	0	0	0	0	0	3	0	2	0	5	0	82	0	0	82	0	66	0	0	66	153
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	83	0	0	83	0	51	0	0	51	135
Total Volume	0	0	0	0	0	12	0	2	0	14	0	336	0	0	336	0	201	2	0	203	553
% App. Total	0.0	0.0	0.0	0.0	0	85.7	0.0	14.3	0.0	100	0.0	100.0	0.0	0.0	100	0.0	99.0	1.0	0.0	100	
PHF	0.583										0.955					0.769					0.904
Cars, PU, Vans	0	0	0	0	0	12	0	2	0	14	0	323	0	0	323	0	186	1	0	187	524
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	96.1	0.0	0.0	96.1	0.0	92.5	50.0	0.0	92.1	94.8
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	15	1	0	16	29
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.9	0.0	7.5	50.0	0.0	7.9	5.2

PM

Start Time	Center Dr Northbound					Center Dr Southbound					Goshen Rd Eastbound					Goshen Rd Westbound					Int. Total
	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	87	0	0	87	0	92	4	0	96	184
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	67	0	0	67	0	105	1	0	106	174
5:15 PM	0	0	0	0	0	0	0	1	0	1	1	87	0	0	88	0	91	1	0	92	181
5:30 PM	0	0	0	0	0	0	0	1	0	1	1	84	0	0	85	0	104	0	0	104	190
Total Volume	0	0	0	0	0	1	0	3	0	4	2	325	0	0	327	0	392	6	0	398	729
% App. Total	0.0	0.0	0.0	0.0	0	25.0	0.0	75.0	0.0	100	0.6	99.4	0.0	0.0	100	0.0	98.5	1.5	0.0	100	
PHF	1.000										0.929					0.939					0.959
Cars, PU, Vans	0	0	0	0	0	1	0	3	0	4	2	323	0	0	325	0	389	6	0	395	724
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	99.4	0.0	0.0	99.4	0.0	99.2	100.0	0.0	99.2	99.3
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.8	0.0	0.0	0.8	0.7

CLASSIFICATION

Goshen Rd W/O SR 21

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_001e

East Bound															
Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total	
00:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
01:30	1	1	1	0	0	0	0	0	0	0	0	0	0	3	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
02:15	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
02:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
03:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8	
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
03:30	1	3	3	0	0	0	0	0	0	0	0	0	0	7	
03:45	0	8	13	0	0	0	0	0	0	1	0	0	0	22	
04:00	0	9	5	0	1	0	0	0	1	0	0	0	0	16	
04:15	0	19	13	0	3	0	0	0	0	1	0	0	0	36	
04:30	0	13	9	0	0	0	0	0	0	0	0	0	0	22	
04:45	0	12	8	0	2	0	0	0	0	0	0	0	0	22	
05:00	0	23	9	0	5	0	0	0	1	0	0	0	0	38	
05:15	1	27	23	0	0	1	0	0	0	0	0	0	0	52	
05:30	0	29	16	0	3	1	0	0	0	0	0	0	0	49	
05:45	0	50	25	0	3	0	0	0	0	1	0	0	0	79	
06:00	2	33	14	0	3	0	0	0	0	0	0	0	0	52	
06:15	0	31	19	0	3	1	0	0	0	0	0	0	0	54	
06:30	0	37	18	0	2	0	0	0	0	0	0	0	0	57	
06:45	0	48	26	0	4	0	0	0	1	0	0	0	0	79	
07:00	0	73	27	0	8	1	0	0	0	0	0	0	0	109	
07:15	0	77	22	0	6	0	0	0	0	0	0	0	0	105	
07:30	0	70	33	1	3	0	0	1	3	0	0	0	0	111	
07:45	1	64	38	1	5	1	0	0	0	0	0	0	0	110	
08:00	0	54	16	0	0	2	0	0	0	0	0	0	0	72	
08:15	0	54	18	2	4	0	0	0	0	0	0	0	0	78	
08:30	0	47	20	0	2	1	0	0	0	0	0	0	0	70	
08:45	0	54	18	1	2	0	0	0	0	0	0	0	0	75	
09:00	0	42	21	1	2	1	1	0	0	0	0	0	0	68	
09:15	0	51	30	0	1	1	1	1	1	0	0	0	0	86	
09:30	0	38	16	0	1	2	0	0	0	0	0	0	0	57	
09:45	0	40	19	0	1	1	0	0	0	0	0	0	0	61	
10:00	0	36	11	0	0	3	0	0	0	0	0	0	0	50	
10:15	0	39	16	0	2	0	0	0	0	0	0	0	0	57	
10:30	0	28	25	0	3	1	0	0	0	0	0	0	0	57	
10:45	0	28	17	0	0	3	0	0	1	0	0	0	0	49	
11:00	0	33	19	1	5	2	0	0	1	0	0	0	0	61	
11:15	0	31	22	0	3	1	0	1	0	0	0	0	0	58	
11:30	0	38	25	1	3	1	0	0	0	0	0	0	0	68	
11:45	0	36	19	0	5	0	0	0	0	0	0	0	0	60	
12:00 PM	0	38	17	1	6	3	0	0	1	0	0	0	0	66	
12:15	0	35	25	0	4	2	2	0	0	0	0	0	0	68	
12:30	0	44	21	1	1	0	1	0	1	0	0	0	0	69	
12:45	2	35	18	0	2	1	0	0	0	0	0	0	0	58	
13:00	0	39	18	0	2	0	2	0	1	0	0	0	0	62	
13:15	0	49	19	0	4	1	0	1	0	0	0	0	0	74	
13:30	1	48	23	0	2	0	0	0	0	0	0	0	0	74	
13:45	0	50	24	0	2	1	0	2	0	0	0	0	0	79	
14:00	1	47	12	0	1	2	0	0	0	0	0	0	0	63	
14:15	0	46	23	1	3	0	0	0	1	0	0	0	0	74	
14:30	0	38	20	1	2	0	0	0	0	0	0	0	0	61	
14:45	0	33	15	0	5	0	0	0	1	0	0	0	0	54	
15:00	0	52	20	2	5	0	0	0	1	0	0	0	0	80	
15:15	0	36	21	0	3	3	0	1	0	0	0	0	0	64	
15:30	0	52	28	0	4	2	0	0	0	0	0	0	0	86	
15:45	0	35	17	0	1	1	0	0	1	0	0	0	0	55	
16:00	0	56	24	0	4	0	1	0	3	0	0	0	0	88	
16:15	0	54	26	4	2	0	0	0	1	0	0	0	0	87	
16:30	0	55	23	2	2	1	0	0	0	0	0	0	0	83	
16:45	0	63	30	0	2	0	0	0	0	0	0	0	0	95	
17:00	1	47	23	0	3	0	0	0	0	0	0	0	0	74	
17:15	0	62	30	0	4	0	0	0	0	0	0	0	0	96	
17:30	0	57	18	0	4	0	0	0	1	0	0	0	0	80	
17:45	0	45	30	1	2	0	0	0	0	0	0	0	0	78	
18:00	1	47	16	0	4	0	0	0	0	0	0	0	0	68	
18:15	1	58	31	0	3	1	0	0	0	0	0	0	0	94	
18:30	0	49	16	0	2	0	0	0	0	0	0	0	0	67	
18:45	0	37	17	0	3	0	0	0	0	0	0	0	0	57	
19:00	1	32	6	0	2	0	0	0	0	0	0	0	0	41	
19:15	0	37	8	0	3	0	0	0	0	0	0	0	0	48	
19:30	0	24	14	0	0	0	0	0	1	0	0	0	0	39	
19:45	0	22	3	0	1	0	0	0	0	0	0	0	0	26	
20:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
20:15	0	21	11	0	1	0	0	0	0	0	0	0	0	33	
20:30	0	24	10	0	0	0	0	0	0	0	0	0	0	34	
20:45	0	19	8	0	0	0	0	0	0	0	0	0	0	27	
21:00	0	11	6	0	1	0	0	0	0	0	0	0	0	18	
21:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
21:30	0	11	7	0	0	0	0	0	0	0	0	0	0	18	
21:45	0	9	5	0	1	0	0	0	0	0	0	0	0	15	
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
22:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
22:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
Totals	14	2864	1335	21	177	42	8	9	23	1				4494	
% of Totals	0%	64%	30%	0%	4%	1%	0%	0%	1%	0%				100%	

AM Volumes	6	1298	642	8	86	24	2	5	10	1	0	0	0	2082	
% AM	0%	29%	14%	0%	2%	1%	0%	0%	0%	0%				46%	
AM Peak Hour	05:15	07:00	07:00	07:30	07:00	09:15	11:45	01:30	06:45	03:00				07:00	
Volume	3	284	120	4	22	7	3	1	4	1				435	
PM Volumes	8	1566	693	13	91	18	6	4	13	0	0	0	0	2412	
% PM	0%	35%	15%	0%	2%	0%	0%	0%	0%					54%	
PM Peak Hour	12:45	16:45	16:30	15:45	14:45	12:00	12:15	13:00	15:30					16:00	
Volume	3	229	106	6	17	6	5	3	5					353	
Directional Peak Periods															
				AM 7-9				NOON 12-2				PM 4-6		Off Peak Volumes	
All Classes				Volume	%	Volume	%	Volume	%	Volume	%	Volume	%		
				730	16%	550	12%	681	15%	2533	56%				

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION
Goshen Rd W/O SR 21

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:15	0	3	1	0	0	0	0	0	0	1	0	0	0	5
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	0	0	0	0	0	0	0	2	0	0	0	2
01:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	3	0	0	1	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	0	0	0	0	0	0	0	2	0	0	0	2
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	5	3	0	0	0	0	0	0	0	0	0	0	8
05:00	0	4	1	0	0	0	0	0	0	1	0	0	0	6
05:15	0	4	3	0	0	1	0	0	0	0	0	0	0	8
05:30	0	9	3	0	0	0	0	0	0	1	0	0	0	13
05:45	0	16	1	0	0	0	0	0	0	1	0	0	0	18
06:00	0	12	8	0	2	0	0	0	1	0	0	0	0	23
06:15	1	15	7	0	0	0	0	1	0	0	0	0	0	24
06:30	0	34	9	2	2	0	0	0	1	0	0	0	0	48
06:45	0	45	19	0	3	0	0	0	1	0	0	0	0	68
07:00	0	49	9	0	5	2	0	0	0	0	0	0	0	65
07:15	0	39	15	1	2	0	0	0	0	0	0	0	0	57
07:30	0	52	11	2	1	0	0	0	0	0	0	0	0	66
07:45	0	41	13	0	3	0	0	0	0	0	0	0	0	57
08:00	0	29	11	0	4	0	0	0	0	0	0	0	0	44
08:15	0	28	15	2	0	1	0	1	2	0	0	0	0	49
08:30	0	35	9	0	2	2	0	0	1	0	0	0	0	49
08:45	0	34	8	1	2	0	0	0	1	0	0	0	0	46
09:00	0	48	26	0	0	1	1	1	0	0	0	0	0	77
09:15	0	57	27	0	4	0	0	0	1	0	0	0	0	89
09:30	0	39	17	0	4	1	0	0	1	0	0	0	0	62
09:45	0	28	12	0	3	3	0	0	1	0	0	0	0	47
10:00	0	31	16	0	2	0	0	1	1	0	0	0	0	51
10:15	0	30	10	1	4	2	0	0	0	0	0	0	0	47
10:30	0	32	13	1	4	0	0	0	0	0	0	0	0	50
10:45	0	34	15	0	2	0	0	0	0	0	0	0	0	51
11:00	0	36	21	2	0	2	1	0	0	0	0	0	0	62
11:15	0	34	20	0	1	2	1	0	0	0	0	0	0	58
11:30	0	35	20	0	1	1	0	1	0	0	0	0	0	58
11:45	0	44	27	0	4	1	0	0	0	0	0	0	0	76
12:00 PM	0	58	23	0	4	0	0	0	1	0	0	0	0	86
12:15	1	50	23	0	2	0	0	0	0	0	0	0	0	76
12:30	0	52	33	0	5	2	0	0	1	0	0	0	0	93
12:45	2	119	59	0	10	4	1	0	6	0	0	0	0	201
13:00	1	123	65	0	11	3	0	1	2	0	0	0	0	206
13:15	0	148	57	0	18	6	0	1	3	0	0	0	0	233
13:30	0	156	64	3	18	1	0	1	3	0	0	0	0	246
13:45	0	64	38	0	3	0	0	0	2	0	0	0	0	108
14:00	0	53	35	0	2	1	0	0	0	0	0	0	0	91
14:15	1	58	28	1	2	0	0	1	1	0	0	0	0	92
14:30	0	58	23	0	3	3	0	0	0	0	0	0	0	87
14:45	1	61	30	0	2	0	0	0	2	0	0	0	0	96
15:00	0	51	20	0	7	0	1	0	1	0	0	0	0	80
15:15	0	46	26	0	3	0	0	0	1	0	0	0	0	76
15:30	0	56	31	1	8	0	1	0	0	0	0	0	0	97
15:45	0	53	33	0	5	0	0	0	0	0	0	0	0	91
16:00	0	73	36	1	4	0	0	0	0	0	0	0	0	114
16:15	0	54	29	1	8	3	0	0	0	0	0	0	0	95
16:30	0	90	32	0	3	1	0	0	0	0	0	0	0	126
16:45	0	87	34	1	5	0	0	0	0	0	0	0	0	127
17:00	2	94	43	0	5	0	0	0	0	0	0	0	0	144
17:15	0	73	36	0	2	1	0	0	0	0	0	0	0	112
17:30	0	90	31	0	3	0	0	0	0	0	0	0	0	124
17:45	0	96	21	0	3	1	0	0	1	0	0	0	0	122
18:00	1	62	29	0	3	0	0	0	0	0	0	0	0	95
18:15	0	53	14	0	2	2	0	0	0	0	0	0	0	71
18:30	0	57	27	0	0	0	0	0	0	0	0	0	0	84
18:45	0	51	22	0	3	0	0	0	1	0	0	0	0	77
19:00	0	40	19	0	2	0	0	0	0	0	0	0	0	61
19:15	2	63	35	0	4	0	0	0	0	0	0	0	0	104
19:30	0	63	20	0	2	0	0	0	0	0	0	0	0	85
19:45	0	52	7	0	3	0	0	0	0	0	0	0	0	62
20:00	0	51	14	0	4	0	0	0	0	0	0	0	0	69
20:15	0	33	18	0	0	0	0	0	0	0	0	0	0	51
20:30	2	41	18	0	2	0	0	0	0	0	0	0	0	63
20:45	1	25	8	0	1	0	0	1	0	0	0	0	0	36
21:00	0	17	9	0	2	0	0	0	0	0	0	0	0	28
21:15	0	16	14	0	1	0	0	0	0	0	0	0	0	31
21:30	0	14	11	0	0	0	0	0	0	0	0	0	0	25
21:45	0	19	6	0	1	0	0	0	0	0	0	0	0	26
22:00	0	14	4	0	1	0	0	0	0	0	0	0	0	19
22:15	0	11	3	0	0	0	0	0	0	0	0	0	0	14
22:30	0	5	2	0	1	0	0	0	0	0	0	0	0	8
22:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
23:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
23:15	0	8	3	0	0	0	0	0	0	0	0	0	0	11
23:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Totals	15	3506	1519	20	225	48	6	11	39					5389
% of Totals	0%	65%	28%	0%	4%	1%	0%	0%	1%					100%

AM Peak Hour	11:45	12:45	07:30	11:45	09:30	10:30	08:15	08:00		
AM Peak Hour Volume	1	204	106	4	15	6	2	4		
PM Peak Hour	12:15	12:45	13:30	12:45	12:30	14:45	12:45	12:45		
PM Peak Hour Volume	4	546	245	4	57	15	2	3		

Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
All Classes	Volume: 433	Volume: 1249	Volume: 964	Volume: 2743
	%: 8%	%: 23%	%: 18%	%: 51%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION
Goshen Rd W/O SR 21

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
00:15	0	3	1	0	0	0	0	0	1	0	0	0	0	5
00:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
01:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:30	1	3	1	0	0	0	0	0	0	0	0	0	0	5
01:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:15	0	4	0	0	0	0	0	1	0	0	0	0	0	5
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	5	2	0	1	0	0	0	0	0	0	0	0	8
03:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	1	4	3	0	0	0	0	0	0	0	0	0	0	8
03:45	0	10	13	0	0	0	0	0	0	1	0	0	0	24
04:00	0	9	6	0	1	0	0	0	1	0	0	0	0	17
04:15	0	24	15	0	3	0	0	0	1	0	0	0	0	43
04:30	0	15	9	0	0	0	0	0	0	0	0	0	0	24
04:45	0	17	11	0	2	0	0	0	0	0	0	0	0	30
05:00	0	27	10	0	5	0	0	1	1	0	0	0	0	44
05:15	1	31	26	0	0	2	0	0	0	0	0	0	0	60
05:30	0	38	19	0	3	1	0	0	1	0	0	0	0	62
05:45	0	66	26	0	3	0	0	0	2	0	0	0	0	97
06:00	2	45	22	0	5	0	0	0	1	0	0	0	0	75
06:15	1	46	26	0	3	1	0	1	0	0	0	0	0	78
06:30	0	71	27	2	4	0	0	0	1	0	0	0	0	105
06:45	0	93	45	0	7	0	0	0	2	0	0	0	0	147
07:00	0	122	36	0	13	3	0	0	0	0	0	0	0	174
07:15	0	116	37	1	8	0	0	0	0	0	0	0	0	162
07:30	0	122	44	3	4	0	0	1	3	0	0	0	0	177
07:45	1	105	51	1	8	1	0	0	0	0	0	0	0	167
08:00	0	83	27	0	4	2	0	0	0	0	0	0	0	116
08:15	0	82	33	4	4	1	0	1	2	0	0	0	0	127
08:30	0	82	29	0	4	3	0	0	1	0	0	0	0	119
08:45	0	88	26	2	4	0	0	0	1	0	0	0	0	121
09:00	0	90	47	1	2	2	2	1	0	0	0	0	0	145
09:15	0	108	57	0	5	1	1	2	1	0	0	0	0	175
09:30	0	77	33	0	5	3	0	0	1	0	0	0	0	119
09:45	0	68	31	0	4	4	0	0	1	0	0	0	0	108
10:00	0	67	27	0	2	3	0	1	1	0	0	0	0	101
10:15	0	69	26	1	6	2	0	0	0	0	0	0	0	104
10:30	0	60	38	1	7	1	0	0	0	0	0	0	0	107
10:45	0	62	32	0	2	3	0	0	1	0	0	0	0	100
11:00	0	69	40	3	5	4	1	0	1	0	0	0	0	123
11:15	0	65	42	0	4	3	1	1	0	0	0	0	0	116
11:30	0	73	45	1	4	2	0	1	0	0	0	0	0	126
11:45	0	80	46	0	9	1	0	0	0	0	0	0	0	136
12:00 PM	0	96	40	1	10	3	0	0	2	0	0	0	0	152
12:15	1	85	48	0	6	2	2	0	0	0	0	0	0	144
12:30	0	96	54	1	6	2	1	0	2	0	0	0	0	162
12:45	4	154	77	0	12	5	1	0	6	0	0	0	0	259
13:00	1	162	83	0	13	3	2	1	3	0	0	0	0	268
13:15	0	197	76	0	22	7	0	2	3	0	0	0	0	307
13:30	1	204	87	3	20	1	0	1	3	0	0	0	0	320
13:45	0	114	62	0	5	2	0	2	2	0	0	0	0	187
14:00	1	100	47	0	3	3	0	0	0	0	0	0	0	154
14:15	1	104	51	2	5	0	0	1	2	0	0	0	0	166
14:30	0	96	43	1	5	3	0	0	0	0	0	0	0	148
14:45	1	94	45	0	7	0	0	0	3	0	0	0	0	150
15:00	0	103	40	2	12	0	1	0	2	0	0	0	0	160
15:15	0	82	47	0	6	3	0	1	1	0	0	0	0	140
15:30	0	108	59	1	12	2	1	0	0	0	0	0	0	183
15:45	0	88	50	0	6	1	0	0	1	0	0	0	0	146
16:00	0	129	60	1	8	0	1	0	3	0	0	0	0	202
16:15	0	108	55	5	10	3	0	0	1	0	0	0	0	182
16:30	0	145	55	2	5	2	0	0	0	0	0	0	0	209
16:45	0	150	64	1	7	0	0	0	0	0	0	0	0	222
17:00	3	141	66	0	8	0	0	0	0	0	0	0	0	218
17:15	0	135	66	0	6	1	0	0	0	0	0	0	0	208
17:30	0	147	49	0	7	0	0	0	1	0	0	0	0	204
17:45	0	141	51	1	5	1	0	0	1	0	0	0	0	200
18:00	2	109	45	0	7	0	0	0	0	0	0	0	0	163
18:15	1	111	45	0	5	3	0	0	0	0	0	0	0	165
18:30	0	106	43	0	2	0	0	0	0	0	0	0	0	151
18:45	0	88	39	0	6	0	0	0	1	0	0	0	0	134
19:00	1	72	25	0	4	0	0	0	0	0	0	0	0	102
19:15	2	100	43	0	7	0	0	0	0	0	0	0	0	152
19:30	0	87	34	0	2	0	0	0	1	0	0	0	0	124
19:45	0	74	10	0	4	0	0	0	0	0	0	0	0	88
20:00	0	67	18	0	4	0	0	0	0	0	0	0	0	89
20:15	0	54	29	0	1	0	0	0	0	0	0	0	0	84
20:30	2	65	28	0	2	0	0	0	0	0	0	0	0	97
20:45	1	44	16	0	1	0	0	1	0	0	0	0	0	63
21:00	0	28	15	0	3	0	0	0	0	0	0	0	0	46
21:15	0	22	16	0	1	0	0	0	0	0	0	0	0	39
21:30	0	25	18	0	0	0	0	0	0	0	0	0	0	43
21:45	0	28	11	0	2	0	0	0	0	0	0	0	0	41
22:00	0	19	6	0	1	0	0	0	0	0	0	0	0	26
22:15	0	12	3	0	0	0	0	0	0	0	0	0	0	15
22:30	0	9	3	0	1	0	0	0	0	0	0	0	0	13
22:45	0	14	3	0	0	0	0	0	0	0	0	0	0	17
23:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
23:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13
23:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Totals	29	6370	2854	41	402	90	14	20	62	1				9883
% of Totals	0%	64%	29%	0%	4%	1%	0%	0%	1%	0%				100%

AM Volumes	7	2228	1021	20	142	43	5	11	24	1	0	0	0	3502
% AM	0%	23%	10%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%
AM Peak Hour	05:15	07:00	11:45	07:30	07:00	09:30	08:30	08:30	06:45	03:00				07:00
Volume	3	465	188	8	33	12	3	3	5	1				680
PM Volumes	22	4142	1833	21	260	47	9	9	38	0	0	0	0	6381
% PM	0%	42%	19%	0%	3%	0%	0%	0%	0%					65%
PM Peak Hour	12:15	12:45	12:45	16:00	12:45	12:30	12:15	13:00	12:45					12:45
Volume	6	717	323	9	67	17	9	15						1154

Directional Peak Periods		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	Volume	%	Volume	%	Volume	%	Volume	%
	1163	↔	12%	1799	↔	18%	1645	↔	17%
		↔			↔		5276	↔	53%

Classification Definitions				
1 Motorcycles	4 Buses	7 > =4-Axle Single Units	10 > =6-Axle Single Trailers	13 > =7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 < =4-Axle Single Trailers	11 < =5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Goshen Rd W/O SR 21

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
01:00	1	6	1	0	0	0	0	0	0	0	0	0	0	8
02:00	0	6	4	0	0	0	0	1	0	0	0	0	0	11
03:00	1	18	18	0	1	0	0	0	0	1	0	0	0	39
04:00	0	53	35	0	6	0	0	0	2	0	0	0	0	96
05:00	1	129	73	0	11	2	0	1	1	0	0	0	0	218
06:00	2	149	77	0	12	1	0	0	1	0	0	0	0	242
07:00	1	284	120	2	22	2	0	1	3	0	0	0	0	435
08:00	0	209	72	3	8	3	0	0	0	0	0	0	0	295
09:00	0	171	86	1	5	5	2	1	1	0	0	0	0	272
10:00	0	131	69	0	5	7	0	0	1	0	0	0	0	213
11:00	0	138	85	2	16	4	0	1	1	0	0	0	0	247
12:00 PM	2	152	81	2	13	6	3	0	2	0	0	0	0	261
13:00	1	186	84	0	10	2	2	3	1	0	0	0	0	289
14:00	1	164	70	2	11	2	0	0	2	0	0	0	0	252
15:00	0	175	86	2	13	6	0	1	2	0	0	0	0	285
16:00	0	228	103	6	10	1	1	0	4	0	0	0	0	353
17:00	1	211	101	1	13	0	0	0	1	0	0	0	0	328
18:00	2	191	80	0	12	1	0	0	0	0	0	0	0	286
19:00	1	115	31	0	6	0	0	0	1	0	0	0	0	154
20:00	0	80	33	0	1	0	0	0	0	0	0	0	0	114
21:00	0	37	20	0	2	0	0	0	0	0	0	0	0	59
22:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
23:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Totals	14	2864	1335	21	177	42	8	9	23	1				4494
% of Totals	0%	64%	30%	0%	4%	1%	0%	0%	1%	0%				100%

AM Volumes	6	1298	642	8	86	24	2	5	10	1	0	0	0	2082
% AM	0%	29%	14%	0%	2%	1%	0%	0%	0%	0%				46%
AM Peak Hour	06:00	07:00	07:00	08:00	07:00	10:00	09:00	02:00	07:00	03:00				07:00
Volume	2	284	120	3	22	7	2	1	3	1				435
PM Volumes	8	1566	693	13	91	18	6	4	13	0	0	0	0	2412
% PM	0%	35%	15%	0%	2%	0%	0%	0%	0%					54%
PM Peak Hour	12:00	16:00	16:00	16:00	12:00	12:00	12:00	13:00	16:00					16:00
Volume	2	228	103	6	13	6	3	3	4					353

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	730	↔ 16%	550	↔ 12%	681	↔ 15%	2533	↔ 56%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Goshen Rd W/O SR 21

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	10	2	0	0	0	0	0	1	0	0	0	0	13
01:00	0	5	5	0	0	0	0	0	0	0	0	0	0	10
02:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	12	6	0	0	0	0	0	0	0	0	0	0	18
05:00	0	33	8	0	0	1	0	0	3	0	0	0	0	45
06:00	1	106	43	2	7	0	0	1	3	0	0	0	0	163
07:00	0	181	48	3	11	2	0	0	0	0	0	0	0	245
08:00	0	126	43	3	8	3	0	1	4	0	0	0	0	188
09:00	0	172	82	0	11	5	1	2	2	0	0	0	0	275
10:00	0	127	54	2	12	2	0	1	1	0	0	0	0	199
11:00	0	149	88	2	6	6	2	1	0	0	0	0	0	254
12:00 PM	3	279	138	0	21	6	1	0	8	0	0	0	0	456
13:00	1	491	224	3	50	11	0	3	10	0	0	0	0	793
14:00	2	230	116	1	9	4	0	1	3	0	0	0	0	366
15:00	0	206	110	1	23	0	2	0	2	0	0	0	0	344
16:00	0	304	131	3	20	4	0	0	0	0	0	0	0	462
17:00	2	353	131	0	13	2	0	0	1	0	0	0	0	502
18:00	1	223	92	0	8	2	0	0	1	0	0	0	0	327
19:00	2	218	81	0	11	0	0	0	0	0	0	0	0	312
20:00	3	150	58	0	7	0	0	1	0	0	0	0	0	219
21:00	0	66	40	0	4	0	0	0	0	0	0	0	0	110
22:00	0	36	12	0	2	0	0	0	0	0	0	0	0	50
23:00	0	20	7	0	1	0	0	0	0	0	0	0	0	28
Totals	15	3506	1519	20	225	48	6	11	39					5389
% of Totals	0%	65%	28%	0%	4%	1%	0%	0%	1%					100%

AM Volumes	1	930	379	12	56	19	3	6	14	0	0	0	0	1420
% AM	0%	17%	7%	0%	1%	0%	0%	0%	0%					26%
AM Peak Hour	06:00	07:00	11:00	07:00	10:00	11:00	11:00	09:00	08:00					09:00
Volume	1	181	88	3	12	6	2	2	4					275
PM Volumes	14	2576	1140	8	169	29	3	5	25	0	0	0	0	3969
% PM	0%	48%	21%	0%	3%	1%	0%	0%	0%					74%
PM Peak Hour	12:00	13:00	13:00	13:00	13:00	13:00	15:00	13:00	13:00					13:00
Volume	3	491	224	3	50	11	2	3	10					793

Directional Peak Periods All Classes	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
Volume	433	1249	964	2743
%	8%	23%	18%	51%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Goshen Rd W/O SR 21

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	14	4	0	0	0	0	0	1	0	0	0	0	19
01:00	1	11	6	0	0	0	0	0	0	0	0	0	0	18
02:00	0	12	4	0	1	0	0	1	0	0	0	0	0	18
03:00	1	21	18	0	1	0	0	0	0	1	0	0	0	42
04:00	0	65	41	0	6	0	0	0	2	0	0	0	0	114
05:00	1	162	81	0	11	3	0	1	4	0	0	0	0	263
06:00	3	255	120	2	19	1	0	1	4	0	0	0	0	405
07:00	1	465	168	5	33	4	0	1	3	0	0	0	0	680
08:00	0	335	115	6	16	6	0	1	4	0	0	0	0	483
09:00	0	343	168	1	16	10	3	3	3	0	0	0	0	547
10:00	0	258	123	2	17	9	0	1	2	0	0	0	0	412
11:00	0	287	173	4	22	10	2	2	1	0	0	0	0	501
12:00 PM	5	431	219	2	34	12	4	0	10	0	0	0	0	717
13:00	2	677	308	3	60	13	2	6	11	0	0	0	0	1082
14:00	3	394	186	3	20	6	0	1	5	0	0	0	0	618
15:00	0	381	196	3	36	6	2	1	4	0	0	0	0	629
16:00	0	532	234	9	30	5	1	0	4	0	0	0	0	815
17:00	3	564	232	1	26	2	0	0	2	0	0	0	0	830
18:00	3	414	172	0	20	3	0	0	1	0	0	0	0	613
19:00	3	333	112	0	17	0	0	0	1	0	0	0	0	466
20:00	3	230	91	0	8	0	0	1	0	0	0	0	0	333
21:00	0	103	60	0	6	0	0	0	0	0	0	0	0	169
22:00	0	54	15	0	2	0	0	0	0	0	0	0	0	71
23:00	0	29	8	0	1	0	0	0	0	0	0	0	0	38
Totals	29	6370	2854	41	402	90	14	20	62	1				9883
% of Totals	0%	64%	29%	0%	4%	1%	0%	0%	1%	0%				100%

AM Volumes	7	2228	1021	20	142	43	5	11	24	1	0	0	0	3502
% AM	0%	23%	10%	0%	1%	0%	0%	0%	0%	0%				35%
AM Peak Hour	06:00	07:00	11:00	08:00	07:00	09:00	09:00	09:00	05:00	03:00				07:00
Volume	3	465	173	6	33	10	3	3	4	1				680
PM Volumes	22	4142	1833	21	260	47	9	9	38	0	0	0	0	6381
% PM	0%	42%	19%	0%	3%	0%	0%	0%	0%					65%
PM Peak Hour	12:00	13:00	13:00	16:00	13:00	13:00	12:00	13:00	13:00					13:00
Volume	5	677	308	9	60	13	4	6	11					1082

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	1163	↔ 12%	1799	↔ 18%	1645	↔ 17%	5276	↔ 53%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME
 Goshen Rd W/O SR 21

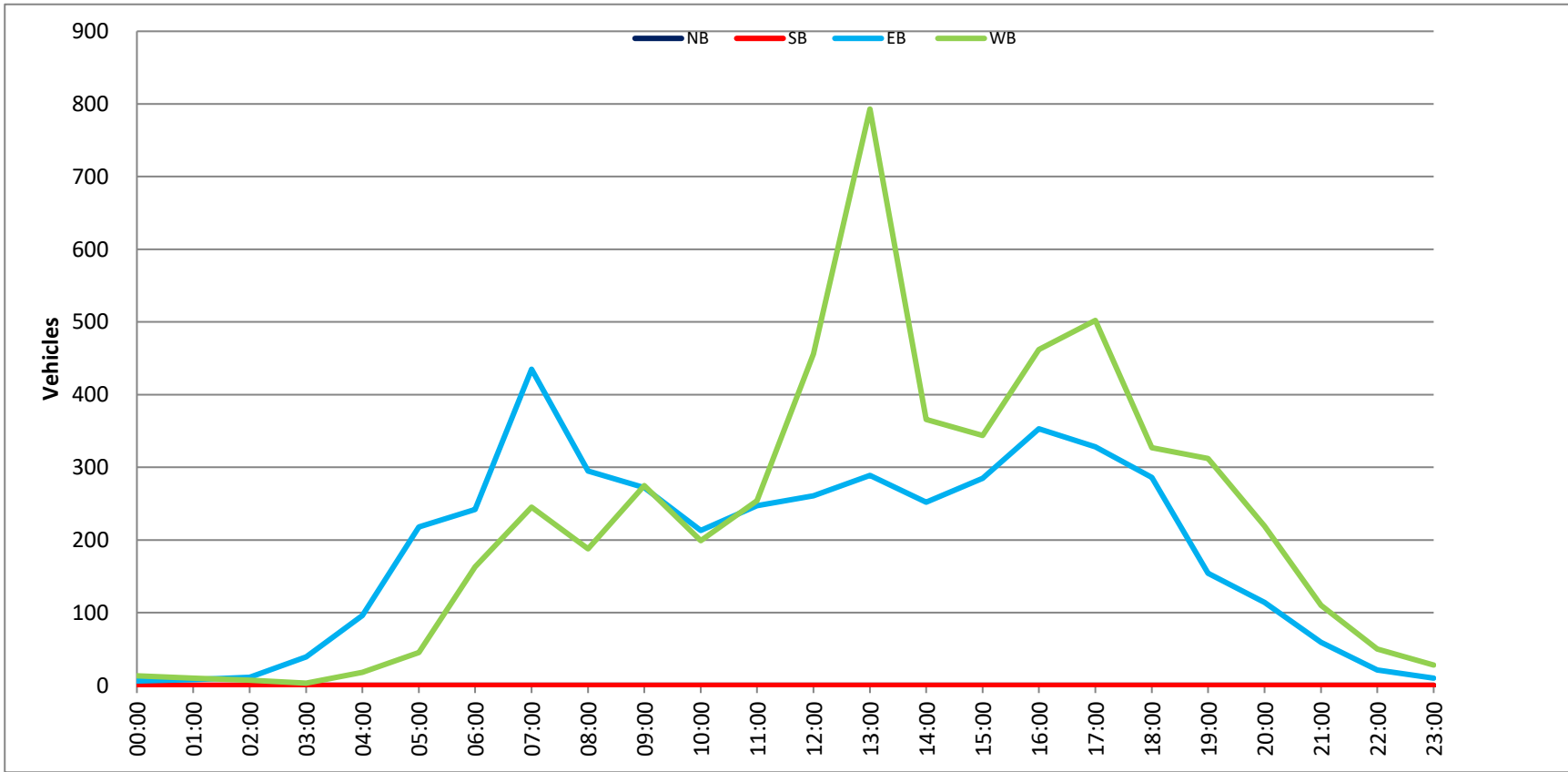
Day: Tuesday
 Date: 2/7/2023

City: Rincon
 Project #: GA23_180020_001

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	4,494	5,389	9,883		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	3	4	7	12:00	0	0	66	86	152	
00:15	0	0	0	5	5	12:15	0	0	68	76	144	
00:30	0	0	2	2	4	12:30	0	0	69	93	162	
00:45	0	0	1	6	2	12:45	0	0	58	261	201	456
01:00	0	0	1	4	5	13:00	0	0	62	206	268	
01:15	0	0	4	1	5	13:15	0	0	74	233	307	
01:30	0	0	3	2	5	13:30	0	0	74	246	320	
01:45	0	0	0	8	3	13:45	0	0	79	289	108	793
02:00	0	0	3	0	3	14:00	0	0	63	91	154	
02:15	0	0	2	3	5	14:15	0	0	74	92	166	
02:30	0	0	2	0	2	14:30	0	0	61	87	148	
02:45	0	0	4	11	4	14:45	0	0	54	252	96	366
03:00	0	0	8	0	8	15:00	0	0	80	80	160	
03:15	0	0	2	0	2	15:15	0	0	64	76	140	
03:30	0	0	7	1	8	15:30	0	0	86	97	183	
03:45	0	0	22	39	2	15:45	0	0	55	285	91	344
04:00	0	0	16	1	17	16:00	0	0	88	114	202	
04:15	0	0	36	7	43	16:15	0	0	87	95	182	
04:30	0	0	22	2	24	16:30	0	0	83	126	209	
04:45	0	0	22	96	8	16:45	0	0	95	353	127	462
05:00	0	0	38	6	44	17:00	0	0	74	144	218	
05:15	0	0	52	8	60	17:15	0	0	96	112	208	
05:30	0	0	49	13	62	17:30	0	0	80	124	204	
05:45	0	0	79	218	18	17:45	0	0	78	328	122	502
06:00	0	0	52	23	75	18:00	0	0	68	95	163	
06:15	0	0	54	24	78	18:15	0	0	94	71	165	
06:30	0	0	57	48	105	18:30	0	0	67	84	151	
06:45	0	0	79	242	68	18:45	0	0	57	286	77	327
07:00	0	0	109	65	174	19:00	0	0	41	61	102	
07:15	0	0	105	57	162	19:15	0	0	48	104	152	
07:30	0	0	111	66	177	19:30	0	0	39	85	124	
07:45	0	0	110	435	57	19:45	0	0	26	154	62	312
08:00	0	0	72	44	116	20:00	0	0	20	69	89	
08:15	0	0	78	49	127	20:15	0	0	33	51	84	
08:30	0	0	70	49	119	20:30	0	0	34	63	97	
08:45	0	0	75	295	46	20:45	0	0	27	114	36	219
09:00	0	0	68	77	145	21:00	0	0	18	28	46	
09:15	0	0	86	89	175	21:15	0	0	8	31	39	
09:30	0	0	57	62	119	21:30	0	0	18	25	43	
09:45	0	0	61	272	47	21:45	0	0	15	59	26	110
10:00	0	0	50	51	101	22:00	0	0	7	19	26	
10:15	0	0	57	47	104	22:15	0	0	1	14	15	
10:30	0	0	57	50	107	22:30	0	0	5	8	13	
10:45	0	0	49	213	51	22:45	0	0	8	21	9	50
11:00	0	0	61	62	123	23:00	0	0	2	9	11	
11:15	0	0	58	58	116	23:15	0	0	2	11	13	
11:30	0	0	68	58	126	23:30	0	0	5	5	10	
11:45	0	0	60	247	76	23:45	0	0	1	10	3	28
TOTALS			2082	1420	3502	TOTALS			2412	3969	6381	
SPLIT %			59.5%	40.5%	35.4%	SPLIT %			37.8%	62.2%	64.6%	

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	4,494	5,389	9,883

AM Peak Hour	07:00	11:45	07:00	PM Peak Hour	16:00	12:45	12:45				
AM Pk Volume	435	331	680	PM Pk Volume	353	886	1154				
Pk Hr Factor	0.980	0.890	0.960	Pk Hr Factor	0.929	0.900	0.902				
7 - 9 Volume	0	0	730	4 - 6 Volume	0	0	681	964	1645		
7 - 9 Peak Hour	07:00	07:00	07:00	4 - 6 Peak Hour	16:00	16:30	16:30				
7 - 9 Pk Volume	0	0	435	4 - 6 Pk Volume	0	0	353	509	857		
Pk Hr Factor	0.000	0.000	0.980	0.928	0.960	Pk Hr Factor	0.000	0.000	0.929	0.884	0.965



CLASSIFICATION
Goshen Rd E/O Hodgeville Rd

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	1	0	0	0	0	2
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
04:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
04:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
05:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
05:15	0	5	4	0	0	0	0	0	0	0	0	0	0	9
05:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
05:45	0	16	5	0	1	0	0	0	0	0	0	0	0	22
06:00	0	17	5	0	2	0	0	0	0	0	0	0	0	24
06:15	0	15	7	0	1	1	0	0	0	0	0	0	0	24
06:30	0	25	16	1	2	0	0	0	0	0	0	0	0	44
06:45	0	39	18	1	6	1	0	1	0	0	0	0	0	66
07:00	0	36	18	1	5	3	0	0	0	0	0	0	0	63
07:15	0	48	21	2	3	2	0	0	0	0	0	0	0	76
07:30	0	38	31	1	3	2	0	1	2	0	0	0	0	78
07:45	0	47	22	0	2	4	0	1	0	0	0	0	0	76
08:00	0	35	14	1	1	4	0	0	0	0	0	0	0	55
08:15	0	33	16	1	4	2	0	0	0	0	0	0	0	56
08:30	0	39	19	0	2	5	0	0	0	0	0	0	0	65
08:45	0	31	18	1	2	1	0	1	0	0	0	0	0	54
09:00	0	27	14	0	4	3	0	1	0	0	0	0	0	49
09:15	0	31	19	0	3	3	0	1	2	0	0	0	0	59
09:30	0	20	12	0	0	3	0	0	0	0	0	0	0	35
09:45	0	34	15	0	1	3	0	0	0	0	0	0	0	53
10:00	0	28	13	1	2	3	0	0	0	0	0	0	0	47
10:15	0	27	16	0	2	5	0	0	0	0	0	0	0	50
10:30	0	19	12	0	2	1	0	0	2	0	0	0	0	36
10:45	0	26	11	0	8	6	0	0	0	0	0	0	0	51
11:00	0	22	15	0	1	2	0	0	0	0	0	0	0	40
11:15	0	27	14	1	3	3	0	0	0	0	0	0	0	48
11:30	0	24	16	0	4	2	0	0	0	0	0	0	0	46
11:45	0	23	13	1	5	1	0	0	0	0	0	0	0	43
12:00 PM	0	21	21	0	4	3	0	0	1	0	0	0	0	50
12:15	0	35	13	1	4	5	0	0	0	0	0	0	0	58
12:30	1	34	14	0	1	2	0	0	0	0	0	0	0	52
12:45	0	28	14	0	2	5	0	0	0	0	0	0	0	49
13:00	1	22	20	0	4	2	0	0	0	0	0	0	0	49
13:15	0	32	16	0	1	2	0	1	0	0	0	0	0	52
13:30	0	42	19	1	3	4	1	0	1	0	0	0	0	71
13:45	0	25	12	0	1	2	0	1	0	0	0	0	0	41
14:00	1	26	12	3	2	2	1	0	0	0	0	0	0	47
14:15	0	35	15	0	4	3	0	0	0	0	0	0	0	57
14:30	0	31	17	0	3	2	0	0	1	0	0	0	0	54
14:45	0	37	19	0	5	4	0	0	0	0	0	0	0	65
15:00	0	43	20	0	3	3	0	0	1	0	0	0	0	70
15:15	0	42	22	1	1	4	0	1	0	0	0	0	0	71
15:30	1	42	23	0	4	2	1	0	0	0	0	0	0	73
15:45	0	42	15	0	3	2	0	0	3	0	0	0	0	65
16:00	0	65	30	5	2	3	0	0	2	0	0	0	0	107
16:15	0	54	32	2	4	2	0	0	0	0	0	0	0	94
16:30	0	58	30	0	7	3	0	0	0	0	0	0	0	98
16:45	0	54	29	0	2	0	0	1	0	0	0	0	0	86
17:00	0	44	19	0	3	0	0	0	1	0	0	0	0	67
17:15	0	53	38	0	5	1	0	0	0	0	0	0	0	97
17:30	0	53	21	1	2	0	0	0	0	0	0	0	0	77
17:45	0	56	28	0	5	0	0	0	0	0	0	0	0	89
18:00	0	47	21	0	2	0	0	0	0	0	0	0	0	70
18:15	0	71	32	0	5	0	0	0	0	0	0	0	0	108
18:30	0	39	21	0	2	0	0	0	0	0	0	0	0	62
18:45	0	42	18	0	4	0	0	0	0	0	0	0	0	64
19:00	0	36	14	0	1	0	0	0	0	0	0	0	0	51
19:15	0	32	10	0	2	0	0	0	0	0	0	0	0	44
19:30	0	23	10	0	2	0	0	0	0	0	0	0	0	35
19:45	0	17	5	0	0	0	0	0	0	0	0	0	0	22
20:00	0	19	5	0	1	0	0	0	0	0	0	0	0	25
20:15	0	17	7	0	2	0	0	0	0	0	0	0	0	26
20:30	0	13	12	0	0	0	0	0	0	0	0	0	0	25
20:45	0	13	4	0	0	0	0	0	0	0	0	0	0	17
21:00	0	6	8	0	1	0	0	0	0	0	0	0	0	15
21:15	0	5	7	0	0	0	0	0	0	0	0	0	0	12
21:30	0	12	8	0	0	0	0	0	0	0	0	0	0	20
21:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Totals	4	2169	1089	26	167	116	3	12	15					3601
% of Totals	0%	60%	30%	1%	5%	3%	0%	0%	0%					100%

AM Volumes	0	767	400	12	70	60	0	7	6	0	0	0	0	1322
% AM		21%	11%	0%	2%			0%	2%					37%
AM Peak Hour	11:45	07:00	07:00	06:30	06:45	07:45		08:30	06:45					07:00
Volume	1	169	92	5	17	15		3	2					293
PM Volumes	4	1402	689	14	97	56	3	9	9	0	0	0	0	2279
% PM	0%	39%	19%	0%	3%	2%	0%	0%	0%					63%
PM Peak Hour	12:15	16:00	16:00	15:30	16:30	12:00	13:15	13:00	15:15					16:00
Volume	2	231	121	7	17	15	2	5						385

Directional Peak Periods		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	Volume	%	Volume	%	Volume	%	Volume	%
	523	422	15%	422	12%	715	20%	1941	54%

Classification Definitions				
1 Motorcycles	4 Buses	7 > =4-Axle Single Units	10 > =6-Axle Single Trailers	13 > =7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 < =4-Axle Single Trailers	11 < =5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION
Goshen Rd E/O Hodgeville Rd

Prepared by National Data & Surveying Services

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:30	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:45	0	7	0	0	0	0	0	0	2	0	0	0	0	9
05:00	0	9	3	0	0	0	0	0	1	0	0	0	0	13
05:15	0	6	5	0	1	0	0	0	1	0	0	0	0	13
05:30	0	16	9	0	1	0	0	0	0	0	0	0	0	26
05:45	0	17	8	0	2	0	0	0	0	0	0	0	0	27
06:00	0	24	8	0	1	0	0	0	0	0	0	0	0	33
06:15	0	15	10	0	2	0	0	1	0	0	0	0	0	28
06:30	0	31	8	0	1	0	0	0	0	0	0	0	0	40
06:45	0	42	11	1	1	0	0	0	1	0	0	0	0	56
07:00	0	37	20	0	3	0	0	0	1	0	0	0	0	61
07:15	0	30	17	0	4	2	0	0	0	0	0	0	0	53
07:30	0	35	28	5	2	3	0	0	0	0	0	0	0	73
07:45	0	52	15	3	6	2	0	1	0	0	0	0	0	79
08:00	0	39	16	0	2	1	0	0	1	0	0	0	0	59
08:15	0	35	15	0	7	2	0	2	0	0	0	0	0	61
08:30	0	23	9	0	2	2	0	0	1	0	0	0	0	37
08:45	0	29	9	0	3	1	0	0	0	0	0	0	0	42
09:00	0	36	14	1	2	0	0	0	0	0	0	0	0	53
09:15	0	52	24	0	4	1	0	1	0	0	0	0	0	82
09:30	1	39	20	0	5	3	0	0	0	0	0	0	0	68
09:45	0	45	17	0	6	3	0	0	0	0	0	0	0	71
10:00	0	31	21	0	7	1	0	2	1	0	0	0	0	63
10:15	0	24	13	0	3	1	0	0	0	0	0	0	0	41
10:30	0	35	16	0	7	2	0	0	0	0	0	0	0	60
10:45	0	25	16	1	2	0	0	0	0	0	0	0	0	44
11:00	0	39	19	2	3	3	0	0	0	0	0	0	0	66
11:15	0	35	16	0	2	1	0	0	0	0	0	0	0	54
11:30	0	29	18	0	6	0	0	1	1	0	0	0	0	55
11:45	0	36	13	0	5	1	0	0	0	0	0	0	0	55
12:00 PM	0	32	16	0	0	1	0	0	0	0	0	0	0	49
12:15	0	36	21	0	4	0	0	0	0	0	0	0	0	61
12:30	0	36	21	0	6	3	0	0	0	0	0	0	0	66
12:45	0	81	49	1	7	6	2	1	5	0	0	0	0	152
13:00	2	85	45	4	7	4	1	3	7	0	0	0	0	158
13:15	0	99	50	2	7	7	1	3	5	0	0	0	0	174
13:30	1	79	42	3	8	7	3	2	4	0	0	0	0	149
13:45	1	97	41	1	8	6	4	4	2	0	0	0	0	164
14:00	2	83	37	4	6	4	1	5	4	0	0	0	0	146
14:15	2	81	38	3	4	4	4	4	4	0	0	0	0	140
14:30	0	63	45	1	8	8	2	4	1	0	0	0	0	132
14:45	0	50	19	2	3	1	0	1	0	0	0	0	0	76
15:00	0	48	27	1	4	3	0	1	2	0	0	0	0	86
15:15	0	37	17	0	2	3	0	0	0	0	0	0	0	59
15:30	0	42	24	0	3	3	0	0	0	0	0	0	0	73
15:45	0	48	21	1	6	1	0	0	0	0	0	0	0	77
16:00	0	30	19	0	3	2	0	0	0	0	0	0	0	54
16:15	0	45	21	1	2	3	0	0	0	0	0	0	0	72
16:30	0	41	31	4	6	3	0	1	0	0	0	0	0	86
16:45	0	66	15	1	2	1	0	0	0	0	0	0	0	85
17:00	0	51	27	0	3	0	0	0	0	0	0	0	0	81
17:15	1	42	32	2	6	1	0	0	0	0	0	0	0	84
17:30	1	52	31	0	6	1	0	2	0	0	0	0	0	93
17:45	0	63	23	0	1	0	0	0	0	0	0	0	0	87
18:00	0	61	20	0	0	0	0	0	0	0	0	0	0	81
18:15	0	47	15	0	2	0	1	1	0	0	0	0	0	66
18:30	0	38	13	0	1	0	0	0	0	0	0	0	0	52
18:45	0	39	18	0	1	0	0	1	0	0	0	0	0	59
19:00	0	25	10	0	2	0	0	0	0	0	0	0	0	37
19:15	0	28	12	0	2	0	0	0	0	0	0	0	0	42
19:30	0	38	14	0	2	0	0	0	0	0	0	0	0	54
19:45	0	42	12	0	2	0	0	0	0	0	0	0	0	56
20:00	0	36	6	0	0	0	0	0	0	0	0	0	0	42
20:15	0	30	7	0	1	0	0	0	0	0	0	0	0	38
20:30	0	26	8	0	2	0	0	0	0	0	0	0	0	36
20:45	0	26	7	0	0	0	0	1	0	0	0	0	0	34
21:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
21:15	0	10	9	0	2	0	0	0	0	0	0	0	0	21
21:30	0	11	6	0	1	0	0	0	0	0	0	0	0	18
21:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
22:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
22:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13
22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Totals	11	2784	1297	44	220	101	15	43	44					4559
% of Totals	0%	61%	28%	1%	5%	2%	0%	1%	1%					100%

AM Volumes	1	889	408	13	90	29	0	8	10	0	0	0	0	1448
% AM	0%	19%	9%	0%	2%	1%	0%	0%	0%					32%
AM Peak Hour	08:45	09:00	09:15	07:00	09:45	07:15		07:30	04:30					09:15
Volume	1	172	82	8	23	8		3	4					284
PM Volumes	10	1895	889	31	130	72	15	35	34	0	0	0	0	3111
% PM	0%	42%	19%	1%	3%	2%	0%	1%	1%					68%
PM Peak Hour	13:30	13:00	12:45	13:30	13:00	12:45	13:00	13:45	12:45					13:00
Volume	6	360	186	11	30	24	9	17	21					645

Directional Peak Periods	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
All Classes	Volume 465 % 10%	Volume 973 % 21%	Volume 642 % 14%	Volume 2479 % 54%

Classification Definitions				
1 Motorcycles	4 Buses	7 > =4-Axle Single Units	10 > =6-Axle Single Trailers	13 > =7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 < =4-Axle Single Trailers	11 < =5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION
Goshen Rd E/O Hodgeville Rd

Prepared by National Data & Surveying Services

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	1	0	0	0	0	0	1	0	0	0	0	4
04:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
04:15	0	4	5	0	0	0	0	0	0	0	0	0	0	9
04:30	0	2	6	0	0	0	0	0	0	0	0	0	0	8
04:45	0	13	3	0	0	0	0	0	2	0	0	0	0	18
05:00	0	14	3	0	1	0	0	0	1	0	0	0	0	19
05:15	0	11	9	0	1	0	0	0	1	0	0	0	0	22
05:30	0	22	11	0	1	0	0	0	0	0	0	0	0	34
05:45	0	33	13	0	3	0	0	0	0	0	0	0	0	49
06:00	0	41	13	0	3	0	0	0	0	0	0	0	0	57
06:15	0	30	17	0	3	1	0	1	0	0	0	0	0	52
06:30	0	56	24	1	3	0	0	0	0	0	0	0	0	84
06:45	0	81	29	2	7	1	0	1	1	0	0	0	0	122
07:00	0	73	38	1	8	3	0	0	1	0	0	0	0	124
07:15	0	78	38	2	7	4	0	0	0	0	0	0	0	129
07:30	0	73	59	6	5	5	0	1	2	0	0	0	0	151
07:45	0	99	37	3	8	6	0	2	0	0	0	0	0	155
08:00	0	74	30	1	3	5	0	0	1	0	0	0	0	114
08:15	0	68	31	1	11	4	0	2	0	0	0	0	0	117
08:30	0	62	28	0	4	7	0	0	1	0	0	0	0	102
08:45	0	60	27	1	5	2	0	1	0	0	0	0	0	96
09:00	0	63	28	1	6	3	0	1	0	0	0	0	0	102
09:15	0	83	43	0	7	4	0	2	2	0	0	0	0	141
09:30	1	59	32	0	5	6	0	0	0	0	0	0	0	103
09:45	0	79	32	0	7	6	0	0	0	0	0	0	0	124
10:00	0	59	34	1	9	4	0	2	1	0	0	0	0	110
10:15	0	51	29	0	5	6	0	0	0	0	0	0	0	91
10:30	0	54	28	0	9	3	0	0	2	0	0	0	0	96
10:45	0	51	27	1	10	6	0	0	0	0	0	0	0	95
11:00	0	61	34	2	4	5	0	0	0	0	0	0	0	106
11:15	0	62	30	1	5	4	0	0	0	0	0	0	0	102
11:30	0	53	34	0	10	2	0	1	1	0	0	0	0	101
11:45	0	59	26	1	10	2	0	0	0	0	0	0	0	98
12:00 PM	0	53	37	0	4	4	0	0	1	0	0	0	0	99
12:15	0	71	34	1	8	5	0	0	0	0	0	0	0	119
12:30	1	70	35	0	7	5	0	0	0	0	0	0	0	118
12:45	0	109	63	1	9	11	2	1	5	0	0	0	0	201
13:00	3	107	65	4	11	6	1	3	7	0	0	0	0	207
13:15	0	131	66	2	8	9	1	4	5	0	0	0	0	226
13:30	1	121	61	4	11	11	4	2	5	0	0	0	0	220
13:45	1	122	53	1	9	8	4	5	2	0	0	0	0	205
14:00	3	109	49	7	8	6	2	5	4	0	0	0	0	193
14:15	2	116	53	3	8	7	0	4	4	0	0	0	0	197
14:30	0	94	62	1	11	10	2	4	2	0	0	0	0	186
14:45	0	87	38	2	8	5	0	1	0	0	0	0	0	141
15:00	0	91	47	1	7	6	0	1	3	0	0	0	0	156
15:15	0	79	39	1	3	7	0	1	0	0	0	0	0	130
15:30	1	84	47	0	7	5	1	1	0	0	0	0	0	146
15:45	0	90	36	1	9	3	0	0	3	0	0	0	0	142
16:00	0	95	49	5	5	5	0	0	2	0	0	0	0	161
16:15	0	99	53	3	6	5	0	0	0	0	0	0	0	166
16:30	0	99	61	4	13	6	0	1	0	0	0	0	0	184
16:45	0	120	44	1	4	1	0	1	0	0	0	0	0	171
17:00	0	95	46	0	6	0	0	1	0	0	0	0	0	148
17:15	1	95	70	2	11	2	0	0	0	0	0	0	0	181
17:30	1	105	52	1	8	1	0	2	0	0	0	0	0	170
17:45	0	119	51	0	6	0	0	0	0	0	0	0	0	176
18:00	0	108	41	0	2	0	0	0	0	0	0	0	0	151
18:15	0	118	47	0	7	0	1	1	0	0	0	0	0	174
18:30	0	77	34	0	3	0	0	0	0	0	0	0	0	114
18:45	0	81	36	0	5	0	0	1	0	0	0	0	0	123
19:00	0	61	24	0	3	0	0	0	0	0	0	0	0	88
19:15	0	60	22	0	4	0	0	0	0	0	0	0	0	86
19:30	0	61	24	0	4	0	0	0	0	0	0	0	0	89
19:45	0	59	17	0	2	0	0	0	0	0	0	0	0	78
20:00	0	55	11	0	1	0	0	0	0	0	0	0	0	67
20:15	0	47	14	0	3	0	0	0	0	0	0	0	0	64
20:30	0	39	20	0	2	0	0	0	0	0	0	0	0	61
20:45	0	39	11	0	0	0	0	1	0	0	0	0	0	51
21:00	0	13	13	0	1	0	0	0	0	0	0	0	0	27
21:15	0	15	16	0	2	0	0	0	0	0	0	0	0	33
21:30	0	23	14	0	1	0	0	0	0	0	0	0	0	38
21:45	0	16	7	0	0	0	0	0	0	0	0	0	0	23
22:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
22:15	0	13	4	0	0	0	0	0	0	0	0	0	0	17
22:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
23:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
23:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Totals	15	4953	2386	70	387	217	18	55	59					8160
% of Totals	0%	61%	29%	1%	5%	3%	0%	1%	1%					100%

AM Volumes	1	1656	808	25	160	89	0	15	16	0	0	0	0	2770
% AM	0%	20%	10%	0%	2%	1%	0%	0%	0%					34%
AM Peak Hour	08:45	07:15	07:00	07:00	10:00	07:45		07:30	04:30					07:00
Volume	1	324	172	12	33	22		5	4					559
PM Volumes	14	3297	1578	45	227	128	18	40	43	0	0	0	0	5390
% PM	0%	40%	19%	1%	3%	2%	0%	0%	1%					66%
PM Peak Hour	13:30	13:15	12:45	13:30	12:45	12:45	13:15	13:45	12:45					13:00
Volume	7	483	255	15	39	37	11	18	22					858

Directional Peak Periods		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	All Classes	Volume	%	All Classes	Volume	%	All Classes
	988	12%		1395	17%		1357	17%	4420

Classification Definitions

1 Motorcycles	4 Buses	7 > =4-Axle Single Units	10 > =6-Axle Single Trailers	13 > =7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 < =4-Axle Single Trailers	11 < =5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services
CLASSIFICATION
 Goshen Rd E/O Hodgeville Rd

Day: Tuesday
 Date: 2/7/2023

City: Rincon
 Project #: GA23_180020_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	1	0	0	0	0	1	0	0	0	0	0	2
04:00	0	13	10	0	0	0	0	0	0	0	0	0	0	23
05:00	0	32	11	0	2	0	0	0	0	0	0	0	0	45
06:00	0	96	46	2	11	2	0	1	0	0	0	0	0	158
07:00	0	169	92	4	13	11	0	2	2	0	0	0	0	293
08:00	0	138	67	3	9	12	0	1	0	0	0	0	0	230
09:00	0	112	60	0	8	12	0	2	2	0	0	0	0	196
10:00	0	100	52	1	14	15	0	0	2	0	0	0	0	184
11:00	0	96	58	2	13	8	0	0	0	0	0	0	0	177
12:00 PM	1	118	62	1	11	15	0	0	1	0	0	0	0	209
13:00	1	121	67	1	9	10	1	2	1	0	0	0	0	213
14:00	1	129	63	3	14	11	1	0	1	0	0	0	0	223
15:00	1	169	80	1	11	11	1	1	4	0	0	0	0	279
16:00	0	231	121	7	15	8	0	1	2	0	0	0	0	385
17:00	0	206	106	1	15	1	0	1	0	0	0	0	0	330
18:00	0	199	92	0	13	0	0	0	0	0	0	0	0	304
19:00	0	108	39	0	5	0	0	0	0	0	0	0	0	152
20:00	0	62	28	0	3	0	0	0	0	0	0	0	0	93
21:00	0	31	27	0	1	0	0	0	0	0	0	0	0	59
22:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22
23:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
Totals	4	2169	1089	26	167	116	3	12	15					3601
% of Totals	0%	60%	30%	1%	5%	3%	0%	0%	0%					100%

AM Volumes	0	767	400	12	70	60	0	7	6	0	0	0	0	1322
% AM		21%	11%	0%	2%	2%		0%	0%					37%
AM Peak Hour		07:00	07:00	07:00	10:00	10:00		07:00	07:00					07:00
Volume		169	92	4	14	15		2	2					293
PM Volumes	4	1402	689	14	97	56	3	5	9	0	0	0	0	2279
% PM	0%	39%	19%	0%	3%	2%	0%	0%	0%					63%
PM Peak Hour	12:00	16:00	16:00	16:00	16:00	12:00	13:00	13:00	15:00					16:00
Volume	1	231	121	7	15	15	1	2	4					385

Directional Peak Periods All Classes	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
Volume	523	422	715	1941
%	15%	12%	20%	54%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services
CLASSIFICATION
 Goshen Rd E/O Hodgeville Rd

Day: Tuesday
 Date: 2/7/2023

City: Rincon
 Project #: GA23_180020_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	8	8	0	0	0	0	0	2	0	0	0	0	18
05:00	0	48	25	0	4	0	0	0	2	0	0	0	0	79
06:00	0	112	37	1	5	0	0	1	1	0	0	0	0	157
07:00	0	154	80	8	15	7	0	1	1	0	0	0	0	266
08:00	0	126	49	0	14	6	0	2	2	0	0	0	0	199
09:00	1	172	75	1	17	7	0	1	0	0	0	0	0	274
10:00	0	115	66	1	19	4	0	2	1	0	0	0	0	208
11:00	0	139	66	2	16	5	0	1	1	0	0	0	0	230
12:00 PM	0	185	107	1	17	10	2	1	5	0	0	0	0	328
13:00	4	360	178	10	30	24	9	12	18	0	0	0	0	645
14:00	4	277	139	10	21	17	3	14	9	0	0	0	0	494
15:00	0	175	89	2	15	10	0	2	2	0	0	0	0	295
16:00	0	182	86	6	13	9	0	1	0	0	0	0	0	297
17:00	2	208	113	2	16	2	0	2	0	0	0	0	0	345
18:00	0	185	66	0	4	0	1	2	0	0	0	0	0	258
19:00	0	133	48	0	8	0	0	0	0	0	0	0	0	189
20:00	0	118	28	0	3	0	0	1	0	0	0	0	0	150
21:00	0	36	23	0	3	0	0	0	0	0	0	0	0	62
22:00	0	26	7	0	0	0	0	0	0	0	0	0	0	33
23:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
Totals	11	2784	1297	44	220	101	15	43	44					4559
% of Totals	0%	61%	28%	1%	5%	2%	0%	1%	1%					100%

AM Volumes	1	889	408	13	90	29	0	8	10	0	0	0	0	1448
% AM	0%	19%	9%	0%	2%	1%		0%	0%					32%
AM Peak Hour	09:00	09:00	07:00	07:00	10:00	07:00		08:00	04:00					09:00
Volume	1	172	80	8	19	7		2	2					274
PM Volumes	10	1895	889	31	130	72	15	35	34	0	0	0	0	3111
% PM	0%	42%	19%	1%	3%	2%	0%	1%	1%					68%
PM Peak Hour	13:00	13:00	13:00	13:00	13:00	13:00	13:00	14:00	13:00					13:00
Volume	4	360	178	10	30	24	9	14	18					645

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	465	10%	973	21%	642	14%	2479	54%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services
CLASSIFICATION
 Goshen Rd E/O Hodgeville Rd

Day: Tuesday
 Date: 2/7/2023

City: Rincon
 Project #: GA23_180020_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
01:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	5	1	0	0	0	0	1	0	0	0	0	0	7
04:00	0	21	18	0	0	0	0	0	2	0	0	0	0	41
05:00	0	80	36	0	6	0	0	0	2	0	0	0	0	124
06:00	0	208	83	3	16	2	0	2	1	0	0	0	0	315
07:00	0	323	172	12	28	18	0	3	3	0	0	0	0	559
08:00	0	264	116	3	23	18	0	3	2	0	0	0	0	429
09:00	1	284	135	1	25	19	0	3	2	0	0	0	0	470
10:00	0	215	118	2	33	19	0	2	3	0	0	0	0	392
11:00	0	235	124	4	29	13	0	1	1	0	0	0	0	407
12:00 PM	1	303	169	2	28	25	2	1	6	0	0	0	0	537
13:00	5	481	245	11	39	34	10	14	19	0	0	0	0	858
14:00	5	406	202	13	35	28	4	14	10	0	0	0	0	717
15:00	1	344	169	3	26	21	1	3	6	0	0	0	0	574
16:00	0	413	207	13	28	17	0	2	2	0	0	0	0	682
17:00	2	414	219	3	31	3	0	3	0	0	0	0	0	675
18:00	0	384	158	0	17	0	1	2	0	0	0	0	0	562
19:00	0	241	87	0	13	0	0	0	0	0	0	0	0	341
20:00	0	180	56	0	6	0	0	1	0	0	0	0	0	243
21:00	0	67	50	0	4	0	0	0	0	0	0	0	0	121
22:00	0	47	8	0	0	0	0	0	0	0	0	0	0	55
23:00	0	17	8	0	0	0	0	0	0	0	0	0	0	25
Totals	15	4953	2386	70	387	217	18	55	59					8160
% of Totals	0%	61%	29%	1%	5%	3%	0%	1%	1%					100%

AM Volumes	1	1656	808	25	160	89	0	15	16	0	0	0	0	2770
% AM	0%	20%	10%	0%	2%	1%		0%	0%					34%
AM Peak Hour	09:00	07:00	07:00	07:00	10:00	09:00		07:00	07:00					07:00
Volume	1	323	172	12	33	19		3	3					559
PM Volumes	14	3297	1578	45	227	128	18	40	43	0	0	0	0	5390
% PM	0%	40%	19%	1%	3%	2%	0%	0%	1%					66%
PM Peak Hour	13:00	13:00	13:00	14:00	13:00	13:00	13:00	13:00	13:00					13:00
Volume	5	481	245	13	39	34	10	14	19					858

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	988	↔ 12%	1395	↔ 17%	1357	↔ 17%	4420	↔ 54%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Goshen Rd E/O Hodgeville Rd

Day: Tuesday
 Date: 2/7/2023

City: Rincon
 Project #: GA23_180020_002

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	3,601	4,559	8,160					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	1	2	3	12:00	0	0	50	49	99			
00:15	0	0	1	2	3	12:15	0	0	58	61	119			
00:30	0	0	2	3	5	12:30	0	0	52	66	118			
00:45	0	0	1	5	0	12:45	0	0	49	209	152	328	201	537
01:00	0	0	1	0	1	13:00	0	0	49	158	207			
01:15	0	0	2	2	4	13:15	0	0	52	174	226			
01:30	0	0	2	0	2	13:30	0	0	71	149	220			
01:45	0	0	1	6	1	13:45	0	0	41	213	164	645	205	858
02:00	0	0	1	1	2	14:00	0	0	47	146	193			
02:15	0	0	1	1	2	14:15	0	0	57	140	197			
02:30	0	0	0	0	0	14:30	0	0	54	132	186			
02:45	0	0	1	3	0	14:45	0	0	65	223	76	494	141	717
03:00	0	0	0	2	2	15:00	0	0	70	86	156			
03:15	0	0	0	0	0	15:15	0	0	71	59	130			
03:30	0	0	0	1	1	15:30	0	0	73	73	146			
03:45	0	0	2	2	2	15:45	0	0	65	279	77	295	142	574
04:00	0	0	3	3	6	16:00	0	0	107	54	161			
04:15	0	0	6	3	9	16:15	0	0	94	72	166			
04:30	0	0	5	3	8	16:30	0	0	98	86	184			
04:45	0	0	9	23	9	16:45	0	0	86	385	85	297	171	682
05:00	0	0	6	13	19	17:00	0	0	67	81	148			
05:15	0	0	9	13	22	17:15	0	0	97	84	181			
05:30	0	0	8	26	34	17:30	0	0	77	93	170			
05:45	0	0	22	45	27	17:45	0	0	89	330	87	345	176	675
06:00	0	0	24	33	57	18:00	0	0	70	81	151			
06:15	0	0	24	28	52	18:15	0	0	108	66	174			
06:30	0	0	44	40	84	18:30	0	0	62	52	114			
06:45	0	0	66	158	56	18:45	0	0	64	304	59	258	123	562
07:00	0	0	63	61	124	19:00	0	0	51	37	88			
07:15	0	0	76	53	129	19:15	0	0	44	42	86			
07:30	0	0	78	73	151	19:30	0	0	35	54	89			
07:45	0	0	76	293	79	19:45	0	0	22	152	56	189	78	341
08:00	0	0	55	59	114	20:00	0	0	25	42	67			
08:15	0	0	56	61	117	20:15	0	0	26	38	64			
08:30	0	0	65	37	102	20:30	0	0	25	36	61			
08:45	0	0	54	230	42	20:45	0	0	17	93	34	150	51	243
09:00	0	0	49	53	102	21:00	0	0	15	12	27			
09:15	0	0	59	82	141	21:15	0	0	12	21	33			
09:30	0	0	35	68	103	21:30	0	0	20	18	38			
09:45	0	0	53	196	71	21:45	0	0	12	59	11	62	23	121
10:00	0	0	47	63	110	22:00	0	0	8	12	20			
10:15	0	0	50	41	91	22:15	0	0	4	13	17			
10:30	0	0	36	60	96	22:30	0	0	3	4	7			
10:45	0	0	51	184	44	22:45	0	0	7	22	4	33	11	55
11:00	0	0	40	66	106	23:00	0	0	3	4	7			
11:15	0	0	48	54	102	23:15	0	0	2	4	6			
11:30	0	0	46	55	101	23:30	0	0	2	4	6			
11:45	0	0	43	177	55	23:45	0	0	3	10	3	15	6	25
TOTALS			1322	1448	2770	TOTALS			2279	3111	5390			
SPLIT %			47.7%	52.3%	33.9%	SPLIT %			42.3%	57.7%	66.1%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	3,601	4,559	8,160

AM Peak Hour	07:00	09:15	07:00	PM Peak Hour	16:00	13:00	13:00
AM Pk Volume	293	284	559	PM Pk Volume	385	645	858
Pk Hr Factor	0.939	0.866	0.902	Pk Hr Factor	0.900	0.927	0.949
7 - 9 Volume	0	0	523	4 - 6 Volume	0	0	1357
7 - 9 Peak Hour	07:00	07:30	07:00	4 - 6 Peak Hour	16:00	17:00	16:30
7 - 9 Pk Volume	0	0	293	4 - 6 Pk Volume	0	0	684
Pk Hr Factor	0.000	0.000	0.939	Pk Hr Factor	0.000	0.000	0.929

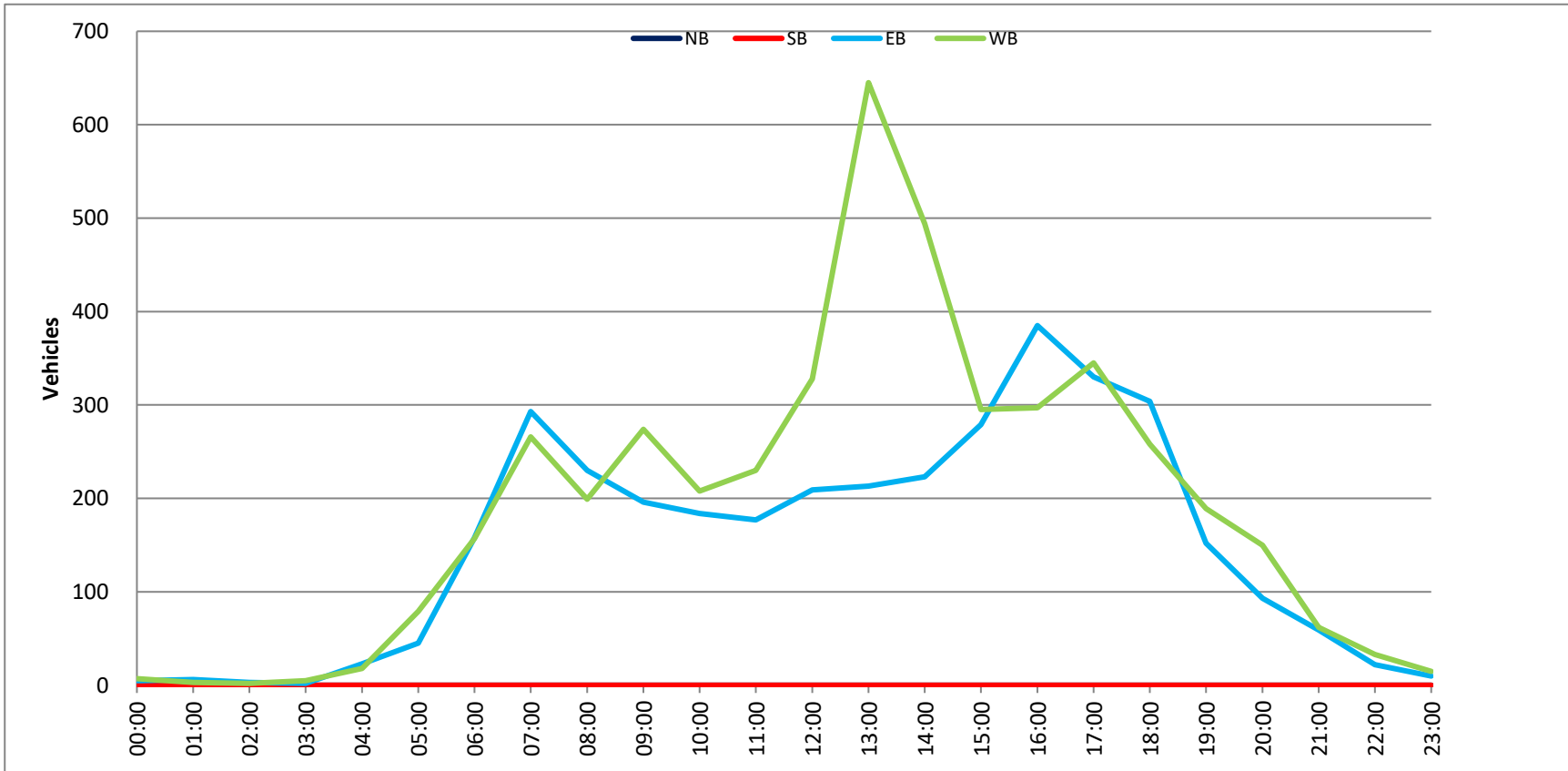
Prepared by NDS/ATD

Project #: GA23_180020_002

City: Rincon

Location: Goshen Rd E/O Hodgeville Rd













Date: 2/7/2023



Appendix B: Capacity Analysis Outputs

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

Existing Conditions
Baseline

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑			↑		↑	↑↑	↑				
Traffic Volume (vph)	246	80	0	0	33	21	66	693	57	0	0	0	
Future Volume (vph)	246	80	0	0	33	21	66	693	57	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	
Fr _t	0.948					0.850							
Fl _t Protected	0.964							0.950					
Satd. Flow (prot)	0	1796	0	0	1594	0	1597	3195	1429	0	0	0	
Fl _t Permitted	0.740							0.950					
Satd. Flow (perm)	0	1378	0	0	1594	0	1597	3195	1429	0	0	0	
Right Turn on Red	Yes									Yes			Yes
Satd. Flow (RTOR)	23					63							
Link Speed (mph)	45				45				45				45
Link Distance (ft)	206				339				470				288
Travel Time (s)	3.1				5.1				7.1				4.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	2%	2%	2%	13%	13%	13%	13%	13%	13%	0%	0%	0%	
Adj. Flow (vph)	273	89	0	0	37	23	73	770	63	0	0	0	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	362	0	0	60	0	73	770	63	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	0				0				12				12
Link Offset(ft)	0				0				0				0
Crosswalk Width(ft)	16				16				16				16
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		15	9		15	9		15	9		
Number of Detectors	1	2				2	1	2	1				
Detector Template	Left	Thru			Thru		Left	Thru	Right				
Leading Detector (ft)	20	100			100		20	100	20				
Trailing Detector (ft)	0	0			0		0	0	0				
Detector 1 Position(ft)	0	0			0		0	0	0				
Detector 1 Size(ft)	20	6			6		20	6	20				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0				
Detector 2 Position(ft)	94				94				94				
Detector 2 Size(ft)	6				6				6				
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex						
Detector 2 Channel													
Detector 2 Extend (s)	0.0			0.0			0.0						
Turn Type	Perm	NA			NA		Perm	NA	Perm				
Protected Phases	4				8				2				
Permitted Phases	4						2	2					
Detector Phase	4	4			8		2	2	2				
Switch Phase													

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

Existing Conditions
Baseline






Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%	50.0%			
Maximum Green (s)	18.0	18.0			18.0		18.0	18.0	18.0			
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		14.9			14.9		18.9	18.9	18.9			
Actuated g/C Ratio		0.35			0.35		0.44	0.44	0.44			
v/c Ratio		0.76			0.11		0.10	0.55	0.09			
Control Delay		23.8			6.6		8.8	11.4	3.5			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		23.8			6.6		8.8	11.4	3.5			
LOS		C			A		A	B	A			
Approach Delay		23.8			6.6			10.7				
Approach LOS		C			A			B				
Queue Length 50th (ft)		72			6		10	71	0			
Queue Length 95th (ft)		#172			21		30	122	16			
Internal Link Dist (ft)		126			259			390			208	
Turn Bay Length (ft)												
Base Capacity (vph)		580			685		705	1412	666			
Starvation Cap Reductn		0			0		0	0	0			
Spillback Cap Reductn		0			0		0	0	0			
Storage Cap Reductn		0			0		0	0	0			
Reduced v/c Ratio		0.62			0.09		0.10	0.55	0.09			

Intersection Summary



















Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 42.8
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 14.0
 Intersection LOS: B
 Intersection Capacity Utilization 51.2%
 ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 21 N & Goshen Rd

 Ø2 22.5 s	 Ø4 22.5 s
	 Ø8 22.5 s

Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

Existing Conditions
Baseline

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	286	169	24	92	0	0	0	0	61	1158	142
Future Volume (vph)	0	286	169	24	92	0	0	0	0	61	1158	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected					0.990					0.950		
Satd. Flow (prot)	0	1827	1553	0	1791	0	0	0	0	1703	3406	1524
Flt Permitted					0.889					0.950		
Satd. Flow (perm)	0	1827	1553	0	1609	0	0	0	0	1703	3406	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42									151
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		278			329			468			496	
Travel Time (s)		4.2			5.0			7.1			7.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	0%	0%	0%	6%	6%	6%
Adj. Flow (vph)	0	304	180	26	98	0	0	0	0	65	1232	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	304	180	0	124	0	0	0	0	65	1232	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	

Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

Existing Conditions
Baseline



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5					22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5					32.5	32.5	32.5
Total Split (%)		40.9%	40.9%	40.9%	40.9%					59.1%	59.1%	59.1%
Maximum Green (s)		18.0	18.0	18.0	18.0					28.0	28.0	28.0
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0					0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5					4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					Max	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0					0	0	0
Act Effct Green (s)		13.3	13.3		13.3					28.4	28.4	28.4
Actuated g/C Ratio		0.26	0.26		0.26					0.56	0.56	0.56
v/c Ratio		0.63	0.41		0.29					0.07	0.65	0.16
Control Delay		22.7	14.5		16.3					6.5	10.5	2.1
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		22.7	14.5		16.3					6.5	10.5	2.1
LOS		C	B		B					A	B	A
Approach Delay		19.7			16.3						9.5	
Approach LOS		B			B						A	
Queue Length 50th (ft)		78	33		29					8	115	0
Queue Length 95th (ft)		141	74		62					25	213	21
Internal Link Dist (ft)		198			249			388			416	
Turn Bay Length (ft)			220									
Base Capacity (vph)		649	578		571					952	1905	919
Starvation Cap Reductn		0	0		0					0	0	0
Spillback Cap Reductn		0	0		0					0	0	0
Storage Cap Reductn		0	0		0					0	0	0
Reduced v/c Ratio		0.47	0.31		0.22					0.07	0.65	0.16

Intersection Summary	
Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	50.8
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	12.3
Intersection LOS:	B
Intersection Capacity Utilization:	64.5%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 2: Goshen Rd & SR 21 S



Lanes, Volumes, Timings
3: Huger St & Goshen Rd

Existing Conditions
Baseline



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	343	11	19	207	25	77
Future Volume (vph)	343	11	19	207	25	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996			0.898		
Flt Protected				0.996	0.988	
Satd. Flow (prot)	1820	0	0	1837	1605	0
Flt Permitted				0.996	0.988	
Satd. Flow (perm)	1820	0	0	1837	1605	0
Link Speed (mph)	45			45	25	
Link Distance (ft)	320			344	240	
Travel Time (s)	4.8			5.2	6.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	3%	3%	5%	5%
Adj. Flow (vph)	361	12	20	218	26	81
Shared Lane Traffic (%)						
Lane Group Flow (vph)	373	0	0	238	107	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	343	11	19	207	25	77
Future Vol, veh/h	343	11	19	207	25	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	3	3	5	5
Mvmt Flow	361	12	20	218	26	81

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	373	0	625
Stage 1	-	-	-	-	367
Stage 2	-	-	-	-	258
Critical Hdwy	-	-	4.13	-	6.45
Critical Hdwy Stg 1	-	-	-	-	5.45
Critical Hdwy Stg 2	-	-	-	-	5.45
Follow-up Hdwy	-	-	2.227	-	3.545
Pot Cap-1 Maneuver	-	-	1180	-	444
Stage 1	-	-	-	-	694
Stage 2	-	-	-	-	778
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1180	-	436
Mov Cap-2 Maneuver	-	-	-	-	436
Stage 1	-	-	-	-	694
Stage 2	-	-	-	-	763

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	593	-	-	1180	-
HCM Lane V/C Ratio	0.181	-	-	0.017	-
HCM Control Delay (s)	12.4	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Lanes, Volumes, Timings
4: Goshen Rd & Crystal Dr

Existing Conditions
Baseline



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↘
Traffic Volume (vph)	5	345	230	6	9	9
Future Volume (vph)	5	345	230	6	9	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1825	1821	0	1417	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1825	1821	0	1417	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		517	497		258	
Travel Time (s)		7.8	7.5		7.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	22%	22%
Adj. Flow (vph)	5	352	235	6	9	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	357	241	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	345	230	6	9	9
Future Vol, veh/h	5	345	230	6	9	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	22	22
Mvmt Flow	5	352	235	6	9	9
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	241	0	-	0	600	238
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	362	-
Critical Hdwy	4.14	-	-	-	6.62	6.42
Critical Hdwy Stg 1	-	-	-	-	5.62	-
Critical Hdwy Stg 2	-	-	-	-	5.62	-
Follow-up Hdwy	2.236	-	-	-	3.698	3.498
Pot Cap-1 Maneuver	1314	-	-	-	433	754
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1314	-	-	-	431	754
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	662	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.1	0	11.8			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1314	-	-	-	548	
HCM Lane V/C Ratio	0.004	-	-	-	0.034	
HCM Control Delay (s)	7.8	0	-	-	11.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Lanes, Volumes, Timings
5: Goshen Rd & Stephens Dr

Existing Conditions
Baseline



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	323	233	7	28	13
Future Volume (vph)	10	323	233	7	28	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.958	
Flt Protected		0.999			0.967	
Satd. Flow (prot)	0	1825	1802	0	1726	0
Flt Permitted		0.999			0.967	
Satd. Flow (perm)	0	1825	1802	0	1726	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1105	517		281	
Travel Time (s)		16.7	7.8		5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	5%	5%	2%	2%
Adj. Flow (vph)	10	330	238	7	29	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	340	245	0	42	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.1%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	10	323	233	7	28	13
Future Vol, veh/h	10	323	233	7	28	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	5	5	2	2
Mvmt Flow	10	330	238	7	29	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	245	0	-	0	592 242
Stage 1	-	-	-	-	242 -
Stage 2	-	-	-	-	350 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1309	-	-	-	469 797
Stage 1	-	-	-	-	798 -
Stage 2	-	-	-	-	713 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1309	-	-	-	465 797
Mov Cap-2 Maneuver	-	-	-	-	465 -
Stage 1	-	-	-	-	791 -
Stage 2	-	-	-	-	713 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1309	-	-	-	536
HCM Lane V/C Ratio	0.008	-	-	-	0.078
HCM Control Delay (s)	7.8	0	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings
6: Goshen Rd & Golden Dr

Existing Conditions
Baseline



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	46	302	164	83	22	39
Future Volume (vph)	46	302	164	83	22	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.955		0.913	
Flt Protected		0.993			0.982	
Satd. Flow (prot)	0	1814	1745	0	1549	0
Flt Permitted		0.993			0.982	
Satd. Flow (perm)	0	1814	1745	0	1549	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1033	680		407	
Travel Time (s)		15.7	10.3		7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	4%	10%	10%
Adj. Flow (vph)	51	336	182	92	24	43
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	387	274	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	46	302	164	83	22	39
Future Vol, veh/h	46	302	164	83	22	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	10	10
Mvmt Flow	51	336	182	92	24	43

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	274	0	-	0	666 228
Stage 1	-	-	-	-	228 -
Stage 2	-	-	-	-	438 -
Critical Hdwy	4.14	-	-	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	2.236	-	-	-	3.59 3.39
Pot Cap-1 Maneuver	1278	-	-	-	412 792
Stage 1	-	-	-	-	791 -
Stage 2	-	-	-	-	634 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1278	-	-	-	392 792
Mov Cap-2 Maneuver	-	-	-	-	392 -
Stage 1	-	-	-	-	752 -
Stage 2	-	-	-	-	634 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1278	-	-	-	579
HCM Lane V/C Ratio	0.04	-	-	-	0.117
HCM Control Delay (s)	7.9	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Lanes, Volumes, Timings
7: Goshen Rd & Paddleford Dr

Existing Conditions
Baseline



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	322	206	5	5	3
Future Volume (vph)	1	322	206	5	5	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.955	
Flt Protected					0.968	
Satd. Flow (prot)	0	1845	1787	0	1405	0
Flt Permitted					0.968	
Satd. Flow (perm)	0	1845	1787	0	1405	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		2061	844		684	
Travel Time (s)		31.2	12.8		18.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	6%	6%	25%	25%
Adj. Flow (vph)	1	358	229	6	6	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	359	235	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	1	322	206	5	5	3
Future Vol, veh/h	1	322	206	5	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	6	6	25	25
Mvmt Flow	1	358	229	6	6	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	235	0	-	0	592 232
Stage 1	-	-	-	-	232 -
Stage 2	-	-	-	-	360 -
Critical Hdwy	4.13	-	-	-	6.65 6.45
Critical Hdwy Stg 1	-	-	-	-	5.65 -
Critical Hdwy Stg 2	-	-	-	-	5.65 -
Follow-up Hdwy	2.227	-	-	-	3.725 3.525
Pot Cap-1 Maneuver	1326	-	-	-	433 753
Stage 1	-	-	-	-	755 -
Stage 2	-	-	-	-	658 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1326	-	-	-	433 753
Mov Cap-2 Maneuver	-	-	-	-	433 -
Stage 1	-	-	-	-	754 -
Stage 2	-	-	-	-	658 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1326	-	-	-	515
HCM Lane V/C Ratio	0.001	-	-	-	0.017
HCM Control Delay (s)	7.7	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
8: Goshen Rd & Autumn Dr

Existing Conditions
Baseline



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	296	209	4	14	10
Future Volume (vph)	2	296	209	4	14	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.942	
Flt Protected					0.972	
Satd. Flow (prot)	0	1845	1770	0	1540	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	1845	1770	0	1540	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		1774	783		641	
Travel Time (s)		26.9	11.9		17.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	3%	3%	7%	7%	13%	13%
Adj. Flow (vph)	2	344	243	5	16	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	346	248	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	2	296	209	4	14	10
Future Vol, veh/h	2	296	209	4	14	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	7	7	13	13
Mvmt Flow	2	344	243	5	16	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	248	0	-	0	594 246
Stage 1	-	-	-	-	246 -
Stage 2	-	-	-	-	348 -
Critical Hdwy	4.13	-	-	-	6.53 6.33
Critical Hdwy Stg 1	-	-	-	-	5.53 -
Critical Hdwy Stg 2	-	-	-	-	5.53 -
Follow-up Hdwy	2.227	-	-	-	3.617 3.417
Pot Cap-1 Maneuver	1312	-	-	-	450 767
Stage 1	-	-	-	-	770 -
Stage 2	-	-	-	-	691 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1312	-	-	-	449 767
Mov Cap-2 Maneuver	-	-	-	-	449 -
Stage 1	-	-	-	-	768 -
Stage 2	-	-	-	-	691 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1312	-	-	-	543
HCM Lane V/C Ratio	0.002	-	-	-	0.051
HCM Control Delay (s)	7.7	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
9: Goshen Rd & Jamestown Dr

Existing Conditions
Baseline



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	2	304	238	2	8	18
Future Volume (vph)	2	304	238	2	8	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.907	
Flt Protected					0.985	
Satd. Flow (prot)	0	1727	1680	0	1572	0
Flt Permitted					0.985	
Satd. Flow (perm)	0	1727	1680	0	1572	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		565	994		411	
Travel Time (s)		8.6	15.1		11.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	13%	13%	8%	8%
Adj. Flow (vph)	2	334	262	2	9	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	336	264	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.6%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	2	304	238	2	8	18
Future Vol, veh/h	2	304	238	2	8	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	10	13	13	8	8
Mvmt Flow	2	334	262	2	9	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	264	0	-	0	601
Stage 1	-	-	-	-	263
Stage 2	-	-	-	-	338
Critical Hdwy	4.2	-	-	-	6.48
Critical Hdwy Stg 1	-	-	-	-	5.48
Critical Hdwy Stg 2	-	-	-	-	5.48
Follow-up Hdwy	2.29	-	-	-	3.572
Pot Cap-1 Maneuver	1255	-	-	-	454
Stage 1	-	-	-	-	767
Stage 2	-	-	-	-	709
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1255	-	-	-	453
Mov Cap-2 Maneuver	-	-	-	-	453
Stage 1	-	-	-	-	765
Stage 2	-	-	-	-	709

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1255	-	-	-	629
HCM Lane V/C Ratio	0.002	-	-	-	0.045
HCM Control Delay (s)	7.9	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
10: Goshen Rd & Exley Loop

Existing Conditions
Baseline



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	333	200	2	3	4
Future Volume (vph)	1	333	200	2	3	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.923	
Flt Protected					0.979	
Satd. Flow (prot)	0	1845	1774	0	1331	0
Flt Permitted					0.979	
Satd. Flow (perm)	0	1845	1774	0	1331	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		452	260		352	
Travel Time (s)		6.8	3.9		8.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	7%	7%	29%	29%
Adj. Flow (vph)	1	366	220	2	3	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	367	222	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	1	333	200	2	3	4
Future Vol, veh/h	1	333	200	2	3	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	7	7	29	29
Mvmt Flow	1	366	220	2	3	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	222	0	-	0	589 221
Stage 1	-	-	-	-	221 -
Stage 2	-	-	-	-	368 -
Critical Hdwy	4.13	-	-	-	6.69 6.49
Critical Hdwy Stg 1	-	-	-	-	5.69 -
Critical Hdwy Stg 2	-	-	-	-	5.69 -
Follow-up Hdwy	2.227	-	-	-	3.761 3.561
Pot Cap-1 Maneuver	1341	-	-	-	429 756
Stage 1	-	-	-	-	756 -
Stage 2	-	-	-	-	644 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1341	-	-	-	429 756
Mov Cap-2 Maneuver	-	-	-	-	429 -
Stage 1	-	-	-	-	755 -
Stage 2	-	-	-	-	644 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1341	-	-	-	570
HCM Lane V/C Ratio	0.001	-	-	-	0.013
HCM Control Delay (s)	7.7	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
11: Goshen Rd & Center Dr

Existing Conditions
Baseline



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↙	↘
Traffic Volume (vph)	0	336	201	2	12	2
Future Volume (vph)	0	336	201	2	12	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.982	
Flt Protected					0.958	
Satd. Flow (prot)	0	1827	1758	0	1787	0
Flt Permitted					0.958	
Satd. Flow (perm)	0	1827	1758	0	1787	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		242	343		307	
Travel Time (s)		3.7	5.2		7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	8%	8%	0%	0%
Adj. Flow (vph)	0	373	223	2	13	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	373	225	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	336	201	2	12	2
Future Vol, veh/h	0	336	201	2	12	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	8	8	0	0
Mvmt Flow	0	373	223	2	13	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	225	0	-	0	597 224
Stage 1	-	-	-	-	224 -
Stage 2	-	-	-	-	373 -
Critical Hdwy	4.14	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.236	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1332	-	-	-	469 820
Stage 1	-	-	-	-	818 -
Stage 2	-	-	-	-	701 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1332	-	-	-	469 820
Mov Cap-2 Maneuver	-	-	-	-	469 -
Stage 1	-	-	-	-	818 -
Stage 2	-	-	-	-	701 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1332	-	-	-	500
HCM Lane V/C Ratio	-	-	-	-	0.031
HCM Control Delay (s)	0	-	-	-	12.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
33: Goshen Rd & DR Horton-Longleaf

Existing Conditions
Baseline



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		376	2061		444	
Travel Time (s)		8.5	46.8		10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	0.0% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	0













Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	1 1
Stage 1	-	-	-	-	1 -
Stage 2	-	-	-	-	0 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022 1084
Stage 1	-	-	-	-	1022 -
Stage 2	-	-	-	-	- -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1622	-	-	-	1022 1084
Mov Cap-2 Maneuver	-	-	-	-	1022 -
Stage 1	-	-	-	-	1022 -
Stage 2	-	-	-	-	- -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

Existing Conditions

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑		↑	↑↑	↑			
Traffic Volume (vph)	294	69	0	0	93	77	193	1505	18	0	0	0
Future Volume (vph)	294	69	0	0	93	77	193	1505	18	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Fr _t					0.939				0.850			
Fl _t Protected		0.961					0.950					
Satd. Flow (prot)	0	1790	0	0	1732	0	1736	3471	1553	0	0	0
Fl _t Permitted		0.646					0.950					
Satd. Flow (perm)	0	1203	0	0	1732	0	1736	3471	1553	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16				25			
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		206			339			470			288	
Travel Time (s)		3.1			5.1			7.1			4.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	4%	4%	4%	0%	0%	0%
Adj. Flow (vph)	309	73	0	0	98	81	203	1584	19	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	382	0	0	179	0	203	1584	19	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			8		2	2	2			
Switch Phase												

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

Existing Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	27.0	27.0			27.0		38.0	38.0	38.0			
Total Split (%)	41.5%	41.5%			41.5%		58.5%	58.5%	58.5%			
Maximum Green (s)	22.5	22.5			22.5		33.5	33.5	33.5			
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		21.9			21.9		33.5	33.5	33.5			
Actuated g/C Ratio		0.34			0.34		0.52	0.52	0.52			
v/c Ratio		0.94			0.30		0.22	0.88	0.02			
Control Delay		55.2			15.7		9.4	21.3	3.2			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		55.2			15.7		9.4	21.3	3.2			
LOS		E			B		A	C	A			
Approach Delay		55.2			15.7			19.8				
Approach LOS		E			B			B				
Queue Length 50th (ft)		142			46		41	271	0			
Queue Length 95th (ft)		#297			90		75	#432	7			
Internal Link Dist (ft)		126			259			390			208	
Turn Bay Length (ft)												
Base Capacity (vph)		420			616		903	1806	820			
Starvation Cap Reductn		0			0		0	0	0			
Spillback Cap Reductn		0			0		0	0	0			
Storage Cap Reductn		0			0		0	0	0			
Reduced v/c Ratio		0.91			0.29		0.22	0.88	0.02			

Intersection Summary



















Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 64.4
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 25.2
 Intersection LOS: C
 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: SR 21 N & Goshen Rd



Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

Existing Conditions

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	276	103	59	230	0	0	0	0	83	963	269
Future Volume (vph)	0	276	103	59	230	0	0	0	0	83	963	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected					0.990					0.950		
Satd. Flow (prot)	0	1863	1583	0	1862	0	0	0	0	1736	3471	1553
Flt Permitted					0.870					0.950		
Satd. Flow (perm)	0	1863	1583	0	1637	0	0	0	0	1736	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36									289
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		278			329			468			496	
Travel Time (s)		4.2			5.0			7.1			7.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	4%	4%	4%
Adj. Flow (vph)	0	297	111	63	247	0	0	0	0	89	1035	289
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	297	111	0	310	0	0	0	0	89	1035	289
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	

Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

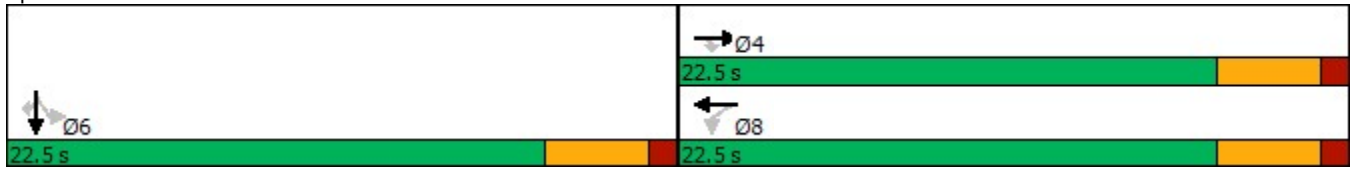
Existing Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5					22.5	22.5	22.5
Total Split (s)		22.5	22.5	22.5	22.5					22.5	22.5	22.5
Total Split (%)		50.0%	50.0%	50.0%	50.0%					50.0%	50.0%	50.0%
Maximum Green (s)		18.0	18.0	18.0	18.0					18.0	18.0	18.0
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0					0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5					4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					Max	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0					0	0	0
Act Effct Green (s)		12.3	12.3		12.3					18.2	18.2	18.2
Actuated g/C Ratio		0.31	0.31		0.31					0.46	0.46	0.46
v/c Ratio		0.51	0.22		0.61					0.11	0.65	0.33
Control Delay		14.3	8.0		17.0					7.9	11.6	2.7
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		14.3	8.0		17.0					7.9	11.6	2.7
LOS		B	A		B					A	B	A
Approach Delay		12.6			17.0						9.5	
Approach LOS		B			B						A	
Queue Length 50th (ft)		52	12		56					10	82	0
Queue Length 95th (ft)		99	34		109					34	171	33
Internal Link Dist (ft)		198			249			388			416	
Turn Bay Length (ft)			220									
Base Capacity (vph)		856	747		752					798	1595	870
Starvation Cap Reductn		0	0		0					0	0	0
Spillback Cap Reductn		0	0		0					0	0	0
Storage Cap Reductn		0	0		0					0	0	0
Reduced v/c Ratio		0.35	0.15		0.41					0.11	0.65	0.33











Intersection Summary	
Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	39.5
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	11.2
Intersection LOS:	B
Intersection Capacity Utilization:	67.8%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 2: Goshen Rd & SR 21 S



Lanes, Volumes, Timings
3: Huger St & Goshen Rd

Existing Conditions

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	272	25	77	419	14	46
Future Volume (vph)	272	25	77	419	14	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989			0.897		
Flt Protected				0.992	0.988	
Satd. Flow (prot)	1860	0	0	1866	1604	0
Flt Permitted				0.992	0.988	
Satd. Flow (perm)	1860	0	0	1866	1604	0
Link Speed (mph)	45			45	25	
Link Distance (ft)	320			344	240	
Travel Time (s)	4.8			5.2	6.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	5%	5%
Adj. Flow (vph)	286	26	81	441	15	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	312	0	0	522	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	55.8%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	272	25	77	419	14	46
Future Vol, veh/h	272	25	77	419	14	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	5	5
Mvmt Flow	286	26	81	441	15	48

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	312	0	902 299
Stage 1	-	-	-	-	299 -
Stage 2	-	-	-	-	603 -
Critical Hdwy	-	-	4.11	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	-	-	2.209	-	3.545 3.345
Pot Cap-1 Maneuver	-	-	1254	-	304 733
Stage 1	-	-	-	-	746 -
Stage 2	-	-	-	-	541 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1254	-	278 733
Mov Cap-2 Maneuver	-	-	-	-	278 -
Stage 1	-	-	-	-	746 -
Stage 2	-	-	-	-	494 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	530	-	-	1254	-
HCM Lane V/C Ratio	0.119	-	-	0.065	-
HCM Control Delay (s)	12.7	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Lanes, Volumes, Timings
4: Goshen Rd & Crystal Dr

Existing Conditions



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	294	410	20	10	6
Future Volume (vph)	9	294	410	20	10	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.949	
Flt Protected		0.999			0.970	
Satd. Flow (prot)	0	1879	1870	0	1470	0
Flt Permitted		0.999			0.970	
Satd. Flow (perm)	0	1879	1870	0	1470	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		517	497		258	
Travel Time (s)		7.8	7.5		7.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	19%	19%
Adj. Flow (vph)	9	306	427	21	10	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	315	448	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	9	294	410	20	10	6
Future Vol, veh/h	9	294	410	20	10	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	19	19
Mvmt Flow	9	306	427	21	10	6
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	448	0	-	0	762	438
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	4.11	-	-	-	6.59	6.39
Critical Hdwy Stg 1	-	-	-	-	5.59	-
Critical Hdwy Stg 2	-	-	-	-	5.59	-
Follow-up Hdwy	2.209	-	-	-	3.671	3.471
Pot Cap-1 Maneuver	1118	-	-	-	350	584
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	696	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1118	-	-	-	347	584
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	696	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.2	0	14.2			
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1118	-	-	-	409	
HCM Lane V/C Ratio	0.008	-	-	-	0.041	
HCM Control Delay (s)	8.2	0	-	-	14.2	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Lanes, Volumes, Timings
5: Goshen Rd & Stephens Dr

Existing Conditions



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	287	394	24	15	14
Future Volume (vph)	35	287	394	24	15	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.992		0.935	
Flt Protected		0.995			0.975	
Satd. Flow (prot)	0	1872	1848	0	1732	0
Flt Permitted		0.995			0.975	
Satd. Flow (perm)	0	1872	1848	0	1732	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1105	517		281	
Travel Time (s)		16.7	7.8		5.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	2%	2%	0%	0%
Adj. Flow (vph)	36	296	406	25	15	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	332	431	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.6%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	35	287	394	24	15	14
Future Vol, veh/h	35	287	394	24	15	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	2	2	0	0
Mvmt Flow	36	296	406	25	15	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	431	0	-	0	787 419
Stage 1	-	-	-	-	419 -
Stage 2	-	-	-	-	368 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1134	-	-	-	363 638
Stage 1	-	-	-	-	668 -
Stage 2	-	-	-	-	704 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1134	-	-	-	349 638
Mov Cap-2 Maneuver	-	-	-	-	349 -
Stage 1	-	-	-	-	643 -
Stage 2	-	-	-	-	704 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1134	-	-	-	447
HCM Lane V/C Ratio	0.032	-	-	-	0.067
HCM Control Delay (s)	8.3	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Lanes, Volumes, Timings
6: Goshen Rd & Golden Dr

Existing Conditions



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	27	310	368	36	9	28
Future Volume (vph)	27	310	368	36	9	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.988		0.897	
Flt Protected		0.996			0.988	
Satd. Flow (prot)	0	1874	1840	0	1684	0
Flt Permitted		0.996			0.988	
Satd. Flow (perm)	0	1874	1840	0	1684	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1033	680		407	
Travel Time (s)		15.7	10.3		7.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	2%	2%	0%	0%
Adj. Flow (vph)	28	316	376	37	9	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	344	413	0	38	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	27	310	368	36	9	28
Future Vol, veh/h	27	310	368	36	9	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	1	2	2	0	0
Mvmt Flow	28	316	376	37	9	29

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	413	0	-	0	767
Stage 1	-	-	-	-	395
Stage 2	-	-	-	-	372
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1151	-	-	-	373
Stage 1	-	-	-	-	685
Stage 2	-	-	-	-	702
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1151	-	-	-	362
Mov Cap-2 Maneuver	-	-	-	-	362
Stage 1	-	-	-	-	664
Stage 2	-	-	-	-	702

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1151	-	-	-	549
HCM Lane V/C Ratio	0.024	-	-	-	0.069
HCM Control Delay (s)	8.2	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Lanes, Volumes, Timings
7: Goshen Rd & Paddleford Dr

Existing Conditions



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	330	372	9	3	1
Future Volume (vph)	1	330	372	9	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.966	
Flt Protected					0.964	
Satd. Flow (prot)	0	1881	1876	0	1769	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	1881	1876	0	1769	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		2061	844		684	
Travel Time (s)		31.2	12.8		18.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	1	344	388	9	3	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	345	397	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	330	372	9	3	1
Future Vol, veh/h	1	330	372	9	3	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	1	344	388	9	3	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	397	0	-	0	739
Stage 1	-	-	-	-	393
Stage 2	-	-	-	-	346
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1167	-	-	-	388
Stage 1	-	-	-	-	686
Stage 2	-	-	-	-	721
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1167	-	-	-	388
Mov Cap-2 Maneuver	-	-	-	-	388
Stage 1	-	-	-	-	685
Stage 2	-	-	-	-	721

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1167	-	-	-	433
HCM Lane V/C Ratio	0.001	-	-	-	0.01
HCM Control Delay (s)	8.1	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
8: Goshen Rd & Autumn Dr

Existing Conditions



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	307	358	11	5	6
Future Volume (vph)	9	307	358	11	5	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.926	
Flt Protected		0.999			0.978	
Satd. Flow (prot)	0	1879	1874	0	1721	0
Flt Permitted		0.999			0.978	
Satd. Flow (perm)	0	1879	1874	0	1721	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		1774	783		641	
Travel Time (s)		26.9	11.9		17.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	9	323	377	12	5	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	332	389	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	9	307	358	11	5	6
Future Vol, veh/h	9	307	358	11	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	9	323	377	12	5	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	389	0	0	724	383
Stage 1	-	-	-	383	-
Stage 2	-	-	-	341	-
Critical Hdwy	4.11	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	3.5	3.3
Pot Cap-1 Maneuver	1175	-	-	396	669
Stage 1	-	-	-	694	-
Stage 2	-	-	-	725	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1175	-	-	392	669
Mov Cap-2 Maneuver	-	-	-	392	-
Stage 1	-	-	-	688	-
Stage 2	-	-	-	725	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1175	-	-	-	506
HCM Lane V/C Ratio	0.008	-	-	-	0.023
HCM Control Delay (s)	8.1	0	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
9: Goshen Rd & Jamestown Dr

Existing Conditions



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	17	322	345	15	8	8
Future Volume (vph)	17	322	345	15	8	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.932	
Flt Protected		0.998			0.976	
Satd. Flow (prot)	0	1841	1816	0	1529	0
Flt Permitted		0.998			0.976	
Satd. Flow (perm)	0	1841	1816	0	1529	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		565	994		411	
Travel Time (s)		8.6	15.1		11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	4%	4%	13%	13%
Adj. Flow (vph)	18	350	375	16	9	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	368	391	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	17	322	345	15	8	8
Future Vol, veh/h	17	322	345	15	8	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	3	3	4	4	13	13
Mvmt Flow	18	350	375	16	9	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	391	0	0	769	383
Stage 1	-	-	-	383	-
Stage 2	-	-	-	386	-
Critical Hdwy	4.13	-	-	6.53	6.33
Critical Hdwy Stg 1	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	5.53	-
Follow-up Hdwy	2.227	-	-	3.617	3.417
Pot Cap-1 Maneuver	1162	-	-	354	641
Stage 1	-	-	-	666	-
Stage 2	-	-	-	664	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1162	-	-	347	641
Mov Cap-2 Maneuver	-	-	-	347	-
Stage 1	-	-	-	653	-
Stage 2	-	-	-	664	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1162	-	-	-	450
HCM Lane V/C Ratio	0.016	-	-	-	0.039
HCM Control Delay (s)	8.1	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
10: Goshen Rd & Exley Loop

Existing Conditions



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	324	389	5	3	1
Future Volume (vph)	3	324	389	5	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.966	
Flt Protected					0.964	
Satd. Flow (prot)	0	1881	1877	0	1769	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	1881	1877	0	1769	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		452	260		352	
Travel Time (s)		6.8	3.9		8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	3	341	409	5	3	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	344	414	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.8%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	324	389	5	3	1
Future Vol, veh/h	3	324	389	5	3	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	3	341	409	5	3	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	414	0	-	0	759 412
Stage 1	-	-	-	-	412 -
Stage 2	-	-	-	-	347 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1150	-	-	-	377 644
Stage 1	-	-	-	-	673 -
Stage 2	-	-	-	-	720 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1150	-	-	-	376 644
Mov Cap-2 Maneuver	-	-	-	-	376 -
Stage 1	-	-	-	-	671 -
Stage 2	-	-	-	-	720 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1150	-	-	-	420
HCM Lane V/C Ratio	0.003	-	-	-	0.01
HCM Control Delay (s)	8.1	0	-	-	13.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
11: Goshen Rd & Center Dr

Existing Conditions



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	325	392	6	1	3
Future Volume (vph)	2	325	392	6	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.899	
Flt Protected					0.988	
Satd. Flow (prot)	0	1881	1877	0	1688	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1881	1877	0	1688	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		242	343		307	
Travel Time (s)		3.7	5.2		7.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	2	339	408	6	1	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	341	414	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.0%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	2	325	392	6	1	3
Future Vol, veh/h	2	325	392	6	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	2	339	408	6	1	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	414	0	-	0	754
Stage 1	-	-	-	-	411
Stage 2	-	-	-	-	343
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1150	-	-	-	380
Stage 1	-	-	-	-	674
Stage 2	-	-	-	-	723
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1150	-	-	-	379
Mov Cap-2 Maneuver	-	-	-	-	379
Stage 1	-	-	-	-	673
Stage 2	-	-	-	-	723

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1150	-	-	-	549
HCM Lane V/C Ratio	0.002	-	-	-	0.008
HCM Control Delay (s)	8.1	0	-	-	11.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
33: Goshen Rd & DR Horton-Longleaf

Existing Conditions



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	1863	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		376	2061		444	
Travel Time (s)		8.5	46.8		10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	0.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	0













Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	1
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	0
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1622	-	-	-	1022
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	-
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1622	-	-	-	1022
Mov Cap-2 Maneuver	-	-	-	-	1022
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2028 No Build Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑		↑	↑↑	↑			
Traffic Volume (vph)	325	102	0	0	42	26	85	866	71	0	0	0
Future Volume (vph)	325	102	0	0	42	26	85	866	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Fr _t					0.948				0.850			
Fl _t Protected		0.963					0.950					
Satd. Flow (prot)	0	1794	0	0	1594	0	1597	3195	1429	0	0	0
Fl _t Permitted		0.728					0.950					
Satd. Flow (perm)	0	1356	0	0	1594	0	1597	3195	1429	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					29				79			
Link Speed (mph)		45			45			45				45
Link Distance (ft)		206			339			470				288
Travel Time (s)		3.1			5.1			7.1				4.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	13%	13%	13%	13%	13%	13%	0%	0%	0%
Adj. Flow (vph)	361	113	0	0	47	29	94	962	79	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	474	0	0	76	0	94	962	79	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			8		2	2	2			
Switch Phase												

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2028 No Build Conditions
AM Peak Hour






Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	26.0	26.0			26.0		24.0	24.0	24.0			
Total Split (%)	52.0%	52.0%			52.0%		48.0%	48.0%	48.0%			
Maximum Green (s)	21.5	21.5			21.5		19.5	19.5	19.5			
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		19.4			19.4		19.6	19.6	19.6			
Actuated g/C Ratio		0.40			0.40		0.41	0.41	0.41			
v/c Ratio		0.86			0.12		0.14	0.74	0.13			
Control Delay		32.3			6.5		10.6	17.2	3.7			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		32.3			6.5		10.6	17.2	3.7			
LOS		C			A		B	B	A			
Approach Delay		32.3			6.5			15.7				
Approach LOS		C			A			B				
Queue Length 50th (ft)		114			8		17	123	0			
Queue Length 95th (ft)		#261			26		40	#187	19			
Internal Link Dist (ft)		126			259			390			208	
Turn Bay Length (ft)												
Base Capacity (vph)		609			732		651	1303	629			
Starvation Cap Reductn		0			0		0	0	0			
Spillback Cap Reductn		0			0		0	0	0			
Storage Cap Reductn		0			0		0	0	0			
Reduced v/c Ratio		0.78			0.10		0.14	0.74	0.13			

Intersection Summary



















Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 48
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 20.0
 Intersection LOS: B
 Intersection Capacity Utilization 61.5%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 21 N & Goshen Rd

 Ø2	 Ø4
24 s	26 s
	 Ø8
	26 s

Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2028 No Build Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	377	221	30	119	0	0	0	0	76	1447	183
Future Volume (vph)	0	377	221	30	119	0	0	0	0	76	1447	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected					0.990					0.950		
Satd. Flow (prot)	0	1827	1553	0	1791	0	0	0	0	1703	3406	1524
Flt Permitted					0.739					0.950		
Satd. Flow (perm)	0	1827	1553	0	1337	0	0	0	0	1703	3406	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			27									195
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		278			329			468			496	
Travel Time (s)		4.2			5.0			7.1			7.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	0%	0%	0%	6%	6%	6%
Adj. Flow (vph)	0	401	235	32	127	0	0	0	0	81	1539	195
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	401	235	0	159	0	0	0	0	81	1539	195
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	

Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5					22.5	22.5	22.5
Total Split (s)		23.0	23.0	23.0	23.0					37.0	37.0	37.0
Total Split (%)		38.3%	38.3%	38.3%	38.3%					61.7%	61.7%	61.7%
Maximum Green (s)		18.5	18.5	18.5	18.5					32.5	32.5	32.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0					0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5					4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					Max	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0					0	0	0
Act Effct Green (s)		16.3	16.3		16.3					32.6	32.6	32.6
Actuated g/C Ratio		0.28	0.28		0.28					0.56	0.56	0.56
v/c Ratio		0.78	0.52		0.42					0.08	0.80	0.21
Control Delay		31.2	19.7		20.7					6.8	15.1	1.9
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		31.2	19.7		20.7					6.8	15.1	1.9
LOS		C	B		C					A	B	A
Approach Delay		27.0			20.7						13.3	
Approach LOS		C			C						B	
Queue Length 50th (ft)		127	59		45					13	221	0
Queue Length 95th (ft)		#240	117		91					29	313	23
Internal Link Dist (ft)		198			249			388			416	
Turn Bay Length (ft)			220									
Base Capacity (vph)		585	515		428					958	1916	942
Starvation Cap Reductn		0	0		0					0	0	0
Spillback Cap Reductn		0	0		0					0	0	0
Storage Cap Reductn		0	0		0					0	0	0
Reduced v/c Ratio		0.69	0.46		0.37					0.08	0.80	0.21

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 57.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 17.1

Intersection LOS: B

Intersection Capacity Utilization 79.0%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Goshen Rd & SR 21 S



Lanes, Volumes, Timings
3: Huger St & Goshen Rd

2028 No Build Conditions
AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	458	14	24	269	31	96
Future Volume (vph)	458	14	24	269	31	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	0.996				0.898	
Flt Protected				0.996	0.988	
Satd. Flow (prot)	1820	0	0	1837	1605	0
Flt Permitted				0.996	0.988	
Satd. Flow (perm)	1820	0	0	1837	1605	0
Link Speed (mph)	45			45	25	
Link Distance (ft)	320			344	240	
Travel Time (s)	4.8			5.2	6.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	3%	3%	5%	5%
Adj. Flow (vph)	482	15	25	283	33	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	497	0	0	308	134	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	458	14	24	269	31	96
Future Vol, veh/h	458	14	24	269	31	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	3	3	5	5
Mvmt Flow	482	15	25	283	33	101

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	497	0	823 490
Stage 1	-	-	-	-	490 -
Stage 2	-	-	-	-	333 -
Critical Hdwy	-	-	4.13	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	-	-	2.227	-	3.545 3.345
Pot Cap-1 Maneuver	-	-	1062	-	339 572
Stage 1	-	-	-	-	610 -
Stage 2	-	-	-	-	719 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1062	-	330 572
Mov Cap-2 Maneuver	-	-	-	-	330 -
Stage 1	-	-	-	-	610 -
Stage 2	-	-	-	-	699 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	485	-	-	1062	-
HCM Lane V/C Ratio	0.276	-	-	0.024	-
HCM Control Delay (s)	15.2	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

Lanes, Volumes, Timings
4: Goshen Rd & Crystal Dr

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	461	297	7	11	11
Future Volume (vph)	6	461	297	7	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1825	1821	0	1417	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1825	1821	0	1417	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		517	497		258	
Travel Time (s)		7.8	7.5		7.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	22%	22%
Adj. Flow (vph)	6	470	303	7	11	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	476	310	0	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.1%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	6	461	297	7	11	11
Future Vol, veh/h	6	461	297	7	11	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	22	22
Mvmt Flow	6	470	303	7	11	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	310	0	-	0	789 307
Stage 1	-	-	-	-	307 -
Stage 2	-	-	-	-	482 -
Critical Hdwy	4.14	-	-	-	6.62 6.42
Critical Hdwy Stg 1	-	-	-	-	5.62 -
Critical Hdwy Stg 2	-	-	-	-	5.62 -
Follow-up Hdwy	2.236	-	-	-	3.698 3.498
Pot Cap-1 Maneuver	1239	-	-	-	333 688
Stage 1	-	-	-	-	703 -
Stage 2	-	-	-	-	582 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1239	-	-	-	331 688
Mov Cap-2 Maneuver	-	-	-	-	331 -
Stage 1	-	-	-	-	698 -
Stage 2	-	-	-	-	582 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1239	-	-	-	447
HCM Lane V/C Ratio	0.005	-	-	-	0.05
HCM Control Delay (s)	7.9	0	-	-	13.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
5: Goshen Rd & Stephens Dr

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	433	301	9	35	16
Future Volume (vph)	12	433	301	9	35	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.958	
Flt Protected		0.999			0.967	
Satd. Flow (prot)	0	1825	1802	0	1726	0
Flt Permitted		0.999			0.967	
Satd. Flow (perm)	0	1825	1802	0	1726	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1105	517		281	
Travel Time (s)		16.7	7.8		5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	5%	5%	2%	2%
Adj. Flow (vph)	12	442	307	9	36	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	454	316	0	52	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	12	433	301	9	35	16
Future Vol, veh/h	12	433	301	9	35	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	5	5	2	2
Mvmt Flow	12	442	307	9	36	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	316	0	-	0	778 312
Stage 1	-	-	-	-	312 -
Stage 2	-	-	-	-	466 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1233	-	-	-	365 728
Stage 1	-	-	-	-	742 -
Stage 2	-	-	-	-	632 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1233	-	-	-	360 728
Mov Cap-2 Maneuver	-	-	-	-	360 -
Stage 1	-	-	-	-	732 -
Stage 2	-	-	-	-	632 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1233	-	-	-	428
HCM Lane V/C Ratio	0.01	-	-	-	0.122
HCM Control Delay (s)	7.9	0	-	-	14.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings
6: Goshen Rd & Golden Dr

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	57	407	215	104	27	49
Future Volume (vph)	57	407	215	104	27	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.956		0.913	
Flt Protected		0.994			0.982	
Satd. Flow (prot)	0	1816	1747	0	1549	0
Flt Permitted		0.994			0.982	
Satd. Flow (perm)	0	1816	1747	0	1549	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1033	680		407	
Travel Time (s)		15.7	10.3		7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	4%	10%	10%
Adj. Flow (vph)	63	452	239	116	30	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	515	355	0	84	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.7%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	57	407	215	104	27	49
Future Vol, veh/h	57	407	215	104	27	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	10	10
Mvmt Flow	63	452	239	116	30	54

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	355	0	-	0	875 297
Stage 1	-	-	-	-	297 -
Stage 2	-	-	-	-	578 -
Critical Hdwy	4.14	-	-	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	2.236	-	-	-	3.59 3.39
Pot Cap-1 Maneuver	1193	-	-	-	310 724
Stage 1	-	-	-	-	736 -
Stage 2	-	-	-	-	546 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1193	-	-	-	288 724
Mov Cap-2 Maneuver	-	-	-	-	288 -
Stage 1	-	-	-	-	684 -
Stage 2	-	-	-	-	546 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1193	-	-	-	471
HCM Lane V/C Ratio	0.053	-	-	-	0.179
HCM Control Delay (s)	8.2	0	-	-	14.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Lanes, Volumes, Timings
7: Goshen Rd & Paddleford Dr

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	432	267	6	6	4
Future Volume (vph)	1	432	267	6	6	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.951	
Flt Protected					0.969	
Satd. Flow (prot)	0	1845	1787	0	1401	0
Flt Permitted					0.969	
Satd. Flow (perm)	0	1845	1787	0	1401	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		2061	844		684	
Travel Time (s)		31.2	12.8		18.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	6%	6%	25%	25%
Adj. Flow (vph)	1	480	297	7	7	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	481	304	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	1	432	267	6	6	4
Future Vol, veh/h	1	432	267	6	6	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	6	6	25	25
Mvmt Flow	1	480	297	7	7	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	304	0	-	0	783 301
Stage 1	-	-	-	-	301 -
Stage 2	-	-	-	-	482 -
Critical Hdwy	4.13	-	-	-	6.65 6.45
Critical Hdwy Stg 1	-	-	-	-	5.65 -
Critical Hdwy Stg 2	-	-	-	-	5.65 -
Follow-up Hdwy	2.227	-	-	-	3.725 3.525
Pot Cap-1 Maneuver	1251	-	-	-	332 688
Stage 1	-	-	-	-	701 -
Stage 2	-	-	-	-	576 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1251	-	-	-	332 688
Mov Cap-2 Maneuver	-	-	-	-	332 -
Stage 1	-	-	-	-	700 -
Stage 2	-	-	-	-	576 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1251	-	-	-	419
HCM Lane V/C Ratio	0.001	-	-	-	0.027
HCM Control Delay (s)	7.9	0	-	-	13.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
8: Goshen Rd & Autumn Dr

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	377	283	5	17	12
Future Volume (vph)	2	377	283	5	17	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.944	
Flt Protected					0.971	
Satd. Flow (prot)	0	1845	1772	0	1541	0
Flt Permitted					0.971	
Satd. Flow (perm)	0	1845	1772	0	1541	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		1774	783		641	
Travel Time (s)		26.9	11.9		17.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	3%	3%	7%	7%	13%	13%
Adj. Flow (vph)	2	438	329	6	20	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	440	335	0	34	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	2	377	283	5	17	12
Future Vol, veh/h	2	377	283	5	17	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	7	7	13	13
Mvmt Flow	2	438	329	6	20	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	335	0	-	0	774 332
Stage 1	-	-	-	-	332 -
Stage 2	-	-	-	-	442 -
Critical Hdwy	4.13	-	-	-	6.53 6.33
Critical Hdwy Stg 1	-	-	-	-	5.53 -
Critical Hdwy Stg 2	-	-	-	-	5.53 -
Follow-up Hdwy	2.227	-	-	-	3.617 3.417
Pot Cap-1 Maneuver	1219	-	-	-	352 685
Stage 1	-	-	-	-	703 -
Stage 2	-	-	-	-	625 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1219	-	-	-	351 685
Mov Cap-2 Maneuver	-	-	-	-	351 -
Stage 1	-	-	-	-	702 -
Stage 2	-	-	-	-	625 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1219	-	-	-	440
HCM Lane V/C Ratio	0.002	-	-	-	0.077
HCM Control Delay (s)	8	0	-	-	13.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
9: Goshen Rd & Jamestown Dr

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	387	319	2	10	22
Future Volume (vph)	2	387	319	2	10	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.907	
Flt Protected					0.985	
Satd. Flow (prot)	0	1727	1680	0	1572	0
Flt Permitted					0.985	
Satd. Flow (perm)	0	1727	1680	0	1572	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		565	994		411	
Travel Time (s)		8.6	15.1		11.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	13%	13%	8%	8%
Adj. Flow (vph)	2	425	351	2	11	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	427	353	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	2	387	319	2	10	22
Future Vol, veh/h	2	387	319	2	10	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	10	13	13	8	8
Mvmt Flow	2	425	351	2	11	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	353	0	0	781	352
Stage 1	-	-	-	352	-
Stage 2	-	-	-	429	-
Critical Hdwy	4.2	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	5.48	-
Follow-up Hdwy	2.29	-	-	3.572	3.372
Pot Cap-1 Maneuver	1163	-	-	355	678
Stage 1	-	-	-	699	-
Stage 2	-	-	-	644	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1163	-	-	354	678
Mov Cap-2 Maneuver	-	-	-	354	-
Stage 1	-	-	-	698	-
Stage 2	-	-	-	644	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1163	-	-	-	527
HCM Lane V/C Ratio	0.002	-	-	-	0.067
HCM Control Delay (s)	8.1	0	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
10: Goshen Rd & Exley Loop

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	446	260	2	4	5
Future Volume (vph)	1	446	260	2	4	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.925	
Flt Protected					0.978	
Satd. Flow (prot)	0	1845	1774	0	1332	0
Flt Permitted					0.978	
Satd. Flow (perm)	0	1845	1774	0	1332	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		452	260		352	
Travel Time (s)		6.8	3.9		8.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	7%	7%	29%	29%
Adj. Flow (vph)	1	490	286	2	4	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	491	288	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	446	260	2	4	5
Future Vol, veh/h	1	446	260	2	4	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	7	7	29	29
Mvmt Flow	1	490	286	2	4	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	288	0	-	0	779 287
Stage 1	-	-	-	-	287 -
Stage 2	-	-	-	-	492 -
Critical Hdwy	4.13	-	-	-	6.69 6.49
Critical Hdwy Stg 1	-	-	-	-	5.69 -
Critical Hdwy Stg 2	-	-	-	-	5.69 -
Follow-up Hdwy	2.227	-	-	-	3.761 3.561
Pot Cap-1 Maneuver	1268	-	-	-	329 692
Stage 1	-	-	-	-	704 -
Stage 2	-	-	-	-	562 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1268	-	-	-	329 692
Mov Cap-2 Maneuver	-	-	-	-	329 -
Stage 1	-	-	-	-	703 -
Stage 2	-	-	-	-	562 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1268	-	-	-	464
HCM Lane V/C Ratio	0.001	-	-	-	0.021
HCM Control Delay (s)	7.8	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
11: Goshen Rd & Center Dr

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	450	261	2	15	2
Future Volume (vph)	0	450	261	2	15	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.986	
Flt Protected					0.957	
Satd. Flow (prot)	0	1827	1758	0	1793	0
Flt Permitted					0.957	
Satd. Flow (perm)	0	1827	1758	0	1793	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		242	343		307	
Travel Time (s)		3.7	5.2		7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	8%	8%	0%	0%
Adj. Flow (vph)	0	500	290	2	17	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	500	292	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	450	261	2	15	2
Future Vol, veh/h	0	450	261	2	15	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	8	8	0	0
Mvmt Flow	0	500	290	2	17	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	292	0	-	0	791
Stage 1	-	-	-	-	291
Stage 2	-	-	-	-	500
Critical Hdwy	4.14	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.236	-	-	-	3.5
Pot Cap-1 Maneuver	1258	-	-	-	361
Stage 1	-	-	-	-	763
Stage 2	-	-	-	-	613
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1258	-	-	-	361
Mov Cap-2 Maneuver	-	-	-	-	361
Stage 1	-	-	-	-	763
Stage 2	-	-	-	-	613

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1258	-	-	-	385
HCM Lane V/C Ratio	-	-	-	-	0.049
HCM Control Delay (s)	0	-	-	-	14.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
33: Goshen Rd & DR Horton-Longleaf

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	387	266	10	30	22
Future Volume (vph)	7	387	266	10	30	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995		0.943	
Flt Protected		0.999			0.972	
Satd. Flow (prot)	0	1861	1853	0	1707	0
Flt Permitted		0.999			0.972	
Satd. Flow (perm)	0	1861	1853	0	1707	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		376	2061		444	
Travel Time (s)		5.7	31.2		10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	421	289	11	33	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	429	300	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	7	387	266	10	30	22
Future Vol, veh/h	7	387	266	10	30	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	8	421	289	11	33	24













Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	300	0	-	0	732 295
Stage 1	-	-	-	-	295 -
Stage 2	-	-	-	-	437 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1261	-	-	-	388 744
Stage 1	-	-	-	-	755 -
Stage 2	-	-	-	-	651 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1261	-	-	-	385 744
Mov Cap-2 Maneuver	-	-	-	-	385 -
Stage 1	-	-	-	-	749 -
Stage 2	-	-	-	-	651 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1261	-	-	-	484
HCM Lane V/C Ratio	0.006	-	-	-	0.117
HCM Control Delay (s)	7.9	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2028 No Build Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑		↑	↑↑	↑			
Traffic Volume (vph)	379	88	0	0	119	96	252	1880	22	0	0	0
Future Volume (vph)	379	88	0	0	119	96	252	1880	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Fr _t					0.940				0.850			
Fl _t Protected		0.961					0.950					
Satd. Flow (prot)	0	1790	0	0	1734	0	1736	3471	1553	0	0	0
Fl _t Permitted		0.555					0.950					
Satd. Flow (perm)	0	1034	0	0	1734	0	1736	3471	1553	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					5				16			
Link Speed (mph)		45			45			45				45
Link Distance (ft)		206			339			470				288
Travel Time (s)		3.1			5.1			7.1				4.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	4%	4%	4%	0%	0%	0%
Adj. Flow (vph)	399	93	0	0	125	101	265	1979	23	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	492	0	0	226	0	265	1979	23	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			8		2	2	2			
Switch Phase												

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	49.0	49.0			49.0		61.0	61.0	61.0			
Total Split (%)	44.5%	44.5%			44.5%		55.5%	55.5%	55.5%			
Maximum Green (s)	44.5	44.5			44.5		56.5	56.5	56.5			
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		44.5			44.5		56.5	56.5	56.5			
Actuated g/C Ratio		0.40			0.40		0.51	0.51	0.51			
v/c Ratio		1.18			0.32		0.30	1.11	0.03			
Control Delay		133.7			23.5		16.5	85.5	7.4			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		133.7			23.5		16.5	85.5	7.4			
LOS		F			C		B	F	A			
Approach Delay		133.7			23.5			76.7				
Approach LOS		F			C			E				
Queue Length 50th (ft)		~417			105		103	~843	2			
Queue Length 95th (ft)		#621			166		158	#982	15			
Internal Link Dist (ft)		126			259			390			208	
Turn Bay Length (ft)												
Base Capacity (vph)		418			704		891	1782	805			
Starvation Cap Reductn		0			0		0	0	0			
Spillback Cap Reductn		0			0		0	0	0			
Storage Cap Reductn		0			0		0	0	0			
Reduced v/c Ratio		1.18			0.32		0.30	1.11	0.03			

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 82.0
 Intersection Capacity Utilization 101.0%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service G

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.



















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

Splits and Phases: 1: SR 21 N & Goshen Rd

 Ø2 61 s	 Ø4 49 s
	 Ø8 49 s

Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2028 No Build Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	359	136	74	301	0	0	0	0	104	1203	356
Future Volume (vph)	0	359	136	74	301	0	0	0	0	104	1203	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected					0.990					0.950		
Satd. Flow (prot)	0	1863	1583	0	1862	0	0	0	0	1736	3471	1553
Flt Permitted					0.746					0.950		
Satd. Flow (perm)	0	1863	1583	0	1403	0	0	0	0	1736	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			33									351
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		278			329			468			496	
Travel Time (s)		4.2			5.0			7.1			7.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	4%	4%	4%
Adj. Flow (vph)	0	386	146	80	324	0	0	0	0	112	1294	383
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	386	146	0	404	0	0	0	0	112	1294	383
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	

Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5					22.5	22.5	22.5
Total Split (s)		23.0	23.0	23.0	23.0					27.0	27.0	27.0
Total Split (%)		46.0%	46.0%	46.0%	46.0%					54.0%	54.0%	54.0%
Maximum Green (s)		18.5	18.5	18.5	18.5					22.5	22.5	22.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0					0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5					4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					Max	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0					0	0	0
Act Effct Green (s)		16.2	16.2		16.2					22.6	22.6	22.6
Actuated g/C Ratio		0.34	0.34		0.34					0.47	0.47	0.47
v/c Ratio		0.61	0.26		0.85					0.14	0.79	0.42
Control Delay		17.8	10.3		34.5					8.5	16.2	3.3
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		17.8	10.3		34.5					8.5	16.2	3.3
LOS		B	B		C					A	B	A
Approach Delay		15.8			34.5						13.0	
Approach LOS		B			C						B	
Queue Length 50th (ft)		86	22		101					18	162	5
Queue Length 95th (ft)		155	53		#229					40	#253	42
Internal Link Dist (ft)		198			249			388			416	
Turn Bay Length (ft)			220									
Base Capacity (vph)		724	635		545					821	1641	919
Starvation Cap Reductn		0	0		0					0	0	0
Spillback Cap Reductn		0	0		0					0	0	0
Storage Cap Reductn		0	0		0					0	0	0
Reduced v/c Ratio		0.53	0.23		0.74					0.14	0.79	0.42

Intersection Summary
Area Type: Other
Cycle Length: 50
Actuated Cycle Length: 47.8
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 83.3% 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: 2: Goshen Rd & SR 21 S



Lanes, Volumes, Timings
3: Huger St & Goshen Rd

2028 No Build Conditions
PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	361	31	96	557	17	57
Future Volume (vph)	361	31	96	557	17	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.989			0.896		
Fl _t Protected				0.993	0.989	
Satd. Flow (prot)	1860	0	0	1868	1603	0
Fl _t Permitted				0.993	0.989	
Satd. Flow (perm)	1860	0	0	1868	1603	0
Link Speed (mph)	45			45	25	
Link Distance (ft)	320			344	240	
Travel Time (s)	4.8			5.2	6.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	5%	5%
Adj. Flow (vph)	380	33	101	586	18	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	413	0	0	687	78	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.0%
Analysis Period (min)	15
	ICU Level of Service C

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	361	31	96	557	17	57
Future Vol, veh/h	361	31	96	557	17	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	5	5
Mvmt Flow	380	33	101	586	18	60

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	413	0	1185 397
Stage 1	-	-	-	-	397 -
Stage 2	-	-	-	-	788 -
Critical Hdwy	-	-	4.11	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	-	-	2.209	-	3.545 3.345
Pot Cap-1 Maneuver	-	-	1151	-	206 646
Stage 1	-	-	-	-	673 -
Stage 2	-	-	-	-	443 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1151	-	179 646
Mov Cap-2 Maneuver	-	-	-	-	179 -
Stage 1	-	-	-	-	673 -
Stage 2	-	-	-	-	385 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	404	-	-	1151	-
HCM Lane V/C Ratio	0.193	-	-	0.088	-
HCM Control Delay (s)	16	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.3	-

Lanes, Volumes, Timings
4: Goshen Rd & Crystal Dr

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	388	546	25	12	7
Future Volume (vph)	11	388	546	25	12	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.953	
Flt Protected		0.999			0.969	
Satd. Flow (prot)	0	1879	1870	0	1474	0
Flt Permitted		0.999			0.969	
Satd. Flow (perm)	0	1879	1870	0	1474	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		517	497		258	
Travel Time (s)		7.8	7.5		7.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	19%	19%
Adj. Flow (vph)	11	404	569	26	13	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	415	595	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	11	388	546	25	12	7
Future Vol, veh/h	11	388	546	25	12	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	19	19
Mvmt Flow	11	404	569	26	13	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	595	0	-	0	1008 582
Stage 1	-	-	-	-	582 -
Stage 2	-	-	-	-	426 -
Critical Hdwy	4.11	-	-	-	6.59 6.39
Critical Hdwy Stg 1	-	-	-	-	5.59 -
Critical Hdwy Stg 2	-	-	-	-	5.59 -
Follow-up Hdwy	2.209	-	-	-	3.671 3.471
Pot Cap-1 Maneuver	986	-	-	-	248 482
Stage 1	-	-	-	-	527 -
Stage 2	-	-	-	-	624 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	986	-	-	-	245 482
Mov Cap-2 Maneuver	-	-	-	-	245 -
Stage 1	-	-	-	-	520 -
Stage 2	-	-	-	-	624 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	986	-	-	-	299
HCM Lane V/C Ratio	0.012	-	-	-	0.066
HCM Control Delay (s)	8.7	0	-	-	17.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
5: Goshen Rd & Stephens Dr

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Volume (vph)	44	380	526	30	19	17
Future Volume (vph)	44	380	526	30	19	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993		0.936	
Flt Protected		0.995			0.974	
Satd. Flow (prot)	0	1872	1850	0	1732	0
Flt Permitted		0.995			0.974	
Satd. Flow (perm)	0	1872	1850	0	1732	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1105	517		281	
Travel Time (s)		16.7	7.8		5.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	2%	2%	0%	0%
Adj. Flow (vph)	45	392	542	31	20	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	437	573	0	38	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.3%
ICU Level of Service	C
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	44	380	526	30	19	17
Future Vol, veh/h	44	380	526	30	19	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	2	2	0	0
Mvmt Flow	45	392	542	31	20	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	573	0	-	0	1040 558
Stage 1	-	-	-	-	558 -
Stage 2	-	-	-	-	482 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1005	-	-	-	257 533
Stage 1	-	-	-	-	577 -
Stage 2	-	-	-	-	625 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1005	-	-	-	242 533
Mov Cap-2 Maneuver	-	-	-	-	242 -
Stage 1	-	-	-	-	544 -
Stage 2	-	-	-	-	625 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1005	-	-	-	326
HCM Lane V/C Ratio	0.045	-	-	-	0.114
HCM Control Delay (s)	8.8	0	-	-	17.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Lanes, Volumes, Timings
6: Goshen Rd & Golden Dr

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	34	408	494	45	11	35
Future Volume (vph)	34	408	494	45	11	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.989		0.897	
Flt Protected		0.996			0.988	
Satd. Flow (prot)	0	1874	1842	0	1684	0
Flt Permitted		0.996			0.988	
Satd. Flow (perm)	0	1874	1842	0	1684	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1033	680		407	
Travel Time (s)		15.7	10.3		7.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	2%	2%	0%	0%
Adj. Flow (vph)	35	416	504	46	11	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	451	550	0	47	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.6%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	34	408	494	45	11	35
Future Vol, veh/h	34	408	494	45	11	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	1	2	2	0	0
Mvmt Flow	35	416	504	46	11	36

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	550	0	-	0	1013 527
Stage 1	-	-	-	-	527 -
Stage 2	-	-	-	-	486 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1025	-	-	-	267 555
Stage 1	-	-	-	-	596 -
Stage 2	-	-	-	-	623 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1025	-	-	-	255 555
Mov Cap-2 Maneuver	-	-	-	-	255 -
Stage 1	-	-	-	-	570 -
Stage 2	-	-	-	-	623 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1025	-	-	-	433
HCM Lane V/C Ratio	0.034	-	-	-	0.108
HCM Control Delay (s)	8.6	0	-	-	14.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Lanes, Volumes, Timings
7: Goshen Rd & Paddleford Dr

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	433	499	11	4	1
Future Volume (vph)	1	433	499	11	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.973	
Flt Protected					0.962	
Satd. Flow (prot)	0	1881	1876	0	1778	0
Flt Permitted					0.962	
Satd. Flow (perm)	0	1881	1876	0	1778	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		2061	844		684	
Travel Time (s)		31.2	12.8		18.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	1	451	520	11	4	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	452	531	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	1	433	499	11	4	1
Future Vol, veh/h	1	433	499	11	4	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	1	451	520	11	4	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	531	0	-	0	979
Stage 1	-	-	-	-	526
Stage 2	-	-	-	-	453
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1042	-	-	-	280
Stage 1	-	-	-	-	597
Stage 2	-	-	-	-	645
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1042	-	-	-	280
Mov Cap-2 Maneuver	-	-	-	-	280
Stage 1	-	-	-	-	596
Stage 2	-	-	-	-	645

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1042	-	-	-	311
HCM Lane V/C Ratio	0.001	-	-	-	0.017
HCM Control Delay (s)	8.5	0	-	-	16.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
8: Goshen Rd & Autumn Dr

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	407	460	14	6	7
Future Volume (vph)	11	407	460	14	6	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.927	
Flt Protected		0.999			0.977	
Satd. Flow (prot)	0	1879	1874	0	1721	0
Flt Permitted		0.999			0.977	
Satd. Flow (perm)	0	1879	1874	0	1721	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		1774	783		641	
Travel Time (s)		26.9	11.9		17.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	12	428	484	15	6	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	440	499	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	11	407	460	14	6	7
Future Vol, veh/h	11	407	460	14	6	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	12	428	484	15	6	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	499	0	-	0	944
Stage 1	-	-	-	-	492
Stage 2	-	-	-	-	452
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1070	-	-	-	293
Stage 1	-	-	-	-	619
Stage 2	-	-	-	-	645
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1070	-	-	-	289
Mov Cap-2 Maneuver	-	-	-	-	289
Stage 1	-	-	-	-	610
Stage 2	-	-	-	-	645

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1070	-	-	-	396
HCM Lane V/C Ratio	0.011	-	-	-	0.035
HCM Control Delay (s)	8.4	0	-	-	14.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
9: Goshen Rd & Jamestown Dr

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	21	426	444	19	10	10
Future Volume (vph)	21	426	444	19	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.932	
Flt Protected		0.998			0.976	
Satd. Flow (prot)	0	1841	1816	0	1529	0
Flt Permitted		0.998			0.976	
Satd. Flow (perm)	0	1841	1816	0	1529	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		565	994		411	
Travel Time (s)		8.6	15.1		11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	4%	4%	13%	13%
Adj. Flow (vph)	23	463	483	21	11	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	486	504	0	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	21	426	444	19	10	10
Future Vol, veh/h	21	426	444	19	10	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	4	4	13	13
Mvmt Flow	23	463	483	21	11	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	504	0	-	0	1003 494
Stage 1	-	-	-	-	494 -
Stage 2	-	-	-	-	509 -
Critical Hdwy	4.13	-	-	-	6.53 6.33
Critical Hdwy Stg 1	-	-	-	-	5.53 -
Critical Hdwy Stg 2	-	-	-	-	5.53 -
Follow-up Hdwy	2.227	-	-	-	3.617 3.417
Pot Cap-1 Maneuver	1055	-	-	-	256 554
Stage 1	-	-	-	-	591 -
Stage 2	-	-	-	-	582 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1055	-	-	-	249 554
Mov Cap-2 Maneuver	-	-	-	-	249 -
Stage 1	-	-	-	-	574 -
Stage 2	-	-	-	-	582 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1055	-	-	-	344
HCM Lane V/C Ratio	0.022	-	-	-	0.063
HCM Control Delay (s)	8.5	0	-	-	16.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Lanes, Volumes, Timings
10: Goshen Rd & Exley Loop

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	426	520	6	4	1
Future Volume (vph)	4	426	520	6	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.973	
Flt Protected					0.962	
Satd. Flow (prot)	0	1881	1879	0	1778	0
Flt Permitted					0.962	
Satd. Flow (perm)	0	1881	1879	0	1778	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		452	260		352	
Travel Time (s)		6.8	3.9		8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	4	448	547	6	4	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	452	553	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	4	426	520	6	4	1
Future Vol, veh/h	4	426	520	6	4	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	4	448	547	6	4	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	553	0	-	0	1006
Stage 1	-	-	-	-	550
Stage 2	-	-	-	-	456
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1022	-	-	-	270
Stage 1	-	-	-	-	582
Stage 2	-	-	-	-	643
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1022	-	-	-	269
Mov Cap-2 Maneuver	-	-	-	-	269
Stage 1	-	-	-	-	579
Stage 2	-	-	-	-	643

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1022	-	-	-	299
HCM Lane V/C Ratio	0.004	-	-	-	0.018
HCM Control Delay (s)	8.5	0	-	-	17.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
11: Goshen Rd & Center Dr

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	427	524	7	1	4
Future Volume (vph)	2	427	524	7	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.892	
Flt Protected					0.990	
Satd. Flow (prot)	0	1881	1877	0	1678	0
Flt Permitted					0.990	
Satd. Flow (perm)	0	1881	1877	0	1678	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		242	343		307	
Travel Time (s)		3.7	5.2		7.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	2	445	546	7	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	447	553	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.0%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	2	427	524	7	1	4
Future Vol, veh/h	2	427	524	7	1	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	2	445	546	7	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	553	0	-	0	999
Stage 1	-	-	-	-	550
Stage 2	-	-	-	-	449
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1022	-	-	-	272
Stage 1	-	-	-	-	582
Stage 2	-	-	-	-	647
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1022	-	-	-	271
Mov Cap-2 Maneuver	-	-	-	-	271
Stage 1	-	-	-	-	580
Stage 2	-	-	-	-	647

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1022	-	-	-	450
HCM Lane V/C Ratio	0.002	-	-	-	0.012
HCM Control Delay (s)	8.5	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
 33: Goshen Rd & DR Horton-Longleaf

2028 No Build Conditions
 PM Peak Hour















Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	389	461	34	21	13
Future Volume (vph)	24	389	461	34	21	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.991		0.949	
Flt Protected		0.997			0.970	
Satd. Flow (prot)	0	1857	1846	0	1715	0
Flt Permitted		0.997			0.970	
Satd. Flow (perm)	0	1857	1846	0	1715	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		376	2061		444	
Travel Time (s)		8.5	46.8		10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	423	501	37	23	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	449	538	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Stop	Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.1%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2043 No Build Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑		↑	↑↑	↑			
Traffic Volume (vph)	361	113	0	0	47	29	95	965	79	0	0	0
Future Volume (vph)	361	113	0	0	47	29	95	965	79	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Fr _t					0.949				0.850			
Fl _t Protected		0.963					0.950					
Satd. Flow (prot)	0	1794	0	0	1596	0	1597	3195	1429	0	0	0
Fl _t Permitted		0.723					0.950					
Satd. Flow (perm)	0	1347	0	0	1596	0	1597	3195	1429	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					31				88			
Link Speed (mph)		45			45			45				45
Link Distance (ft)		206			339			470				288
Travel Time (s)		3.1			5.1			7.1				4.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	13%	13%	13%	13%	13%	13%	0%	0%	0%
Adj. Flow (vph)	401	126	0	0	52	32	106	1072	88	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	527	0	0	84	0	106	1072	88	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			8		2	2	2			
Switch Phase												

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2043 No Build Conditions
AM Peak Hour






Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	31.0	31.0			31.0		29.0	29.0	29.0			
Total Split (%)	51.7%	51.7%			51.7%		48.3%	48.3%	48.3%			
Maximum Green (s)	26.5	26.5			26.5		24.5	24.5	24.5			
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		25.0			25.0		24.6	24.6	24.6			
Actuated g/C Ratio		0.43			0.43		0.42	0.42	0.42			
v/c Ratio		0.92			0.12		0.16	0.80	0.14			
Control Delay		40.8			7.5		12.1	21.4	3.7			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		40.8			7.5		12.1	21.4	3.7			
LOS		D			A		B	C	A			
Approach Delay		40.8			7.5			19.4				
Approach LOS		D			A			B				
Queue Length 50th (ft)		166			11		23	174	0			
Queue Length 95th (ft)		#343			32		50	#260	22			
Internal Link Dist (ft)		126			259			390			208	
Turn Bay Length (ft)												
Base Capacity (vph)		610			741		670	1340	650			
Starvation Cap Reductn		0			0		0	0	0			
Spillback Cap Reductn		0			0		0	0	0			
Storage Cap Reductn		0			0		0	0	0			
Reduced v/c Ratio		0.86			0.11		0.16	0.80	0.14			

Intersection Summary



















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 58.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 24.9
 Intersection LOS: C
 Intersection Capacity Utilization 66.8%
 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: SR 21 N & Goshen Rd

 Ø2 29 s	 Ø4 31 s
	 Ø8 31 s

Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2043 No Build Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	418	245	33	132	0	0	0	0	85	1613	204
Future Volume (vph)	0	418	245	33	132	0	0	0	0	85	1613	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected					0.990					0.950		
Satd. Flow (prot)	0	1827	1553	0	1791	0	0	0	0	1703	3406	1524
Flt Permitted					0.599					0.950		
Satd. Flow (perm)	0	1827	1553	0	1084	0	0	0	0	1703	3406	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			23									217
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		278			329			468			496	
Travel Time (s)		4.2			5.0			7.1			7.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	0%	0%	0%	6%	6%	6%
Adj. Flow (vph)	0	445	261	35	140	0	0	0	0	90	1716	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	445	261	0	175	0	0	0	0	90	1716	217
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	

Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5					22.5	22.5	22.5
Total Split (s)		25.0	25.0	25.0	25.0					45.0	45.0	45.0
Total Split (%)		35.7%	35.7%	35.7%	35.7%					64.3%	64.3%	64.3%
Maximum Green (s)		20.5	20.5	20.5	20.5					40.5	40.5	40.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0					0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5					4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					Max	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0					0	0	0
Act Effct Green (s)		19.4	19.4		19.4					40.5	40.5	40.5
Actuated g/C Ratio		0.28	0.28		0.28					0.59	0.59	0.59
v/c Ratio		0.87	0.58		0.58					0.09	0.86	0.22
Control Delay		42.9	25.0		29.8					6.9	18.0	1.7
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		42.9	25.0		29.8					6.9	18.0	1.7
LOS		D	C		C					A	B	A
Approach Delay		36.3			29.8						15.8	
Approach LOS		D			C						B	
Queue Length 50th (ft)		178	85		63					16	297	0
Queue Length 95th (ft)		#328	156		124					33	#416	24
Internal Link Dist (ft)		198			249			388			416	
Turn Bay Length (ft)			220									
Base Capacity (vph)		544	478		322					1001	2003	986
Starvation Cap Reductn		0	0		0					0	0	0
Spillback Cap Reductn		0	0		0					0	0	0
Storage Cap Reductn		0	0		0					0	0	0
Reduced v/c Ratio		0.82	0.55		0.54					0.09	0.86	0.22

Intersection Summary	
Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	68.9
Natural Cycle:	70
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	21.6
Intersection LOS:	C
Intersection Capacity Utilization:	86.6%
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: 2: Goshen Rd & SR 21 S



Lanes, Volumes, Timings
3: Huger St & Goshen Rd

2043 No Build Conditions
AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	508	15	26	298	35	107
Future Volume (vph)	508	15	26	298	35	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	0.996				0.898	
Flt Protected				0.996	0.988	
Satd. Flow (prot)	1820	0	0	1837	1605	0
Flt Permitted				0.996	0.988	
Satd. Flow (perm)	1820	0	0	1837	1605	0
Link Speed (mph)	45			45	25	
Link Distance (ft)	320			344	240	
Travel Time (s)	4.8			5.2	6.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	3%	3%	5%	5%
Adj. Flow (vph)	535	16	27	314	37	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	551	0	0	341	150	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	508	15	26	298	35	107
Future Vol, veh/h	508	15	26	298	35	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	3	3	5	5
Mvmt Flow	535	16	27	314	37	113

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	551	0	911
Stage 1	-	-	-	-	543
Stage 2	-	-	-	-	368
Critical Hdwy	-	-	4.13	-	6.45
Critical Hdwy Stg 1	-	-	-	-	5.45
Critical Hdwy Stg 2	-	-	-	-	5.45
Follow-up Hdwy	-	-	2.227	-	3.545
Pot Cap-1 Maneuver	-	-	1014	-	301
Stage 1	-	-	-	-	576
Stage 2	-	-	-	-	694
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1014	-	291
Mov Cap-2 Maneuver	-	-	-	-	291
Stage 1	-	-	-	-	576
Stage 2	-	-	-	-	672

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	443	-	-	1014	-
HCM Lane V/C Ratio	0.337	-	-	0.027	-
HCM Control Delay (s)	17.2	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.5	-	-	0.1	-

Lanes, Volumes, Timings
4: Goshen Rd & Crystal Dr

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	511	330	8	13	13
Future Volume (vph)	7	511	330	8	13	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.932	
Flt Protected		0.999			0.976	
Satd. Flow (prot)	0	1825	1821	0	1417	0
Flt Permitted		0.999			0.976	
Satd. Flow (perm)	0	1825	1821	0	1417	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		517	497		258	
Travel Time (s)		7.8	7.5		7.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	22%	22%
Adj. Flow (vph)	7	521	337	8	13	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	528	345	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	7	511	330	8	13	13
Future Vol, veh/h	7	511	330	8	13	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	22	22
Mvmt Flow	7	521	337	8	13	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	345	0	-	0	876 341
Stage 1	-	-	-	-	341 -
Stage 2	-	-	-	-	535 -
Critical Hdwy	4.14	-	-	-	6.62 6.42
Critical Hdwy Stg 1	-	-	-	-	5.62 -
Critical Hdwy Stg 2	-	-	-	-	5.62 -
Follow-up Hdwy	2.236	-	-	-	3.698 3.498
Pot Cap-1 Maneuver	1203	-	-	-	295 658
Stage 1	-	-	-	-	678 -
Stage 2	-	-	-	-	549 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1203	-	-	-	293 658
Mov Cap-2 Maneuver	-	-	-	-	293 -
Stage 1	-	-	-	-	673 -
Stage 2	-	-	-	-	549 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1203	-	-	-	405
HCM Lane V/C Ratio	0.006	-	-	-	0.066
HCM Control Delay (s)	8	0	-	-	14.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
5: Goshen Rd & Stephens Dr

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	480	335	10	39	18
Future Volume (vph)	14	480	335	10	39	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.958	
Flt Protected		0.999			0.967	
Satd. Flow (prot)	0	1825	1802	0	1726	0
Flt Permitted		0.999			0.967	
Satd. Flow (perm)	0	1825	1802	0	1726	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1105	517		281	
Travel Time (s)		16.7	7.8		5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	5%	5%	2%	2%
Adj. Flow (vph)	14	490	342	10	40	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	504	352	0	58	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	14	480	335	10	39	18
Future Vol, veh/h	14	480	335	10	39	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	5	5	2	2
Mvmt Flow	14	490	342	10	40	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	352	0	-	0	865 347
Stage 1	-	-	-	-	347 -
Stage 2	-	-	-	-	518 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1196	-	-	-	324 696
Stage 1	-	-	-	-	716 -
Stage 2	-	-	-	-	598 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1196	-	-	-	319 696
Mov Cap-2 Maneuver	-	-	-	-	319 -
Stage 1	-	-	-	-	705 -
Stage 2	-	-	-	-	598 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1196	-	-	-	385
HCM Lane V/C Ratio	0.012	-	-	-	0.151
HCM Control Delay (s)	8	0	-	-	16
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Lanes, Volumes, Timings
6: Goshen Rd & Golden Dr

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	64	451	238	116	31	54
Future Volume (vph)	64	451	238	116	31	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.956		0.914	
Flt Protected		0.994			0.982	
Satd. Flow (prot)	0	1816	1747	0	1550	0
Flt Permitted		0.994			0.982	
Satd. Flow (perm)	0	1816	1747	0	1550	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1033	680		407	
Travel Time (s)		15.7	10.3		7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	4%	10%	10%
Adj. Flow (vph)	71	501	264	129	34	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	572	393	0	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	61.9%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	64	451	238	116	31	54
Future Vol, veh/h	64	451	238	116	31	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	10	10
Mvmt Flow	71	501	264	129	34	60

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	393	0	-	0	972 329
Stage 1	-	-	-	-	329 -
Stage 2	-	-	-	-	643 -
Critical Hdwy	4.14	-	-	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	2.236	-	-	-	3.59 3.39
Pot Cap-1 Maneuver	1155	-	-	-	271 694
Stage 1	-	-	-	-	712 -
Stage 2	-	-	-	-	509 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1155	-	-	-	248 694
Mov Cap-2 Maneuver	-	-	-	-	248 -
Stage 1	-	-	-	-	651 -
Stage 2	-	-	-	-	509 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	16.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1155	-	-	-	419
HCM Lane V/C Ratio	0.062	-	-	-	0.225
HCM Control Delay (s)	8.3	0	-	-	16.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9

Lanes, Volumes, Timings
7: Goshen Rd & Paddleford Dr

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	479	297	7	7	4
Future Volume (vph)	1	479	297	7	7	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.955	
Flt Protected					0.968	
Satd. Flow (prot)	0	1845	1787	0	1405	0
Flt Permitted					0.968	
Satd. Flow (perm)	0	1845	1787	0	1405	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		2061	844		684	
Travel Time (s)		31.2	12.8		18.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	6%	6%	25%	25%
Adj. Flow (vph)	1	532	330	8	8	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	533	338	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	1	479	297	7	7	4
Future Vol, veh/h	1	479	297	7	7	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	6	6	25	25
Mvmt Flow	1	532	330	8	8	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	338	0	-	0	868 334
Stage 1	-	-	-	-	334 -
Stage 2	-	-	-	-	534 -
Critical Hdwy	4.13	-	-	-	6.65 6.45
Critical Hdwy Stg 1	-	-	-	-	5.65 -
Critical Hdwy Stg 2	-	-	-	-	5.65 -
Follow-up Hdwy	2.227	-	-	-	3.725 3.525
Pot Cap-1 Maneuver	1216	-	-	-	295 658
Stage 1	-	-	-	-	677 -
Stage 2	-	-	-	-	544 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1216	-	-	-	295 658
Mov Cap-2 Maneuver	-	-	-	-	295 -
Stage 1	-	-	-	-	676 -
Stage 2	-	-	-	-	544 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1216	-	-	-	369
HCM Lane V/C Ratio	0.001	-	-	-	0.033
HCM Control Delay (s)	8	0	-	-	15.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
8: Goshen Rd & Autumn Dr

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	419	313	6	20	14
Future Volume (vph)	3	419	313	6	20	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.945	
Flt Protected					0.971	
Satd. Flow (prot)	0	1845	1770	0	1543	0
Flt Permitted					0.971	
Satd. Flow (perm)	0	1845	1770	0	1543	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		1774	783		641	
Travel Time (s)		26.9	11.9		17.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	3%	3%	7%	7%	13%	13%
Adj. Flow (vph)	3	487	364	7	23	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	490	371	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	419	313	6	20	14
Future Vol, veh/h	3	419	313	6	20	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	7	7	13	13
Mvmt Flow	3	487	364	7	23	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	371	0	-	0	861 368
Stage 1	-	-	-	-	368 -
Stage 2	-	-	-	-	493 -
Critical Hdwy	4.13	-	-	-	6.53 6.33
Critical Hdwy Stg 1	-	-	-	-	5.53 -
Critical Hdwy Stg 2	-	-	-	-	5.53 -
Follow-up Hdwy	2.227	-	-	-	3.617 3.417
Pot Cap-1 Maneuver	1182	-	-	-	312 654
Stage 1	-	-	-	-	677 -
Stage 2	-	-	-	-	592 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1182	-	-	-	311 654
Mov Cap-2 Maneuver	-	-	-	-	311 -
Stage 1	-	-	-	-	675 -
Stage 2	-	-	-	-	592 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1182	-	-	-	397
HCM Lane V/C Ratio	0.003	-	-	-	0.1
HCM Control Delay (s)	8.1	0	-	-	15.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings
9: Goshen Rd & Jamestown Dr

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	431	354	3	11	25
Future Volume (vph)	3	431	354	3	11	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.907	
Flt Protected					0.985	
Satd. Flow (prot)	0	1727	1680	0	1572	0
Flt Permitted					0.985	
Satd. Flow (perm)	0	1727	1680	0	1572	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		565	994		411	
Travel Time (s)		8.6	15.1		11.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	13%	13%	8%	8%
Adj. Flow (vph)	3	474	389	3	12	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	477	392	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	3	431	354	3	11	25
Future Vol, veh/h	3	431	354	3	11	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	10	13	13	8	8
Mvmt Flow	3	474	389	3	12	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	392	0	0	871	391
Stage 1	-	-	-	391	-
Stage 2	-	-	-	480	-
Critical Hdwy	4.2	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	5.48	-
Follow-up Hdwy	2.29	-	-	3.572	3.372
Pot Cap-1 Maneuver	1124	-	-	314	645
Stage 1	-	-	-	671	-
Stage 2	-	-	-	610	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1124	-	-	313	645
Mov Cap-2 Maneuver	-	-	-	313	-
Stage 1	-	-	-	668	-
Stage 2	-	-	-	610	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1124	-	-	-	487
HCM Lane V/C Ratio	0.003	-	-	-	0.081
HCM Control Delay (s)	8.2	0	-	-	13
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings
10: Goshen Rd & Exley Loop

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	1	494	289	3	4	6
Future Volume (vph)	1	494	289	3	4	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.914	
Flt Protected					0.982	
Satd. Flow (prot)	0	1845	1774	0	1322	0
Flt Permitted					0.982	
Satd. Flow (perm)	0	1845	1774	0	1322	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		452	260		352	
Travel Time (s)		6.8	3.9		8.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	7%	7%	29%	29%
Adj. Flow (vph)	1	543	318	3	4	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	544	321	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.8%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	1	494	289	3	4	6
Future Vol, veh/h	1	494	289	3	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	7	7	29	29
Mvmt Flow	1	543	318	3	4	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	321	0	0	865	320
Stage 1	-	-	-	320	-
Stage 2	-	-	-	545	-
Critical Hdwy	4.13	-	-	6.69	6.49
Critical Hdwy Stg 1	-	-	-	5.69	-
Critical Hdwy Stg 2	-	-	-	5.69	-
Follow-up Hdwy	2.227	-	-	3.761	3.561
Pot Cap-1 Maneuver	1233	-	-	291	662
Stage 1	-	-	-	679	-
Stage 2	-	-	-	530	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1233	-	-	291	662
Mov Cap-2 Maneuver	-	-	-	291	-
Stage 1	-	-	-	678	-
Stage 2	-	-	-	530	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1233	-	-	-	438
HCM Lane V/C Ratio	0.001	-	-	-	0.025
HCM Control Delay (s)	7.9	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
11: Goshen Rd & Center Dr

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	498	290	3	17	3
Future Volume (vph)	0	498	290	3	17	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.982	
Flt Protected					0.959	
Satd. Flow (prot)	0	1827	1758	0	1789	0
Flt Permitted					0.959	
Satd. Flow (perm)	0	1827	1758	0	1789	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		242	343		307	
Travel Time (s)		3.7	5.2		7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	8%	8%	0%	0%
Adj. Flow (vph)	0	553	322	3	19	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	553	325	0	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	498	290	3	17	3
Future Vol, veh/h	0	498	290	3	17	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	8	8	0	0
Mvmt Flow	0	553	322	3	19	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	325	0	0	877	324
Stage 1	-	-	-	324	-
Stage 2	-	-	-	553	-
Critical Hdwy	4.14	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	3.5	3.3
Pot Cap-1 Maneuver	1224	-	-	322	722
Stage 1	-	-	-	738	-
Stage 2	-	-	-	580	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1224	-	-	322	722
Mov Cap-2 Maneuver	-	-	-	322	-
Stage 1	-	-	-	738	-
Stage 2	-	-	-	580	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1224	-	-	-	351
HCM Lane V/C Ratio	-	-	-	-	0.063
HCM Control Delay (s)	0	-	-	-	15.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
 33: Goshen Rd & DR Horton-Longleaf

2043 No Build Conditions
 AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	432	297	10	30	22
Future Volume (vph)	7	432	297	10	30	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.943	
Flt Protected		0.999			0.972	
Satd. Flow (prot)	0	1861	1855	0	1707	0
Flt Permitted		0.999			0.972	
Satd. Flow (perm)	0	1861	1855	0	1707	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		376	2061		444	
Travel Time (s)		8.5	46.8		10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	470	323	11	33	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	478	334	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	7	432	297	10	30	22
Future Vol, veh/h	7	432	297	10	30	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	8	470	323	11	33	24













Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	334	0	0	815	329
Stage 1	-	-	-	329	-
Stage 2	-	-	-	486	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1225	-	-	347	712
Stage 1	-	-	-	729	-
Stage 2	-	-	-	618	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1225	-	-	344	712
Mov Cap-2 Maneuver	-	-	-	344	-
Stage 1	-	-	-	722	-
Stage 2	-	-	-	618	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1225	-	-	-	440
HCM Lane V/C Ratio	0.006	-	-	-	0.128
HCM Control Delay (s)	8	0	-	-	14.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2043 No Build Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑		↑	↑↑	↑			
Traffic Volume (vph)	422	98	0	0	133	107	280	2097	25	0	0	0
Future Volume (vph)	422	98	0	0	133	107	280	2097	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Fr _t					0.940				0.850			
Fl _t Protected		0.961					0.950					
Satd. Flow (prot)	0	1790	0	0	1734	0	1736	3471	1553	0	0	0
Fl _t Permitted		0.526					0.950					
Satd. Flow (perm)	0	980	0	0	1734	0	1736	3471	1553	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2				15			
Link Speed (mph)		45			45			45				45
Link Distance (ft)		206			339			470				288
Travel Time (s)		3.1			5.1			7.1				4.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	4%	4%	4%	0%	0%	0%
Adj. Flow (vph)	444	103	0	0	140	113	295	2207	26	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	547	0	0	253	0	295	2207	26	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			8		2	2	2			
Switch Phase												

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	55.0	55.0			55.0		65.0	65.0	65.0			
Total Split (%)	45.8%	45.8%			45.8%		54.2%	54.2%	54.2%			
Maximum Green (s)	50.5	50.5			50.5		60.5	60.5	60.5			
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0			
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		50.5			50.5		60.5	60.5	60.5			
Actuated g/C Ratio		0.42			0.42		0.50	0.50	0.50			
v/c Ratio		1.33			0.35		0.34	1.26	0.03			
Control Delay		194.3			25.1		19.1	151.1	9.1			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		194.3			25.1		19.1	151.1	9.1			
LOS		F			C		B	F	A			
Approach Delay		194.3			25.1			134.3				
Approach LOS		F			C			F				
Queue Length 50th (ft)		~549			130		132	~1130	4			
Queue Length 95th (ft)		#767			196		197	#1265	19			
Internal Link Dist (ft)		126			259			390			208	
Turn Bay Length (ft)												
Base Capacity (vph)		412			730		875	1749	790			
Starvation Cap Reductn		0			0		0	0	0			
Spillback Cap Reductn		0			0		0	0	0			
Storage Cap Reductn		0			0		0	0	0			
Reduced v/c Ratio		1.33			0.35		0.34	1.26	0.03			

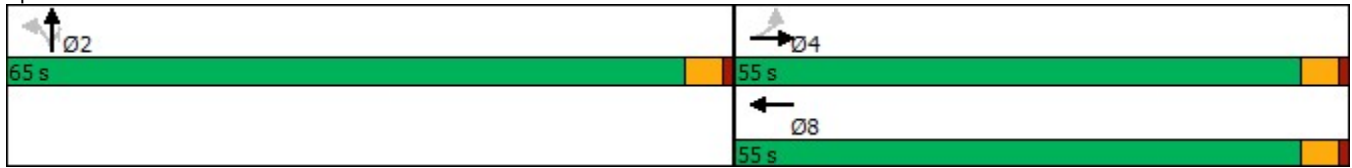
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 135.8
 Intersection Capacity Utilization 111.3%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.



















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

Splits and Phases: 1: SR 21 N & Goshen Rd



Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2043 No Build Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	399	150	82	334	0	0	0	0	116	1342	395
Future Volume (vph)	0	399	150	82	334	0	0	0	0	116	1342	395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected					0.990					0.950		
Satd. Flow (prot)	0	1863	1583	0	1862	0	0	0	0	1736	3471	1553
Flt Permitted					0.689					0.950		
Satd. Flow (perm)	0	1863	1583	0	1296	0	0	0	0	1736	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30									313
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		278			329			468			496	
Travel Time (s)		4.2			5.0			7.1			7.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	4%	4%	4%
Adj. Flow (vph)	0	429	161	88	359	0	0	0	0	125	1443	425
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	429	161	0	447	0	0	0	0	125	1443	425
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	

Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2043 No Build Conditions
PM Peak Hour



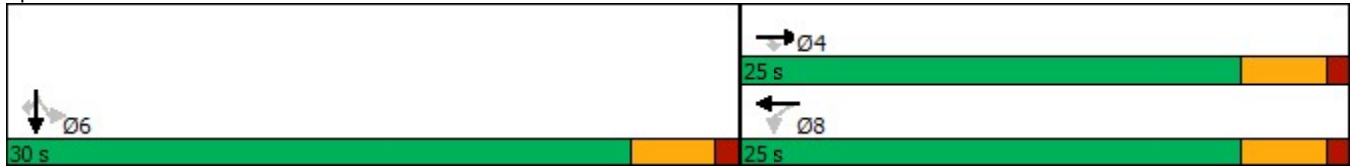
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5					22.5	22.5	22.5
Total Split (s)		25.0	25.0	25.0	25.0					30.0	30.0	30.0
Total Split (%)		45.5%	45.5%	45.5%	45.5%					54.5%	54.5%	54.5%
Maximum Green (s)		20.5	20.5	20.5	20.5					25.5	25.5	25.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0					0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5					4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					Max	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0					0	0	0
Act Effct Green (s)		19.9	19.9		19.9					25.5	25.5	25.5
Actuated g/C Ratio		0.37	0.37		0.37					0.47	0.47	0.47
v/c Ratio		0.63	0.27		0.94					0.15	0.89	0.48
Control Delay		19.2	11.2		50.3					9.2	22.4	4.9
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		19.2	11.2		50.3					9.2	22.4	4.9
LOS		B	B		D					A	C	A
Approach Delay		17.0			50.3						17.8	
Approach LOS		B			D						B	
Queue Length 50th (ft)		110	28		135					22	212	20
Queue Length 95th (ft)		191	64		#293					47	#354	65
Internal Link Dist (ft)		198			249			388			416	
Turn Bay Length (ft)			220									
Base Capacity (vph)		702	615		488					813	1627	893
Starvation Cap Reductn		0	0		0					0	0	0
Spillback Cap Reductn		0	0		0					0	0	0
Storage Cap Reductn		0	0		0					0	0	0
Reduced v/c Ratio		0.61	0.26		0.92					0.15	0.89	0.48

Intersection Summary	
Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	54.4
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.94
Intersection Signal Delay:	22.4
Intersection LOS:	C
Intersection Capacity Utilization:	91.5%
ICU Level of Service:	F
Analysis Period (min):	15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Goshen Rd & SR 21 S



Lanes, Volumes, Timings
3: Huger St & Goshen Rd

2043 No Build Conditions
PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	400	35	107	618	20	64
Future Volume (vph)	400	35	107	618	20	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.989			0.897		
Fl _t Protected				0.993	0.988	
Satd. Flow (prot)	1860	0	0	1868	1604	0
Fl _t Permitted				0.993	0.988	
Satd. Flow (perm)	1860	0	0	1868	1604	0
Link Speed (mph)	45			45	25	
Link Distance (ft)	320			344	240	
Travel Time (s)	4.8			5.2	6.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	5%	5%
Adj. Flow (vph)	421	37	113	651	21	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	458	0	0	764	88	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	76.7%
ICU Level of Service	D
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	400	35	107	618	20	64
Future Vol, veh/h	400	35	107	618	20	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	5	5
Mvmt Flow	421	37	113	651	21	67

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	458	0	1317 440
Stage 1	-	-	-	-	440 -
Stage 2	-	-	-	-	877 -
Critical Hdwy	-	-	4.11	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	-	-	2.209	-	3.545 3.345
Pot Cap-1 Maneuver	-	-	1108	-	171 611
Stage 1	-	-	-	-	643 -
Stage 2	-	-	-	-	402 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1108	-	144 611
Mov Cap-2 Maneuver	-	-	-	-	144 -
Stage 1	-	-	-	-	643 -
Stage 2	-	-	-	-	338 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	345	-	-	1108	-
HCM Lane V/C Ratio	0.256	-	-	0.102	-
HCM Control Delay (s)	19	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.3	-

Lanes, Volumes, Timings
4: Goshen Rd & Crystal Dr

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	431	605	28	14	8
Future Volume (vph)	13	431	605	28	14	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.953	
Flt Protected		0.998			0.968	
Satd. Flow (prot)	0	1877	1870	0	1473	0
Flt Permitted		0.998			0.968	
Satd. Flow (perm)	0	1877	1870	0	1473	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		517	497		258	
Travel Time (s)		7.8	7.5		7.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	19%	19%
Adj. Flow (vph)	14	449	630	29	15	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	463	659	0	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	13	431	605	28	14	8
Future Vol, veh/h	13	431	605	28	14	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	19	19
Mvmt Flow	14	449	630	29	15	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	659	0	-	0	1122 645
Stage 1	-	-	-	-	645 -
Stage 2	-	-	-	-	477 -
Critical Hdwy	4.11	-	-	-	6.59 6.39
Critical Hdwy Stg 1	-	-	-	-	5.59 -
Critical Hdwy Stg 2	-	-	-	-	5.59 -
Follow-up Hdwy	2.209	-	-	-	3.671 3.471
Pot Cap-1 Maneuver	934	-	-	-	211 443
Stage 1	-	-	-	-	492 -
Stage 2	-	-	-	-	590 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	934	-	-	-	207 443
Mov Cap-2 Maneuver	-	-	-	-	207 -
Stage 1	-	-	-	-	482 -
Stage 2	-	-	-	-	590 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	20.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	934	-	-	-	257
HCM Lane V/C Ratio	0.014	-	-	-	0.089
HCM Control Delay (s)	8.9	0	-	-	20.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings
5: Goshen Rd & Stephens Dr

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	49	421	583	33	21	20
Future Volume (vph)	49	421	583	33	21	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993		0.934	
Flt Protected		0.995			0.975	
Satd. Flow (prot)	0	1872	1850	0	1730	0
Flt Permitted		0.995			0.975	
Satd. Flow (perm)	0	1872	1850	0	1730	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1105	517		281	
Travel Time (s)		16.7	7.8		5.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	2%	2%	0%	0%
Adj. Flow (vph)	51	434	601	34	22	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	485	635	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.9%
ICU Level of Service	C
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	49	421	583	33	21	20
Future Vol, veh/h	49	421	583	33	21	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	2	2	0	0
Mvmt Flow	51	434	601	34	22	21

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	635	0	-	0	1154 618
Stage 1	-	-	-	-	618 -
Stage 2	-	-	-	-	536 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	953	-	-	-	220 493
Stage 1	-	-	-	-	542 -
Stage 2	-	-	-	-	591 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	953	-	-	-	204 493
Mov Cap-2 Maneuver	-	-	-	-	204 -
Stage 1	-	-	-	-	504 -
Stage 2	-	-	-	-	591 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	953	-	-	-	286
HCM Lane V/C Ratio	0.053	-	-	-	0.148
HCM Control Delay (s)	9	0	-	-	19.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Lanes, Volumes, Timings
6: Goshen Rd & Golden Dr

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	38	453	547	50	13	39
Future Volume (vph)	38	453	547	50	13	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.989		0.898	
Flt Protected		0.996			0.988	
Satd. Flow (prot)	0	1874	1842	0	1686	0
Flt Permitted		0.996			0.988	
Satd. Flow (perm)	0	1874	1842	0	1686	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1033	680		407	
Travel Time (s)		15.7	10.3		7.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	2%	2%	0%	0%
Adj. Flow (vph)	39	462	558	51	13	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	501	609	0	53	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.2%
ICU Level of Service	C
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	38	453	547	50	13	39
Future Vol, veh/h	38	453	547	50	13	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	1	2	2	0	0
Mvmt Flow	39	462	558	51	13	40

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	609	0	-	0	1124 584
Stage 1	-	-	-	-	584 -
Stage 2	-	-	-	-	540 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	974	-	-	-	229 515
Stage 1	-	-	-	-	561 -
Stage 2	-	-	-	-	588 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	974	-	-	-	217 515
Mov Cap-2 Maneuver	-	-	-	-	217 -
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	588 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	974	-	-	-	383
HCM Lane V/C Ratio	0.04	-	-	-	0.139
HCM Control Delay (s)	8.8	0	-	-	15.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Lanes, Volumes, Timings
7: Goshen Rd & Paddleford Dr

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	481	552	13	4	1
Future Volume (vph)	1	481	552	13	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.973	
Flt Protected					0.962	
Satd. Flow (prot)	0	1881	1876	0	1778	0
Flt Permitted					0.962	
Satd. Flow (perm)	0	1881	1876	0	1778	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		2061	844		684	
Travel Time (s)		31.2	12.8		18.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	1	501	575	14	4	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	502	589	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	481	552	13	4	1
Future Vol, veh/h	1	481	552	13	4	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	1	501	575	14	4	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	589	0	-	0	1085 582
Stage 1	-	-	-	-	582 -
Stage 2	-	-	-	-	503 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	991	-	-	-	242 517
Stage 1	-	-	-	-	563 -
Stage 2	-	-	-	-	612 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	991	-	-	-	242 517
Mov Cap-2 Maneuver	-	-	-	-	242 -
Stage 1	-	-	-	-	562 -
Stage 2	-	-	-	-	612 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	991	-	-	-	271
HCM Lane V/C Ratio	0.001	-	-	-	0.019
HCM Control Delay (s)	8.6	0	-	-	18.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
8: Goshen Rd & Autumn Dr

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	452	512	15	7	8
Future Volume (vph)	13	452	512	15	7	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.928	
Flt Protected		0.999			0.977	
Satd. Flow (prot)	0	1879	1874	0	1723	0
Flt Permitted		0.999			0.977	
Satd. Flow (perm)	0	1879	1874	0	1723	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		1774	783		641	
Travel Time (s)		26.9	11.9		17.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	14	476	539	16	7	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	490	555	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	13	452	512	15	7	8
Future Vol, veh/h	13	452	512	15	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	14	476	539	16	7	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	555	0	-	0	1051 547
Stage 1	-	-	-	-	547 -
Stage 2	-	-	-	-	504 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1020	-	-	-	253 541
Stage 1	-	-	-	-	584 -
Stage 2	-	-	-	-	611 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1020	-	-	-	248 541
Mov Cap-2 Maneuver	-	-	-	-	248 -
Stage 1	-	-	-	-	573 -
Stage 2	-	-	-	-	611 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1020	-	-	-	349
HCM Lane V/C Ratio	0.013	-	-	-	0.045
HCM Control Delay (s)	8.6	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
9: Goshen Rd & Jamestown Dr

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	473	494	21	11	11
Future Volume (vph)	24	473	494	21	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.932	
Flt Protected		0.998			0.976	
Satd. Flow (prot)	0	1841	1816	0	1529	0
Flt Permitted		0.998			0.976	
Satd. Flow (perm)	0	1841	1816	0	1529	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		565	994		411	
Travel Time (s)		8.6	15.1		11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	4%	4%	13%	13%
Adj. Flow (vph)	26	514	537	23	12	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	540	560	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	24	473	494	21	11	11
Future Vol, veh/h	24	473	494	21	11	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	3	3	4	4	13	13
Mvmt Flow	26	514	537	23	12	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	560	0	-	0	1115 549
Stage 1	-	-	-	-	549 -
Stage 2	-	-	-	-	566 -
Critical Hdwy	4.13	-	-	-	6.53 6.33
Critical Hdwy Stg 1	-	-	-	-	5.53 -
Critical Hdwy Stg 2	-	-	-	-	5.53 -
Follow-up Hdwy	2.227	-	-	-	3.617 3.417
Pot Cap-1 Maneuver	1006	-	-	-	219 515
Stage 1	-	-	-	-	557 -
Stage 2	-	-	-	-	547 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1006	-	-	-	211 515
Mov Cap-2 Maneuver	-	-	-	-	211 -
Stage 1	-	-	-	-	537 -
Stage 2	-	-	-	-	547 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1006	-	-	-	299
HCM Lane V/C Ratio	0.026	-	-	-	0.08
HCM Control Delay (s)	8.7	0	-	-	18.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lanes, Volumes, Timings
10: Goshen Rd & Exley Loop

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	472	576	7	4	1
Future Volume (vph)	4	472	576	7	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.973	
Flt Protected					0.962	
Satd. Flow (prot)	0	1881	1877	0	1778	0
Flt Permitted					0.962	
Satd. Flow (perm)	0	1881	1877	0	1778	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		452	260		352	
Travel Time (s)		6.8	3.9		8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	4	497	606	7	4	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	501	613	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	4	472	576	7	4	1
Future Vol, veh/h	4	472	576	7	4	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	4	497	606	7	4	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	613	0	-	0	1115 610
Stage 1	-	-	-	-	610 -
Stage 2	-	-	-	-	505 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	971	-	-	-	232 498
Stage 1	-	-	-	-	546 -
Stage 2	-	-	-	-	610 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	971	-	-	-	231 498
Mov Cap-2 Maneuver	-	-	-	-	231 -
Stage 1	-	-	-	-	543 -
Stage 2	-	-	-	-	610 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	971	-	-	-	259
HCM Lane V/C Ratio	0.004	-	-	-	0.02
HCM Control Delay (s)	8.7	0	-	-	19.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
11: Goshen Rd & Center Dr

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	474	580	8	1	4
Future Volume (vph)	3	474	580	8	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.892	
Flt Protected					0.990	
Satd. Flow (prot)	0	1881	1877	0	1678	0
Flt Permitted					0.990	
Satd. Flow (perm)	0	1881	1877	0	1678	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		242	343		307	
Travel Time (s)		3.7	5.2		7.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	3	494	604	8	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	497	612	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.0%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	3	474	580	8	1	4
Future Vol, veh/h	3	474	580	8	1	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	3	494	604	8	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	612	0	-	0	1108 608
Stage 1	-	-	-	-	608 -
Stage 2	-	-	-	-	500 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	972	-	-	-	234 499
Stage 1	-	-	-	-	547 -
Stage 2	-	-	-	-	613 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	972	-	-	-	233 499
Mov Cap-2 Maneuver	-	-	-	-	233 -
Stage 1	-	-	-	-	545 -
Stage 2	-	-	-	-	613 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	972	-	-	-	406
HCM Lane V/C Ratio	0.003	-	-	-	0.013
HCM Control Delay (s)	8.7	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
33: Goshen Rd & DR Horton-Longleaf

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	435	514	34	21	13
Future Volume (vph)	24	435	514	34	21	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.992		0.949	
Flt Protected		0.997			0.970	
Satd. Flow (prot)	0	1857	1848	0	1715	0
Flt Permitted		0.997			0.970	
Satd. Flow (perm)	0	1857	1848	0	1715	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		376	2061		444	
Travel Time (s)		8.5	46.8		10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	473	559	37	23	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	499	596	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.5%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	24	435	514	34	21	13
Future Vol, veh/h	24	435	514	34	21	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	26	473	559	37	23	14




















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	596	0	-	0	1103 578
Stage 1	-	-	-	-	578 -
Stage 2	-	-	-	-	525 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	980	-	-	-	234 516
Stage 1	-	-	-	-	561 -
Stage 2	-	-	-	-	593 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	980	-	-	-	226 516
Mov Cap-2 Maneuver	-	-	-	-	226 -
Stage 1	-	-	-	-	541 -
Stage 2	-	-	-	-	593 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	19.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	980	-	-	-	288
HCM Lane V/C Ratio	0.027	-	-	-	0.128
HCM Control Delay (s)	8.8	0	-	-	19.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2028 No Build Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	102	0	0	42	26	85	866	71	0	0	0
Future Volume (vph)	325	102	0	0	42	26	85	866	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		200	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1863	0	0	1681	1429	1597	3195	1429	0	0	0
Flt Permitted	0.726						0.950					
Satd. Flow (perm)	1352	1863	0	0	1681	1429	1597	3195	1429	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						33			79			
Link Speed (mph)		45			45			45				45
Link Distance (ft)		267			339			470				288
Travel Time (s)		4.0			5.1			7.1				4.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	13%	13%	13%	13%	13%	13%	0%	0%	0%
Adj. Flow (vph)	361	113	0	0	47	29	94	962	79	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	361	113	0	0	47	29	94	962	79	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4					8	2		2			
Detector Phase	4	4			8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5	22.5	22.5	22.5	22.5			
Total Split (s)	24.0	24.0			24.0	24.0	26.0	26.0	26.0			
Total Split (%)	48.0%	48.0%			48.0%	48.0%	52.0%	52.0%	52.0%			
Maximum Green (s)	19.5	19.5			19.5	19.5	21.5	21.5	21.5			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0			
Act Effct Green (s)	16.3	16.3			16.3	16.3	22.5	22.5	22.5			
Actuated g/C Ratio	0.34	0.34			0.34	0.34	0.47	0.47	0.47			
v/c Ratio	0.78	0.18			0.08	0.06	0.13	0.64	0.11			
Control Delay	27.6	11.0			10.2	4.3	8.9	12.9	3.2			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	27.6	11.0			10.2	4.3	8.9	12.9	3.2			
LOS	C	B			B	A	A	B	A			
Approach Delay		23.6			8.0			11.9				
Approach LOS		C			A			B				
Queue Length 50th (ft)	84	20			8	0	15	105	0			
Queue Length 95th (ft)	#191	46			24	11	37	170	18			
Internal Link Dist (ft)		187			259			390				208
Turn Bay Length (ft)	200					200						
Base Capacity (vph)	553	762			687	604	750	1500	713			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.65	0.15			0.07	0.05	0.13	0.64	0.11			

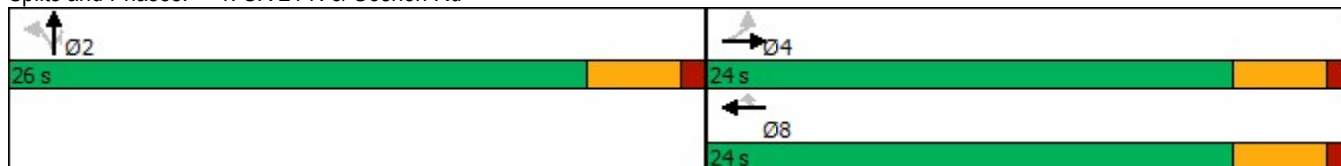
Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 47.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 15.0
 Intersection Capacity Utilization 57.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

95th percentile volume exceeds capacity, queue may be longer.



















Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 21 N & Goshen Rd



Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2028 No Build Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	377	221	30	119	0	0	0	0	76	1447	183
Future Volume (vph)	0	377	221	30	119	0	0	0	0	76	1447	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected					0.990					0.950		
Satd. Flow (prot)	0	1827	1553	0	1791	0	0	0	0	1703	3406	1524
Flt Permitted					0.739					0.950		
Satd. Flow (perm)	0	1827	1553	0	1337	0	0	0	0	1703	3406	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			27									195
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		278			268			468			496	
Travel Time (s)		4.2			4.1			7.1			7.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	0%	0%	0%	6%	6%	6%
Adj. Flow (vph)	0	401	235	32	127	0	0	0	0	81	1539	195
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	401	235	0	159	0	0	0	0	81	1539	195
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	

Queue shown is maximum after two cycles.

Splits and Phases: 2: Goshen Rd & SR 21 S



Lanes, Volumes, Timings
3: Huger St & Goshen Rd

2028 No Build Conditions
AM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	↗
Traffic Volume (vph)	458	14	24	269	31	96
Future Volume (vph)	458	14	24	269	31	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.898	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	1827	1553	1752	1845	1605	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	1827	1553	1752	1845	1605	0
Link Speed (mph)	45			45	25	
Link Distance (ft)	817			344	240	
Travel Time (s)	12.4			5.2	6.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	3%	3%	5%	5%
Adj. Flow (vph)	482	15	25	283	33	101
Shared Lane Traffic (%)						
Lane Group Flow (vph)	482	15	25	283	134	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	38.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	458	14	24	269	31	96
Future Vol, veh/h	458	14	24	269	31	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	3	3	5	5
Mvmt Flow	482	15	25	283	33	101

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	497	0	815 482
Stage 1	-	-	-	-	482 -
Stage 2	-	-	-	-	333 -
Critical Hdwy	-	-	4.13	-	6.45 6.25
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	-	-	2.227	-	3.545 3.345
Pot Cap-1 Maneuver	-	-	1062	-	343 578
Stage 1	-	-	-	-	615 -
Stage 2	-	-	-	-	719 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1062	-	335 578
Mov Cap-2 Maneuver	-	-	-	-	451 -
Stage 1	-	-	-	-	615 -
Stage 2	-	-	-	-	702 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	541	-	-	1062	-
HCM Lane V/C Ratio	0.247	-	-	0.024	-
HCM Control Delay (s)	13.8	-	-	8.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Lanes, Volumes, Timings
4: Goshen Rd & Crystal Dr

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	461	297	7	11	11
Future Volume (vph)	6	461	297	7	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.932	
Flt Protected	0.950				0.976	
Satd. Flow (prot)	1736	1827	1827	1553	1417	0
Flt Permitted	0.950				0.976	
Satd. Flow (perm)	1736	1827	1827	1553	1417	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		517	817		258	
Travel Time (s)		7.8	12.4		7.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	22%	22%
Adj. Flow (vph)	6	470	303	7	11	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	470	303	7	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	34.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	461	297	7	11	11
Future Vol, veh/h	6	461	297	7	11	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	22	22
Mvmt Flow	6	470	303	7	11	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	310	0	-	0	785 303
Stage 1	-	-	-	-	303 -
Stage 2	-	-	-	-	482 -
Critical Hdwy	4.14	-	-	-	6.62 6.42
Critical Hdwy Stg 1	-	-	-	-	5.62 -
Critical Hdwy Stg 2	-	-	-	-	5.62 -
Follow-up Hdwy	2.236	-	-	-	3.698 3.498
Pot Cap-1 Maneuver	1239	-	-	-	335 692
Stage 1	-	-	-	-	706 -
Stage 2	-	-	-	-	582 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1239	-	-	-	333 692
Mov Cap-2 Maneuver	-	-	-	-	440 -
Stage 1	-	-	-	-	702 -
Stage 2	-	-	-	-	582 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1239	-	-	-	538
HCM Lane V/C Ratio	0.005	-	-	-	0.042
HCM Control Delay (s)	7.9	-	-	-	12
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
5: Goshen Rd & Stephens Dr

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	433	301	9	35	16
Future Volume (vph)	12	433	301	9	35	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.958	
Flt Protected	0.950				0.967	
Satd. Flow (prot)	1736	1827	1810	1538	1726	0
Flt Permitted	0.950				0.967	
Satd. Flow (perm)	1736	1827	1810	1538	1726	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1105	517		281	
Travel Time (s)		16.7	7.8		5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	5%	5%	2%	2%
Adj. Flow (vph)	12	442	307	9	36	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	442	307	9	52	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	433	301	9	35	16
Future Vol, veh/h	12	433	301	9	35	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	5	5	2	2
Mvmt Flow	12	442	307	9	36	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	316	0	-	0	773
Stage 1	-	-	-	-	307
Stage 2	-	-	-	-	466
Critical Hdwy	4.14	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.236	-	-	-	3.518
Pot Cap-1 Maneuver	1233	-	-	-	367
Stage 1	-	-	-	-	746
Stage 2	-	-	-	-	632
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1233	-	-	-	363
Mov Cap-2 Maneuver	-	-	-	-	474
Stage 1	-	-	-	-	739
Stage 2	-	-	-	-	632

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1233	-	-	-	533
HCM Lane V/C Ratio	0.01	-	-	-	0.098
HCM Control Delay (s)	7.9	-	-	-	12.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings
6: Goshen Rd & Golden Dr

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	57	407	215	104	27	49
Future Volume (vph)	57	407	215	104	27	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.956		0.913	
Flt Protected	0.950				0.982	
Satd. Flow (prot)	1736	1827	1747	0	1549	0
Flt Permitted	0.950				0.982	
Satd. Flow (perm)	1736	1827	1747	0	1549	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1033	680		407	
Travel Time (s)		15.7	10.3		7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	4%	10%	10%
Adj. Flow (vph)	63	452	239	116	30	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	452	355	0	84	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	57	407	215	104	27	49
Future Vol, veh/h	57	407	215	104	27	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	10	10
Mvmt Flow	63	452	239	116	30	54

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	355	0	-	0	875 297
Stage 1	-	-	-	-	297 -
Stage 2	-	-	-	-	578 -
Critical Hdwy	4.14	-	-	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	2.236	-	-	-	3.59 3.39
Pot Cap-1 Maneuver	1193	-	-	-	310 724
Stage 1	-	-	-	-	736 -
Stage 2	-	-	-	-	546 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1193	-	-	-	294 724
Mov Cap-2 Maneuver	-	-	-	-	410 -
Stage 1	-	-	-	-	697 -
Stage 2	-	-	-	-	546 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1193	-	-	-	569
HCM Lane V/C Ratio	0.053	-	-	-	0.148
HCM Control Delay (s)	8.2	-	-	-	12.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Lanes, Volumes, Timings
7: Goshen Rd & Paddleford Dr

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	432	267	6	6	4
Future Volume (vph)	1	432	267	6	6	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.951	
Flt Protected	0.950				0.969	
Satd. Flow (prot)	1752	1845	1787	0	1401	0
Flt Permitted	0.950				0.969	
Satd. Flow (perm)	1752	1845	1787	0	1401	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		1992	844		684	
Travel Time (s)		30.2	12.8		18.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	6%	6%	25%	25%
Adj. Flow (vph)	1	480	297	7	7	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	480	304	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	432	267	6	6	4
Future Vol, veh/h	1	432	267	6	6	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	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	6	6	25	25
Mvmt Flow	1	480	297	7	7	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	304	0	-	0	783 301
Stage 1	-	-	-	-	301 -
Stage 2	-	-	-	-	482 -
Critical Hdwy	4.13	-	-	-	6.65 6.45
Critical Hdwy Stg 1	-	-	-	-	5.65 -
Critical Hdwy Stg 2	-	-	-	-	5.65 -
Follow-up Hdwy	2.227	-	-	-	3.725 3.525
Pot Cap-1 Maneuver	1251	-	-	-	332 688
Stage 1	-	-	-	-	701 -
Stage 2	-	-	-	-	576 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1251	-	-	-	332 688
Mov Cap-2 Maneuver	-	-	-	-	437 -
Stage 1	-	-	-	-	700 -
Stage 2	-	-	-	-	576 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1251	-	-	-	512
HCM Lane V/C Ratio	0.001	-	-	-	0.022
HCM Control Delay (s)	7.9	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
8: Goshen Rd & Autumn Dr

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	377	283	5	17	12
Future Volume (vph)	2	377	283	5	17	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.944	
Flt Protected	0.950				0.971	
Satd. Flow (prot)	1752	1845	1772	0	1541	0
Flt Permitted	0.950				0.971	
Satd. Flow (perm)	1752	1845	1772	0	1541	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		1774	860		641	
Travel Time (s)		26.9	13.0		17.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	3%	3%	7%	7%	13%	13%
Adj. Flow (vph)	2	438	329	6	20	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	438	335	0	34	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	377	283	5	17	12
Future Vol, veh/h	2	377	283	5	17	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	7	7	13	13
Mvmt Flow	2	438	329	6	20	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	335	0	-	0	774 332
Stage 1	-	-	-	-	332 -
Stage 2	-	-	-	-	442 -
Critical Hdwy	4.13	-	-	-	6.53 6.33
Critical Hdwy Stg 1	-	-	-	-	5.53 -
Critical Hdwy Stg 2	-	-	-	-	5.53 -
Follow-up Hdwy	2.227	-	-	-	3.617 3.417
Pot Cap-1 Maneuver	1219	-	-	-	352 685
Stage 1	-	-	-	-	703 -
Stage 2	-	-	-	-	625 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1219	-	-	-	351 685
Mov Cap-2 Maneuver	-	-	-	-	461 -
Stage 1	-	-	-	-	702 -
Stage 2	-	-	-	-	625 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1219	-	-	-	533
HCM Lane V/C Ratio	0.002	-	-	-	0.063
HCM Control Delay (s)	8	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
9: Goshen Rd & Jamestown Dr

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	387	319	2	10	22
Future Volume (vph)	2	387	319	2	10	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.907	
Flt Protected	0.950				0.985	
Satd. Flow (prot)	1641	1727	1680	0	1572	0
Flt Permitted	0.950				0.985	
Satd. Flow (perm)	1641	1727	1680	0	1572	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		565	994		411	
Travel Time (s)		8.6	15.1		11.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	13%	13%	8%	8%
Adj. Flow (vph)	2	425	351	2	11	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	425	353	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	387	319	2	10	22
Future Vol, veh/h	2	387	319	2	10	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	10	13	13	8	8
Mvmt Flow	2	425	351	2	11	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	353	0	-	0	781 352
Stage 1	-	-	-	-	352 -
Stage 2	-	-	-	-	429 -
Critical Hdwy	4.2	-	-	-	6.48 6.28
Critical Hdwy Stg 1	-	-	-	-	5.48 -
Critical Hdwy Stg 2	-	-	-	-	5.48 -
Follow-up Hdwy	2.29	-	-	-	3.572 3.372
Pot Cap-1 Maneuver	1163	-	-	-	355 678
Stage 1	-	-	-	-	699 -
Stage 2	-	-	-	-	644 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1163	-	-	-	354 678
Mov Cap-2 Maneuver	-	-	-	-	467 -
Stage 1	-	-	-	-	698 -
Stage 2	-	-	-	-	644 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1163	-	-	-	594
HCM Lane V/C Ratio	0.002	-	-	-	0.059
HCM Control Delay (s)	8.1	-	-	-	11.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
10: Goshen Rd & Exley Loop

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	446	260	2	4	5
Future Volume (vph)	1	446	260	2	4	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.925	
Flt Protected	0.950				0.978	
Satd. Flow (prot)	1752	1845	1774	0	1332	0
Flt Permitted	0.950				0.978	
Satd. Flow (perm)	1752	1845	1774	0	1332	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		452	502		352	
Travel Time (s)		6.8	7.6		8.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	7%	7%	29%	29%
Adj. Flow (vph)	1	490	286	2	4	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	490	288	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	33.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	446	260	2	4	5
Future Vol, veh/h	1	446	260	2	4	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	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	7	7	29	29
Mvmt Flow	1	490	286	2	4	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	288	0	-	0	779 287
Stage 1	-	-	-	-	287 -
Stage 2	-	-	-	-	492 -
Critical Hdwy	4.13	-	-	-	6.69 6.49
Critical Hdwy Stg 1	-	-	-	-	5.69 -
Critical Hdwy Stg 2	-	-	-	-	5.69 -
Follow-up Hdwy	2.227	-	-	-	3.761 3.561
Pot Cap-1 Maneuver	1268	-	-	-	329 692
Stage 1	-	-	-	-	704 -
Stage 2	-	-	-	-	562 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1268	-	-	-	329 692
Mov Cap-2 Maneuver	-	-	-	-	431 -
Stage 1	-	-	-	-	703 -
Stage 2	-	-	-	-	562 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1268	-	-	-	545
HCM Lane V/C Ratio	0.001	-	-	-	0.018
HCM Control Delay (s)	7.8	-	-	-	11.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
11: Goshen Rd & Center Dr

2028 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	450	261	2	15	2
Future Volume (vph)	0	450	261	2	15	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.986	
Flt Protected					0.957	
Satd. Flow (prot)	1827	1827	1758	0	1793	0
Flt Permitted					0.957	
Satd. Flow (perm)	1827	1827	1758	0	1793	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		502	343		307	
Travel Time (s)		7.6	5.2		7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	8%	8%	0%	0%
Adj. Flow (vph)	0	500	290	2	17	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	500	292	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	450	261	2	15	2
Future Vol, veh/h	0	450	261	2	15	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	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	8	8	0	0
Mvmt Flow	0	500	290	2	17	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	292	0	-	0	791 291
Stage 1	-	-	-	-	291 -
Stage 2	-	-	-	-	500 -
Critical Hdwy	4.14	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.236	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1258	-	-	-	361 753
Stage 1	-	-	-	-	763 -
Stage 2	-	-	-	-	613 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1258	-	-	-	361 753
Mov Cap-2 Maneuver	-	-	-	-	471 -
Stage 1	-	-	-	-	763 -
Stage 2	-	-	-	-	613 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1258	-	-	-	493
HCM Lane V/C Ratio	-	-	-	-	0.038
HCM Control Delay (s)	0	-	-	-	12.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
 12: Goshen Rd & DR Horton-Longleaf

2028 No Build Conditions
 AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	387	266	10	30	22
Future Volume (vph)	7	387	266	10	30	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.943	
Flt Protected	0.950				0.972	
Satd. Flow (prot)	1770	1863	1863	1583	1707	0
Flt Permitted	0.950				0.972	
Satd. Flow (perm)	1770	1863	1863	1583	1707	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		369	1992		286	
Travel Time (s)		8.4	45.3		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	421	289	11	33	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	421	289	11	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	387	266	10	30	22
Future Vol, veh/h	7	387	266	10	30	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	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	8	421	289	11	33	24




















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	300	0	-	0	726 289
Stage 1	-	-	-	-	289 -
Stage 2	-	-	-	-	437 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1261	-	-	-	391 750
Stage 1	-	-	-	-	760 -
Stage 2	-	-	-	-	651 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1261	-	-	-	389 750
Mov Cap-2 Maneuver	-	-	-	-	494 -
Stage 1	-	-	-	-	755 -
Stage 2	-	-	-	-	651 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1261	-	-	-	577
HCM Lane V/C Ratio	0.006	-	-	-	0.098
HCM Control Delay (s)	7.9	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2028 No Build Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	379	88	0	0	119	96	252	1880	22	0	0	0
Future Volume (vph)	379	88	0	0	119	96	252	1880	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		200	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt							0.850		0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1863	0	0	1845	1568	1736	3471	1553	0	0	0
Flt Permitted	0.664						0.950					
Satd. Flow (perm)	1237	1863	0	0	1845	1568	1736	3471	1553	0	0	0
Right Turn on Red			Yes			Yes		Yes				Yes
Satd. Flow (RTOR)						16		22				
Link Speed (mph)		45			45			45				45
Link Distance (ft)		267			339			470				288
Travel Time (s)		4.0			5.1			7.1				4.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	4%	4%	4%	0%	0%	0%
Adj. Flow (vph)	399	93	0	0	125	101	265	1979	23	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	399	93	0	0	125	101	265	1979	23	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4					8	2		2			
Detector Phase	4	4			8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5	22.5	22.5	22.5	22.5			
Total Split (s)	36.0	36.0			36.0	36.0	64.0	64.0	64.0			
Total Split (%)	36.0%	36.0%			36.0%	36.0%	64.0%	64.0%	64.0%			
Maximum Green (s)	31.5	31.5			31.5	31.5	59.5	59.5	59.5			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0			
Act Effct Green (s)	31.5	31.5			31.5	31.5	59.5	59.5	59.5			
Actuated g/C Ratio	0.32	0.32			0.32	0.32	0.60	0.60	0.60			
v/c Ratio	1.03	0.16			0.22	0.20	0.26	0.96	0.02			
Control Delay	87.9	25.7			26.4	22.3	10.5	32.1	3.6			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	87.9	25.7			26.4	22.3	10.5	32.1	3.6			
LOS	F	C			C	C	B	C	A			
Approach Delay		76.1			24.6			29.3				
Approach LOS		E			C			C				
Queue Length 50th (ft)	~272	42			58	39	75	580	0			
Queue Length 95th (ft)	#455	81			104	80	118	#802	10			
Internal Link Dist (ft)		187			259			390			208	
Turn Bay Length (ft)	200					200						
Base Capacity (vph)	389	586			581	504	1032	2065	932			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	1.03	0.16			0.22	0.20	0.26	0.96	0.02			

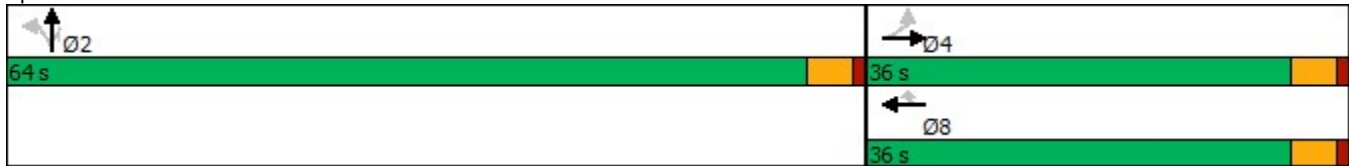
Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	36.7
Intersection LOS:	D
Intersection Capacity Utilization:	90.2%
ICU Level of Service:	E
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.



















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

Splits and Phases: 1: SR 21 N & Goshen Rd



Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2028 No Build Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	359	136	74	301	0	0	0	0	104	1203	356
Future Volume (vph)	0	359	136	74	301	0	0	0	0	104	1203	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected					0.990					0.950		
Satd. Flow (prot)	0	1863	1583	0	1862	0	0	0	0	1736	3471	1553
Flt Permitted					0.746					0.950		
Satd. Flow (perm)	0	1863	1583	0	1403	0	0	0	0	1736	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			33									351
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		278			268			468			496	
Travel Time (s)		4.2			4.1			7.1			7.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	4%	4%	4%
Adj. Flow (vph)	0	386	146	80	324	0	0	0	0	112	1294	383
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	386	146	0	404	0	0	0	0	112	1294	383
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	

Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5					22.5	22.5	22.5
Total Split (s)		23.0	23.0	23.0	23.0					27.0	27.0	27.0
Total Split (%)		46.0%	46.0%	46.0%	46.0%					54.0%	54.0%	54.0%
Maximum Green (s)		18.5	18.5	18.5	18.5					22.5	22.5	22.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0					0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5					4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					Max	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0					0	0	0
Act Effct Green (s)		16.2	16.2		16.2					22.6	22.6	22.6
Actuated g/C Ratio		0.34	0.34		0.34					0.47	0.47	0.47
v/c Ratio		0.61	0.26		0.85					0.14	0.79	0.42
Control Delay		17.8	10.3		34.5					8.5	16.2	3.3
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		17.8	10.3		34.5					8.5	16.2	3.3
LOS		B	B		C					A	B	A
Approach Delay		15.8			34.5						13.0	
Approach LOS		B			C						B	
Queue Length 50th (ft)		86	22		101					18	162	5
Queue Length 95th (ft)		155	53		#229					40	#253	42
Internal Link Dist (ft)		198			188			388			416	
Turn Bay Length (ft)			220									
Base Capacity (vph)		724	635		545					821	1641	919
Starvation Cap Reductn		0	0		0					0	0	0
Spillback Cap Reductn		0	0		0					0	0	0
Storage Cap Reductn		0	0		0					0	0	0
Reduced v/c Ratio		0.53	0.23		0.74					0.14	0.79	0.42

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 47.8

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 16.7 Intersection LOS: B

Intersection Capacity Utilization 83.3% 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: 2: Goshen Rd & SR 21 S



Lanes, Volumes, Timings
3: Huger St & Goshen Rd

2028 No Build Conditions
PM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↖	↗
Traffic Volume (vph)	361	31	96	557	17	57
Future Volume (vph)	361	31	96	557	17	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.896	
Flt Protected			0.950		0.989	
Satd. Flow (prot)	1881	1599	1787	1881	1603	0
Flt Permitted			0.950		0.989	
Satd. Flow (perm)	1881	1599	1787	1881	1603	0
Link Speed (mph)	45			45	25	
Link Distance (ft)	817			344	240	
Travel Time (s)	12.4			5.2	6.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	5%	5%
Adj. Flow (vph)	380	33	101	586	18	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	380	33	101	586	78	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Vol, veh/h	361	31	96	557	17	57
Future Vol, veh/h	361	31	96	557	17	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	5	5
Mvmt Flow	380	33	101	586	18	60

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	413	0	1168
Stage 1	-	-	-	-	380
Stage 2	-	-	-	-	788
Critical Hdwy	-	-	4.11	-	6.45
Critical Hdwy Stg 1	-	-	-	-	5.45
Critical Hdwy Stg 2	-	-	-	-	5.45
Follow-up Hdwy	-	-	2.209	-	3.545
Pot Cap-1 Maneuver	-	-	1151	-	211
Stage 1	-	-	-	-	685
Stage 2	-	-	-	-	443
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1151	-	192
Mov Cap-2 Maneuver	-	-	-	-	311
Stage 1	-	-	-	-	685
Stage 2	-	-	-	-	404

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	525	-	-	1151	-
HCM Lane V/C Ratio	0.148	-	-	0.088	-
HCM Control Delay (s)	13	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.3	-

Lanes, Volumes, Timings
4: Goshen Rd & Crystal Dr

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	388	546	25	12	7
Future Volume (vph)	11	388	546	25	12	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.953	
Flt Protected	0.950				0.969	
Satd. Flow (prot)	1787	1881	1881	1599	1474	0
Flt Permitted	0.950				0.969	
Satd. Flow (perm)	1787	1881	1881	1599	1474	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		517	817		258	
Travel Time (s)		7.8	12.4		7.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	19%	19%
Adj. Flow (vph)	11	404	569	26	13	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	404	569	26	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	388	546	25	12	7
Future Vol, veh/h	11	388	546	25	12	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	19	19
Mvmt Flow	11	404	569	26	13	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	595	0	-	0	995 569
Stage 1	-	-	-	-	569 -
Stage 2	-	-	-	-	426 -
Critical Hdwy	4.11	-	-	-	6.59 6.39
Critical Hdwy Stg 1	-	-	-	-	5.59 -
Critical Hdwy Stg 2	-	-	-	-	5.59 -
Follow-up Hdwy	2.209	-	-	-	3.671 3.471
Pot Cap-1 Maneuver	986	-	-	-	253 491
Stage 1	-	-	-	-	534 -
Stage 2	-	-	-	-	624 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	986	-	-	-	250 491
Mov Cap-2 Maneuver	-	-	-	-	374 -
Stage 1	-	-	-	-	528 -
Stage 2	-	-	-	-	624 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	986	-	-	-	410
HCM Lane V/C Ratio	0.012	-	-	-	0.048
HCM Control Delay (s)	8.7	-	-	-	14.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
5: Goshen Rd & Stephens Dr

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	44	380	526	30	19	17
Future Volume (vph)	44	380	526	30	19	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.936	
Flt Protected	0.950				0.974	
Satd. Flow (prot)	1787	1881	1863	1583	1732	0
Flt Permitted	0.950				0.974	
Satd. Flow (perm)	1787	1881	1863	1583	1732	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1105	517		281	
Travel Time (s)		16.7	7.8		5.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	2%	2%	0%	0%
Adj. Flow (vph)	45	392	542	31	20	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	392	542	31	38	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	380	526	30	19	17
Future Vol, veh/h	44	380	526	30	19	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	2	2	0	0
Mvmt Flow	45	392	542	31	20	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	573	0	-	0	1024 542
Stage 1	-	-	-	-	542 -
Stage 2	-	-	-	-	482 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1005	-	-	-	263 544
Stage 1	-	-	-	-	587 -
Stage 2	-	-	-	-	625 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1005	-	-	-	251 544
Mov Cap-2 Maneuver	-	-	-	-	384 -
Stage 1	-	-	-	-	561 -
Stage 2	-	-	-	-	625 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1005	-	-	-	446
HCM Lane V/C Ratio	0.045	-	-	-	0.083
HCM Control Delay (s)	8.8	-	-	-	13.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lanes, Volumes, Timings
6: Goshen Rd & Golden Dr

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	34	408	494	45	11	35
Future Volume (vph)	34	408	494	45	11	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.989		0.897	
Flt Protected	0.950				0.988	
Satd. Flow (prot)	1787	1881	1842	0	1684	0
Flt Permitted	0.950				0.988	
Satd. Flow (perm)	1787	1881	1842	0	1684	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1033	680		407	
Travel Time (s)		15.7	10.3		7.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	2%	2%	0%	0%
Adj. Flow (vph)	35	416	504	46	11	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	416	550	0	47	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	408	494	45	11	35
Future Vol, veh/h	34	408	494	45	11	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	1	2	2	0	0
Mvmt Flow	35	416	504	46	11	36

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	550	0	-	0	1013 527
Stage 1	-	-	-	-	527 -
Stage 2	-	-	-	-	486 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1025	-	-	-	267 555
Stage 1	-	-	-	-	596 -
Stage 2	-	-	-	-	623 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1025	-	-	-	258 555
Mov Cap-2 Maneuver	-	-	-	-	391 -
Stage 1	-	-	-	-	576 -
Stage 2	-	-	-	-	623 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1025	-	-	-	504
HCM Lane V/C Ratio	0.034	-	-	-	0.093
HCM Control Delay (s)	8.6	-	-	-	12.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lanes, Volumes, Timings
7: Goshen Rd & Paddleford Dr

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	433	499	11	4	1
Future Volume (vph)	1	433	499	11	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.973	
Flt Protected	0.950				0.962	
Satd. Flow (prot)	1787	1881	1876	0	1778	0
Flt Permitted	0.950				0.962	
Satd. Flow (perm)	1787	1881	1876	0	1778	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		1992	844		684	
Travel Time (s)		30.2	12.8		18.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	1	451	520	11	4	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	451	531	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	433	499	11	4	1
Future Vol, veh/h	1	433	499	11	4	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	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	1	451	520	11	4	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	531	0	-	0	979
Stage 1	-	-	-	-	526
Stage 2	-	-	-	-	453
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1042	-	-	-	280
Stage 1	-	-	-	-	597
Stage 2	-	-	-	-	645
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1042	-	-	-	280
Mov Cap-2 Maneuver	-	-	-	-	410
Stage 1	-	-	-	-	596
Stage 2	-	-	-	-	645

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1042	-	-	-	433
HCM Lane V/C Ratio	0.001	-	-	-	0.012
HCM Control Delay (s)	8.5	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
8: Goshen Rd & Autumn Dr

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	407	460	14	6	7
Future Volume (vph)	11	407	460	14	6	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.927	
Flt Protected	0.950				0.977	
Satd. Flow (prot)	1787	1881	1874	0	1721	0
Flt Permitted	0.950				0.977	
Satd. Flow (perm)	1787	1881	1874	0	1721	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		1774	860		641	
Travel Time (s)		26.9	13.0		17.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	12	428	484	15	6	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	428	499	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	407	460	14	6	7
Future Vol, veh/h	11	407	460	14	6	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	12	428	484	15	6	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	499	0	-	0	944
Stage 1	-	-	-	-	492
Stage 2	-	-	-	-	452
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1070	-	-	-	293
Stage 1	-	-	-	-	619
Stage 2	-	-	-	-	645
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1070	-	-	-	290
Mov Cap-2 Maneuver	-	-	-	-	419
Stage 1	-	-	-	-	612
Stage 2	-	-	-	-	645

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1070	-	-	-	493
HCM Lane V/C Ratio	0.011	-	-	-	0.028
HCM Control Delay (s)	8.4	-	-	-	12.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
9: Goshen Rd & Jamestown Dr

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	21	426	444	19	10	10
Future Volume (vph)	21	426	444	19	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.932	
Flt Protected	0.950				0.976	
Satd. Flow (prot)	1752	1845	1816	0	1529	0
Flt Permitted	0.950				0.976	
Satd. Flow (perm)	1752	1845	1816	0	1529	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		565	994		411	
Travel Time (s)		8.6	15.1		11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	4%	4%	13%	13%
Adj. Flow (vph)	23	463	483	21	11	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	463	504	0	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	426	444	19	10	10
Future Vol, veh/h	21	426	444	19	10	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	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	4	4	13	13
Mvmt Flow	23	463	483	21	11	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	504	0	-	0	1003 494
Stage 1	-	-	-	-	494 -
Stage 2	-	-	-	-	509 -
Critical Hdwy	4.13	-	-	-	6.53 6.33
Critical Hdwy Stg 1	-	-	-	-	5.53 -
Critical Hdwy Stg 2	-	-	-	-	5.53 -
Follow-up Hdwy	2.227	-	-	-	3.617 3.417
Pot Cap-1 Maneuver	1055	-	-	-	256 554
Stage 1	-	-	-	-	591 -
Stage 2	-	-	-	-	582 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1055	-	-	-	250 554
Mov Cap-2 Maneuver	-	-	-	-	379 -
Stage 1	-	-	-	-	578 -
Stage 2	-	-	-	-	582 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1055	-	-	-	450
HCM Lane V/C Ratio	0.022	-	-	-	0.048
HCM Control Delay (s)	8.5	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Lanes, Volumes, Timings
10: Goshen Rd & Exley Loop

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	426	520	6	4	1
Future Volume (vph)	4	426	520	6	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.973	
Flt Protected	0.950				0.962	
Satd. Flow (prot)	1787	1881	1879	0	1778	0
Flt Permitted	0.950				0.962	
Satd. Flow (perm)	1787	1881	1879	0	1778	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		452	502		352	
Travel Time (s)		6.8	7.6		8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	4	448	547	6	4	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	448	553	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	426	520	6	4	1
Future Vol, veh/h	4	426	520	6	4	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	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	4	448	547	6	4	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	553	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.11	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.209	-	-
Pot Cap-1 Maneuver	1022	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1022	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1022	-	-	-	423
HCM Lane V/C Ratio	0.004	-	-	-	0.012
HCM Control Delay (s)	8.5	-	-	-	13.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
11: Goshen Rd & Center Dr

2028 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	427	524	7	1	4
Future Volume (vph)	2	427	524	7	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.892	
Flt Protected	0.950				0.990	
Satd. Flow (prot)	1787	1881	1877	0	1678	0
Flt Permitted	0.950				0.990	
Satd. Flow (perm)	1787	1881	1877	0	1678	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		502	343		307	
Travel Time (s)		7.6	5.2		7.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	2	445	546	7	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	445	553	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	427	524	7	1	4
Future Vol, veh/h	2	427	524	7	1	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	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	2	445	546	7	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	553	0	-	0	999
Stage 1	-	-	-	-	550
Stage 2	-	-	-	-	449
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1022	-	-	-	272
Stage 1	-	-	-	-	582
Stage 2	-	-	-	-	647
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1022	-	-	-	271
Mov Cap-2 Maneuver	-	-	-	-	402
Stage 1	-	-	-	-	581
Stage 2	-	-	-	-	647

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1022	-	-	-	505
HCM Lane V/C Ratio	0.002	-	-	-	0.01
HCM Control Delay (s)	8.5	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
 12: Goshen Rd & DR Horton-Longleaf

2028 No Build Conditions
 PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	389	461	34	21	13
Future Volume (vph)	24	389	461	34	21	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.949	
Flt Protected	0.950				0.970	
Satd. Flow (prot)	1770	1863	1863	1583	1715	0
Flt Permitted	0.950				0.970	
Satd. Flow (perm)	1770	1863	1863	1583	1715	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		369	1992		286	
Travel Time (s)		8.4	45.3		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	423	501	37	23	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	423	501	37	37	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.3%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	389	461	34	21	13
Future Vol, veh/h	24	389	461	34	21	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	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	26	423	501	37	23	14




















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	538	0	-	0	976
Stage 1	-	-	-	-	501
Stage 2	-	-	-	-	475
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1030	-	-	-	279
Stage 1	-	-	-	-	609
Stage 2	-	-	-	-	626
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1030	-	-	-	272
Mov Cap-2 Maneuver	-	-	-	-	402
Stage 1	-	-	-	-	594
Stage 2	-	-	-	-	626

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1030	-	-	-	453
HCM Lane V/C Ratio	0.025	-	-	-	0.082
HCM Control Delay (s)	8.6	-	-	-	13.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2043 No Build Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	361	113	0	0	47	29	95	965	79	0	0	0
Future Volume (vph)	361	113	0	0	47	29	95	965	79	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		200	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1863	0	0	1681	1429	1597	3195	1429	0	0	0
Flt Permitted	0.723						0.950					
Satd. Flow (perm)	1347	1863	0	0	1681	1429	1597	3195	1429	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						32			88			
Link Speed (mph)		45			45			45				45
Link Distance (ft)		267			339			470				288
Travel Time (s)		4.0			5.1			7.1				4.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	13%	13%	13%	13%	13%	13%	0%	0%	0%
Adj. Flow (vph)	401	126	0	0	52	32	106	1072	88	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	401	126	0	0	52	32	106	1072	88	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4					8	2		2			
Detector Phase	4	4			8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5	22.5	22.5	22.5	22.5			
Total Split (s)	26.0	26.0			26.0	26.0	29.0	29.0	29.0			
Total Split (%)	47.3%	47.3%			47.3%	47.3%	52.7%	52.7%	52.7%			
Maximum Green (s)	21.5	21.5			21.5	21.5	24.5	24.5	24.5			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0			
Act Effct Green (s)	18.8	18.8			18.8	18.8	24.7	24.7	24.7			
Actuated g/C Ratio	0.36	0.36			0.36	0.36	0.47	0.47	0.47			
v/c Ratio	0.83	0.19			0.09	0.06	0.14	0.71	0.12			
Control Delay	32.9	12.0			11.1	4.9	9.6	15.1	3.1			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	32.9	12.0			11.1	4.9	9.6	15.1	3.1			
LOS	C	B			B	A	A	B	A			
Approach Delay		27.9			8.8			13.8				
Approach LOS		C			A			B				
Queue Length 50th (ft)	109	26			10	0	19	144	0			
Queue Length 95th (ft)	#240	55			28	13	43	211	19			
Internal Link Dist (ft)		187			259			390				208
Turn Bay Length (ft)	200					200						
Base Capacity (vph)	554	766			692	607	751	1502	718			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.72	0.16			0.08	0.05	0.14	0.71	0.12			

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 52.5
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 17.5
 Intersection Capacity Utilization 62.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

95th percentile volume exceeds capacity, queue may be longer.



















Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 21 N & Goshen Rd



Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2043 No Build Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	418	245	33	132	0	0	0	0	85	1613	204
Future Volume (vph)	0	418	245	33	132	0	0	0	0	85	1613	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected					0.990					0.950		
Satd. Flow (prot)	0	1827	1553	0	1791	0	0	0	0	1703	3406	1524
Flt Permitted					0.599					0.950		
Satd. Flow (perm)	0	1827	1553	0	1084	0	0	0	0	1703	3406	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			23									217
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		278			268			468			496	
Travel Time (s)		4.2			4.1			7.1			7.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	0%	0%	0%	6%	6%	6%
Adj. Flow (vph)	0	445	261	35	140	0	0	0	0	90	1716	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	445	261	0	175	0	0	0	0	90	1716	217
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	

Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5					22.5	22.5	22.5
Total Split (s)		25.0	25.0	25.0	25.0					45.0	45.0	45.0
Total Split (%)		35.7%	35.7%	35.7%	35.7%					64.3%	64.3%	64.3%
Maximum Green (s)		20.5	20.5	20.5	20.5					40.5	40.5	40.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0					0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5					4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					Max	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0					0	0	0
Act Effct Green (s)		19.4	19.4		19.4					40.5	40.5	40.5
Actuated g/C Ratio		0.28	0.28		0.28					0.59	0.59	0.59
v/c Ratio		0.87	0.58		0.58					0.09	0.86	0.22
Control Delay		42.9	25.0		29.8					6.9	18.0	1.7
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		42.9	25.0		29.8					6.9	18.0	1.7
LOS		D	C		C					A	B	A
Approach Delay		36.3			29.8						15.8	
Approach LOS		D			C						B	
Queue Length 50th (ft)		178	85		63					16	297	0
Queue Length 95th (ft)		#328	156		124					33	#416	24
Internal Link Dist (ft)		198			188			388			416	
Turn Bay Length (ft)			220									
Base Capacity (vph)		544	478		322					1001	2003	986
Starvation Cap Reductn		0	0		0					0	0	0
Spillback Cap Reductn		0	0		0					0	0	0
Storage Cap Reductn		0	0		0					0	0	0
Reduced v/c Ratio		0.82	0.55		0.54					0.09	0.86	0.22

Intersection Summary	
Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	68.9
Natural Cycle:	70
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	21.6
Intersection LOS:	C
Intersection Capacity Utilization:	86.6%
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: 2: Goshen Rd & SR 21 S



Lanes, Volumes, Timings
3: Huger St & Goshen Rd

2043 No Build Conditions
AM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↖	↗
Traffic Volume (vph)	508	15	26	298	35	107
Future Volume (vph)	508	15	26	298	35	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.898	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	1827	1553	1752	1845	1605	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	1827	1553	1752	1845	1605	0
Link Speed (mph)	45			45	25	
Link Distance (ft)	817			344	240	
Travel Time (s)	12.4			5.2	6.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	3%	3%	5%	5%
Adj. Flow (vph)	535	16	27	314	37	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	535	16	27	314	150	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	41.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Vol, veh/h	508	15	26	298	35	107
Future Vol, veh/h	508	15	26	298	35	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	3	3	5	5
Mvmt Flow	535	16	27	314	37	113

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	551	0	903
Stage 1	-	-	-	-	535
Stage 2	-	-	-	-	368
Critical Hdwy	-	-	4.13	-	6.45
Critical Hdwy Stg 1	-	-	-	-	5.45
Critical Hdwy Stg 2	-	-	-	-	5.45
Follow-up Hdwy	-	-	2.227	-	3.545
Pot Cap-1 Maneuver	-	-	1014	-	304
Stage 1	-	-	-	-	581
Stage 2	-	-	-	-	694
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1014	-	296
Mov Cap-2 Maneuver	-	-	-	-	419
Stage 1	-	-	-	-	581
Stage 2	-	-	-	-	675

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	504	-	-	1014	-
HCM Lane V/C Ratio	0.297	-	-	0.027	-
HCM Control Delay (s)	15.1	-	-	8.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

Lanes, Volumes, Timings
4: Goshen Rd & Crystal Dr

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	511	330	8	13	13
Future Volume (vph)	7	511	330	8	13	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.932	
Flt Protected	0.950				0.976	
Satd. Flow (prot)	1736	1827	1827	1553	1417	0
Flt Permitted	0.950				0.976	
Satd. Flow (perm)	1736	1827	1827	1553	1417	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		517	817		258	
Travel Time (s)		7.8	12.4		7.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	4%	22%	22%
Adj. Flow (vph)	7	521	337	8	13	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	521	337	8	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	7	511	330	8	13	13
Future Vol, veh/h	7	511	330	8	13	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	22	22
Mvmt Flow	7	521	337	8	13	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	345	0	-	0	872 337
Stage 1	-	-	-	-	337 -
Stage 2	-	-	-	-	535 -
Critical Hdwy	4.14	-	-	-	6.62 6.42
Critical Hdwy Stg 1	-	-	-	-	5.62 -
Critical Hdwy Stg 2	-	-	-	-	5.62 -
Follow-up Hdwy	2.236	-	-	-	3.698 3.498
Pot Cap-1 Maneuver	1203	-	-	-	296 662
Stage 1	-	-	-	-	681 -
Stage 2	-	-	-	-	549 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1203	-	-	-	294 662
Mov Cap-2 Maneuver	-	-	-	-	408 -
Stage 1	-	-	-	-	677 -
Stage 2	-	-	-	-	549 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1203	-	-	-	505
HCM Lane V/C Ratio	0.006	-	-	-	0.053
HCM Control Delay (s)	8	-	-	-	12.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
5: Goshen Rd & Stephens Dr

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	480	335	10	39	18
Future Volume (vph)	14	480	335	10	39	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.958	
Flt Protected	0.950				0.967	
Satd. Flow (prot)	1736	1827	1810	1538	1726	0
Flt Permitted	0.950				0.967	
Satd. Flow (perm)	1736	1827	1810	1538	1726	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1105	517		281	
Travel Time (s)		16.7	7.8		5.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	5%	5%	2%	2%
Adj. Flow (vph)	14	490	342	10	40	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	490	342	10	58	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	480	335	10	39	18
Future Vol, veh/h	14	480	335	10	39	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	5	5	2	2
Mvmt Flow	14	490	342	10	40	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	352	0	-	0	860 342
Stage 1	-	-	-	-	342 -
Stage 2	-	-	-	-	518 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1196	-	-	-	326 701
Stage 1	-	-	-	-	719 -
Stage 2	-	-	-	-	598 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1196	-	-	-	322 701
Mov Cap-2 Maneuver	-	-	-	-	441 -
Stage 1	-	-	-	-	710 -
Stage 2	-	-	-	-	598 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1196	-	-	-	500
HCM Lane V/C Ratio	0.012	-	-	-	0.116
HCM Control Delay (s)	8	-	-	-	13.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings
6: Goshen Rd & Golden Dr

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	64	451	238	116	31	54
Future Volume (vph)	64	451	238	116	31	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.956		0.914	
Flt Protected	0.950				0.982	
Satd. Flow (prot)	1736	1827	1747	0	1550	0
Flt Permitted	0.950				0.982	
Satd. Flow (perm)	1736	1827	1747	0	1550	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1033	680		407	
Travel Time (s)		15.7	10.3		7.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	4%	10%	10%
Adj. Flow (vph)	71	501	264	129	34	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	501	393	0	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	64	451	238	116	31	54
Future Vol, veh/h	64	451	238	116	31	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	10	10
Mvmt Flow	71	501	264	129	34	60

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	393	0	-	0	972 329
Stage 1	-	-	-	-	329 -
Stage 2	-	-	-	-	643 -
Critical Hdwy	4.14	-	-	-	6.5 6.3
Critical Hdwy Stg 1	-	-	-	-	5.5 -
Critical Hdwy Stg 2	-	-	-	-	5.5 -
Follow-up Hdwy	2.236	-	-	-	3.59 3.39
Pot Cap-1 Maneuver	1155	-	-	-	271 694
Stage 1	-	-	-	-	712 -
Stage 2	-	-	-	-	509 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1155	-	-	-	254 694
Mov Cap-2 Maneuver	-	-	-	-	376 -
Stage 1	-	-	-	-	669 -
Stage 2	-	-	-	-	509 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1155	-	-	-	530
HCM Lane V/C Ratio	0.062	-	-	-	0.178
HCM Control Delay (s)	8.3	-	-	-	13.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Lanes, Volumes, Timings
7: Goshen Rd & Paddleford Dr

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	479	297	7	7	4
Future Volume (vph)	1	479	297	7	7	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.955	
Flt Protected	0.950				0.968	
Satd. Flow (prot)	1752	1845	1787	0	1405	0
Flt Permitted	0.950				0.968	
Satd. Flow (perm)	1752	1845	1787	0	1405	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		1992	844		684	
Travel Time (s)		30.2	12.8		18.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	6%	6%	25%	25%
Adj. Flow (vph)	1	532	330	8	8	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	532	338	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	479	297	7	7	4
Future Vol, veh/h	1	479	297	7	7	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	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	6	6	25	25
Mvmt Flow	1	532	330	8	8	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	338	0	-	0	868 334
Stage 1	-	-	-	-	334 -
Stage 2	-	-	-	-	534 -
Critical Hdwy	4.13	-	-	-	6.65 6.45
Critical Hdwy Stg 1	-	-	-	-	5.65 -
Critical Hdwy Stg 2	-	-	-	-	5.65 -
Follow-up Hdwy	2.227	-	-	-	3.725 3.525
Pot Cap-1 Maneuver	1216	-	-	-	295 658
Stage 1	-	-	-	-	677 -
Stage 2	-	-	-	-	544 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1216	-	-	-	295 658
Mov Cap-2 Maneuver	-	-	-	-	407 -
Stage 1	-	-	-	-	676 -
Stage 2	-	-	-	-	544 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1216	-	-	-	473
HCM Lane V/C Ratio	0.001	-	-	-	0.026
HCM Control Delay (s)	8	-	-	-	12.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
8: Goshen Rd & Autumn Dr

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	419	313	6	20	14
Future Volume (vph)	3	419	313	6	20	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.945	
Flt Protected	0.950				0.971	
Satd. Flow (prot)	1752	1845	1770	0	1543	0
Flt Permitted	0.950				0.971	
Satd. Flow (perm)	1752	1845	1770	0	1543	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		1774	860		641	
Travel Time (s)		26.9	13.0		17.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	3%	3%	7%	7%	13%	13%
Adj. Flow (vph)	3	487	364	7	23	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	487	371	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	419	313	6	20	14
Future Vol, veh/h	3	419	313	6	20	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	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	7	7	13	13
Mvmt Flow	3	487	364	7	23	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	371	0	-	0	861 368
Stage 1	-	-	-	-	368 -
Stage 2	-	-	-	-	493 -
Critical Hdwy	4.13	-	-	-	6.53 6.33
Critical Hdwy Stg 1	-	-	-	-	5.53 -
Critical Hdwy Stg 2	-	-	-	-	5.53 -
Follow-up Hdwy	2.227	-	-	-	3.617 3.417
Pot Cap-1 Maneuver	1182	-	-	-	312 654
Stage 1	-	-	-	-	677 -
Stage 2	-	-	-	-	592 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1182	-	-	-	311 654
Mov Cap-2 Maneuver	-	-	-	-	429 -
Stage 1	-	-	-	-	675 -
Stage 2	-	-	-	-	592 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1182	-	-	-	500
HCM Lane V/C Ratio	0.003	-	-	-	0.079
HCM Control Delay (s)	8.1	-	-	-	12.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings
9: Goshen Rd & Jamestown Dr

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	431	354	3	11	25
Future Volume (vph)	3	431	354	3	11	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.907	
Flt Protected	0.950				0.985	
Satd. Flow (prot)	1641	1727	1680	0	1572	0
Flt Permitted	0.950				0.985	
Satd. Flow (perm)	1641	1727	1680	0	1572	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		565	994		411	
Travel Time (s)		8.6	15.1		11.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	13%	13%	8%	8%
Adj. Flow (vph)	3	474	389	3	12	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	474	392	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	431	354	3	11	25
Future Vol, veh/h	3	431	354	3	11	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	10	13	13	8	8
Mvmt Flow	3	474	389	3	12	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	392	0	-	0	871 391
Stage 1	-	-	-	-	391 -
Stage 2	-	-	-	-	480 -
Critical Hdwy	4.2	-	-	-	6.48 6.28
Critical Hdwy Stg 1	-	-	-	-	5.48 -
Critical Hdwy Stg 2	-	-	-	-	5.48 -
Follow-up Hdwy	2.29	-	-	-	3.572 3.372
Pot Cap-1 Maneuver	1124	-	-	-	314 645
Stage 1	-	-	-	-	671 -
Stage 2	-	-	-	-	610 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1124	-	-	-	313 645
Mov Cap-2 Maneuver	-	-	-	-	433 -
Stage 1	-	-	-	-	669 -
Stage 2	-	-	-	-	610 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1124	-	-	-	561
HCM Lane V/C Ratio	0.003	-	-	-	0.071
HCM Control Delay (s)	8.2	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
10: Goshen Rd & Exley Loop

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	494	289	3	4	6
Future Volume (vph)	1	494	289	3	4	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.914	
Flt Protected	0.950				0.982	
Satd. Flow (prot)	1752	1845	1774	0	1322	0
Flt Permitted	0.950				0.982	
Satd. Flow (perm)	1752	1845	1774	0	1322	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		452	502		352	
Travel Time (s)		6.8	7.6		8.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	7%	7%	29%	29%
Adj. Flow (vph)	1	543	318	3	4	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	543	321	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	494	289	3	4	6
Future Vol, veh/h	1	494	289	3	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	7	7	29	29
Mvmt Flow	1	543	318	3	4	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	321	0	-	0	865 320
Stage 1	-	-	-	-	320 -
Stage 2	-	-	-	-	545 -
Critical Hdwy	4.13	-	-	-	6.69 6.49
Critical Hdwy Stg 1	-	-	-	-	5.69 -
Critical Hdwy Stg 2	-	-	-	-	5.69 -
Follow-up Hdwy	2.227	-	-	-	3.761 3.561
Pot Cap-1 Maneuver	1233	-	-	-	291 662
Stage 1	-	-	-	-	679 -
Stage 2	-	-	-	-	530 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1233	-	-	-	291 662
Mov Cap-2 Maneuver	-	-	-	-	400 -
Stage 1	-	-	-	-	678 -
Stage 2	-	-	-	-	530 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1233	-	-	-	525
HCM Lane V/C Ratio	0.001	-	-	-	0.021
HCM Control Delay (s)	7.9	-	-	-	12
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
11: Goshen Rd & Center Dr

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	498	290	3	17	3
Future Volume (vph)	0	498	290	3	17	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.982	
Flt Protected					0.959	
Satd. Flow (prot)	1827	1827	1758	0	1789	0
Flt Permitted					0.959	
Satd. Flow (perm)	1827	1827	1758	0	1789	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		502	343		307	
Travel Time (s)		7.6	5.2		7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	8%	8%	0%	0%
Adj. Flow (vph)	0	553	322	3	19	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	553	325	0	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	498	290	3	17	3
Future Vol, veh/h	0	498	290	3	17	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	8	8	0	0
Mvmt Flow	0	553	322	3	19	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	325	0	-	0	877 324
Stage 1	-	-	-	-	324 -
Stage 2	-	-	-	-	553 -
Critical Hdwy	4.14	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.236	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1224	-	-	-	322 722
Stage 1	-	-	-	-	738 -
Stage 2	-	-	-	-	580 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1224	-	-	-	322 722
Mov Cap-2 Maneuver	-	-	-	-	439 -
Stage 1	-	-	-	-	738 -
Stage 2	-	-	-	-	580 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1224	-	-	-	466
HCM Lane V/C Ratio	-	-	-	-	0.048
HCM Control Delay (s)	0	-	-	-	13.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
12: Goshen Rd & DR Horton-Longleaf

2043 No Build Conditions
AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	432	297	10	30	22
Future Volume (vph)	7	432	297	10	30	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.943	
Flt Protected	0.950				0.972	
Satd. Flow (prot)	1770	1863	1863	1583	1707	0
Flt Permitted	0.950				0.972	
Satd. Flow (perm)	1770	1863	1863	1583	1707	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		369	1992		286	
Travel Time (s)		8.4	45.3		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	470	323	11	33	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	470	323	11	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.7%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	432	297	10	30	22
Future Vol, veh/h	7	432	297	10	30	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	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	8	470	323	11	33	24




















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	334	0	-	0	809 323
Stage 1	-	-	-	-	323 -
Stage 2	-	-	-	-	486 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1225	-	-	-	350 718
Stage 1	-	-	-	-	734 -
Stage 2	-	-	-	-	618 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1225	-	-	-	348 718
Mov Cap-2 Maneuver	-	-	-	-	462 -
Stage 1	-	-	-	-	729 -
Stage 2	-	-	-	-	618 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1225	-	-	-	544
HCM Lane V/C Ratio	0.006	-	-	-	0.104
HCM Control Delay (s)	8	-	-	-	12.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2043 No Build Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	422	98	0	0	133	107	280	2097	25	0	0	0
Future Volume (vph)	422	98	0	0	133	107	280	2097	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		200	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt							0.850		0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1863	0	0	1845	1568	1736	3471	1553	0	0	0
Flt Permitted	0.640						0.950					
Satd. Flow (perm)	1192	1863	0	0	1845	1568	1736	3471	1553	0	0	0
Right Turn on Red			Yes			Yes		Yes				Yes
Satd. Flow (RTOR)						18		26				
Link Speed (mph)		45			45			45				45
Link Distance (ft)		267			339			470				288
Travel Time (s)		4.0			5.1			7.1				4.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	4%	4%	4%	0%	0%	0%
Adj. Flow (vph)	444	103	0	0	140	113	295	2207	26	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	444	103	0	0	140	113	295	2207	26	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4					8	2		2			
Detector Phase	4	4			8	8	2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5	22.5	22.5	22.5	22.5			
Total Split (s)	29.0	29.0			29.0	29.0	61.0	61.0	61.0			
Total Split (%)	32.2%	32.2%			32.2%	32.2%	67.8%	67.8%	67.8%			
Maximum Green (s)	24.5	24.5			24.5	24.5	56.5	56.5	56.5			
Yellow Time (s)	3.5	3.5			3.5	3.5	3.5	3.5	3.5			
All-Red Time (s)	1.0	1.0			1.0	1.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	None			None	None	Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0			
Act Effct Green (s)	24.5	24.5			24.5	24.5	56.5	56.5	56.5			
Actuated g/C Ratio	0.27	0.27			0.27	0.27	0.63	0.63	0.63			
v/c Ratio	1.37	0.20			0.28	0.26	0.27	1.01	0.03			
Control Delay	214.7	26.6			27.7	23.3	8.3	40.6	2.6			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	214.7	26.6			27.7	23.3	8.3	40.6	2.6			
LOS	F	C			C	C	A	D	A			
Approach Delay		179.3			25.7			36.4				
Approach LOS		F			C			D				
Queue Length 50th (ft)	~337	45			63	42	68	~632	0			
Queue Length 95th (ft)	#520	86			112	86	108	#840	9			
Internal Link Dist (ft)		187			259			390			208	
Turn Bay Length (ft)	200					200						
Base Capacity (vph)	324	507			502	439	1089	2179	984			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	1.37	0.20			0.28	0.26	0.27	1.01	0.03			

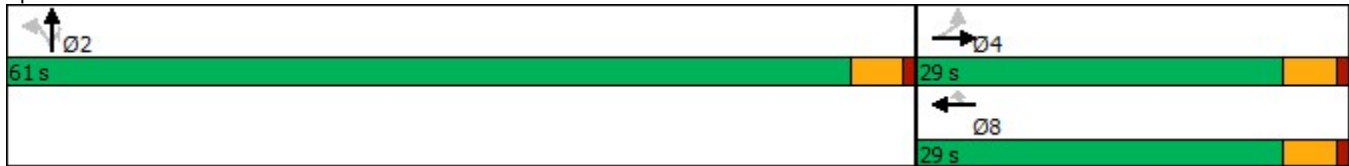
Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.37
Intersection Signal Delay:	59.1
Intersection LOS:	E
Intersection Capacity Utilization:	99.6%
ICU Level of Service:	F
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.



















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

Splits and Phases: 1: SR 21 N & Goshen Rd



Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2043 No Build Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	399	150	82	334	0	0	0	0	116	1342	395
Future Volume (vph)	0	399	150	82	334	0	0	0	0	116	1342	395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		220	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected					0.990					0.950		
Satd. Flow (prot)	0	1863	1583	0	1862	0	0	0	0	1736	3471	1553
Flt Permitted					0.689					0.950		
Satd. Flow (perm)	0	1863	1583	0	1296	0	0	0	0	1736	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30									313
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		278			268			468			496	
Travel Time (s)		4.2			4.1			7.1			7.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	4%	4%	4%
Adj. Flow (vph)	0	429	161	88	359	0	0	0	0	125	1443	425
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	429	161	0	447	0	0	0	0	125	1443	425
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1	1	2					1	2	1
Detector Template		Thru	Right	Left	Thru					Left	Thru	Right
Leading Detector (ft)		100	20	20	100					20	100	20
Trailing Detector (ft)		0	0	0	0					0	0	0
Detector 1 Position(ft)		0	0	0	0					0	0	0
Detector 1 Size(ft)		6	20	20	6					20	6	20
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	

Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5	22.5	22.5	22.5					22.5	22.5	22.5
Total Split (s)		25.0	25.0	25.0	25.0					30.0	30.0	30.0
Total Split (%)		45.5%	45.5%	45.5%	45.5%					54.5%	54.5%	54.5%
Maximum Green (s)		20.5	20.5	20.5	20.5					25.5	25.5	25.5
Yellow Time (s)		3.5	3.5	3.5	3.5					3.5	3.5	3.5
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0					0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5					4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Recall Mode		None	None	None	None					Max	Max	Max
Walk Time (s)		7.0	7.0	7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0					0	0	0
Act Effct Green (s)		19.9	19.9		19.9					25.5	25.5	25.5
Actuated g/C Ratio		0.37	0.37		0.37					0.47	0.47	0.47
v/c Ratio		0.63	0.27		0.94					0.15	0.89	0.48
Control Delay		19.2	11.2		50.3					9.2	22.4	4.9
Queue Delay		0.0	0.0		0.0					0.0	0.0	0.0
Total Delay		19.2	11.2		50.3					9.2	22.4	4.9
LOS		B	B		D					A	C	A
Approach Delay		17.0			50.3						17.8	
Approach LOS		B			D						B	
Queue Length 50th (ft)		110	28		135					22	212	20
Queue Length 95th (ft)		191	64		#293					47	#354	65
Internal Link Dist (ft)		198			188			388			416	
Turn Bay Length (ft)			220									
Base Capacity (vph)		702	615		488					813	1627	893
Starvation Cap Reductn		0	0		0					0	0	0
Spillback Cap Reductn		0	0		0					0	0	0
Storage Cap Reductn		0	0		0					0	0	0
Reduced v/c Ratio		0.61	0.26		0.92					0.15	0.89	0.48

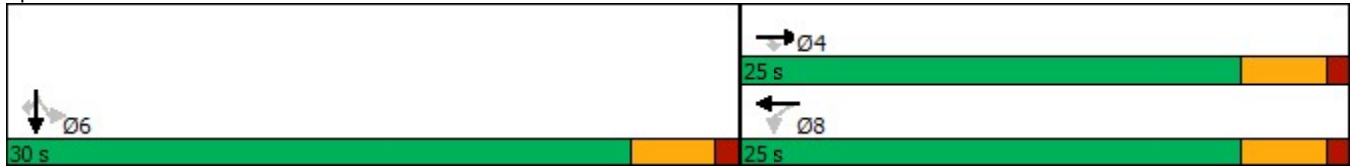
Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 54.4
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 22.4
 Intersection LOS: C
 Intersection Capacity Utilization 91.5%
 ICU Level of Service F
 Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Goshen Rd & SR 21 S



Lanes, Volumes, Timings
3: Huger St & Goshen Rd

2043 No Build Conditions
PM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	↗
Traffic Volume (vph)	400	35	107	618	20	64
Future Volume (vph)	400	35	107	618	20	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.897	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	1881	1599	1787	1881	1604	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	1881	1599	1787	1881	1604	0
Link Speed (mph)	45			45	25	
Link Distance (ft)	817			344	240	
Travel Time (s)	12.4			5.2	6.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	5%	5%
Adj. Flow (vph)	421	37	113	651	21	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	421	37	113	651	88	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	44.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	400	35	107	618	20	64
Future Vol, veh/h	400	35	107	618	20	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	200	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	5	5
Mvmt Flow	421	37	113	651	21	67

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	458	0	1298
Stage 1	-	-	-	-	421
Stage 2	-	-	-	-	877
Critical Hdwy	-	-	4.11	-	6.45
Critical Hdwy Stg 1	-	-	-	-	5.45
Critical Hdwy Stg 2	-	-	-	-	5.45
Follow-up Hdwy	-	-	2.209	-	3.545
Pot Cap-1 Maneuver	-	-	1108	-	176
Stage 1	-	-	-	-	656
Stage 2	-	-	-	-	402
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1108	-	158
Mov Cap-2 Maneuver	-	-	-	-	276
Stage 1	-	-	-	-	656
Stage 2	-	-	-	-	361

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	481	-	-	1108	-
HCM Lane V/C Ratio	0.184	-	-	0.102	-
HCM Control Delay (s)	14.2	-	-	8.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.3	-

Lanes, Volumes, Timings
4: Goshen Rd & Crystal Dr

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	431	605	28	14	8
Future Volume (vph)	13	431	605	28	14	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.953	
Flt Protected	0.950				0.968	
Satd. Flow (prot)	1787	1881	1881	1599	1473	0
Flt Permitted	0.950				0.968	
Satd. Flow (perm)	1787	1881	1881	1599	1473	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		517	817		258	
Travel Time (s)		7.8	12.4		7.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	19%	19%
Adj. Flow (vph)	14	449	630	29	15	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	449	630	29	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	41.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	431	605	28	14	8
Future Vol, veh/h	13	431	605	28	14	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	19	19
Mvmt Flow	14	449	630	29	15	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	659	0	-	0	1107 630
Stage 1	-	-	-	-	630 -
Stage 2	-	-	-	-	477 -
Critical Hdwy	4.11	-	-	-	6.59 6.39
Critical Hdwy Stg 1	-	-	-	-	5.59 -
Critical Hdwy Stg 2	-	-	-	-	5.59 -
Follow-up Hdwy	2.209	-	-	-	3.671 3.471
Pot Cap-1 Maneuver	934	-	-	-	216 452
Stage 1	-	-	-	-	500 -
Stage 2	-	-	-	-	590 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	934	-	-	-	213 452
Mov Cap-2 Maneuver	-	-	-	-	341 -
Stage 1	-	-	-	-	493 -
Stage 2	-	-	-	-	590 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	934	-	-	-	374
HCM Lane V/C Ratio	0.014	-	-	-	0.061
HCM Control Delay (s)	8.9	-	-	-	15.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
5: Goshen Rd & Stephens Dr

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	49	421	583	33	21	20
Future Volume (vph)	49	421	583	33	21	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.934	
Flt Protected	0.950				0.975	
Satd. Flow (prot)	1787	1881	1863	1583	1730	0
Flt Permitted	0.950				0.975	
Satd. Flow (perm)	1787	1881	1863	1583	1730	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1105	517		281	
Travel Time (s)		16.7	7.8		5.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	2%	2%	0%	0%
Adj. Flow (vph)	51	434	601	34	22	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	434	601	34	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	47.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	421	583	33	21	20
Future Vol, veh/h	49	421	583	33	21	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	2	2	0	0
Mvmt Flow	51	434	601	34	22	21

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	635	0	-	0	1137 601
Stage 1	-	-	-	-	601 -
Stage 2	-	-	-	-	536 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	953	-	-	-	225 504
Stage 1	-	-	-	-	551 -
Stage 2	-	-	-	-	591 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	953	-	-	-	213 504
Mov Cap-2 Maneuver	-	-	-	-	349 -
Stage 1	-	-	-	-	521 -
Stage 2	-	-	-	-	591 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	953	-	-	-	411
HCM Lane V/C Ratio	0.053	-	-	-	0.103
HCM Control Delay (s)	9	-	-	-	14.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

Lanes, Volumes, Timings
6: Goshen Rd & Golden Dr

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	38	453	547	50	13	39
Future Volume (vph)	38	453	547	50	13	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.989		0.898	
Flt Protected	0.950				0.988	
Satd. Flow (prot)	1787	1881	1842	0	1686	0
Flt Permitted	0.950				0.988	
Satd. Flow (perm)	1787	1881	1842	0	1686	0
Link Speed (mph)		45	45		35	
Link Distance (ft)		1033	680		407	
Travel Time (s)		15.7	10.3		7.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	2%	2%	0%	0%
Adj. Flow (vph)	39	462	558	51	13	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	462	609	0	53	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	41.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	453	547	50	13	39
Future Vol, veh/h	38	453	547	50	13	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	1	2	2	0	0
Mvmt Flow	39	462	558	51	13	40

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	609	0	-	0	1124 584
Stage 1	-	-	-	-	584 -
Stage 2	-	-	-	-	540 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	974	-	-	-	229 515
Stage 1	-	-	-	-	561 -
Stage 2	-	-	-	-	588 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	974	-	-	-	220 515
Mov Cap-2 Maneuver	-	-	-	-	357 -
Stage 1	-	-	-	-	539 -
Stage 2	-	-	-	-	588 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	974	-	-	-	464
HCM Lane V/C Ratio	0.04	-	-	-	0.114
HCM Control Delay (s)	8.8	-	-	-	13.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Lanes, Volumes, Timings
7: Goshen Rd & Paddleford Dr

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	481	552	13	4	1
Future Volume (vph)	1	481	552	13	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.973	
Flt Protected	0.950				0.962	
Satd. Flow (prot)	1787	1881	1876	0	1778	0
Flt Permitted	0.950				0.962	
Satd. Flow (perm)	1787	1881	1876	0	1778	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		1992	844		684	
Travel Time (s)		30.2	12.8		18.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	1	501	575	14	4	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	501	589	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.8%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	481	552	13	4	1
Future Vol, veh/h	1	481	552	13	4	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	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	1	501	575	14	4	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	589	0	-	0	1085 582
Stage 1	-	-	-	-	582 -
Stage 2	-	-	-	-	503 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	991	-	-	-	242 517
Stage 1	-	-	-	-	563 -
Stage 2	-	-	-	-	612 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	991	-	-	-	242 517
Mov Cap-2 Maneuver	-	-	-	-	378 -
Stage 1	-	-	-	-	562 -
Stage 2	-	-	-	-	612 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	991	-	-	-	399
HCM Lane V/C Ratio	0.001	-	-	-	0.013
HCM Control Delay (s)	8.6	-	-	-	14.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
8: Goshen Rd & Autumn Dr

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	452	512	15	7	8
Future Volume (vph)	13	452	512	15	7	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.928	
Flt Protected	0.950				0.977	
Satd. Flow (prot)	1787	1881	1874	0	1723	0
Flt Permitted	0.950				0.977	
Satd. Flow (perm)	1787	1881	1874	0	1723	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		1774	860		641	
Travel Time (s)		26.9	13.0		17.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	14	476	539	16	7	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	476	555	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	452	512	15	7	8
Future Vol, veh/h	13	452	512	15	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	14	476	539	16	7	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	555	0	-	0	1051 547
Stage 1	-	-	-	-	547 -
Stage 2	-	-	-	-	504 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1020	-	-	-	253 541
Stage 1	-	-	-	-	584 -
Stage 2	-	-	-	-	611 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1020	-	-	-	249 541
Mov Cap-2 Maneuver	-	-	-	-	384 -
Stage 1	-	-	-	-	576 -
Stage 2	-	-	-	-	611 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1020	-	-	-	454
HCM Lane V/C Ratio	0.013	-	-	-	0.035
HCM Control Delay (s)	8.6	-	-	-	13.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
9: Goshen Rd & Jamestown Dr

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	473	494	21	11	11
Future Volume (vph)	24	473	494	21	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.932	
Flt Protected	0.950				0.976	
Satd. Flow (prot)	1752	1845	1816	0	1529	0
Flt Permitted	0.950				0.976	
Satd. Flow (perm)	1752	1845	1816	0	1529	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		565	994		411	
Travel Time (s)		8.6	15.1		11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	4%	4%	13%	13%
Adj. Flow (vph)	26	514	537	23	12	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	514	560	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	473	494	21	11	11
Future Vol, veh/h	24	473	494	21	11	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	4	4	13	13
Mvmt Flow	26	514	537	23	12	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	560	0	-	0	1115 549
Stage 1	-	-	-	-	549 -
Stage 2	-	-	-	-	566 -
Critical Hdwy	4.13	-	-	-	6.53 6.33
Critical Hdwy Stg 1	-	-	-	-	5.53 -
Critical Hdwy Stg 2	-	-	-	-	5.53 -
Follow-up Hdwy	2.227	-	-	-	3.617 3.417
Pot Cap-1 Maneuver	1006	-	-	-	219 515
Stage 1	-	-	-	-	557 -
Stage 2	-	-	-	-	547 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1006	-	-	-	213 515
Mov Cap-2 Maneuver	-	-	-	-	346 -
Stage 1	-	-	-	-	543 -
Stage 2	-	-	-	-	547 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1006	-	-	-	414
HCM Lane V/C Ratio	0.026	-	-	-	0.058
HCM Control Delay (s)	8.7	-	-	-	14.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Lanes, Volumes, Timings
10: Goshen Rd & Exley Loop

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	472	576	7	4	1
Future Volume (vph)	4	472	576	7	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.973	
Flt Protected	0.950				0.962	
Satd. Flow (prot)	1787	1881	1877	0	1778	0
Flt Permitted	0.950				0.962	
Satd. Flow (perm)	1787	1881	1877	0	1778	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		452	502		352	
Travel Time (s)		6.8	7.6		8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	4	497	606	7	4	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	497	613	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	472	576	7	4	1
Future Vol, veh/h	4	472	576	7	4	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	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	4	497	606	7	4	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	613	0	-	0	1115 610
Stage 1	-	-	-	-	610 -
Stage 2	-	-	-	-	505 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	971	-	-	-	232 498
Stage 1	-	-	-	-	546 -
Stage 2	-	-	-	-	610 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	971	-	-	-	231 498
Mov Cap-2 Maneuver	-	-	-	-	367 -
Stage 1	-	-	-	-	544 -
Stage 2	-	-	-	-	610 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	971	-	-	-	387
HCM Lane V/C Ratio	0.004	-	-	-	0.014
HCM Control Delay (s)	8.7	-	-	-	14.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
11: Goshen Rd & Center Dr

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	474	580	8	1	4
Future Volume (vph)	3	474	580	8	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.892	
Flt Protected	0.950				0.990	
Satd. Flow (prot)	1787	1881	1877	0	1678	0
Flt Permitted	0.950				0.990	
Satd. Flow (perm)	1787	1881	1877	0	1678	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		502	343		307	
Travel Time (s)		7.6	5.2		7.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	3	494	604	8	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	494	612	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.0%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	474	580	8	1	4
Future Vol, veh/h	3	474	580	8	1	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	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	3	494	604	8	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	612	0	-	0	1108 608
Stage 1	-	-	-	-	608 -
Stage 2	-	-	-	-	500 -
Critical Hdwy	4.11	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	972	-	-	-	234 499
Stage 1	-	-	-	-	547 -
Stage 2	-	-	-	-	613 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	972	-	-	-	233 499
Mov Cap-2 Maneuver	-	-	-	-	369 -
Stage 1	-	-	-	-	545 -
Stage 2	-	-	-	-	613 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	972	-	-	-	466
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	8.7	-	-	-	12.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lanes, Volumes, Timings
12: Goshen Rd & DR Horton-Longleaf

2043 No Build Conditions
PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	435	514	34	21	13
Future Volume (vph)	24	435	514	34	21	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.949	
Flt Protected	0.950				0.970	
Satd. Flow (prot)	1770	1863	1863	1583	1715	0
Flt Permitted	0.950				0.970	
Satd. Flow (perm)	1770	1863	1863	1583	1715	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		369	1992		286	
Travel Time (s)		5.6	30.2		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	473	559	37	23	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	473	559	37	37	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.1%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	435	514	34	21	13
Future Vol, veh/h	24	435	514	34	21	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	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	26	473	559	37	23	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	596	0	-	0	1084 559
Stage 1	-	-	-	-	559 -
Stage 2	-	-	-	-	525 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	980	-	-	-	240 529
Stage 1	-	-	-	-	572 -
Stage 2	-	-	-	-	593 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	980	-	-	-	234 529
Mov Cap-2 Maneuver	-	-	-	-	369 -
Stage 1	-	-	-	-	557 -
Stage 2	-	-	-	-	593 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	980	-	-	-	417
HCM Lane V/C Ratio	0.027	-	-	-	0.089
HCM Control Delay (s)	8.8	-	-	-	14.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Appendix C: GDOT ICE Tool Outputs

GDOT PI #	N/A	<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p style="font-size: small; text-align: center;"> 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety performance in operations for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic characteristics (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, constraints & location context? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? </p>							
Project Location:	SR 21 NB @ Goshen Rd								
Existing Control:	Conventional (All-Way Stop)								
Prepared by:	Patrick McArdle								
Date:	3/28/2023								
<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p>		<p style="text-align: right;">Screening Decision Justification:</p>							
<p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not Appropriate
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not Appropriate
	Mini Roundabout	No	No	No	No	No	No	No	Not Appropriate
	Single Lane Roundabout	No	No	No	No	No	No	No	Not Appropriate
	Multilane Roundabout	No	No	No	No	No	No	No	Not Appropriate
	RCUT (stop control)	No	No	No	No	No	No	No	Not Appropriate
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Not Appropriate
	High-T (unsignalized)	No	No	No	No	No	No	No	Not Appropriate
	Offset-T Intersections	No	No	No	No	No	No	No	Not Appropriate
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not Appropriate
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not Appropriate
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not Appropriate
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
	Signalized Intersections	Traffic Signal	No	No	No	Yes	No	No	No
Median U-Turn (Indirect Left)		No	Yes	No	Yes	No	No	No	Not appropriate for intersection scale and volume
RCUT (signalized)		No	Yes	No	Yes	No	No	No	No appropriate location identified for downstream u turns (1-way pair)
Displaced Left Turn (CFI)		No	Yes	No	Yes	No	No	No	Not appropriate for intersection scale and volume
Continuous Green-T		No	No	No	No	No	No	No	Not appropriate for intersection scale and volume
Jughandle		No	Yes	No	Yes	No	No	No	Not appropriate for intersection scale and volume
Quadrant Roadway		No	Yes	No	Yes	No	No	No	Not appropriate for intersection scale and volume
Diamond Interch (Signal Control)		No	No	No	No	No	No	No	Not an interchange
Diverging Diamond		No	No	No	No	No	No	No	Not an interchange
Single Point Interchange		No	No	No	No	No	No	No	Not an interchange
No LT Lane Improvements No RT Lane Improvements		Yes	Yes	No	Yes	Yes	Yes	Yes	Preferred Alternative
Other Signalized (provide description):	No	No	No	No	No	No	No	N/A	

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.22 | Revised 5/6/2022

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

- Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
- The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
- The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
 - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
 - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
 - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
 - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information: Location: SR 21 NB @ Goshen Rd
 County: Effingham
 GDOT District: 5 - Jesup
 Area Type: Suburb/Transition
 Existing Intersection Control: Conventional (All-Way Stop)

GDOT PI # (or N/A): N/A
 Requested By: POND
 Prepared By: Patrick McArdle
 Date: 3/28/2023
 Waiver Request Type: Add/Extend Turn Lane

Traffic and Operations Data:^{1,2}

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	18,800	
Existing Minor Street Avg Daily Traffic (ADT):	6,500	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	14.5 sec	35.2 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.74	0.97
2043 Design Yr Peak Hour Intersection Delay:	17.0 sec	56.2 sec
2043 Design Yr Peak Hour Intersection V/C:	0.79	1.38

Crash Data (Required): ³						
Crash Data: Enter most recent 5 years of crash data	Crash Severity					Years:
	K*	A*	B*	C*	O	5
Angle	0	0	0	2	3	17%
Head-On	0	0	0	0	0	0%
Rear End	0	0	1	1	18	69%
Sideswipe - same	0	0	0	0	3	10%
Sideswipe - opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	0	0	1	3%
TOTALS:	0	0	1	3	25	29

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The addition of turn lanes along Goshen Rd at this intersection leads to a significant reduction of delay as well as a reduction in crash risk.

Proposed Intersection Control: Add Turn Ln/Median (Signal)

REQUESTED BY: Serah Mungai Date: 4/7/2023

Title: Transportation Engineer

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

¹ Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2

² ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.

³ Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)