Project Traffic Analysis Report

Bay County, Florida

Prepared For:

Bay County Board of County Commissioners

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EXECUTIVE SUMMARY

This Project Traffic Analysis Report (PTAR) is provided in support of the Philip Griffitts Senior (PGS) Parkway Phase III Project Development and Environment (PD&E) Study being conducted on behalf of Bay County. This PTAR evaluates the anticipated traffic impacts of the proposed PGS Parkway Phase III corridor connecting Clara Avenue to Chip Seal Parkway, north of US 98 /Panama City Beach Parkway. The corridor is intended to provide additional east-west capacity; improve connectivity to J.R. Arnold High School, A. Gary Walsingham Academy, the Panama City Beach Publix Sports Park, and the Breakfast Point neighborhood; alleviate congestion on US 98/Panama City Beach Parkway; and improve safety on US 98/Panama City Beach Parkway.

The PTAR evaluates 12 intersections and 4 roadway segments under Existing (2023), Opening Year (2030), and Design Year (2050) No Build and Build conditions. The No Build conditions assume planned and programmed improvements within the study area, including the signalization of the intersection US 98/Panama City Beach Parkway and Allison Avenue and the widening of US 98/Panama City Beach Parkway to six lanes within the project extents. Future year traffic forecasts are developed in accordance with the approved Traffic Analysis Methodology and subsequent coordination with Bay County staff. An annual areawide background growth rate of 2.50% is applied through the Opening Year (2030) and a more modest 1.50% is applied through the Design Year (2050). *Synchro* and *SIDRA* traffic analysis tools are utilized to apply *Highway Capacity Manual* procedures to estimate delay, Level of Service (LOS), volume-to-capacity (v/c) ratios, and 95th percentile queues at the study intersections during AM peak hour, school dismissal peak hour, and PM peak hour conditions.

A historical safety analysis is provided assessing the five-year crash history on US 98/Panama City Beach Parkway from 2019 through 2023. The analysis documents 7 fatal crashes, 22 serious injury crashes, 293 injury crashes, and 1,154 property damage only (PDO) crashes. The three most frequent crash types along the study segment were rear end crashes, left turn crashes, and sideswipe crashes. Fourteen (14) bicycle and pedestrian crashes occurred within the five-year analysis period. A predictive safety analysis is provided utilizing procedures outlined in the *Highway Safety Manual*, indicating that the annual number of crashes on US 98/Panama City Beach Parkway is expected to decrease by approximately 0.85 fatal or serious injury crashes per year and 1.30 PDO crashes per year by Design Year (2050) in the Build scenario, equating to a societal cost benefit of approximately $140,000 annually.

In addition to the two-lane undivided PGS Parkway Phase III connecting Clara Avenue to Chip Seal Parkway, this PTAR concludes that the recommended Build geometry should include the following operational improvements within the study area:

- US 98/Panama City Beach Parkway and Clara Avenue
  - Add southbound right-turn overlap phase
- US 98/Panama City Beach Parkway and Alf Coleman Road
  - Add southbound right-turn overlap phase
- US 98/Panama City Beach Parkway and Chip Seal Parkway/Cauley Avenue
  - Add second eastbound left-turn lane
  - Add second southbound left-turn lane
  - Add westbound right-turn overlap phase

The Opening Year (2030) Build scenario segment analyses indicate that most of the US 98/Panama City Beach Parkway segments from Nautilus Street to Thomas Drive (except between Moylan Road and Chip Seal Parkway) are expected to exceed their daily service capacity, even with the construction of PGS Parkway Phase III; however, only the segment from Nautilus Street to Clara Avenue is expected to exceed its PM peak hour service capacity in the Build scenario.

The Opening Year (2030) Build scenario intersection analyses indicate that all study intersections are expected to operate with LOS E or better and all individual movements are expected to operate with v/c ratios less than 1.00 with the construction of PGS Parkway Phase III.

The Design Year (2050) Build scenario segment analyses indicate that all of the US 98/Panama City Beach Parkway segments from Nautilus Street to Thomas Drive are expected to exceed their daily and PM peak hour service capacities, even with the construction of PGS Parkway Phase III.

The Design Year (2050) Build scenario intersection analyses indicate that just one intersection is expected to operate with LOS F (US 98/Panama City Beach Parkway and Moylan Road) and the traffic diversions anticipated with the construction of PGS Parkway Phase III will reduce the number of individual movements with a v/c ratio greater than 1.00 from 20 movements in the Design Year (2050) No Build scenario to just 11 movements in the Design Year (2050) Build scenario, a 45% reduction.

The construction of PGS Parkway Phase III will include a shared use path for the extents of the corridor from Clara Avenue to Chip Seal Parkway, expanding the Gayle's Trails network. The expansion of the shared use network will enhance connectivity for residents of Bay County using alternate modes of transportation and provide recreational and exercise opportunities.

Although the PGS Parkway Phase III corridor is not expected to completely mitigate the capacity deficiencies identified on US 98/Panama City Beach Parkway through Design Year (2050), by providing a parallel facility for approximately five (5) miles from Clara Avenue to Chip Seal Parkway, PGS Parkway Phase III will improve mobility and connectivity for local traffic to and from the residential, educational, and commercial uses in the study area. In future years, the PGS Parkway Phase III corridor may become part of a larger parallel reliever to US 98/Panama City Beach Parkway connecting west to SR 79, that would further improve east-west capacity to alleviate congestion along US 98/Panama City Beach Parkway.

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1.0 INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained by the Bay County Board of County Commissioners to prepare this Project Traffic Analysis Report (PTAR). The purpose of this PTAR is to evaluate design traffic conditions through traffic analyses as part of the ongoing Project Development and Environment (PD&E) Study for the proposed construction of Philip Griffitts Sr. (PGS) Parkway Phase III.

1.1 Objective

The objective of this PTAR is to evaluate the traffic impacts of the proposed construction of PGS Parkway Phase III on the surrounding roadway network. This PTAR will provide Bay County with the intersection and roadway segments traffic operational performance measured under Existing (2023) conditions, Opening Year (2030) conditions, and Design Year (2050) conditions. The analyses summarized in this PTAR will inform the PD&E Study and ultimately the design of Philip Griffitts Sr Parkway Phase III.

1.2 Study Area

Figure 1 illustrates the project location and study area. The study area extends north of US 98/Panama City Beach Parkway from Clara Avenue to Chip Seal Parkway. There are 12 study intersections within the study area, including six (6) signalized intersections, five (5) stop-controlled intersections, and one (1) roundabout. In addition, four (4) roadway segments, extending over seven (7) combined centerline miles, are evaluated as part of this traffic analysis.

The intersections included in the study area consist of:

- US 98/Panama City Beach Parkway and Nautilus Street
- US 98/Panama City Beach Parkway and Clara Avenue
- US 98/Panama City Beach Parkway and Alf Coleman Road
- US 98/Panama City Beach Parkway and Richard Jackson Boulevard
- US 98/Panama City Beach Parkway and Moylan Road
- US 98/Panama City Beach Parkway and Allison Avenue
- US 98/Panama City Beach Parkway and Chip Seal Parkway/Cauley Avenue
- Alf Coleman Road and J.R. Arnold High School Driveways (3)
- Alf Coleman Road and Seagrass Drive/Dr. Haley Drive
- Chip Seal Parkway and A. Gary Walsingham Academy Driveway

The roadway segments included in the study area consist of:

- US 98/Panama City Beach Parkway from Nautilus Street to Thomas Drive
- Clara Avenue, north of US 98/Panama City Beach Parkway
- Alf Coleman Road, north of US 98/Panama City Beach Parkway
- Chip Seal Parkway, north of US 98/Panama City Beach Parkway

Additionally, all intersections of the proposed PGS Parkway Phase III corridor with existing roadways are also evaluated under Build condition analyses.

Figure 1: Project Location and Study Area

2.0 TRAFFIC ANALYSIS METHODOLOGY

The approved Traffic Analysis Methodology is provided in **Appendix A**. It describes the scope, assumptions, data needs, analysis tools, measures of effectiveness, and other methodological details utilized herein to assess the anticipated traffic and safety impact on the surrounding roadway network due to PGS Parkway Phase III.

The ***Project Traffic Assumption Form, Form 650-050-39*** from the Florida Department of Transportation (FDOT) PD&E Manual, effective July 1st, 2023, is provided in **Appendix A**. It summarizes the background premises used for traffic volume forecast, travel demand modeling, engineering factors, and traffic analysis methods.

2.1 Project Location

PGS Parkway Phase III is proposed to extend from Clara Avenue to Chip Seal Parkway. The project is expected to alter traffic conditions on the surrounding road network, including US 98/Panama City Beach Parkway from Nautilus Street to Thomas Drive, Clara Avenue north of US 98, Alf Coleman Road north of US 98, and Chip Seal Parkway north of US 98.

2.2 Data Collection

The approved Traffic Analysis Methodology identified data needs for the PTAR analyses. Primary data includes field measurements such as bi-directional traffic volumes collected over a 72-hour period on the study area road segments and turning movement count data collected during AM, midday, and PM peak periods at the study area intersections. Secondary data includes information gathered from various data repositories, including historical traffic data from FDOT's *Florida Traffic Online*, population forecast projections from the Bureau of Economic and Business Research (BEBR), and historical crash data for the most recent five (5) years from the University of Florida *Signal Four Analytics* website, which maintains crash records collected by the Florida Highway Safety and Motor Vehicles (FLHSMV).

2.3 Traffic Growth

Traffic forecasts that appropriately reflect the anticipated change in conditions are essential to evaluate traffic conditions during the project's Opening Year (2030) and Design Year (2050). Traffic conditions in the study area are assessed in three instances, including the Existing (2023), Opening Year (2030), and Design Year (2050). For the opening and design year, both a No Build and a Build scenario are considered.

From the approved Traffic Analysis Methodology, the various growth rates calculated from historical traffic growth, forecasted population growth, and implied travel demand model growth suggest an annual growth rate ranging from -0.42% to 2.02%. However, given the impacts on historical traffic volumes of Hurricane Michael (October 2018) and its aftermath and the COVID-19 pandemic and associated travel pattern impacts from 2020 through 2022, it is believed that these rates are significantly lower than the expected traffic growth over the next 25 to 30 years in Bay County.

Furthermore, it is anticipated that the BEBR population forecasts or the Northwest Florida Region Planning Model (NWFRPM) do not adequately account for the unprecedented socioeconomic growth that is expected in the immediate Bay County region, as evidenced by the exponential growth in development orders being processed by the County, which will result in tens of thousands of new homes within the next decade. With these limitations to the data in mind, it was determined that a 2.50% growth rate would be applied to develop the Opening Year (2030) volumes and a 1.50% growth rate would be applied to the Opening Year (2030) volumes to develop the Design Year (2050) volumes.

The annual growth rates were not applied to school driveways, as it is not anticipated that the school population would grow at the same rate as the surrounding area.

2.4 Analysis Tools

Operational traffic analyses at the study area intersections are performed for Existing (2023), Opening Year (2030), and Design Year (2050) conditions during the AM, midday, and PM peak hours. The operational analyses implement the procedures outlined in the *Highway Capacity Manual, 6th Edition* (HCM 6). Specifically, *Synchro* (v11) software was used to evaluate existing operational conditions at study area intersections. In addition, *SIDRA* (v9.1) was used to evaluate operational conditions at the Chip Seal Parkway and A. Gary Walsingham Academy Driveway roundabout at the eastern terminus of the proposed PGS Parkway Phase III.

2.5 Measures of Effectiveness

The measures of effectiveness (MOEs) for the intersection operational analyses include the level of service (LOS), vehicle delay, volume-to-capacity (v/c) ratios, and 95th percentile queue lengths. The LOS and vehicle delay are reported whenever possible for the overall intersection and individual approaches. The v/c ratios and 95th percentile queue lengths are reported for specific turning movements/lane groups.

2.6 Safety Analysis Methodology

The safety analysis methodology includes historical crash analysis and predictive future safety analyses. Historical crash data from the most recent five (5) years of available data were obtained from *Signal Four Analytics* and analyzed to uncover trends in crash severity, crash type, and environmental conditions present at the crash time. In addition, a review and summary of crash reports for severe crashes is provided. A predictive safety analysis assesses changes to the safety performance of study road segments and intersections due to PGS Parkway Phase III. The predictive analysis uses methods described in the *Highway Safety Manual (HSM)* and historical evidence of the effectiveness of safety countermeasures from the Crash Modification Factor (CMF) Clearinghouse maintained by the Federal Highway Administration (FHWA).

3.0 EXISTING CONDITIONS ANALYSIS

3.1 Traffic Count Information

Turning movement counts were collected at the study area intersections during the AM and PM peak periods on Tuesday, May 16, 2023, and Thursday, May 18, 2023, as shown in **Table 1**. Turning movement count data was collected at all intersections during the typical weekday AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM). At select intersections close to schools within the study area, the PM peak period of data collection was extended to 2:00 PM to 6:00 PM to capture the impacts of school traffic.

Table 1: Turning Movement Count Data Collection Summary

Date	AM Peak Period	PM Peak Period	Intersection
Tuesday, May 16, 2023	7:00 AM - 9:00 AM	4:00 PM - 6:00 PM	US 98/Panama City Beach Parkway and Nautilus Street
			US 98/Panama City Beach Parkway and Clara Avenue
		2:00 PM - 6:00 PM	US 98/Panama City Beach Parkway and Alf Coleman Road
			Alf Coleman Road and J.R. Arnold High School Driveways (3)
			Alf Coleman Road and Seagrass Drive/Dr. Haley Drive
Thursday, May 18, 2023	7:00 AM - 9:00 AM	4:00 PM - 6:00 PM	US 98/Panama City Beach Parkway and Richard Jackson Boulevard
			US 98/Panama City Beach Parkway and Moylan Road
			US 98/Panama City Beach Parkway and Allison Avenue
		2:00 PM - 6:00 PM	US 98/Panama City Beach Parkway and Chip Seal Parkway
			Chip Seal Parkway and A. Gary Walsingham Academy Driveway

In addition, 72-hour bi-directional volume counts were collected from Tuesday, May 16, 2023, to Thursday, May 18, 2023, at the following locations:

- US 98/Panama City Beach Parkway, west of SR 79
- US 98/Panama City Beach Parkway, west of Pier Park Drive
- US 98/Panama City Beach Parkway, west of Powell Adams Road
- US 98/Panama City Beach Parkway, west of Clara Avenue
- US 98/Panama City Beach Parkway, west of Alf Coleman Road
- US 98/Panama City Beach Parkway, west of Richard Jackson Boulevard
- US 98/Panama City Beach Parkway, west of Moylan Road
- US 98/Panama City Beach Parkway, west of Cauley Avenue/Chip Seal Parkway
- US 98/Panama City Beach Parkway, east of Cauley Avenue/Chip Seal Parkway
- SR 79, north of US 98/Panama City Beach Parkway
- PGS Parkway, between SR 79 and Pier Park Drive
- PGS Parkway, east of Pier Park Drive
- Clara Avenue, north of US 98/Panama City Beach Parkway
- Alf Coleman Road, north of US 98/Panama City Beach Parkway
- Chip Seal Parkway, north of US 98/Panama City Beach Parkway

Figure 2 illustrates the data collection locations. Raw traffic counts are included in **Appendix B**.

Figure 2: Data Collection Locations

3.2 Existing Geometry

The geometric characteristics of the study area intersections were extracted from historical aerial imagery and confirmed with field observations. Documented geometric features of individual intersections include the number of legs, lane configuration, turn-lane storage capacity, pedestrian infrastructure, posted speed limit, control type, and channelization. Lane configurations at each of the study area intersections under existing conditions are illustrated in **Figure 3**.

3.3 Existing Intersection Volume Development

Following the procedure outlined in the approved Traffic Analysis Methodology, the existing turning movement volumes were adjusted to peak season volumes using the 2022 Peak Season Conversion Factors (PSCF) published by FDOT on *Florida Traffic Online*, corresponding to the week of data collection. The 2022 FDOT PSCFs for Bay County are provided in **Appendix B**.

Existing (2023) turning movement volumes at the study area intersections are illustrated in **Figure 4 and Figure 5**. Volume development worksheets for the AM peak hour, midday peak hour, and PM peak hour are included in **Appendix C**.

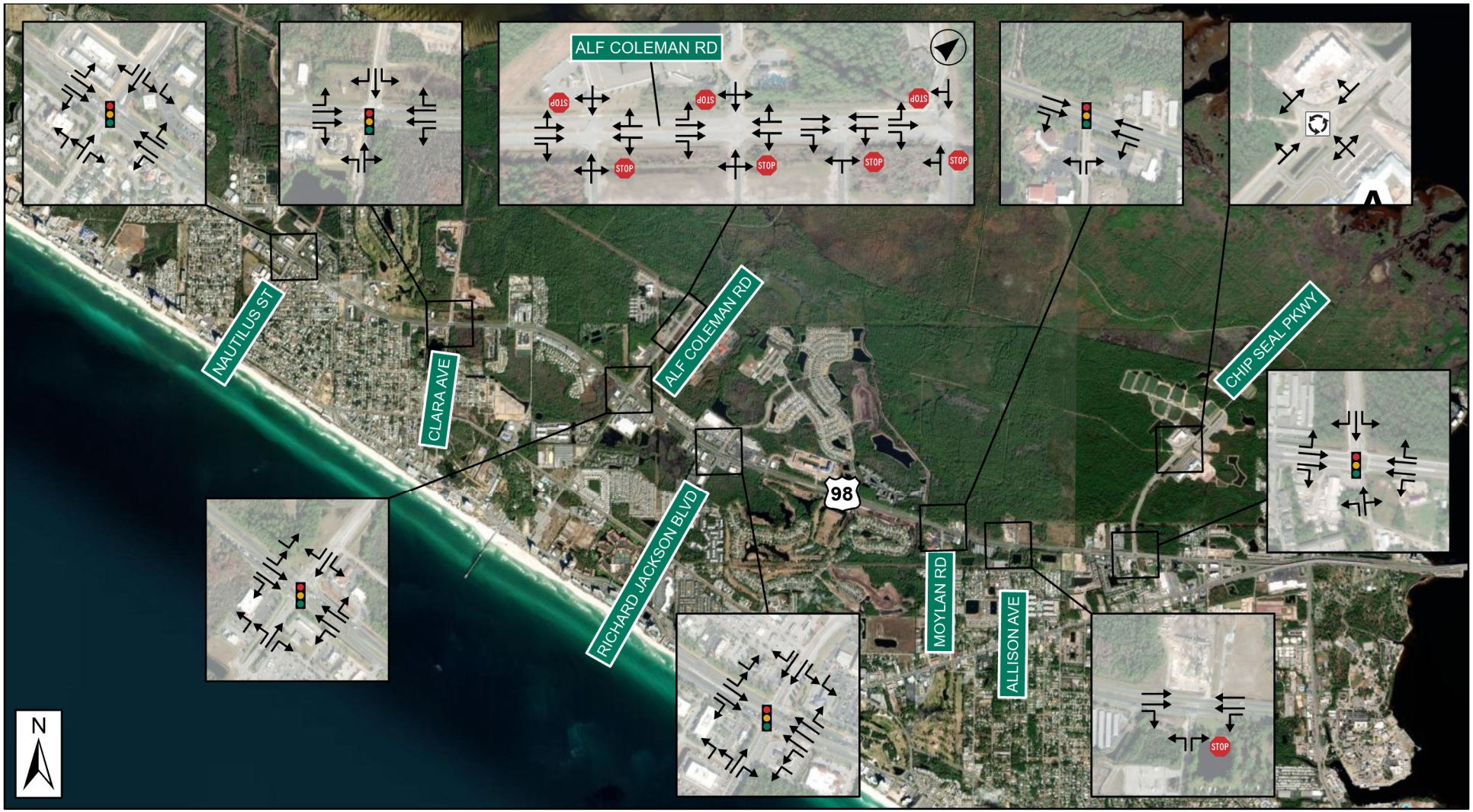

Figure 3: Existing Intersection Geometry

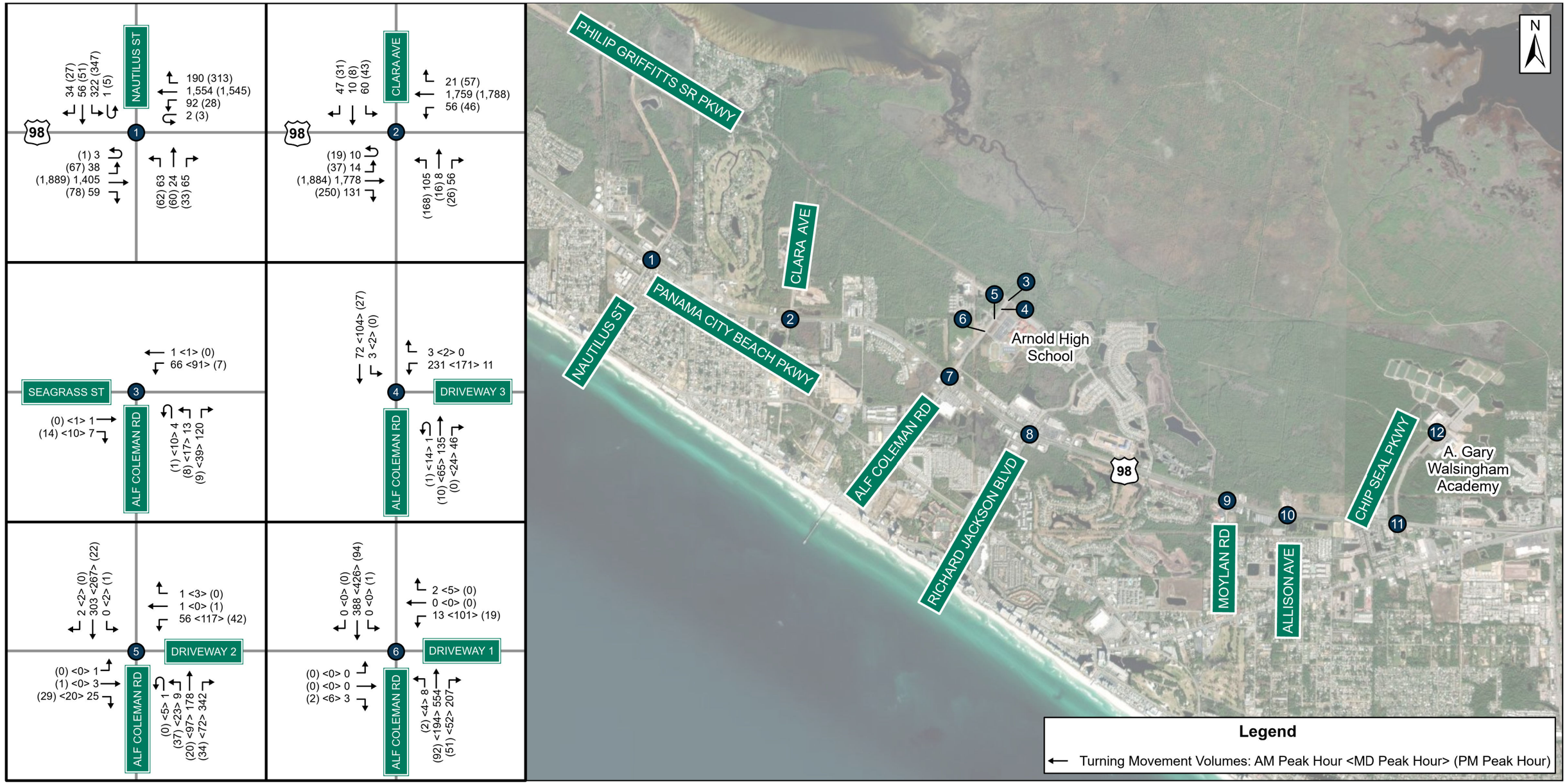

Figure 4: Existing (2023) Turning Movement Volumes (1 of 2)

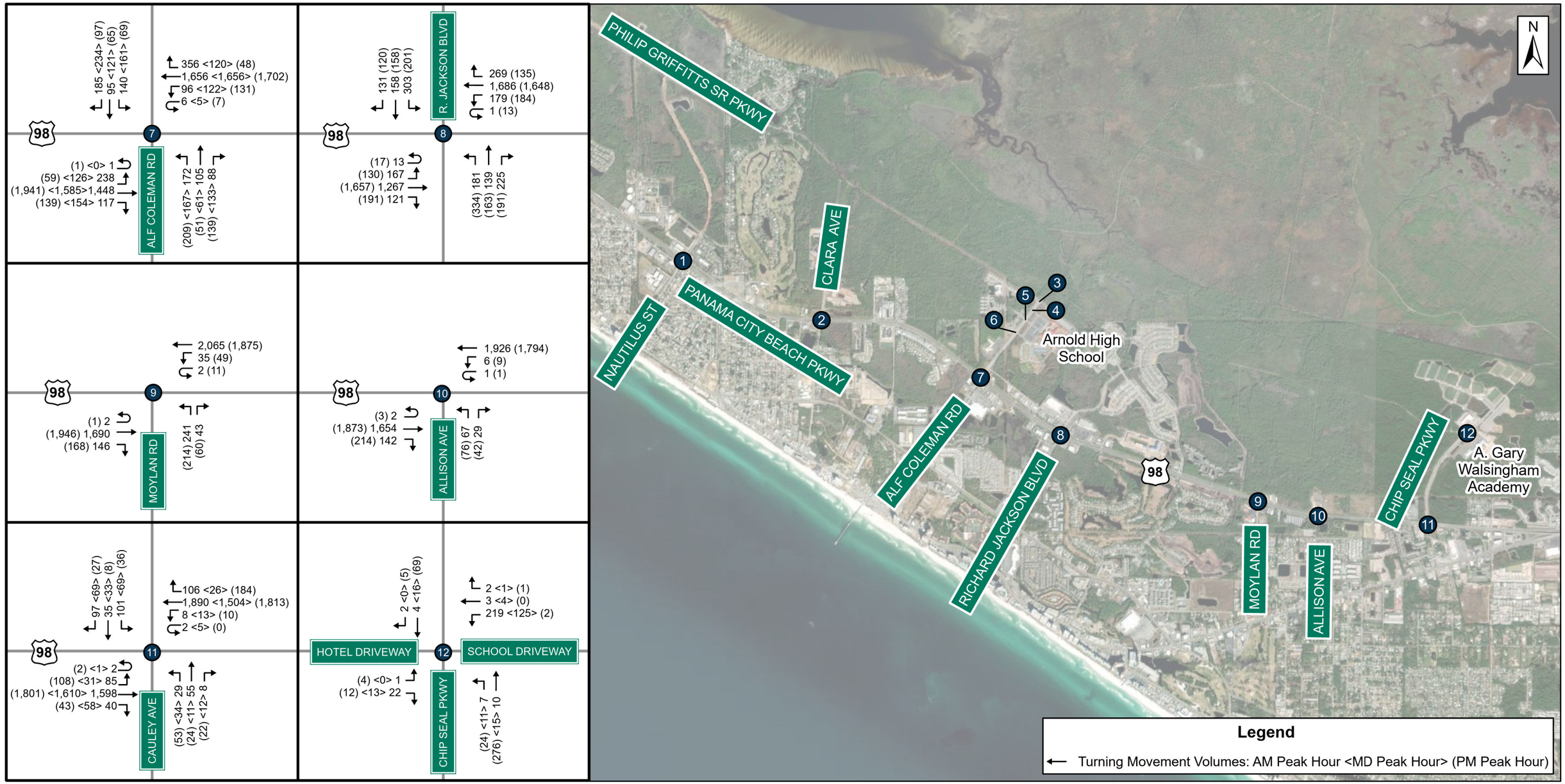

Figure 5: Existing (2023) Turning Movement Volumes (2 of 2)

3.4 Existing Roadway Segment Volumes

The existing (2023) volumes at the study area roadway segments were adjusted to peak season conditions using the 2022 PSCFs published by FDOT on *Florida Traffic Online* corresponding to the week of data collection. **Table 2** summarizes the existing (2023) volumes on the study area roadway segments.

Table 2: Existing (2023) Roadway Segment Volumes

Roadway Location	Average Daily Traffic Volumes	Peak Hour	Average Two-Way Peak Hour Volumes
Alf Coleman Rd			
N of US 98	5,818	2:30 - 3:30 PM	835
Chip Seal Parkway			
N of US 98	2,681	5:00-6:00 PM	306
Clara Avenue			
N of US 98	2,936	5:00-6:00 PM	207
SR 79			
N of US 98	17,637	3:30-4:30 PM	1,460
Philip Griffitts Sr Pkwy			
Between SR 79 and Pier Park Drive	10,233	4:00-5:00 PM	966
East of Pier Park Drive	8,007	4:15-5:15 PM	750
US 98			
West of SR 79[1]	49,870	3:30-4:30 PM	3,256
West of Pier Park Drive	48,139	4:30-5:30 PM	3,666
East of Pier Park Drive	49,570	4:00-5:00 PM	3,487
Nautilus Street to Clara Avenue	63,221	4:15-5:15 PM	4,562
Clara Avenue to Alf Coleman Road	59,964	3:30-4:30 PM	4,227
Alf Coleman Road to Richard Jackson Boulevard	58,411	3:30-4:30 PM	4,070
West of Moylan Road	58,512	4:45 - 5:45 PM	4,284
West of Cauley Avenue/Chip Seal Parkway[2]	51,594	4:45-5:45 PM	3,869
East of Cauley Avenue/Chip Seal Parkway	50,618	4:45 - 5:45 PM	3,774

1. Equipment malfunction in eastbound lanes. EB volumes were estimated to be proportionate with WB volumes based on previously collected at the same location.
2. Equipment malfunctioned in both directions on Day 1 and Day 2 of data collection.

3.5 Existing Intersections Analyses

Existing operating conditions of study area intersections were evaluated during the AM, midday, and PM peak hours to establish a baseline for comparison with future year analyses. Existing Year (2023) turning movement volumes were calculated as described in *Section 3.3*. Existing geometry, peak season turning movement volumes, peak hour factors, pedestrian traffic counts, percentage of heavy vehicle traffic, and

right-turn-on-red volumes observed in the field were input into the operational analyses. Signal timings were obtained from Bay County staff for use in the analyses of signalized intersections. Signal timing worksheets are included in **Appendix B**.

The intersection capacity analyses were performed for existing (2023) conditions using the operational analysis procedures outlined in the *HCM 6*. Specifically, *Synchro* (v11) software was used to evaluate existing operating conditions at the study area intersections by reporting the level of service (LOS), delay, volume-to-capacity (v/c) ratios, and the 95th percentile queue for each movement, in addition, based on the approved Traffic Analysis Methodology, the operational analysis of the roundabout of Chip Seal Parkway and A. Gary Walsingham Academy Driveway was performed using *SIDRA* (v9.1) software following similar analysis procedures and reporting similar measures of effectiveness. The results of the analysis are summarized in *Section 7.1*.

3.6 Existing Roadway Segments Analyses

Existing (2023) roadway segment capacity analyses for daily and two-way PM peak hour conditions were performed to establish a baseline for comparison to the future years analyses.

Daily and two-way PM peak hour traffic volumes were compared to the respective roadway capacities as identified in the FDOT *Quality/Level of Service (Q/LOS) Handbook 2023*. The capacities were derived based on the road context classification, number of lanes, and adopted LOS. The results of the analysis are summarized in *Section 7.1*.

4.0 SAFETY ANALYSIS

4.1 Historical Crash Analysis

Crash records for the US 98/Panama City Beach Parkway corridor from January 1, 2019, to December 31, 2023, were obtained from the University of Florida's *Signal 4 Analytics*. Separate analyses are performed for overall crashes, fatal and incapacitating injury crashes, and crashes involving pedestrians and bicyclists.

4.1.1 Overall Crashes

This section provides an overview of the crashes along the US 98/Panama City Beach Parkway corridor including property damage only (PDO) crashes that did not result in any injuries. There were 1,476 crashes on US 98/Panama City Beach Parkway between Clara Avenue and Chip Seal Parkway from January 1, 2019, to December 31, 2023. In terms of crash severity, there were 7 (0.4%) fatal crashes, 22 (1.5%) incapacitating injury crashes, 293 (19.8%) non-incapacitating injury crashes, and 1,154 (78.1%) PDO crashes. The distribution of crashes by manner of collision is presented in **Table 3**. The three most frequent types of crash were rear end (781, 52.9%), left turn (166, 11.2%), and sideswipe (165, 11.2%).

Table 3: Crash Summary Table by Crash Type

Crash Type	Year					Total
	2019	2020	2021	2022	2023	
Angle	21	9	21	20	30	**101**
Animal	0	0	0	1	1	**2**
Bicycle	3	3	0	2	0	**8**
Head On	2	3	1	4	2	**12**
Left Turn	40	15	26	41	44	**166**
Off Road	6	3	7	8	2	**26**
Pedestrian	0	1	2	1	1	**5**
Rear End	185	112	123	178	183	**781**
Right Turn	5	3	2	7	5	**22**
Rollover	4	2	2	0	1	**9**
Sideswipe	37	22	22	44	40	**165**
Other	38	13	14	24	37	**126**
Unknown	9	6	11	15	12	**53**
Total	*350*	*192*	*231*	*345*	*358*	***1,476***

4.1.2 Severe Injury and Fatal Crashes

Figure 6 illustrates the location of the fatal and serious injury crashes recorded on US 98/Panama City Beach Parkway within the study area. There were 29 fatal and incapacitating injury crashes on US 98/Panama City Beach Parkway during the five-year analysis period. Of the 29 crashes, seven (7) resulted in one or more fatalities and 22 resulted in one or more incapacitating injury crashes. Narratives from the 29 fatal and severe injury crash reports are provided below.

- Crash Report No. 88140980:

  June 9, 2019,10:00 AM, daylight conditions, wet surface conditions. A vehicle was stopped at the northbound stop sign of Allison Avenue, trying to make a left turn onto US 98/Panama City Beach Parkway. A second vehicle was traveling eastbound on US 98. The northbound vehicle entered the intersection and was struck by the eastbound vehicle. The driver of the northbound vehicle suffered an incapacitating injury.

- Crash Report No. 89279018:

  June 12, 2019, 12:25 PM, daylight conditions, dry surface conditions. A vehicle was traveling eastbound on US 98/Panama City Beach Parkway about 0.26 miles east of the intersection of US 98 and Alf Coleman Road. The eastbound vehicle swerved across the median into the westbound lanes, rolled over, and then came to final rest on the north side of the roadway. The driver suffered an incapacitating injury.

- Crash Report No. 88107910:

  August 4, 2019, 9:55 AM, daylight conditions, dry surface conditions. A vehicle was stopped on US 98/Panama City Beach Parkway in the westbound left turn lane near Moylan Road. Another vehicle was traveling eastbound. The westbound vehicle turned left and struck the eastbound vehicle. Four passengers in the eastbound vehicle suffered incapacitating injuries.

- Crash Report No. 88290949:

  February 11, 2020, 5:50 AM, dark conditions, dry surface conditions. A vehicle was traveling northbound on Allison Avenue and stopped at the intersection of US 98/Panama City Beach Parkway and Allison Avenue. A second vehicle was traveling eastbound on US 98. The northbound vehicle struck the eastbound vehicle. The driver of the northbound vehicle suffered fatal injuries.

- Crash Report No. 24059821:

  August 14, 2020, 4:48 AM, dark conditions, wet surface conditions. A vehicle was traveling eastbound on US 98/Panama City Beach Parkway, a quarter mile east of the intersection of US 98 and Richard Jackson Blvd. The eastbound vehicle struck a pedestrian crossing US 98. The pedestrian in the wheelchair suffered fatal injuries.

- Crash Report No. 24059955:

  September 12, 2020, 2:12 PM, daylight conditions, dry surface conditions. A vehicle was traveling westbound on US 98/Panama City Beach Parkway about 0.23 miles east of the intersection of US 98 and Alf Coleman Road. A second vehicle was traveling eastbound on US 98. The westbound driver struck the eastbound driver attempting to take a left turn. The eastbound driver suffered incapacitating injuries.

- Crash Report No. 24059989:

  September 19, 2020, 7:23 PM, dark-lighted conditions, wet surface conditions. A vehicle was traveling south on Alf Coleman Road, making a left turn to travel eastbound on US 98/Panama City Beach Parkway. A bicyclist was traveling westbound on US 98 near the intersection with Alf Coleman Road. The southbound vehicle turned left, colliding with the bicycle. The bicyclist suffered incapacitating injuries.

- Crash Report No. 88358014:

  September 24, 2020,1:20 PM, daylight conditions, dry surface conditions. A vehicle was traveling eastbound on US 98/Panama City Beach Parkway, approaching the intersection of Alf Coleman Road. The driver suffered a stroke and collided with another eastbound driver, who collided with two other cars. The driver suffered incapacitating injuries.

- Crash Report No. 88458693:

  January 27, 2021, 5:45 PM, dark conditions, dry surface conditions. Two vehicles were traveling eastbound on US 98, 200 feet west of Moylan Road, one in front of the other. The lead vehicle stopped suddenly, causing the vehicle behind to strike its rear. The driver of the vehicle behind suffered incapacitating injuries.

- Crash Report No. 88458704:

  February 20, 2021, 6:35 AM, daylight conditions, dry surface conditions. Two vehicles were traveling eastbound on US 98/Panama City Beach Parkway approaching Moylan Road. The lead vehicle stopped at a red light. The vehicle behind it failed to brake and struck the vehicle in front. The driver of the lead vehicle suffered incapacitating injuries.

- Crash Report No. 88445427:

  May 5, 2021, 9:22 PM, dark conditions, dry surface conditions. A trailer was traveling eastbound on US 98/Panama City Beach Parkway near Allison Avenue. The driver stopped the vehicle and started backing it into a parking lot off the outside shoulder of US 98. A second vehicle was traveling eastbound directly behind, failed to stop, and collided with trailer. Due to the impact, the second vehicle spun back into the road, hitting a third vehicle. Passengers in the second vehicle suffered incapacitating injuries.

- Crash Report No. 88472089:

  May 20, 2021, 2:28 AM, dark conditions, dry surface conditions. A vehicle was traveling westbound on US 98/Panama City Beach Parkway, 0.1 miles west of Moylan Road. The vehicle's driver failed to negotiate a slight curve to the right, driving the vehicle towards the center median. The driver then swerved to the right, overturning the vehicle. The driver was fatally injured.

- Crash Report No. 88499127:

  August 18, 2021, 7:54 PM, unknown light conditions, dry surface conditions. A vehicle was at full stop in the westbound left turn lane on State Road 30A, at the intersection of SR 30A and Moylan Road. while a second vehicle was traveling eastbound on SR 30A. The westbound vehicle turned left towards Moylan Road, striking the eastbound vehicle. Both drivers suffered incapacitating injuries.

- Crash Report No. 24897825:

  February 15, 2022, 6:29 AM, dawn conditions, dry surface conditions. A vehicle was at full stop at the northbound approach of the US 98/Panama City Beach Parkway and Allison Avenue intersection. A second vehicle was traveling east on US 98. The northbound vehicle began to turn left and struck the eastbound vehicle. The driver of the eastbound vehicle suffered fatal injuries.

- Crash Report No. 24555934:

  February 23, 2022, 2:55 AM, dark conditions, wet surface conditions. A vehicle was traveling east on US 98/Panama City Beach Parkway about 0.50 miles west of Moylan Road. A bicycle was traveling west on US 98/Panama City Beach Parkway, on the south shoulder against eastbound traffic, just west of the trail. The cyclist collided with the front of the eastbound vehicle. The bicyclist suffered fatal injuries.

- Crash Report No. 25383198:

  August 27, 2022, 5:31 PM, daylight conditions, dry surface conditions. A vehicle was traveling eastbound on US 98/Panama City Beach Parkway at the intersection with Richard Jackson Boulevard. A second vehicle was traveling westbound on US 98 and turning left towards Richard Jackson Boulevard. The westbound vehicle failed to yield the right of way to the thru traffic and collided with the first vehicle. The driver of the eastbound vehicle suffered incapacitating injuries.

- Crash Report No. 89575555

  March 6, 2023, 4:40 PM, daylight conditions, dry conditions. A vehicle was at a full stop facing northbound at the intersection of State Road 30A and Allison Avenue. The second and third vehicles were traveling eastbound on SR 30A. The northbound vehicle failed to yield to oncoming traffic. The northbound vehicle struck both vehicles heading eastbound after attempting to drive to the break in the median. The driver of the second vehicle and a passenger of the first vehicle both suffered incapacitating injuries.

- Crash Report No. 25384048

  April 6, 2023, 10:59 PM, dark conditions, dry surface conditions. A vehicle was driving eastbound on US 98/Panama City Beach Parkway, passing the intersection of US 98 and Alf Coleman Road. The vehicle then struck a pedestrian crossing US 98 with its front driver side. The pedestrian travelled airborne on impact and suffered fatal injuries.

- Crash Report No. 25065368:

  April 11, 2023, 9:30 PM, dark conditions, dry surface conditions. A vehicle was stopped in the northbound lane of the Watermark Apartments driveway at the intersection with US 98/Panama City Beach Parkway. A second vehicle was travelling east on US 98/Panama City Beach Parkway. The northbound vehicle failed to yield and struck the eastbound vehicle. The driver of the eastbound vehicle suffered incapacitating injuries.

- Crash Report No. 25384281

  May 23, 2023, 3:58 PM, daylight conditions, dry surface conditions. Two vehicles were traveling westbound on US 98/Panama City Beach Parkway, about 2,000 feet east of the intersection with Richard Jackson Boulevard, when the first vehicle merged into the tram/bike lane, attempted a left-side U-turn, and struck the second vehicle. A passenger in the second vehicle suffered incapacitating injuries.

- Crash Report No. 25384283

  May 23, 2023, 9:34 PM, dark conditions, dry surface conditions. A vehicle was traveling westbound on US 98/Panama City Beach Parkway, 1,600 feet east of the intersection with Richard Jackson Boulevard intersection to turn into the AMI gas station. The westbound vehicle struck a bicycle

using the westbound turn lane instead of the bicycle lane. The cyclist suffered incapacitating injuries.

- Crash Report No. 88109182

  June 20, 2023, 9:15 PM, not lighted conditions, dry surface conditions. A vehicle was traveling eastbound on US 98/Panama City Beach Parkway, while another vehicle was traveling in the lane adjacent. The first vehicle then hit the rear of the second vehicle, losing control and sliding in a southwest direction. The first driver, who was driving under the influence, suffered incapacitating injuries.

- Crash Report No. 89650272

  July 20, 2023, 11:45 AM, daylight conditions, clear conditions. A vehicle was at a full stop on US 98/Panama City Beach Parkway, 700 feet east of Allison Ave. A second vehicle struck the first vehicle from behind. The driver of the first vehicle suffered incapacitating injuries.

- Crash Report No. 26079755

  September 15, 2023, 9:56 PM, dark-lighted conditions, dry surface conditions. A vehicle was traveling eastbound on US 98/Panama City Beach Parkway, about 0.25 miles east from the intersection with Richard Jackson Boulevard. Another vehicle was heading westbound on US 98. The vehicle heading eastbound made a left turn into the Walmart, failing to yield into the westbound vehicle and colliding with it. A passenger in the westbound vehicle suffered incapacitating injuries.

- Crash Report No. 26079814

  September 28, 2023, 8:20 PM, dark conditions, dry surface conditions. The passenger of a vehicle on US 98/Panama City Beach Parkway jumped out of the vehicle onto the highway 1,100 feet west of Moylan Road. The passenger suffered incapacitating injuries.

- Crash Report No. 89708275

  October 12, 2023, 6:40 PM, unknown light conditions, wet surface conditions. A vehicle was at a full stop on US 98/Panama City Beach Parkway near Moylan Road facing eastbound. An additional three vehicles were on US 98/Panama City Beach Parkway beside the first vehicle slowing down to a full stop. An additional fifth vehicle didn't notice the fourth vehicle slowing to a stop, striking its rear end, causing all four slowed down or stopped vehicles to be struck as a result, causing three separate impacts. The driver of the fourth vehicle suffered incapacitating injuries.

- Crash Report No. 89607927

  October 21, 2023, 1:33 AM, dark-lighted conditions, dry surface conditions. A vehicle traveling westbound on US 98/Panama City Beach Parkway attempted to make a left turn at the intersection with Moylan Road. The westbound vehicle failed to yield and struck a vehicle going eastbound. The driver of the westbound vehicle suffered incapacitating injuries.

- Crash Report No. 26079992

  November 11, 2023, 4:40 PM, daylight conditions, dry surface conditions. a vehicle was traveling westbound on US Highway 98/Panama City Beach Parkway, about 0.25 miles east from the intersection with Richard Jackson Boulevard. The vehicle had a suspension malfunction, causing the vehicle to fall over and the driver to be ejected. The driver suffered an incapacitating injury.

- Crash Report No. 89668402

  November 16, 2023, 5:04 PM, dark-lighted conditions, dry surface conditions. A vehicle was traveling eastbound in the right turn lane of US 98/Panama City Beach Parkway. Another vehicle was travelling northbound on Lyndell Lane about to turn right onto US 98. The eastbound vehicle failed to turn right when necessary and struck the northbound vehicle turning right. The driver of the northbound vehicle suffered fatal injuries and the driver of the eastbound vehicle suffered incapacitating injuries.

Figure 6: Severe Injury and Fatal Crashes

4.1.3 Pedestrian and Bicycle Crashes

Figure 7 shows the location of pedestrian and bicycle crashes on US 98/Panama City Beach Parkway within the study area. A cluster of pedestrian and bicycle crashes was identified near the intersection with Richard Jackson Boulevard. In addition, 8 of the 14 pedestrian and bicycle crashes within the study area occurred under dark conditions.

Three of the pedestrian and bicycle crashes are described above in *Section 4.1.2*. The remaining 11 narratives are provided below.

- Crash Report No. 88676177

  April 7, 2019, 10:54 AM, daylight conditions, dry surface conditions. A vehicle was traveling southbound on Richard Jackson Boulevard while a cyclist was traveling northbound on the east side of the roadway. The southbound vehicle struck the cyclist. No injuries were reported from either party.

- Crash Report No. 88084302

  April 25, 2019, 9:29 PM, dark conditions, wet surface conditions. A bicyclist was traveling westbound on the sidewalk of US 98 while a vehicle was traveling westbound on the outside lane of US 98. The bicyclist entered the roadway, and the left side mirror of the vehicle made contact with the bicyclist. No injuries were reported.

- Crash Report No. 88212470

  October 10, 2019, 11:01 AM, daylight conditions, dry surface conditions. A vehicle was traveling westbound on the inside lane of US 98/Panama City Beach Parkway while a bicyclist was traveling southbound on the driveway of Pineglen Motorcoach and RV Park. The westbound vehicle struck the bicycle. The cyclist suffered minor injuries; no other injuries were reported at the scene.

- Crash Report No. 24059999

  September 23, 2020, 7:16 PM, dark conditions, dry surface conditions. A vehicle was traveling eastbound along a US 98/Panama City Beach Parkway, 500 feet from Richard Jackson Blvd, in the right-hand lane. A second vehicle was traveling eastbound in the left-hand lane, and the bicyclist was crossing the road. The bicyclist collided with the first vehicle's front right bumper, causing the first vehicle to swerve into the left-hand lane and strike the second vehicle. The cyclist suffered minor injuries.

- Crash Report No. 24060191

  November 9, 2020, 8:05 PM, dark-lighted conditions, dry surface conditions. A Vehicle was traveling westbound on US 98 near the intersection with Clara Ave. The bicyclist was traveling westbound on the south shoulder. The vehicle made a left turn at the intersection and collided with the bicyclist. The bicyclist suffered a non-incapacitating injury.

- Crash Report No. 88414840

  March 19, 2021, 2:45 PM, daylight conditions, dry surface conditions. A vehicle was traveling eastbound on US 98/Panama City Beach Parkway in the right-hand turn lane approaching the intersection with Richard Jackson Boulevard. A police officer stepped onto the roadway to begin directing traffic while wearing a traffic vest. The vehicle proceeded forward as the officer gave hand signals, eventually striking the officer. The officer suffered minor injuries.

- Crash Report No. 24061165
  May 25, 2021, 6:49 AM, daylight conditions, dry surface conditions. A vehicle attempted to make a right turn to travel eastbound on US 98/Panama City Beach Parkway, while a pedestrian was using a crosswalk to travel northbound along Richard Jackson Boulevard. Both the vehicle and the pedestrian had a green signal. The vehicle failed to yield to the pedestrian, striking the pedestrian. The pedestrian suffered minor injuries.

- Crash Report No. 24556094

  March 24, 2022, 9:00 AM, daylight conditions, dry surface conditions. A vehicle was traveling eastbound on US 98/Panama City Beach Parkway while a pedestrian was using a crosswalk to travel southbound along Richard Jackson Boulevard. The vehicle entered the intersection, struck the pedestrian, and then turned right and fled the scene. The pedestrian suffered a possible injury.

- Crash Report No. 25383061
  July 7, 2022, 1:28 AM, dark conditions, dry surface conditions. A vehicle was traveling westbound along US 98/Panama City Beach Parkway, 1000 feet west of the intersection of US 98 and Richard Jackson Boulevard. The vehicle struck a cyclist attempting to take a right turn and fled. No injuries were reported.

- Crash Report No. 25383849

  March 6, 2023, dark-lighted conditions, dry surface conditions. A vehicle was traveling northbound on Richard Jackson Boulevard and attempted to take a right onto US 98/Panama City Beach Parkway. The vehicle made a right turn and struck a bicyclist. The bicyclist suffered non-incapacitating injuries.

- Crash Report No. 89664883

  November 9, 2023, 8:00 PM, dark conditions, dry surface conditions. A vehicle was traveling westbound on State Road 30A, 50 feet west of Moylan Road. The vehicle struck a pedestrian attempting to cross SR 30A from the south with the front of its vehicle. The pedestrian suffered a possible injury.

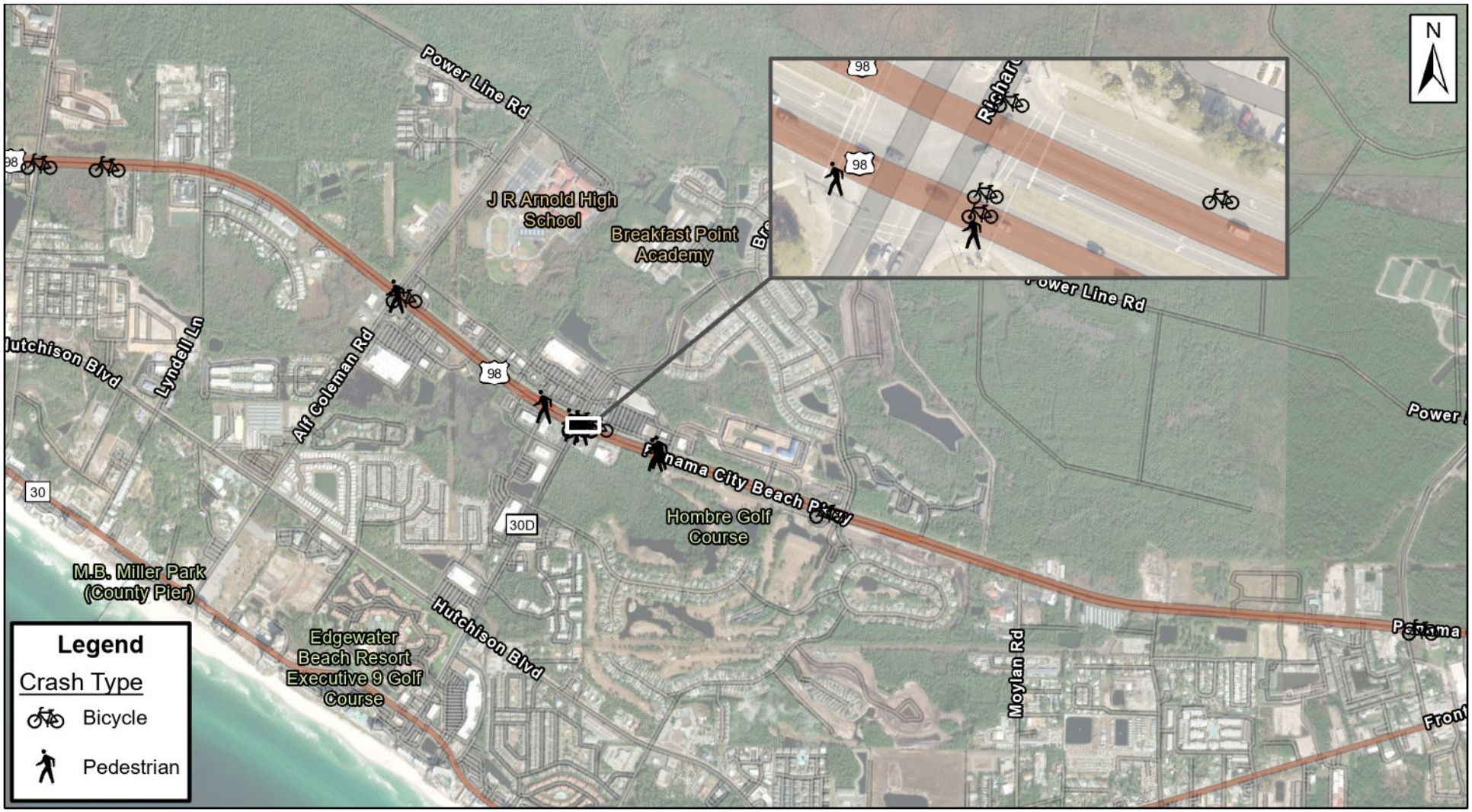

Figure 7: Bicycle and Pedestrian Crashes

4.2 Predictive Safety Analysis

Predictive safety analyses were performed using Highway Safety Software (HSS) 2023. HSS implements the predictive method described in AASHTO's *Highway Safety Manual* (*HSM*) Part C. Analyses were performed both for US 98/Panama City Beach Parkway and the PGS Parkway Phase III corridor. A sample of crashes occurring at the existing US 98 corridor was acquired from *Signal 4 Analytics*. The crash sample consists of 1,619 crashes from January 1, 2019, to December 31, 2023. The *HSM* methods predict crashes separately for road segments and for intersections. A 250-foot buffer around study area intersections was used to assign crashes to intersections, as appropriate. In addition, HSS utilizes an estimation of the societal crash cost for specific facilities. The HSS default unit crash cost values are presented in **Table 4**.

Table 4: HSS Default Unit Crash Costs by Crash Severity

Crash Severity	Per Crash Societal Crash Cost
Fatal and Injury (FI)	$158,200
Property Damage Only (PDO)	$7,400

4.2.1 US 98/Panama City Beach Parkway

The predictive safety analysis of US 98/Panama City Beach Parkway was performed under No Build Opening Year (2030), No Build Design Year (2050), Build Opening Year (2030), and Build Design Year (2050) conditions. The analysis included the following five road segments and six intersections from Clara Avenue to Cauley Avenue/Chip Seal Parkway:

- Segments:
  - US 98/Panama City Beach Parkway from Clara Avenue to Alf Coleman Road
  - US 98/Panama City Beach Parkway from Alf Coleman Road to Richard Jackson Boulevard
  - US 98/Panama City Beach Parkway from Richard Jackson Boulevard to Moylan Road
  - US 98/Panama City Beach Parkway from Moylan Road to Allison Avenue
  - US 98/Panama City Beach Parkway from Allison Avenue to Cauley Avenue/Chip Seal Parkway
- Intersections:
  - US 98/Panama City Beach Parkway and Clara Avenue
  - US 98/Panama City Beach Parkway and Alf Coleman Road
  - US 98/Panama City Beach Parkway and Richard Jackson Boulevard
  - US 98/Panama City Beach Parkway and Moylan Road
  - US 98/Panama City Beach Parkway and Allison Avenue
  - US 98/Panama City Beach Parkway and Cauley Avenue/Chip Seal Parkway

Since *HSS* does not provide a formula for the direct estimation of safety performance for six-lane divided urban arterials, a four-lane divided urban arterial was selected as the facility type and a Crash Modification Factor (CMF) was used to adjust the calculations to a six-lane roadway. This CMF (Park et al., 2015) was calculated for urban arterials in Florida and determined a 15% reduction in all crashes and a 24% reduction in fatal and injury crashes as a result of the increase from four lanes to six lanes.

Table 5 presents the expected safety performance of US 98/Panama City Beach Parkway under No Build and Build Opening Year (2030) conditions. **Table 6** summarizes the expected safety performance of

US 98/Panama City Beach Parkway under No Build and Build Design Year (2050) conditions. The complete HSS reports are available in **Appendix F.**

According to the HSS analysis, a total of 165 PDO crashes and 71 fatal or injury crashes are expected per year under Opening Year (2030) No Build conditions. A modest 1.4% reduction in the number of fatal and injury cashes and a 1% reduction in the number of PDO crashes is expected under Opening Year (2030) Build conditions. A similar relative difference in expected under Design Year (2050) conditions. Due to projected traffic growth, a total of 172 PDO crashes and 75 fatal or injury crashes are expected on US 98/Panama City Beach Parkway under Design Year (2050) Build conditions, corresponding to a societal cost of $13,154,000 per year.

The intersection of US 98/Panama City Beach Parkway and Richard Jackson Boulevard is expected to have the highest societal crash cost, which combines crash frequency and severity. The road segment of US 98/Panama City Beach Parkway from Richard Jackson Boulevard to Moylan Road is the roadway segment expected to have the highest societal crash cost.

4.2.2 PGS Parkway Phase III

The predictive safety analysis of the proposed PGS Parkway Phase III was performed under Opening Year (2030) and Design Year (2050) conditions. The safety analysis included the following four (4) road segments and four (4) intersections from Clara Avenue to Chip Seal Parkway:

- Segments:
    1. PGS Parkway from Clara Avenue to Roundabout
    2. PGS Parkway from Roundabout to Alf Coleman Road
    3. PGS Parkway from Alf Coleman Road to Moylan Road
    4. PGS Parkway from Moylan Road to Chip Seal Parkway
- Intersections:
    5. PGS Parkway and Clara Avenue
    6. PGS Parkway and Alf Coleman Road
    7. PGS Parkway and Moylan Road
    8. PGS Parkway and Chip Seal Parkway

Table 7 presents the expected safety performance of the proposed PGS Parkway Phase III corridor under Opening Year (2030) and Design Year (2050) conditions. The complete HSS reports are available in **Appendix F.**

A total of 10 PDO crashes and four (4) fatal or injury crashes are expected per year under Opening Year (2030) conditions on the proposed PGS Parkway Phase III corridor. A total of 13 PDO crashes and six (6) fatal and injury crashes are expected under Design Year (2050) conditions, corresponding to an approximate societal cost of $965,000 per year.

The intersection of PGS Parkway and Alf Coleman Road is expected to have the highest societal crash cost, which combines crash frequency and severity. The road segment of PGS Parkway from Moylan Road to Chip Seal Parkway is the roadway segment expected to have the highest societal crash cost.

Table 5: US 98/Panama City Beach Pkwy Comparative Safety Performance for Opening Year (2030)

No.	Facility	Type	No Build 2030			Build 2030		
			Predicted FI	Predicted PDO	Societal Cost ($)	Predicted FI	Predicted PDO	Societal Cost ($)
1	US 98/Panama City Beach Pkwy from Clara Ave to Alf Coleman Rd	Segment	7.09	21.27	1,279,165	7.07	21.11	1,275,372
2	US 98/Panama City Beach Pkwy from Alf Coleman Rd to Richard Jackson Blvd	Segment	6.84	20.41	1,232,621	6.79	20.18	1,223,946
3	US 98/Panama City Beach Pkwy from Richard Jackson Blvd to Moylan Rd	Segment	9.97	29.95	1,799,576	9.95	29.74	1,794,785
4	US 98/Panama City Beach Pkwy from Moylan Rd to Allison Ave	Segment	0.73	2.16	130,943	0.71	2.11	128,544
5	US 98/Panama City Beach Pkwy from Allison Ave to Chip Seal Pkwy	Segment	2.91	8.67	524,644	2.89	8.56	520,253
6	US 98/Panama City Beach Pkwy and Clara Ave	Intersection	4.31	7.76	738,824	4.30	7.92	738,929
7	US 98/Panama City Beach Pkwy and Alf Coleman Rd	Intersection	10.11	18.38	1,734,898	9.86	18.11	1,693,638
8	US 98/Panama City Beach Pkwy and Richard Jackson Blvd	Intersection	17.22	32.04	2,961,735	16.80	31.59	2,891,020
9	US 98/Panama City Beach Pkwy and Moylan Rd	Intersection	4.86	9.07	836,205	4.73	8.92	813,903
10	US 98/Panama City Beach Pkwy and Allison Ave	Intersection	3.99	9.12	698,704	3.90	8.84	682,403
11	US 98/Panama City Beach Pkwy and Chip Seal Pkwy	Intersection	3.22	5.99	553,956	3.22	5.99	553,956
Total			*71.25*	*164.81*	*12,491,271*	*70.23*	*163.08*	*12,316,749*

Table 6: US 98/Panama City Beach Pkwy Comparative Safety Performance for Design Year (2050)

No.	Facility	Type	No Build 2050			Build 2050		
			Predicted FI	Predicted PDO	Societal Cost ($)	Predicted FI	Predicted PDO	Societal Cost ($)
1	US 98/Panama City Beach Pkwy from Clara Ave to Alf Coleman Rd	Segment	7.11	21.77	1,285,988	7.11	21.65	1,285,221
2	US 98/Panama City Beach Pkwy from Alf Coleman Rd to Richard Jackson Blvd	Segment	6.95	21.17	1,256,417	6.93	20.98	1,251,035
3	US 98/Panama City Beach Pkwy from Richard Jackson Blvd to Moylan Rd	Segment	10.00	30.65	1,809,613	10.00	30.48	1,808,222
4	US 98/Panama City Beach Pkwy from Moylan Rd to Allison Ave	Segment	0.77	2.33	139,101	0.76	2.29	137,215
5	US 98/Panama City Beach Pkwy from Allison Ave to Chip Seal Pkwy	Segment	2.98	9.05	538,266	2.96	8.95	535,179
6	US 98/Panama City Beach Pkwy and Clara Ave	Intersection	4.81	8.32	821,862	4.79	8.48	820,105
7	US 98/Panama City Beach Pkwy and Alf Coleman Rd	Intersection	11.13	19.55	1,904,629	10.90	19.35	1,867,693
8	US 98/Panama City Beach Pkwy and Richard Jackson Blvd	Intersection	18.90	33.86	3,241,321	18.54	33.58	3,181,229
9	US 98/Panama City Beach Pkwy and Moylan Rd	Intersection	5.42	9.74	929,338	5.30	9.62	909,125
10	US 98/Panama City Beach Pkwy and Allison Ave	Intersection	4.28	10.50	754,433	4.21	10.25	742,090
11	US 98/Panama City Beach Pkwy and Chip Seal Pkwy	Intersection	3.60	6.44	616,985	3.60	6.44	616,985
Total			*75.95*	*173.38*	*13,297,951*	*75.10*	*172.08*	*13,154,099*

Table 7: PGS Pkwy Phase III Expected Safety Performance for Opening Year (2030) and Design Year (2050)

No.	Facility	Type	Build 2030			Build 2050		
			Predicted FI	Predicted PDO	Societal Cost ($)	Predicted FI	Predicted PDO	Societal Cost ($)
1	Philip Griffitts Senior Pkwy Phase III from Clara Avenue to Roundabout	Segment	0.42	0.89	73,196	0.56	1.19	97,707
2	Philip Griffitts Senior Pkwy Phase III from Roundabout to Alf Coleman Road	Segment	0.66	1.40	115,096	0.88	1.87	153,514
3	Philip Griffitts Senior Pkwy Phase III from Alf Coleman Road to Breakfast Point	Segment	0.44	0.94	76,843	0.59	1.25	102,927
4	Philip Griffitts Senior Pkwy Phase III from Breakfast Point to Chip Seal Parkway	Segment	0.78	1.65	135,945	1.05	2.22	182,192
5	Philip Griffitts Senior Pkwy Phase III and Clara Ave Roundabout	Intersection	0.33	1.44	62,214	0.43	1.76	80,259
6	Philip Griffitts Senior Pkwy Phase III and Alf Coleman Road	Intersection	0.79	1.11	132,876	1.14	1.61	192,910
7	Philip Griffitts Senior Pkwy Phase III and Breakfast Point	Intersection	0.24	0.34	40,981	0.36	0.51	60,877
8	Philip Griffitts Senior Pkwy Phase III and Chip Seal Parkway	Intersection	0.37	1.87	72,056	0.49	2.32	94,347
Total			*4.03*	*9.64*	*709,206*	*5.50*	*12.72*	*964,732*

5.0 FUTURE TRAFFIC FORECAST

Future traffic forecast volumes were developed within the study area to inform the Opening Year (2030) and Design Year (2050) traffic analyses. In addition to the growth rates, project traffic from the Breakfast Point East PUD and Western Regional Resiliency Center were considered as part of traffic forecasts.

5.1 No Build Traffic Volumes

The No Build traffic forecasts were developed with the assumption that the following programmed capacity improvements would not have a major impact on travel patterns in the area:

- Widening US 98/Panama City Beach Parkway from four lanes to six lanes
- Signalization of the US 98/Panama City Beach Parkway and Allison Avenue intersection
- Addition of a northern leg at the intersection of US 98/Panama City Beach Parkway and Moylan Road

Future No Build traffic volumes were forecasted utilizing the methodology outlined in *Section 2.3* of this report. Future forecast volumes were rounded based on guidance outlined in Chapter 1.6 of the FDOT *Project Traffic Forecasting Handbook 2019*.

5.1.1 Future No Build Segment Volumes

Consistent with the approved Traffic Analysis Methodology, future No Build segment volumes for Opening Year (2030) were developed by applying a 2.50% annual growth rate to existing (2023) segments volumes. Future No Build segment volumes for Design Year (2050) were developed by applying a 1.50% annual growth rate to Opening Year (2030) No Build segment volumes.

The No Build segment volumes for Opening Year (2030) are illustrated in **Figure 8**. The No Build segment volumes for Design Year (2050) are illustrated in **Figure 9**.

5.1.2 Intersection No Build Design Hour Volumes

Future No Build intersection design hour volumes (DHV)s for Opening Year (2030) were developed by applying the 2.50% annual growth rate to existing (2023) turning movement volumes. Future No Build intersection DHVs for Design Year (2050) were developed by applying the 1.50% annual growth rate to Opening Year (2030) No Build DHVs.

Volume development worksheets for the No Build Opening Year (2030) and Design Year (2050) conditions are included in **Appendix C**.

The No Build DHVs for Opening Year 2030 are illustrated in **Figure 10** and **Figure 11**. The No Build DHVs for Design Year 2050 are illustrated in **Figure 12** and **Figure 13**.

Figure 8: Opening Year (2030) No Build Roadway Segment Volumes

Figure 9: Design Year (2050) No Build Roadway Segment Volumes

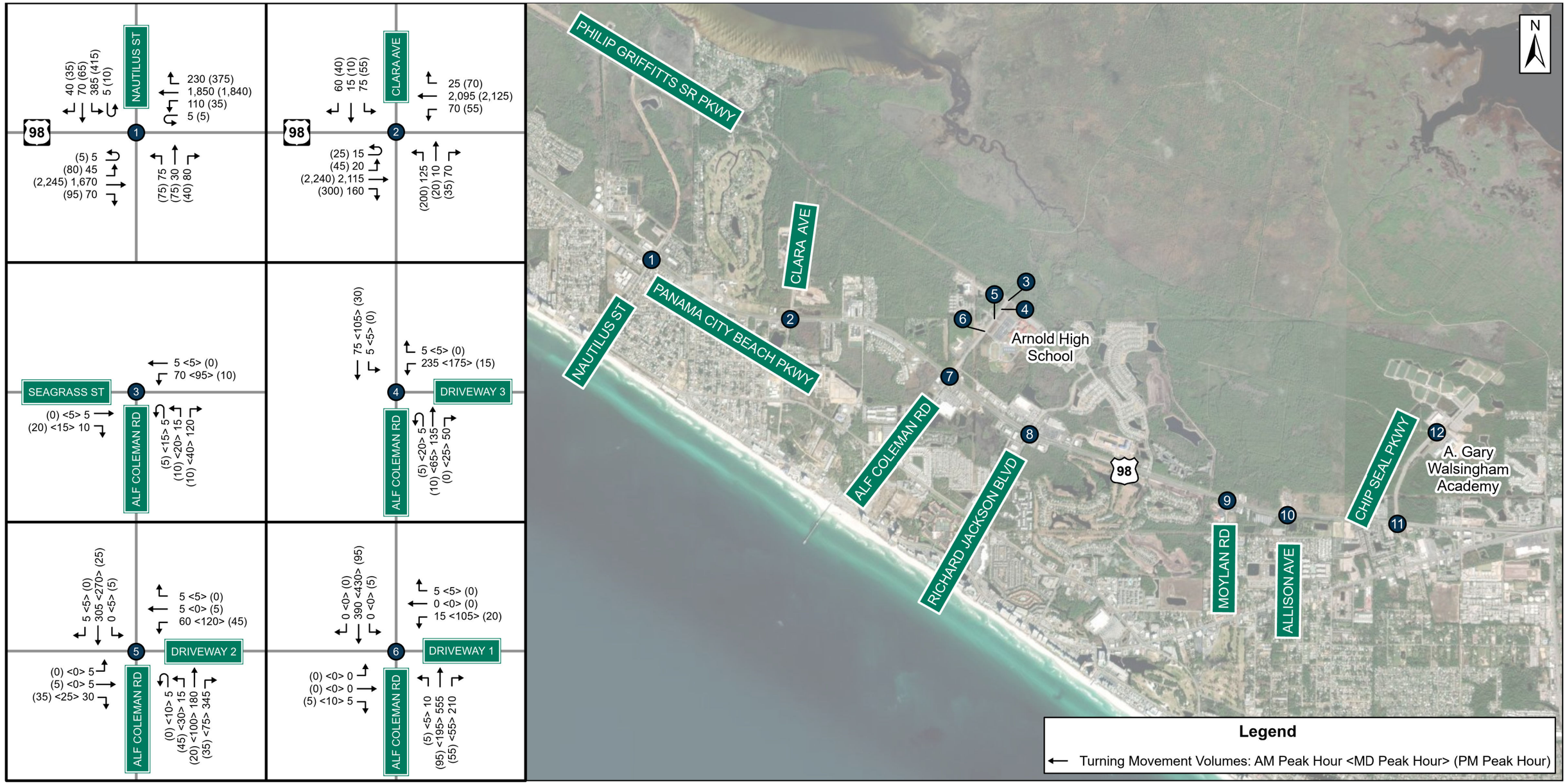

Figure 10: Opening Year (2030) No Build Design Hour Volumes (1 of 2)

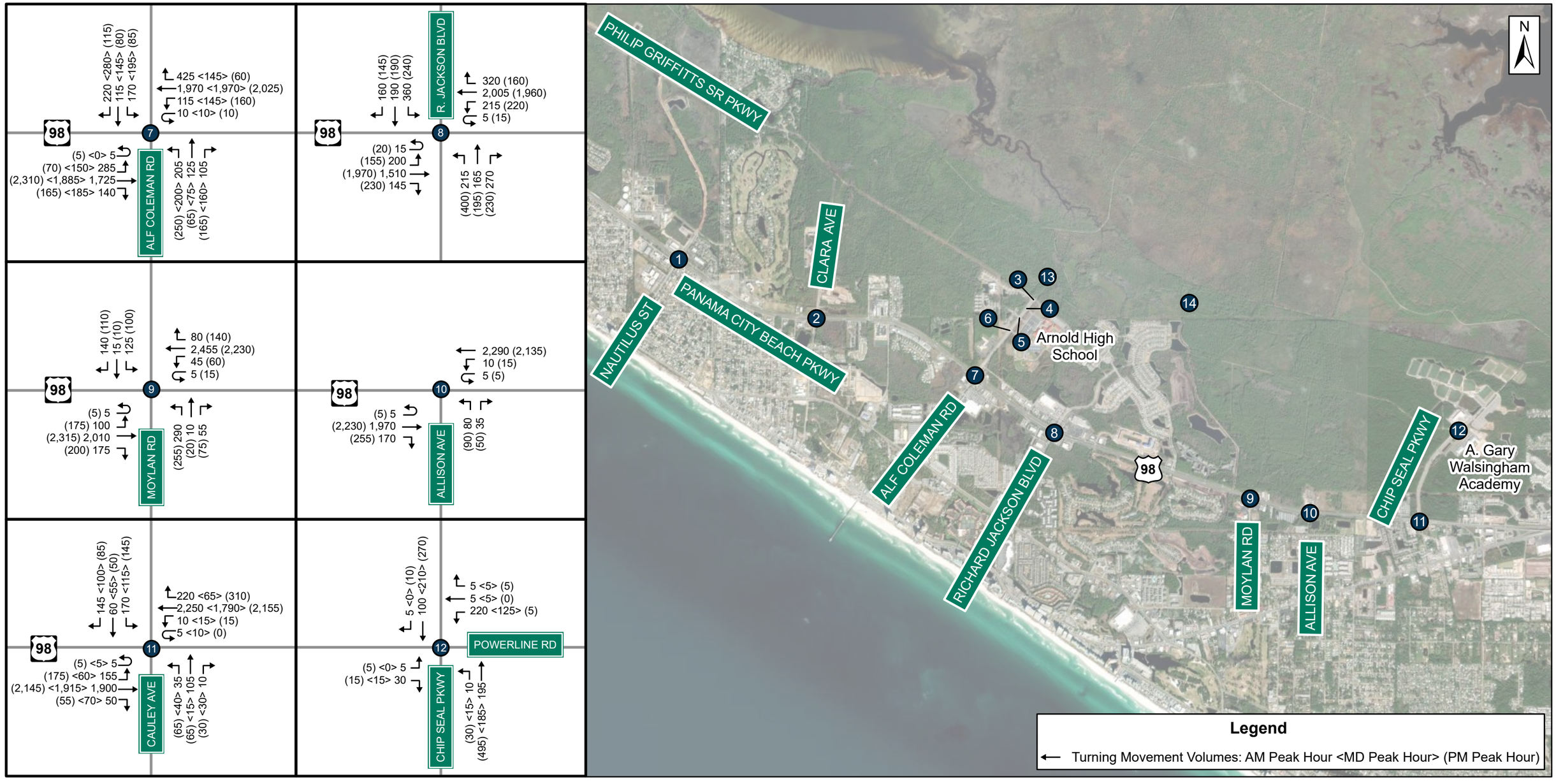

Figure 11: Opening Year (2030) No Build Design Hour Volumes (2 of 2)

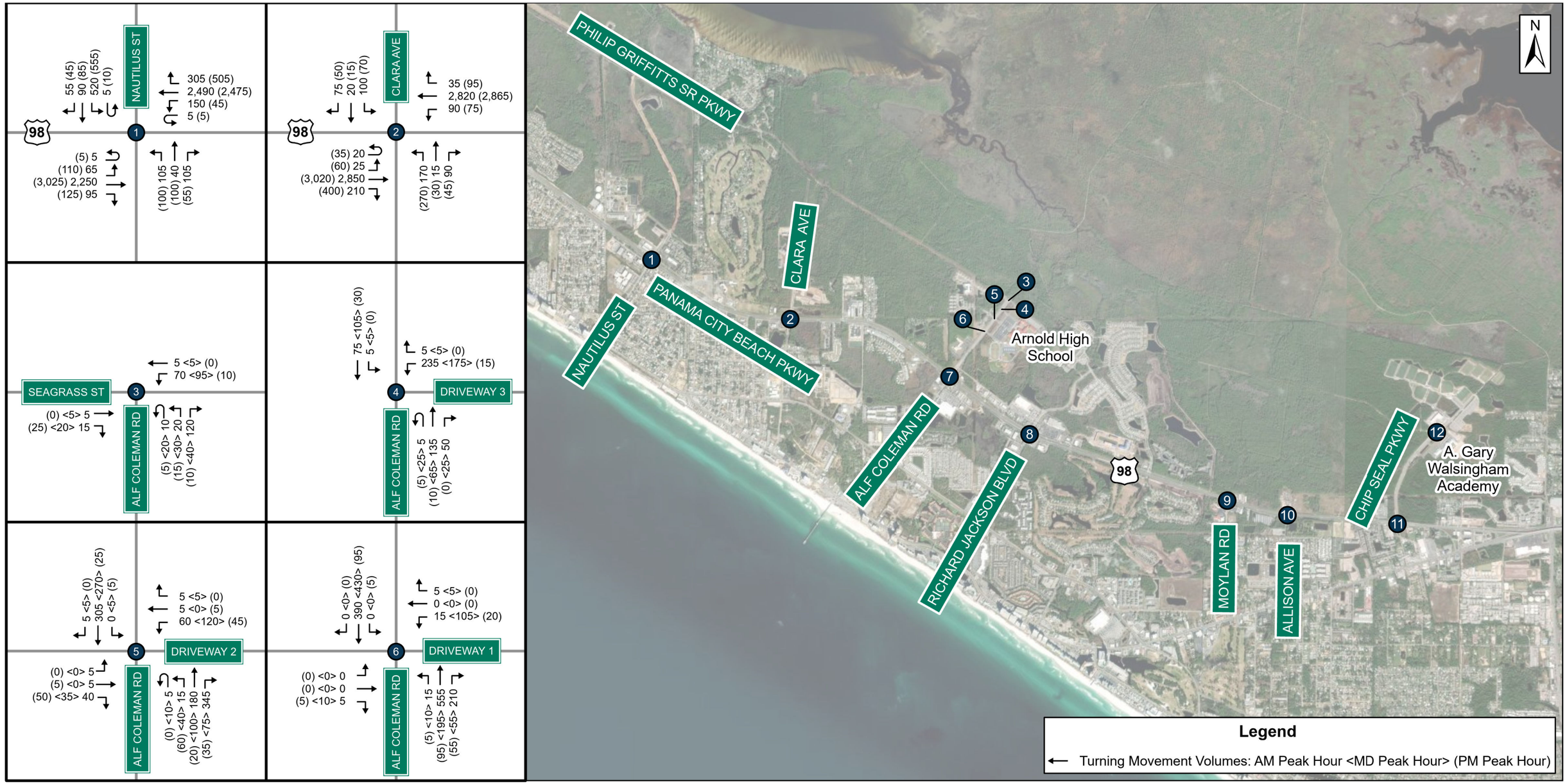

Figure 12: Design Year (2050) No Build Design Hour Volumes (1 of 2)

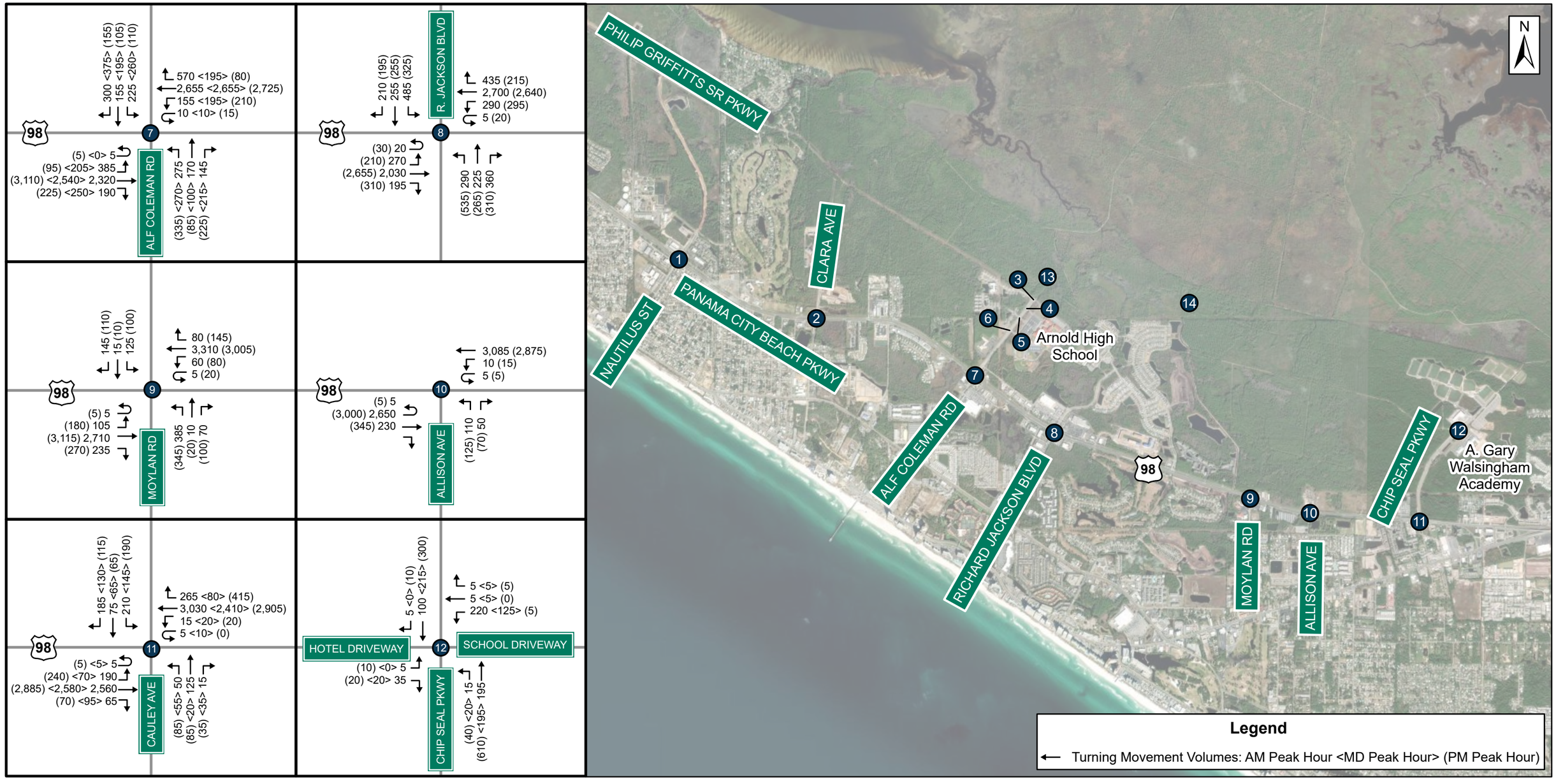

Figure 13: Design Year (2050) No Build Design Hour Volumes (2 of 2)

5.2 Build Scenario Traffic Volumes

Build Scenario traffic forecasts were developed assuming that a portion of traffic along US 98/Panama City Beach Parkway would be diverted to PGS Parkway Phase III. The anticipated diversions to PGS Parkway Phase III were determined utilizing existing traffic on PGS Parkway Phases I and II, modeled diversion rates, and engineering judgement.

As a means of calibration, the NWFRPM daily traffic volumes on PGS Parkway from SR 79 to Nautilus Street were compared to AADT traffic volumes collected on PGS Parkway in year 2023. The horizon year 2045 NWFRPM output indicates much lower daily traffic volume on US 98/Panama City Beach Parkway than are expected in Opening Year (2030) and Design Year (2050). As such, the model does not assign a representative amount of traffic to the PGS Parkway Phase I and Phase II segments between SR 79 and US 98/Panama City Beach Parkway. Actual traffic counts from PGS Parkway between SR 79 and Nautilus Street indicate that approximately 15 percent (15%) of existing traffic volumes traveling east and west between SR 79 and Nautilus Street utilize PGS Parkway, relative to the mainline US 98/Panama City Beach Parkway. The horizon year 2045 NWFRPM daily volumes suggest that the diversion rate to PGS Parkway Phase I and Phase II would be just five percent (5%), suggesting a calibration factor of approximately 3:1 for actual diversions to modeled diversions.

When the NWFRPM network was modified to include PGS Parkway Phase III between Clara Avenue and Chip Seal Parkway, the modeled diversion represented approximately two and a half percent (2.5%) of the east-west traffic between Clara Avenue and Chip Seal Parkway, relative to the east-west traffic along US 98/Panama City Beach Parkway. Applying the 3:1 calibration factor determined for PGS Parkway Phase I and Phase II, it was determined that a seven and a half percent (7.5%) diversion rate would be assumed for Build scenario traffic forecasts on PGS Parkway Phase III.

5.2.1 Future Build Segment Volumes

Future Build segment volumes were developed utilizing the 7.5% diversion rate. Volumes were diverted to PGS Parkway Phase III via Clara Avenue, Alf Coleman Road, and Chip Seal Parkway. Future forecast volumes were rounded based on guidance in Chapter 1.6 of the FDOT *Project Traffic Forecasting Handbook 2019*.

The segment volumes for Opening Year (2030) Build conditions are illustrated in **Figure 14**. The segment volumes for Design Year (2050) Build conditions are illustrated in **Figure 15**.

5.2.2 Intersection Build Design Hour Volumes

Build condition intersection DHVs for Opening Year (2030) and Design Year (2050) were developed by applying a 7.5% diversion rate to the Future No Build DHVs. Future DHVs were rounded based on guidance in Chapter 1.6 of the FDOT *Project Traffic Forecasting Handbook 2019*.

Volume development worksheets for the Build Opening Year (2030) and Design Year (2050) conditions are included in **Appendix C**.

The Build DHVs for Opening Year (2030) are illustrated in **Figures 16 through 18**. The Build DHVs for Design Year (2050) are illustrated in **Figures 19 through 21**.

Figure 14: Opening Year (2030) Build Condition Roadway Segment Volumes

Figure 15: Design Year (2050) Build Condition Roadway Segment Volumes

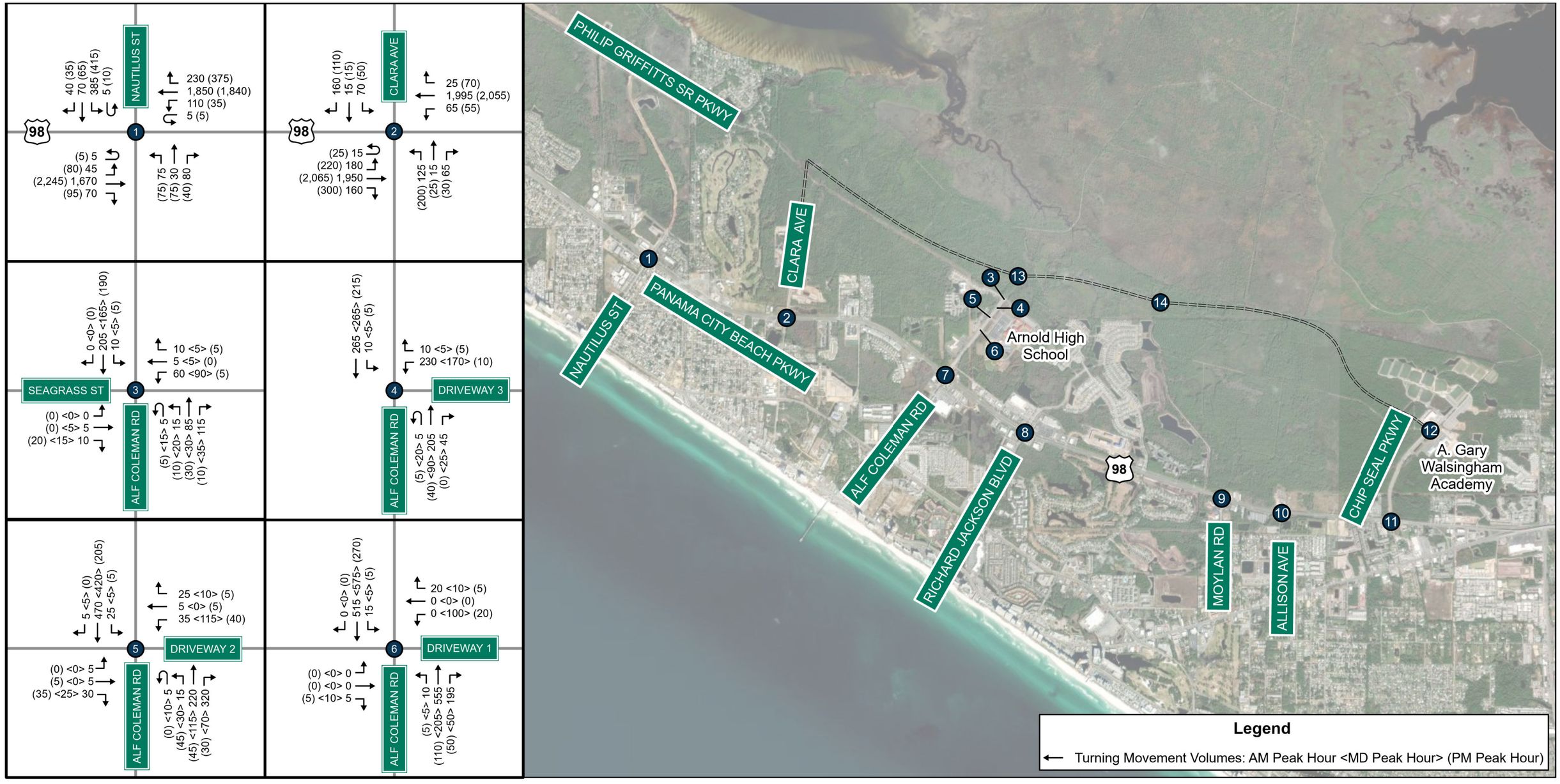

Figure 16: Opening Year (2030) Build Condition Design Hour Volumes (1 of 3)

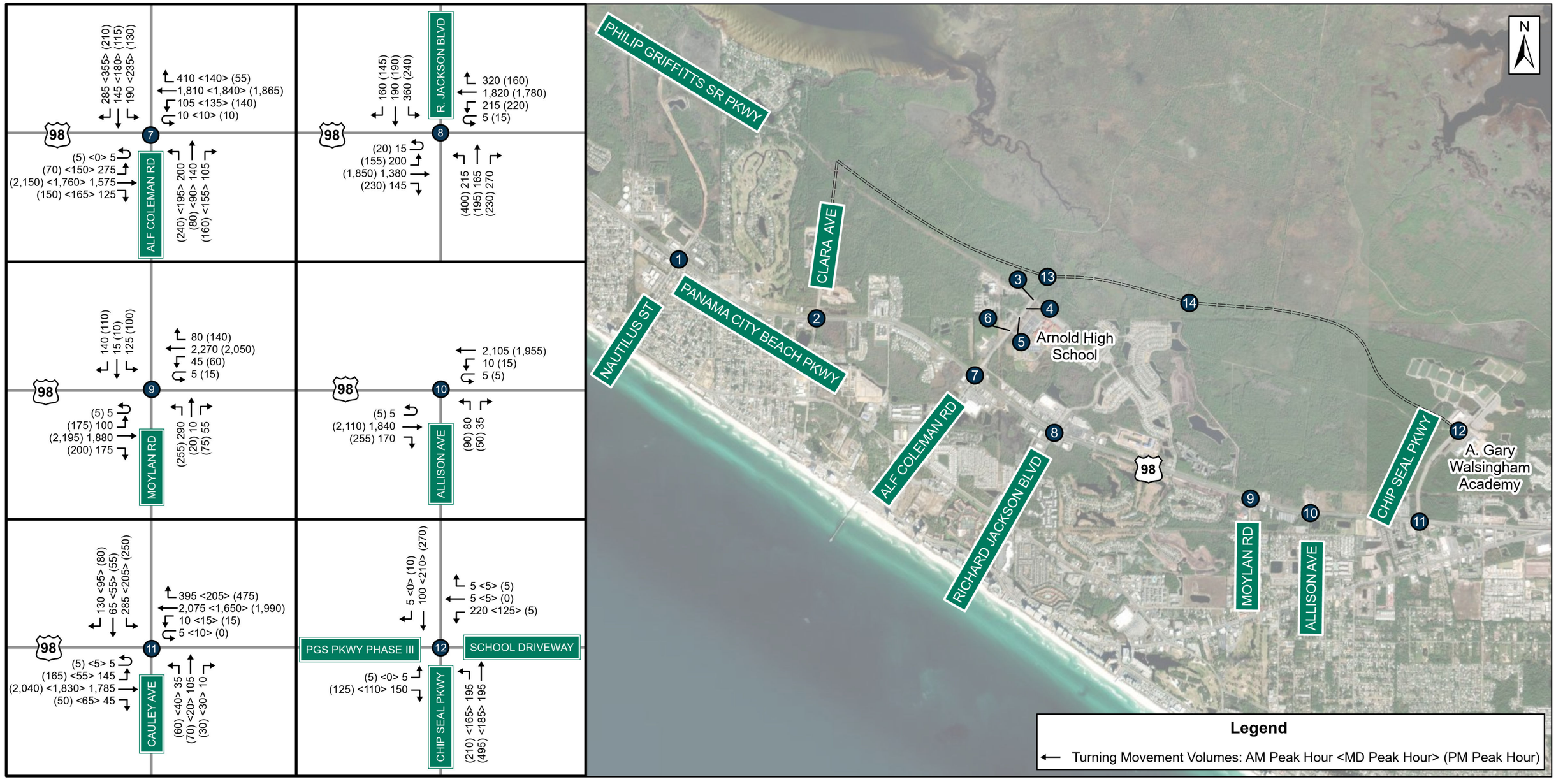

Figure 17: Opening Year (2030) Build Condition Design Hour Volumes (2 of 3)

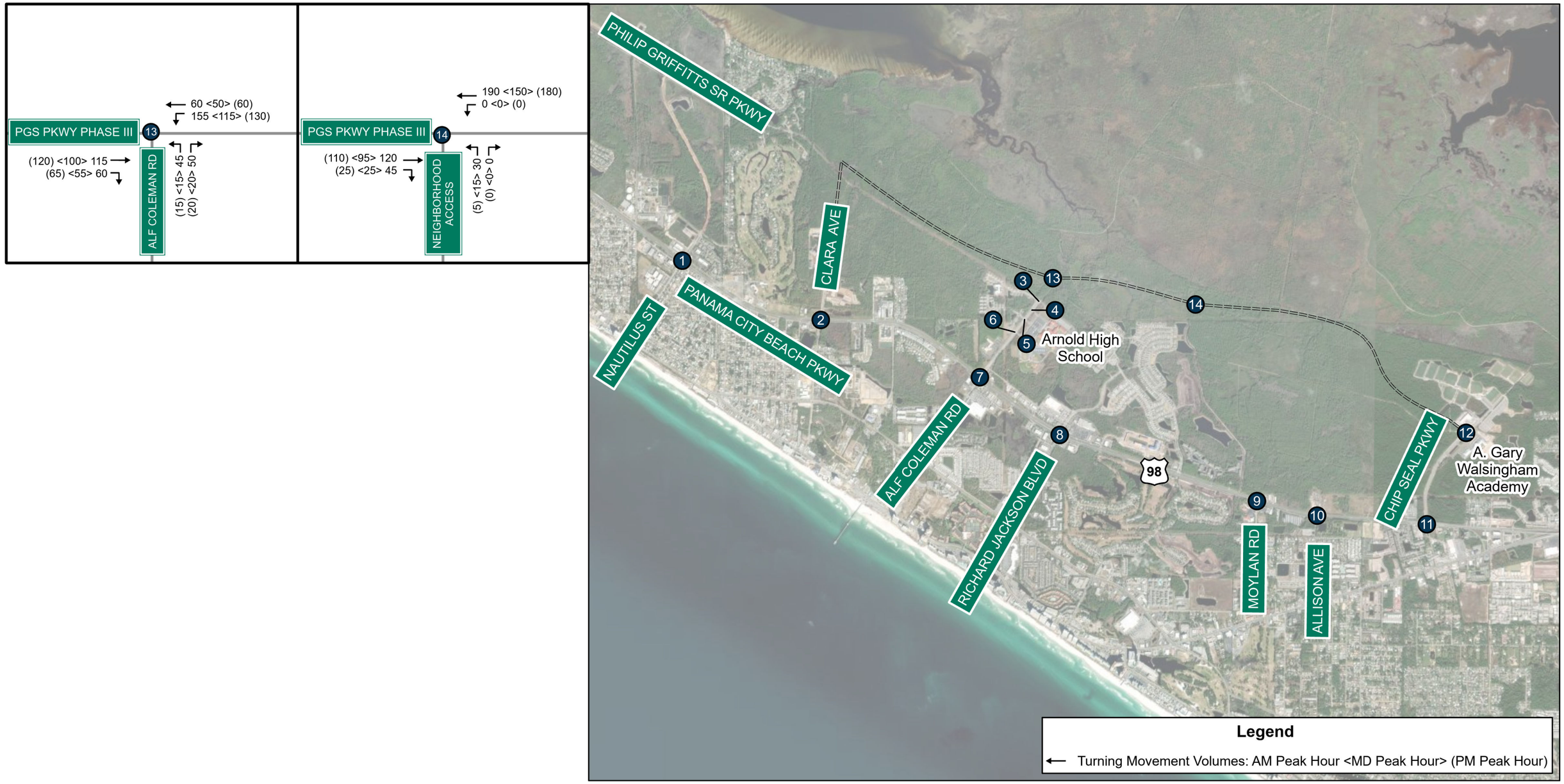

Figure 18: Opening Year (2030) Build Condition Design Hour Volumes (3 of 3)

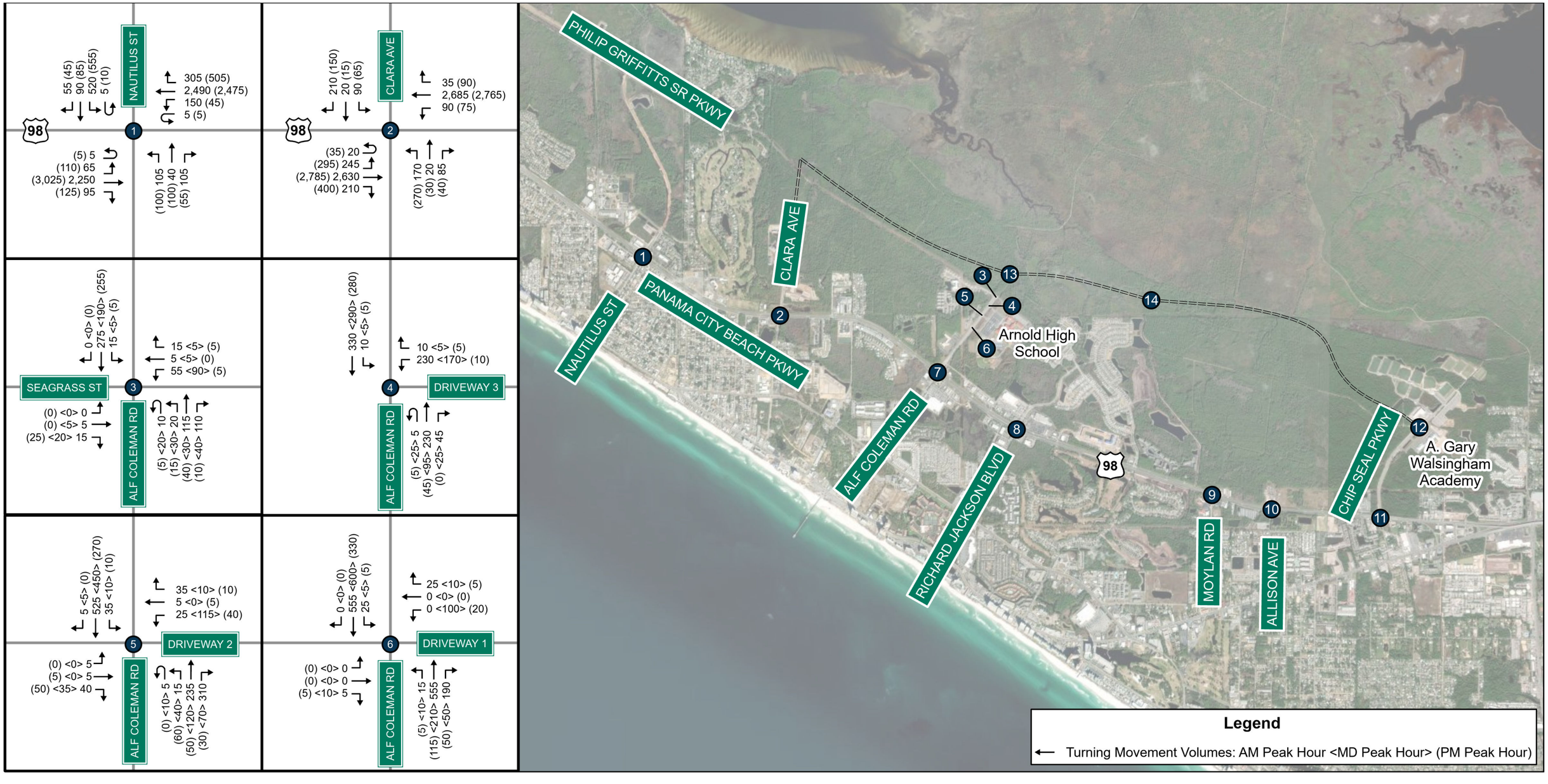

Figure 19: Design Year (2050) Build Condition Design Hour Volumes (1 of 3)

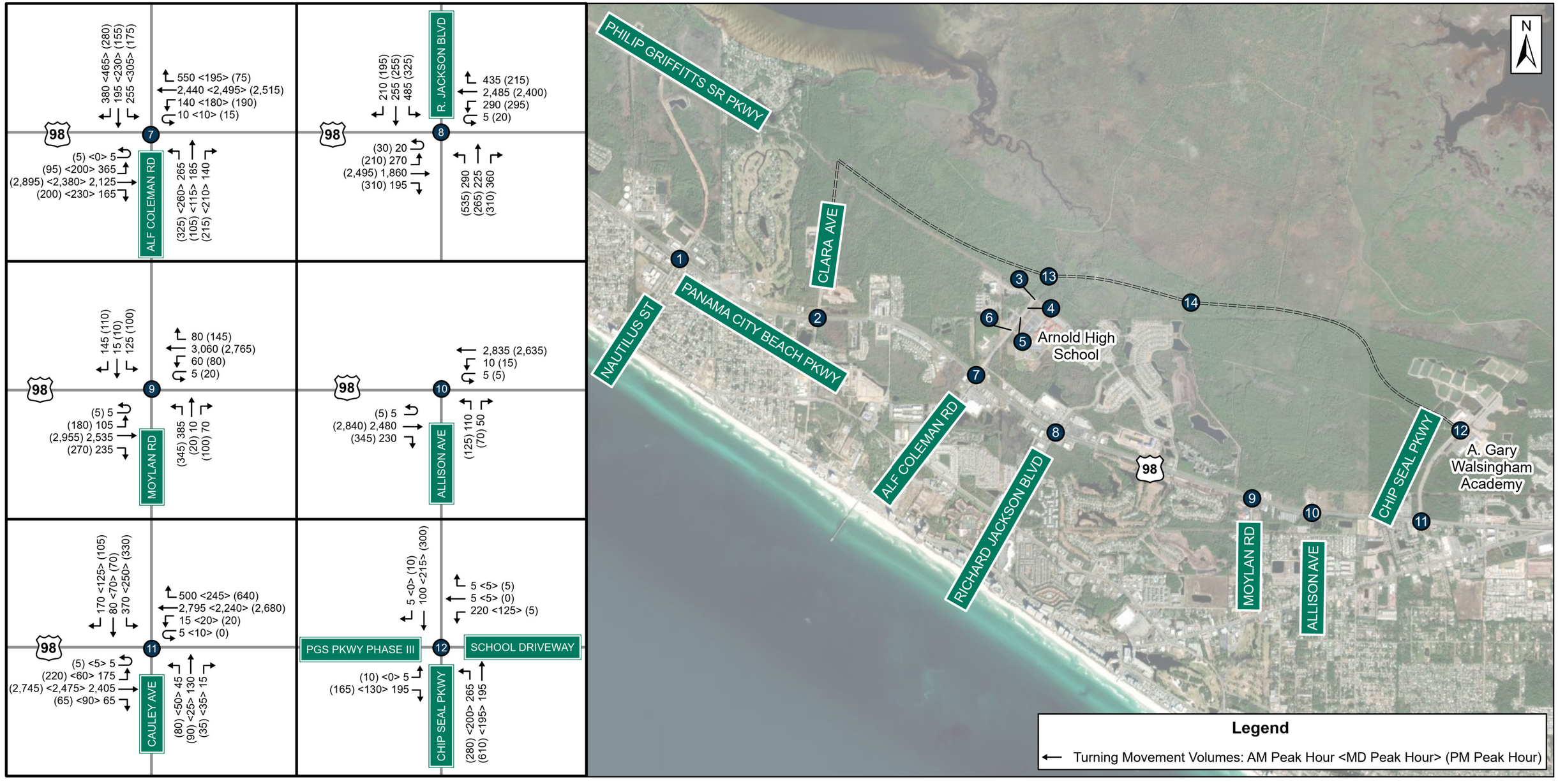

Figure 20: Design Year (2050) Build Condition Design Hour Volumes (2 of 3)

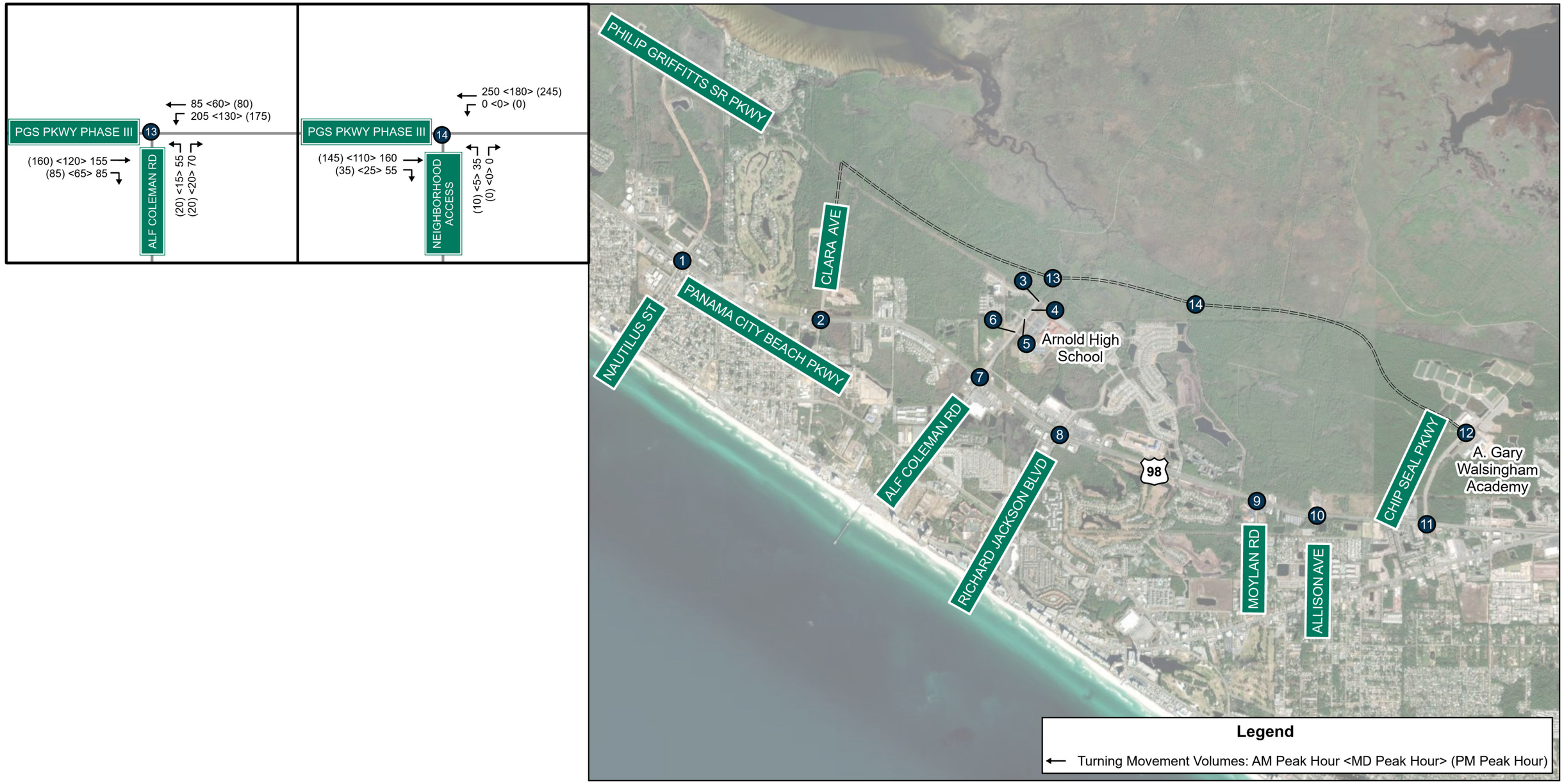

Figure 21: Design Year (2050) Build Condition Design Hour Volumes (3 of 3)

6.0 ALTERNATIVES ANALYSIS

Analyses for future conditions were conducted for No Build and Build scenarios for the Opening Year (2030) and Design Year (2050).

6.1 No Build Alternative

The No Build scenario considers programmed improvements within the study area but does not include the proposed PGS Parkway Phase III corridor from Clara Avenue to Chip Seal Parkway.

6.1.1 No Build Geometry

The No Build geometry for the study area reflects the planned widening of US 98/Panama City Beach Parkway from four lanes to six lanes, among other programmed improvements. The remainder of the roadway segments and intersections are evaluated assuming geometry consistent with their existing conditions.

6.1.2 Committed Improvements

The No Build conditions assume that US 98/Panama City Beach Parkway is widened to a six-lane facility (FDOT 217838-4 and 217838-5). In addition, the following geometric and traffic control changes are assumed under Opening Year (2030) and Design Year (2050) conditions to account for planned improvements independent of the PGS Parkway Phase III project:

- Signalization at US 98/Panama City Beach Parkway and Allison Avenue (FDOT 444040-1)
- Construction of north leg at US 98/Panama City Beach Parkway and Moylan Road (permitted by private developer through FDOT)

Figure 22 illustrates the geometric conditions assumed within the study area under No Build Conditions.

6.1.3 No Build Intersection Operational Analysis

In the No Build analysis, it was assumed that signal timings would be adjusted over time to better accommodate future traffic patterns within the time span of Opening Year and Design Year.

Future No Build operating conditions were evaluated for the AM, midday, and PM peak hours. The intersection operational analyses were completed using *Synchro 11* software. *Synchro* outputs are provided in **Appendix E**. SIDRA outputs are provided in **Appendix F**. The results of the analyses are summarized in *Section 7.2*.

6.1.4 No Build Roadway Segment Analysis

Future No Build roadway capacity conditions were evaluated for daily and two-way PM peak hour conditions. Future year segment volumes were compared to the respective roadway capacities as identified in the FDOT *Q/LOS Handbook 2023*. The results of the analyses are summarized in *Section 7.2*.

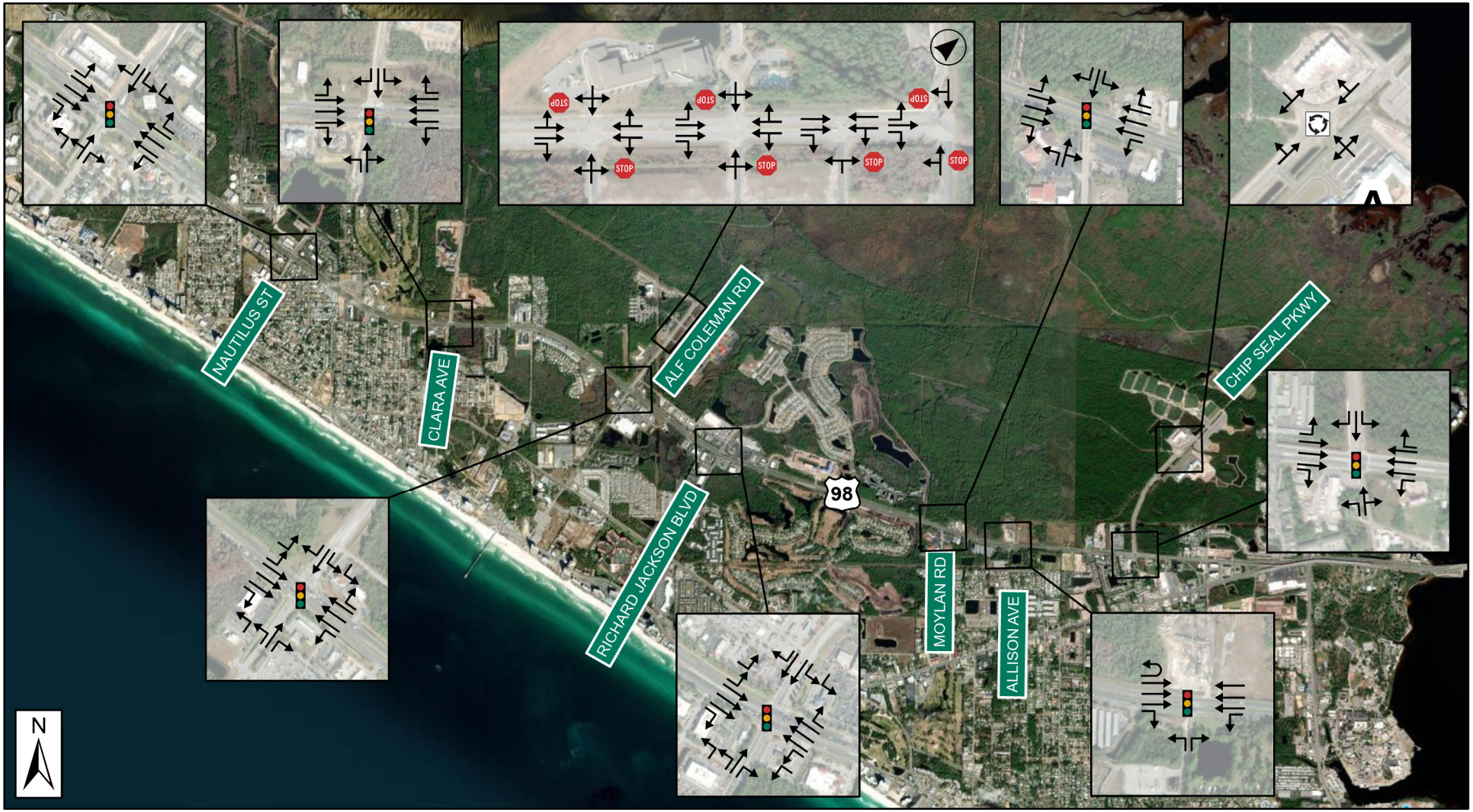

Figure 22: No Build Intersection Geometry

6.2 Build Alternative

The Build scenario considers the construction of PGS Parkway Phase III from Clara Avenue to Chip Seal Parkway, providing parallel capacity for a portion of US 98/Panama City Beach Parkway.

6.2.1 Build Geometry

PGS Parkway Phase III is planned to be constructed as a two-lane undivided roadway with the western terminus at Clara Avenue and the eastern terminus at Chip Seal Parkway. PGS Parkway Phase III is expected to connect to Alf Coleman Road and Moylan Road, as well.

At the intersection of US 98/Panama City Beach Parkway and Clara Avenue, a southbound right-turn overlap phase is recommended to accommodate Design Year (2050) Build scenario traffic volumes. With the inclusion of these intersection improvements the intersection is expected to operate with LOS D or better under AM peak hour and PM peak hour conditions.

At the intersection of US 98/Panama City Beach Parkway and Alf Coleman Road, a southbound right-turn overlap phase is recommended to accommodate Design Year (2050) Build scenario traffic volumes. With the inclusion of these intersection improvements the intersection is expected to operate with LOS E or better under AM peak hour and PM peak hour conditions.

At the intersection of US 98/Panama City Beach Parkway and Chip Seal Parkway/Cauley Avenue, a second eastbound left-turn lane, a second southbound left-turn lane, and a westbound right-turn overlap phase are recommended to accommodate Design Year (2050) Build scenario traffic volumes. With the inclusion of these intersection improvements, the intersection is expected to operate with LOS D or better under AM peak hour, midday peak hour, and PM peak hour conditions.

All other background improvements considered in the No Build scenario were also included in the Build scenario. **Figure 23** illustrates the geometric configurations along PGS Parkway Phase III.

6.2.2 Build Intersection Operational Analysis

As with the No Build analysis, it was assumed that signal timings would be adjusted over time to better accommodate future traffic patterns within the time span of Opening Year and Design Year.

Future Build operating conditions were evaluated for the AM, midday, and PM peak hours. The intersection operational analyses were completed using *Synchro 11* and SIDRA software. *Synchro* outputs are provided in **Appendix E**. SIDRA outputs are provided in **Appendix F**. The results of the analyses are summarized in *Section 7.3*.

6.2.3 Build Roadway Segment Analysis

Future Build roadway capacity conditions were evaluated for daily and PM peak hour conditions. Future year segment volumes were compared to the respective roadway capacities as identified in the FDOT *Q/LOS Handbook 2023*. The results of the analyses are summarized in *Section 7.3*.

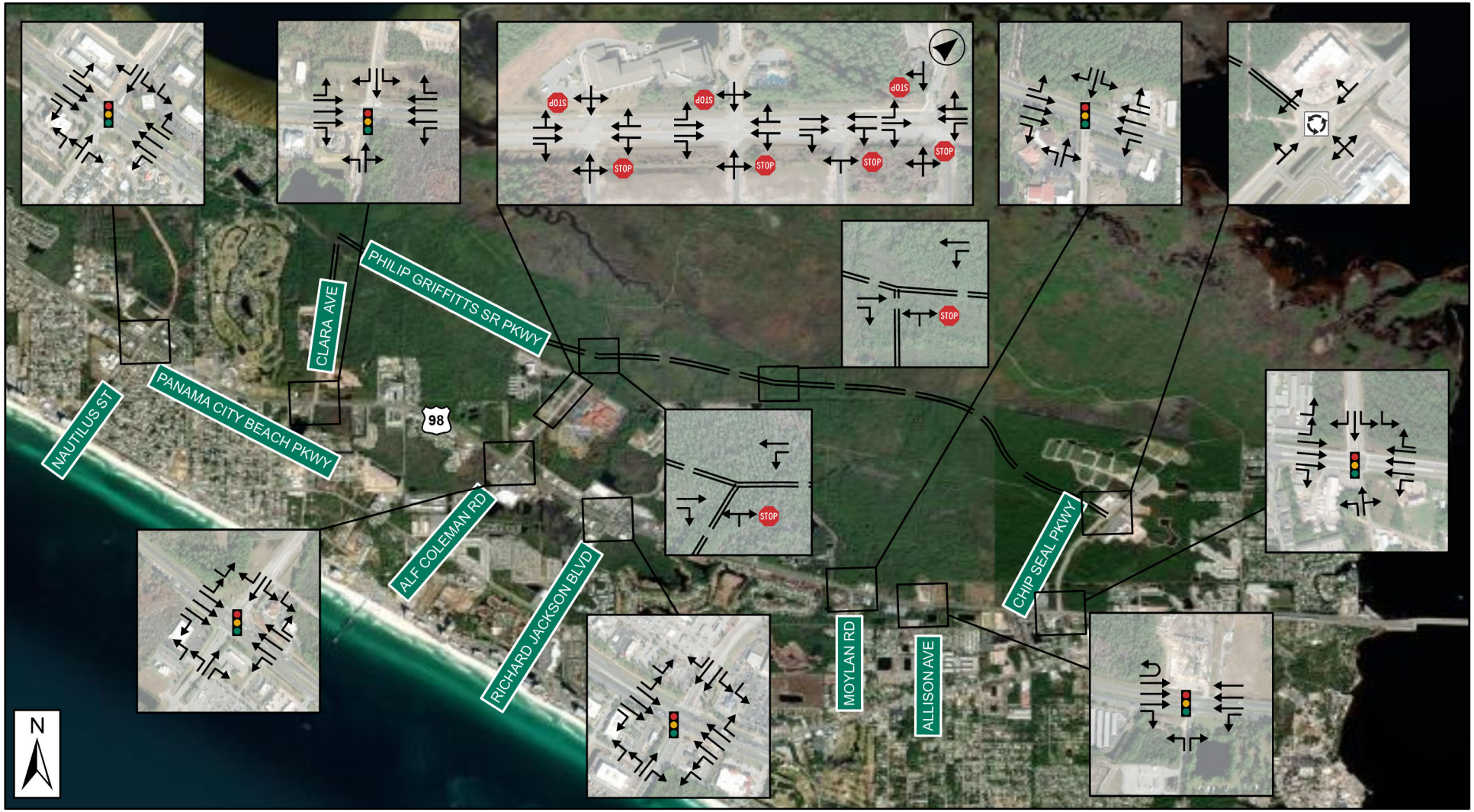

Figure 23: Build Condition PGS Parkway Intersection Geometry

6.2.4 Multimodal Connectivity

The Build Scenario of PGS Parkway Phase III will also include a shared use path throughout the extents from Clara Avenue to Chip Seal Parkway, providing a crucial expansion to the Gayle's Trails network in Panama City Beach. The existing Gayle's Trails network connects west to the nearly 30 miles of trails within the Panama City Beach Conservation Park and includes approximately five miles of trails along SR 79 across the West Bay Bridge, three and a half miles of trails in Frank Brown Park, and one and a half miles of trails at Aaron Bessant Park. **Figure 24** illustrates the existing Gayle's Trails network.

The new sections of Gayle's Trails will be constructed parallel to the proposed Phase III section of PGS Parkway and provide numerous benefits to pedestrian and bicyclist users in the area. The enhanced connectivity provided by the new shared use paths can be utilized for alternate transportation modes, such as students walking to and from Arnold High School or residents of the Breakfast Point neighborhood traveling to the Bay County Skate Park at Panama City Beach Publix Sports Park, thereby further reducing the vehicle demand within the study area, especially on US 98/Panama City Beach Parkway.

The paths will be designed to provide pedestrians and bicyclists with a safe separation from automobile traffic and provide additional opportunities for recreation and exercise for the residents of Bay County.

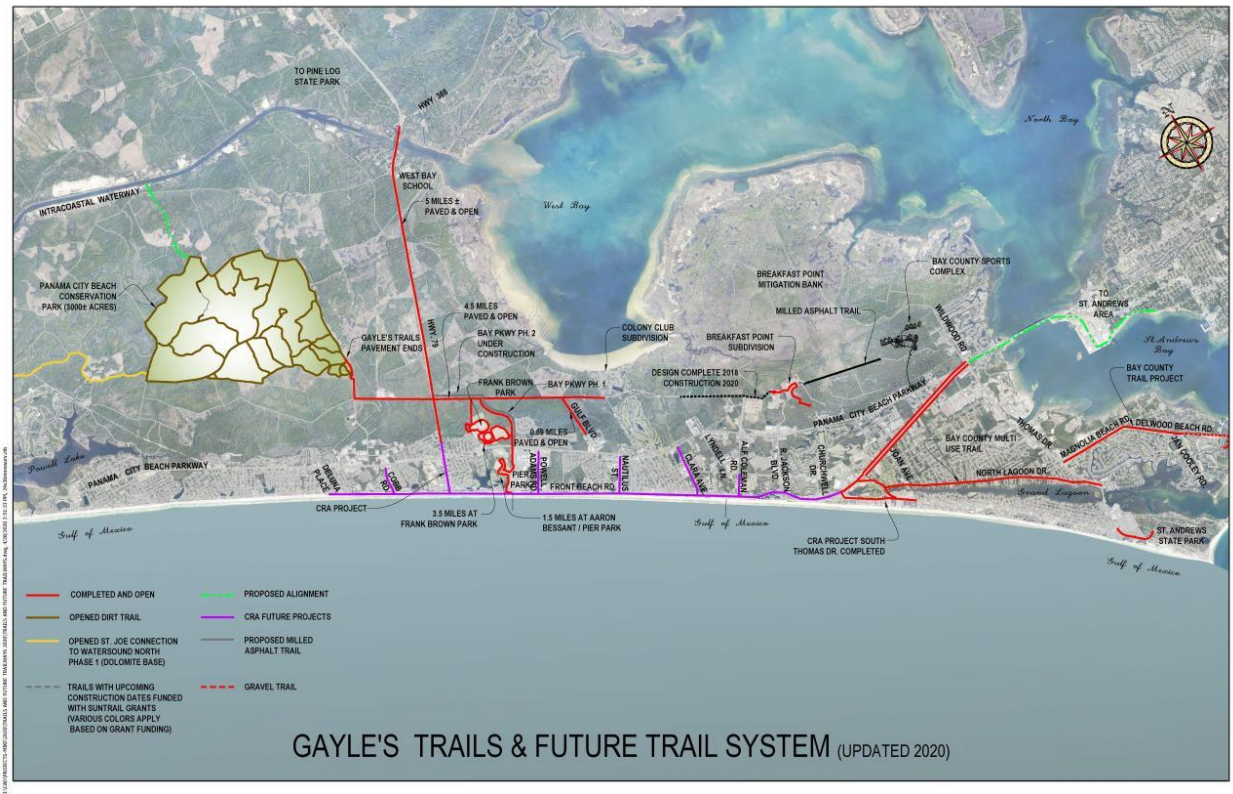

Figure 24: Existing Gayle's Trails Network

Source: City of Panama City Beach Parks & Recreation Department (https://www.pcbfl.gov/departments/parks-recreation-department/parks-facilities/frank-brown-park/gayle-s-trails)

7.0 SUMMARY OF RESULTS

The summary results presented herein indicate deficiencies where intersections are expected to operate with LOS F or individual movements are expected to operate with v/c ratios greater than 1.00 under the respective scenarios.

7.1 Existing Conditions Analysis Results

Under existing (2023) conditions, the following deficiencies are identified:

- AM Peak Hour
  - US 98/Panama City Beach Parkway and Nautilus Street
    - Southbound left (v/c > 1.00)
- PM Peak Hour
  - US 98/Panama City Beach Parkway and Nautilus Street
    - Southbound left (v/c > 1.00)

Figure 25 illustrates the existing AM peak hour intersection LOS, **Figure 26** illustrates the existing midday peak hour intersection LOS, and **Figure 27** illustrates the existing PM peak hour intersection LOS.

Table 8 summarizes the existing (2023) daily conditions for the study area roadway segments. Under existing (2023) daily conditions, the following study roadway segments operate with LOS F:

- US 98/Panama City Beach Parkway, from Nautilus Street to Clara Avenue
- US 98/Panama City Beach Parkway, from Clara Avenue to Alf Coleman Road
- US 98/Panama City Beach Parkway, from Alf Coleman Road to Richard Jackson Boulevard
- US 98/Panama City Beach Parkway, from Richard Jackson Boulevard to Moylan Road
- US 98/Panama City Beach Parkway, from Moylan Road to Chip Seal Parkway
- US 98/Panama City Beach Parkway, from Chip Seal Parkway to Thomas Drive

Table 8: Existing Year (2023) Roadway Segment Analysis, Daily Conditions

Roadway		Roadway Attributes				Existing Year (2023) Daily Conditions		
From	To	Context Classification[1]	Number of Lanes[1]	Adopted LOS[1]	Daily MSV[3]	Volume	V/MSV	LOS[2]
Alf Coleman Rd								
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	4	D	37,000	5,900	0.16	C
Chip Seal Parkway								
US 98 (Panama City Beach Parkway)	Roundabout	C3C	2	D	21,700	2,700	0.12	C
Clara Avenue								
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	2	D	20,100	3,000	0.15	C
US 98 (Panama City Beach Parkway)								
Nautilus Street	Clara Avenue	C3C	4	D	40,300	63,500	1.58	F
Clara Avenue	Alf Coleman Road	C3C	4	D	40,300	60,000	1.49	F
Alf Coleman Road	Richard Jackson Boulevard	C3C	4	D	40,300	58,500	1.45	F
Richard Jackson Boulevard	Moylan Road	C3C	4	D	40,300	59,000	1.46	F
Moylan Road	Chip Seal Parkway	C3C	4	D	40,300	52,000	1.29	F
Chip Seal Parkway	Thomas Drive	C3C	4	D	40,300	51,000	1.27	F

1. Roadway attributes obtained from the Bay County Concurrency Management System
2. LOS derived from the FDOT Q/LOS Handbook 2023.

Table 9 summarizes the existing (2023) PM peak hour traffic conditions for the study area roadway segments. Under existing (2023) PM peak hour conditions, the following study roadway segments operate with LOS F:

- US 98/Panama City Beach Parkway, from Nautilus Street to Clara Avenue
- US 98/Panama City Beach Parkway, from Clara Avenue to Alf Coleman Road
- US 98/Panama City Beach Parkway, from Alf Coleman Road to Richard Jackson Boulevard
- US 98/Panama City Beach Parkway, from Richard Jackson Boulevard to Moylan Road
- US 98/Panama City Beach Parkway, from Moylan Road to Chip Seal Parkway
- US 98/Panama City Beach Parkway, from Chip Seal Parkway to Thomas Drive

Table 9: Existing Year (2023) Roadway Segment Analysis, PM Peak Hour Conditions

Roadway		Roadway Attributes				Existing Year (2023) Peak Hour Two-Way Conditions		
From	To	Context Classification[1]	Number of Lanes[1]	Adopted LOS[1]	Peak Hour Two-Way MSV[3]	Volume	V/MSV	LOS[2]
Alf Coleman Rd								
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	4	D	3,300	1,200	0.36	C
Chip Seal Parkway								
US 98 (Panama City Beach Parkway)	Roundabout	C3C	2	D	1,900	550	0.29	C
Clara Avenue								
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	2	D	1,800	250	0.14	C
US 98 (Panama City Beach Parkway)								
Nautilus Street	Clara Avenue	C3C	4	D	3,620	4,600	1.27	F
Clara Avenue	Alf Coleman Road	C3C	4	D	3,620	4,300	1.19	F
Alf Coleman Road	Richard Jackson Boulevard	C3C	4	D	3,620	4,100	1.13	F
Richard Jackson Boulevard	Moylan Road	C3C	4	D	3,620	4,300	1.19	F
Moylan Road	Chip Seal Parkway	C3C	4	D	3,620	3,900	1.08	F
Chip Seal Parkway	Thomas Drive	C3C	4	D	3,620	3,900	1.08	F

1. Roadway attributes obtained from the Bay County Concurrency Management System
2. LOS derived from the FDOT Q/LOS Handbook 2023.
3. Maximum Service Volume (MSV) based on the LOS service capacity identified in the FDOT Q/LOS Handbook 2023.

Figure 25: Existing (2023) AM Peak Hour Intersection LOS

Figure 26: Existing (2023) Midday Peak Hour Intersection LOS

Figure 27: Existing (2023) PM Peak Hour Intersection LOS

7.2 No Build Conditions Analysis Results

7.2.1 No Build Opening Year (2030)

Under No Build Opening Year (2030) conditions, the following deficiencies are expected:

- Midday Peak Hour
  - US 98/Panama City Beach Parkway and Alf Coleman Road
    - Southbound right (v/c > 1.00)
- PM Peak Hour
  - US 98/Panama City Beach Parkway and Moylan Road
    - Eastbound left (v/c > 1.00)

Figure 28 illustrates the Opening Year (2030) No Build AM peak hour intersection LOS, **Figure 29** illustrates the Opening Year (2030) No Build midday peak hour intersection LOS, and **Figure 30** illustrates the Opening Year (2030) No Build PM peak hour intersection LOS.

Table 10 summarizes the Opening Year (2030) No Build daily conditions for the study area roadway segments. Under Opening Year (2030) No Build daily conditions, the following study roadway segments are expected operate with LOS F:

- US 98/Panama City Beach Parkway, from Nautilus Street to Clara Avenue
- US 98/Panama City Beach Parkway, from Clara Avenue to Alf Coleman Road
- US 98/Panama City Beach Parkway, from Alf Coleman Road to Richard Jackson Boulevard
- US 98/Panama City Beach Parkway, from Richard Jackson Boulevard to Moylan Road
- US 98/Panama City Beach Parkway, from Moylan Road to Chip Seal Parkway
- US 98/Panama City Beach Parkway, from Chip Seal Parkway to Thomas Drive

Table 10: Opening Year (2030) No Build Roadway Segment Analysis, Daily Conditions

Roadway		Roadway Attributes				Existing Year (2023) Volumes	Annual Growth Rate	Opening Year 2030 Daily Conditions		
From	To	Context Classification[1]	Number of Lanes[1,2]	Adopted LOS[1]	Daily MSV[3]			Volume	V/MSV	LOS[4]
Alf Coleman Rd										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	4	D	37,000	5,900	2.50%	7,100	0.19	C
Chip Seal Parkway										
US 98 (Panama City Beach Parkway)	Roundabout	C3C	2	D	21,700	2,700	2.50%	3,300	0.15	C
Clara Avenue										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	2	D	20,100	3,000	2.50%	3,600	0.18	C
US 98 (Panama City Beach Parkway)										
Nautilus Street	Clara Avenue	C3C	6	D	59,600	63,500	2.50%	75,500	1.27	F
Clara Avenue	Alf Coleman Road	C3C	6	D	59,600	60,000	2.50%	71,500	1.20	F
Alf Coleman Road	Richard Jackson Boulevard	C3C	6	D	59,600	58,500	2.50%	70,000	1.17	F
Richard Jackson Boulevard	Moylan Road	C3C	6	D	59,600	59,000	2.50%	70,500	1.18	F
Moylan Road	Chip Seal Parkway	C3C	6	D	59,600	52,000	2.50%	62,000	1.04	F
Chip Seal Parkway	Thomas Drive	C3C	6	D	59,600	51,000	2.50%	61,000	1.02	F

1. Roadway attributes obtained from the Bay County Concurrency Management System
2. US 98 number of lanes updated based on the planned widening of US 98.
3. Maximum Service Volume (MSV) based on the LOS service capacity identified in the FDOT Q/LOS Handbook 2023.
4. LOS derived from the FDOT Q/LOS Handbook 2023.

Table 11 summarizes the Opening Year (2030) No Build PM peak hour conditions on the study area roadway segments. Under No Build Opening Year (2030) two-way PM peak hour conditions, the following study roadway segment operates with LOS F:

- US 98/Panama City Beach Parkway, from Nautilus to Clara Avenue

Table 11: Opening Year (2030) No Build Roadway Segment Analysis, PM Peak Hour Conditions

Roadway		Roadway Attributes				Existing Year (2023) Volumes	Annual Growth Rate[5]	Opening Year 2030 Peak Hour Two-Way Conditions		
From	To	Context Classification[1]	Number of Lanes[1,2]	Adopted LOS[1]	Peak Hour Two-Way MSV[4]			Volume	V/MSV	LOS[3]
Alf Coleman Rd										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	4	D	3,300	1,200	2.50%	1,500	0.45	C
Chip Seal Parkway										
US 98 (Panama City Beach Parkway)	Roundabout	C3C	2	D	1,900	550	2.50%	700	0.37	C
Clara Avenue										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	2	D	1,800	250	2.50%	300	0.17	C
US 98 (Panama City Beach Parkway)										
Nautilus Street	Clara Avenue	C3C	6	D	5,300	4,600	2.50%	5,500	1.04	F
Clara Avenue	Alf Coleman Road	C3C	6	D	5,300	4,300	2.50%	5,200	0.98	D
Alf Coleman Road	Richard Jackson Boulevard	C3C	6	D	5,300	4,100	2.50%	4,900	0.92	D
Richard Jackson Boulevard	Moylan Road	C3C	6	D	5,300	4,300	2.50%	5,200	0.98	D
Moylan Road	Chip Seal Parkway	C3C	6	D	5,300	3,900	2.50%	4,700	0.89	C
Chip Seal Parkway	Thomas Drive	C3C	6	D	5,300	3,900	2.50%	4,700	0.89	C

1. Roadway attributes obtained from the Bay County Concurrency Management System
2. US 98 number of lanes updated based on the planned widening of US 98.
3. LOS derived from the FDOT Q/LOS Handbook 2023.

Figure 28: Opening Year (2030) No Build AM Peak Hour Intersection LOS

Figure 29: Opening Year (2030) No Build Midday Peak Hour Intersection LOS

Figure 30: Opening Year (2030) No Build PM Peak Hour Intersection LOS

7.2.2 No Build Design Year (2050)

Under Design Year (2050) No Build conditions, the following deficiencies are expected:

- AM Peak Hour
  - US 98/Panama City Beach Parkway and Richard Jackson Boulevard (LOS F)
    - Westbound through (v/c > 1.00)
    - Southbound left (v/c > 1.00)
  - US 98/Panama City Beach Parkway and Moylan Road
    - Westbound through (v/c > 1.00)
    - Northbound left (v/c > 1.00)
  - US 98/Panama City Beach Parkway and Cauley Avenue/Chip Seal Parkway
    - Eastbound left (v/c > 1.00)
    - Westbound through (v/c > 1.00)
- Midday Peak Hour
  - US 98/Panama City Beach Parkway and Alf Coleman Road (LOS F)
    - Eastbound through (v/c > 1.00)
    - Westbound through (v/c > 1.00)
- PM Peak Hour
  - US 98/Panama City Beach Parkway and Nautilus Street
    - Eastbound through (v/c > 1.00)
  - US 98/Panama City Beach Parkway and Alf Coleman Road
    - Eastbound through (v/c > 1.00)
    - Westbound left (v/c > 1.00)
  - US 98/Panama City Beach Parkway and Richard Jackson Boulevard (LOS F)
    - Eastbound through (v/c > 1.00)
    - Westbound left (v/c > 1.00)
    - Westbound through (v/c > 1.00)
  - US 98/Panama City Beach Parkway and Moylan Road
    - Eastbound left (v/c > 1.00)
    - Eastbound through (v/c > 1.00)
    - Westbound through (v/c > 1.00)
    - Northbound left (v/c > 1.00)
  - US 98/Panama City Beach Parkway and Cauley Avenue/Chip Seal Parkway
    - Eastbound left (v/c > 1.00)
    - Westbound through (v/c > 1.00)

Figure 31 illustrates the Design Year (2050) No Build AM peak hour intersection LOS, **Figure 32** illustrates the Design Year (2050) No Build midday peak hour intersection LOS, and **Figure 33** illustrates the Design Year (2050) No Build PM peak hour intersection LOS.

Table 12 summarizes the Design Year (2050) No Build daily conditions for the study area roadway segments. Under Design Year (2050) No Build daily conditions, the following study roadway segments are expected to operate with LOS F:

- US 98/Panama City Beach Parkway, from Nautilus Street to Clara Avenue
- US 98/Panama City Beach Parkway, from Clara Avenue to Alf Coleman Road
- US 98/Panama City Beach Parkway, from Alf Coleman Road to Richard Jackson Boulevard
- US 98/Panama City Beach Parkway, from Richard Jackson Boulevard to Moylan Road

- US 98/Panama City Beach Parkway, from Moylan Road to Chip Seal Parkway
- US 98/Panama City Beach Parkway, from Chip Seal Parkway to Thomas Drive

Table 12: Design Year (2050) No Build Roadway Segment Analysis, Daily Conditions

Roadway		Roadway Attributes				Opening Year 2030 Daily Volume	Annual Growth Rate	Design Year 2050 Daily Conditions		
From	To	Context Classification[1]	Number of Lanes[1,2]	Adopted LOS[1]	Daily MSV[3]			Volume	V/MSV	LOS[4]
Alf Coleman Rd										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	4	D	37,000	7,100	1.50%	9,600	0.26	C
Chip Seal Parkway										
US 98 (Panama City Beach Parkway)	Roundabout	C3C	2	D	21,700	3,300	1.50%	4,500	0.21	C
Clara Avenue										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	2	D	20,100	3,600	1.50%	4,900	0.24	C
US 98 (Panama City Beach Parkway)										
Nautilus Street	Clara Avenue	C3C	6	D	59,600	75,500	1.50%	102,000	1.71	F
Clara Avenue	Alf Coleman Road	C3C	6	D	59,600	71,500	1.50%	96,500	1.62	F
Alf Coleman Road	Richard Jackson Boulevard	C3C	6	D	59,600	70,000	1.50%	94,500	1.59	F
Richard Jackson Boulevard	Moylan Road	C3C	6	D	59,600	70,500	1.50%	95,000	1.59	F
Moylan Road	Chip Seal Parkway	C3C	6	D	59,600	62,000	1.50%	84,000	1.41	F
Chip Seal Parkway	Thomas Drive	C3C	6	D	59,600	61,000	1.50%	82,500	1.38	F

1. Roadway attributes obtained from the Bay County Concurrency Management System
2. US 98 number of lanes updated based on the planned widening of US 98.
3. Maximum Service Volume (MSV) based on the LOS service capacity identified in the FDOT Q/LOS Handbook 2023.
4. LOS derived from the FDOT Q/LOS Handbook 2023.

Table 13 summarizes the Design Year (2050) No Build PM peak hour conditions for the study area roadway segments. Under Design Year (2050) No Build PM peak hour conditions, the following study roadway segments are expected to operate with LOS F:

- US 98/Panama City Beach Parkway, from Nautilus Street to Clara Avenue
- US 98/Panama City Beach Parkway, from Clara Avenue to Alf Coleman Road
- US 98/Panama City Beach Parkway, from Alf Coleman Road to Richard Jackson Boulevard
- US 98/Panama City Beach Parkway, from Richard Jackson Boulevard to Moylan Road
- US 98/Panama City Beach Parkway, from Moylan Road to Chip Seal Parkway
- US 98/Panama City Beach Parkway, from Chip Seal Parkway to Thomas Drive

Table 13: Design Year (2050) No Build Roadway Segment Analysis, PM Peak Hour Conditions

Roadway		Roadway Attributes				Opening Year 2030 Peak Hour Two-Way Conditions	Annual Growth Rate[8]	Design Year 2050 Peak Hour Two-Way Conditions		
From	To	Context Classification[1]	Number of Lanes[1,2]	Adopted LOS[1]	Peak Hour Two-Way MSV[3]	Volume		Volume	V/MSV	LOS[3]
Alf Coleman Rd										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	4	D	3,300	1,500	1.50%	2,100	0.64	C
Chip Seal Parkway										
US 98 (Panama City Beach Parkway)	Roundabout	C3C	2	D	1,900	700	1.50%	1,000	0.53	C
Clara Avenue										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	2	D	1,800	300	1.50%	450	0.25	C
US 98 (Panama City Beach Parkway)										
Nautilus Street	Clara Avenue	C3C	6	D	5,300	5,500	1.50%	7,500	1.42	F
Clara Avenue	Alf Coleman Road	C3C	6	D	5,300	5,200	1.50%	7,100	1.34	F
Alf Coleman Road	Richard Jackson Boulevard	C3C	6	D	5,300	4,900	1.50%	6,600	1.25	F
Richard Jackson Boulevard	Moylan Road	C3C	6	D	5,300	5,200	1.50%	7,100	1.34	F
Moylan Road	Chip Seal Parkway	C3C	6	D	5,300	4,700	1.50%	6,400	1.21	F
Chip Seal Parkway	Thomas Drive	C3C	6	D	5,300	4,700	1.50%	6,400	1.21	F

1. Roadway attributes obtained from the Bay County Concurrency Management System
2. US 98 number of lanes updated based on the planned widening of US 98.
3. Maximum Service Volume (MSV) based on the LOS service capacity identified in the FDOT Q/LOS Handbook 2023.
4. LOS derived from the FDOT Q/LOS Handbook 2023.

Figure 31: Design Year (2050) No Build AM Peak Hour Intersection LOS

Figure 32: Design Year (2050) No Build Midday Peak Hour Intersection LOS

Figure 33: Design Year (2050) No Build PM Peak Hour Intersection LOS

7.3 Build Conditions Analysis Results

7.3.1 Build Opening Year (2030)

Under Opening Year (2030) Build conditions, no study intersections are expected to operate with LOS F and all movements are expected to operate with v/c ratios less than 1.00.

Figure 34 illustrates the Opening Year (2030) Build AM peak hour intersection LOS, **Figure 35** illustrates the Opening Year (2030) Build midday peak hour intersection LOS, and **Figure 36** illustrates the Opening Year (2030) Build PM peak hour intersection LOS.

Table 14 summarizes the Opening Year (2030) Build daily conditions for the study area roadway segments. Under Opening Year (2030) Build daily conditions, the following study roadway segments are expected to operate with LOS F:

- US 98/Panama City Beach Parkway, from Nautilus Street to Clara Avenue
- US 98/Panama City Beach Parkway, from Clara Avenue to Alf Coleman Road
- US 98/Panama City Beach Parkway, from Alf Coleman Road to Richard Jackson Boulevard
- US 98/Panama City Beach Parkway, from Richard Jackson Boulevard to Moylan Road
- US 98/Panama City Beach Parkway, from Chip Seal Parkway to Thomas Drive

Table 14: Opening Year (2030) Build Condition Roadway Segment Analysis, Daily Conditions

Roadway		Roadway Attributes				No Build Opening Year 2030 Daily Conditions	Diversion (AADT)[5]	Opening Year 2030 Daily Conditions		
From	To	Context Classification[1]	Number of Lanes[1,2]	Adopted LOS[1]	Daily MSV[3]			Volume	V/MSV	LOS[4]
Alf Coleman Rd										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	4	D	37,000	7,100	2,500	9,600	0.26	C
Chip Seal Parkway										
US 98 (Panama City Beach Parkway)	Roundabout	C3C	2	D	21,700	3,300	4,700	8,000	0.37	C
Clara Avenue										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	2	D	20,100	3,600	5,400	9,000	0.45	C
US 98 (Panama City Beach Parkway)										
Nautilus Street	Clara Avenue	C3C	6	D	59,600	75,500	0	75,500	1.27	F
Clara Avenue	Alf Coleman Road	C3C	6	D	59,600	71,500	-5,400	66,100	1.11	F
Alf Coleman Road	Richard Jackson Boulevard	C3C	6	D	59,600	70,000	-5,300	64,700	1.09	F
Richard Jackson Boulevard	Moylan Road	C3C	6	D	59,600	70,500	-5,300	65,200	1.09	F
Moylan Road	Chip Seal Parkway	C3C	6	D	59,600	62,000	-4,700	57,300	0.96	D
Chip Seal Parkway	Thomas Drive	C3C	6	D	59,600	61,000	0	61,000	1.02	F
Philip Griffitts Senior Parkway Phase III										
Clara Avenue	Alf Coleman Road	C3R	2	D	20,100	-	5,400	5,400	0.27	C
Alf Coleman Road	Breakfast Point	C3R	2	D	20,100	-	5,300	5,300	0.26	C
Breakfast Point	Chip Seal Parkway	C3R	2	D	20,100	-	4,700	4,700	0.23	C

1. Roadway attributes obtained from the Bay County Concurrency Management System
2. US 98 number of lanes updated based on the planned widening of US 98.
3. Maximum Service Volume (MSV) based on the LOS service capacity identified in the FDOT Q/LOS Handbook 2023.
4. LOS derived from the FDOT Q/LOS Handbook 2023.
5. Diversion calculated as approxiamtely 7.5% of US 98 (Panama City Beach Parkway) traffic utilizing Philip Griffitts Senior Parkway Phase III.

Table 15 summarizes the Opening Year (2030) Build PM peak hour conditions for the study area roadway segments. Under Opening Year (2030) Build PM peak hour conditions, the following study roadway segments are expected to operate with LOS F:

- US 98/Panama City Beach Parkway, from Nautilus Street to Clara Avenue

Table 15: Opening Year (2030) Build Condition Roadway Segment Analysis, PM Peak Hour Conditions

Roadway		Roadway Attributes				No Build Opening Year 2030 Peak Hour Two-Way Conditions	Diversion (Peak Hour Two Way Volume)[5]	Opening Year 2030 Peak Hour Two-Way Conditions		
From	To	Context Classification[1]	Number of Lanes[1,2]	Adopted LOS[1]	Peak Hour Two-Way MSV[3]			Volume	V/MSV	LOS[4]
Alf Coleman Rd										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	4	D	3,300	1,500	200	1,700	0.52	C
Chip Seal Parkway										
US 98 (Panama City Beach Parkway)	Roundabout	C3C	2	D	1,900	700	350	1,050	0.55	C
Clara Avenue										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	2	D	1,800	300	400	700	0.39	C
US 98 (Panama City Beach Parkway)										
Nautilus Street	Clara Avenue	C3C	6	D	5,300	5,500	0	5,500	1.04	F
Clara Avenue	Alf Coleman Road	C3C	6	D	5,300	5,200	-400	4,800	0.91	D
Alf Coleman Road	Richard Jackson Boulevard	C3C	6	D	5,300	4,900	-350	4,550	0.86	C
Richard Jackson Boulevard	Moylan Road	C3C	6	D	5,300	5,200	-400	4,800	0.91	D
Moylan Road	Chip Seal Parkway	C3C	6	D	5,300	4,700	-350	4,350	0.82	C
Chip Seal Parkway	Thomas Drive	C3C	6	D	5,300	4,700	0	4,700	0.89	D
Philip Griffitts Senior Parkway Phase III										
Clara Avenue	Alf Coleman Road	C3R	2	D	1,800	-	400	400	0.22	C
Alf Coleman Road	Breakfast Point	C3R	2	D	1,800	-	350	350	0.19	C
Breakfast Point	Chip Seal Parkway	C3R	2	D	1,800	-	350	350	0.19	C

1. Roadway attributes obtained from the Bay County Concurrency Management System
2. US 98 number of lanes updated based on the planned widening of US 98.
3. Maximum Service Volume (MSV) based on the LOS service capacity identified in the FDOT Q/LOS Handbook 2023.
4. LOS derived from the FDOT Q/LOS Handbook 2023.
5. Diversion calculated as approxiamtely 7.5% of US 98 (Panama City Beach Parkway) traffic utilizing Philip Griffitts Senior Parkway Phase III.

Figure 34: Opening Year (2030) Build AM Peak Hour Intersection LOS

Figure 35: Opening Year (2030) Build Midday Peak Hour Intersection LOS

Figure 36: Opening Year (2030) Build PM Peak Hour Intersection LOS

7.3.2 Build Design Year (2050)

Under Design Year (2050) Build conditions, the following deficiencies are expected:

- AM Peak Hour
  - US 98/Panama City Beach Parkway and Richard Jackson Boulevard
    - Westbound through (v/c > 1.00)
    - Southbound left (v/c > 1.00)
  - US 98/Panama City Beach Parkway and Moylan Road
    - Westbound through (v/c > 1.00)
    - Northbound left (v/c > 1.00)
  - US 98/Panama City Beach Parkway and Cauley Avenue/Chip Seal Parkway
    - Northbound through/right (v/c > 1.00)
- PM Peak Hour
  - US 98/Panama City Beach Parkway and Nautilus Street
    - Eastbound through (v/c > 1.00)
  - US 98/Panama City Beach Parkway and Alf Coleman Road
    - Eastbound through (v/c > 1.00)
    - Westbound left (v/c > 1.00)
  - US 98/Panama City Beach Parkway and Richard Jackson Boulevard
    - Eastbound through (v/c > 1.00)
    - Westbound left (v/c > 1.00)
  - US 98/Panama City Beach Parkway and Moylan Road
    - Eastbound left (v/c > 1.00)

Figure 37 illustrates the Design Year (2050) Build AM peak hour intersection LOS, **Figure 38** illustrates the Design Year (2050) Build midday peak hour intersection LOS, and **Figure 39** illustrates the Design Year (2050) Build PM peak hour intersection LOS.

Table 16 summarizes the Design Year (2050) Build daily conditions for the study area roadway segments. Under Design Year (2050) Build daily conditions, the following study roadway segments are expected to operate with LOS F:

- US 98/Panama City Beach Parkway, from Nautilus Street to Clara Avenue
- US 98/Panama City Beach Parkway, from Clara Avenue to Alf Coleman Road
- US 98/Panama City Beach Parkway, from Alf Coleman Road to Richard Jackson Boulevard
- US 98/Panama City Beach Parkway, from Richard Jackson Boulevard to Moylan Road
- US 98/Panama City Beach Parkway, from Moylan Road to Chip Seal Parkway
- US 98/Panama City Beach Parkway, from Chip Seal Parkway to Thomas Drive

Table 16: Design Year (2050) Build Condition Roadway Segment Analysis, Daily Conditions

Roadway		Roadway Attributes				No Build Design Year 2050 Daily Conditions	Diversion (AADT)[5]	Design Year 2050 Daily Conditions		
From	To	Context Classification[1]	Number of Lanes[1,2]	Adopted LOS[1]	Daily MSV[3]			Volume	V/MSV	LOS[4]
Alf Coleman Rd										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	4	D	37,000	9,600	3,400	13,000	0.35	C
Chip Seal Parkway										
US 98 (Panama City Beach Parkway)	Roundabout	C3C	2	D	21,700	4,500	6,300	10,800	0.50	C
Clara Avenue										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	2	D	20,100	4,900	7,200	12,100	0.60	C
US 98 (Panama City Beach Parkway)										
Nautilus Street	Clara Avenue	C3C	6	D	59,600	102,000	0	102,000	1.71	F
Clara Avenue	Alf Coleman Road	C3C	6	D	59,600	96,500	-7,200	89,300	1.50	F
Alf Coleman Road	Richard Jackson Boulevard	C3C	6	D	59,600	94,500	-7,100	87,400	1.47	F
Richard Jackson Boulevard	Moylan Road	C3C	6	D	59,600	95,000	-7,100	87,900	1.47	F
Moylan Road	Chip Seal Parkway	C3C	6	D	59,600	84,000	-6,300	77,700	1.30	F
Chip Seal Parkway	Thomas Drive	C3C	6	D	59,600	82,500	0	82,500	1.38	F
Philip Griffitts Senior Parkway Phase III										
Clara Avenue	Alf Coleman Road	C3R	2	D	20,100	-	7,200	7,200	0.36	C
Alf Coleman Road	Breakfast Point	C3R	2	D	20,100	-	7,100	7,100	0.35	C
Breakfast Point	Chip Seal Parkway	C3R	2	D	20,100	-	6,300	6,300	0.31	C

1. Roadway attributes obtained from the Bay County Concurrency Management System
2. US 98 number of lanes updated based on the planned widening of US 98.
3. Maximum Service Volume (MSV) based on the LOS service capacity identified in the FDOT Q/LOS Handbook 2023.
4. LOS derived from the FDOT Q/LOS Handbook 2023.
5. Diversion calculated as approxiamtely 7.5% of US 98 (Panama City Beach Parkway) traffic utilizing Philip Griffitts Senior Parkway Phase III.

Table 17 summarizes the Design Year (2050) Build PM peak hour conditions for the study area roadway segments. Under Design Year (2050) Build PM peak hour conditions, the following study roadway segments are expected to operate with LOS F:

- US 98/Panama City Beach Parkway, from Nautilus Street to Clara Avenue
- US 98/Panama City Beach Parkway, from Clara Avenue to Alf Coleman Road
- US 98/Panama City Beach Parkway, from Alf Coleman Road to Richard Jackson Boulevard
- US 98/Panama City Beach Parkway, from Richard Jackson Boulevard to Moylan Road
- US 98/Panama City Beach Parkway, from Moylan Road to Chip Seal Parkway
- US 98/Panama City Beach Parkway, from Chip Seal Parkway to Thomas Drive

Table 17: Design Year (2050) Build Condition Roadway Segment Analysis, PM Peak Hour Conditions

Roadway		Roadway Attributes				No Build Design Year 2050 Peak Hour Two-Way Conditions	Diversion (Peak Hour Two Way Volume)[5]	Design Year 2050 Peak Hour Two-Way Conditions		
From	To	Context Classification[1]	Number of Lanes[1,2]	Adopted LOS[1]	Peak Hour Two-Way MSV[3]			Volume	V/MSV	LOS[4]
Alf Coleman Rd										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	4	D	3,300	2,100	300	2,400	0.73	C
Chip Seal Parkway										
US 98 (Panama City Beach Parkway)	Roundabout	C3C	2	D	1,900	1,000	500	1,500	0.79	D
Clara Avenue										
US 98 (Panama City Beach Parkway)	Northern Terminus	C3R	2	D	1,800	450	550	1,000	0.56	C
US 98 (Panama City Beach Parkway)										
Nautilus Street	Clara Avenue	C3C	6	D	5,300	7,500	0	7,500	1.42	F
Clara Avenue	Alf Coleman Road	C3C	6	D	5,300	7,100	-550	6,550	1.24	F
Alf Coleman Road	Richard Jackson Boulevard	C3C	6	D	5,300	6,600	-500	6,100	1.15	F
Richard Jackson Boulevard	Moylan Road	C3C	6	D	5,300	7,100	-550	6,550	1.24	F
Moylan Road	Chip Seal Parkway	C3C	6	D	5,300	6,400	-500	5,900	1.11	F
Chip Seal Parkway	Thomas Drive	C3C	6	D	5,300	6,400	0	6,400	1.21	F
Philip Griffitts Senior Parkway Phase III										
Clara Avenue	Alf Coleman Road	C3R	2	D	1,800	-	550	550	0.31	C
Alf Coleman Road	Breakfast Point	C3R	2	D	1,800	-	500	500	0.28	C
Breakfast Point	Chip Seal Parkway	C3R	2	D	1,800	-	500	500	0.28	C

1. Roadway attributes obtained from the Bay County Concurrency Management System
2. US 98 number of lanes updated based on the planned widening of US 98.
3. Maximum Service Volume (MSV) based on the LOS service capacity identified in the FDOT Q/LOS Handbook 2023.
4. LOS derived from the FDOT Q/LOS Handbook 2023.
5. Diversion calculated as approxiamtely 7.5% of US 98 (Panama City Beach Parkway) traffic utilizing Philip Griffitts Senior Parkway Phase III.

Figure 37: Design Year (2050) Build AM Peak Hour Intersection LOS

Figure 38: Design Year (2050) Build Midday Peak Hour Intersection LOS

Figure 39: Design Year (2050) Build PM Peak Hour Intersection LOS

8.0 CONCLUSION

This PTAR has been prepared in support of the PGS Parkway Phase III PD&E in Bay County, Florida. The PTAR was prepared in accordance with the approved Traffic Analysis Methodology Memorandum (provided in **Appendix A**). The PTAR is provided to evaluate the traffic impacts of a proposed new roadway called PGS Parkway Phase III, connecting Clara Avenue to Chip Seal Parkway north of US 98/Panama City Beach Parkway. The study area for the analysis includes 12 existing intersections and 4 existing roadway segments, plus the new intersections and roadway segments associated with the proposed new corridor. The Opening Year was assumed as 2030 for this PTAR and the Design Year was assumed as 2050.

Traffic data was collected within the study area in May 2023. Seventy-two (72) hour bi-directional volume counts were collected on study segments, and four-hour turning movement volume counts were collected at study intersections. At several intersections within the study area most proximate to schools, an extra two hours of data was collected prior to the PM peak hour turning movement volumes to capture the school dismissal period for evaluation as well.

A historical crash analysis was conducted along US 98/Panama City Beach Parkway from Clara Avenue to Chip Seal Parkway to determine crash trends and patterns that may exist within the study area. Seven (7) fatal and 22 incapacitating injury crashes occurred within the study limits between 2019 and 2023. The most common crash type recorded was rear end crashes, followed by left turn and sideswipe crashes. A predictive safety analysis was performed to quantify the anticipated safety benefits of introducing PGS Parkway Phase III, which found that the annual number of crashes on US 98/Panama City Beach Parkway is expected to decrease by approximately 0.85 fatal or serious injury crashes per year and 1.30 PDO crashes per year by Design Year (2050) in the Build scenario.

The Existing (2023) traffic volumes within the study area were forecasted to Opening Year (2030) and Design Year (2050) by applying an areawide growth rate, as agreed upon during the methodology review with County staff. Both a No Build and a Build scenario were evaluated in this PTAR. The No Build scenario includes programmed improvements, including the widening of US 98/Panama City Beach Parkway through the project extents, the signalization of the intersection of US 98/Panama City Beach Parkway and Allison Avenue, and the addition of a north leg at the intersection of US 98/Panama City Beach Parkway and Moylan Road. Traffic forecasts in the Build scenario assume a 7.5% diversion of traffic from US 98/Panama City Beach Parkway to the new PGS Parkway Phase III corridor, based on travel demand modeling and review of existing volumes on Phase I and Phase II of PGS Parkway.

The future year roadway segment volumes were evaluated against the adopted LOS service volumes as established in the FDOT *Q/LOS Handbook 2023* and the future intersection volumes were evaluated utilizing *HCM 6* procedures in *Synchro* traffic analysis software.

In the Opening Year (2030) No Build condition, just two intersection movements within the study area are expected to have v/c ratios greater than 1.00, as outlined in *Section 7.2.1*. Every segment of US 98/Panama City Beach Parkway from Nautilus Street to Thomas Drive is expected to exceed its daily MSV, despite the programmed widening to six (6) lanes.

In the Opening Year (2030) Build condition, all study intersections are expected to operate with LOS E or better and all turning movements are expected to have v/c ratios less than 1.00, as outlined in *Section 7.3.1*. The segment of US 98/Panama City Beach Parkway from Moylan Road to Chip Seal Parkway is expected to operate with LOS D under daily conditions, but all other study segments of US 98/Panama City Beach Parkway are expected to exceed their daily MSV, despite the programmed widening to six (6) lanes.

Although PGS Parkway Phase III is expected to reduce the traffic volumes on US 98/Panama City Beach Parkway, the daily traffic volumes are still expected to exceed the adopted LOS D service capacity.

In the Design Year (2050) No Build condition, two intersections are expected to operate with LOS F, as outlined in *Section 7.2.2*: the intersections of US 98/Panama City Beach Parkway with Moylan Road (PM peak hour) and with Alf Coleman Road (Midday peak hour). In addition, 20 individual movements within the study area are expected to operate with v/c ratios greater than 1.00 during one or more peak hour condition. Every segment of US 98/Panama City Beach Parkway from Nautilus Street to Thomas Drive is expected to exceed its daily and PM peak hour MSV, despite the programmed widening to six lanes.

In the Design Year (2050) Build condition, one intersection is expected to operate with LOS F, as outlined in *Section 7.3.2*: the intersection of US 98/Panama City Beach Parkway with Moylan Road during the AM peak hour. Compared to the No Build condition, the Build scenario is expected to reduce the number of individual movements with a v/c ratio greater than 1.00 by 45 percent (45%). Every segment of US 98/Panama City Beach Parkway from Nautilus Street to Thomas Drive is expected to exceed its daily and PM peak hour MSV, despite the programmed widening to six lanes. Although PGS Parkway Phase III is expected to reduce the traffic volumes on US 98/Panama City Beach Parkway, the daily and PM peak hour traffic volumes are still expected to exceed the adopted LOS D service capacity.

The construction of PGS Parkway Phase III will also contribute to the expansion of the Gayle's Trails shared use path network. The additions to this existing trail network will enhance connectivity for bicyclists and pedestrians in the area and provide greater opportunities for recreation and exercise for the residents of Bay County, further reducing the vehicular demand for local traffic, particularly on US 98/Panama City Beach Parkway.

Ultimately, the PGS Parkway Phase III corridor is not expected to completely mitigate the capacity deficiencies identified on US 98/Panama City Beach Parkway through Design Year (2050). However, by providing a parallel facility for approximately five (5) miles from Clara Avenue to Chip Seal Parkway, PGS Parkway Phase III will improve mobility and connectivity for local traffic to and from the residential, educational, and commercial uses in the study area. In future years, the PGS Parkway Phase III corridor may become part of a larger parallel reliever to US 98/Panama City Beach Parkway connecting west to SR 79, that would provide additional east-west capacity to reduce congestion along US 98/Panama City Beach Parkway.

APPENDICES

Appendix A: Approved Traffic Methodology

Traffic Analysis Methodology

Bay County, Florida

Prepared For:

Bay County Board of County Commissioners

Submitted By:

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2619 Centennial Boulevard, Suite 200
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August 14, 2023

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Appendices

Appendix A: Project Traffic Assumption Form

1.0 Introduction

This Traffic Analysis Methodology is provided in support of the Philip Griffitts Senior (PGS) Parkway, Phase III Project Development and Environment (PD&E) Study.

1.1 Project Location

PGS Parkway Phase I extends from SR 79 (N Arnold Road) to Pier Park Drive and PGS Parkway Phase II extends from Pier Park Drive to Nautilus Street. Phase I and Phase II provide an alternative east-west corridor to US 98 (Panama City Beach Parkway) and State Road (SR) 30 (Front Beach Road) for residents, commuters, and visitors traveling through this often-congested area of Panama City Beach.

The PGS Parkway Phase III corridor will extend from Clara Avenue to Chip Seal Parkway, providing an additional east-west corridor for approximately four miles of US 98 (Panama City Beach Parkway). The PGS Parkway Phase III corridor is expected to provide connections to Arnold High School, the Publix Sports Park, and several residential developments in the area. **Figure 1** illustrates the general alignment of the PGS Parkway Phase III corridor, which may vary depending on the results of the PD&E Study.

1.2 Traffic Analysis Objectives

The Project Traffic Analysis Report (PTAR) will evaluate the impacts of the proposed PGS Parkway Phase III within the surrounding roadway network. The diversion of traffic that is expected on PGS Parkway Phase III will be determined by reviewing other segments of PGS Parkway and considering the location of land uses surrounding the proposed new roadway connecting Clara Avenue to Chip Seal Parkway. The amount of traffic anticipated to divert will inform a decision regarding the number of travel lanes that will be considered for PGS Parkway Phase III.

The PTAR will consider a No Build alternative, in which PGS Parkway Phase III is not constructed, as a baseline for comparison of operational and safety analyses.

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2.0 Traffic Analysis Assumptions

The assumptions that will be utilized to prepare the traffic analysis are summarized herein. The assumptions are also summarized in the ***Project Traffic Assumption Form, Form 650-050-39*** from the Florida Department of Transportation (FDOT) PD&E Manual, provided in **Appendix A**.

2.1 Analysis Years

The Existing Year for the analysis will be year 2023, the Opening Year for the analysis will be year 2030, and the Design Year for the analysis will be year 2050.

2.2 Study Area

The study area will include the following roadways in the vicinity of PGS Parkway Phase III:

- US 98 (Panama City Beach Parkway) from Nautilus Street to Thomas Drive
- Clara Avenue, north of US 98 (Panama City Beach Parkway)
- Alf Coleman Road, north of US 98 (Panama City Beach Parkway)
- Chip Seal Parkway, north of US 98 (Panama City Beach Parkway)

The study area will include the following intersections in the vicinity of PGS Parkway Phase III:

- US 98 (Panama City Beach Parkway) and Nautilus Street
- US 98 (Panama City Beach Parkway) and Clara Avenue
- US 98 (Panama City Beach Parkway) and Alf Coleman Road
- US 98 (Panama City Beach Parkway) and Richard Jackson Boulevard
- US 98 (Panama City Beach Parkway) and Moylan Road
- US 98 (Panama City Beach Parkway) and Allison Avenue
- US 98 (Panama City Beach Parkway) and Chip Seal Parkway
- Alf Coleman Road and JR Arnold High School Driveways (3)
- Alf Coleman Road and Seagrass Drive/Dr. Haley Drive
- Chip Seal Parkway and Roundabout at A. Gary Walsingham Academy

Additionally, all intersections along the proposed PGS Parkway Phase III corridor with existing roadways will be evaluated in the PTAR.

Figure 1: Project Location,
Phillip Griffitts Sr. Pkwy, Phase III

August 2023
Project No.: 040994001

Kimley»Horn

2619 Centennial Boulevard, Suite 2500, Tallahassee, FL 32308
Phone: (850) 553-3500

3

3.0 Traffic Analysis Methodology

3.1 Data Collection

Historical traffic data available from FDOT will be obtained from *Florida Traffic Online.* Historical traffic data will inform the development of area growth rates. Seasonal factor data for Bay County will also be obtained from *Florida Traffic Online*.

Population forecast projections from the Bureau of Economic and Business Research (BEBR) will be obtained to inform the development of area growth rates.

Historical crash data for the most recent five years of available data (2018–2022) will be obtained from *Signal Four Analytics* for use in the safety analysis.

Existing (2023) bi-directional traffic volumes will be collected over a 72-hour period on each of the US 98 (Panama City Beach Parkway) study area roadway segments. Existing (2023) turning movement volumes will be collected during the AM peak period (7:00 AM – 9:00 AM) and PM peak period (4:00 PM – 6:00 PM) at each of the study intersections. At the intersections most likely to be affected by school traffic to and from JR Arnold High School and A. Gary Walsingham Academy, traffic volumes will also be collected during the 2:00 PM – 4:00 PM afternoon peak, to account for conditions around school dismissal periods. All data collection will occur while Bay District Schools are in session.

Bi-directional traffic volume data was collected on several of the study area roadway segments during the 2023 Spring Break season for informational purposes. This data will be reviewed and considered in the PTAR as well.

3.2 Growth Rate

The determination of a background growth rate was determined based on historical traffic data, population forecasts from BEBR, and anticipated growth according to the Northwest Florida Regional Planning Model (NWFRPM).

3.2.1 Historical Growth Rates

Historical annual average daily traffic (AADT) volumes from FDOT count stations within the study area and in the surrounding area. Five-year and ten-year background growth rates were calculated for six (6) FDOT count stations on US 98 (Panama City Beach Parkway) using the FDOT *Trends* worksheet. **Table 1** summarizes the five-year historical growth rate calculations and the corresponding R-squared value; a larger R-squared value indicates a stronger correlation in the historical AADT data. The average five-year historical growth rate was determined to be approximately -0.39 percent (-0.39%) with an average R-squared value of 41.14 percent (41.14%).

Table 1: Five-Year Historical Growth Rate Calculations

Station	Location	Exponential Growth	
		5-year Rate	R-squared
46-0276	US 98 (PANAMA CITY BEACH PKWY) - 0.114 MI W OF SR 79	0.87%	8.91%
46-0274	US 98 (PANAMA CITY BEACH PKWY) - 0.25 MI W OF PIER PARK DR	-2.91%	55.75%
46-0275	US 98 (PANAMA CITY BEACH PKWY) - 400' W OF POWELL ADAMS DR	-3.31%	67.25%
46-0277	US 98 (PANAMA CITY BEACH PKWY) - 0.2 MI W OF ALF COLEMAN RD	0.29%	17.19%
46-0203	US 98 (PANAMA CITY BEACH PKWY) - 425' E OF CAULEY AVE	3.09%	56.58%
Average		**-0.39%**	**41.14%**

Table 2 summarizes the 10-year historical growth rate calculations. The average 10-year historical growth rate was determined to be approximately 2.02 percent (2.02%) with an average R-squared value of 57.97 percent (57.97%).

Table 2: Ten-Year Historical Growth Rate Calculations

Station	Location	Exponential Growth	
		10-year Rate	R-squared
46-0276	US 98 (PANAMA CITY BEACH PKWY) - 0.114 MI W OF SR 79	3.40%	81.81%
46-0274	US 98 (PANAMA CITY BEACH PKWY) - 0.25 MI W OF PIER PARK DR	-	-
46-0275	US 98 (PANAMA CITY BEACH PKWY) - 400' W OF POWELL ADAMS DR	0.22%	1.12%
46-0277	US 98 (PANAMA CITY BEACH PKWY) - 0.2 MI W OF ALF COLEMAN RD	1.98%	66.91%
46-0203	US 98 (PANAMA CITY BEACH PKWY) - 425' E OF CAULEY AVE	2.46%	82.02%
Average		**2.02%**	**57.97%**

*10 years of traffic data was not available at FDOT Station 46-0274.

3.2.2 BEBR Population Forecast

The population projection forecasts for Bay County from the BEBR *Projections of Florida Populations by County, 2025–2050* were referenced to assess potential bounds in the growth of traffic in the study area as it relates to population growth. BEBR develops "low," "medium," and "high" growth rate projections for each county in Florida at five-year intervals based on socioeconomic data, historical trends, and a multitude of other factors. The population projections in Bay County were assessed for both Opening Year 2030 and Design Year 2050. **Table 3** summarizes the annual growth rates implied by the year 2030 and year 2050 population projections for Bay County.

Table 3: BEBR Population Projection Growth Rates, Bay County

Bay County	Most Recent Population Estimate (2022)	Year 2030 Population Projection [(1)]	Annual Growth Rate to 2030	Year 2050 Population Projection [(1)]	Annual Growth Rate to 2050
Low Growth	184,002	175,800	-0.57%	163,700	-0.42%
Medium Growth		195,400	0.75%	213,900	0.54%
High Growth		214,900	1.96%	264,200	1.30%

(1) Based on the Bureau of Economic and Business Research (BEBR) Projections of Florida Populations by County, 2025–2050

3.2.3 Travel Demand Model

The regional travel demand model, the NWFRPM, was reviewed to understand the anticipated growth within the study area according to socioeconomic growth and changes expected to the transportation infrastructure in the vicinity of the project. The validated base year of the NWFRPM is year 2015, and the horizon year for the NWFRPM is 2045. The forecasted year 2045 traffic volumes were compared to the baseline 2015 traffic volumes to determine the implied annual growth rate from the model on US 98 (Panama City Beach Parkway) in the study area. **Table 4** summarizes the model growth rate calculations. The average annual growth rate from the NWFRPM is approximately 1.41 percent (1.41%).

Table 4: NWFRPM Growth Rate Calculations

Street Name	2015	2045	Annual Growth Rate
US 98 (Panama City Beach Pkwy) - E of Nautilus Street	30,035	50,476	1.75%
US 98 (Panama City Beach Pkwy) - W of Clara Avenue	28,674	45,880	1.58%
US 98 (Panama City Beach Pkwy) - W of Alf Coleman Road	24,863	38,781	1.49%
US 98 (Panama City Beach Pkwy) - W of Richard Jackson Blvd	27,505	41,215	1.36%
US 98 (Panama City Beach Pkwy) - W of Moylan Road	29,755	42,149	1.17%
US 98 (Panama City Beach Pkwy) - West of Chip Seal Parkway	30,535	42,461	1.11%
		AVERAGE:	**1.41%**

3.2.4 Selected Growth Rate

Considering the various growth rates calculated from historical traffic growth, forecasted populations growth, and implied travel demand model growth, an areawide annual growth rate of **1.50%** was selected for this traffic analysis. The selected growth rate is between the five-year historical growth rate and the ten-year historical growth rate and is between the medium BEBR population growth rate and the high BEBR population growth rates both for Opening Year 2030 and Design Year 2050.

3.3 Development of Study Area Traffic Volumes

Future year traffic volumes will be developed by applying growth rates to the Existing (2023) traffic data collected within the study area.

3.3.1 Existing (2023) Traffic Volumes

The bi-directional segment volumes and peak period intersection volumes collected within the study area will be adjusted to Existing (2023) traffic volumes by applying the appropriate peak season conversion factor for Bay County.

3.3.2 No Build Scenario Traffic Volumes

The Opening Year (2030) and Design Year (2050) No Build study area traffic volumes will be developed by applying the 1.50% areawide annual growth rate to the Existing (2023) traffic volumes. Traffic volumes into and out of private driveways and school driveways within the study area will not be significantly altered from existing (2023) conditions, since ingress and egress traffic would not be expected to change significantly to and from those existing developments.

3.3.3 Build Scenario Traffic Volumes

The Opening Year (2030) and Design Year (2050) Build study area traffic volumes will be developed by applying a diversion percentage to the traffic volumes along US 98 (Panama City Beach Parkway) in the No Build scenario. The diversion percentage will be determined by reviewing other segments of PGS Parkway and considering the land uses surrounding the proposed new roadway connecting Clara Avenue to Chip Seal Parkway. The ultimate percentage of traffic assumed to divert to the PGS Parkway Phase III corridor will be reviewed with the County for concurrence.

3.4 Analysis Tools

The AM peak hour and PM peak hour operational performance of the study intersections will be analyzed according to the methodologies provided in the *Highway Capacity Manual* (HCM), 6th Edition, using *Synchro 11* software. The roundabout on Chip Seal Parkway at A. Gary Walsingham Academy will be evaluated using *SIDRA* software, which also implements *HCM 6* methodologies. If forecasted future year traffic demand exceeds capacity and the traffic demand is not expected to be accommodated under either peak hour condition, *SimTraffic* microsimulation may be utilized to more accurately assess the peak traffic conditions, accounting for the effect of spillback queues and congestion on adjacent roadway segments.

At the intersections most affected by school traffic to and from JR Arnold High School and A. Gary Walsingham Academy, the school PM peak hour operational performance will also be evaluated.

For roadway segments within the study area, daily and peak hour peak direction traffic volumes will be compared to the respective roadway capacities as identified in the FDOT *Quality/Level of Service (Q/LOS) Handbook 2023*.

3.5 Measures of Effectiveness

The measures of effectiveness for study area intersections will be level of service (LOS), delay, and volume-to-capacity (v/c) ratio. LOS and delay will be reported for the overall intersection, each approach, and each individual movement for signalized intersections and roundabouts; LOS and delay will be reported for stop-controlled approaches and mainline left-turn movements for unsignalized intersections. The v/c ratios for each individual movement will be reported for all study intersections.

The adopted LOS for study area roadway segments will be determined according to the Bay County Concurrency Management System (CMS). The Directional Design Hour Volume (DDHV) will be calculated for study area roadway segments by applying the appropriate Standard K factor from the FDOT *Project Traffic Forecasting Handbook* and Directional Distribution (D) Factors as measured under existing conditions. Measures of effectiveness for study area roadways will be the LOS and v/c ratio relative to the adopted LOS service capacities as identified in the FDOT *Q/LOS Handbook 2023*.

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4.0 Safety Analysis Methodology

4.1 Historical Crash Analysis

Crash history for the most recent five (5) years of available data, from January 1, 2018 through December 31, 2022, will be analyzed and documented in the PTAR. Crash reports from fatal and serious injury crashes will be reviewed and narrative descriptions of the crashes will be included in the PTAR.

The crash data will be summarized with maps illustrating locations of crashes by severity, crash type, lighting conditions, and surface conditions. Other trends or patterns observed in the crash data may be illustrated with crash maps, as relevant. The crash data will also be summarized in a tabular format, and graphs illustrating trends in crash patterns over the five-year analysis period will be included in the PTAR.

4.2 Quantitative Safety Analysis

Any anticipated changes in crash patterns as a result of the proposed Build Alternative will be documented in the PTAR in accordance with the *Highway Safety Manual* (*HSM*). Safety Performance Functions (SPFs) and Crash Modification Factors (CMFs) from the *HSM* and from the CMF Clearinghouse, which is maintained by the Federal Highway Administration, will be utilized to quantify and compare future safety conditions within the study area.

4.3 Selecting Safety Analysis Method

Consistent with the FDOT PD&E Manual (July 2023), the appropriate safety analysis methodology was selected based on:

(1) Capability of the method to address the purpose of this PD&E,
(2) Data available in relation to the data required to use the method effectively,
(3) Related PD&E tasks (i.e. Purpose and Need, Alternatives Analysis) that may benefit from the same method, and
(4) The type of project and design/operational treatments that are the focus of the safety analysis.

Considering these aspects of the Philip Griffitts Sr. Parkway Phase III PD&E, the *HSM* Part C Predictive Methods will be the primary analysis method for evaluating the future safety outcomes within the study area.

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Appendix A:
Project Traffic Assumption Form

Project Traffic Assumption Form, Form 650-050-39

Traffic forecast for the project was developed using:	
☒ Travel Demand Model Type of Travel Demand Model Used ☒ Metropolitan Planning Model ☐ Other Model _____	☒ Growth Rates *An areawide growth rate of 1.50% was used to develop opening and design year No Build Volumes.*
Is the travel demand model based on the latest adopted Long Range Transportation Plan?	
☒ YES	☐ NO
2021____ Date when MPO adopted the latest Long Range Transportation Plan	Explain why?
2015____ Base Mode	
2045____ Horiz Dema	
Long Range Tra (provide web ad https://www.ecrc county_tpo/plans _plan/2045_lrtp_	
Traffic Data and	
MOCF = N/A Standard K = 0. D Factor = Indivi T_{24}= Individual b	ar = 2023 30 0
Discuss any cha was built: Interim Socioeconomic data have not been reviewed.	e the model
Traffic Analysis Assumptions	
Discuss study area, data calibration/validation parameters, analysis tools, analysis periods and MOEs. The study area includes all signalized intersections within the project limits in addition to intersections that are most affected by school traffic to and from JR Arnold High School and A. Gary Waslingham Academy. Intersections will be analyzed using *Synchro* Software, implementing HCM 6 methodologies; the roundabout on Chip Seal Parkway will be analyzed using SIDRA. Existing, Opening Year (2030), and Design Year (2050) AM peak hour, school PM peak hour (at certain intersections), and PM peak hour conditions will be analyzed. Measures of effectiveness include delay, level of service (LOS), and volume-to-capacity (v/c) ratios.	

See most recent PTAF on Page 14 of Appendix A

Project Traffic Assumption Form, Form 650-050-39

Traffic forecast for the project was developed using:	
☒ Travel Demand Model Type of Travel Demand Model Used ☒ Metropolitan Planning Model ☐ Other Model _____	☒ Growth Rates *An areawide growth rate of 2.50% was used to develop opening year No Build Volumes. A 1.50% areawide growth rate was used forecast opening year volumes to design year No Build Volumes.*
Is the travel demand model based on the latest adopted Long Range Transportation Plan?	
☒ YES	☐ NO
2021____ Date when MPO adopted the latest Long Range Transportation Plan	Explain why?
2015____ Base Year of the Travel Demand Model	
2045____ Horizon Year of the Travel Demand Model	
Long Range Transportation Plan documentation is available at (provide web address): https://www.ecrc.org/programs/transportation_planning/bay_county_tpo/plans_and_documents/long_range_transportation_plan/2045_lrtp_documents.php	
Traffic Data and Factors	
MOCF = N/A Standard K = 0.09 D Factor = Individual by intersection T_{24}= Individual by intersection	Data Collection Year = 2023 Opening Year = 2030 Interim Year = N/A Design Year = 2050
Discuss any changes in land use, economics, population and employment data since the model was built: Interim Socioeconomic data have not been reviewed.	
Traffic Analysis Assumptions	
Discuss study area, data calibration/validation parameters, analysis tools, analysis periods and MOEs. The study area includes all signalized intersections within the project limits in addition to intersections that are most affected by school traffic to and from JR Arnold High School and A. Gary Waslingham Academy. Intersections will be analyzed using *Synchro* Software, implementing HCM 6 methodologies; the roundabout on Chip Seal Parkway will be analyzed using SIDRA. Existing, Opening Year (2030), and Design Year (2050) AM peak hour, school PM peak hour (at certain intersections), and PM peak hour conditions will be analyzed. Measures of effectiveness include delay, level of service (LOS), and volume-to-capacity (v/c) ratios.	

Appendix B: Traffic Data

B-1: FDOT Florida Traffic Online Data

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 4698 BAY, US98

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.14	1.23
2	01/02/2022 - 01/08/2022	1.15	1.24
3	01/09/2022 - 01/15/2022	1.15	1.24
4	01/16/2022 - 01/22/2022	1.13	1.22
5	01/23/2022 - 01/29/2022	1.10	1.18
6	01/30/2022 - 02/05/2022	1.08	1.16
7	02/06/2022 - 02/12/2022	1.05	1.13
8	02/13/2022 - 02/19/2022	1.03	1.11
9	02/20/2022 - 02/26/2022	1.02	1.10
10	02/27/2022 - 03/05/2022	1.00	1.08
11	03/06/2022 - 03/12/2022	0.99	1.06
12	03/13/2022 - 03/19/2022	0.97	1.04
13	03/20/2022 - 03/26/2022	0.96	1.03
14	03/27/2022 - 04/02/2022	0.96	1.03
15	04/03/2022 - 04/09/2022	0.95	1.02
16	04/10/2022 - 04/16/2022	0.95	1.02
17	04/17/2022 - 04/23/2022	0.95	1.02
18	04/24/2022 - 04/30/2022	0.95	1.02
*19	05/01/2022 - 05/07/2022	0.94	1.01
*20	05/08/2022 - 05/14/2022	0.94	1.01
*21	05/15/2022 - 05/21/2022	0.94	1.01
*22	05/22/2022 - 05/28/2022	0.94	1.01
*23	05/29/2022 - 06/04/2022	0.93	1.00
*24	06/05/2022 - 06/11/2022	0.92	0.99
*25	06/12/2022 - 06/18/2022	0.91	0.98
*26	06/19/2022 - 06/25/2022	0.91	0.98
*27	06/26/2022 - 07/02/2022	0.91	0.98
*28	07/03/2022 - 07/09/2022	0.91	0.98
*29	07/10/2022 - 07/16/2022	0.91	0.98
*30	07/17/2022 - 07/23/2022	0.93	1.00
*31	07/24/2022 - 07/30/2022	0.94	1.01
32	07/31/2022 - 08/06/2022	0.95	1.02
33	08/07/2022 - 08/13/2022	0.96	1.03
34	08/14/2022 - 08/20/2022	0.97	1.04
35	08/21/2022 - 08/27/2022	0.98	1.05
36	08/28/2022 - 09/03/2022	0.99	1.06
37	09/04/2022 - 09/10/2022	0.99	1.06
38	09/11/2022 - 09/17/2022	1.00	1.08
39	09/18/2022 - 09/24/2022	1.00	1.08
40	09/25/2022 - 10/01/2022	1.00	1.08
41	10/02/2022 - 10/08/2022	1.00	1.08
42	10/09/2022 - 10/15/2022	1.00	1.08
43	10/16/2022 - 10/22/2022	1.03	1.11
44	10/23/2022 - 10/29/2022	1.05	1.13
45	10/30/2022 - 11/05/2022	1.07	1.15
46	11/06/2022 - 11/12/2022	1.10	1.18
47	11/13/2022 - 11/19/2022	1.12	1.20
48	11/20/2022 - 11/26/2022	1.12	1.20
49	11/27/2022 - 12/03/2022	1.13	1.22
50	12/04/2022 - 12/10/2022	1.13	1.22
51	12/11/2022 - 12/17/2022	1.14	1.23
52	12/18/2022 - 12/24/2022	1.15	1.24
53	12/25/2022 - 12/31/2022	1.15	1.24

* PEAK SEASON

23-FEB-2023 09:11:20 830UPD 3_4698_PKSEASON.TXT

B-2: Roadway Segment Counts

County: 46
Station: 0276
Description: US 98 (BACK BEACH) - 0.114 M W OF SR 79
Start Date: 05/16/2023
Start Time: 0000

	Direction: W				
Time	1st	2nd	3rd	4th	Total
0000	19	25	31	12	87
0100	26	14	12	14	66
0200	21	5	10	8	44
0300	8	13	21	29	71
0400	29	19	55	66	169
0500	64	107	133	184	488
0600	220	375	451	562	1608
0700	425	433	513	464	1835
0800	452	419	430	465	1766
0900	435	448	439	461	1783
1000	374	386	353	395	1508
1100	343	415	339	385	1482
1200	340	419	396	435	1590
1300	357	435	391	425	1608
1400	371	439	394	415	1619
1500	373	357	402	406	1538
1600	376	391	370	332	1469
1700	354	356	359	313	1382
1800	267	294	251	230	1042
1900	229	229	206	260	924
2000	211	205	218	182	816
2100	209	165	152	125	651
2200	102	106	123	85	416
2300	78	77	59	36	250
24-Hour Totals:					24212

Peak Volume Information

	Hour	Volume
A.M.	645	1933
P.M.	1345	1629
Daily	645	1933

Generated by SPS 5.0.0.61

County: 46
Station: 0276
Description: US 98 (BACK BEACH) - 0.114 M W OF SR 79
Start Date: 05/17/2023
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	41	44	25	22	132
0100	15	25	13	15	68
0200	26	16	13	6	61
0300	17	28	15	23	83
0400	28	42	53	49	172
0500	71	91	150	213	525
0600	221	311	453	500	1485
0700	368	480	481	489	1818
0800	445	441	416	496	1798
0900	433	454	387	468	1742
1000	370	446	361	384	1561
1100	387	347	371	471	1576
1200	413	483	405	464	1765
1300	384	460	354	447	1645
1400	382	427	378	425	1612
1500	413	428	439	389	1669
1600	387	426	405	380	1598
1700	333	403	397	297	1430
1800	305	328	314	254	1201
1900	274	218	233	234	959
2000	227	216	217	174	834
2100	190	173	143	153	659
2200	115	116	96	96	423
2300	98	80	71	61	310
24-Hour Totals:					25126

Peak Volume Information

	Hour	Volume
A.M.	715	1895
P.M.	1200	1765
Daily	715	1895

Generated by SPS 5.0.0.61

County: 46
Station: 0276
Description: US 98 (BACK BEACH) - 0.114 M W OF SR 79
Start Date: 05/18/2023
Start Time: 0000

	Direction: W				
Time	1st	2nd	3rd	4th	Total
0000	44	28	31	25	128
0100	27	18	32	19	96
0200	14	10	16	15	55
0300	19	19	27	28	93
0400	23	34	45	64	166
0500	75	95	141	228	539
0600	231	367	477	486	1561
0700	398	472	514	480	1864
0800	476	467	409	427	1779
0900	423	432	445	482	1782
1000	396	429	344	445	1614
1100	395	425	412	418	1650
1200	427	430	411	499	1767
1300	403	423	372	487	1685
1400	357	437	401	458	1653
1500	409	349	435	462	1655
1600	407	413	455	391	1666
1700	367	428	419	317	1531
1800	304	340	312	305	1261
1900	243	228	255	254	980
2000	268	248	298	223	1037
2100	207	189	208	190	794
2200	144	163	132	117	556
2300	89	78	78	65	310
24-Hour Totals:					26222

Peak Volume Information

	Hour	Volume
A.M.	715	1942
P.M.	1200	1767
Daily	715	1942

Generated by SPS 5.0.0.61

County: 46
Station: 0274
Description: US 98 (BACK BEACH) - 0.25 M WEST OF PIER PARK DR
Start Date: 05/16/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	33	24	29	24	110	13	26	15	15	69	179
0100	22	28	14	14	78	15	5	8	10	38	116
0200	12	9	13	4	38	17	6	8	7	38	76
0300	8	12	24	22	66	8	12	25	30	75	141
0400	19	37	35	50	141	28	30	46	77	181	322
0500	52	71	86	127	336	63	100	103	177	443	779
0600	142	165	227	313	847	194	315	349	435	1293	2140
0700	310	341	365	341	1357	333	309	366	445	1453	2810
0800	342	338	392	381	1453	338	366	362	405	1471	2924
0900	312	344	434	393	1483	380	408	404	332	1524	3007
1000	333	407	378	421	1539	405	324	396	331	1456	2995
1100	340	459	385	448	1632	385	339	390	344	1458	3090
1200	393	465	357	419	1634	332	353	408	377	1470	3104
1300	323	418	395	421	1557	390	379	402	368	1539	3096
1400	403	420	398	402	1623	410	360	414	372	1556	3179
1500	445	389	433	411	1678	388	384	354	361	1487	3165
1600	473	521	547	503	2044	389	378	329	349	1445	3489
1700	569	534	489	430	2022	366	350	344	327	1387	3409
1800	303	336	328	270	1237	251	255	289	267	1062	2299
1900	314	279	228	183	1004	220	263	264	218	965	1969
2000	190	210	194	129	723	213	219	228	206	866	1589
2100	132	141	125	135	533	205	177	176	123	681	1214
2200	126	145	123	105	499	132	119	100	64	415	914
2300	112	93	69	69	343	55	47	34	30	166	509
24-Hour Totals:					23977					22538	46515

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1471	845	1597	845	3068
P.M.	1630	2153	1315	1559	1615	3562
Daily	1630	2153	845	1597	1615	3562

Generated by SPS 5.0.53P

County: 46
Station: 0274
Description: US 98 (BACK BEACH) - 0.25 M WEST OF PIER PARK DR
Start Date: 05/17/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	70	34	25	29	158	37	30	29	21	117	275
0100	37	26	13	14	90	18	14	12	13	57	147
0200	27	16	10	8	61	18	13	16	12	59	120
0300	12	14	18	21	65	15	22	24	18	79	144
0400	16	21	30	36	103	36	45	45	48	174	277
0500	51	68	88	111	318	62	87	127	175	451	769
0600	115	170	270	299	854	218	266	371	389	1244	2098
0700	288	331	419	356	1394	313	390	404	378	1485	2879
0800	330	334	399	343	1406	391	375	377	434	1577	2983
0900	372	408	401	379	1560	340	401	345	346	1432	2992
1000	374	441	358	396	1569	413	358	403	351	1525	3094
1100	379	397	416	434	1626	413	357	359	411	1540	3166
1200	439	366	381	453	1639	416	369	421	370	1576	3215
1300	357	442	362	435	1596	426	397	382	396	1601	3197
1400	384	455	408	437	1684	396	351	401	346	1494	3178
1500	410	438	458	488	1794	416	433	399	379	1627	3421
1600	490	505	517	515	2027	447	394	353	387	1581	3608
1700	528	546	477	438	1989	375	375	357	340	1447	3436
1800	337	357	355	304	1353	310	305	341	287	1243	2596
1900	300	264	191	219	974	244	259	274	225	1002	1976
2000	219	209	195	154	777	260	207	248	201	916	1693
2100	175	118	127	145	565	181	180	165	146	672	1237
2200	112	134	143	98	487	136	120	80	82	418	905
2300	117	108	78	57	360	62	58	64	37	221	581
24-Hour Totals:					24449					23538	47987

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1524	800	1577	830	3074
P.M.	1630	2106	1515	1658	1600	3608
Daily	1630	2106	1515	1658	1600	3608

Generated by SPS 5.0.53P

County: 46
Station: 0274
Description: US 98 (BACK BEACH) - 0.25 M WEST OF PIER PARK DR
Start Date: 05/18/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	61	43	32	27	163	23	30	21	27	101	264
0100	45	22	12	23	102	18	24	26	17	85	187
0200	16	31	34	20	101	18	10	22	22	72	173
0300	10	16	12	19	57	17	17	26	23	83	140
0400	24	28	31	42	125	24	40	33	57	154	279
0500	55	84	81	124	344	64	92	157	200	513	857
0600	121	170	235	293	819	220	285	389	375	1269	2088
0700	258	315	362	322	1257	303	404	405	385	1497	2754
0800	339	341	392	386	1458	430	376	355	391	1552	3010
0900	392	423	376	440	1631	386	393	392	381	1552	3183
1000	372	391	407	437	1607	423	359	402	379	1563	3170
1100	407	427	406	436	1676	443	354	417	347	1561	3237
1200	411	416	435	482	1744	412	363	453	413	1641	3385
1300	420	458	383	449	1710	414	369	386	365	1534	3244
1400	425	401	437	438	1701	382	355	445	401	1583	3284
1500	441	423	432	499	1795	396	339	404	402	1541	3336
1600	466	485	651	581	2183	425	400	401	368	1594	3777
1700	586	546	565	426	2123	367	356	360	358	1441	3564
1800	375	399	397	335	1506	313	305	319	280	1217	2723
1900	285	265	281	224	1055	233	250	278	259	1020	2075
2000	221	235	185	181	822	332	239	279	273	1123	1945
2100	186	166	174	149	675	198	229	205	180	812	1487
2200	121	157	161	133	572	151	141	109	101	502	1074
2300	117	122	79	92	410	81	65	65	59	270	680
24-Hour Totals:					25636					24280	49916

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1593	715	1624	845	3139
P.M.	1630	2364	1230	1649	1630	3856
Daily	1630	2364	1230	1649	1630	3856

Generated by SPS 5.0.53P

County: 46
Station: 0275
Description: US 98 (BACK BEACH) - 400' W OF POWELL ADAMS DR
Start Date: 05/16/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	33	35	31	29	128	13	25	15	15	68	196
0100	22	31	19	12	84	18	7	8	11	44	128
0200	13	11	12	5	41	14	8	7	10	39	80
0300	9	12	26	19	66	9	12	28	32	81	147
0400	22	37	25	45	129	27	38	48	90	203	332
0500	58	65	86	115	324	64	98	107	207	476	800
0600	169	162	239	303	873	179	324	344	428	1275	2148
0700	324	341	363	391	1419	342	318	427	426	1513	2932
0800	331	317	409	352	1409	339	384	347	426	1496	2905
0900	318	355	404	350	1427	427	405	441	383	1656	3083
1000	306	387	422	373	1488	415	354	426	360	1555	3043
1100	341	402	413	394	1550	373	393	392	345	1503	3053
1200	388	432	376	409	1605	342	354	400	379	1475	3080
1300	357	395	414	406	1572	351	388	386	377	1502	3074
1400	416	402	405	416	1639	379	376	410	382	1547	3186
1500	425	417	444	375	1661	403	369	378	370	1520	3181
1600	479	480	467	458	1884	387	389	340	403	1519	3403
1700	508	450	442	445	1845	354	387	378	356	1475	3320
1800	354	324	368	303	1349	285	274	318	265	1142	2491
1900	323	291	276	242	1132	240	275	246	238	999	2131
2000	241	265	282	184	972	204	212	218	196	830	1802
2100	144	185	144	150	623	182	164	160	127	633	1256
2200	164	141	113	136	554	123	109	91	73	396	950
2300	125	90	77	70	362	61	48	36	31	176	538
24-Hour Totals:					24136					23123	47259

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1448	845	1699	845	3128
P.M.	1615	1913	1415	1571	1600	3403
Daily	1615	1913	845	1699	1600	3403

Generated by SPS 5.0.53P

County: 46
Station: 0275
Description: US 98 (BACK BEACH) - 400' W OF POWELL ADAMS DR
Start Date: 05/17/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	64	39	31	32	166	38	30	29	23	120	286
0100	38	27	17	16	98	21	15	14	14	64	162
0200	22	15	11	9	57	15	14	16	12	57	114
0300	11	12	23	20	66	11	25	27	20	83	149
0400	15	22	30	39	106	35	48	44	55	182	288
0500	55	60	95	107	317	65	89	135	182	471	788
0600	124	182	269	283	858	213	288	355	398	1254	2112
0700	330	356	388	377	1451	335	382	435	388	1540	2991
0800	341	336	389	355	1421	391	421	389	462	1663	3084
0900	352	391	411	365	1519	370	417	376	410	1573	3092
1000	376	414	338	364	1492	431	363	426	383	1603	3095
1100	375	383	438	390	1586	431	362	368	423	1584	3170
1200	428	443	388	450	1709	404	387	422	375	1588	3297
1300	410	418	384	420	1632	414	420	370	401	1605	3237
1400	426	435	415	439	1715	363	381	422	369	1535	3250
1500	392	469	451	434	1746	402	388	406	402	1598	3344
1600	496	465	433	469	1863	450	360	377	392	1579	3442
1700	449	439	431	453	1772	350	401	374	354	1479	3251
1800	439	344	398	341	1522	342	330	362	274	1308	2830
1900	309	297	285	289	1180	271	258	275	225	1029	2209
2000	308	264	284	219	1075	260	199	211	193	863	1938
2100	191	182	146	161	680	180	171	163	161	675	1355
2200	161	130	131	127	549	111	121	74	84	390	939
2300	136	105	92	58	391	64	49	63	29	205	596
24-Hour Totals:					24971					24048	49019

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1509	800	1663	845	3134
P.M.	1600	1863	1515	1646	1515	3496
Daily	1600	1863	800	1663	1515	3496

Generated by SPS 5.0.53P

County: 46
Station: 0275
Description: US 98 (BACK BEACH) - 400' W OF POWELL ADAMS DR
Start Date: 05/18/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	56	52	40	30	178	28	28	21	21	98	276
0100	46	23	20	23	112	20	27	29	15	91	203
0200	13	30	37	22	102	15	12	21	20	68	170
0300	9	14	15	18	56	19	15	26	25	85	141
0400	23	30	31	42	126	22	41	35	67	165	291
0500	59	74	87	120	340	77	91	162	213	543	883
0600	130	182	234	277	823	229	319	349	379	1276	2099
0700	296	339	320	361	1316	316	389	438	397	1540	2856
0800	350	343	382	399	1474	407	408	352	437	1604	3078
0900	387	398	385	409	1579	449	406	449	420	1724	3303
1000	374	367	384	393	1518	451	409	435	436	1731	3249
1100	403	412	427	392	1634	452	375	417	375	1619	3253
1200	401	413	438	472	1724	405	393	452	437	1687	3411
1300	485	453	464	458	1860	419	399	390	379	1587	3447
1400	480	396	471	442	1789	380	390	446	405	1621	3410
1500	455	488	438	465	1846	418	344	388	442	1592	3438
1600	487	498	450	468	1903	432	439	426	415	1712	3615
1700	458	473	421	456	1808	414	428	429	420	1691	3499
1800	461	383	428	430	1702	391	360	358	331	1440	3142
1900	370	316	350	284	1320	292	285	296	300	1173	2493
2000	351	334	336	298	1319	306	255	262	260	1083	2402
2100	270	268	268	204	1010	215	205	182	154	756	1766
2200	219	218	194	177	808	130	131	104	106	471	1279
2300	140	132	104	86	462	78	57	69	63	267	729
24-Hour Totals:					26809					25624	52433

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1569	845	1741	845	3310
P.M.	1600	1903	1545	1739	1545	3639
Daily	1600	1903	845	1741	1545	3639

Generated by SPS 5.0.53P

Description: US 98 WEST OF CLARA AVE
Start Date: 05/16/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	54	43	49	40	186	25	23	25	25	98	284
0100	31	43	31	17	122	22	9	16	16	63	185
0200	17	26	8	9	60	15	15	8	16	54	114
0300	8	13	26	28	75	12	24	34	35	105	180
0400	24	44	39	48	155	37	48	84	107	276	431
0500	58	88	119	136	401	83	139	168	232	622	1023
0600	185	227	309	382	1103	257	388	470	437	1552	2655
0700	462	496	490	547	1995	413	422	531	485	1851	3846
0800	462	458	463	517	1900	472	479	482	513	1946	3846
0900	424	417	473	461	1775	527	535	522	522	2106	3881
1000	414	438	453	492	1797	505	477	523	466	1971	3768
1100	442	459	487	459	1847	483	478	471	421	1853	3700
1200	448	516	505	470	1939	490	465	499	471	1925	3864
1300	508	474	468	534	1984	471	446	495	458	1870	3854
1400	576	523	525	546	2170	510	495	522	516	2043	4213
1500	461	540	574	456	2031	564	595	499	502	2160	4191
1600	589	602	570	588	2349	553	525	509	509	2096	4445
1700	647	608	567	590	2412	482	504	464	478	1928	4340
1800	563	476	471	382	1892	365	368	394	341	1468	3360
1900	379	410	321	345	1455	253	298	293	275	1119	2574
2000	292	354	336	287	1269	293	272	249	242	1056	2325
2100	257	225	211	193	886	199	194	163	167	723	1609
2200	239	211	193	169	812	125	143	111	65	444	1256
2300	177	144	107	92	520	69	56	48	43	216	736
24-Hour Totals:					31135					29545	60680

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	1995	845	2097	845	3928
P.M.	1630	2413	1430	2197	1600	4445
Daily	1630	2413	1430	2197	1600	4445

Generated by SPS 5.0.53P

Description: US 98 WEST OF CLARA AVE
Start Date: 05/17/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	77	50	58	40	225	35	39	38	21	133	358
0100	44	35	21	18	118	23	21	19	21	84	202
0200	21	29	19	14	83	22	20	23	20	85	168
0300	17	16	33	30	96	26	28	32	36	122	218
0400	29	35	38	56	158	57	68	89	88	302	460
0500	65	89	106	139	399	93	120	182	255	650	1049
0600	167	235	361	381	1144	290	405	445	411	1551	2695
0700	447	513	508	528	1996	430	500	522	510	1962	3958
0800	454	432	507	455	1848	517	559	528	573	2177	4025
0900	449	425	470	491	1835	503	456	510	518	1987	3822
1000	410	475	430	490	1805	545	474	534	515	2068	3873
1100	431	469	465	524	1889	532	455	531	492	2010	3899
1200	497	524	533	526	2080	523	472	489	485	1969	4049
1300	552	494	491	515	2052	542	454	478	494	1968	4020
1400	518	511	573	519	2121	463	503	532	460	1958	4079
1500	561	518	585	561	2225	608	573	540	539	2260	4485
1600	632	603	588	601	2424	543	529	518	521	2111	4535
1700	623	597	592	603	2415	587	508	483	472	2050	4465
1800	598	548	521	410	2077	410	408	415	365	1598	3675
1900	365	404	364	350	1483	295	356	314	277	1242	2725
2000	362	386	367	276	1391	291	253	241	207	992	2383
2100	308	266	209	207	990	208	173	168	148	697	1687
2200	215	202	164	156	737	143	118	89	88	438	1175
2300	195	151	104	99	549	85	57	50	42	234	783
24-Hour Totals:					32140					30648	62788

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2003	800	2177	715	4052
P.M.	1600	2424	1500	2260	1615	4570
Daily	1600	2424	1500	2260	1615	4570

Generated by SPS 5.0.53P

Description: US 98 WEST OF CLARA AVE
Start Date: 05/18/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	83	71	57	40	251	34	40	27	29	130	381
0100	39	26	37	25	127	22	28	30	23	103	230
0200	18	30	48	27	123	21	17	21	27	86	209
0300	24	14	24	33	95	21	21	33	37	112	207
0400	36	39	37	54	166	43	54	83	88	268	434
0500	63	98	110	137	408	94	161	183	266	704	1112
0600	170	250	316	353	1089	276	400	431	421	1528	2617
0700	472	450	469	512	1903	444	481	542	544	2011	3914
0800	414	458	486	521	1879	489	533	495	540	2057	3936
0900	512	485	451	492	1940	545	553	526	585	2209	4149
1000	427	473	449	481	1830	579	547	574	487	2187	4017
1100	492	475	527	447	1941	548	492	538	479	2057	3998
1200	510	531	518	533	2092	508	509	532	513	2062	4154
1300	628	584	551	561	2324	494	486	485	481	1946	4270
1400	589	552	601	558	2300	511	539	560	484	2094	4394
1500	557	570	597	628	2352	593	557	554	552	2256	4608
1600	636	581	603	614	2434	551	587	525	536	2199	4633
1700	659	608	635	593	2495	578	555	572	576	2281	4776
1800	594	581	520	529	2224	427	449	430	378	1684	3908
1900	411	410	390	386	1597	340	379	333	340	1392	2989
2000	388	379	398	366	1531	318	297	275	263	1153	2684
2100	355	318	306	265	1244	233	227	230	163	853	2097
2200	293	290	254	228	1065	160	142	103	122	527	1592
2300	184	155	135	110	584	85	84	74	59	302	886
24-Hour Totals:					33994					32201	66195

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	2004	845	2164	830	4137
P.M.	1645	2516	1700	2281	1700	4776
Daily	1645	2516	945	2285	1700	4776

Generated by SPS 5.0.53P

County: 46
Station: 0277
Description: US 98 (BACK BEACH) - 0.200 M W OF ALF COLEMAN RD
Start Date: 05/16/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	50	43	50	40	183	28	26	24	28	106	289
0100	31	40	33	18	122	19	9	15	16	59	181
0200	17	25	8	8	58	15	17	8	19	59	117
0300	9	15	22	24	70	20	19	42	29	110	180
0400	23	39	37	49	148	39	53	64	110	266	414
0500	62	89	129	139	419	77	127	178	233	615	1034
0600	200	240	288	395	1123	283	374	486	457	1600	2723
0700	422	476	517	535	1950	380	435	518	469	1802	3752
0800	463	411	469	527	1870	492	432	445	507	1876	3746
0900	419	374	454	420	1667	510	463	456	517	1946	3613
1000	445	410	486	441	1782	468	500	453	463	1884	3666
1100	465	425	519	429	1838	464	449	433	422	1768	3606
1200	497	460	505	433	1895	477	463	467	441	1848	3743
1300	474	457	447	474	1852	465	469	458	491	1883	3735
1400	539	502	517	508	2066	473	492	481	481	1927	3993
1500	444	514	561	436	1955	562	514	531	463	2070	4025
1600	537	546	530	538	2151	473	537	508	456	1974	4125
1700	545	539	530	525	2139	453	489	449	390	1781	3920
1800	534	457	448	389	1828	364	351	324	325	1364	3192
1900	332	392	300	324	1348	270	263	292	241	1066	2414
2000	267	332	319	275	1193	295	247	233	237	1012	2205
2100	253	197	210	171	831	176	183	147	152	658	1489
2200	206	207	181	159	753	123	117	91	63	394	1147
2300	162	128	101	83	474	54	57	49	42	202	676
24-Hour Totals:					29715					28270	57985

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1991	845	1936	715	3905
P.M.	1615	2159	1445	2088	1600	4125
Daily	1615	2159	1445	2088	1600	4125

Generated by SPS 5.0.0.61

County: 46
Station: 0277
Description: US 98 (BACK BEACH) - 0.200 M W OF ALF COLEMAN RD
Start Date: 05/17/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	74	50	50	44	218	33	32	33	22	120	338
0100	43	31	23	21	118	18	18	21	21	78	196
0200	19	26	12	11	68	21	21	28	25	95	163
0300	15	13	32	27	87	22	27	37	31	117	204
0400	29	33	40	53	155	59	72	82	80	293	448
0500	70	83	117	140	410	90	110	208	228	636	1046
0600	181	227	358	384	1150	295	386	446	409	1536	2686
0700	404	518	499	510	1931	425	537	541	443	1946	3877
0800	458	422	462	439	1781	540	500	528	535	2103	3884
0900	441	412	446	467	1766	444	487	469	518	1918	3684
1000	431	439	456	456	1782	472	465	503	482	1922	3704
1100	473	415	450	494	1832	459	465	496	486	1906	3738
1200	479	512	511	484	1986	464	447	491	507	1909	3895
1300	520	423	486	464	1893	509	423	451	490	1873	3766
1400	505	497	550	480	2032	487	493	493	488	1961	3993
1500	515	503	528	540	2086	600	479	528	523	2130	4216
1600	550	558	564	546	2218	497	549	466	477	1989	4207
1700	545	592	545	571	2253	516	513	467	415	1911	4164
1800	536	491	470	406	1903	416	381	340	345	1482	3385
1900	341	385	348	320	1394	301	276	304	238	1119	2513
2000	311	355	334	267	1267	275	221	230	198	924	2191
2100	293	240	202	181	916	178	178	161	151	668	1584
2200	209	190	158	157	714	132	104	79	98	413	1127
2300	182	151	108	87	528	66	55	52	47	220	748
24-Hour Totals:					30488					29269	59757

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1985	800	2103	715	4046
P.M.	1700	2253	1500	2130	1530	4273
Daily	1700	2253	1500	2130	1530	4273

Generated by SPS 5.0.53P

County: 46
Station: 0277
Description: US 98 (BACK BEACH) - 0.200 M W OF ALF COLEMAN RD
Start Date: 05/18/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	74	73	59	38	244	39	39	34	27	139	383
0100	42	28	31	23	124	23	30	35	23	111	235
0200	21	35	51	23	130	25	21	21	26	93	223
0300	26	14	25	35	100	25	23	35	41	124	224
0400	30	40	38	53	161	44	55	74	84	257	418
0500	70	96	118	142	426	87	154	189	246	676	1102
0600	168	252	292	348	1060	301	401	430	414	1546	2606
0700	433	423	467	507	1830	434	521	537	477	1969	3799
0800	413	438	469	483	1803	512	494	529	530	2065	3868
0900	434	466	456	422	1778	522	517	517	516	2072	3850
1000	441	447	458	425	1771	495	540	483	499	2017	3788
1100	502	410	534	399	1845	496	455	454	450	1855	3700
1200	512	476	499	469	1956	465	501	511	486	1963	3919
1300	541	545	528	465	2079	450	470	450	495	1865	3944
1400	556	505	553	536	2150	470	540	502	491	2003	4153
1500	523	479	587	553	2142	587	518	560	516	2181	4323
1600	543	599	546	547	2235	465	501	483	478	1927	4162
1700	587	563	584	559	2293	536	514	574	443	2067	4360
1800	554	545	482	506	2087	416	392	375	348	1531	3618
1900	361	365	360	332	1418	316	348	322	298	1284	2702
2000	333	365	361	318	1377	306	266	249	266	1087	2464
2100	339	279	285	231	1134	232	207	221	144	804	1938
2200	265	277	215	233	990	163	134	98	117	512	1502
2300	175	150	135	112	572	85	81	70	61	297	869
24-Hour Totals:					31705					30445	62150

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1852	830	2098	830	3950
P.M.	1700	2293	1500	2181	1645	4383
Daily	1700	2293	1500	2181	1645	4383

Generated by SPS 5.0.53P

Description: US 98 WEST OF RICHARD JACKSON BLVD
Start Date: 05/16/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	62	49	42	51	204	29	35	23	33	120	324
0100	40	31	40	20	131	18	9	21	18	66	197
0200	20	28	10	11	69	16	16	6	20	58	127
0300	9	14	24	23	70	17	21	42	28	108	178
0400	29	34	39	50	152	44	57	69	106	276	428
0500	58	78	135	124	395	77	123	186	225	611	1006
0600	214	243	261	381	1099	277	362	481	446	1566	2665
0700	386	480	459	448	1773	390	474	505	624	1993	3766
0800	409	392	427	471	1699	627	535	498	534	2194	3893
0900	363	401	393	438	1595	427	464	463	506	1860	3455
1000	391	410	464	415	1680	456	473	441	445	1815	3495
1100	417	409	472	445	1743	437	433	414	405	1689	3432
1200	477	487	517	423	1904	453	434	448	404	1739	3643
1300	458	465	427	476	1826	445	445	457	462	1809	3635
1400	559	518	517	483	2077	481	483	470	490	1924	4001
1500	471	525	547	461	2004	493	482	522	441	1938	3942
1600	506	527	544	513	2090	438	522	494	424	1878	3968
1700	534	575	527	472	2108	433	514	452	403	1802	3910
1800	511	473	406	373	1763	357	341	313	326	1337	3100
1900	355	337	300	318	1310	280	252	278	239	1049	2359
2000	313	328	313	281	1235	269	264	234	229	996	2231
2100	219	218	212	167	816	170	194	146	154	664	1480
2200	206	200	168	157	731	117	113	96	65	391	1122
2300	148	137	102	93	480	53	56	52	41	202	682
24-Hour Totals:					28954					28085	57039

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1796	730	2291	715	4026
P.M.	1630	2166	1445	1987	1630	4031
Daily	1630	2166	730	2291	1630	4031

Generated by SPS 5.0.53P

Description: US 98 WEST OF RICHARD JACKSON BLVD
Start Date: 05/17/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	90	50	57	40	237	34	31	35	22	122	359
0100	44	39	28	21	132	24	22	17	24	87	219
0200	22	28	19	12	81	24	22	27	24	97	178
0300	21	14	31	23	89	20	25	40	31	116	205
0400	34	31	28	58	151	50	73	84	79	286	437
0500	67	68	128	139	402	87	116	201	235	639	1041
0600	194	227	316	381	1118	288	376	470	403	1537	2655
0700	365	499	448	463	1775	426	554	538	528	2046	3821
0800	450	400	442	449	1741	585	493	545	530	2153	3894
0900	362	445	384	456	1647	440	476	442	520	1878	3525
1000	380	430	463	419	1692	444	454	475	479	1852	3544
1100	436	412	396	474	1718	459	454	526	431	1870	3588
1200	471	486	531	495	1983	434	421	461	488	1804	3787
1300	485	461	496	467	1909	483	411	426	462	1782	3691
1400	527	482	522	508	2039	465	504	449	491	1909	3948
1500	517	489	512	528	2046	497	461	502	493	1953	3999
1600	535	569	576	520	2200	460	539	458	456	1913	4113
1700	513	571	537	498	2119	485	513	434	376	1808	3927
1800	502	503	420	399	1824	403	364	342	333	1442	3266
1900	368	358	323	336	1385	296	278	297	229	1100	2485
2000	319	327	327	278	1251	257	212	217	196	882	2133
2100	291	257	219	188	955	174	167	160	150	651	1606
2200	215	184	67	77	543	127	104	84	105	420	963
2300	84	77	54	42	257	62	60	61	41	224	481
24-Hour Totals:					29294					28571	57865

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1860	715	2205	715	4065
P.M.	1545	2208	1530	1994	1545	4158
Daily	1545	2208	715	2205	1545	4158

Generated by SPS 5.0.53P

Description: US 98 WEST OF RICHARD JACKSON BLVD
Start Date: 05/18/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	38	46	33	29	146	36	33	32	27	128	274
0100	46	21	34	23	124	26	29	31	22	108	232
0200	29	29	48	23	129	25	21	18	26	90	219
0300	27	18	24	34	103	27	23	38	42	130	233
0400	29	35	42	52	158	45	55	82	84	266	424
0500	66	89	133	120	408	85	153	190	240	668	1076
0600	180	252	267	368	1067	298	398	412	434	1542	2609
0700	387	436	400	444	1667	437	537	565	534	2073	3740
0800	400	401	462	443	1706	556	508	547	536	2147	3853
0900	408	465	437	415	1725	516	516	492	504	2028	3753
1000	418	430	425	412	1685	490	508	451	468	1917	3602
1100	483	429	477	420	1809	463	437	458	438	1796	3605
1200	490	489	511	500	1990	442	485	461	456	1844	3834
1300	506	514	500	513	2033	440	438	443	470	1791	3824
1400	504	512	520	519	2055	476	507	462	504	1949	4004
1500	525	490	550	518	2083	514	521	576	455	2066	4149
1600	542	559	525	523	2149	409	499	465	475	1848	3997
1700	521	476	498	495	1990	520	547	580	482	2129	4119
1800	478	510	383	440	1811	422	404	357	352	1535	3346
1900	389	342	374	325	1430	330	328	323	288	1269	2699
2000	357	317	345	351	1370	297	267	245	239	1048	2418
2100	335	316	315	254	1220	200	182	202	150	734	1954
2200	294	251	209	228	982	155	130	102	116	503	1485
2300	167	160	139	113	579	74	81	82	64	301	880
24-Hour Totals:					30419					29910	60329

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1778	715	2192	830	3893
P.M.	1530	2169	1700	2129	1445	4199
Daily	1530	2169	715	2192	1445	4199

Generated by SPS 5.0.53P

Description: US 98 WEST OF MOYLAN RD
Start Date: 05/16/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	61	53	46	41	201	34	37	28	24	123	324
0100	42	24	32	16	114	21	9	21	18	69	183
0200	20	27	9	12	68	9	13	11	16	49	117
0300	12	14	18	22	66	12	25	33	32	102	168
0400	29	27	41	40	137	37	60	69	108	274	411
0500	59	85	136	132	412	79	117	190	251	637	1049
0600	219	262	303	371	1155	281	416	463	462	1622	2777
0700	460	531	552	436	1979	570	511	625	634	2340	4319
0800	417	393	395	456	1661	584	534	489	496	2103	3764
0900	393	373	395	394	1555	451	437	498	471	1857	3412
1000	386	383	458	385	1612	422	404	431	447	1704	3316
1100	410	360	469	459	1698	446	386	436	376	1644	3342
1200	457	433	504	413	1807	445	394	443	388	1670	3477
1300	476	442	449	463	1830	443	436	433	493	1805	3635
1400	525	540	577	474	2116	504	440	435	469	1848	3964
1500	470	570	541	492	2073	480	512	471	463	1926	3999
1600	529	559	528	558	2174	456	497	459	486	1898	4072
1700	615	609	505	554	2283	497	484	514	402	1897	4180
1800	527	410	458	390	1785	317	324	340	281	1262	3047
1900	319	327	299	309	1254	256	283	253	244	1036	2290
2000	277	334	283	324	1218	239	265	228	196	928	2146
2100	251	208	210	182	851	187	175	124	150	636	1487
2200	204	196	165	170	735	115	108	106	64	393	1128
2300	140	136	101	89	466	59	64	47	44	214	680
24-Hour Totals:					29250					28037	57287

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	1979	730	2377	700	4319
P.M.	1630	2310	1645	1981	1645	4268
Daily	1630	2310	730	2377	700	4319

Generated by SPS 5.0.53P

Description: US 98 WEST OF MOYLAN RD
Start Date: 05/17/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	89	54	42	35	220	39	33	32	24	128	348
0100	49	39	33	23	144	22	24	19	26	91	235
0200	25	22	14	17	78	23	24	23	25	95	173
0300	22	14	21	24	81	26	23	36	36	121	202
0400	30	38	36	43	147	50	84	68	88	290	437
0500	55	90	109	166	420	83	121	204	248	656	1076
0600	199	263	323	380	1165	272	437	483	443	1635	2800
0700	410	511	552	493	1966	584	595	572	568	2319	4285
0800	450	422	403	427	1702	595	548	553	493	2189	3891
0900	392	412	396	452	1652	444	444	510	479	1877	3529
1000	399	408	456	385	1648	417	412	469	474	1772	3420
1100	431	414	396	436	1677	429	424	506	396	1755	3432
1200	471	474	500	461	1906	426	415	463	444	1748	3654
1300	472	424	451	438	1785	465	387	446	414	1712	3497
1400	526	488	557	489	2060	471	435	456	456	1818	3878
1500	516	554	493	546	2109	512	476	456	509	1953	4062
1600	565	566	569	586	2286	482	508	460	476	1926	4212
1700	582	570	557	536	2245	526	460	432	412	1830	4075
1800	503	464	452	389	1808	357	376	384	286	1403	3211
1900	311	340	304	322	1277	262	286	252	220	1020	2297
2000	298	308	260	268	1134	219	222	215	186	842	1976
2100	271	230	218	205	924	167	163	154	147	631	1555
2200	202	194	139	146	681	114	119	92	88	413	1094
2300	165	153	114	99	531	76	56	51	38	221	752
24-Hour Totals:					29646					28445	58091

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2006	715	2330	715	4336
P.M.	1630	2307	1615	1970	1615	4273
Daily	1630	2307	715	2330	715	4336

Generated by SPS 5.0.53P

Description: US 98 WEST OF MOYLAN RD
Start Date: 05/18/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	72	67	57	41	237	32	34	33	30	129	366
0100	51	27	28	25	131	20	27	32	29	108	239
0200	31	31	39	30	131	22	26	22	28	98	229
0300	24	19	22	32	97	26	27	33	41	127	224
0400	22	35	41	39	137	38	54	82	86	260	397
0500	66	86	120	139	411	82	158	197	252	689	1100
0600	191	264	276	381	1112	262	431	414	485	1592	2704
0700	424	505	493	468	1890	615	584	642	551	2392	4282
0800	388	432	425	432	1677	549	535	501	575	2160	3837
0900	393	413	444	409	1659	552	472	530	468	2022	3681
1000	468	383	449	416	1716	440	458	465	440	1803	3519
1100	429	391	465	399	1684	444	404	455	408	1711	3395
1200	439	441	497	480	1857	390	444	487	376	1697	3554
1300	517	483	518	482	2000	444	406	505	402	1757	3757
1400	519	507	537	496	2059	502	441	456	460	1859	3918
1500	535	545	529	544	2153	502	517	507	489	2015	4168
1600	585	579	567	560	2291	464	494	464	509	1931	4222
1700	577	560	520	543	2200	520	557	592	518	2187	4387
1800	491	464	471	423	1849	385	376	360	319	1440	3289
1900	375	350	305	339	1369	308	325	265	254	1152	2521
2000	320	302	281	329	1232	242	243	230	206	921	2153
2100	331	304	316	281	1232	197	156	196	156	705	1937
2200	279	230	226	183	918	136	131	103	107	477	1395
2300	200	144	131	115	590	73	87	72	61	293	883
24-Hour Totals:					30632					29525	60157

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	1890	700	2392	700	4282
P.M.	1600	2291	1700	2187	1645	4395
Daily	1600	2291	700	2392	1645	4395

Generated by SPS 5.0.53P

Description: US 98 WEST OF CHIP SEAL - CAULEY AVE
Start Date: 05/16/2023
Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	50	44	36	32	162
0100	37	16	26	8	87
0200	13	21	8	10	52
0300	12	13	19	18	62
0400	27	25	41	33	126
0500	56	76	124	126	382
0600	198	251	276	353	1078
0700	437	461	513	409	1820
0800	371	366	330	411	1478
0900	342	338	344	343	1367
1000	337	333	406	329	1405
1100	377	289	442	373	1481
1200	399	356	440	350	1545
1300	400	381	398	406	1585
1400	411	506	498	423	1838
1500	395	510	468	437	1810
1600	453	487	449	478	1867
1700	534	543	455	499	2031
1800	463	338	382	351	1534
1900	268	263	240	242	1013
2000	221	257	214	261	953
2100	214	168	176	157	715
2200	166	150	136	143	595
2300	109	106	81	68	364
24-Hour Totals:					25350

Peak Volume Information

	Hour	Volume
A.M.	700	1820
P.M.	1700	2031
Daily	1700	2031

Generated by SPS 5.0.0.61

Description: US 98 WEST OF CHIP SEAL - CAULEY AVE
Start Date: 05/17/2023
Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	67	40	42	26	175
0100	37	34	30	18	119
0200	21	17	14	15	67
0300	19	12	20	22	73
0400	23	37	31	38	129
0500	56	75	103	156	390
0600	170	248	292	370	1080
0700	388	468	539	439	1834
0800	398	379	373	386	1536
0900	317	350	337	382	1386
1000	343	350	385	320	1398
1100	362	328	370	386	1446
1200	414	397	428	412	1651
1300	412	364	403	402	1581
1400	455	429	490	415	1789
1500	460	477	444	470	1851
1600	488	487	485	480	1940
1700	507	500	535	436	1978
1800	432	366	372	335	1505
1900	263	276	260	229	1028
2000	246	243	202	206	897
2100	196	205	187	161	749
2200	164	166	102	117	549
2300	124	118	95	77	414
24-Hour Totals:					25565

Peak Volume Information

	Hour	Volume
A.M.	715	1844
P.M.	1645	2022
Daily	1645	2022

Generated by SPS 5.0.0.61

Description: US 98 WEST OF CHIP SEAL - CAULEY AVE
Start Date: 05/18/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	58	54	43	37	192	32	26	23	27	108	300
0100	45	23	27	20	115	18	20	28	22	88	203
0200	27	29	28	32	116	13	19	15	18	65	181
0300	19	18	17	34	88	20	13	24	35	92	180
0400	23	34	38	37	132	26	37	67	74	204	336
0500	63	69	114	132	378	62	117	152	209	540	918
0600	164	256	252	363	1035	253	345	346	397	1341	2376
0700	389	475	470	432	1766	479	505	507	506	1997	3763
0800	335	392	373	378	1478	468	429	478	490	1865	3343
0900	331	372	374	357	1434	482	447	407	435	1771	3205
1000	427	310	413	366	1516	352	417	365	403	1537	3053
1100	388	347	423	341	1499	339	375	375	373	1462	2961
1200	376	373	444	399	1592	292	396	380	360	1428	3020
1300	427	405	443	442	1717	334	392	393	396	1515	3232
1400	450	439	468	420	1777	399	408	356	429	1592	3369
1500	474	456	455	477	1862	447	439	455	447	1788	3650
1600	486	480	513	485	1964	391	407	445	424	1667	3631
1700	513	502	497	436	1948	439	504	505	443	1891	3839
1800	449	372	376	368	1565	353	351	280	270	1254	2819
1900	298	304	253	253	1108	280	272	209	207	968	2076
2000	246	223	227	264	960	227	191	207	196	821	1781
2100	255	234	278	237	1004	161	135	149	133	578	1582
2200	212	198	169	130	709	120	100	85	94	399	1108
2300	168	110	100	84	462	51	59	52	44	206	668
24-Hour Totals:					26417					25177	51594

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	1766	700	1997	700	3763
P.M.	1630	2013	1700	1891	1645	3869
Daily	1630	2013	700	1997	1645	3869

Generated by SPS 5.0.53P

County: 46
Station: 0203
Description: US 98 (BACK BCH) - 425' E OF CAULEY AVE (W OF RAMP
Start Date: 05/16/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	65	35	40	33	173	22	28	27	24	101	274
0100	31	21	31	9	92	14	9	16	12	51	143
0200	13	20	9	7	49	10	11	11	12	44	93
0300	14	13	17	19	63	11	22	30	28	91	154
0400	28	19	45	39	131	33	51	66	74	224	355
0500	57	73	131	121	382	68	97	184	227	576	958
0600	213	227	276	343	1059	254	397	407	468	1526	2585
0700	378	481	493	431	1783	458	479	521	575	2033	3816
0800	380	343	328	399	1450	502	449	518	471	1940	3390
0900	326	351	307	353	1337	365	478	426	434	1703	3040
1000	307	348	345	359	1359	335	388	355	431	1509	2868
1100	337	302	420	364	1423	332	361	358	351	1402	2825
1200	366	377	402	364	1509	357	385	377	352	1471	2980
1300	392	384	360	393	1529	370	419	387	450	1626	3155
1400	402	504	478	449	1833	404	394	375	423	1596	3429
1500	359	488	484	415	1746	437	438	448	451	1774	3520
1600	430	478	469	439	1816	398	472	420	431	1721	3537
1700	492	497	465	446	1900	486	507	464	325	1782	3682
1800	470	371	333	339	1513	318	343	270	256	1187	2700
1900	286	315	228	239	1068	229	231	211	201	872	1940
2000	256	250	234	295	1035	188	233	193	151	765	1800
2100	219	203	160	161	743	149	137	106	124	516	1259
2200	167	153	132	136	588	90	89	68	65	312	900
2300	106	113	75	68	362	41	49	29	34	153	515
24-Hour Totals:					24943					24975	49918

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1785	715	2077	715	3862
P.M.	1700	1900	1645	1888	1645	3781
Daily	1700	1900	715	2077	715	3862

Generated by SPS 5.0.53P

County: 46
Station: 0203
Description: US 98 (BACK BCH) - 425' E OF CAULEY AVE (W OF RAMP
Start Date: 05/17/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	69	39	36	32	176	31	27	27	18	103	279
0100	34	38	30	14	116	16	22	12	27	77	193
0200	23	15	15	14	67	23	21	25	20	89	156
0300	17	14	17	20	68	21	23	31	31	106	174
0400	22	35	31	39	127	49	65	61	69	244	371
0500	54	85	105	148	392	79	121	179	234	613	1005
0600	184	238	302	321	1045	270	382	417	483	1552	2597
0700	359	496	522	454	1831	525	541	467	536	2069	3900
0800	399	339	371	402	1511	508	512	483	444	1947	3458
0900	287	361	288	410	1346	375	395	456	441	1667	3013
1000	324	367	322	363	1376	329	413	373	432	1547	2923
1100	347	327	339	372	1385	346	400	404	370	1520	2905
1200	380	418	380	439	1617	328	380	383	410	1501	3118
1300	365	388	365	383	1501	384	392	377	382	1535	3036
1400	428	440	480	427	1775	368	391	366	437	1562	3337
1500	413	442	453	441	1749	456	422	457	436	1771	3520
1600	453	482	493	449	1877	426	427	426	422	1701	3578
1700	479	481	538	421	1919	438	410	417	341	1606	3525
1800	421	381	335	330	1467	301	351	282	247	1181	2648
1900	265	256	239	240	1000	250	229	210	178	867	1867
2000	259	219	206	217	901	202	194	188	160	744	1645
2100	182	249	184	167	782	126	145	131	106	508	1290
2200	178	151	99	115	543	99	88	77	79	343	886
2300	115	127	88	81	411	55	50	40	31	176	587
24-Hour Totals:					24982					25029	50011

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1871	700	2069	715	3923
P.M.	1645	1947	1445	1772	1645	3634
Daily	1645	1947	700	2069	715	3923

Generated by SPS 5.0.53P

County: 46
Station: 0203
Description: US 98 (BACK BCH) - 425' E OF CAULEY AVE (W OF RAMP
Start Date: 05/18/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	60	46	47	38	191	32	23	25	28	108	299
0100	45	24	27	15	111	22	26	37	20	105	216
0200	32	29	30	35	126	15	24	18	24	81	207
0300	18	18	20	32	88	24	18	32	39	113	201
0400	24	32	37	45	138	30	45	73	85	233	371
0500	64	73	118	128	383	77	143	175	232	627	1010
0600	177	241	261	322	1001	260	363	418	466	1507	2508
0700	363	488	461	431	1743	522	584	527	514	2147	3890
0800	365	358	398	361	1482	476	454	518	524	1972	3454
0900	324	387	323	367	1401	487	443	426	453	1809	3210
1000	398	330	353	383	1464	348	440	396	380	1564	3028
1100	371	348	375	346	1440	361	393	374	359	1487	2927
1200	324	376	393	413	1506	325	432	394	341	1492	2998
1300	389	436	396	431	1652	354	396	423	412	1585	3237
1400	419	440	432	441	1732	381	433	334	471	1619	3351
1500	429	446	470	450	1795	439	439	466	439	1783	3578
1600	464	469	506	437	1876	426	437	438	470	1771	3647
1700	466	463	474	386	1789	480	574	542	410	2006	3795
1800	442	416	332	342	1532	342	334	312	264	1252	2784
1900	365	315	230	270	1180	257	223	220	206	906	2086
2000	253	208	246	313	1020	211	190	197	176	774	1794
2100	233	244	253	235	965	165	131	155	135	586	1551
2200	231	186	156	129	702	111	103	99	84	397	1099
2300	168	118	98	79	463	54	61	57	48	220	683
24-Hour Totals:					25780					26144	51924

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1745	700	2147	700	3890
P.M.	1545	1889	1645	2066	1645	3906
Daily	1545	1889	700	2147	1645	3906

Generated by SPS 5.0.53P

Description: ALF COLEMAN RD NORTH OF US 98
Start Date: 05/16/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	2	0	1	4	0	0	1	0	1	5
0100	0	0	0	0	0	1	0	0	0	1	1
0200	0	0	1	0	1	0	0	1	0	1	2
0300	0	0	0	0	0	0	1	3	1	5	5
0400	0	2	0	2	4	0	3	1	2	6	10
0500	2	0	1	3	6	2	2	1	4	9	15
0600	2	4	10	35	51	6	8	5	16	35	86
0700	42	74	133	237	486	19	33	61	89	202	688
0800	336	139	51	56	582	186	114	51	35	386	968
0900	44	46	42	54	186	40	31	30	38	139	325
1000	33	23	21	21	98	33	31	36	28	128	226
1100	36	33	31	35	135	22	53	52	27	154	289
1200	36	27	28	34	125	66	32	42	44	184	309
1300	47	34	31	42	154	31	45	53	55	184	338
1400	38	65	62	85	250	46	57	62	48	213	463
1500	71	39	32	30	172	340	144	70	34	588	760
1600	18	29	24	23	94	34	25	35	32	126	220
1700	37	27	42	41	147	40	55	19	13	127	274
1800	20	14	35	52	121	11	8	21	24	64	185
1900	18	10	12	9	49	15	7	13	20	55	104
2000	14	3	10	3	30	92	10	7	8	117	147
2100	2	2	4	4	12	1	0	4	4	9	21
2200	0	3	6	4	13	1	3	3	1	8	21
2300	0	1	1	2	4	1	1	0	0	2	6
24-Hour Totals:					2724					2744	5468

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	845	730	450	730	1295
P.M.	1415	283	1445	602	1430	851
Daily	730	845	1445	602	730	1295

Generated by SPS 5.0.0.61

Description: ALF COLEMAN RD NORTH OF US 98
Start Date: 05/17/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	0	2	1	3	0	0	2	0	2	5
0100	0	0	0	0	0	0	0	1	0	1	1
0200	0	3	2	0	5	0	0	4	0	4	9
0300	0	1	0	2	3	0	1	1	0	2	5
0400	2	2	1	2	7	4	2	2	1	9	16
0500	0	1	2	2	5	2	1	5	6	14	19
0600	5	12	19	27	63	3	15	8	17	43	106
0700	42	73	135	224	474	23	26	64	93	206	680
0800	270	147	60	54	531	170	103	52	43	368	899
0900	54	30	28	44	156	29	25	30	52	136	292
1000	42	27	34	34	137	32	42	27	28	129	266
1100	30	36	48	38	152	26	52	39	44	161	313
1200	31	38	27	38	134	50	50	53	30	183	317
1300	49	28	35	30	142	32	55	45	50	182	324
1400	48	54	77	95	274	57	56	75	76	264	538
1500	70	58	37	29	194	329	84	54	45	512	706
1600	34	27	36	43	140	46	35	62	44	187	327
1700	33	29	31	20	113	59	21	14	29	123	236
1800	20	13	20	13	66	13	13	16	13	55	121
1900	10	11	13	12	46	19	11	12	11	53	99
2000	9	5	9	9	32	9	5	18	9	41	73
2100	2	4	2	5	13	6	4	7	4	21	34
2200	4	3	4	1	12	2	2	1	4	9	21
2300	4	2	2	6	14	3	0	1	6	10	24
24-Hour Totals:					2716					2715	5431

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	776	730	430	730	1206
P.M.	1430	300	1430	564	1430	864
Daily	730	776	1430	564	730	1206

Generated by SPS 5.0.0.61

Description: ALF COLEMAN RD NORTH OF US 98
Start Date: 05/18/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	1	2	0	4	4	7	0	1	12	16
0100	0	0	1	0	1	0	1	0	0	1	2
0200	1	2	0	0	3	1	1	0	2	4	7
0300	1	0	2	1	4	0	1	2	0	3	7
0400	0	0	3	2	5	0	0	0	2	2	7
0500	1	1	1	8	11	0	2	4	4	10	21
0600	12	10	15	38	75	8	10	8	21	47	122
0700	58	60	123	186	427	33	30	50	96	209	636
0800	236	130	76	73	515	160	107	72	47	386	901
0900	87	70	35	36	228	37	27	35	24	123	351
1000	33	33	27	35	128	26	57	60	57	200	328
1100	22	26	40	37	125	44	29	37	32	142	267
1200	19	24	35	24	102	28	31	35	29	123	225
1300	30	48	26	23	127	24	49	37	32	142	269
1400	43	53	60	98	254	38	62	58	68	226	480
1500	75	36	42	37	190	332	64	62	41	499	689
1600	40	52	39	50	181	48	46	45	35	174	355
1700	52	93	100	134	379	34	30	37	31	132	511
1800	89	56	31	46	222	15	27	21	30	93	315
1900	36	31	25	34	126	57	37	20	55	169	295
2000	28	23	18	25	94	33	22	40	91	186	280
2100	22	14	3	7	46	132	69	101	47	349	395
2200	6	5	5	5	21	20	10	11	5	46	67
2300	1	1	2	2	6	2	1	0	1	4	10
24-Hour Totals:					3274					3282	6556

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	675	745	435	730	1088
P.M.	1715	416	1445	526	1415	806
Daily	730	675	1445	526	730	1088

Generated by SPS 5.0.0.61

Description: CHIP SEAL PKWY NORTH OF US 98
Start Date: 05/16/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	0	1	1	2	0	0	0	0	0	2
0100	0	0	1	0	1	0	0	0	1	1	2
0200	0	1	0	0	1	0	1	0	0	1	2
0300	0	2	0	1	3	1	2	0	1	4	7
0400	0	1	0	0	1	0	2	0	1	3	4
0500	4	1	1	5	11	0	2	4	3	9	20
0600	4	10	22	53	89	2	3	11	2	18	107
0700	104	101	13	10	228	93	125	26	16	260	488
0800	3	5	9	17	34	6	5	9	6	26	60
0900	11	9	13	8	41	4	9	9	9	31	72
1000	4	10	22	15	51	15	17	10	34	76	127
1100	5	3	3	7	18	11	5	5	6	27	45
1200	4	6	12	5	27	10	2	6	10	28	55
1300	10	24	41	56	131	2	16	17	32	67	198
1400	38	12	7	8	65	114	18	18	22	172	237
1500	11	11	9	19	50	11	13	6	14	44	94
1600	17	22	18	49	106	14	13	12	11	50	156
1700	83	91	48	52	274	13	23	26	27	89	363
1800	39	32	41	54	166	22	16	10	22	70	236
1900	32	21	25	20	98	85	92	15	21	213	311
2000	19	21	11	11	62	60	30	51	49	190	252
2100	9	9	4	3	25	43	15	6	14	78	103
2200	4	1	0	1	6	9	5	0	0	14	20
2300	0	1	0	2	3	2	0	0	0	2	5
24-Hour Totals:					1493					1473	2966

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	271	700	260	645	517
P.M.	1700	274	1345	182	1700	363
Daily	630	280	700	260	645	517

Generated by SPS 5.0.0.61

Description: CHIP SEAL PKWY NORTH OF US 98
Start Date: 05/17/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	0	1	1	2	0	0	0	1	1	3
0100	0	0	0	0	0	0	0	1	0	1	1
0200	1	0	2	0	3	0	0	0	2	2	5
0300	0	0	0	1	1	0	0	0	1	1	2
0400	0	1	1	0	2	0	0	0	1	1	3
0500	0	2	0	5	7	3	4	2	4	13	20
0600	1	15	13	62	91	0	5	6	12	23	114
0700	99	96	16	7	218	92	108	39	14	253	471
0800	5	11	10	7	33	13	12	7	6	38	71
0900	8	5	6	6	25	13	6	11	5	35	60
1000	3	15	27	10	55	2	10	7	34	53	108
1100	8	8	13	4	33	8	10	6	13	37	70
1200	5	5	11	15	36	10	6	8	9	33	69
1300	20	23	35	52	130	4	23	13	31	71	201
1400	43	8	8	13	72	111	23	15	18	167	239
1500	14	12	9	12	47	21	12	11	12	56	103
1600	10	13	13	12	48	5	19	12	8	44	92
1700	22	17	31	30	100	11	11	19	14	55	155
1800	15	13	17	9	54	10	7	15	7	39	93
1900	15	11	8	7	41	8	8	6	11	33	74
2000	5	14	10	6	35	4	1	12	15	32	67
2100	4	9	2	1	16	25	24	5	18	72	88
2200	2	0	0	3	5	8	0	0	0	8	13
2300	1	0	1	1	3	1	1	0	0	2	5
24-Hour Totals:					1057					1070	2127

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	273	700	253	645	524
P.M.	1315	153	1345	180	1315	331
Daily	645	273	700	253	645	524

Generated by SPS 5.0.0.61

Description: CHIP SEAL PKWY NORTH OF US 98
Start Date: 05/18/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	0	0	0	0	1	0	0	0	1	1
0100	1	2	1	0	4	0	0	1	0	1	5
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	2	2	4	0	0	2	1	3	7
0400	0	1	1	0	2	2	0	1	2	5	7
0500	1	0	3	4	8	0	0	5	1	6	14
0600	6	10	17	58	91	1	6	8	6	21	112
0700	91	116	14	13	234	92	103	38	12	245	479
0800	20	10	13	15	58	15	13	11	11	50	108
0900	10	11	10	16	47	19	12	5	11	47	94
1000	9	9	23	15	56	7	16	6	42	71	127
1100	3	14	6	17	40	22	16	11	7	56	96
1200	16	13	8	9	46	4	8	13	6	31	77
1300	9	13	35	55	112	18	29	18	27	92	204
1400	31	13	11	9	64	103	22	21	9	155	219
1500	7	11	15	9	42	18	11	14	13	56	98
1600	11	20	30	56	117	10	16	5	7	38	155
1700	99	120	40	35	294	21	35	23	26	105	399
1800	19	9	45	41	114	23	37	36	39	135	249
1900	27	14	6	8	55	107	64	21	18	210	265
2000	9	8	17	8	42	17	14	39	55	125	167
2100	4	6	5	7	22	5	0	1	1	7	29
2200	5	7	0	3	15	3	4	4	0	11	26
2300	1	1	3	2	7	4	0	0	0	4	11
24-Hour Totals:					1474					1475	2949

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	279	700	245	645	518
P.M.	1645	315	1315	177	1645	401
Daily	1645	315	1830	246	645	518

Generated by SPS 5.0.0.61

Description: CLARA AVE NORTH OF US 98
Start Date: 05/16/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	8	1	3	16	3	1	3	3	10	26
0100	2	4	1	3	10	4	2	3	1	10	20
0200	3	4	1	0	8	3	0	1	0	4	12
0300	0	0	0	1	1	0	0	0	2	2	3
0400	1	0	2	1	4	0	1	9	7	17	21
0500	0	2	3	3	8	5	12	16	7	40	48
0600	8	3	9	7	27	12	16	32	29	89	116
0700	12	15	13	9	49	32	35	36	32	135	184
0800	18	13	13	15	59	23	35	23	32	113	172
0900	10	19	10	12	51	15	19	29	26	89	140
1000	11	14	23	12	60	25	18	12	26	81	141
1100	20	26	17	14	77	27	16	21	12	76	153
1200	12	16	18	19	65	29	25	20	24	98	163
1300	19	26	19	22	86	16	17	23	23	79	165
1400	38	23	24	23	108	14	25	27	20	86	194
1500	26	27	16	25	94	30	32	20	16	98	192
1600	23	32	30	25	110	19	25	21	29	94	204
1700	26	38	29	29	122	16	13	19	16	64	186
1800	17	31	21	24	93	15	26	8	21	70	163
1900	23	25	31	32	111	11	14	17	10	52	163
2000	24	17	19	14	74	15	12	8	10	45	119
2100	20	17	17	16	70	8	17	5	11	41	111
2200	20	13	23	11	67	8	2	15	10	35	102
2300	15	10	10	11	46	3	8	2	3	16	62
24-Hour Totals:					1416					1444	2860

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	59	700	135	700	184
P.M.	1700	122	1430	109	1430	209
Daily	1700	122	700	135	1430	209

Generated by SPS 5.0.53P

Description: CLARA AVE NORTH OF US 98
Start Date: 05/17/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	7	7	4	1	19	5	5	4	0	14	33
0100	1	5	8	1	15	4	2	5	0	11	26
0200	1	2	1	3	7	0	1	0	1	2	9
0300	1	0	0	0	1	0	0	2	1	3	4
0400	2	1	1	0	4	1	4	8	2	15	19
0500	1	2	3	6	12	11	7	21	12	51	63
0600	5	4	5	9	23	14	23	27	31	95	118
0700	14	13	17	9	53	28	37	37	34	136	189
0800	16	16	12	9	53	25	26	28	29	108	161
0900	11	11	10	18	50	26	22	19	27	94	144
1000	10	12	15	17	54	24	15	12	22	73	127
1100	9	24	9	26	68	20	29	25	23	97	165
1200	20	20	23	23	86	25	23	15	22	85	171
1300	28	16	18	17	79	27	16	21	25	89	168
1400	26	25	34	27	112	24	27	20	31	102	214
1500	28	29	24	28	109	31	22	25	20	98	207
1600	30	31	33	27	121	30	23	29	21	103	224
1700	30	41	34	38	143	25	16	17	22	80	223
1800	31	23	24	28	106	15	12	16	24	67	173
1900	20	14	20	17	71	20	8	14	9	51	122
2000	25	27	25	17	94	21	19	13	11	64	158
2100	19	20	20	16	75	17	8	10	7	42	117
2200	18	15	12	13	58	8	7	11	10	36	94
2300	12	15	8	11	46	4	13	5	3	25	71
24-Hour Totals:					1459					1541	3000

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	58	700	136	700	189
P.M.	1715	144	1415	109	1545	224
Daily	1715	144	700	136	1545	224

Generated by SPS 5.0.53P

Description: CLARA AVE NORTH OF US 98
Start Date: 05/18/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	11	6	5	6	28	2	6	1	0	9	37
0100	1	4	6	6	17	6	3	3	3	15	32
0200	1	3	3	0	7	1	2	1	4	8	15
0300	0	1	0	1	2	1	0	3	3	7	9
0400	1	0	1	0	2	4	4	5	5	18	20
0500	1	2	2	5	10	9	8	10	15	42	52
0600	8	1	9	12	30	14	15	27	25	81	111
0700	18	14	19	15	66	30	44	35	39	148	214
0800	20	11	12	14	57	37	33	23	23	116	173
0900	12	12	5	12	41	18	28	19	17	82	123
1000	13	16	17	12	58	13	17	16	18	64	122
1100	8	13	10	26	57	30	20	23	19	92	149
1200	14	22	25	18	79	23	22	22	18	85	164
1300	30	16	21	21	88	23	21	21	24	89	177
1400	21	25	18	23	87	20	19	18	20	77	164
1500	26	28	25	25	104	30	28	25	23	106	210
1600	32	23	28	17	100	18	29	21	17	85	185
1700	36	25	33	34	128	25	12	18	30	85	213
1800	22	33	31	25	111	31	19	18	14	82	193
1900	17	24	20	29	90	21	13	12	6	52	142
2000	23	14	23	16	76	6	13	10	10	39	115
2100	27	17	24	14	82	13	13	9	10	45	127
2200	21	20	13	23	77	7	13	7	13	40	117
2300	16	12	8	12	48	14	7	9	6	36	84
24-Hour Totals:					1445					1503	2948

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	68	715	155	715	223
P.M.	1700	128	1500	106	1730	220
Daily	1700	128	715	155	715	223

Generated by SPS 5.0.53P

County: 46
Station: 0258
Description: SR 79 - 0.450 M N OF US 98 (BACK BEACH)
Start Date: 05/16/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	8	8	7	8	31	14	16	29	8	67	98
0100	9	3	3	3	18	17	11	5	6	39	57
0200	4	7	5	4	20	8	2	6	1	17	37
0300	8	7	13	15	43	6	9	8	14	37	80
0400	27	23	42	50	142	7	11	23	34	75	217
0500	40	41	40	49	170	33	46	63	55	197	367
0600	74	81	80	94	329	81	135	159	200	575	904
0700	157	161	103	112	533	149	191	211	178	729	1262
0800	121	110	110	125	466	170	147	173	161	651	1117
0900	106	116	111	119	452	166	138	188	165	657	1109
1000	146	125	139	125	535	112	136	126	152	526	1061
1100	136	135	128	135	534	118	147	123	111	499	1033
1200	125	127	113	133	498	133	146	148	118	545	1043
1300	134	136	149	136	555	121	115	145	108	489	1044
1400	143	122	158	160	583	131	158	144	125	558	1141
1500	157	180	154	177	668	119	137	144	171	571	1239
1600	216	195	192	181	784	143	130	136	128	537	1321
1700	219	162	117	111	609	97	107	99	112	415	1024
1800	84	66	81	49	280	107	69	70	66	312	592
1900	57	69	74	30	230	42	45	36	69	192	422
2000	50	48	46	34	178	79	43	28	30	180	358
2100	36	41	43	35	155	23	31	15	27	96	251
2200	34	46	39	31	150	27	27	31	55	140	290
2300	14	10	18	18	60	50	59	42	25	176	236
24-Hour Totals:					8023					8280	16303

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	533	645	751	645	1266
P.M.	1615	787	1515	595	1545	1360
Daily	1615	787	645	751	1545	1360

Generated by SPS 5.0.0.61

County: 46
Station: 0258
Description: SR 79 - 0.450 M N OF US 98 (BACK BEACH)
Start Date: 05/17/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	6	7	6	3	22	23	13	3	6	45	67
0100	10	11	2	4	27	11	12	9	9	41	68
0200	1	5	8	7	21	9	9	1	2	21	42
0300	8	14	7	17	46	3	13	6	8	30	76
0400	20	32	32	38	122	6	14	25	29	74	196
0500	37	41	47	66	191	37	34	55	78	204	395
0600	90	93	84	89	356	78	120	172	154	524	880
0700	154	139	111	134	538	167	209	195	207	778	1316
0800	131	128	121	115	495	159	171	170	186	686	1181
0900	127	129	133	136	525	186	164	148	156	654	1179
1000	160	141	168	131	600	161	152	164	123	600	1200
1100	132	156	129	106	523	156	124	132	166	578	1101
1200	139	106	110	119	474	171	126	170	167	634	1108
1300	126	119	136	155	536	130	144	123	137	534	1070
1400	135	149	134	158	576	172	153	193	182	700	1276
1500	165	175	184	179	703	177	183	170	142	672	1375
1600	220	215	167	193	795	163	162	125	149	599	1394
1700	208	177	142	156	683	120	123	125	92	460	1143
1800	94	90	77	59	320	101	112	86	77	376	696
1900	58	46	57	41	202	57	64	59	63	243	445
2000	44	54	48	45	191	71	69	41	43	224	415
2100	26	28	31	32	117	49	33	25	23	130	247
2200	43	42	29	27	141	34	33	34	56	157	298
2300	22	23	19	17	81	80	45	45	34	204	285
24-Hour Totals:					8285					9168	17453

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	538	700	778	700	1316
P.M.	1530	798	1430	735	1530	1435
Daily	1530	798	700	778	1530	1435

Generated by SPS 5.0.0.61

County: 46
Station: 0258
Description: SR 79 - 0.450 M N OF US 98 (BACK BEACH)
Start Date: 05/18/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	12	6	7	7	32	33	14	13	16	76	108
0100	3	2	5	13	23	10	7	8	9	34	57
0200	4	2	9	18	33	7	11	9	6	33	66
0300	9	7	7	10	33	5	5	6	11	27	60
0400	21	34	39	35	129	12	14	23	28	77	206
0500	45	50	72	72	239	34	43	58	70	205	444
0600	88	90	77	115	370	71	160	164	170	565	935
0700	135	153	142	132	562	169	201	194	222	786	1348
0800	122	137	145	127	531	158	178	166	151	653	1184
0900	106	122	126	119	473	157	133	191	158	639	1112
1000	151	170	148	124	593	203	131	140	151	625	1218
1100	165	141	140	128	574	164	173	160	165	662	1236
1200	149	138	162	125	574	183	158	164	158	663	1237
1300	151	136	166	105	558	170	163	178	196	707	1265
1400	131	147	143	138	559	165	195	173	176	709	1268
1500	188	170	194	183	735	165	156	217	176	714	1449
1600	254	202	200	227	883	192	198	201	166	757	1640
1700	214	196	201	158	769	178	184	155	121	638	1407
1800	115	79	90	47	331	108	108	119	133	468	799
1900	69	44	54	50	217	82	92	67	58	299	516
2000	58	57	51	44	210	65	68	96	70	299	509
2100	41	37	55	30	163	54	38	71	70	233	396
2200	37	45	34	30	146	71	78	67	62	278	424
2300	36	26	29	30	121	40	40	41	29	150	271
24-Hour Totals:					8858					10297	19155

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	562	700	786	700	1348
P.M.	1600	883	1530	783	1600	1640
Daily	1600	883	700	786	1600	1640

Generated by SPS 5.0.0.61

Description: PHILIP GRIFFITS SR PKWY BETWEEN SR 79 & PIER PARK
Start Date: 05/16/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	10	15	7	36	8	5	4	2	19	55
0100	7	8	1	3	19	3	2	4	2	11	30
0200	1	3	1	2	7	2	3	1	1	7	14
0300	4	2	4	2	12	3	3	6	4	16	28
0400	5	10	9	9	33	10	12	16	19	57	90
0500	17	20	23	31	91	21	17	34	41	113	204
0600	43	57	91	86	277	37	56	67	83	243	520
0700	87	101	121	95	404	78	63	65	62	268	672
0800	61	90	91	84	326	53	53	62	77	245	571
0900	79	91	69	70	309	71	60	80	60	271	580
1000	69	77	58	66	270	58	75	62	71	266	536
1100	63	81	67	73	284	76	81	70	78	305	589
1200	66	62	60	70	258	64	73	74	88	299	557
1300	74	50	70	67	261	46	80	89	87	302	563
1400	79	92	91	75	337	111	113	78	90	392	729
1500	66	70	71	88	295	89	95	115	97	396	691
1600	108	94	114	108	424	115	132	129	124	500	924
1700	101	104	109	94	408	117	105	92	72	386	794
1800	65	56	61	41	223	75	52	65	45	237	460
1900	31	26	33	39	129	48	42	37	42	169	298
2000	38	29	21	17	105	33	41	30	30	134	239
2100	17	11	14	20	62	26	41	27	27	121	183
2200	14	14	14	29	71	29	31	18	12	90	161
2300	28	25	20	8	81	12	13	10	6	41	122
24-Hour Totals:					4722					4888	9610

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	404	645	289	645	684
P.M.	1630	427	1615	502	1600	924
Daily	1630	427	1615	502	1600	924

Generated by SPS 5.0.53P

Description: PHILIP GRIFFITS SR PKWY BETWEEN SR 79 & PIER PARK
Start Date: 05/17/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	8	5	5	5	23	9	3	4	0	16	39
0100	3	1	3	2	9	1	3	3	2	9	18
0200	1	5	0	3	9	0	2	1	1	4	13
0300	1	2	4	4	11	0	5	2	4	11	22
0400	8	9	10	12	39	10	13	18	13	54	93
0500	15	17	23	27	82	17	25	21	47	110	192
0600	36	61	80	75	252	45	69	66	82	262	514
0700	88	98	120	94	400	66	77	75	84	302	702
0800	76	72	81	98	327	69	76	60	57	262	589
0900	80	96	97	74	347	74	67	55	76	272	619
1000	78	54	53	74	259	59	76	79	62	276	535
1100	69	80	77	84	310	84	75	46	71	276	586
1200	81	73	88	69	311	75	76	73	70	294	605
1300	59	79	63	66	267	68	62	96	110	336	603
1400	79	93	76	93	341	98	112	84	92	386	727
1500	78	85	87	98	348	82	136	108	109	435	783
1600	103	109	114	102	428	128	120	125	105	478	906
1700	116	108	110	123	457	117	111	74	77	379	836
1800	90	72	55	55	272	70	57	68	48	243	515
1900	36	51	40	27	154	50	49	47	54	200	354
2000	35	37	21	21	114	37	34	44	22	137	251
2100	16	20	16	13	65	34	36	28	27	125	190
2200	24	12	21	24	81	32	27	26	13	98	179
2300	29	17	22	23	91	19	5	6	10	40	131
24-Hour Totals:					4997					5005	10002

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	400	715	305	700	702
P.M.	1700	457	1545	482	1615	908
Daily	1700	457	1545	482	1615	908

Generated by SPS 5.0.53P

Description: PHILIP GRIFFITS SR PKWY BETWEEN SR 79 & PIER PARK
Start Date: 05/18/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	10	11	3	3	27	5	4	7	4	20	47
0100	3	5	5	3	16	1	3	3	6	13	29
0200	0	4	5	4	13	6	3	2	5	16	29
0300	3	4	4	4	15	4	3	6	10	23	38
0400	6	8	13	8	35	12	11	28	15	66	101
0500	20	30	22	26	98	17	23	32	35	107	205
0600	42	68	74	90	274	50	62	64	97	273	547
0700	72	85	122	98	377	80	85	61	65	291	668
0800	69	89	101	92	351	79	81	70	65	295	646
0900	90	96	85	70	341	76	51	83	81	291	632
1000	70	77	74	77	298	84	83	78	94	339	637
1100	85	80	78	86	329	89	85	72	90	336	665
1200	74	88	77	75	314	79	69	102	89	339	653
1300	72	86	76	103	337	95	85	89	88	357	694
1400	85	90	74	89	338	87	87	92	87	353	691
1500	109	83	107	95	394	100	108	120	100	428	822
1600	128	131	130	141	530	137	143	129	128	537	1067
1700	142	137	119	111	509	97	119	121	96	433	942
1800	80	77	88	73	318	92	74	64	52	282	600
1900	66	59	39	36	200	48	59	45	56	208	408
2000	40	39	35	30	144	34	40	56	46	176	320
2100	23	22	36	31	112	44	52	44	36	176	288
2200	31	36	34	28	129	44	36	21	24	125	254
2300	12	6	15	10	43	22	16	13	10	61	104
24-Hour Totals:					5542					5545	11087

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	379	645	323	645	692
P.M.	1630	550	1600	537	1600	1067
Daily	1630	550	1600	537	1600	1067

Generated by SPS 5.0.53P

Description: PHILIP GRIFFETTS SR PKWY EAST OF PIER PARK
Start Date: 05/16/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	9	14	5	31	6	1	2	2	11	42
0100	8	5	2	3	18	3	1	3	3	10	28
0200	1	3	1	2	7	2	2	1	1	6	13
0300	3	3	4	3	13	1	3	5	4	13	26
0400	5	7	7	5	24	9	11	13	18	51	75
0500	13	16	15	28	72	19	22	26	32	99	171
0600	33	47	76	75	231	35	52	53	71	211	442
0700	79	76	96	79	330	61	57	54	58	230	560
0800	53	74	71	66	264	45	48	54	73	220	484
0900	67	64	63	52	246	52	63	70	48	233	479
1000	54	57	49	48	208	52	52	48	57	209	417
1100	45	56	55	61	217	60	65	56	56	237	454
1200	39	44	44	57	184	39	42	53	64	198	382
1300	53	39	60	54	206	30	58	62	66	216	422
1400	59	67	78	52	256	83	83	53	68	287	543
1500	53	61	59	71	244	68	71	80	84	303	547
1600	91	75	86	86	338	87	101	96	92	376	714
1700	88	69	82	76	315	76	82	65	54	277	592
1800	54	37	46	38	175	49	41	41	30	161	336
1900	33	26	22	33	114	29	28	20	28	105	219
2000	30	24	18	15	87	23	22	20	19	84	171
2100	13	6	14	18	51	15	22	21	19	77	128
2200	15	9	16	26	66	19	20	14	9	62	128
2300	23	23	15	7	68	9	7	7	1	24	92
24-Hour Totals:					3765					3700	7465

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	330	845	258	645	569
P.M.	1600	338	1600	376	1600	714
Daily	1600	338	1600	376	1600	714

Generated by SPS 5.0.53P

Description: PHILIP GRIFFETTS SR PKWY EAST OF PIER PARK
Start Date: 05/17/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	9	4	4	6	23	4	3	4	0	11	34
0100	3	0	4	2	9	0	2	4	2	8	17
0200	1	4	1	1	7	0	2	1	1	4	11
0300	3	2	3	3	11	0	4	2	4	10	21
0400	7	8	8	9	32	10	10	17	13	50	82
0500	11	17	16	20	64	14	19	21	39	93	157
0600	31	53	75	58	217	40	61	56	78	235	452
0700	77	74	109	82	342	48	57	59	70	234	576
0800	60	68	64	74	266	67	66	47	50	230	496
0900	58	74	76	62	270	66	54	48	64	232	502
1000	56	38	46	55	195	50	62	70	49	231	426
1100	62	50	51	55	218	63	57	36	57	213	431
1200	47	64	57	49	217	51	54	55	43	203	420
1300	44	74	47	50	215	50	55	72	77	254	469
1400	51	80	61	66	258	72	89	60	75	296	554
1500	61	55	68	85	269	68	88	78	82	316	585
1600	79	84	87	81	331	85	103	102	82	372	703
1700	108	83	106	101	398	85	92	50	60	287	685
1800	75	55	46	40	216	41	39	49	38	167	383
1900	28	41	29	22	120	31	35	32	40	138	258
2000	29	28	18	16	91	31	23	24	15	93	184
2100	16	12	16	14	58	19	22	14	13	68	126
2200	13	13	15	17	58	16	15	17	10	58	116
2300	23	16	14	24	77	17	3	1	5	26	103
24-Hour Totals:					3962					3829	7791

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	342	730	262	730	581
P.M.	1700	398	1545	372	1615	732
Daily	1700	398	1545	372	1615	732

Generated by SPS 5.0.53P

Description: PHILIP GRIFFETTS SR PKWY EAST OF PIER PARK
Start Date: 05/18/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	9	9	3	2	23	3	4	6	4	17	40
0100	3	4	5	3	15	1	0	2	6	9	24
0200	0	4	4	6	14	6	4	2	5	17	31
0300	1	5	4	6	16	2	2	6	9	19	35
0400	5	7	12	7	31	14	8	26	14	62	93
0500	18	21	18	22	79	13	22	26	30	91	170
0600	39	59	67	78	243	46	52	58	88	244	487
0700	63	69	102	76	310	62	68	49	56	235	545
0800	65	67	89	72	293	73	67	70	50	260	553
0900	62	71	64	44	241	65	49	68	81	263	504
1000	52	65	55	51	223	70	73	69	70	282	505
1100	62	57	67	65	251	62	65	59	69	255	506
1200	51	59	55	59	224	58	52	74	69	253	477
1300	62	66	58	74	260	65	56	57	62	240	500
1400	79	61	72	62	274	61	71	64	72	268	542
1500	94	80	81	85	340	71	90	97	80	338	678
1600	101	101	100	108	410	114	102	98	106	420	830
1700	128	103	105	77	413	75	91	98	86	350	763
1800	74	56	81	54	265	72	53	41	38	204	469
1900	50	49	32	34	165	26	44	32	35	137	302
2000	28	27	35	29	119	25	23	32	36	116	235
2100	23	22	32	28	105	20	38	24	19	101	206
2200	30	29	32	27	118	31	18	12	7	68	186
2300	12	5	11	10	38	12	15	10	10	47	85
24-Hour Totals:					4470					4296	8766

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	312	645	267	645	579
P.M.	1645	444	1600	420	1600	830
Daily	1645	444	1600	420	1600	830

Generated by SPS 5.0.53P

B-3: Turning Movement Counts

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&nautilus
Site Code : 00000000
Start Date : 5/16/2023
Page No : 1

Groups Printed- Cars - Trucks

	Nautilus St Southbound					US 98 Westbound					Nautilus St Northbound				US 98 Eastbound					
Start Time	Uturn	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	81	9	3	2	2	2	351	46	4	2	7	0	1	0	7	321	3	0	841
07:15	0	88	16	1	5	0	1	328	46	8	6	5	0	3	0	15	340	0	1	863
07:30	1	87	14	2	6	0	9	392	32	13	4	8	5	19	1	10	320	4	1	928
07:45	0	87	20	3	11	1	21	452	36	12	11	4	3	10	0	6	397	10	3	1087
Total	1	343	59	9	24	3	33	1523	160	37	23	24	8	33	1	38	1378	17	5	3719
08:00	0	71	8	3	2	1	24	332	38	4	18	7	3	12	1	11	333	16	4	888
08:15	0	74	13	3	4	0	37	363	43	10	29	5	1	11	1	11	341	14	6	966
08:30	1	81	15	4	9	0	26	315	34	17	22	8	2	21	0	9	324	27	2	917
08:45	2	82	16	12	3	0	21	375	47	17	37	17	20	23	0	17	351	18	12	1070
Total	3	308	52	22	18	1	108	1385	162	48	106	37	26	67	2	48	1349	75	24	3841
*********																				
16:00	0	100	9	3	6	2	3	410	49	24	7	15	6	4	2	9	444	5	8	1106
16:15	4	91	16	3	4	0	4	387	68	16	16	10	3	7	0	21	489	6	9	1154
16:30	1	87	13	0	8	2	6	397	66	18	14	12	4	7	0	14	458	6	4	1117
16:45	0	82	8	1	5	1	12	364	64	23	17	16	3	0	0	22	439	15	4	1076
Total	5	360	46	7	23	5	25	1558	247	81	54	53	16	18	2	66	1830	32	25	4453
17:00	0	84	13	1	5	0	6	382	46	9	14	21	6	3	1	9	484	25	8	1117
17:15	4	69	8	3	2	0	7	422	45	18	15	13	4	1	0	18	476	6	6	1117
17:30	1	78	6	2	3	1	9	366	44	12	12	4	3	1	2	19	477	5	1	1046
17:45	0	89	8	5	10	1	5	390	30	12	10	5	1	9	1	10	446	14	4	1050
Total	5	320	35	11	20	2	27	1560	165	51	51	43	14	14	4	56	1883	50	19	4330
Grand Total	14	1331	192	49	85	11	193	6026	734	217	234	157	64	132	9	208	6440	174	73	16343
Apprch %	0.8	79.7	11.5	2.9	5.1	0.2	2.7	83.9	10.2	3.0	39.9	26.7	10.9	22.5	0.1	3.0	93.3	2.5	1.1	
Total %	0.1	8.1	1.2	0.3	0.5	0.1	1.2	36.9	4.5	1.3	1.4	1.0	0.4	0.8	0.1	1.3	39.4	1.1	0.4	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&nautilus
Site Code : 00000000
Start Date : 5/16/2023
Page No : 2

	Nautilus St Southbound						US 98 Westbound						Nautilus St Northbound					US 98 Eastbound						
Start Time	Uturn	Left	Thru	Right	RTO R	App. Total	Uturn	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Uturn	Left	Thru	Right	RTO R	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																								
Intersection	07:30																							
Volume	1	319	55	11	23	409	2	91	1539	149	39	1820	62	24	12	52	150	3	38	1391	44	14	1490	3869
Percent	0.2	78.0	13.4	2.7	5.6		0.1	5.0	84.6	8.2	2.1		41.3	16.0	8.0	34.7		0.2	2.6	93.4	3.0	0.9		
07:45 Volume	0	87	20	3	11	121	1	21	452	36	12	522	11	4	3	10	28	0	6	397	10	3	416	1087
Peak Factor																								0.890
High Int.	07:45						07:45						08:15					07:45						
Volume	0	87	20	3	11	121	1	21	452	36	12	522	29	5	1	11	46	0	6	397	10	3	416	
Peak Factor						0.845						0.872					0.815						0.895	
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																								
Intersection	16:15																							
Volume	5	344	50	5	22	426	3	28	1530	244	66	1871	61	59	16	17	153	1	66	1870	52	25	2014	4464
Percent	1.2	80.8	11.7	1.2	5.2		0.2	1.5	81.8	13.0	3.5		39.9	38.6	10.5	11.1		0.0	3.3	92.9	2.6	1.2		
16:15 Volume	4	91	16	3	4	118	0	4	387	68	16	475	16	10	3	7	36	0	21	489	6	9	525	1154
Peak Factor																								0.967
High Int.	16:15						16:30						17:00					17:00						
Volume	4	91	16	3	4	118	2	6	397	66	18	489	14	21	6	3	44	1	9	484	25	8	527	
Peak Factor						0.903						0.957					0.869						0.955	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&nautilus
Site Code : 00000000
Start Date : 5/16/2023
Page No : 1

Groups Printed- Trucks

	Nautilus St Southbound					US 98 Westbound					Nautilus St Northbound				US 98 Eastbound					
Start Time	Uturn	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	2	1	1	0	0	0	19	8	0	0	1	0	0	0	0	17	0	0	49
07:15	0	6	0	0	1	0	0	13	4	1	1	0	0	0	0	1	19	0	0	46
07:30	0	7	0	0	1	0	0	26	6	1	0	0	0	0	0	0	11	0	0	52
07:45	0	10	0	0	1	0	1	25	3	1	1	0	0	0	0	0	27	1	1	71
Total	0	25	1	1	3	0	1	83	21	3	2	1	0	0	0	1	74	1	1	218
08:00	0	17	1	1	0	0	2	21	5	1	2	0	0	0	0	1	18	1	0	70
08:15	0	9	0	0	0	0	1	23	5	2	0	1	0	0	0	1	19	0	0	61
08:30	0	7	2	1	1	0	2	32	5	2	0	1	1	2	0	0	22	2	0	80
08:45	0	2	0	0	0	0	1	22	6	3	1	3	0	1	0	2	24	1	1	67
Total	0	35	3	2	1	0	6	98	21	8	3	5	1	3	0	4	83	4	1	278
*********																				
16:00	0	7	1	0	0	0	0	15	5	2	0	0	0	1	0	1	18	0	0	50
16:15	0	7	0	0	0	0	0	11	4	0	0	1	0	0	0	2	21	0	1	47
16:30	0	3	2	0	1	0	1	10	2	1	0	1	0	0	0	1	22	0	0	44
16:45	0	6	0	0	0	0	0	6	1	2	0	1	0	0	0	0	14	0	0	30
Total	0	23	3	0	1	0	1	42	12	5	0	3	0	1	0	4	75	0	1	171
17:00	0	5	2	0	1	0	0	5	1	0	0	1	0	0	0	0	12	1	1	29
17:15	0	4	1	0	0	0	1	5	4	0	0	1	0	0	0	0	10	0	0	26
17:30	0	2	0	0	0	0	0	8	4	1	0	0	0	0	0	1	21	0	0	37
17:45	0	3	0	0	0	0	0	8	1	0	0	1	0	0	0	0	9	0	0	22
Total	0	14	3	0	1	0	1	26	10	1	0	3	0	0	0	1	52	1	1	114
Grand Total	0	97	10	3	6	0	9	249	64	17	5	12	1	4	0	10	284	6	4	781
Apprch %	0.0	83.6	8.6	2.6	5.2	0.0	2.7	73.5	18.9	5.0	22.7	54.5	4.5	18.2	0.0	3.3	93.4	2.0	1.3	
Total %	0.0	12.4	1.3	0.4	0.8	0.0	1.2	31.9	8.2	2.2	0.6	1.5	0.1	0.5	0.0	1.3	36.4	0.8	0.5	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&nautilus
Site Code : 00000000
Start Date : 5/16/2023
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Groups Printed- Bikes

	Nautilus St Southbound					US 98 Westbound					Nautilus St Northbound				US 98 Eastbound					
Start Time	Uturn	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
*********																				
07:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*********																				
Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*********																				
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
16:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
*********																				
17:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5
Apprch %	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	
Total %	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	

PEDESTRIAN MOVEMENTS

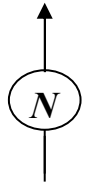
Intersection of US 98 & Nautilus St
Bay County, FL
Tuesday, May 16, 2023

PEDS						**1**		
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS			**2**				**1**	

EAST /WEST PEDESTRIAN TRAFFIC CROSSING NAUTILUS NORTH OF US 98

PEDS	START TIME	PEDS
	7:00	
1	7:15	**1**
	7:30	
3	7:45	
	8:00	
	8:15	**1**
4	8:30	**2**
1	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 WEST OF NAUTILUS



PEDS	START TIME	PEDS
	7:00	
	7:15	**1**
	7:30	
1	7:45	
	8:00	
2	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 EAST OF NAUTILUS

PEDS								
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS		**1**	**1**	**2**		**1**	**3**	

EAST /WEST PEDESTRIAN TRAFFIC CROSSING NAUTILUS SOUTH OF US 98

PEDESTRIAN MOVEMENTS

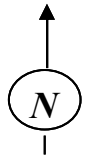
Intersection of US 98 & Nautilus St
Bay County, FL
Tuesday, May 16, 2023

PEDS		**1**				**1**		
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS			**1**		**1**			

EAST /WEST PEDESTRIAN TRAFFIC CROSSING NAUTILUS SOUTH OF US 98

PEDS	START TIME	PEDS
	16:00	**2**
	16:15	**3**
	16:30	**1**
	16:45	
	17:00	**1**
	17:15	**2**
	17:30	**1**
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING US 98 WEST OF NAUTILUS



PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
	17:00	**1**
	17:15	
	17:30	**1**
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING US 98 EAST OF NAUTILUS

PEDS		**1**				**1**		**1**
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS	**1**				**1**			

EAST /WEST PEDESTRIAN TRAFFIC CROSSING NAUTILUS SOUTH OF US 98

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&clara
Site Code : 00000000
Start Date : 5/16/2023
Page No : 1

Groups Printed- Cars - Trucks

	Clara Ave Southbound				US 98 Westbound					Clara Ave Northbound				US 98 Eastbound					
Start Time	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	16	5	1	5	0	27	347	2	1	18	5	5	11	3	11	349	18	11	835
07:15	14	1	3	12	0	22	387	2	0	26	1	3	5	2	3	406	30	18	935
07:30	13	5	3	7	0	11	449	8	1	29	1	20	1	7	6	457	25	8	1051
07:45	24	2	8	5	0	9	466	6	2	31	3	12	10	1	0	456	22	4	1061
Total	67	13	15	29	0	69	1649	18	4	104	10	40	27	13	20	1668	95	41	3882
08:00	8	2	6	3	0	13	440	2	0	18	3	3	1	0	5	441	22	1	968
08:15	13	4	7	4	0	5	393	2	1	29	2	1	3	5	6	378	21	4	878
08:30	13	2	9	4	0	9	381	5	1	28	2	1	4	2	4	418	20	15	918
08:45	4	2	9	1	1	8	441	5	1	47	1	10	0	1	3	457	29	1	1021
Total	38	10	31	12	1	35	1655	14	3	122	8	15	8	8	18	1694	92	21	3785
*********																			
16:00	10	0	5	5	0	12	445	9	0	46	4	3	1	7	10	464	50	8	1079
16:15	9	1	4	3	0	12	461	11	2	49	6	10	0	4	10	463	52	11	1108
16:30	11	3	7	0	0	10	434	13	1	33	4	6	1	7	9	470	45	15	1069
16:45	13	4	2	5	0	12	430	18	2	38	2	3	2	1	8	468	49	18	1075
Total	43	8	18	13	0	46	1770	51	5	166	16	22	4	19	37	1865	196	52	4331
17:00	8	5	2	3	0	3	399	12	1	28	4	11	0	5	6	514	48	20	1069
17:15	4	4	0	1	0	18	418	21	1	50	6	6	2	1	6	497	52	15	1102
17:30	8	4	0	8	0	17	428	9	2	27	2	5	3	2	23	469	57	8	1072
17:45	6	0	1	3	0	7	434	18	2	30	4	3	1	7	9	490	38	17	1070
Total	26	13	3	15	0	45	1679	60	6	135	16	25	6	15	44	1970	195	60	4313
Grand Total	174	44	67	69	1	195	6753	143	18	527	50	102	45	55	119	7197	578	174	16311
Apprch %	49.2	12.4	18.9	19.5	0.0	2.7	95.0	2.0	0.3	72.8	6.9	14.1	6.2	0.7	1.5	88.6	7.1	2.1	
Total %	1.1	0.3	0.4	0.4	0.0	1.2	41.4	0.9	0.1	3.2	0.3	0.6	0.3	0.3	0.7	44.1	3.5	1.1	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&clara
Site Code : 00000000
Start Date : 5/16/2023
Page No : 2

	Clara Ave Southbound					US 98 Westbound						Clara Ave Northbound					US 98 Eastbound						
Start Time	Left	Thru	Right	RTO R	App. Total	Uturn	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Uturn	Left	Thru	Right	RTO R	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																							
Intersection	07:15																						
Volume	59	10	20	27	116	0	55	1742	18	3	1818	104	8	38	17	167	10	14	1760	99	31	1914	4015
Percent	50.9	8.6	17.2	23.3		0.0	3.0	95.8	1.0	0.2		62.3	4.8	22.8	10.2		0.5	0.7	92.0	5.2	1.6		
07:45 Volume	24	2	8	5	39	0	9	466	6	2	483	31	3	12	10	56	1	0	456	22	4	483	1061
Peak Factor																							0.946
High Int.	07:45					07:45						07:45					07:30						
Volume	24	2	8	5	39	0	9	466	6	2	483	31	3	12	10	56	7	6	457	25	8	503	
Peak Factor					0.744						0.941					0.746						0.951	
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																							
Intersection	16:00																						
Volume	43	8	18	13	82	0	46	1770	51	5	1872	166	16	22	4	208	19	37	1865	196	52	2169	4331
Percent	52.4	9.8	22.0	15.9		0.0	2.5	94.6	2.7	0.3		79.8	7.7	10.6	1.9		0.9	1.7	86.0	9.0	2.4		
16:15 Volume	9	1	4	3	17	0	12	461	11	2	486	49	6	10	0	65	4	10	463	52	11	540	1108
Peak Factor																							0.977
High Int.	16:45					16:15						16:15					16:30						
Volume	13	4	2	5	24	0	12	461	11	2	486	49	6	10	0	65	7	9	470	45	15	546	
Peak Factor					0.854						0.963					0.800						0.993	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&clara
Site Code : 00000000
Start Date : 5/16/2023
Page No : 1

Groups Printed- Trucks

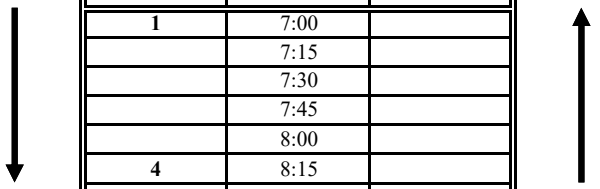
	Clara Ave Southbound				US 98 Westbound					Clara Ave Northbound				US 98 Eastbound					
Start Time	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	0	0	0	0	1	24	0	0	0	1	0	0	0	1	20	0	0	47
07:15	0	0	0	3	0	1	17	1	0	2	0	0	0	0	0	27	2	0	53
07:30	0	0	1	0	0	0	31	0	0	3	0	0	0	0	1	17	1	0	54
07:45	0	0	0	0	0	4	38	0	0	3	0	0	0	0	0	37	0	0	82
Total	0	0	1	3	0	6	110	1	0	8	1	0	0	0	2	101	3	0	236
08:00	0	0	0	0	0	1	35	0	0	1	0	0	1	0	2	30	1	0	71
08:15	0	0	1	2	0	0	30	0	0	1	0	0	1	0	2	26	0	0	63
08:30	0	0	2	0	0	0	38	1	0	3	0	0	0	0	0	26	1	0	71
08:45	1	0	0	0	0	2	38	2	0	3	0	0	0	0	0	28	3	0	77
Total	1	0	3	2	0	3	141	3	0	8	0	0	2	0	4	110	5	0	282
*********																			
16:00	0	0	1	0	0	0	20	0	0	0	0	0	0	0	0	20	2	0	43
16:15	1	0	0	0	0	0	16	1	0	2	0	0	0	0	1	25	0	0	46
16:30	0	0	1	0	0	0	12	0	0	1	0	1	0	0	0	21	2	0	38
16:45	1	0	0	0	0	0	10	1	0	0	0	0	0	0	0	27	0	0	39
Total	2	0	2	0	0	0	58	2	0	3	0	1	0	0	1	93	4	0	166
17:00	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	15	3	0	25
17:15	0	0	0	0	0	0	13	0	0	3	0	0	0	0	0	13	1	0	30
17:30	0	0	0	0	0	0	8	0	0	2	0	1	1	0	0	20	1	1	34
17:45	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	15	0	0	28
Total	0	0	0	0	0	0	40	1	0	5	0	1	1	0	0	63	5	1	117
Grand Total	3	0	6	5	0	9	349	7	0	24	1	2	3	0	7	367	17	1	801
Apprch %	21.4	0.0	42.9	35.7	0.0	2.5	95.6	1.9	0.0	80.0	3.3	6.7	10.0	0.0	1.8	93.6	4.3	0.3	
Total %	0.4	0.0	0.7	0.6	0.0	1.1	43.6	0.9	0.0	3.0	0.1	0.2	0.4	0.0	0.9	45.8	2.1	0.1	

PEDESTRIAN MOVEMENTS

Intersection of US 98 & Clara Avenue
Bay County, FL
Tuesday, May 16, 2023

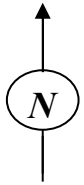
PEDS							**1**	
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

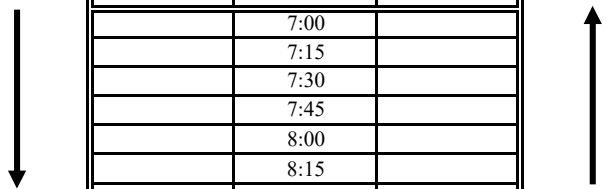
EAST /WEST PEDESTRIAN TRAFFIC CROSSING CLARA NORTH OF US 98



PEDS	START TIME	PEDS
1	7:00	
	7:15	
	7:30	
	7:45	
	8:00	
4	8:15	
2	8:30	**1**
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 WEST OF CLARA





PEDS	START TIME	PEDS
	7:00	
	7:15	
	7:30	
	7:45	
	8:00	
	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 EAST OF CLARA

PEDS								
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING CLARA SOUTH OF US 98

PEDESTRIAN MOVEMENTS

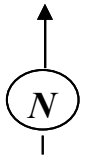
Intersection of US 98 & Clara Avenue
Bay County, FL
Tuesday, May 16, 2023

PEDS								
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING CLARA SOUTH OF US 98

PEDS	START TIME	PEDS
	16:00	
	16:15	**1**
2	16:30	
	16:45	
	17:00	**1**
	17:15	
	17:30	**1**
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING US 98 WEST OF CLARA



PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
	17:00	
	17:15	
	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING US 98 EAST OF CLARA

PEDS								**1**
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING CLARA SOUTH OF US 98

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : alf&seagrass
Site Code : 00000000
Start Date : 5/16/2023
Page No : 1

Groups Printed- Cars - Trucks

	Southbound			Dr Haley Drive Westbound			Alf Coleman Rd Northbound				Seagrass Drive Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Uturn	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	0	0	2	0	0	0	1	0	15	0	0	1	19
07:15	0	0	0	5	0	0	0	1	0	22	0	0	1	29
07:30	0	0	0	5	0	0	2	3	0	30	0	0	1	41
07:45	0	0	0	9	1	0	0	4	0	37	0	0	2	53
Total	0	0	0	21	1	0	2	9	0	104	0	0	5	142
08:00	0	0	0	28	0	0	2	3	0	28	0	1	2	64
08:15	0	0	0	23	0	0	0	3	0	24	0	0	2	52
08:30	0	0	0	12	0	0	0	3	0	9	0	1	3	28
08:45	0	0	0	4	1	0	1	2	0	0	0	0	2	10
Total	0	0	0	67	1	0	3	11	0	61	0	2	9	154
*********														
14:00	0	0	0	14	0	0	0	3	0	15	0	0	4	36
14:15	0	0	0	16	0	0	0	4	0	13	0	0	7	40
14:30	0	0	0	16	0	0	1	3	0	10	0	0	1	31
14:45	0	0	0	16	1	0	3	6	0	13	0	1	5	45
Total	0	0	0	62	1	0	4	16	0	51	0	1	17	152
15:00	0	0	0	47	0	0	6	3	0	11	0	0	1	68
15:15	0	0	0	11	0	0	0	5	0	5	0	0	3	24
15:30	0	0	0	18	0	0	1	2	0	2	0	0	5	28
15:45	0	0	0	10	0	0	0	2	0	1	0	0	1	14
Total	0	0	0	86	0	0	7	12	0	19	0	0	10	134
16:00	0	0	0	8	0	0	0	2	0	0	0	0	4	14
16:15	0	0	0	3	0	0	0	1	0	2	0	0	1	7
16:30	0	0	0	3	0	0	0	0	0	1	0	1	2	7
16:45	0	0	0	1	0	0	0	2	0	2	0	0	5	10
Total	0	0	0	15	0	0	0	5	0	5	0	1	12	38
17:00	0	0	0	5	0	0	0	3	0	2	0	0	2	12
17:15	0	0	0	0	0	0	0	2	0	1	0	0	4	7
17:30	0	0	0	1	0	0	1	1	0	4	0	0	3	10
17:45	0	0	0	2	0	0	0	1	0	4	0	0	0	7
Total	0	0	0	8	0	0	1	7	0	11	0	0	9	36
Grand Total	0	0	0	259	3	0	17	60	0	251	0	4	62	656
Apprch %	0.0	0.0	0.0	98.9	1.1	0.0	5.2	18.3	0.0	76.5	0.0	6.1	93.9	
Total %	0.0	0.0	0.0	39.5	0.5	0.0	2.6	9.1	0.0	38.3	0.0	0.6	9.5	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : alf&seagrass
Site Code : 00000000
Start Date : 5/16/2023
Page No : 2

	Southbound				Dr Haley Drive Westbound				Alf Coleman Rd Northbound					Seagrass Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																		
Intersection	07:30																	
Volume	0	0	0	0	65	1	0	66	4	13	0	119	136	0	1	7	8	210
Percent	0.0	0.0	0.0		98.5	1.5	0.0		2.9	9.6	0.0	87.5		0.0	12.5	87.5		
08:00 Volume	0	0	0	0	28	0	0	28	2	3	0	28	33	0	1	2	3	64
Peak Factor																		0.820
High Int.	6:45:00 AM				08:00				07:45					08:00				
Volume	0	0	0	0	28	0	0	28	0	4	0	37	41	0	1	2	3	
Peak Factor								0.589					0.829				0.667	
Peak Hour From 14:00 to 17:45 - Peak 1 of 1																		
Intersection	14:15																	
Volume	0	0	0	0	95	1	0	96	10	16	0	47	73	0	1	14	15	184
Percent	0.0	0.0	0.0		99.0	1.0	0.0		13.7	21.9	0.0	64.4		0.0	6.7	93.3		
15:00 Volume	0	0	0	0	47	0	0	47	6	3	0	11	20	0	0	1	1	68
Peak Factor																		0.676
High Int.					15:00				14:45					14:15				
Volume	0	0	0	0	47	0	0	47	3	6	0	13	22	0	0	7	7	
Peak Factor								0.511					0.830				0.536	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : alf&seagrass
Site Code : 00000000
Start Date : 5/16/2023
Page No : 1

Groups Printed- Trucks

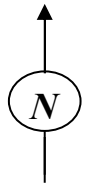
	Southbound			Dr Haley Drive Westbound			Alf Coleman Rd Northbound				Seagrass Drive Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Uturn	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:15	0	0	0	2	0	0	0	0	0	2	0	0	0	4
07:30	0	0	0	2	0	0	1	0	0	4	0	0	0	7
07:45	0	0	0	7	0	0	0	1	0	6	0	0	0	14
Total	0	0	0	11	0	0	1	1	0	13	0	0	0	26
08:00	0	0	0	7	0	0	0	0	0	6	0	0	0	13
08:15	0	0	0	1	0	0	0	1	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	1	0	1	0	1	1	4
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	8	0	0	0	3	0	7	0	1	1	20
*********														
14:00	0	0	0	0	0	0	0	1	0	0	0	0	1	2
14:15	0	0	0	0	0	0	0	0	0	1	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	2	0	0	0	2
14:45	0	0	0	2	0	0	1	0	0	5	0	0	0	8
Total	0	0	0	2	0	0	1	1	0	8	0	0	1	13
15:00	0	0	0	11	0	0	0	1	0	4	0	0	0	16
*********														
Total	0	0	0	11	0	0	0	1	0	4	0	0	0	16
*********														
16:15	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:30	0	0	0	1	0	0	0	0	0	1	0	1	0	3
16:45	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	1	0	0	0	0	0	3	0	1	0	5
*********														
Grand Total	0	0	0	33	0	0	2	6	0	35	0	2	2	80
Apprch %	0.0	0.0	0.0	100.0	0.0	0.0	4.7	14.0	0.0	81.4	0.0	50.0	50.0	
Total %	0.0	0.0	0.0	41.3	0.0	0.0	2.5	7.5	0.0	43.8	0.0	2.5	2.5	

PEDESTRIAN MOVEMENTS

Intersection of Alf Coleman Rd & Seagrass Drive
Bay County, FL
Tuesday, May 16, 2023

PEDS	START TIME	PEDS
	7:00	
	7:15	
	7:30	
	7:45	
	8:00	
	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SEAGRASS DR WEST OF ALF COLEMAN



PEDS	START TIME	PEDS
	7:00	
	7:15	
	7:30	
	7:45	
	8:00	
	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
DR HALEY DR EAST OF ALF COLEMAN

PEDS								
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

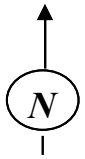
EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF SEAGRASS DR

PEDESTRIAN MOVEMENTS

Intersection of Alf Coleman Rd & Seagrass Drive
Bay County, FL
Tuesday, May 16, 2023

PEDS	START TIME	PEDS
	14:00	
	14:15	
	14:30	
	14:45	
	15:00	
	15:15	
	15:30	
1	15:45	**1**

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SEAGRASS DR WEST OF ALF COLEMAN



PEDS	START TIME	PEDS
	14:00	
	14:15	
	14:30	
	14:45	
	15:00	
	15:15	
	15:30	
	15:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
DR HALEY DR EAST OF ALF COLEMAN

PEDS								
START TIME	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
PEDS								

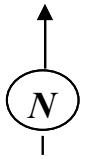
EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF SEAGRASS DR

PEDESTRIAN MOVEMENTS

Intersection of Alf Coleman Rd & Seagrass Drive
Bay County, FL
Tuesday, May 16, 2023

PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
	17:00	
	17:15	
	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SEAGRASS DR WEST OF ALF COLEMAN



PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
	17:00	
	17:15	
	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
DR HALEY DR EAST OF ALF COLEMAN

PEDS								
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF SEAGRASS DR

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : alf&school1
Site Code : 00000000
Start Date : 5/16/2023
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Groups Printed- Cars - Trucks

	Alf Coleman Rd Southbound			JR Arnold HS Driveway 1 Westbound			Alf Coleman Rd Northbound			The Landing driveway Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	16	0	0	0	0	1	29	7	0	0	1	54
07:15	0	30	0	2	0	0	2	48	9	0	0	0	91
07:30	0	50	0	1	0	0	1	88	14	0	0	1	155
07:45	0	65	0	2	0	0	2	124	46	0	0	1	240
Total	0	161	0	5	0	0	6	289	76	0	0	3	540
08:00	0	142	0	5	0	0	1	214	93	0	0	1	456
08:15	0	127	0	5	0	2	4	123	52	0	0	0	313
08:30	0	42	0	1	0	0	0	55	0	0	0	0	98
08:45	0	26	1	0	0	0	2	41	0	2	0	1	73
Total	0	337	1	11	0	2	7	433	145	2	0	2	940
*********													
14:00	0	46	2	3	0	0	3	34	2	0	0	1	91
14:15	0	39	0	3	0	1	2	43	0	0	0	1	89
14:30	0	44	0	14	0	0	4	42	12	0	0	1	117
14:45	0	42	0	7	0	0	0	62	14	0	0	3	128
Total	0	171	2	27	0	1	9	181	28	0	0	6	425
15:00	0	223	0	59	0	5	0	51	16	0	0	1	355
15:15	0	113	0	20	0	0	0	37	9	0	0	1	180
15:30	0	57	0	4	0	0	0	15	8	0	0	0	84
15:45	1	29	0	6	0	1	2	16	5	0	0	0	60
Total	1	422	0	89	0	6	2	119	38	0	0	2	679
16:00	0	22	0	2	0	0	1	12	1	0	0	4	42
16:15	0	15	0	0	0	0	1	12	1	0	0	0	29
16:30	0	13	0	2	0	0	0	13	3	0	0	4	35
16:45	0	17	0	5	0	0	0	15	4	0	0	0	41
Total	0	67	0	9	0	0	2	52	9	0	0	8	147
17:00	0	28	0	2	0	0	0	16	20	0	0	0	66
17:15	0	36	0	12	0	0	0	16	9	0	0	2	75
17:30	0	19	0	4	0	0	0	28	11	0	0	0	62
17:45	1	10	0	1	0	0	2	31	10	0	0	0	55
Total	1	93	0	19	0	0	2	91	50	0	0	2	258
Grand Total	2	1251	3	160	0	9	28	1165	346	2	0	23	2989
Apprch %	0.2	99.6	0.2	94.7	0.0	5.3	1.8	75.7	22.5	8.0	0.0	92.0	
Total %	0.1	41.9	0.1	5.4	0.0	0.3	0.9	39.0	11.6	0.1	0.0	0.8	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : alf&school1
Site Code : 00000000
Start Date : 5/16/2023
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	Alf Coleman Rd Southbound				JR Arnold HS Driveway 1 Westbound				Alf Coleman Rd Northbound				The Landing driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:30																
Volume	0	384	0	384	13	0	2	15	8	549	205	762	0	0	3	3	1164
Percent	0.0	100.0	0.0		86.7	0.0	13.3		1.0	72.0	26.9		0.0	0.0	100.0		
08:00 Volume	0	142	0	142	5	0	0	5	1	214	93	308	0	0	1	1	456
Peak Factor																	0.638
High Int.	08:00				08:15				08:00				07:30				
Volume	0	142	0	142	5	0	2	7	1	214	93	308	0	0	1	1	
Peak Factor				0.676				0.536				0.619				0.750	
Peak Hour From 14:00 to 17:45 - Peak 1 of 1																	
Intersection	14:30																
Volume	0	422	0	422	100	0	5	105	4	192	51	247	0	0	6	6	780
Percent	0.0	100.0	0.0		95.2	0.0	4.8		1.6	77.7	20.6		0.0	0.0	100.0		
15:00 Volume	0	223	0	223	59	0	5	64	0	51	16	67	0	0	1	1	355
Peak Factor																	0.549
High Int.	15:00				15:00				14:45				14:45				
Volume	0	223	0	223	59	0	5	64	0	62	14	76	0	0	3	3	
Peak Factor				0.473				0.410				0.813				0.500	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : alf&school1
Site Code : 00000000
Start Date : 5/16/2023
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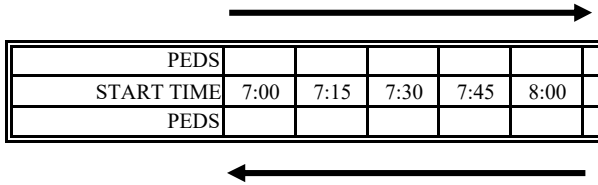
Groups Printed- Trucks

	Alf Coleman Rd Southbound			JR Arnold HS Driveway 1 Westbound			Alf Coleman Rd Northbound			The Landing driveway Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	2	0	0	0	0	0	2	0	0	0	0	4
07:30	0	2	0	0	0	0	0	2	1	0	0	0	5
07:45	0	6	0	0	0	0	0	8	0	0	0	0	14
Total	0	10	0	0	0	0	0	13	1	0	0	0	24
08:00	0	8	0	0	0	0	0	6	1	0	0	0	15
08:15	0	2	0	0	0	0	1	2	0	0	0	0	5
08:30	0	1	0	0	0	0	0	3	0	0	0	0	4
08:45	0	0	0	0	0	0	0	1	0	1	0	0	2
Total	0	11	0	0	0	0	1	12	1	1	0	0	26
*********													
14:00	0	1	0	0	0	0	0	1	0	0	0	0	2
14:15	0	0	0	0	0	0	0	1	0	0	0	0	1
14:30	0	2	0	0	0	0	0	4	0	0	0	0	6
14:45	0	2	0	0	0	0	0	6	0	0	0	0	8
Total	0	5	0	0	0	0	0	12	0	0	0	0	17
15:00	0	12	0	0	0	0	0	5	0	0	0	0	17
*********													
Total	0	12	0	0	0	0	0	5	0	0	0	0	17
16:00	0	1	0	0	0	0	0	1	0	0	0	0	2
16:15	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	1	0	0	0	0	0	1	0	0	0	0	2
16:45	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	0	0	0	4	0	0	0	0	6
*********													
Grand Total	0	40	0	0	0	0	1	46	2	1	0	0	90
Apprch %	0.0	100.0	0.0	0.0	0.0	0.0	2.0	93.9	4.1	100.0	0.0	0.0	
Total %	0.0	44.4	0.0	0.0	0.0	0.0	1.1	51.1	2.2	1.1	0.0	0.0	

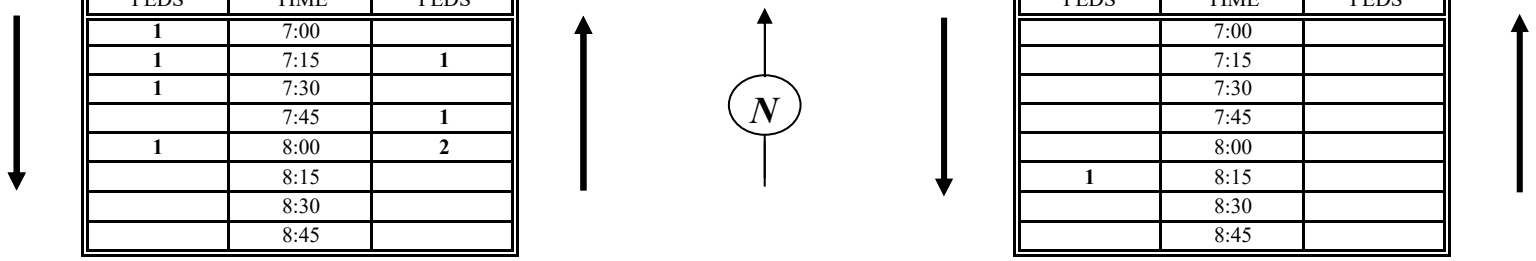
PEDESTRIAN MOVEMENTS

Intersection of Alf Coleman Rd & JR Arnold HS south driveway
Bay County, FL
Tuesday, May 16, 2023



PEDS								
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN NORTH OF DRIVEWAY

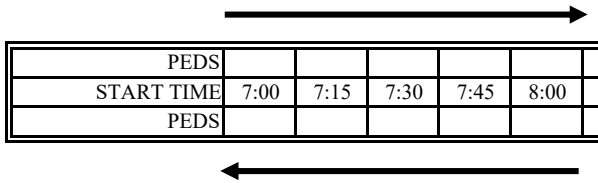


PEDS	START TIME	PEDS
1	7:00	
1	7:15	**1**
1	7:30	
	7:45	**1**
1	8:00	**2**
	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
THE LANDING DRIVEWAY WEST OF ALF COLEMAN

PEDS	START TIME	PEDS
	7:00	
	7:15	
	7:30	
	7:45	
	8:00	
1	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SCHOOL DRIVEWAY EAST OF ALF COLEMAN



PEDS								
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF DRIVEWAY

PEDESTRIAN MOVEMENTS

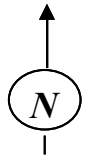
Intersection of Alf Coleman Rd & JR Arnold HS south driveway
Bay County, FL
Tuesday, May 16, 2023

PEDS								
START TIME	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN NORTH OF DRIVEWAY

PEDS	START TIME	PEDS
	14:00	
	14:15	
	14:30	
	14:45	
	15:00	
	15:15	
	15:30	
	15:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING THE LANDING DRIVEWAY WEST OF ALF COLEMAN



PEDS	START TIME	PEDS
	14:00	
	14:15	
	14:30	
	14:45	
	15:00	
	15:15	
	15:30	
	15:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING SCHOOL DRIVEWAY EAST OF ALF COLEMAN

PEDS								
START TIME	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
PEDS					**2**			

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF DRIVEWAY

PEDESTRIAN MOVEMENTS

Intersection of Alf Coleman Rd & JR Arnold HS south driveway
Bay County, FL
Tuesday, May 16, 2023

PEDS								
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN NORTH OF DRIVEWAY

PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
1	16:45	
	17:00	**1**
	17:15	
2	17:30	
	17:45	**2**

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
THE LANDING DRIVEWAY WEST OF ALF COLEMAN

N

PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
	17:00	
	17:15	
	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SCHOOL DRIVEWAY EAST OF ALF COLEMAN

PEDS								
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF DRIVEWAY

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : alf&school2
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Start Date : 5/16/2023
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Groups Printed- Cars - Trucks

	Alf Coleman Rd Southbound			JR Arnold HS Driveway 2 Westbound			Alf Coleman Rd Northbound				Waterfall Circle Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Uturn	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	8	0	1	0	0	0	2	16	11	0	0	6	44
07:15	0	20	0	0	0	0	0	4	26	18	0	0	12	80
07:30	0	43	0	3	0	1	0	4	35	50	0	0	6	142
07:45	0	57	0	5	0	0	0	0	43	77	0	2	4	188
Total	0	128	0	9	0	1	0	10	120	156	0	2	28	454
08:00	0	108	0	27	0	0	0	3	63	136	1	1	7	346
08:15	0	92	2	20	1	0	1	2	35	76	0	0	8	237
08:30	0	24	0	12	0	0	0	4	11	42	0	0	4	97
08:45	0	7	0	15	2	0	0	3	4	37	0	0	7	75
Total	0	231	2	74	3	0	1	12	113	291	1	1	26	755
*********														
10:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*********														
14:00	1	26	0	15	0	0	0	3	18	12	0	0	3	78
14:15	1	28	0	5	0	1	0	6	16	22	0	0	5	84
14:30	1	32	1	11	0	0	1	7	22	11	0	0	2	88
14:45	0	24	0	14	0	0	0	8	34	19	0	0	4	103
Total	3	110	1	45	0	1	1	24	90	64	0	0	14	353
15:00	1	153	0	63	0	2	4	2	29	19	0	0	7	280
15:15	0	55	1	28	0	1	0	6	11	22	0	0	7	131
15:30	1	40	0	10	0	0	0	4	5	6	0	0	7	73
15:45	0	17	0	9	0	0	1	9	4	3	0	0	3	46
Total	2	265	1	110	0	3	5	21	49	50	0	0	24	530
16:00	0	17	1	1	0	0	0	4	3	3	0	0	3	32
16:15	0	6	0	1	0	0	0	9	3	2	0	0	7	28
16:30	0	6	0	0	0	0	0	8	1	4	0	0	8	27
16:45	0	9	0	5	0	0	0	9	4	1	0	1	3	32
Total	0	38	1	7	0	0	0	30	11	10	0	1	21	119
17:00	1	8	0	10	0	0	0	7	6	3	0	0	10	45
17:15	0	6	0	23	0	0	0	12	2	3	0	0	6	52
17:30	0	6	0	6	1	0	0	11	6	10	0	1	7	48
17:45	0	2	0	3	0	0	0	7	6	18	0	0	6	42
Total	1	22	0	42	1	0	0	37	20	34	0	1	29	187
Grand Total	6	794	5	287	5	5	7	134	403	605	1	5	142	2399
Apprch %	0.7	98.6	0.6	96.6	1.7	1.7	0.6	11.7	35.1	52.7	0.7	3.4	95.9	
Total %	0.3	33.1	0.2	12.0	0.2	0.2	0.3	5.6	16.8	25.2	0.0	0.2	5.9	

File Name : alf&school2
Site Code : 00000000
Start Date : 5/16/2023
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	Alf Coleman Rd Southbound				JR Arnold HS Driveway 2 Westbound				Alf Coleman Rd Northbound					Waterfall Circle Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																		
Intersection	07:30																	
Volume	0	300	2	302	55	1	1	57	1	9	176	339	525	1	3	25	29	913
Percent	0.0	99.3	0.7		96.5	1.8	1.8		0.2	1.7	33.5	64.6		3.4	10.3	86.2		
08:00 Volume	0	108	0	108	27	0	0	27	0	3	63	136	202	1	1	7	9	346
Peak Factor																		0.660
High Int.	08:00				08:00				08:00					08:00				
Volume	0	108	0	108	27	0	0	27	0	3	63	136	202	1	1	7	9	
Peak Factor				0.699				0.528					0.650				0.806	
Peak Hour From 14:00 to 17:45 - Peak 1 of 1																		
Intersection	14:30																	
Volume	2	264	2	268	116	0	3	119	5	23	96	71	195	0	0	20	20	602
Percent	0.7	98.5	0.7		97.5	0.0	2.5		2.6	11.8	49.2	36.4		0.0	0.0	100.0		
15:00 Volume	1	153	0	154	63	0	2	65	4	2	29	19	54	0	0	7	7	280
Peak Factor																		0.538
High Int.	15:00				15:00				14:45					15:00				
Volume	1	153	0	154	63	0	2	65	0	8	34	19	61	0	0	7	7	
Peak Factor				0.435				0.458					0.799				0.714	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : alf&school2
Site Code : 00000000
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Groups Printed- Trucks

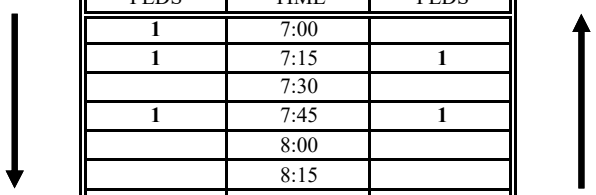
	Alf Coleman Rd Southbound			JR Arnold HS Driveway 2 Westbound			Alf Coleman Rd Northbound				Waterfall Circle Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Uturn	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	2	0	0	0	0	0	0	2	0	0	0	0	4
07:30	0	2	0	0	0	1	0	0	2	0	0	0	0	5
07:45	0	6	0	0	0	0	0	0	8	0	0	0	0	14
Total	0	10	0	0	0	1	0	0	13	0	0	0	0	24
08:00	0	7	0	1	0	0	0	0	6	0	0	0	0	14
08:15	0	2	0	0	0	0	0	0	1	0	0	0	0	3
08:30	0	1	0	0	0	0	0	1	2	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	1	1	0	0	0	2
Total	0	10	0	1	0	0	0	1	10	1	0	0	0	23
*********														
10:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*********														
14:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:30	0	1	0	0	0	0	1	0	3	0	0	0	0	5
14:45	0	3	0	0	0	0	0	0	6	0	0	0	0	9
Total	0	5	0	0	0	0	1	0	11	0	0	0	0	17
15:00	0	10	0	0	0	0	0	0	5	0	0	0	0	15
*********														
Total	0	10	0	0	0	0	0	0	5	0	0	0	0	15
16:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	4	0	0	0	0	6
*********														
Grand Total	0	37	0	1	1	1	1	1	43	1	0	0	0	86
Apprch %	0.0	100.0	0.0	33.3	33.3	33.3	2.2	2.2	93.5	2.2	0.0	0.0	0.0	
Total %	0.0	43.0	0.0	1.2	1.2	1.2	1.2	1.2	50.0	1.2	0.0	0.0	0.0	

PEDESTRIAN MOVEMENTS

Intersection of Alf Coleman Rd & JR Arnold HS middle driveway
Bay County, FL
Tuesday, May 16, 2023

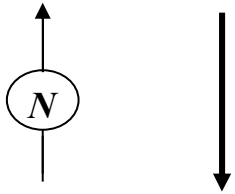
PEDS					**3**			
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

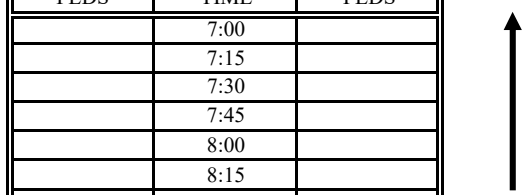
EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN NORTH OF DRIVEWAY



PEDS	START TIME	PEDS
1	7:00	
1	7:15	**1**
	7:30	
1	7:45	**1**
	8:00	
	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
WATERFALL CIRCLE WEST OF ALF COLEMAN





PEDS	START TIME	PEDS
	7:00	
	7:15	
	7:30	
	7:45	
	8:00	
	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SCHOOL DRIVEWAY EAST OF ALF COLEMAN

PEDS					**1**			
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF DRIVEWAY

PEDESTRIAN MOVEMENTS

Intersection of Alf Coleman Rd & JR Arnold HS middle driveway
Bay County, FL
Tuesday, May 16, 2023

PEDS								
START TIME	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
PEDS					**7**			

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN NORTH OF DRIVEWAY

PEDS	START TIME	PEDS
	14:00	
	14:15	
	14:30	
	14:45	
1	15:00	
	15:15	
	15:30	
	15:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
WATERFALL CIRCLE WEST OF ALF COLEMAN

N

PEDS	START TIME	PEDS
	14:00	
	14:15	
	14:30	
	14:45	
	15:00	
	15:15	
	15:30	
	15:45	

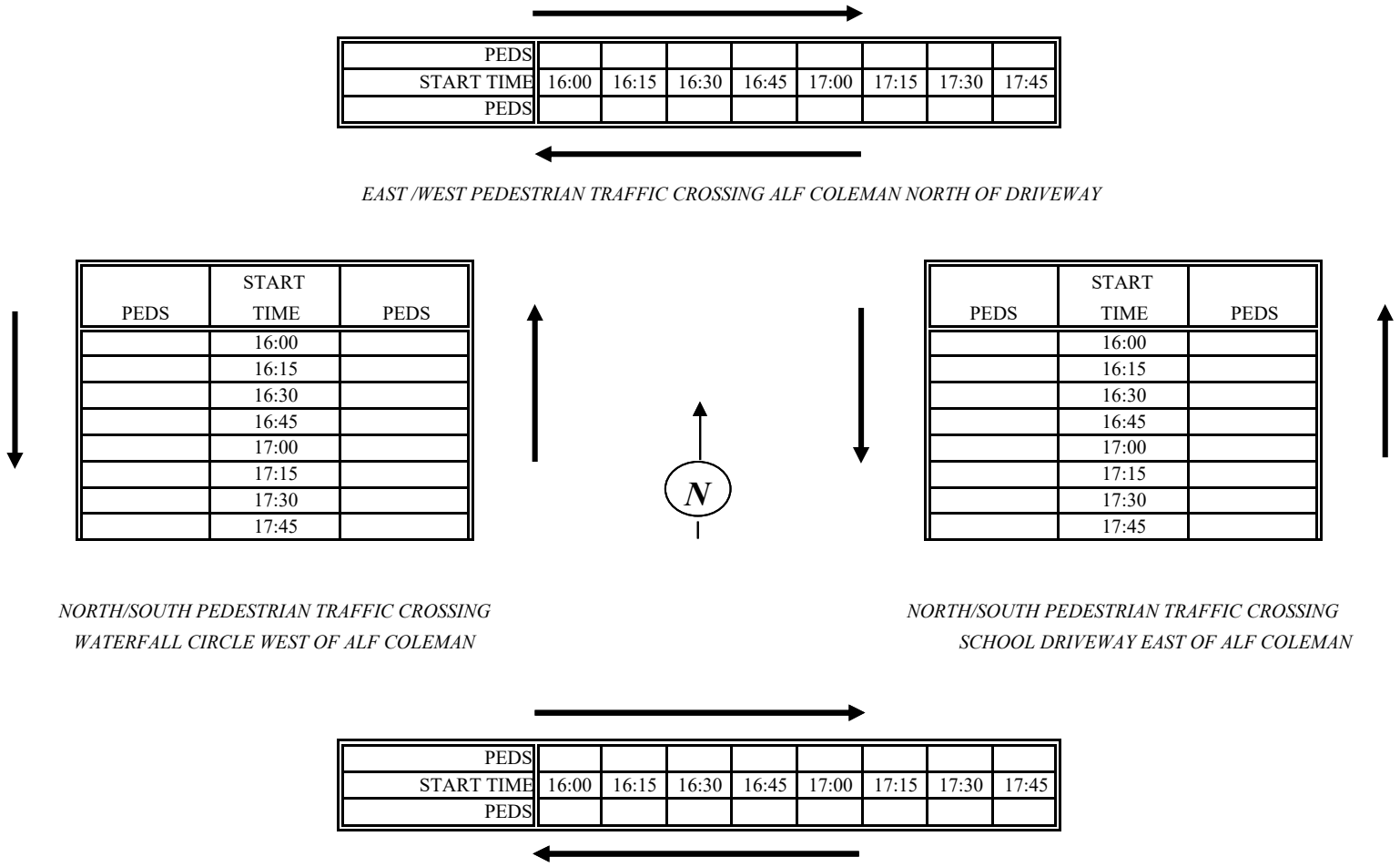
NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SCHOOL DRIVEWAY EAST OF ALF COLEMAN

PEDS								
START TIME	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
PEDS					**2**			

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF DRIVEWAY

PEDESTRIAN MOVEMENTS

Intersection of Alf Coleman Rd & JR Arnold HS middle driveway
Bay County, FL
Tuesday, May 16, 2023



PEDS								
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN NORTH OF DRIVEWAY

PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
	17:00	
	17:15	
	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
WATERFALL CIRCLE WEST OF ALF COLEMAN

N

PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
	17:00	
	17:15	
	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SCHOOL DRIVEWAY EAST OF ALF COLEMAN

PEDS								
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF DRIVEWAY

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : alf&school3
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Groups Printed- Cars - Trucks

	Alf Coleman Rd Southbound			JR Arnold HS Driveway 3 Westbound			Alf Coleman Rd Northbound				Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Uturn	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	3	0	5	0	0	0	0	16	0	0	0	0	24
07:15	0	5	0	15	0	0	1	0	24	1	0	0	0	46
07:30	0	7	0	33	0	2	0	0	31	4	0	0	0	77
07:45	0	10	0	47	0	1	0	0	34	7	0	0	0	99
Total	0	25	0	100	0	3	1	0	105	12	0	0	0	246
08:00	3	27	0	85	0	0	0	0	41	25	0	0	0	181
08:15	0	27	0	64	0	0	1	0	28	10	0	0	0	130
08:30	0	16	0	8	0	0	0	0	11	0	0	0	0	35
08:45	0	7	0	0	0	0	0	0	4	0	0	0	0	11
Total	3	77	0	157	0	0	1	0	84	35	0	0	0	357
*********														
14:00	0	17	0	8	0	0	0	0	18	0	0	0	0	43
14:15	0	24	0	7	0	0	0	0	16	0	0	0	0	47
14:30	0	17	0	14	0	0	2	0	16	4	0	0	0	53
14:45	1	19	0	5	0	0	0	0	21	13	0	0	0	59
Total	1	77	0	34	0	0	2	0	71	17	0	0	0	202
15:00	1	53	0	110	0	1	9	0	19	6	0	0	0	199
15:15	0	14	0	40	0	1	3	0	8	1	0	0	0	67
15:30	0	27	0	14	0	0	0	0	5	0	0	0	0	46
15:45	0	11	0	6	0	0	0	0	3	0	0	0	0	20
Total	1	105	0	170	0	2	12	0	35	7	0	0	0	332
16:00	0	12	0	6	0	0	1	0	2	0	0	0	0	21
16:15	0	4	0	3	0	0	0	0	3	0	0	0	0	10
16:30	0	5	0	0	0	0	0	0	1	0	0	0	0	6
16:45	0	6	0	2	0	0	0	0	4	0	0	0	0	12
Total	0	27	0	11	0	0	1	0	10	0	0	0	0	49
17:00	0	7	0	2	0	0	0	0	5	0	0	0	0	14
17:15	0	4	0	2	0	0	0	0	3	0	0	0	0	9
17:30	0	5	0	1	0	0	0	0	6	0	0	0	0	12
17:45	0	2	0	0	0	0	0	0	5	1	0	0	0	8
Total	0	18	0	5	0	0	0	0	19	1	0	0	0	43
Grand Total	5	329	0	477	0	5	17	0	324	72	0	0	0	1229
Apprch %	1.5	98.5	0.0	99.0	0.0	1.0	4.1	0.0	78.5	17.4	0.0	0.0	0.0	
Total %	0.4	26.8	0.0	38.8	0.0	0.4	1.4	0.0	26.4	5.9	0.0	0.0	0.0	

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Site Code : 00000000
Start Date : 5/16/2023
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	Alf Coleman Rd Southbound				JR Arnold HS Driveway 3 Westbound				Alf Coleman Rd Northbound					Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Uturn	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																		
Intersection	07:30																	
Volume	3	71	0	74	229	0	3	232	1	0	134	46	181	0	0	0	0	487
Percent	4.1	95.9	0.0		98.7	0.0	1.3		0.6	0.0	74.0	25.4		0.0	0.0	0.0		
08:00 Volume	3	27	0	30	85	0	0	85	0	0	41	25	66	0	0	0	0	181
Peak Factor																		0.673
High Int.	08:00				08:00				08:00					6:45:00 AM				
Volume	3	27	0	30	85	0	0	85	0	0	41	25	66					
Peak Factor				0.617				0.682					0.686					
Peak Hour From 14:00 to 17:45 - Peak 1 of 1																		
Intersection	14:30																	
Volume	2	103	0	105	169	0	2	171	14	0	64	24	102	0	0	0	0	378
Percent	1.9	98.1	0.0		98.8	0.0	1.2		13.7	0.0	62.7	23.5		0.0	0.0	0.0		
15:00 Volume	1	53	0	54	110	0	1	111	9	0	19	6	34	0	0	0	0	199
Peak Factor																		0.475
High Int.	15:00				15:00				14:45									
Volume	1	53	0	54	110	0	1	111	0	0	21	13	34					
Peak Factor				0.486				0.385					0.750					

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : alf&school3
Site Code : 00000000
Start Date : 5/16/2023
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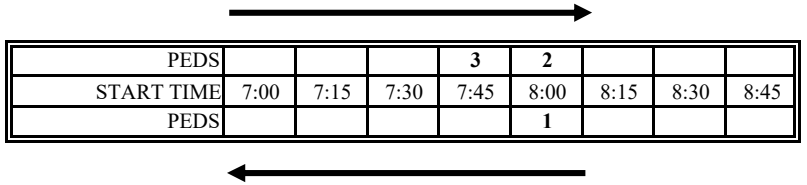
Groups Printed- Trucks

	Alf Coleman Rd Southbound			JR Arnold HS Driveway 3 Westbound			Alf Coleman Rd Northbound				Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Uturn	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	2	0	0	0	0	0	0	2	0	0	0	0	4
07:30	0	2	0	0	0	1	0	0	2	1	0	0	0	6
07:45	0	6	0	0	0	0	0	0	8	0	0	0	0	14
Total	0	10	0	0	0	1	0	0	13	1	0	0	0	25
08:00	0	7	0	0	0	0	0	0	6	0	0	0	0	13
08:15	0	2	0	0	0	0	0	0	1	0	0	0	0	3
08:30	0	1	0	0	0	0	0	0	2	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	10	0	0	0	0	0	0	10	0	0	0	0	20
*********														
14:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:30	0	0	0	0	0	0	1	0	2	0	0	0	0	3
14:45	0	3	0	0	0	0	0	0	6	0	0	0	0	9
Total	0	4	0	0	0	0	1	0	10	0	0	0	0	15
15:00	0	10	0	0	0	0	0	0	6	0	0	0	0	16
*********														
Total	0	10	0	0	0	0	0	0	6	0	0	0	0	16
16:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	3	0	0	0	0	5
*********														
Grand Total	0	35	0	0	0	1	2	0	42	1	0	0	0	81
Apprch %	0.0	100.0	0.0	0.0	0.0	100.0	4.4	0.0	93.3	2.2	0.0	0.0	0.0	
Total %	0.0	43.2	0.0	0.0	0.0	1.2	2.5	0.0	51.9	1.2	0.0	0.0	0.0	

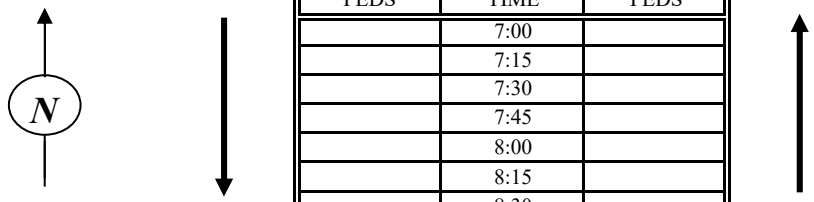
PEDESTRIAN MOVEMENTS

Intersection of Alf Coleman Rd & JR Arnold HS north driveway
Bay County, FL
Tuesday, May 16, 2023



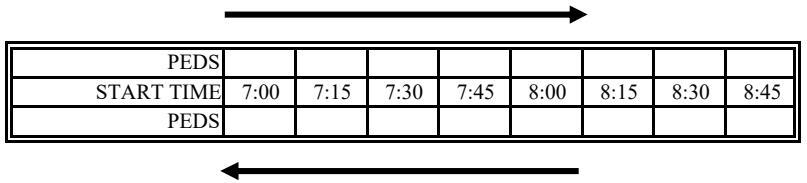
PEDS				**3**	**2**			
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS					**1**			

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN NORTH OF DRIVEWAY



PEDS	START TIME	PEDS
	7:00	
	7:15	
	7:30	
	7:45	
	8:00	
	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SCHOOL DRIVEWAY EAST OF ALF COLEMAN



PEDS								
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF DRIVEWAY

PEDESTRIAN MOVEMENTS

Intersection of Alf Coleman Rd & JR Arnold HS north driveway
Bay County, FL
Tuesday, May 16, 2023

PEDS								
START TIME	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
PEDS					**8**			

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN NORTH OF DRIVEWAY

PEDS	START TIME	PEDS
	14:00	
	14:15	
	14:30	
	14:45	
	15:00	
	15:15	
	15:30	
	15:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SCHOOL DRIVEWAY EAST OF ALF COLEMAN

PEDS								
START TIME	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
PEDS								

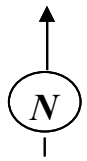
EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF DRIVEWAY

PEDESTRIAN MOVEMENTS

Intersection of Alf Coleman Rd & JR Arnold HS north driveway
Bay County, FL
Tuesday, May 16, 2023

PEDS								
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN NORTH OF DRIVEWAY



PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
	17:00	
	17:15	
	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SCHOOL DRIVEWAY EAST OF ALF COLEMAN

PEDS								
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF DRIVEWAY

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&alf tues
Site Code : 00000000
Start Date : 5/16/2023
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Groups Printed- Cars - Trucks

	Alf Coleman Rd Southbound				US 98 Westbound					Alf Coleman Rd Northbound				US 98 Eastbound					
Start Time	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	6	5	9	0	1	20	373	22	0	23	8	7	36	0	9	342	12	4	877
07:15	14	6	13	0	1	21	371	25	0	33	17	11	18	0	21	413	12	5	981
07:30	21	14	23	0	1	23	397	42	0	44	13	11	18	1	52	379	23	2	1064
07:45	27	18	34	0	1	18	447	100	0	29	23	5	7	0	42	412	33	4	1200
Total	68	43	79	0	4	82	1588	189	0	129	61	34	79	1	124	1546	80	15	4122
08:00	43	28	51	0	2	25	364	124	0	43	45	13	11	0	92	329	23	6	1199
08:15	48	34	75	0	2	29	432	86	0	54	23	10	12	0	50	314	23	2	1194
08:30	20	20	36	0	3	31	355	43	0	42	14	4	11	4	21	356	33	5	998
08:45	18	14	26	0	1	42	393	21	0	46	14	24	11	2	22	387	29	2	1052
Total	129	96	188	0	8	127	1544	274	0	185	96	51	45	6	185	1386	108	15	4443
*********																			
14:00	26	14	29	0	0	20	377	13	0	38	18	10	17	1	32	445	23	5	1068
14:15	26	18	28	0	6	37	426	23	0	51	13	9	22	1	20	435	36	4	1155
14:30	26	26	28	0	2	28	393	26	0	37	17	21	15	0	28	406	32	3	1088
14:45	30	13	32	0	1	32	415	38	0	43	14	8	27	0	32	396	25	10	1116
Total	108	71	117	0	9	117	1611	100	0	169	62	48	81	2	112	1682	116	22	4427
15:00	43	29	108	0	2	29	399	37	0	42	14	16	22	0	42	353	26	2	1164
15:15	60	52	64	0	0	32	433	18	0	43	15	12	11	0	23	414	54	0	1231
15:30	37	11	29	0	2	28	442	17	0	44	5	7	26	1	36	454	18	10	1167
15:45	24	9	28	0	0	42	400	9	0	49	14	12	26	0	23	372	27	10	1045
Total	164	101	229	0	4	131	1674	81	0	178	48	47	85	1	124	1593	125	22	4607
16:00	23	16	20	0	0	26	374	10	0	59	9	7	20	0	13	456	32	4	1069
16:15	12	7	19	0	1	27	451	13	0	55	10	5	17	0	13	480	38	5	1153
16:30	13	11	23	0	2	35	461	14	0	46	11	8	22	0	16	475	26	6	1169
16:45	12	18	27	0	1	41	376	9	0	69	17	7	21	0	14	447	33	6	1098
Total	60	52	89	0	4	129	1662	46	0	229	47	27	80	0	56	1858	129	21	4489
17:00	21	9	20	0	1	34	389	14	0	47	12	18	18	1	15	496	25	3	1123
17:15	22	26	26	0	3	20	459	11	0	45	10	24	20	0	13	504	36	3	1222
17:30	12	9	21	0	2	41	390	23	0	36	10	15	18	0	19	463	24	9	1092
17:45	8	7	17	0	3	31	371	22	0	42	13	9	18	1	23	435	32	3	1035
Total	63	51	84	0	9	126	1609	70	0	170	45	66	74	2	70	1898	117	18	4472
Grand Total	592	414	786	0	38	712	9688	760	0	1060	359	273	444	12	671	9963	675	113	26560
Apprch %	33.0	23.1	43.9	0.0	0.3	6.4	86.5	6.8	0.0	49.6	16.8	12.8	20.8	0.1	5.9	87.1	5.9	1.0	
Total %	2.2	1.6	3.0	0.0	0.1	2.7	36.5	2.9	0.0	4.0	1.4	1.0	1.7	0.0	2.5	37.5	2.5	0.4	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&alf tues
Site Code : 00000000
Start Date : 5/16/2023
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	Alf Coleman Rd Southbound					US 98 Westbound						Alf Coleman Rd Northbound					US 98 Eastbound						
Start Time	Left	Thru	Right	RTO R	App. Total	Uturn	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Uturn	Left	Thru	Right	RTO R	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																							
Intersection	07:30																						
Volume	139	94	183	0	416	6	95	1640	352	0	2093	170	104	39	48	361	1	236	1434	102	14	1787	4657
Percent	33.4	22.6	44.0	0.0		0.3	4.5	78.4	16.8	0.0		47.1	28.8	10.8	13.3		0.1	13.2	80.2	5.7	0.8		
07:45 Volume	27	18	34	0	79	1	18	447	100	0	566	29	23	5	7	64	0	42	412	33	4	491	1200
Peak Factor																							0.970
High Int.	08:15					07:45						08:00					07:45						
Volume	48	34	75	0	157	1	18	447	100	0	566	43	45	13	11	112	0	42	412	33	4	491	
Peak Factor					0.662						0.924					0.806						0.910	
Peak Hour From 14:00 to 17:45 - Peak 1 of 1																							
Intersection	14:45																						
Volume	170	105	233	0	508	5	121	1689	110	0	1925	172	48	43	86	349	1	133	1617	123	22	1896	4678
Percent	33.5	20.7	45.9	0.0		0.3	6.3	87.7	5.7	0.0		49.3	13.8	12.3	24.6		0.1	7.0	85.3	6.5	1.2		
15:15 Volume	60	52	64	0	176	0	32	433	18	0	483	43	15	12	11	81	0	23	414	54	0	491	1231
Peak Factor																							0.950
High Int.	15:00					15:30						15:00					15:30						
Volume	43	29	108	0	180	2	28	442	17	0	489	42	14	16	22	94	1	36	454	18	10	519	
Peak Factor					0.706						0.984					0.928						0.913	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&alf tues
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Groups Printed- Trucks

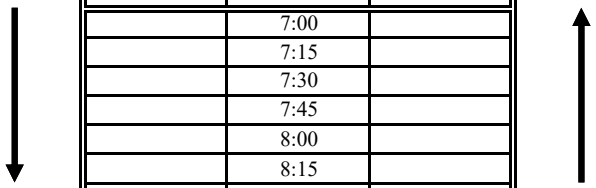
	Alf Coleman Rd Southbound				US 98 Westbound					Alf Coleman Rd Northbound				US 98 Eastbound					
Start Time	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	0	0	0	0	0	19	0	0	0	0	0	0	0	1	2	0	0	22
07:15	0	0	1	0	0	1	12	1	0	1	0	0	1	0	1	7	2	0	27
07:30	1	1	0	0	0	0	13	0	0	3	1	0	0	0	1	4	1	0	25
07:45	0	2	3	0	0	0	11	3	0	2	1	0	0	0	2	19	0	0	43
Total	1	3	4	0	0	1	55	4	0	6	2	0	1	0	5	32	3	0	117
08:00	2	2	2	0	0	0	8	4	0	0	0	0	1	0	2	12	0	0	33
08:15	1	1	0	0	0	0	17	1	0	6	0	0	0	0	0	15	0	0	41
08:30	0	0	0	0	0	0	15	1	0	1	1	0	1	0	1	16	0	0	36
08:45	0	0	1	0	0	0	17	0	0	1	0	0	0	0	0	14	1	0	34
Total	3	3	3	0	0	0	57	6	0	8	1	0	2	0	3	57	1	0	144
*********																			
14:00	0	0	0	0	0	1	13	0	0	0	0	0	0	0	0	16	2	0	32
14:15	1	0	0	0	0	1	16	0	0	0	1	0	0	0	0	11	0	0	30
14:30	0	0	1	0	1	1	6	1	0	0	1	1	0	0	1	10	0	0	23
14:45	1	1	1	0	0	0	7	6	0	0	0	1	0	0	0	9	0	0	26
Total	2	1	2	0	1	3	42	7	0	0	2	2	0	0	1	46	2	0	111
15:00	0	0	5	0	0	0	12	2	0	1	0	0	1	0	0	13	2	0	36
15:15	6	0	0	0	0	0	5	0	0	0	0	0	0	0	0	16	1	0	28
15:30	0	0	0	0	0	0	10	0	0	0	0	0	1	0	0	12	1	0	24
15:45	0	0	1	0	0	1	11	0	0	2	0	1	0	0	0	8	0	0	24
Total	6	0	6	0	0	1	38	2	0	3	0	1	2	0	0	49	4	0	112
16:00	0	1	0	0	0	0	4	0	0	1	0	0	1	0	1	10	0	0	18
16:15	0	0	0	0	0	0	7	1	0	1	0	0	0	0	0	8	0	0	17
16:30	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	9	0	0	15
16:45	0	0	0	0	0	0	5	0	0	0	1	1	0	0	0	8	0	0	15
Total	0	1	0	0	0	0	21	1	0	2	2	1	1	0	1	35	0	0	65
17:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	1	0	7
17:15	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7	0	0	14
17:30	0	0	0	0	0	0	4	0	0	1	0	0	1	0	0	5	0	0	11
17:45	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	2	0	0	6
Total	0	0	0	0	0	0	15	0	0	2	0	0	1	0	0	19	1	0	38
Grand Total	12	8	15	0	1	5	228	20	0	21	7	4	7	0	10	238	11	0	587
Apprch %	34.3	22.9	42.9	0.0	0.4	2.0	89.8	7.9	0.0	53.8	17.9	10.3	17.9	0.0	3.9	91.9	4.2	0.0	
Total %	2.0	1.4	2.6	0.0	0.2	0.9	38.8	3.4	0.0	3.6	1.2	0.7	1.2	0.0	1.7	40.5	1.9	0.0	

PEDESTRIAN MOVEMENTS

Intersection of US 98 & Alf Coleman Rd
Bay County, FL
Tuesday, May 16, 2023

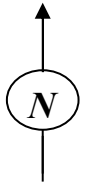
PEDS			**1**					
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS				**1**				

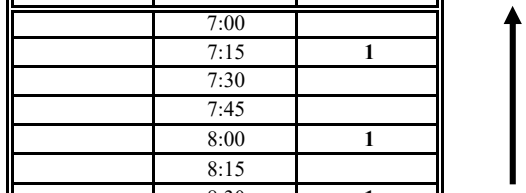
EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN NORTH OF US 98



PEDS	START TIME	PEDS
	7:00	
	7:15	
	7:30	
	7:45	
	8:00	
	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 WEST OF ALF COLEMAN





PEDS	START TIME	PEDS
	7:00	
	7:15	**1**
	7:30	
	7:45	
	8:00	**1**
	8:15	
	8:30	**1**
	8:45	**1**

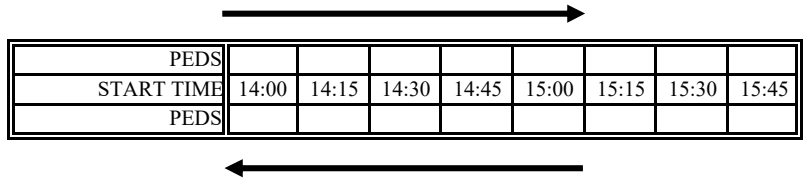
NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 EAST OF ALF COLEMAN

PEDS								
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF US 98

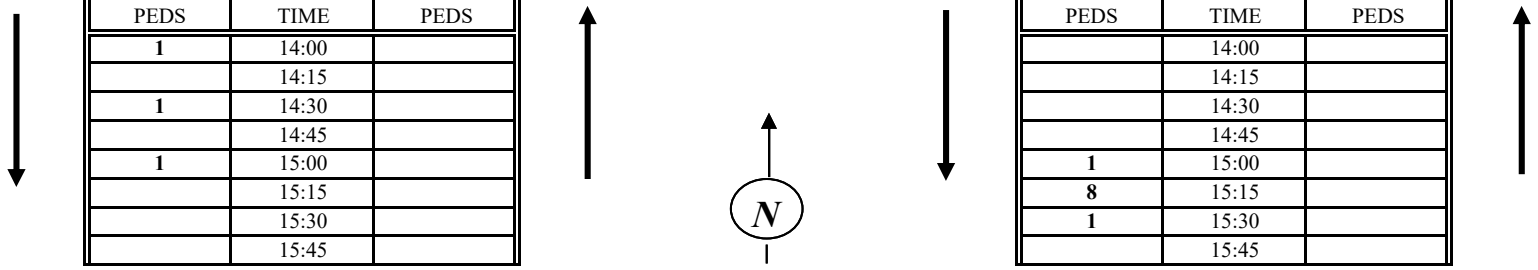
PEDESTRIAN MOVEMENTS

Intersection of US 98 & Alf Coleman Rd
Bay County, FL
Tuesday, May 16, 2023



PEDS								
START TIME	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN NORTH OF US 98

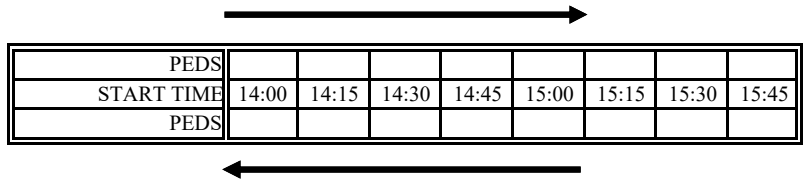


PEDS	START TIME	PEDS
1	14:00	
	14:15	
1	14:30	
	14:45	
1	15:00	
	15:15	
	15:30	
	15:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 WEST OF ALF COLEMAN

PEDS	START TIME	PEDS
	14:00	
	14:15	
	14:30	
	14:45	
1	15:00	
8	15:15	
1	15:30	
	15:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 EAST OF ALF COLEMAN



PEDS								
START TIME	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF US 98

PEDESTRIAN MOVEMENTS

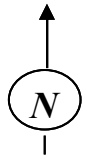
Intersection of US 98 & Alf Coleman Rd
Bay County, FL
Tuesday, May 16, 2023

PEDS								
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN NORTH OF US 98

PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
	17:00	
	17:15	
1	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 WEST OF ALF COLEMAN



PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
	17:00	**1**
	17:15	
	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 EAST OF ALF COLEMAN

PEDS	**1**							
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALF COLEMAN SOUTH OF US 98

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&rjackson
Site Code : 00000000
Start Date : 5/18/2023
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Groups Printed- Cars - Trucks

	Richard Jackson Blvd Southbound				US 98 Westbound					Richard Jackson Blvd Northbound				US 98 Eastbound					
Start Time	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	55	17	18	14	0	38	375	71	24	17	33	21	23	3	54	287	26	10	1086
07:15	115	64	11	24	0	43	404	65	24	59	56	30	32	2	46	276	18	4	1273
07:30	84	46	13	27	0	39	407	41	16	53	30	30	26	3	44	336	15	2	1212
07:45	46	29	7	16	1	57	483	11	14	50	19	33	28	5	21	355	35	10	1220
Total	300	156	49	81	1	177	1669	188	78	179	138	114	109	13	165	1254	94	26	4791
08:00	49	28	9	16	1	68	416	25	12	61	32	9	18	7	25	262	22	18	1078
08:15	32	35	7	12	2	32	373	18	8	62	44	23	29	2	29	338	33	21	1100
08:30	44	38	7	22	1	50	424	17	9	38	31	29	22	2	16	302	24	9	1085
08:45	44	42	7	18	0	45	371	8	13	47	42	30	11	5	26	284	34	7	1034
Total	169	143	30	68	4	195	1584	68	42	208	149	91	80	16	96	1186	113	55	4297
*********																			
16:00	68	54	8	19	1	53	303	8	4	70	52	37	32	5	38	420	46	11	1229
16:15	51	42	5	6	0	55	368	10	2	67	51	45	22	3	25	420	38	14	1224
16:30	56	42	8	11	3	46	367	6	7	68	31	51	19	4	27	455	50	10	1261
16:45	63	35	7	13	1	38	352	12	8	83	36	41	24	1	37	425	35	16	1227
Total	238	173	28	49	5	192	1390	36	21	288	170	174	97	13	127	1720	169	51	4941
17:00	61	53	23	14	7	38	341	23	7	80	59	37	13	4	33	425	27	16	1261
17:15	46	31	8	16	2	53	446	33	5	77	27	27	21	4	23	443	39	11	1312
17:30	43	37	8	20	3	56	437	16	12	80	30	38	18	5	39	398	28	13	1281
17:45	49	35	12	18	1	35	408	29	9	94	45	17	18	4	34	375	36	19	1238
Total	199	156	51	68	13	182	1632	101	33	331	161	119	70	17	129	1641	130	59	5092
Grand Total	906	628	158	266	23	746	6275	393	174	1006	618	498	356	59	517	5801	506	191	19121
Apprch %	46.3	32.1	8.1	13.6	0.3	9.8	82.4	5.2	2.3	40.6	24.9	20.1	14.4	0.8	7.3	82.0	7.2	2.7	
Total %	4.7	3.3	0.8	1.4	0.1	3.9	32.8	2.1	0.9	5.3	3.2	2.6	1.9	0.3	2.7	30.3	2.6	1.0	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&rjackson
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	Richard Jackson Blvd Southbound					US 98 Westbound						Richard Jackson Blvd Northbound					US 98 Eastbound						
Start Time	Left	Thru	Right	RTO R	App. Total	Uturn	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Uturn	Left	Thru	Right	RTO R	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																							
Intersection	07:00																						
Volume	300	156	49	81	586	1	177	1669	188	78	2113	179	138	114	109	540	13	165	1254	94	26	1552	4791
Percent	51.2	26.6	8.4	13.8		0.0	8.4	79.0	8.9	3.7		33.1	25.6	21.1	20.2		0.8	10.6	80.8	6.1	1.7		
07:15 Volume	115	64	11	24	214	0	43	404	65	24	536	59	56	30	32	177	2	46	276	18	4	346	1273
Peak Factor																							0.941
High Int.	07:15					07:45						07:15					07:45						
Volume	115	64	11	24	214	1	57	483	11	14	566	59	56	30	32	177	5	21	355	35	10	426	
Peak Factor					0.685						0.933					0.763						0.911	
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																							
Intersection	17:00																						
Volume	199	156	51	68	474	13	182	1632	101	33	1961	331	161	119	70	681	17	129	1641	130	59	1976	5092
Percent	42.0	32.9	10.8	14.3		0.7	9.3	83.2	5.2	1.7		48.6	23.6	17.5	10.3		0.9	6.5	83.0	6.6	3.0		
17:15 Volume	46	31	8	16	101	2	53	446	33	5	539	77	27	27	21	152	4	23	443	39	11	520	1312
Peak Factor																							0.970
High Int.	17:00					17:15						17:00					17:15						
Volume	61	53	23	14	151	2	53	446	33	5	539	80	59	37	13	189	4	23	443	39	11	520	
Peak Factor					0.785						0.910					0.901						0.950	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&rjackson
Site Code : 00000000
Start Date : 5/18/2023
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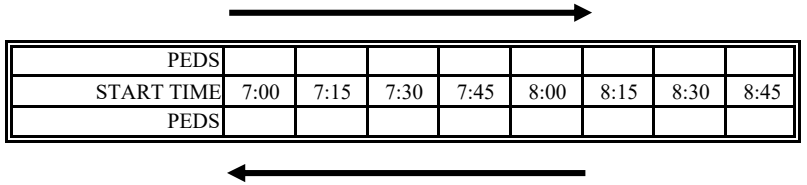
Groups Printed- Trucks

	Richard Jackson Blvd Southbound				US 98 Westbound					Richard Jackson Blvd Northbound				US 98 Eastbound					
Start Time	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	4	0	0	2	0	1	22	3	2	1	1	0	0	0	0	13	3	0	52
07:15	6	2	1	0	0	1	24	1	0	3	0	0	1	2	1	9	2	0	53
07:30	2	3	0	0	0	0	32	2	0	2	0	0	0	1	1	15	1	0	59
07:45	0	0	2	2	0	2	39	0	1	3	1	0	1	1	4	20	1	1	78
Total	12	5	3	4	0	4	117	6	3	9	2	0	2	4	6	57	7	1	242
08:00	1	1	0	2	0	0	31	3	0	3	0	1	1	0	1	14	1	2	61
08:15	3	2	0	2	0	2	26	2	0	3	1	1	1	0	2	15	3	2	65
08:30	3	0	0	0	0	1	35	1	1	1	3	0	0	0	0	30	1	1	77
08:45	0	0	0	0	0	1	30	1	1	0	1	1	0	0	3	24	1	0	63
Total	7	3	0	4	0	4	122	7	2	7	5	3	2	0	6	83	6	5	266
*********																			
16:00	3	0	0	0	0	0	14	0	0	3	1	1	0	0	3	23	1	0	49
16:15	1	0	0	0	0	2	19	0	0	1	0	0	2	2	0	22	0	1	50
16:30	4	0	1	0	0	1	7	0	0	0	0	4	2	0	0	19	0	0	38
16:45	0	0	0	0	0	0	13	0	0	1	0	0	1	0	1	12	0	0	28
Total	8	0	1	0	0	3	53	0	0	5	1	5	5	2	4	76	1	1	165
17:00	3	0	0	0	0	0	14	0	0	0	0	1	0	0	0	9	0	0	27
17:15	2	0	0	1	0	0	7	0	0	1	0	1	0	0	0	9	1	0	22
17:30	0	0	0	0	0	1	10	0	0	1	0	0	0	0	0	13	0	0	25
17:45	2	0	0	0	0	0	6	1	0	0	1	1	1	0	0	9	0	0	21
Total	7	0	0	1	0	1	37	1	0	2	1	3	1	0	0	40	1	0	95
Grand Total	34	8	4	9	0	12	329	14	5	23	9	11	10	6	16	256	15	7	768
Apprch %	61.8	14.5	7.3	16.4	0.0	3.3	91.4	3.9	1.4	43.4	17.0	20.8	18.9	2.0	5.3	85.3	5.0	2.3	
Total %	4.4	1.0	0.5	1.2	0.0	1.6	42.8	1.8	0.7	3.0	1.2	1.4	1.3	0.8	2.1	33.3	2.0	0.9	

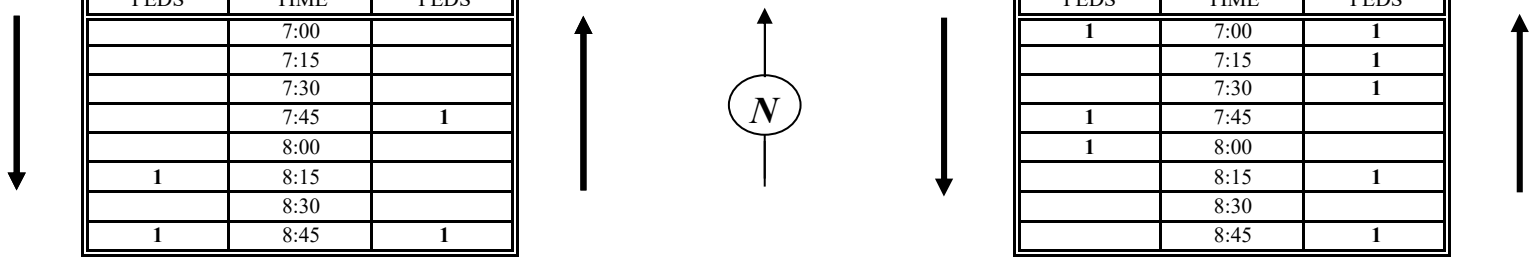
PEDESTRIAN MOVEMENTS

Intersection of US 98 & Richard Jackson Blvd
Bay County, FL
Thursday, May 18, 2023



PEDS								
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING R.JACKSON NORTH OF US 98

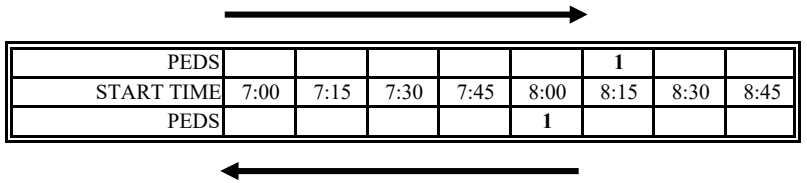


PEDS	START TIME	PEDS
	7:00	
	7:15	
	7:30	
	7:45	**1**
	8:00	
1	8:15	
	8:30	
1	8:45	**1**

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 WEST OF R. JACKSON

PEDS	START TIME	PEDS
1	7:00	**1**
	7:15	**1**
	7:30	**1**
1	7:45	
1	8:00	
	8:15	**1**
	8:30	
	8:45	**1**

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 EAST OF R. JACKSON



PEDS						**1**		
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS					**1**			

EAST /WEST PEDESTRIAN TRAFFIC CROSSING R.JACKSON SOUTH OF US 98

PEDESTRIAN MOVEMENTS

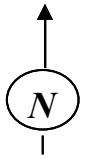
Intersection of US 98 & Richard Jackson Blvd
Bay County, FL
Thursday, May 18, 2023

PEDS								
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING R.JACKSON NORTH OF US 98

PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
1	16:45	
	17:00	
	17:15	
1	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 WEST OF R. JACKSON



PEDS	START TIME	PEDS
1	16:00	**1**
1	16:15	**2**
2	16:30	
	16:45	
	17:00	**1**
	17:15	
	17:30	
1	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 EAST OF R. JACKSON

PEDS								
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING R.JACKSON SOUTH OF US 98

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&moylan
Site Code : 00000000
Start Date : 5/18/2023
Page No : 1

Groups Printed- Cars - Trucks

	Moylan Rd Southbound				US 98 Westbound					Moylan Rd Northbound				US 98 Eastbound					
Start Time	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	0	0	0	0	9	479	1	0	73	0	3	8	0	0	351	11	1	936
07:15	1	0	0	1	0	5	516	1	0	72	0	4	3	0	0	480	14	11	1108
07:30	0	0	1	0	1	8	569	1	0	47	0	7	6	2	0	450	29	25	1146
07:45	0	0	0	0	1	13	440	0	0	69	0	8	7	0	8	382	21	14	963
Total	1	0	1	1	2	35	2004	3	0	261	0	22	24	2	8	1663	75	51	4153
08:00	0	0	0	0	0	9	520	0	0	51	0	7	1	0	1	361	18	13	981
08:15	0	0	0	0	2	6	410	0	0	55	0	8	2	0	0	358	11	8	860
08:30	0	0	0	0	0	6	441	0	0	36	0	5	5	0	4	352	16	11	876
08:45	0	0	0	0	0	6	509	2	0	33	0	3	1	1	0	367	19	15	956
Total	0	0	0	0	2	27	1880	2	0	175	0	23	9	1	5	1438	64	47	3673
*********																			
16:00	0	0	0	0	6	8	358	0	0	37	0	4	6	1	0	488	39	9	956
16:15	0	0	0	0	5	11	405	0	0	56	0	7	5	0	0	484	37	17	1027
16:30	0	0	0	0	5	13	386	1	0	51	0	6	11	0	0	491	43	13	1020
16:45	0	0	0	0	2	7	446	0	0	31	0	4	11	0	1	509	42	13	1066
Total	0	0	0	0	18	39	1595	1	0	175	0	21	33	1	1	1972	161	52	4069
17:00	0	0	0	0	4	17	443	0	0	44	0	7	10	0	13	485	30	10	1063
17:15	0	0	0	0	4	12	427	0	0	67	1	7	5	1	2	455	23	17	1021
17:30	0	0	0	0	2	10	497	2	0	57	1	10	7	0	0	511	22	11	1130
17:45	0	0	0	0	1	10	489	0	0	44	0	4	9	0	0	476	44	9	1086
Total	0	0	0	0	11	49	1856	2	0	212	2	28	31	1	15	1927	119	47	4300
Grand Total	1	0	1	1	33	150	7335	8	0	823	2	94	97	5	29	7000	419	197	16195
Apprch %	33.3	0.0	33.3	33.3	0.4	2.0	97.5	0.1	0.0	81.0	0.2	9.3	9.5	0.1	0.4	91.5	5.5	2.6	
Total %	0.0	0.0	0.0	0.0	0.2	0.9	45.3	0.0	0.0	5.1	0.0	0.6	0.6	0.0	0.2	43.2	2.6	1.2	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&moylan
Site Code : 00000000
Start Date : 5/18/2023
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	Moylan Rd Southbound					US 98 Westbound						Moylan Rd Northbound					US 98 Eastbound						
Start Time	Left	Thru	Right	RTO R	App. Total	Uturn	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Uturn	Left	Thru	Right	RTO R	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																							
Intersection	07:15																						
Volume	1	0	1	1	3	2	35	2045	2	0	2084	239	0	26	17	282	2	9	1673	82	63	1829	4198
Percent	33.3	0.0	33.3	33.3		0.1	1.7	98.1	0.1	0.0		84.8	0.0	9.2	6.0		0.1	0.5	91.5	4.5	3.4		
07:30 Volume	0	0	1	0	1	1	8	569	1	0	579	47	0	7	6	60	2	0	450	29	25	506	1146
Peak Factor																							0.916
High Int.	07:15					07:30						07:45					07:30						
Volume	1	0	0	1	2	1	8	569	1	0	579	69	0	8	7	84	2	0	450	29	25	506	
Peak Factor					0.375						0.900					0.839						0.904	
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																							
Intersection	17:00																						
Volume	0	0	0	0	0	11	49	1856	2	0	1918	212	2	28	31	273	1	15	1927	119	47	2109	4300
Percent	0.0	0.0	0.0	0.0		0.6	2.6	96.8	0.1	0.0		77.7	0.7	10.3	11.4		0.0	0.7	91.4	5.6	2.2		
17:30 Volume	0	0	0	0	0	2	10	497	2	0	511	57	1	10	7	75	0	0	511	22	11	544	1130
Peak Factor																							0.951
High Int.						17:30						17:15					17:30						
Volume	0	0	0	0	0	2	10	497	2	0	511	67	1	7	5	80	0	0	511	22	11	544	
Peak Factor											0.938					0.853						0.969	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

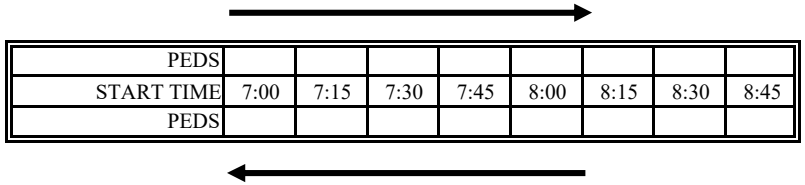
File Name : us98&moylan
Site Code : 00000000
Start Date : 5/18/2023
Page No : 1

Groups Printed- Trucks

	Moylan Rd Southbound				US 98 Westbound					Moylan Rd Northbound				US 98 Eastbound					
Start Time	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	0	0	0	0	4	28	1	0	5	0	0	1	0	0	15	1	0	55
07:15	0	0	0	1	0	2	28	0	0	1	0	1	0	0	0	23	0	0	56
07:30	0	0	0	0	0	0	38	1	0	1	0	1	0	0	0	12	2	0	55
07:45	0	0	0	0	0	1	25	0	0	4	0	2	0	0	0	16	0	0	48
Total	0	0	0	1	0	7	119	2	0	11	0	4	1	0	0	66	3	0	214
08:00	0	0	0	0	0	1	28	0	0	4	0	2	0	0	0	17	1	0	53
08:15	0	0	0	0	0	0	28	0	0	4	0	1	0	0	0	18	0	1	52
08:30	0	0	0	0	0	1	44	0	0	0	0	1	0	0	0	36	2	1	85
08:45	0	0	0	0	0	2	42	1	0	0	0	1	0	0	0	21	1	1	69
Total	0	0	0	0	0	4	142	1	0	8	0	5	0	0	0	92	4	3	259
*********																			
16:00	0	0	0	0	0	0	18	0	0	0	0	0	1	0	0	28	1	0	48
16:15	0	0	0	0	0	0	17	0	0	0	0	1	0	0	0	27	2	0	47
16:30	0	0	0	0	0	0	6	0	0	1	0	0	0	0	0	26	2	0	35
16:45	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	12	1	0	26
Total	0	0	0	0	0	0	54	0	0	1	0	1	1	0	0	93	6	0	156
17:00	0	0	0	0	0	0	10	0	0	4	0	1	0	0	0	18	0	0	33
17:15	0	0	0	0	0	0	6	0	0	2	0	0	1	0	0	14	1	0	24
17:30	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	11	0	0	19
17:45	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	13	0	0	20
Total	0	0	0	0	0	0	31	0	0	6	0	1	1	0	0	56	1	0	96
Grand Total	0	0	0	1	0	11	346	3	0	26	0	11	3	0	0	307	14	3	725
Apprch %	0.0	0.0	0.0	100.0	0.0	3.1	96.1	0.8	0.0	65.0	0.0	27.5	7.5	0.0	0.0	94.8	4.3	0.9	
Total %	0.0	0.0	0.0	0.1	0.0	1.5	47.7	0.4	0.0	3.6	0.0	1.5	0.4	0.0	0.0	42.3	1.9	0.4	

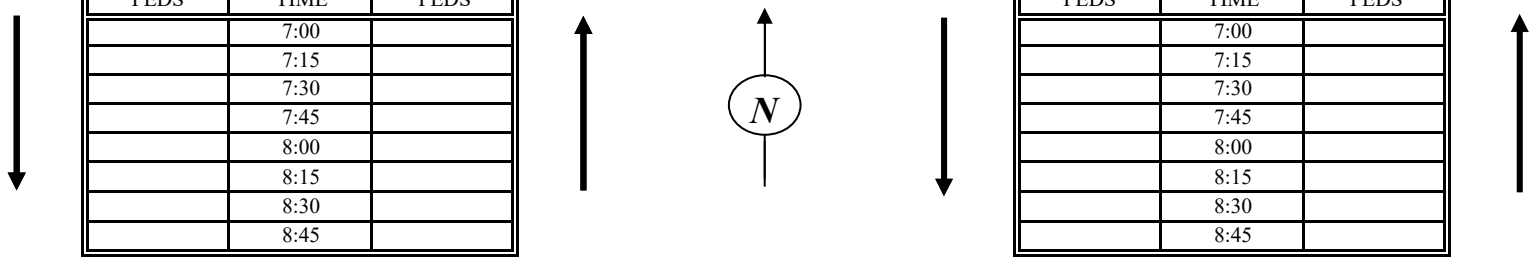
PEDESTRIAN MOVEMENTS

Intersection of US 98 & Moylan Road
Bay County, FL
Thursday, May 18, 2023



PEDS								
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING MOYLAN NORTH OF US 98

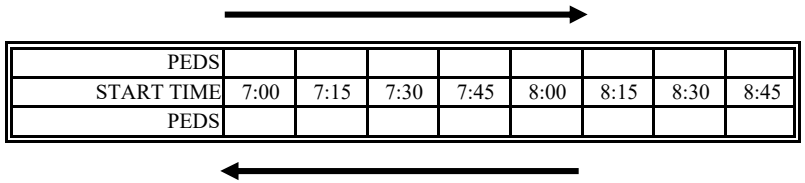


PEDS	START TIME	PEDS
	7:00	
	7:15	
	7:30	
	7:45	
	8:00	
	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 WEST OF MOYLAN

PEDS	START TIME	PEDS
	7:00	
	7:15	
	7:30	
	7:45	
	8:00	
	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 EAST OF MOYLAN



PEDS								
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING MOYLAN SOUTH OF US 98

PEDESTRIAN MOVEMENTS

Intersection of US 98 & Moylan Road
Bay County, FL
Thursday, May 18, 2023

PEDS			**1**					
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING MOYLAN SOUTH OF US 98

PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
	17:00	
	17:15	
	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING US 98 WEST OF MOYLAN

N

PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
	17:00	
	17:15	
	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING US 98 EAST OF MOYLAN

PEDS								
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING MOYLAN SOUTH OF US 98

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&allison
Site Code : 00000000
Start Date : 5/18/2023
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Groups Printed- Cars - Trucks

	Southbound				US 98 Westbound			Allison Ave Northbound				US 98 Eastbound				
Start Time	Left	Thru	Right	RTOR	Uturn	Left	Thru	Left	Thru	Right	RTOR	Uturn	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	0	0	0	3	3	464	25	0	3	0	0	343	18	0	859
07:15	0	0	0	0	1	4	462	14	0	9	0	0	455	43	0	988
07:30	0	0	0	0	0	1	523	16	0	6	0	1	428	28	0	1003
07:45	0	0	0	0	0	1	446	19	0	5	0	1	412	25	0	909
Total	0	0	0	0	4	9	1895	74	0	23	0	2	1638	114	0	3759
08:00	0	0	0	0	0	0	476	17	0	9	0	0	343	45	0	890
08:15	0	0	0	0	0	3	414	25	0	6	0	0	379	36	0	863
08:30	0	0	0	0	0	6	420	23	0	5	0	0	363	42	0	859
08:45	0	0	0	0	0	4	480	17	0	8	0	0	342	40	0	891
Total	0	0	0	0	0	13	1790	82	0	28	0	0	1427	163	0	3503
*********																
16:00	0	0	0	0	0	5	352	14	0	4	0	2	466	60	0	903
16:15	0	0	0	0	2	2	393	16	0	5	0	3	436	69	0	926
16:30	0	0	0	0	0	5	388	25	0	17	0	1	467	54	0	957
16:45	0	0	0	0	0	4	416	27	0	10	0	1	450	45	0	953
Total	0	0	0	0	2	16	1549	82	0	36	0	7	1819	228	0	3739
17:00	0	0	0	0	1	1	394	18	0	16	0	1	490	61	0	982
17:15	0	0	0	0	0	3	421	22	0	7	0	0	461	55	0	969
17:30	0	0	0	0	0	4	503	13	0	12	0	0	461	46	0	1039
17:45	0	0	0	0	0	1	458	22	0	7	0	2	442	50	0	982
Total	0	0	0	0	1	9	1776	75	0	42	0	3	1854	212	0	3972
Grand Total	0	0	0	0	7	47	7010	313	0	129	0	12	6738	717	0	14973
Apprch %	0.0	0.0	0.0	0.0	0.1	0.7	99.2	70.8	0.0	29.2	0.0	0.2	90.2	9.6	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.3	46.8	2.1	0.0	0.9	0.0	0.1	45.0	4.8	0.0	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&allison
Site Code : 00000000
Start Date : 5/18/2023
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	Southbound					US 98 Westbound				Allison Ave Northbound					US 98 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Uturn	Left	Thru	App. Total	Left	Thru	Right	RTOR	App. Total	Uturn	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																				
Intersection	07:15																			
Volume	0	0	0	0	0	1	6	1907	1914	66	0	29	0	95	2	1638	141	0	1781	3790
Percent	0.0	0.0	0.0	0.0		0.1	0.3	99.6		69.5	0.0	30.5	0.0		0.1	92.0	7.9	0.0		
07:30 Volume	0	0	0	0	0	0	1	523	524	16	0	6	0	22	1	428	28	0	457	1003
Peak Factor																				0.945
High Int.	6:45:00 AM					07:30				08:00					07:15					
Volume	0	0	0	0	0	0	1	523	524	17	0	9	0	26	0	455	43	0	498	
Peak Factor									0.913					0.913					0.894	
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																				
Intersection	17:00																			
Volume	0	0	0	0	0	1	9	1776	1786	75	0	42	0	117	3	1854	212	0	2069	3972
Percent	0.0	0.0	0.0	0.0		0.1	0.5	99.4		64.1	0.0	35.9	0.0		0.1	89.6	10.2	0.0		
17:30 Volume	0	0	0	0	0	0	4	503	507	13	0	12	0	25	0	461	46	0	507	1039
Peak Factor																				0.956
High Int.						17:30				17:00					17:00					
Volume	0	0	0	0	0	0	4	503	507	18	0	16	0	34	1	490	61	0	552	
Peak Factor									0.881					0.860					0.937	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&allison
Site Code : 00000000
Start Date : 5/18/2023
Page No : 1

Groups Printed- Trucks

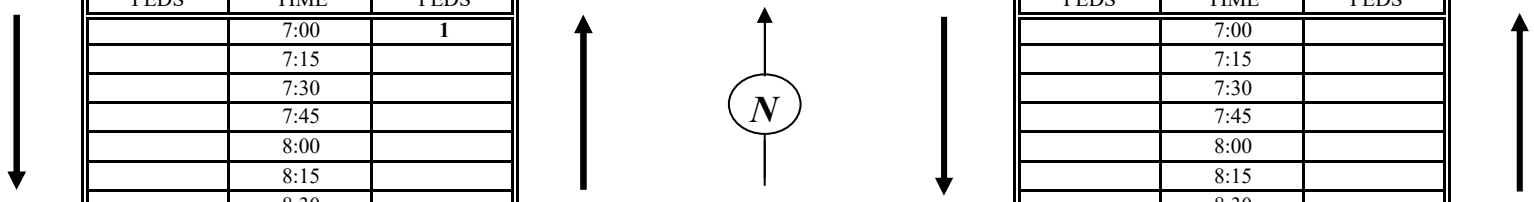
	Southbound				US 98 Westbound			Allison Ave Northbound				US 98 Eastbound				
Start Time	Left	Thru	Right	RTOR	Uturn	Left	Thru	Left	Thru	Right	RTOR	Uturn	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	0	0	0	3	1	34	0	0	0	0	0	15	0	0	53
07:15	0	0	0	0	0	1	25	1	0	1	0	0	19	1	0	48
07:30	0	0	0	0	0	0	47	1	0	0	0	0	14	1	0	63
07:45	0	0	0	0	0	0	32	0	0	0	0	0	22	0	0	54
Total	0	0	0	0	3	2	138	2	0	1	0	0	70	2	0	218
08:00	0	0	0	0	0	0	33	1	0	1	0	0	21	1	0	57
08:15	0	0	0	0	0	1	34	1	0	0	0	0	18	0	0	54
08:30	0	0	0	0	0	0	44	0	0	0	0	0	28	3	0	75
08:45	0	0	0	0	0	0	47	1	0	1	0	0	24	0	0	73
Total	0	0	0	0	0	1	158	3	0	2	0	0	91	4	0	259
*********																
16:00	0	0	0	0	0	1	18	0	0	1	0	0	28	5	0	53
16:15	0	0	0	0	0	0	19	1	0	1	0	1	26	2	0	50
16:30	0	0	0	0	0	0	11	0	0	2	0	0	26	0	0	39
16:45	0	0	0	0	0	0	12	3	0	0	0	0	13	0	0	28
Total	0	0	0	0	0	1	60	4	0	4	0	1	93	7	0	170
17:00	0	0	0	0	0	0	8	2	0	1	0	0	15	3	0	29
17:15	0	0	0	0	0	0	8	0	0	1	0	0	14	4	0	27
17:30	0	0	0	0	0	0	11	1	0	0	0	0	11	1	0	24
17:45	0	0	0	0	0	0	3	0	0	1	0	0	14	0	0	18
Total	0	0	0	0	0	0	30	3	0	3	0	0	54	8	0	98
Grand Total	0	0	0	0	3	4	386	12	0	10	0	1	308	21	0	745
Apprch %	0.0	0.0	0.0	0.0	0.8	1.0	98.2	54.5	0.0	45.5	0.0	0.3	93.3	6.4	0.0	
Total %	0.0	0.0	0.0	0.0	0.4	0.5	51.8	1.6	0.0	1.3	0.0	0.1	41.3	2.8	0.0	

PEDESTRIAN MOVEMENTS

Intersection of US 98 & Allison Ave
Bay County, FL
Thursday, May 18, 2023

PEDS	START TIME	PEDS
	7:00	**1**
	7:15	
	7:30	
	7:45	
	8:00	
	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 WEST OF ALLISON



PEDS	START TIME	PEDS
	7:00	
	7:15	
	7:30	
	7:45	
	8:00	
	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 EAST OF ALLISON

PEDS								
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

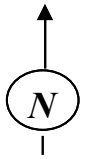
EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALLISON SOUTH OF US 98

PEDESTRIAN MOVEMENTS

Intersection of US 98 & Allison Ave
Bay County, FL
Thursday, May 18, 2023

PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
	17:00	
	17:15	
	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 WEST OF ALLISON



PEDS	START TIME	PEDS
	16:00	
1	16:15	
	16:30	
	16:45	
	17:00	
	17:15	
	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 EAST OF ALLISON

PEDS								
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING ALLISON SOUTH OF US 98

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&chip seal
Site Code : 00000000
Start Date : 5/18/2023
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Groups Printed- Cars - Trucks

	Chip Seal Pkwy Southbound				US 98 Westbound					Cauley Ave Northbound				US 98 Eastbound					
Start Time	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	27	2	3	14	0	0	456	28	11	7	14	1	0	0	32	305	8	0	908
07:15	39	19	14	28	0	3	453	44	12	10	29	0	0	0	40	412	9	1	1113
07:30	32	14	14	19	1	3	470	3	5	4	8	2	1	0	7	429	10	1	1023
07:45	2	0	0	4	1	2	492	2	0	8	3	0	4	2	5	436	10	1	972
Total	100	35	31	65	2	8	1871	77	28	29	54	3	5	2	84	1582	37	3	4016
08:00	5	2	0	6	2	4	455	6	4	7	3	0	3	0	6	335	7	0	845
08:15	11	1	0	4	1	5	414	3	1	9	5	3	1	2	6	376	3	0	845
08:30	8	2	0	2	2	6	473	9	0	2	0	1	0	1	2	351	13	0	872
08:45	5	0	1	3	1	7	475	3	1	10	3	3	1	3	7	322	16	0	861
Total	29	5	1	15	6	22	1817	21	6	28	11	7	5	6	21	1384	39	0	3423
*********																			
14:00	37	23	17	27	2	1	342	10	1	13	9	2	0	0	19	352	19	3	877
14:15	12	8	3	7	3	4	388	6	0	9	1	0	3	1	4	409	10	2	870
14:30	13	1	3	5	0	6	344	2	2	4	0	1	2	0	6	416	13	2	820
14:45	6	1	0	6	0	2	415	5	0	8	1	1	3	0	2	417	7	1	875
Total	68	33	23	45	5	13	1489	23	3	34	11	4	8	1	31	1594	49	8	3442
15:00	7	4	1	4	1	4	429	2	1	13	2	2	3	0	2	410	7	1	893
15:15	7	2	1	6	1	2	419	10	2	12	0	0	4	1	1	457	6	1	932
15:30	3	2	0	5	0	4	437	9	3	13	0	1	1	0	2	438	13	0	931
15:45	9	1	0	2	3	3	437	3	0	8	1	1	2	0	5	448	11	4	938
Total	26	9	2	17	5	13	1722	24	6	46	3	4	10	1	10	1753	37	6	3694
16:00	6	1	0	6	2	4	375	5	0	10	0	1	4	0	6	460	15	1	896
16:15	4	0	0	6	2	2	388	11	0	13	2	2	3	1	5	454	8	1	902
16:30	7	3	1	1	0	2	435	10	1	7	1	2	2	1	16	453	9	2	953
16:45	6	0	0	2	0	5	408	24	3	13	5	2	3	1	17	433	7	3	932
Total	23	4	1	15	4	13	1606	50	4	43	8	7	12	3	44	1800	39	7	3683
17:00	9	3	1	9	0	1	415	32	18	14	5	1	5	0	33	442	6	0	994
17:15	11	3	0	6	0	3	484	52	24	15	12	4	3	0	36	444	11	1	1109
17:30	10	2	0	9	0	1	488	23	6	10	2	3	1	1	21	464	14	1	1056
17:45	11	7	2	15	1	4	418	13	13	11	2	2	1	1	9	386	9	4	909
Total	41	15	3	39	1	9	1805	120	61	50	21	10	10	2	99	1736	40	6	4068
Grand Total	287	101	61	196	23	78	10310	315	108	230	108	35	50	15	289	9849	241	30	22326
Apprch %	44.5	15.7	9.5	30.4	0.2	0.7	95.2	2.9	1.0	54.4	25.5	8.3	11.8	0.1	2.8	94.5	2.3	0.3	
Total %	1.3	0.5	0.3	0.9	0.1	0.3	46.2	1.4	0.5	1.0	0.5	0.2	0.2	0.1	1.3	44.1	1.1	0.1	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : us98&chip seal
Site Code : 00000000
Start Date : 5/18/2023
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	Chip Seal Pkwy Southbound					US 98 Westbound						Cauley Ave Northbound					US 98 Eastbound						
Start Time	Left	Thru	Right	RTO R	App. Total	Uturn	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Uturn	Left	Thru	Right	RTO R	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																							
Intersection	07:00																						
Volume	100	35	31	65	231	2	8	1871	77	28	1986	29	54	3	5	91	2	84	1582	37	3	1708	4016
Percent	43.3	15.2	13.4	28.1		0.1	0.4	94.2	3.9	1.4		31.9	59.3	3.3	5.5		0.1	4.9	92.6	2.2	0.2		
07:15 Volume	39	19	14	28	100	0	3	453	44	12	512	10	29	0	0	39	0	40	412	9	1	462	1113
Peak Factor																							0.902
High Int.	07:15					07:15						07:15					07:15						
Volume	39	19	14	28	100	0	3	453	44	12	512	10	29	0	0	39	0	40	412	9	1	462	
Peak Factor					0.578						0.970					0.583						0.924	
Peak Hour From 14:00 to 17:45 - Peak 1 of 1																							
Intersection	16:45																						
Volume	36	8	1	26	71	0	10	1795	131	51	1987	52	24	10	12	98	2	107	1783	38	5	1935	4091
Percent	50.7	11.3	1.4	36.6		0.0	0.5	90.3	6.6	2.6		53.1	24.5	10.2	12.2		0.1	5.5	92.1	2.0	0.3		
17:15 Volume	11	3	0	6	20	0	3	484	52	24	563	15	12	4	3	34	0	36	444	11	1	492	1109
Peak Factor																							0.922
High Int.	17:00					17:15						17:15					17:30						
Volume	9	3	1	9	22	0	3	484	52	24	563	15	12	4	3	34	1	21	464	14	1	501	
Peak Factor					0.807						0.882					0.721						0.966	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

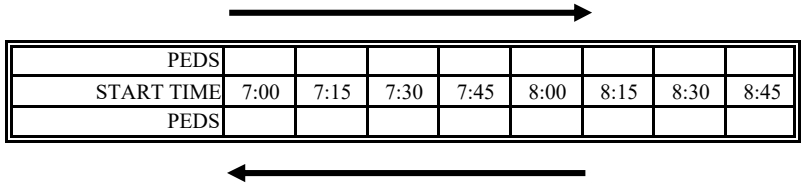
File Name : us98&chip seal
Site Code : 00000000
Start Date : 5/18/2023
Page No : 1

Groups Printed- Trucks

	Chip Seal Pkwy Southbound				US 98 Westbound					Cauley Ave Northbound				US 98 Eastbound					
Start Time	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Uturn	Left	Thru	Right	RTOR	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	2	0	0	1	0	0	18	0	0	0	0	0	0	0	0	12	0	0	33
07:15	0	0	0	0	0	0	14	1	0	0	0	0	0	0	1	7	1	0	24
07:30	0	1	1	0	0	1	24	0	0	0	0	0	0	0	0	3	0	0	30
07:45	0	0	0	0	0	0	14	0	0	0	0	0	1	0	0	13	0	0	28
Total	2	1	1	1	0	1	70	1	0	0	0	0	1	0	1	35	1	0	115
08:00	0	0	0	0	0	0	15	0	1	0	0	0	0	0	0	12	1	0	29
08:15	0	0	0	0	0	0	18	0	1	0	0	0	1	0	1	12	0	0	33
08:30	0	0	0	1	0	0	19	0	0	0	0	0	0	1	0	14	0	0	35
08:45	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	10	0	0	29
Total	0	0	0	1	0	0	71	0	2	0	0	0	1	1	1	48	1	0	126
*********																			
14:00	1	0	1	1	0	0	9	0	0	1	0	0	0	0	0	9	0	0	22
14:15	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	12	1	0	29
14:30	0	0	0	1	0	1	10	0	1	0	0	0	0	0	0	11	0	1	25
14:45	0	0	0	0	0	0	11	0	0	1	0	1	0	0	0	15	0	0	28
Total	1	0	1	2	0	1	46	0	1	2	0	1	0	0	0	47	1	1	104
15:00	0	0	0	1	0	1	7	1	0	0	0	0	0	0	0	9	0	0	19
15:15	0	0	0	0	0	1	9	0	0	1	0	0	0	0	0	11	1	0	23
15:30	0	0	0	0	0	0	7	0	0	1	0	0	0	0	0	9	0	0	17
15:45	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	11	0	0	18
Total	0	0	0	1	0	2	30	1	0	2	0	0	0	0	0	40	1	0	77
16:00	0	0	0	0	0	0	9	0	0	1	0	0	0	0	0	9	0	0	19
16:15	0	0	0	0	0	0	10	0	0	1	0	0	0	0	0	10	0	0	21
16:30	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	11	0	0	17
16:45	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	6
Total	0	0	0	0	0	0	30	0	0	2	0	0	0	0	0	31	0	0	63
17:00	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5	0	0	10
17:15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5	0	0	8
17:30	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2	0	0	7
17:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	6
Total	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	16	0	0	31
Grand Total	3	1	2	5	0	4	262	2	3	6	0	1	2	1	2	217	4	1	516
Apprch %	27.3	9.1	18.2	45.5	0.0	1.5	96.7	0.7	1.1	66.7	0.0	11.1	22.2	0.4	0.9	96.4	1.8	0.4	
Total %	0.6	0.2	0.4	1.0	0.0	0.8	50.8	0.4	0.6	1.2	0.0	0.2	0.4	0.2	0.4	42.1	0.8	0.2	

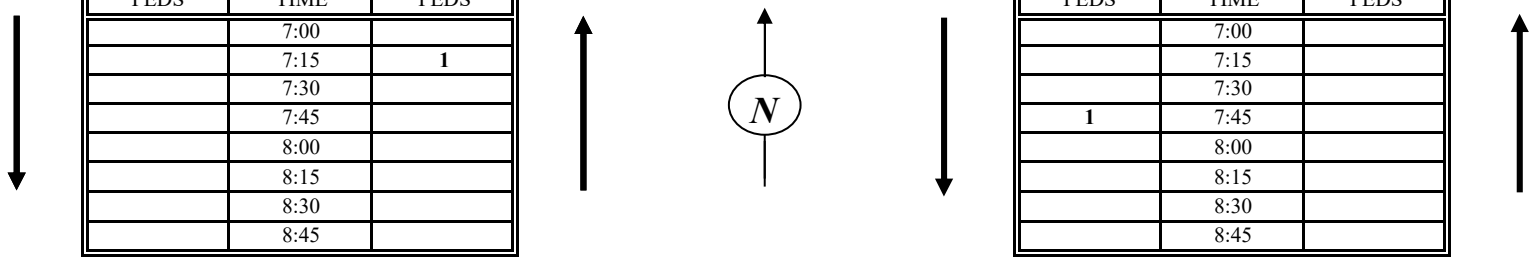
PEDESTRIAN MOVEMENTS

Intersection of US 98 & Cauley Ave - Chip Seal Pkwy
Bay County, FL
Thursday, May 18, 2023



PEDS								
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING CHIP SEAL NORTH OF US 98

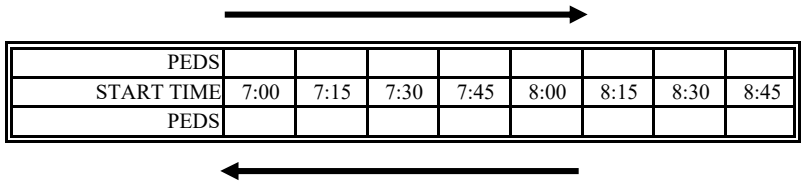


PEDS	START TIME	PEDS
	7:00	
	7:15	**1**
	7:30	
	7:45	
	8:00	
	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 WEST OF CAULEY

PEDS	START TIME	PEDS
	7:00	
	7:15	
	7:30	
1	7:45	
	8:00	
	8:15	
	8:30	
	8:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 EAST OF CAULEY



PEDS								
START TIME	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45
PEDS								

EAST /WEST PEDESTRIAN TRAFFIC CROSSING CAULEY SOUTH OF US 98

PEDESTRIAN MOVEMENTS

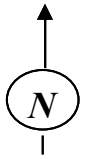
Intersection of US 98 & Cauley Ave - Chip Seal Pkwy
Bay County, FL
Thursday, May 18, 2023

PEDS			**1**					
START TIME	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
PEDS				**1**		**1**		

EAST /WEST PEDESTRIAN TRAFFIC CROSSING CHIP SEAL NORTH OF US 98

PEDS	START TIME	PEDS
	14:00	
	14:15	
	14:30	
	14:45	
	15:00	
1	15:15	
	15:30	
	15:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 WEST OF CAULEY



PEDS	START TIME	PEDS
	14:00	
	14:15	
	14:30	
	14:45	
	15:00	
	15:15	
	15:30	
	15:45	

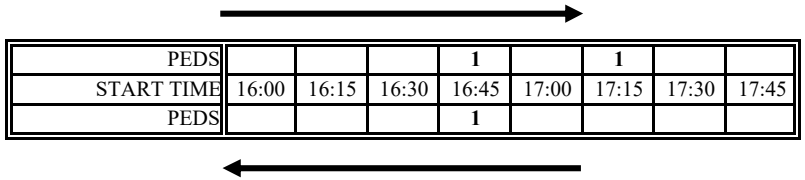
NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 EAST OF CAULEY

PEDS						**1**		
START TIME	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
PEDS					**1**			

EAST /WEST PEDESTRIAN TRAFFIC CROSSING CAULEY SOUTH OF US 98

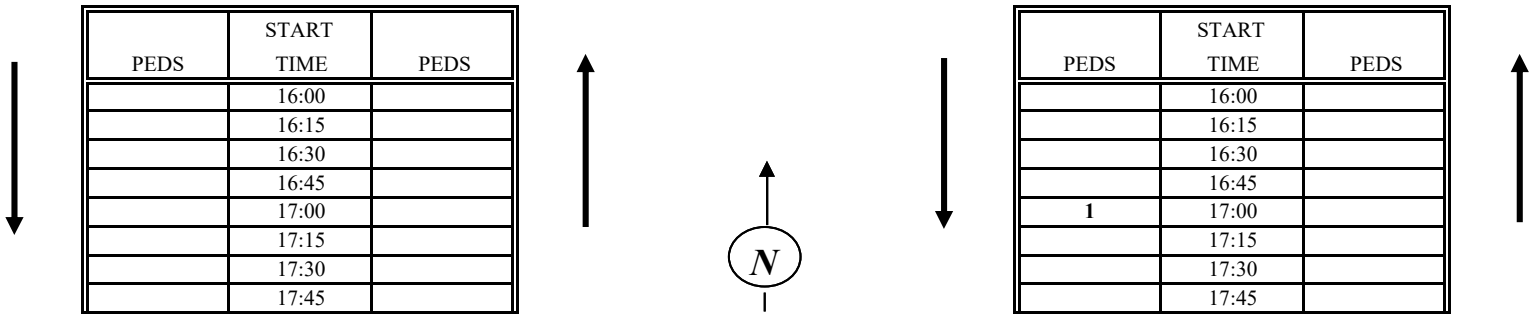
PEDESTRIAN MOVEMENTS

Intersection of US 98 & Cauley Ave - Chip Seal Pkwy
Bay County, FL
Thursday, May 18, 2023



PEDS				**1**		**1**		
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS				**1**				

EAST /WEST PEDESTRIAN TRAFFIC CROSSING CHIP SEAL NORTH OF US 98

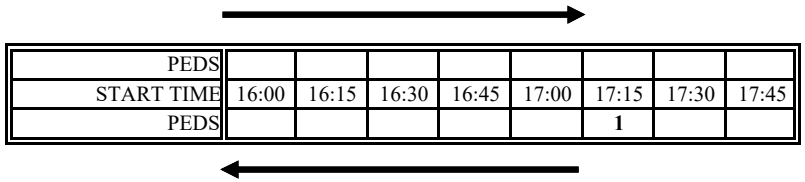


PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
	17:00	
	17:15	
	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 WEST OF CAULEY

PEDS	START TIME	PEDS
	16:00	
	16:15	
	16:30	
	16:45	
1	17:00	
	17:15	
	17:30	
	17:45	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
US 98 EAST OF CAULEY



PEDS								
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
PEDS						**1**		

EAST /WEST PEDESTRIAN TRAFFIC CROSSING CAULEY SOUTH OF US 98

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : ROUNDA_1
Site Code : 00000000
Start Date : 5/18/2023
Page No : 1

Groups Printed- Cars - Trucks

	Chip Seal Pkwy Southbound			A. Gary Walsingham Academy Westbound			Chip Seal Pkwy Northbound			Homewood Suites Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00	0	0	0	58	0	0	3	3	0	0	0	5	69
07:15	0	1	0	102	1	2	3	2	0	0	0	6	117
07:30	0	1	2	52	2	0	1	2	0	1	0	5	66
07:45	0	2	0	5	0	0	0	3	0	0	0	6	16
Total	0	4	2	217	3	2	7	10	0	1	0	22	268
08:00	1	2	0	2	0	0	3	2	0	0	0	7	17
08:15	0	2	0	4	0	0	2	4	0	0	0	8	20
08:30	0	4	0	2	0	1	3	5	0	0	0	6	21
*** BREAK ***													
Total	1	8	0	8	0	1	8	11	0	0	0	21	58
*** BREAK ***													
14:00	0	4	0	96	2	1	0	4	0	0	0	7	114
14:15	0	2	0	13	0	0	5	4	0	0	0	3	27
14:30	0	8	0	7	1	0	2	4	0	0	0	1	23
14:45	0	2	0	8	1	0	4	3	0	0	0	2	20
Total	0	16	0	124	4	1	11	15	0	0	0	13	184
15:00	0	3	0	10	0	0	0	1	0	0	0	1	15
15:15	0	3	0	2	0	0	5	6	0	0	0	3	19
15:30	0	4	0	1	0	0	5	8	0	0	0	2	20
15:45	0	4	0	1	0	0	3	1	0	0	0	2	11
Total	0	14	0	14	0	0	13	16	0	0	0	8	65
16:00	0	5	1	0	0	0	4	5	0	0	0	3	18
16:15	0	8	0	0	0	0	4	11	0	0	0	4	27
16:30	0	1	0	0	0	0	5	17	0	1	0	1	25
16:45	0	2	0	0	0	1	3	33	0	0	0	3	42
Total	0	16	1	0	0	1	16	66	0	1	0	11	112
17:00	0	13	1	2	0	0	2	86	0	1	0	1	106
17:15	0	17	2	0	0	1	10	107	0	2	0	4	143
17:30	0	20	1	0	0	0	6	48	0	0	0	1	76
17:45	0	18	1	0	0	0	6	32	0	1	0	6	64
Total	0	68	5	2	0	1	24	273	0	4	0	12	389
Grand Total	1	126	8	365	7	6	79	391	0	6	0	87	1076
Apprch %	0.7	93.3	5.9	96.6	1.9	1.6	16.8	83.2	0.0	6.5	0.0	93.5	
Total %	0.1	11.7	0.7	33.9	0.7	0.6	7.3	36.3	0.0	0.6	0.0	8.1	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : ROUNDA_1
Site Code : 00000000
Start Date : 5/18/2023
Page No : 2

	Chip Seal Pkwy Southbound				A. Gary Walsingham Academy Westbound				Chip Seal Pkwy Northbound				Homewood Suites Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:00																
Volume	0	4	2	6	217	3	2	222	7	10	0	17	1	0	22	23	268
Percent	0.0	66.7	33.3		97.7	1.4	0.9		41.2	58.8	0.0		4.3	0.0	95.7		
07:15 Volume	0	1	0	1	102	1	2	105	3	2	0	5	0	0	6	6	117
Peak Factor																	0.573
High Int.	07:30				07:15				07:00				07:15				
Volume	0	1	2	3	102	1	2	105	3	3	0	6	0	0	6	6	
Peak Factor				0.500				0.529				0.708				0.958	
Peak Hour From 14:00 to 17:45 - Peak 1 of 1																	
Intersection	17:00																
Volume	0	68	5	73	2	0	1	3	24	273	0	297	4	0	12	16	389
Percent	0.0	93.2	6.8		66.7	0.0	33.3		8.1	91.9	0.0		25.0	0.0	75.0		
17:15 Volume	0	17	2	19	0	0	1	1	10	107	0	117	2	0	4	6	143
Peak Factor																	0.680
High Int.	17:30				17:00				17:15				17:45				
Volume	0	20	1	21	2	0	0	2	10	107	0	117	1	0	6	7	
Peak Factor				0.869				0.375				0.635				0.571	

HSA Columbia
1101 Gulf Breeze Pkwy
Gulf Breeze FL, 32561

File Name : ROUNDA_1
Site Code : 00000000
Start Date : 5/18/2023
Page No : 1

Groups Printed- Trucks

	Chip Seal Pkwy Southbound			A. Gary Walsingham Academy Westbound			Chip Seal Pkwy Northbound			Homewood Suites Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
*** BREAK ***													
07:15	0	0	0	0	0	0	1	1	0	0	0	0	2
07:30	0	1	0	0	0	0	0	0	0	0	0	1	2
07:45	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	1	2	0	0	0	1	5
08:00	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	1	1	0	0	0	0	2
08:30	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	0	1	0	0	0	0	2	1	0	0	0	0	4
*** BREAK ***													
14:30	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
17:00	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	1	0	0	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	1	1	0	0	0	0	2
Grand Total	0	2	0	1	0	0	4	4	0	0	0	1	12
Apprch %	0.0	100.0	0.0	100.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	100.0	
Total %	0.0	16.7	0.0	8.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	8.3	

B-4: Signal Timings

Bay County MAXTIME Timing Sheet

ID: 123 **PCB Pkwy - Nautilus St**

Phase Configuration *2.Controller -> 3.Sequence & Phs Config)*

Ph.	Startup	Ring	Concurrent	No Served Phases	Startup Min	Description
1	Phase Not On	1	5,6		0	EB LT
2	Green No Walk	1	5,6		0	WB
3	Phase Not On	0			0	
4	Phase Not On	1			0	NB & NB LT
5	Phase Not On	2	2,1		0	WB LT
6	Green No Walk	2	2,1		0	EB
7	Phase Not On	0			0	
8	Phase Not On	1			0	SB & SB LT
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	

Phase Timing Plans

Plan 1 *2.Controller -> 2.Phase -> 1.Phase Timing Plans -> 1. -> Enter)*

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	0	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	39	0	0	0	33	0	29	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	15	0	5	5	15	0	5	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3.0	5.0	0.0	3.0	3.0	5.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	15	75	0	30	30	75	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	25	90	0	35	35	90	0	35	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.8	4.8	3.0	3.4	4.8	4.8	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	0.0	5.0	3.0	2.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 1 (cont.) *2.Controller -> 2.Phase -> 1.Phase Timing Plans -> 1. -> Enter)*

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Bay County MaxTime Timing Sheet

Unit Information

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Phase Options Plans **Plan 1** *2.Controller -> 2.Phase -> 2.Phase Options Plans -> 1. -> Enter)*

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable	X	X		X	X	X		X												
Auto Flash Ent.								X												
Auto Flash Exit		X				X														
Non Actuated I		X				X														
Non Actuated II																				
Non Lock Mem			X	X			X	X												
Min Veh Recall		X				X		X												
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry		X				X														
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				
Ped Clr During Yel								X												
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				
Force Ped Coord Yield																				
Ped Recycle																				

Bay County MaxTime Timing Sheet

Unit Information

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Plan 1 (cont.) *2.Controller -> 2.Phase -> 2.Phase Options Plans -> 1. -> Enter)*

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable																				
Auto Flash Ent.																				
Auto Flash Exit																				
Non Actuated I																				
Non Actuated II																				
Non Lock Mem																				
Min Veh Recall																				
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry																				
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				
Force Ped Coord Yield																				
Ped Recycle																				

Bay County MaxTime Timing Sheet

123 - PCB Pkwy & Nautilus St

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Backup Prevention

Sequence 1 *2.Controller -> 3.Sequence & Phs Config -> 4.Backup Prevention -> 1.Backup Protection Plan -> 1. -> Enter)*

No Backkup Phase		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Serve Phase	1																				
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
	16																				
	17																				
	18																				
	19																				
	20																				
	21																				
	22																				
	23																				
	24																				
	25																				
	26																				
	27																				
	28																				
	29																				
	30																				
	31																				
	32																				
	33																				
	34																				
	35																				
	36																				
	37																				
	38																				
	39																				
	40																				

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Backup Prevention

Sequence *(cont.)* *2.Controller -> 3.Sequence & Phs Config -> 4.Backup Prevention -> 1.Backup Protection Plan -> 1. -> Enter)*

No Backkup Phase		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Serve Phase	1																				
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
	16																				
	17																				
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	21																				
	22																				
	23																				
	24																				
	25																				
	26																				
	27																				
	28																				
	29																				
	30																				
	31																				
	32																				
	33																				
	34																				
	35																				
	36																				
	37																				
	38																				
	39																				
	40																				

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Sequence Configuration

2.Controller -> 3.Sequence & Phs Config -> 1.Sequences)

Sequence 1

Ring	Phases
1	1,2,a,4,8,b
2	5,6,a,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2

Ring	Phases
1	2,1,a,4,8,b
2	5,6,a,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 5

Ring	Phases
1	2,1,a,4,8,b
2	5,6,a,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Unit Parameters

2.Controller -> 1.Unit

Ext Mode	Disable
Startup Flash	7
Auto Ped Clr	Enable
Red Revert	4.0
Backup Time	600
Start Clear Hold	4

Grn Flash Freq.	60
Yel Flash Freq.	60
MCE Seq.	1
MCE Enable	Enable
Start Yellow	0.0
Start Red	0.0

Free Seq.	1
All Red Flsh Exit	0
Local Flash - CVM	Disable
3-Ph Diamond Seq	
4-Ph Diamond Seq	
Sep Diamond Seq	

Global Vehicle Detector Parameters

Global No Activity	0	Global Max Presence	30	Global Erratic Count	60

Vehicle Detector Plans

Plan 1 *2.Controller -> 4.Detector -> 1.Vehicle Detector Plans -> 1. -> Enter)*

Det.	Call Phs	Call Ovl	Additional Call Phase	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Counts	Failed Time	Description
1	1	0		2	0.0	0.0	0	0.0	0	0	0	0	
2	2	0		0	0.0	0.0	0	0.0	0	0	0	0	
3	8	0		0	0.0	0.0	0	0.0	0	0	0	0	
4	4	0		0	0.0	0.0	0	0.0	0	0	0	0	
5	5	0		6	0.0	0.0	0	0.0	0	0	0	0	
6	6	0		0	0.0	0.0	0	0.0	0	0	0	0	
7	4	0		0	0.0	0.0	0	0.0	0	0	0	0	
8	8	0		0	0.0	0.0	0	0.0	0	0	0	0	
9	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
10	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
11	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
12	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
13	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
14	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
15	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
16	8	0		0	0.0	0.0	0	0.0	0	0	0	0	
17	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
18	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
19	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
20	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
21	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
22	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
23	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
24	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
25	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
26	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
27	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
28	0	0		0	0.0	0.0	0	0.0	0	0	0	0	

Vehicle Detector Options *2.Controller -> 4.Detector -> 2.Vehicle Detector Options -> 1. -> Enter)*

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Volume Detector																				
Occupancy																				
Yellow Lock Call																				
Red Lock call																				
Passage	X	X	X	X	X	X	X	X												
Queue																				
Call																				
Terminate	X	X	X	X	X	X	X	X												

Detector	21	22	23	24	25	26	27	28
Volume Detector								
Occupancy								
Yellow Lock Call								
Red Lock call								
Passage								
Queue								
Call								
Terminate								

Data Collection Period	60

Pedestrian Detector Plans

Plan 1 *2.Controller -> 4.Detector -> 3.Pedestrian Detector Options -> 1. -> Enter)*

Det	Call Phase	Call Ovlp	Add. Call Phase	Walk 2 Enable Time	Ped Clr 2 Enable Time	No Act	Max Presence	Erratic Count
1	2	0		0	0	0	0	0
2	2	0		0	0	0	0	0
3	4	0		0	0	0	0	0
4	4	0		0	0	0	0	0
5	6	0		0	0	0	0	0
6	6	0		0	0	0	0	0

Global Pedestrian Detector Parameters

Global No Activity	0
Global Max Presence	30
Global Erratic Count	60

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Coordination Parameters *(2.Controller ->5.Coordination ->1.Coord Parameters)*

Operational Mode	Automatic
Coord Mode	Auto Permissive
Maximum Mode	Max Inhibit
Force Mode	Fixed
Correction Mode	
Max Cycle Limit %	17
Min Cycle Limit %	17
Max Dwell	0

Front Panel Settings

(3.Administration ->7.Front Panel Settings

1.Options
(Front Panel Backlight Timeout = 600)

Advanced Coord Options *(2.Controller ->5.Coordination ->5.Coord Parameters)*

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Offset Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Allow Split Underrun																				
Allow Split Overrun																				
Allow No Coord Phase																				
Coord Now																				

Coordination Patterns *(2.Controller ->5.Coordination ->2.Patterns)*

Patt.	Cycle	Offset 1	Offset 2	Offset 2	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	160	100	0	0	1	5	Yel	Inh	1	1	1
2	160	100	0	0	2	5	Yel	Inh	1	1	1
3	0	0	0	0	3	1	Yel	Inh	1	1	1
4	0	0	0	0	4	1	Yel	Inh	1	1	1
5	0	0	0	0	5	1	Yel	Inh	1	1	1
6	0	0	0	0	6	1	Yel	Inh	1	1	1
7	0	0	0	0	7	1	Yel	Inh	1	1	1
8	0	0	0	0	8	1	Yel	Inh	1	1	1
9	0	0	0	0	9	1	Yel	Inh	1	1	1
10	0	0	0	0	10	1	Yel	Inh	1	1	1
11	200	175	0	0	11	2	Yel	Inh	1	1	1
12	200	153	0	0	12	2	Yel	Inh	1	1	1
13	0	0	0	0	13	1	Yel	Inh	1	1	1
14	0	0	0	0	14	1	Yel	Inh	1	1	1
15	0	0	0	0	15	1	Yel	Inh	1	1	1
16	0	0	0	0	16	1	Yel	Inh	1	1	1
17	0	0	0	0	17	1	Yel	Inh	1	1	1
18	0	0	0	0	18	1	Yel	Inh	1	1	1
19	0	0	0	0	19	1	Yel	Inh	1	1	1
20	0	0	0	0	20	1	Yel	Inh	1	1	1
21	210	31	0	0	21	2	Yel	Inh	1	1	1
22	130	94	0	0	22	2	Yel	Inh	1	1	1
23	160	108	0	0	23	5	Yel	Inh	1	1	1
24	210	31	0	0	24	2	Yel	Inh	1	1	1
25	0	0	0	0	25	1	Yel	Inh	1	1	1
26	0	0	0	0	26	1	Yel	Inh	1	1	1
27	0	0	0	0	27	1	Yel	Inh	1	1	1
28	0	0	0	0	28	1	Yel	Inh	1	1	1
29	0	0	0	0	29	1	Yel	Inh	1	1	1
30	0	0	0	0	30	1	Yel	Inh	1	1	1
31	0	0	0	0	31	1	Yel	Inh	1	1	1
32	0	0	0	0	32	1	Yel	Inh	1	1	1
33	0	0	0	0	33	1	Yel	Inh	1	1	1
34	0	0	0	0	34	1	Yel	Inh	1	1	1

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Coordination Splits

Split 1 *(2.Controller ->5.Coordination ->3.Splits -> 1. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	15			None
2	104	X		Max Rcl + WR
3	0			None
4	17			None
5	15			None
6	104	X		Max Rcl + WR
7	0			None
8	24			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 2 *(2.Controller ->5.Coordination ->3.Splits -> 2. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	15			None
2	89	X		Max Rcl + WR
3	0			None
4	30			None
5	20			None
6	84	X		Max Rcl + WR
7	0			None
8	26			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 3 *(2.Controller ->5.Coordination ->3.Splits -> 3. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 4 *(2.Controller ->5.Coordination ->3.Splits -> 4. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Split 5 *(2.Controller ->5.Coordination ->3.Splits -> 5. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 6 *(2.Controller ->5.Coordination ->3.Splits -> 6. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 7 *(2.Controller ->5.Coordination ->3.Splits -> 7. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 8 *(2.Controller ->5.Coordination ->3.Splits -> 8. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Split 9 *(2.Controller ->5.Coordination ->3.Splits -> 9. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 10 *(2.Controller ->5.Coordination ->3.Splits -> 10. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 11 *(2.Controller ->5.Coordination ->3.Splits -> 11. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	18			None
2	138	X		Max Rcl + WR
3	0			None
4	23			None
5	16			None
6	140	X		Max Rcl + WR
7	0			None
8	21			Max Rcl
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 12 *(2.Controller ->5.Coordination ->3.Splits -> 12. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	18			None
2	139	X		Max Rcl + WR
3	0			None
4	22			None
5	16			None
6	141	X		Max Rcl + WR
7	0			None
8	21			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Split 13 *(2.Controller ->5.Coordination ->3.Splits -> 13. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 14 *(2.Controller ->5.Coordination ->3.Splits -> 14. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 15 *(2.Controller ->5.Coordination ->3.Splits -> 15. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 16 *(2.Controller ->5.Coordination ->3.Splits -> 16. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Split 17 *(2.Controller ->5.Coordination ->3.Splits -> 17. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 18 *(2.Controller ->5.Coordination ->3.Splits -> 18. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 19 *(2.Controller ->5.Coordination ->3.Splits -> 19. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 20 *(2.Controller ->5.Coordination ->3.Splits -> 20. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Split 21 *(2.Controller ->5.Coordination ->3.Splits -> 21. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	145	X		Max Rcl + WR
3	0			None
4	22			None
5	13			None
6	148	X		Max Rcl + WR
7	0			None
8	27			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 22 *(2.Controller ->5.Coordination ->3.Splits -> 22. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	79	X		Max Rcl + WR
3	0			None
4	19			None
5	16			None
6	79	X		Max Rcl + WR
7	0			None
8	16			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 23 *(2.Controller ->5.Coordination ->3.Splits -> 23. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	104	X		Max Rcl + WR
3	0			None
4	21			None
5	16			None
6	104	X		Max Rcl + WR
7	0			None
8	19			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 24 *(2.Controller ->5.Coordination ->3.Splits -> 24. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	134	X		Max Rcl + WR
3	0			None
4	32			None
5	22			None
6	128	X		Max Rcl + WR
7	0			None
8	28			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Split 25 *(2.Controller ->5.Coordination ->3.Splits -> 25. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 26 *(2.Controller ->5.Coordination ->3.Splits -> 26. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 27 *(2.Controller ->5.Coordination ->3.Splits -> 27. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 28 *(2.Controller ->5.Coordination ->3.Splits -> 28. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Split 29 *(2.Controller ->5.Coordination ->3.Splits -> 29. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 30 *(2.Controller ->5.Coordination ->3.Splits -> 30. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 31 *(2.Controller ->5.Coordination ->3.Splits -> 31. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 32 *(2.Controller ->5.Coordination ->3.Splits -> 32. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Month of Year												Days of Week							Days of Month																														
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
				X														X																										X	X	X	X	X	X

Enabled	Day Plan	Description
On	7	D1-Sat - Jun-Jul

Month of Year												Days of Week							Days of Month																														
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
					X	X												X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Enabled	Day Plan	Description
On	7	D1-Sat - Aug 1-9

Month of Year												Days of Week							Days of Month																														
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
							X											X	X	X	X	X	X	X	X	X	X																						

Enabled	Day Plan	Description
On	0	

Month of Year												Days of Week							Days of Month																														
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31

Bay County MaxTime Timing Sheet

123 - PCB Pkwy & Nautilus St

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Day Plans

(2.Controller ->6.Scheduler ->2.Day Plans)

Day Plan 1

Event	Hour	Min.	Act
1	9	0	12
2	0	0	
3	19	0	23
4	20	0	22
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
1	6	30	1
2	9	30	11
3	15	0	21
4	19	30	23
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 3

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Actions

(2.Controller ->6.Scheduler ->3.Actions)

		Aux.			Special Functions						
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1											
2	Pattern 2											
3	Pattern 3											
4	Pattern 4											
5	Pattern 5											
6	Pattern 6											
7	Pattern 7											
8	Pattern 8											
9	Pattern 9											
10	Pattern 10											

Day Plan Copy
(2.Controller ->6.Scheduler ->4.Day Plan Copy)

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Overlaps

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->1->Enter)*

Plan 1

OLP	Included Phases	Modifier Phases	Negative Phases
1	2	1	
2			
3	6	5	
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->1->Enter)*

Plan 1

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	FYA - 4 Sec	0	0.0	0.0	0	0	0.0	Off	Overlap A
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	FYA - 4 Sec	0	0.0	0.0	0	0	0.0	Off	Overlap C
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->1->Enter)*

Plan 1

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->1->Enter)*

Plan 1

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->1->Enter)*

Plan 1

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Overlap Plans

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->2->Enter)*

Plan 2

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->2->Enter)*

Plan 2

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->2->Enter)*

Plan 2

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->2->Enter)*

Plan 2

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->2->Enter)*

Plan 2

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Overlap Plans

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->3->Enter)*

Plan 3

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->3->Enter)*

Plan 3

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->3->Enter)*

Plan 3

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->3->Enter)*

Plan 3

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->3->Enter)*

Plan 3

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Preemption

Preempt Phasing *(2.Controller ->8.Preemption ->1.Preempt Phasing)*

Preempt	1	2	3	4	5	6	7
Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description							
Dwell Phase							
Exit Phase							
Exit Overlaps							
Track Phase							
Track 2 Phases							
Track Overlap							
Track 2 Overlap							
Dwell Ped							
Dwell Overlap							
Cycling Phase							
Cycling Ped							
Cycling Overlap							
Veh Exit Calls							
Ped Exit Calls							
Exit Omit Phase							

Preempt Parameters *(2.Controller ->8.Preemption ->2.Preempt Parameters)*

Preempt	1	2	3	4	5	6	7
Link	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	0	0	0	0	0
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Enter Min Green	0	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Walk	0	0	0	0	0	0	0
Enter Ped Clear	255	255	255	255	255	255	255
Track Green	0	0	0	0	0	0	0
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0	0
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Ext. Gate Down	0	0	0	0	0	0	0
Dwell Green	0	0	0	0	0	0	0
Exit Ped Clear	255	255	255	255	255	255	255
Exit Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Ext Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0	0
Veh Exit Calls							
Ped Exit Calls							

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Preempt Options

(2.Controller ->8.Preemption ->3.Preempt Options)

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non Locking Memory																
Not Override Flash																
Not Override Next Preempt																
Flash Dwell																

Preempt Additional Options

(2.Controller ->8.Preemption ->4.Additional Options)

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Immediate Ped Clear																
Dwell Only Status Output																
All Red Flash Dwell																
Allow All Overlaps																
Require All Red Entry																
Require Gate Down Track Exit																
Require Gate Up Dwell Exit																
Use Normal On/Normal Off Input																

Preempt Function Outputs

(2.Controller ->8.Preemption ->5.Preempt Function Outputs)

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

Bay County MaxTime Timing Sheet

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Channel Configuration *(2.Controller ->9.More ->1.Channels->1.Channel Config)*

Chan	Ctrl Type	Source
1	Phs Veh	1
2	Phs Veh	2
3	Phs Veh	3
4	Phs Veh	4
5	Phs Veh	5
6	Phs Veh	6
7	Phs Veh	7
8	Phs Veh	8
9	Phs Ped	2
10	None	4

Chan	Ctrl Type	Source
11	Phs Ped	6
12	Phs Ped	8
13	Olp	1
14	None	2
15	Olp	3
16	None	4
17	None	0
18	None	0
19	None	0
20	None	0

Channel Options *(2.Controller ->9.More ->1.Channels->2.Channel Opt*

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow		X				X										
Flash Red	X		X	X	X		X	X								
Alt Flash	X			X	X			X								
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow																
Flash Red																
Alt Flash																

Channel Configuration
(2.Controller ->9.More ->1.Channels->3.Concurrency Mode & Control)

Concurrency Mode
Concurrency Mode
Auto

Manual Concurrency
(2.Controller ->9.More ->1.Channels->4.Manual Channel Concurrency

Manual Concurrency	
Channel	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	

Auto Concurrency
(2.Controller ->9.More ->1.Channels->5.Auto Channel Concurrency

Auto Concurrency	
Channel	Concurrency
1	5,6,11,15
2	5,6,9,11,13,15
3	
4	
5	9,13
6	9,11,13,15
7	
8	12
9	11,13,15
10	
11	13,15
12	
13	
14	
15	
16	
17	
18	

Conflict Monitor Card
(2.Controller ->9.More ->1.Channels->6.Conflict Monitor Card

Conflict Monitor Card	
Channel	Concurrency
1	5,6,11,13,15
2	5,6,9,11,13,15
3	7,8,12,14,16
4	7,8,10,12,14,16
5	9,13,15
6	9,11,13,15
7	10,14,16
8	10,12,14,16
9	11,13,15
10	12,14,16
11	13,15
12	14,16
13	15
14	16
15	
16	
17	
18	

IO Modules *(2.Controller ->9.More ->2.Advanced IO->1.IO Modules*

IO Mod	TYPE
1	TS1 ABCD Connectors
2	TS2 MMU
3	None
4	None
5	None
6	None
7	None
8	None

Input Points *(2.Controller ->9.More ->2.Advanced IO>3.Input Points->1->Enter)*

Input Point	Description	Input Control Type	Index
1	A-f	Veh Det Call	1
2	A-K	Veh Det Call	2
3	B-N	Veh Det Call	3
4	B-L	Veh Det Call	4
5	C-P	Veh Det Call	5
6	C-S	Veh Det Call	6
7	C-V	Veh Det Call	7
8	C-t	Veh Det Call	8
9	A-g	Ped Det Call	1
10	A-L	Ped Det Call	2
11	B-P	Ped Det Call	3
12	B-M	Ped Det Call	4
13	C-R	Ped Det Call	5
14	C-T	Ped Det Call	6
15	C-U	Ped Det Call	7
16	C-W	Ped Det Call	8
17	A-h	Phase Hold	1
18	A-M	Phase Hold	2
19	B-i	Phase Hold	3
20	B-h	Phase Hold	4
21	C-m	Phase Hold	5
22	C-p	Phase Hold	6
23	C-EE	Phase Hold	7
24	C-X	Phase Hold	8
25	A-EE	Phase Ped Omit	1
26	A-v	Phase Ped Omit	2
27	B-j	Phase Ped Omit	3
28	B-x	Phase Ped Omit	4
29	B-T	Phase Ped Omit	5
30	B-k	Phase Ped Omit	6
31	B-m	Phase Ped Omit	7
32	B-n	Phase Ped Omit	8
33	B-U	Phase Omit	1
34	B-S	Phase Omit	2
35	B-R	Phase Omit	3
36	B-g	Phase Omit	4
37	C-n	Phase Omit	5
38	C-q	Phase Omit	6
39	C-r	Phase Omit	7
40	C-s	Phase Omit	8
41	A-i	Rg Force Off	1
42	A-N	Rg Stop Timing	1
43	A-P	Rg Inhi Max Term	1
44	A-x	Rg Red Rest	1
45	A-FF	Rg Ped Recycle	1
46	A-GG	Rg Max 2 Select	1
47	A-w	Rg Omit Red Cl	1
48	A-m	Call Non Act 1	1
49	C-Y	Rg Force Off	2
50	C-Z	Rg Stop Timing	2
51	C-a	Rg Inhi Max Term	2
52	C-u	Rg Red Rest	2
53	B-V	Rg Ped Recycle	2
54	B-z	Rg Max 2 Select	2
55	C-v	Rg Omit Red Cl	2
56	A-z	Call Non Act 2	1
57	A-R	Ext Start	1
58	A-S	Interval Adv	1
59	A-T	Ind Lamp Ctrl	1
60	A-j	Ext Min Recall	1
61	A-k	Man Ctrl Enable	1
62	A-q	IO Mode 0	1
63	A-y	IO Mode 1	1
64	A-HH	IO Mode 2	1

Input Point	Description	Input Control Type	Index
65	A-n	Test Input A	1
66	A-AA	Test Input B	1
67	C-b	Test Input C	1
68	A-BB	Walk Rest Mo	1
69	B-B	Preempt Input	2
70	B-W	Preempt Input	4
71	B-X	Preempt Input	5
72	B-v	Preempt Input	6
73	D-A	Veh Det Call	9
74	D-B	Veh Det Call	10
75	D-C	Veh Det Call	11
76	D-D	Veh Det Call	12
77	D-E	Veh Det Call	13
78	D-F	Veh Det Call	14
79	D-G	Veh Det Call	15
80	D-H	Veh Det Call	16
81	D-J	Veh Det Call	17
82	D-K	Veh Det Call	18
83	D-L	Veh Det Call	19
84	D-M	Veh Det Call	20
85	D-N	Veh Det Call	21
86	D-P	Veh Det Call	22
87	D-R	Veh Det Call	23
88	D-S	Veh Det Call	24
89	D-T	Clock Reset	1
90	D-U	Not Active	0
91	D-V	Not Active	0
92	D-W	Not Active	0
93	D-X	Not Active	0
94	D-Y	Coord Free Switch	1
95	D-Z	Not Active	0
96	D-a	Not Active	0
97	D-b	Unit Alarm 1	1
98	D-c	Unit Alarm 2	1
99	D-d	Custom Alarm	3
100	D-e	Custom Alarm	4
101	D-f	Custom Alarm	5
102	D-g	Auto Flash	1
103	D-h	Unit CMU/MMU Flash	1
104	D-i	Unit Local Flash	1
105	D-j	Spec Func Input	1
106	D-k	Spec Func Input	2
107	D-m	Spec Func Input	3
108	D-n	Spec Func Input	4
109	D-p	Spec Func Input	5
110	D-q	Spec Func Input	6
111	D-r	Spec Func Input	7
112	D-s	Spec Func Input	8
113	D-t	Preempt Input	1
114	D-u	Preempt Input	2
115	D-v	Preempt Input	3
116	D-w	Preempt Input	4
117	D-x	Preempt Input	5
118	D-y	Preempt Input	6
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Output Points *(2.Controller ->9.More ->2.Advanced IO>4.Output Points->1->Enter)*

Output Point	Description	Output Control Type	Index
1	A-f	Veh Det Call	1
2	A-K	Veh Det Call	2
3	B-N	Veh Det Call	3
4	B-L	Veh Det Call	4
5	C-P	Veh Det Call	5
6	C-S	Veh Det Call	6
7	C-V	Veh Det Call	7
8	C-t	Veh Det Call	8
9	A-g	Ped Det Call	1
10	A-L	Ped Det Call	2
11	B-P	Ped Det Call	3
12	B-M	Ped Det Call	4
13	C-R	Ped Det Call	5
14	C-T	Ped Det Call	6
15	C-U	Ped Det Call	7
16	C-W	Ped Det Call	8
17	A-h	Phase Hold	1
18	A-M	Phase Hold	2
19	B-i	Phase Hold	3
20	B-h	Phase Hold	4
21	C-m	Phase Hold	5
22	C-p	Phase Hold	6
23	C-EE	Phase Hold	7
24	C-X	Phase Hold	8
25	A-EE	Phase Ped Omit	1
26	A-v	Phase Ped Omit	2
27	B-j	Phase Ped Omit	3
28	B-x	Phase Ped Omit	4
29	B-T	Phase Ped Omit	5
30	B-k	Phase Ped Omit	6
31	B-m	Phase Ped Omit	7
32	B-n	Phase Ped Omit	8
33	B-U	Phase Omit	1
34	B-S	Phase Omit	2
35	B-R	Phase Omit	3
36	B-g	Phase Omit	4
37	C-n	Phase Omit	5
38	C-q	Phase Omit	6
39	C-r	Phase Omit	7
40	C-s	Phase Omit	8
41	A-i	Rg Force Off	1
42	A-N	Rg Stop Timing	1
43	A-P	Rg Inhi Max Term	1
44	A-x	Rg Red Rest	1
45	A-FF	Rg Ped Recycle	1
46	A-GG	Rg Max 2 Select	1
47	A-w	Rg Omit Red Cl	1
48	A-m	Call Non Act 1	1
49	C-Y	Rg Force Off	2
50	C-Z	Rg Stop Timing	2
51	C-a	Rg Inhi Max Term	2
52	C-u	Rg Red Rest	2
53	B-V	Rg Ped Recycle	2
54	B-z	Rg Max 2 Select	2
55	C-v	Rg Omit Red Cl	2
56	A-z	Call Non Act 2	1
57	A-R	Ext Start	1
58	A-S	Interval Adv	1
59	A-T	Ind Lamp Ctrl	1
60	A-j	Ext Min Recall	1
61	A-k	Man Ctrl Enable	1
62	A-q	IO Mode 0	1
63	A-y	IO Mode 1	1
64	A-HH	IO Mode 2	1
65	A-n	Test Input A	1
66	A-AA	Test Input B	1
67	C-b	Test Input C	1
68	A-BB	Walk Rest Mo	1
69	B-B	Preempt Input	2
70	B-W	Preempt Input	4
71	B-X	Preempt Input	5
72	B-v	Preempt Input	6
73	D-A	Veh Det Call	9
74	D-B	Veh Det Call	10
75	D-C	Veh Det Call	11
76	D-D	Veh Det Call	12
77	D-E	Veh Det Call	13
78	D-F	Veh Det Call	14
79	D-G	Veh Det Call	15
80	D-H	Veh Det Call	16
81	D-J	Veh Det Call	17
82	D-K	Veh Det Call	18
83	D-L	Veh Det Call	19
84	D-M	Veh Det Call	20
85	D-N	Veh Det Call	21
86	D-P	Veh Det Call	22
87	D-R	Veh Det Call	23
88	D-S	Veh Det Call	24
89	D-T	Clock Reset	1
90	D-U	Not Active	0
91	D-V	Not Active	0
92	D-W	Not Active	0
93	D-X	Not Active	0
94	D-Y	Coord Free Switch	1
95	D-Z	Not Active	0
96	D-a	Not Active	0
97	D-b	Unit Alarm 1	1
98	D-c	Unit Alarm 2	1
99	D-d	Custom Alarm	3
100	D-e	Custom Alarm	4
101	D-f	Custom Alarm	5
102	D-g	Auto Flash	1
103	D-h	Unit CMU/MMU Flash	1
104	D-i	Unit Local Flash	1
105	D-j	Spec Func Input	1
106	D-k	Spec Func Input	2
107	D-m	Spec Func Input	3
108	D-n	Spec Func Input	4
109	D-p	Spec Func Input	5
110	D-q	Spec Func Input	6
111	D-r	Spec Func Input	7
112	D-s	Spec Func Input	8
113	D-t	Preempt Input	1
114	D-u	Preempt Input	2
115	D-v	Preempt Input	3
116	D-w	Preempt Input	4
117	D-x	Preempt Input	5
118	D-y	Preempt Input	6
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Bay County MaxTime Timing Sheet

123 - PCB Pkwy & Nautilus St

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Phase Intervals *(2.Controller ->9.More ->2.Advanced IO>5.Phase Intervals)*

Interval	Description	Red	Yellow	Green	Type
1	Not Act	On	Off	Off	Red
2	Dly Grn	On	Off	Off	Red
3	Pre Grn	Off	Off	On	Green
4	Min Grn	Off	Off	On	Green
5	Grn Ext	Off	Off	On	Green
6	Grn Dwell	Off	Off	On	Green
7	Pre Clr	Off	Off	On	Green
8	Yel Change	Off	On	Off	Yellow
9	Red Clr	On	Off	Off	Red
10	Red Dwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red

Alarm Configuration

(2.Controller ->9.More ->3.Alarms)

Alarm	Alarm Name
1	Door Open
2	
3	
4	
5	
6	
7	
8	
9	
10	

Pedestrian Intervals *(2.Controller ->9.More ->2.Advanced IO>6.Pedestrian Intervals)*

Interval	Description	Dont Walk	Clearance	Walk	Type
1	Not Active	On	Off	Off	Dont Walk
2	Dly Ped	On	Off	Off	Dont Walk
3	Walk	Off	Off	On	Walk
4	Walk Dwell	Off	Off	On	Walk
5	Flsh DWalk	Flash	On	Off	Ped Clear
6	DWalk	On	Off	Off	Dont Walk

Bay County MaxTime Timing Sheet

123 - PCB Pkwy & Nautilus St

Controller ID	123
Main St.	PCB Pkwy
Side St.	Nautilus St

Peer Intersections *(2.Controller ->9.More ->4.Peer)*

Controller	Peer ID	IP / Hostname	SNMP Port	HTTP Port	Serial Port	Serial Address	Master Section	P2P Timeout	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	
4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	

Prioritor Configuration
(2.Controller ->9.More ->6.Prioritor-> 1.Prioritor Configuration)

Enabled	Lock Out Time
No	0

Prioritor Options
(2.Controller ->9.More ->6.Prioritor-> 3.Prioritor Options)

PriorNum	1	2	3	4	5	6	7	8
Lockout After First Service								
Presence Only Check-in								

Prioritor Phase Settings *(2.Controller ->9.More ->6.Prioritor->2.Prioritor Phase Settings)*

Prioritor	Enabled	Priority Phases	Skippable Phases	Delay Time	Estimated Travel Time	Max Presence	Reservice Lockout	Free Min Green	Free Max Green	Description
1	On									
2	On									
3	On									
4	On									
5	On									
6	On									
7	On									
8	On									

User Programs Descriptions *(2.Controller ->9.More ->6.Prioritor->7.User Programs->1.Description)*

Program	Enabled	Description
1	Enabled	
2	Enabled	
3	Enabled	
4	Enabled	
5	Enabled	

User Programs Definition

Program 1 *(2.Controller ->9.More ->6.Prioritor->7.User Programs->2.Definition->1->Enter)*

Statement	Result Value	Result	Index	Operation	Parameter A	Index	Parameter B	Index	Delay	Extension	Description
1	0	None	0	None	None	0	None	0	0.0	0.0	
2	0	None	0	None	None	0	None	0	0.0	0.0	
3	0	None	0	None	None	0	None	0	0.0	0.0	
4	0	None	0	None	None	0	None	0	0.0	0.0	
5	0	None	0	None	None	0	None	0	0.0	0.0	
6	0	None	0	None	None	0	None	0	0.0	0.0	
7	0	None	0	None	None	0	None	0	0.0	0.0	
8	0	None	0	None	None	0	None	0	0.0	0.0	
9	0	None	0	None	None	0	None	0	0.0	0.0	
10	0	None	0	None	None	0	None	0	0.0	0.0	
11	0	None	0	None	None	0	None	0	0.0	0.0	
12	0	None	0	None	None	0	None	0	0.0	0.0	
13	0	None	0	None	None	0	None	0	0.0	0.0	
14	0	None	0	None	None	0	None	0	0.0	0.0	
15	0	None	0	None	None	0	None	0	0.0	0.0	
16	0	None	0	None	None	0	None	0	0.0	0.0	
17	0	None	0	None	None	0	None	0	0.0	0.0	
18	0	None	0	None	None	0	None	0	0.0	0.0	
19	0	None	0	None	None	0	None	0	0.0	0.0	
20	0	None	0	None	None	0	None	0	0.0	0.0	
21	0	None	0	None	None	0	None	0	0.0	0.0	
22	0	None	0	None	None	0	None	0	0.0	0.0	
23	0	None	0	None	None	0	None	0	0.0	0.0	
24	0	None	0	None	None	0	None	0	0.0	0.0	
25	0	None	0	None	None	0	None	0	0.0	0.0	

Program 2 *(2.Controller ->9.More ->6.Prioritor->7.User Programs->2.Definition->2->Enter)*

Statement	Result Value	Result	Index	Operation	Parameter A	Index	Parameter B	Index	Delay	Extension	Description
1	0	None	0	None	None	0	None	0	0.0	0.0	
2	0	None	0	None	None	0	None	0	0.0	0.0	
3	0	None	0	None	None	0	None	0	0.0	0.0	
4	0	None	0	None	None	0	None	0	0.0	0.0	
5	0	None	0	None	None	0	None	0	0.0	0.0	
6	0	None	0	None	None	0	None	0	0.0	0.0	
7	0	None	0	None	None	0	None	0	0.0	0.0	
8	0	None	0	None	None	0	None	0	0.0	0.0	
9	0	None	0	None	None	0	None	0	0.0	0.0	
10	0	None	0	None	None	0	None	0	0.0	0.0	
11	0	None	0	None	None	0	None	0	0.0	0.0	
12	0	None	0	None	None	0	None	0	0.0	0.0	
13	0	None	0	None	None	0	None	0	0.0	0.0	
14	0	None	0	None	None	0	None	0	0.0	0.0	
15	0	None	0	None	None	0	None	0	0.0	0.0	
16	0	None	0	None	None	0	None	0	0.0	0.0	
17	0	None	0	None	None	0	None	0	0.0	0.0	
18	0	None	0	None	None	0	None	0	0.0	0.0	
19	0	None	0	None	None	0	None	0	0.0	0.0	
20	0	None	0	None	None	0	None	0	0.0	0.0	
21	0	None	0	None	None	0	None	0	0.0	0.0	
22	0	None	0	None	None	0	None	0	0.0	0.0	
23	0	None	0	None	None	0	None	0	0.0	0.0	
24	0	None	0	None	None	0	None	0	0.0	0.0	
25	0	None	0	None	None	0	None	0	0.0	0.0	

Bay County MAXTIME Timing Sheet

ID: 124 **PCB Pkwy - Clara Av**

Phase Configuration *2.Controller -> 3.Sequence & Phs Config)*

Ph.	Startup	Ring	Concurrent	No Served Phases	Startup Min	Description
1	Phase Not On	1	5,6		0	EB LT
2	Green No Walk	1	5,6		0	WB
3	Phase Not On	1	7,8		0	SB LT
4	Phase Not On	1	7,8		0	NB
5	Phase Not On	2	1,2		0	WB LT
6	Green No Walk	2	1,2		0	EB
7	Phase Not On	2	3,4		0	NB LT
8	Phase Not On	2	3,4		0	SB
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	

Phase Timing Plans

Plan 1 *2.Controller -> 2.Phase -> 1.Phase Timing Plans -> 1. -> Enter)*

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	24	0	0	0	24	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	15	5	5	5	15	5	5	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	15	100	10	20	15	100	25	20	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	30	50	30	50	30	50	30	50	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.8	4.8	3.4	3.4	4.8	4.8	3.4	3.4	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	3.0	3.0	2.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 1 (cont.) *2.Controller -> 2.Phase -> 1.Phase Timing Plans -> 1. -> Enter)*

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Bay County MaxTime Timing Sheet

Unit Information

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Phase Options Plans **Plan 1** *2.Controller -> 2.Phase -> 2.Phase Options Plans -> 1. -> Enter)*

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable	X	X	X	X	X	X	X	X												
Auto Flash Ent.				X				X												
Auto Flash Exit		X				X														
Non Actuated I		X				X														
Non Actuated II																				
Non Lock Mem	X		X	X	X		X	X												
Min Veh Recall		X				X														
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry		X		X		X		X												
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				
Force Ped Coord Yield																				
Ped Recycle																				

Bay County MaxTime Timing Sheet

Unit Information

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Plan 1 (cont.) *2.Controller -> 2.Phase -> 2.Phase Options Plans -> 1. -> Enter)*

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable																				
Auto Flash Ent.																				
Auto Flash Exit																				
Non Actuated I																				
Non Actuated II																				
Non Lock Mem																				
Min Veh Recall																				
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry																				
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				
Force Ped Coord Yield																				
Ped Recycle																				

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Backup Prevention

Sequence 1 *2.Controller -> 3.Sequence & Phs Config -> 4.Backup Prevention -> 1.Backup Protection Plan -> 1. -> Enter)*

No Backkup Phase		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Serve Phase	1																				
	2	X																			
	3																				
	4			X																	
	5																				
	6					X															
	7																				
	8							X													
	9																				
	10																				
	11																				
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	39																				
	40																				

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Backup Prevention

Sequence *(cont.)* *2.Controller -> 3.Sequence & Phs Config -> 4.Backup Prevention -> 1.Backup Protection Plan -> 1. -> Enter)*

No Backkup Phase		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Serve Phase	1																				
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
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Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Sequence Configuration

2.Controller -> 3.Sequence & Phs Config -> 1.Sequences)

Sequence 1

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 5

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Unit Parameters

2.Controller -> 1.Unit

Ext Mode	Disable
Startup Flash	7
Auto Ped Clr	Enable
Red Revert	4.0
Backup Time	600
Start Clear Hold	4

Grn Flash Freq.	60
Yel Flash Freq.	60
MCE Seq.	1
MCE Enable	Disable
Start Yellow	0.0
Start Red	0.0

Free Seq.	1
All Red Flsh Exit	0
Local Flash - CVM	Disable
3-Ph Diamond Seq	
4-Ph Diamond Seq	
Sep Diamond Seq	

Global Vehicle Detector Parameters

Global No Activity	0	Global Max Presence	30	Global Erratic Count	60

Vehicle Detector Plans

Plan 1 *2.Controller -> 4.Detector -> 1.Vehicle Detector Plans -> 1. -> Enter)*

Det.	Call Phs	Call Ovl	Additional Call Phase	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Counts	Failed Time	Description
1	1	0		0	0.0	0.0	0	0.0	0	0	0	0	
2	2	0		0	0.0	0.0	0	0.0	0	0	0	0	
3	3	0		0	0.0	0.0	0	0.0	0	0	0	0	
4	4	0		0	0.0	0.0	0	0.0	0	0	0	0	
5	5	0		0	0.0	0.0	0	0.0	0	0	0	0	
6	6	0		0	0.0	0.0	0	0.0	0	0	0	0	
7	7	0		4	0.0	0.0	0	0.0	0	0	0	0	
8	8	0		0	0.0	0.0	0	0.0	0	0	0	0	
9	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
10	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
11	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
12	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
13	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
14	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
15	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
16	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
17	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
18	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
19	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
20	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
21	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
22	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
23	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
24	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
25	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
26	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
27	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
28	0	0		0	0.0	0.0	0	0.0	0	0	0	0	

Vehicle Detector Options *2.Controller -> 4.Detector -> 2.Vehicle Detector Options -> 1. -> Enter)*

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Volume Detector																				
Occupancy																				
Yellow Lock Call																				
Red Lock call																				
Passage	X	X	X	X	X	X	X	X												
Queue																				
Call																				
Terminate	X	X	X	X	X	X	X	X												

Detector	21	22	23	24	25	26	27	28
Volume Detector								
Occupancy								
Yellow Lock Call								
Red Lock call								
Passage								
Queue								
Call								
Terminate								

Data Collection Period	60

Pedestrian Detector Plans

Plan 1 *2.Controller -> 4.Detector -> 3.Pedestrian Detector Options -> 1. -> Enter)*

Det	Call Phase	Call Ovlp	Add. Call Phase	Walk 2 Enable Time	Ped Clr 2 Enable Time	No Act	Max Presence	Erratic Count
1	2	0		0	0	0	0	0
2	2	0		0	0	0	0	0
3	4	0		0	0	0	0	0
4	4	0		0	0	0	0	0
5	6	0		0	0	0	0	0
6	6	0		0	0	0	0	0

Global Pedestrian Detector Parameters

Global No Activity	0
Global Max Presence	30
Global Erratic Count	60

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Coordination Parameters *(2.Controller ->5.Coordination ->1.Coord Parameters)*

Operational Mode	Automatic
Coord Mode	Auto Permissive
Maximum Mode	Max Inhibit
Force Mode	Per Pattern
Correction Mode	
Max Cycle Limit %	17
Min Cycle Limit %	17
Max Dwell	0

Front Panel Settings

(3.Administration ->7.Front Panel Settings

1.Options
(Front Panel Backlight Timeout = 600)

Advanced Coord Options *(2.Controller ->5.Coordination ->5.Coord Parameters)*

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Offset Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Allow Split Underrun																				
Allow Split Overrun																				
Allow No Coord Phase																				
Coord Now																				

Coordination Patterns *(2.Controller ->5.Coordination ->2.Patterns)*

Patt.	Cycle	Offset 1	Offset 2	Offset 2	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	160	27	0	0	1	1	Yel	Inh	1	1	1
2	160	27	0	0	2	1	Yel	Inh	1	1	1
3	0	0	0	0	3	1	Yel	Inh	1	1	1
4	0	0	0	0	4	1	Yel	Inh	1	1	1
5	0	0	0	0	5	1	Yel	Inh	1	1	1
6	0	0	0	0	6	1	Yel	Inh	1	1	1
7	0	0	0	0	7	1	Yel	Inh	1	1	1
8	0	0	0	0	8	1	Yel	Inh	1	1	1
9	0	0	0	0	9	1	Yel	Inh	1	1	1
10	0	0	0	0	10	1	Yel	Inh	1	1	1
11	200	75	0	0	11	1	Yel	Inh	1	1	1
12	200	80	0	0	12	1	Yel	Inh	1	1	1
13	200	80	0	0	13	1	Yel	Inh	1	1	1
14	0	0	0	0	14	1	Yel	Inh	1	1	1
15	0	0	0	0	15	1	Yel	Inh	1	1	1
16	0	0	0	0	16	1	Yel	Inh	1	1	1
17	0	0	0	0	17	1	Yel	Inh	1	1	1
18	0	0	0	0	18	1	Yel	Inh	1	1	1
19	0	0	0	0	19	1	Yel	Inh	1	1	1
20	0	0	0	0	20	1	Yel	Inh	1	1	1
21	210	140	0	0	21	1	Yel	Inh	1	1	1
22	130	33	0	0	22	2	Yel	Inh	1	1	1
23	200	73	0	0	23	1	Yel	Inh	1	1	1
24	0	0	0	0	24	1	Yel	Inh	1	1	1
25	0	0	0	0	25	1	Yel	Inh	1	1	1
26	0	0	0	0	26	1	Yel	Inh	1	1	1
27	0	0	0	0	27	1	Yel	Inh	1	1	1
28	0	0	0	0	28	1	Yel	Inh	1	1	1
29	0	0	0	0	29	1	Yel	Inh	1	1	1
30	0	0	0	0	30	1	Yel	Inh	1	1	1
31	0	0	0	0	31	1	Yel	Inh	1	1	1
32	0	0	0	0	32	1	Yel	Inh	1	1	1
33	0	0	0	0	33	1	Yel	Inh	1	1	1
34	0	0	0	0	34	1	Yel	Inh	1	1	1

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Coordination Splits

Split 1 *(2.Controller ->5.Coordination ->3.Splits -> 1. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	105	X		Max Rcl + WR
3	16			None
4	23			None
5	16			None
6	105	X		Max Rcl + WR
7	25			None
8	14			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 2 *(2.Controller ->5.Coordination ->3.Splits -> 2. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	100	X		Max Rcl + WR
3	16			None
4	28			None
5	20			None
6	96	X		Max Rcl + WR
7	30			None
8	14			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 3 *(2.Controller ->5.Coordination ->3.Splits -> 3. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 4 *(2.Controller ->5.Coordination ->3.Splits -> 4. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Split 5 *(2.Controller ->5.Coordination ->3.Splits -> 5. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 6 *(2.Controller ->5.Coordination ->3.Splits -> 6. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 7 *(2.Controller ->5.Coordination ->3.Splits -> 7. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 8 *(2.Controller ->5.Coordination ->3.Splits -> 8. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Split 9 *(2.Controller ->5.Coordination ->3.Splits -> 9. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 10 *(2.Controller ->5.Coordination ->3.Splits -> 10. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 11 *(2.Controller ->5.Coordination ->3.Splits -> 11. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	140	X		Max Rcl + WR
3	16			None
4	28			None
5	16			None
6	140	X		Max Rcl + WR
7	28			None
8	16			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 12 *(2.Controller ->5.Coordination ->3.Splits -> 12. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	136	X		Max Rcl + WR
3	14			None
4	34			None
5	16			None
6	136	X		Max Rcl + WR
7	34			None
8	14			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Split 13 *(2.Controller ->5.Coordination ->3.Splits -> 13. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	136	X		Max Rcl + WR
3	16			None
4	32			None
5	20			None
6	132	X		Max Rcl + WR
7	34			None
8	14			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 14 *(2.Controller ->5.Coordination ->3.Splits -> 14. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 15 *(2.Controller ->5.Coordination ->3.Splits -> 15. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 16 *(2.Controller ->5.Coordination ->3.Splits -> 16. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Split 17 *(2.Controller ->5.Coordination ->3.Splits -> 17. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 18 *(2.Controller ->5.Coordination ->3.Splits -> 18. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 19 *(2.Controller ->5.Coordination ->3.Splits -> 19. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 20 *(2.Controller ->5.Coordination ->3.Splits -> 20. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Split 21 *(2.Controller ->5.Coordination ->3.Splits -> 21. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	15			None
2	152	X		Max Rcl + WR
3	13			None
4	30			None
5	15			None
6	152	X		Max Rcl + WR
7	29			None
8	14			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 22 *(2.Controller ->5.Coordination ->3.Splits -> 22. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	76	X		Max Rcl + WR
3	16			None
4	22			None
5	16			None
6	76	X		Max Rcl + WR
7	22			None
8	16			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 23 *(2.Controller ->5.Coordination ->3.Splits -> 23. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	15			None
2	143	X		Max Rcl + WR
3	14			None
4	28			None
5	16			None
6	142	X		Max Rcl + WR
7	28			None
8	14			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 24 *(2.Controller ->5.Coordination ->3.Splits -> 24. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Split 25 *(2.Controller ->5.Coordination ->3.Splits -> 25. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 26 *(2.Controller ->5.Coordination ->3.Splits -> 26. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 27 *(2.Controller ->5.Coordination ->3.Splits -> 27. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 28 *(2.Controller ->5.Coordination ->3.Splits -> 28. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Split 29 *(2.Controller ->5.Coordination ->3.Splits -> 29. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 30 *(2.Controller ->5.Coordination ->3.Splits -> 30. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 31 *(2.Controller ->5.Coordination ->3.Splits -> 31. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 32 *(2.Controller ->5.Coordination ->3.Splits -> 32. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Month of Year												Days of Week							Days of Month																														
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
				X														X																										X	X	X	X	X	X

Enabled	Day Plan	Description
On	7	D1-Sat - Jun-Jul

Month of Year												Days of Week							Days of Month																														
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
					X	X												X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Enabled	Day Plan	Description
On	7	D1-Sat - Aug 1-9

Month of Year												Days of Week							Days of Month																														
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
							X											X	X	X	X	X	X	X	X	X	X																						

Enabled	Day Plan	Description
On	0	

Month of Year												Days of Week							Days of Month																														
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Day Plans

(2.Controller ->6.Scheduler ->2.Day Plans)

Day Plan 1

Event	Hour	Min.	Act
1	9	0	12
2	12	0	23
3	19	0	1
4	20	0	22
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
1	6	30	1
2	9	30	11
3	15	0	21
4	19	30	1
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 3

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Actions

(2.Controller ->6.Scheduler ->3.Actions)

		Aux.			Special Functions						
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1											
2	Pattern 2											
3	Pattern 3											
4	Pattern 4											
5	Pattern 5											
6	Pattern 6											
7	Pattern 7											
8	Pattern 8											
9	Pattern 9											
10	Pattern 10											

Day Plan Copy
(2.Controller ->6.Scheduler ->4.Day Plan Copy)

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Overlaps

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->1->Enter)*

Plan 1

OLP	Included Phases	Modifier Phases	Negative Phases
1	2	1	
2	4	3	
3	6	5	
4	8	7	
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->1->Enter)*

Plan 1

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	Overlap A
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	Overlap B
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	Overlap C
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	Overlap D
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->1->Enter)*

Plan 1

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->1->Enter)*

Plan 1

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->1->Enter)*

Plan 1

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Overlap Plans

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->2->Enter)*

Plan 2

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->2->Enter)*

Plan 2

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->2->Enter)*

Plan 2

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->2->Enter)*

Plan 2

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->2->Enter)*

Plan 2

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Overlap Plans

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->3->Enter)*

Plan 3

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->3->Enter)*

Plan 3

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->3->Enter)*

Plan 3

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->3->Enter)*

Plan 3

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->3->Enter)*

Plan 3

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Preemption

Preempt Phasing *(2.Controller ->8.Preemption ->1.Preempt Phasing)*

Preempt	1	2	3	4	5	6	7
Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description							
Dwell Phase							
Exit Phase							
Exit Overlaps							
Track Phase							
Track 2 Phases							
Track Overlap							
Track 2 Overlap							
Dwell Ped							
Dwell Overlap							
Cycling Phase							
Cycling Ped							
Cycling Overlap							
Veh Exit Calls							
Ped Exit Calls							
Exit Omit Phase							

Preempt Parameters *(2.Controller ->8.Preemption ->2.Preempt Parameters)*

Preempt	1	2	3	4	5	6	7
Link	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	0	0	0	0	0
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Enter Min Green	0	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Walk	0	0	0	0	0	0	0
Enter Ped Clear	255	255	255	255	255	255	255
Track Green	0	0	0	0	0	0	0
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0	0
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Ext. Gate Down	0	0	0	0	0	0	0
Dwell Green	0	0	0	0	0	0	0
Exit Ped Clear	255	255	255	255	255	255	255
Exit Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Ext Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0	0
Veh Exit Calls							
Ped Exit Calls							

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Preempt Options

(2.Controller ->8.Preemption ->3.Preempt Options)

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non Locking Memory																
Not Override Flash																
Not Override Next Preempt																
Flash Dwell																

Preempt Additional Options

(2.Controller ->8.Preemption ->4.Additional Options)

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Immediate Ped Clear																
Dwell Only Status Output																
All Red Flash Dwell																
Allow All Overlaps																
Require All Red Entry																
Require Gate Down Track Exit																
Require Gate Up Dwell Exit																
Use Normal On/Normal Off Input																

Preempt Function Outputs

(2.Controller ->8.Preemption ->5.Preempt Function Outputs)

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

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Channel Configuration *(2.Controller ->9.More ->1.Channels->1.Channel Config)*

Chan	Ctrl Type	Source
1	Phs Veh	1
2	Phs Veh	2
3	Phs Veh	3
4	Phs Veh	4
5	Phs Veh	5
6	Phs Veh	6
7	Phs Veh	7
8	Phs Veh	8
9	Phs Ped	2
10	None	4

Chan	Ctrl Type	Source
11	Phs Ped	6
12	Phs Ped	8
13	None	1
14	None	2
15	None	3
16	None	4
17	None	0
18	None	0
19	None	0
20	None	0

Channel Options *(2.Controller ->9.More ->1.Channels->2.Channel Opt*

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow		X				X										
Flash Red	X		X	X	X		X	X								
Alt Flash	X			X	X			X								
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow																
Flash Red																
Alt Flash																

Channel Configuration
(2.Controller ->9.More ->1.Channels->3.Concurrency Mode & Control)

Concurrency Mode
Concurrency Mode
Auto

Manual Concurrency
(2.Controller ->9.More ->1.Channels->4.Manual Channel Concurrency

Manual Concurrency	
Channel	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	

Auto Concurrency
(2.Controller ->9.More ->1.Channels->5.Auto Channel Concurrency

Auto Concurrency	
Channel	Concurrency
1	5,6,11
2	5,6,9,11
3	7,8,12
4	7,8,12
5	9
6	9,11
7	
8	12
9	11
10	
11	
12	
13	
14	
15	
16	
17	
18	

Conflict Monitor Card
(2.Controller ->9.More ->1.Channels->6.Conflict Monitor Card

Conflict Monitor Card	
Channel	Concurrency
1	5,6,11
2	5,6,9,11
3	7,8,12
4	7,8,10,12
5	9
6	9,11
7	10
8	10,12
9	11
10	12
11	
12	
13	
14	
15	
16	
17	
18	

IO Modules *(2.Controller ->9.More ->2.Advanced IO->1.IO Modules*

IO Mod	TYPE
1	TS1 ABCD Connectors
2	TS2 MMU
3	TS2 DR1 BIU
4	TS2 TF1 BIU
5	TS2 TF2 BIU
6	None
7	None
8	None

Input Points *(2.Controller ->9.More ->2.Advanced IO>3.Input Points->1->Enter)*

Input Point	Description	Input Control Type	Index
1	A-f	Veh Det Call	1
2	A-K	Veh Det Call	2
3	B-N	Veh Det Call	3
4	B-L	Veh Det Call	4
5	C-P	Veh Det Call	5
6	C-S	Veh Det Call	6
7	C-V	Veh Det Call	7
8	C-t	Veh Det Call	8
9	A-g	Ped Det Call	1
10	A-L	Ped Det Call	2
11	B-P	Ped Det Call	3
12	B-M	Ped Det Call	4
13	C-R	Ped Det Call	5
14	C-T	Ped Det Call	6
15	C-U	Ped Det Call	7
16	C-W	Ped Det Call	8
17	A-h	Phase Hold	1
18	A-M	Phase Hold	2
19	B-i	Phase Hold	3
20	B-h	Phase Hold	4
21	C-m	Phase Hold	5
22	C-p	Phase Hold	6
23	C-EE	Phase Hold	7
24	C-X	Phase Hold	8
25	A-EE	Phase Ped Omit	1
26	A-v	Phase Ped Omit	2
27	B-j	Phase Ped Omit	3
28	B-x	Phase Ped Omit	4
29	B-T	Phase Ped Omit	5
30	B-k	Phase Ped Omit	6
31	B-m	Phase Ped Omit	7
32	B-n	Phase Ped Omit	8
33	B-U	Phase Omit	1
34	B-S	Phase Omit	2
35	B-R	Phase Omit	3
36	B-g	Phase Omit	4
37	C-n	Phase Omit	5
38	C-q	Phase Omit	6
39	C-r	Phase Omit	7
40	C-s	Phase Omit	8
41	A-i	Rg Force Off	1
42	A-N	Rg Stop Timing	1
43	A-P	Rg Inhi Max Term	1
44	A-x	Rg Red Rest	1
45	A-FF	Rg Ped Recycle	1
46	A-GG	Rg Max 2 Select	1
47	A-w	Rg Omit Red Cl	1
48	A-m	Call Non Act 1	1
49	C-Y	Rg Force Off	2
50	C-Z	Rg Stop Timing	2
51	C-a	Rg Inhi Max Term	2
52	C-u	Rg Red Rest	2
53	B-V	Rg Ped Recycle	2
54	B-z	Rg Max 2 Select	2
55	C-v	Rg Omit Red Cl	2
56	A-z	Call Non Act 2	1
57	A-R	Ext Start	1
58	A-S	Interval Adv	1
59	A-T	Ind Lamp Ctrl	1
60	A-j	Ext Min Recall	1
61	A-k	Man Ctrl Enable	1
62	A-q	IO Mode 0	1
63	A-y	IO Mode 1	1
64	A-HH	IO Mode 2	1

Input Point	Description	Input Control Type	Index
65	A-n	Test Input A	1
66	A-AA	Test Input B	1
67	C-b	Test Input C	1
68	A-BB	Walk Rest Mo	1
69	B-B	Preempt Input	2
70	B-W	Preempt Input	4
71	B-X	Preempt Input	5
72	B-v	Preempt Input	6
73	D-A	Veh Det Call	9
74	D-B	Veh Det Call	10
75	D-C	Veh Det Call	11
76	D-D	Veh Det Call	12
77	D-E	Veh Det Call	13
78	D-F	Veh Det Call	14
79	D-G	Veh Det Call	15
80	D-H	Veh Det Call	16
81	D-J	Veh Det Call	17
82	D-K	Veh Det Call	18
83	D-L	Veh Det Call	19
84	D-M	Veh Det Call	20
85	D-N	Veh Det Call	21
86	D-P	Veh Det Call	22
87	D-R	Veh Det Call	23
88	D-S	Veh Det Call	24
89	D-T	Clock Reset	1
90	D-U	Not Active	0
91	D-V	Not Active	0
92	D-W	Not Active	0
93	D-X	Not Active	0
94	D-Y	Coord Free Switch	1
95	D-Z	Not Active	0
96	D-a	Not Active	0
97	D-b	Alarm 1	1
98	D-c	Alarm 2	1
99	D-d	Unit Alarm	3
100	D-e	Unit Alarm	4
101	D-f	Unit Alarm	5
102	D-g	Auto Flash	1
103	D-h	Unit CMU/MMU Flash	1
104	D-i	Unit Local Flash	1
105	D-j	Spec Func Input	1
106	D-k	Spec Func Input	2
107	D-m	Spec Func Input	3
108	D-n	Spec Func Input	4
109	D-p	Spec Func Input	5
110	D-q	Spec Func Input	6
111	D-r	Spec Func Input	7
112	D-s	Spec Func Input	8
113	D-t	Preempt Input	1
114	D-u	Preempt Input	2
115	D-v	Preempt Input	3
116	D-w	Preempt Input	4
117	D-x	Preempt Input	5
118	D-y	Preempt Input	6
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Output Points *(2.Controller ->9.More ->2.Advanced IO>4.Output Points->1->Enter)*

Output Point	Description	Output Control Type	Index
1	A-f	Veh Det Call	1
2	A-K	Veh Det Call	2
3	B-N	Veh Det Call	3
4	B-L	Veh Det Call	4
5	C-P	Veh Det Call	5
6	C-S	Veh Det Call	6
7	C-V	Veh Det Call	7
8	C-t	Veh Det Call	8
9	A-g	Ped Det Call	1
10	A-L	Ped Det Call	2
11	B-P	Ped Det Call	3
12	B-M	Ped Det Call	4
13	C-R	Ped Det Call	5
14	C-T	Ped Det Call	6
15	C-U	Ped Det Call	7
16	C-W	Ped Det Call	8
17	A-h	Phase Hold	1
18	A-M	Phase Hold	2
19	B-i	Phase Hold	3
20	B-h	Phase Hold	4
21	C-m	Phase Hold	5
22	C-p	Phase Hold	6
23	C-EE	Phase Hold	7
24	C-X	Phase Hold	8
25	A-EE	Phase Ped Omit	1
26	A-v	Phase Ped Omit	2
27	B-j	Phase Ped Omit	3
28	B-x	Phase Ped Omit	4
29	B-T	Phase Ped Omit	5
30	B-k	Phase Ped Omit	6
31	B-m	Phase Ped Omit	7
32	B-n	Phase Ped Omit	8
33	B-U	Phase Omit	1
34	B-S	Phase Omit	2
35	B-R	Phase Omit	3
36	B-g	Phase Omit	4
37	C-n	Phase Omit	5
38	C-q	Phase Omit	6
39	C-r	Phase Omit	7
40	C-s	Phase Omit	8
41	A-i	Rg Force Off	1
42	A-N	Rg Stop Timing	1
43	A-P	Rg Inhi Max Term	1
44	A-x	Rg Red Rest	1
45	A-FF	Rg Ped Recycle	1
46	A-GG	Rg Max 2 Select	1
47	A-w	Rg Omit Red Cl	1
48	A-m	Call Non Act 1	1
49	C-Y	Rg Force Off	2
50	C-Z	Rg Stop Timing	2
51	C-a	Rg Inhi Max Term	2
52	C-u	Rg Red Rest	2
53	B-V	Rg Ped Recycle	2
54	B-z	Rg Max 2 Select	2
55	C-v	Rg Omit Red Cl	2
56	A-z	Call Non Act 2	1
57	A-R	Ext Start	1
58	A-S	Interval Adv	1
59	A-T	Ind Lamp Ctrl	1
60	A-j	Ext Min Recall	1
61	A-k	Man Ctrl Enable	1
62	A-q	IO Mode 0	1
63	A-y	IO Mode 1	1
64	A-HH	IO Mode 2	1
65	A-n	Test Input A	1
66	A-AA	Test Input B	1
67	C-b	Test Input C	1
68	A-BB	Walk Rest Mo	1
69	B-B	Preempt Input	2
70	B-W	Preempt Input	4
71	B-X	Preempt Input	5
72	B-v	Preempt Input	6
73	D-A	Veh Det Call	9
74	D-B	Veh Det Call	10
75	D-C	Veh Det Call	11
76	D-D	Veh Det Call	12
77	D-E	Veh Det Call	13
78	D-F	Veh Det Call	14
79	D-G	Veh Det Call	15
80	D-H	Veh Det Call	16
81	D-J	Veh Det Call	17
82	D-K	Veh Det Call	18
83	D-L	Veh Det Call	19
84	D-M	Veh Det Call	20
85	D-N	Veh Det Call	21
86	D-P	Veh Det Call	22
87	D-R	Veh Det Call	23
88	D-S	Veh Det Call	24
89	D-T	Clock Reset	1
90	D-U	Not Active	0
91	D-V	Not Active	0
92	D-W	Not Active	0
93	D-X	Not Active	0
94	D-Y	Coord Free Switch	1
95	D-Z	Not Active	0
96	D-a	Not Active	0
97	D-b	Alarm 1	1
98	D-c	Alarm 2	1
99	D-d	Unit Alarm	3
100	D-e	Unit Alarm	4
101	D-f	Unit Alarm	5
102	D-g	Auto Flash	1
103	D-h	Unit CMU/MMU Flash	1
104	D-i	Unit Local Flash	1
105	D-j	Spec Func Input	1
106	D-k	Spec Func Input	2
107	D-m	Spec Func Input	3
108	D-n	Spec Func Input	4
109	D-p	Spec Func Input	5
110	D-q	Spec Func Input	6
111	D-r	Spec Func Input	7
112	D-s	Spec Func Input	8
113	D-t	Preempt Input	1
114	D-u	Preempt Input	2
115	D-v	Preempt Input	3
116	D-w	Preempt Input	4
117	D-x	Preempt Input	5
118	D-y	Preempt Input	6
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Bay County MaxTime Timing Sheet

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Phase Intervals *(2.Controller ->9.More ->2.Advanced IO>5.Phase Intervals)*

Interval	Description	Red	Yellow	Green	Type
1	Not Act	On	Off	Off	Red
2	Dly Grn	On	Off	Off	Red
3	Pre Grn	Off	Off	On	Green
4	Min Grn	Off	Off	On	Green
5	Grn Ext	Off	Off	On	Green
6	Grn Dwell	Off	Off	On	Green
7	Pre Clr	Off	Off	On	Green
8	Yel Change	Off	On	Off	Yellow
9	Red Clr	On	Off	Off	Red
10	Red Dwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red

Alarm Configuration
(2.Controller ->9.More ->3.Alarms)

Alarm	Alarm Name
1	Door Open
2	
3	
4	
5	
6	
7	
8	
9	
10	

Pedestrian Intervals *(2.Controller ->9.More ->2.Advanced IO>6.Pedestrian Intervals)*

Interval	Description	Dont Walk	Clearance	Walk	Type
1	Not Active	On	Off	Off	Dont Walk
2	Dly Ped	On	Off	Off	Dont Walk
3	Walk	Off	Off	On	Walk
4	Walk Dwell	Off	Off	On	Walk
5	Flsh DWalk	Flash	On	Off	Ped Clear
6	DWalk	On	Off	Off	Dont Walk

Bay County MaxTime Timing Sheet

124 - PCB Pkwy & Clara Av

Controller ID	124
Main St.	PCB Pkwy
Side St.	Clara Av

Peer Intersections *(2.Controller ->9.More ->4.Peer)*

Controller	Peer ID	IP / Hostname	SNMP Port	HTTP Port	Serial Port	Serial Address	Master Section	P2P Timeout	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	
4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	

Prioritor Configuration
(2.Controller ->9.More ->6.Prioritor-> 1.Prioritor Configuration)

Enabled	Lock Out Time
No	0

Prioritor Options
(2.Controller ->9.More ->6.Prioritor-> 3.Prioritor Options)

PriorNum	1	2	3	4	5	6	7	8
Lockout After First Service								
Presence Only Check-in								

Prioritor Phase Settings *(2.Controller ->9.More ->6.Prioritor->2.Prioritor Phase Settings)*

Prioritor	Enabled	Priority Phases	Skippable Phases	Delay Time	Estimated Travel Time	Max Presence	Reservice Lockout	Free Min Green	Free Max Green	Description
1	On									
2	On									
3	On									
4	On									
5	On									
6	On									
7	On									
8	On									

User Programs Descriptions *(2.Controller ->9.More ->6.Prioritor->7.User Programs->1.Description)*

Program	Enabled	Description
1	Enabled	
2	Enabled	
3	Enabled	
4	Enabled	
5	Enabled	

User Programs Definition

Program 1 *(2.Controller ->9.More ->6.Prioritor->7.User Programs->2.Definition->1->Enter)*

Statement	Result Value	Result	Index	Operation	Parameter A	Index	Parameter B	Index	Delay	Extension	Description
1	0	None	0	None	None	0	None	0	0.0	0.0	
2	0	None	0	None	None	0	None	0	0.0	0.0	
3	0	None	0	None	None	0	None	0	0.0	0.0	
4	0	None	0	None	None	0	None	0	0.0	0.0	
5	0	None	0	None	None	0	None	0	0.0	0.0	
6	0	None	0	None	None	0	None	0	0.0	0.0	
7	0	None	0	None	None	0	None	0	0.0	0.0	
8	0	None	0	None	None	0	None	0	0.0	0.0	
9	0	None	0	None	None	0	None	0	0.0	0.0	
10	0	None	0	None	None	0	None	0	0.0	0.0	
11	0	None	0	None	None	0	None	0	0.0	0.0	
12	0	None	0	None	None	0	None	0	0.0	0.0	
13	0	None	0	None	None	0	None	0	0.0	0.0	
14	0	None	0	None	None	0	None	0	0.0	0.0	
15	0	None	0	None	None	0	None	0	0.0	0.0	
16	0	None	0	None	None	0	None	0	0.0	0.0	
17	0	None	0	None	None	0	None	0	0.0	0.0	
18	0	None	0	None	None	0	None	0	0.0	0.0	
19	0	None	0	None	None	0	None	0	0.0	0.0	
20	0	None	0	None	None	0	None	0	0.0	0.0	
21	0	None	0	None	None	0	None	0	0.0	0.0	
22	0	None	0	None	None	0	None	0	0.0	0.0	
23	0	None	0	None	None	0	None	0	0.0	0.0	
24	0	None	0	None	None	0	None	0	0.0	0.0	
25	0	None	0	None	None	0	None	0	0.0	0.0	

Program 2 *(2.Controller ->9.More ->6.Prioritor->7.User Programs->2.Definition->2->Enter)*

Statement	Result Value	Result	Index	Operation	Parameter A	Index	Parameter B	Index	Delay	Extension	Description
1	0	None	0	None	None	0	None	0	0.0	0.0	
2	0	None	0	None	None	0	None	0	0.0	0.0	
3	0	None	0	None	None	0	None	0	0.0	0.0	
4	0	None	0	None	None	0	None	0	0.0	0.0	
5	0	None	0	None	None	0	None	0	0.0	0.0	
6	0	None	0	None	None	0	None	0	0.0	0.0	
7	0	None	0	None	None	0	None	0	0.0	0.0	
8	0	None	0	None	None	0	None	0	0.0	0.0	
9	0	None	0	None	None	0	None	0	0.0	0.0	
10	0	None	0	None	None	0	None	0	0.0	0.0	
11	0	None	0	None	None	0	None	0	0.0	0.0	
12	0	None	0	None	None	0	None	0	0.0	0.0	
13	0	None	0	None	None	0	None	0	0.0	0.0	
14	0	None	0	None	None	0	None	0	0.0	0.0	
15	0	None	0	None	None	0	None	0	0.0	0.0	
16	0	None	0	None	None	0	None	0	0.0	0.0	
17	0	None	0	None	None	0	None	0	0.0	0.0	
18	0	None	0	None	None	0	None	0	0.0	0.0	
19	0	None	0	None	None	0	None	0	0.0	0.0	
20	0	None	0	None	None	0	None	0	0.0	0.0	
21	0	None	0	None	None	0	None	0	0.0	0.0	
22	0	None	0	None	None	0	None	0	0.0	0.0	
23	0	None	0	None	None	0	None	0	0.0	0.0	
24	0	None	0	None	None	0	None	0	0.0	0.0	
25	0	None	0	None	None	0	None	0	0.0	0.0	

Bay County MAXTIME Timing Sheet

ID: 125 **PCB Pkwy - Alf Coleman Rd**

Phase Configuration *2.Controller -> 3.Sequence & Phs Config)*

Ph.	Startup	Ring	Concurrent	No Served Phases	Startup Min	Description
1	Phase Not On	1	6,5		0	EB LT
2	Green No Walk	1	6,5		0	WB
3	Phase Not On	1	7,8		0	SB LT
4	Phase Not On	1	7,8		0	NB
5	Phase Not On	2	1,2		0	WB LT
6	Green No Walk	2	1,2		0	EB
7	Phase Not On	2	3,4		0	NB LT
8	Phase Not On	2	3,4		0	SB
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	

Phase Timing Plans

Plan 1 *2.Controller -> 2.Phase -> 1.Phase Timing Plans -> 1. -> Enter)*

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	4	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	19	0	31	0	27	0	31	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	15	5	5	5	15	5	5	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	15	90	15	30	25	80	15	30	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	20	75	20	40	20	75	20	40	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.8	4.8	3.4	4.0	4.8	4.8	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	3.0	2.0	3.0	3.0	3.0	2.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 1 (cont.) *2.Controller -> 2.Phase -> 1.Phase Timing Plans -> 1. -> Enter)*

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Bay County MaxTime Timing Sheet

Unit Information

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Phase Options Plans **Plan 1** *2.Controller -> 2.Phase -> 2.Phase Options Plans -> 1. -> Enter)*

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable	X	X	X	X	X	X	X	X												
Auto Flash Ent.				X				X												
Auto Flash Exit		X				X														
Non Actuated I		X				X														
Non Actuated II																				
Non Lock Mem				X				X												
Min Veh Recall		X				X														
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry		X		X		X		X												
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				
Force Ped Coord Yield																				
Ped Recycle																				

Bay County MaxTime Timing Sheet

Unit Information

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Plan 1 (cont.) *2.Controller -> 2.Phase -> 2.Phase Options Plans -> 1. -> Enter)*

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable																				
Auto Flash Ent.																				
Auto Flash Exit																				
Non Actuated I																				
Non Actuated II																				
Non Lock Mem																				
Min Veh Recall																				
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry																				
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				
Force Ped Coord Yield																				
Ped Recycle																				

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Backup Prevention

Sequence 1 *2.Controller -> 3.Sequence & Phs Config -> 4.Backup Prevention -> 1.Backup Protection Plan -> 1. -> Enter)*

No Backkup Phase		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Serve Phase	1																				
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
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	30																				
	31																				
	32																				
	33																				
	34																				
	35																				
	36																				
	37																				
	38																				
	39																				
	40																				

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Backup Prevention

Sequence *(cont.)* *2.Controller -> 3.Sequence & Phs Config -> 4.Backup Prevention -> 1.Backup Protection Plan -> 1. -> Enter)*

No Backkup Phase		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Serve Phase	1																				
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
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	31																				
	32																				
	33																				
	34																				
	35																				
	36																				
	37																				
	38																				
	39																				
	40																				

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Sequence Configuration

2.Controller -> 3.Sequence & Phs Config -> 1.Sequences)

Sequence 1

Ring	Phases
1	1,2,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 5

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Unit Parameters

2.Controller -> 1.Unit

Ext Mode	Disable
Startup Flash	7
Auto Ped Clr	Enable
Red Revert	4.0
Backup Time	600
Start Clear Hold	4

Grn Flash Freq.	60
Yel Flash Freq.	60
MCE Seq.	1
MCE Enable	Enable
Start Yellow	0.0
Start Red	0.0

Free Seq.	1
All Red Flsh Exit	0
Local Flash - CVM	Disable
3-Ph Diamond Seq	
4-Ph Diamond Seq	
Sep Diamond Seq	

Global Vehicle Detector Parameters

Global No Activity	0	Global Max Presence	30	Global Erratic Count	60

Vehicle Detector Plans

Plan 1 *2.Controller -> 4.Detector -> 1.Vehicle Detector Plans -> 1. -> Enter)*

Det.	Call Phs	Call Ovl	Additional Call Phase	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Counts	Failed Time	Description
1	1	0		0	0.0	0.0	0	0.0	0	0	0	0	
2	2	0		0	0.0	0.0	0	0.0	0	0	0	0	
3	3	0		8	0.0	0.0	0	0.0	0	0	0	0	
4	4	0		0	0.0	0.0	0	0.0	0	0	0	0	
5	5	0		0	0.0	0.0	0	0.0	0	0	0	0	
6	6	0		0	0.0	0.0	0	0.0	0	0	0	0	
7	7	0		0	0.0	0.0	0	0.0	0	0	0	0	
8	8	0		0	0.0	0.0	0	0.0	0	0	0	0	
9	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
10	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
11	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
12	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
13	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
14	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
15	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
16	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
17	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
18	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
19	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
20	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
21	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
22	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
23	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
24	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
25	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
26	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
27	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
28	0	0		0	0.0	0.0	0	0.0	0	0	0	0	

Vehicle Detector Options *2.Controller -> 4.Detector -> 2.Vehicle Detector Options -> 1. -> Enter)*

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Volume Detector																				
Occupancy																				
Yellow Lock Call																				
Red Lock call																				
Passage	X	X	X	X	X	X	X	X												
Queue																				
Call																				
Terminate	X	X	X	X	X	X	X	X												

Detector	21	22	23	24	25	26	27	28
Volume Detector								
Occupancy								
Yellow Lock Call								
Red Lock call								
Passage								
Queue								
Call								
Terminate								

Data Collection Period	60

Pedestrian Detector Plans

Plan 1 *2.Controller -> 4.Detector -> 3.Pedestrian Detector Options -> 1. -> Enter)*

Det	Call Phase	Call Ovlp	Add. Call Phase	Walk 2 Enable Time	Ped Clr 2 Enable Time	No Act	Max Presence	Erratic Count
1	2	0		0	0	0	0	0
2	2	0		0	0	0	0	0
3	4	0		0	0	0	0	0
4	4	0		0	0	0	0	0
5	6	0		0	0	0	0	0
6	6	0		0	0	0	0	0

Global Pedestrian Detector Parameters

Global No Activity	0
Global Max Presence	30
Global Erratic Count	60

Bay County MaxTime Timing Sheet

125 - PCB Pkwy & Alf Coleman Rd

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Coordination Parameters *(2.Controller ->5.Coordination ->1.Coord Parameters)*

Operational Mode	Automatic
Coord Mode	Auto Permissive
Maximum Mode	Max Inhibit
Force Mode	Fixed
Correction Mode	
Max Cycle Limit %	17
Min Cycle Limit %	17
Max Dwell	0

Front Panel Settings

(3.Administration ->7.Front Panel Settings

1.Options
(Front Panel Backlight Timeout = 600)

Advanced Coord Options *(2.Controller ->5.Coordination ->5.Coord Parameters)*

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Offset Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Allow Split Underrun																				
Allow Split Overrun																				
Allow No Coord Phase																				
Coord Now																				

Coordination Patterns *(2.Controller ->5.Coordination ->2.Patterns)*

Patt.	Cycle	Offset 1	Offset 2	Offset 2	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	160	96	0	0	1	1	Yel	Inh	1	1	1
2	160	96	0	0	2	1	Yel	Inh	1	1	1
3	0	0	0	0	3	1	Yel	Inh	1	1	1
4	0	0	0	0	4	1	Yel	Inh	1	1	1
5	0	0	0	0	5	1	Yel	Inh	1	1	1
6	0	0	0	0	6	1	Yel	Inh	1	1	1
7	0	0	0	0	7	1	Yel	Inh	1	1	1
8	0	0	0	0	8	1	Yel	Inh	1	1	1
9	0	0	0	0	9	1	Yel	Inh	1	1	1
10	0	0	0	0	10	1	Yel	Inh	1	1	1
11	200	155	0	0	11	1	Yel	Inh	1	1	1
12	200	159	0	0	12	1	Yel	Inh	1	1	1
13	200	155	0	0	13	1	Yel	Inh	1	1	1
14	0	0	0	0	14	1	Yel	Inh	1	1	1
15	0	0	0	0	15	1	Yel	Inh	1	1	1
16	0	0	0	0	16	1	Yel	Inh	1	1	1
17	0	0	0	0	17	1	Yel	Inh	1	1	1
18	0	0	0	0	18	1	Yel	Inh	1	1	1
19	0	0	0	0	19	1	Yel	Inh	1	1	1
20	0	0	0	0	20	1	Yel	Inh	1	1	1
21	210	35	0	0	21	1	Yel	Inh	1	1	1
22	130	81	0	0	22	2	Yel	Inh	1	1	1
23	210	35	0	0	23	1	Yel	Inh	1	1	1
24	0	0	0	0	24	1	Yel	Inh	1	1	1
25	0	0	0	0	25	1	Yel	Inh	1	1	1
26	0	0	0	0	26	1	Yel	Inh	1	1	1
27	0	0	0	0	27	1	Yel	Inh	1	1	1
28	0	0	0	0	28	1	Yel	Inh	1	1	1
29	0	0	0	0	29	1	Yel	Inh	1	1	1
30	0	0	0	0	30	1	Yel	Inh	1	1	1
31	0	0	0	0	31	1	Yel	Inh	1	1	1
32	0	0	0	0	32	1	Yel	Inh	1	1	1
33	0	0	0	0	33	1	Yel	Inh	1	1	1
34	0	0	0	0	34	1	Yel	Inh	1	1	1

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Coordination Splits

Split 1 *(2.Controller ->5.Coordination ->3.Splits -> 1. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	109	X		Max Rcl + WR
3	19			None
4	16			None
5	22			None
6	103	X		Max Rcl + WR
7	19			None
8	16			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 2 *(2.Controller ->5.Coordination ->3.Splits -> 2. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	26			None
2	92	X		Max Rcl + WR
3	20			None
4	22			None
5	22			None
6	96	X		Max Rcl + WR
7	22			None
8	20			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 3 *(2.Controller ->5.Coordination ->3.Splits -> 3. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 4 *(2.Controller ->5.Coordination ->3.Splits -> 4. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Split 5 *(2.Controller ->5.Coordination ->3.Splits -> 5. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 6 *(2.Controller ->5.Coordination ->3.Splits -> 6. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 7 *(2.Controller ->5.Coordination ->3.Splits -> 7. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 8 *(2.Controller ->5.Coordination ->3.Splits -> 8. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Split 9 *(2.Controller ->5.Coordination ->3.Splits -> 9. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 10 *(2.Controller ->5.Coordination ->3.Splits -> 10. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 11 *(2.Controller ->5.Coordination ->3.Splits -> 11. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	144	X		Max Rcl + WR
3	23			None
4	17			None
5	27			None
6	133	X		Max Rcl + WR
7	25			None
8	15			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 12 *(2.Controller ->5.Coordination ->3.Splits -> 12. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	144	X		Max Rcl + WR
3	23			None
4	17			None
5	35			None
6	125	X		Max Rcl + WR
7	25			None
8	15			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Split 13 *(2.Controller ->5.Coordination ->3.Splits -> 13. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	18			None
2	138	X		Max Rcl + WR
3	24			None
4	20			None
5	26			None
6	130	X		Max Rcl + WR
7	24			None
8	20			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 14 *(2.Controller ->5.Coordination ->3.Splits -> 14. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 15 *(2.Controller ->5.Coordination ->3.Splits -> 15. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 16 *(2.Controller ->5.Coordination ->3.Splits -> 16. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Split 17 *(2.Controller ->5.Coordination ->3.Splits -> 17. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 18 *(2.Controller ->5.Coordination ->3.Splits -> 18. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 19 *(2.Controller ->5.Coordination ->3.Splits -> 19. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 20 *(2.Controller ->5.Coordination ->3.Splits -> 20. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Split 21 *(2.Controller ->5.Coordination ->3.Splits -> 21. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	155	X		Max Rcl + WR
3	21			None
4	18			None
5	27			None
6	144	X		Max Rcl + WR
7	24			None
8	15			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 22 *(2.Controller ->5.Coordination ->3.Splits -> 22. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	82	X		Max Rcl + WR
3	16			None
4	16			None
5	26			None
6	72	X		Max Rcl + WR
7	16			None
8	16			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 23 *(2.Controller ->5.Coordination ->3.Splits -> 23. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	18			None
2	146	X		Max Rcl + WR
3	28			None
4	18			None
5	26			None
6	138	X		Max Rcl + WR
7	24			None
8	22			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 24 *(2.Controller ->5.Coordination ->3.Splits -> 24. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Split 25 *(2.Controller ->5.Coordination ->3.Splits -> 25. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 26 *(2.Controller ->5.Coordination ->3.Splits -> 26. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 27 *(2.Controller ->5.Coordination ->3.Splits -> 27. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 28 *(2.Controller ->5.Coordination ->3.Splits -> 28. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Split 29 *(2.Controller ->5.Coordination ->3.Splits -> 29. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 30 *(2.Controller ->5.Coordination ->3.Splits -> 30. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 31 *(2.Controller ->5.Coordination ->3.Splits -> 31. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 32 *(2.Controller ->5.Coordination ->3.Splits -> 32. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Month of Year												Days of Week							Days of Month																															
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
				X														X																										X	X	X	X	X	X

Enabled	Day Plan	Description
On	7	D1-Sat - Jun-Jul

Month of Year												Days of Week							Days of Month																															
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
					X	X												X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Enabled	Day Plan	Description
On	7	D1-Sat - Aug 1-9

Month of Year												Days of Week							Days of Month																															
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
							X											X	X	X	X	X	X	X	X	X	X																						

Enabled	Day Plan	Description
On	0	

Month of Year												Days of Week							Days of Month																															
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31

Bay County MaxTime Timing Sheet

125 - PCB Pkwy & Alf Coleman Rd

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Day Plans

(2.Controller ->6.Scheduler ->2.Day Plans)

Day Plan 1

Event	Hour	Min.	Act
1	9	0	12
2	19	0	1
3	20	0	22
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
1	6	30	1
2	9	30	11
3	15	0	21
4	19	30	1
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 3

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Actions

(2.Controller ->6.Scheduler ->3.Actions)

		Aux.			Special Functions						
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1											
2	Pattern 2											
3	Pattern 3											
4	Pattern 4											
5	Pattern 5											
6	Pattern 6											
7	Pattern 7											
8	Pattern 8											
9	Pattern 9											
10	Pattern 10											

Day Plan Copy
(2.Controller ->6.Scheduler ->4.Day Plan Copy)

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Overlaps

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->1->Enter)*

Plan 1

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->1->Enter)*

Plan 1

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->1->Enter)*

Plan 1

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->1->Enter)*

Plan 1

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->1->Enter)*

Plan 1

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Overlap Plans

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->2->Enter)*

Plan 2

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->2->Enter)*

Plan 2

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->2->Enter)*

Plan 2

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->2->Enter)*

Plan 2

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->2->Enter)*

Plan 2

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Overlap Plans

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->3->Enter)*

Plan 3

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->3->Enter)*

Plan 3

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->3->Enter)*

Plan 3

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->3->Enter)*

Plan 3

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->3->Enter)*

Plan 3

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Preemption

Preempt Phasing *(2.Controller ->8.Preemption ->1.Preempt Phasing)*

Preempt	1	2	3	4	5	6	7
Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description							
Dwell Phase							
Exit Phase							
Exit Overlaps							
Track Phase							
Track 2 Phases							
Track Overlap							
Track 2 Overlap							
Dwell Ped							
Dwell Overlap							
Cycling Phase							
Cycling Ped							
Cycling Overlap							
Veh Exit Calls							
Ped Exit Calls							
Exit Omit Phase							

Preempt Parameters *(2.Controller ->8.Preemption ->2.Preempt Parameters)*

Preempt	1	2	3	4	5	6	7
Link	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	0	0	0	0	0
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Enter Min Green	0	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Walk	0	0	0	0	0	0	0
Enter Ped Clear	255	255	255	255	255	255	255
Track Green	0	0	0	0	0	0	0
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0	0
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Ext. Gate Down	0	0	0	0	0	0	0
Dwell Green	0	0	0	0	0	0	0
Exit Ped Clear	255	255	255	255	255	255	255
Exit Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Ext Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0	0
Veh Exit Calls							
Ped Exit Calls							

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Preempt Options

(2.Controller ->8.Preemption ->3.Preempt Options)

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non Locking Memory																
Not Override Flash																
Not Override Next Preempt																
Flash Dwell																

Preempt Additional Options

(2.Controller ->8.Preemption ->4.Additional Options)

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Immediate Ped Clear																
Dwell Only Status Output																
All Red Flash Dwell																
Allow All Overlaps																
Require All Red Entry																
Require Gate Down Track Exit																
Require Gate Up Dwell Exit																
Use Normal On/Normal Off Input																

Preempt Function Outputs

(2.Controller ->8.Preemption ->5.Preempt Function Outputs)

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

Bay County MaxTime Timing Sheet

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Channel Configuration *(2.Controller ->9.More ->1.Channels->1.Channel Config)*

Chan	Ctrl Type	Source
1	Phs Veh	1
2	Phs Veh	2
3	Phs Veh	3
4	Phs Veh	4
5	Phs Veh	5
6	Phs Veh	6
7	Phs Veh	7
8	Phs Veh	8
9	Phs Ped	2
10	Phs Ped	4

Chan	Ctrl Type	Source
11	Phs Ped	6
12	Phs Ped	8
13	Olp	1
14	Olp	2
15	Olp	3
16	Olp	4
17	None	0
18	None	0
19	None	0
20	None	0

Channel Options *(2.Controller ->9.More ->1.Channels->2.Channel Opt*

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow		X				X										
Flash Red	X		X	X	X		X	X								
Alt Flash	X			X	X			X								
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow																
Flash Red																
Alt Flash																

Channel Configuration
(2.Controller ->9.More ->1.Channels->3.Concurrency Mode & Control)

Concurrency Mode
Concurrency Mode
Auto

Manual Concurrency
(2.Controller ->9.More ->1.Channels->4.Manual Channel Concurrency

Manual Concurrency	
Channel	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	

Auto Concurrency
(2.Controller ->9.More ->1.Channels->5.Auto Channel Concurrency

Auto Concurrency	
Channel	Concurrency
1	5,6,11
2	5,6,9,11
3	7,8,12
4	7,8,10,12
5	9
6	9,11
7	10
8	10,12
9	11
10	12
11	
12	
13	
14	
15	
16	
17	
18	

Conflict Monitor Card
(2.Controller ->9.More ->1.Channels->6.Conflict Monitor Card

Conflict Monitor Card	
Channel	Concurrency
1	5,6,11
2	5,6,9,11
3	7,8,12
4	7,8,10,12
5	9
6	9,11
7	10
8	10,12
9	11
10	12
11	
12	
13	
14	
15	
16	
17	
18	

IO Modules *(2.Controller ->9.More ->2.Advanced IO->1.IO Modules*

IO Mod	TYPE
1	TS1 ABCD Connectors
2	TS2 MMU
3	TS2 DR1 BIU
4	None
5	None
6	None
7	None
8	None

Input Points *(2.Controller ->9.More ->2.Advanced IO>3.Input Points->1->Enter)*

Input Point	Description	Input Control Type	Index
1	A-f	Veh Det Call	1
2	A-K	Veh Det Call	2
3	B-N	Veh Det Call	3
4	B-L	Veh Det Call	4
5	C-P	Veh Det Call	5
6	C-S	Veh Det Call	6
7	C-V	Veh Det Call	7
8	C-t	Veh Det Call	8
9	A-g	Ped Det Call	1
10	A-L	Ped Det Call	2
11	B-P	Ped Det Call	3
12	B-M	Ped Det Call	4
13	C-R	Ped Det Call	5
14	C-T	Ped Det Call	6
15	C-U	Ped Det Call	7
16	C-W	Ped Det Call	8
17	A-h	Phase Hold	1
18	A-M	Phase Hold	2
19	B-i	Phase Hold	3
20	B-h	Phase Hold	4
21	C-m	Phase Hold	5
22	C-p	Phase Hold	6
23	C-EE	Phase Hold	7
24	C-X	Phase Hold	8
25	A-EE	Phase Ped Omit	1
26	A-v	Phase Ped Omit	2
27	B-j	Phase Ped Omit	3
28	B-x	Phase Ped Omit	4
29	B-T	Phase Ped Omit	5
30	B-k	Phase Ped Omit	6
31	B-m	Phase Ped Omit	7
32	B-n	Phase Ped Omit	8
33	B-U	Phase Omit	1
34	B-S	Phase Omit	2
35	B-R	Phase Omit	3
36	B-g	Phase Omit	4
37	C-n	Phase Omit	5
38	C-q	Phase Omit	6
39	C-r	Phase Omit	7
40	C-s	Phase Omit	8
41	A-i	Rg Force Off	1
42	A-N	Rg Stop Timing	1
43	A-P	Rg Inhi Max Term	1
44	A-x	Rg Red Rest	1
45	A-FF	Rg Ped Recycle	1
46	A-GG	Rg Max 2 Select	1
47	A-w	Rg Omit Red Cl	1
48	A-m	Call Non Act 1	1
49	C-Y	Rg Force Off	2
50	C-Z	Rg Stop Timing	2
51	C-a	Rg Inhi Max Term	2
52	C-u	Rg Red Rest	2
53	B-V	Rg Ped Recycle	2
54	B-z	Rg Max 2 Select	2
55	C-v	Rg Omit Red Cl	2
56	A-z	Call Non Act 2	1
57	A-R	Ext Start	1
58	A-S	Interval Adv	1
59	A-T	Ind Lamp Ctrl	1
60	A-j	Ext Min Recall	1
61	A-k	Man Ctrl Enable	1
62	A-q	IO Mode 0	1
63	A-y	IO Mode 1	1
64	A-HH	IO Mode 2	1

Input Point	Description	Input Control Type	Index
65	A-n	Test Input A	1
66	A-AA	Test Input B	1
67	C-b	Test Input C	1
68	A-BB	Walk Rest Mo	1
69	B-B	Preempt Input	2
70	B-W	Preempt Input	4
71	B-X	Preempt Input	5
72	B-v	Preempt Input	6
73	D-A	Veh Det Call	9
74	D-B	Veh Det Call	10
75	D-C	Veh Det Call	11
76	D-D	Veh Det Call	12
77	D-E	Veh Det Call	13
78	D-F	Veh Det Call	14
79	D-G	Veh Det Call	15
80	D-H	Veh Det Call	16
81	D-J	Veh Det Call	17
82	D-K	Veh Det Call	18
83	D-L	Veh Det Call	19
84	D-M	Veh Det Call	20
85	D-N	Veh Det Call	21
86	D-P	Veh Det Call	22
87	D-R	Veh Det Call	23
88	D-S	Veh Det Call	24
89	D-T	Clock Reset	1
90	D-U	Not Active	0
91	D-V	Not Active	0
92	D-W	Not Active	0
93	D-X	Not Active	0
94	D-Y	Coord Free Switch	1
95	D-Z	Not Active	0
96	D-a	Not Active	0
97	D-b	Alarm 1	1
98	D-c	Alarm 2	1
99	D-d	Unit Alarm	3
100	D-e	Unit Alarm	4
101	D-f	Unit Alarm	5
102	D-g	Auto Flash	1
103	D-h	Unit CMU/MMU Flash	1
104	D-i	Unit Local Flash	1
105	D-j	Spec Func Input	1
106	D-k	Spec Func Input	2
107	D-m	Spec Func Input	3
108	D-n	Spec Func Input	4
109	D-p	Spec Func Input	5
110	D-q	Spec Func Input	6
111	D-r	Spec Func Input	7
112	D-s	Spec Func Input	8
113	D-t	Preempt Input	1
114	D-u	Preempt Input	2
115	D-v	Preempt Input	3
116	D-w	Preempt Input	4
117	D-x	Preempt Input	5
118	D-y	Preempt Input	6
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Output Points *(2.Controller ->9.More ->2.Advanced IO>4.Output Points->1->Enter)*

Output Point	Description	Output Control Type	Index
1	A-f	Veh Det Call	1
2	A-K	Veh Det Call	2
3	B-N	Veh Det Call	3
4	B-L	Veh Det Call	4
5	C-P	Veh Det Call	5
6	C-S	Veh Det Call	6
7	C-V	Veh Det Call	7
8	C-t	Veh Det Call	8
9	A-g	Ped Det Call	1
10	A-L	Ped Det Call	2
11	B-P	Ped Det Call	3
12	B-M	Ped Det Call	4
13	C-R	Ped Det Call	5
14	C-T	Ped Det Call	6
15	C-U	Ped Det Call	7
16	C-W	Ped Det Call	8
17	A-h	Phase Hold	1
18	A-M	Phase Hold	2
19	B-i	Phase Hold	3
20	B-h	Phase Hold	4
21	C-m	Phase Hold	5
22	C-p	Phase Hold	6
23	C-EE	Phase Hold	7
24	C-X	Phase Hold	8
25	A-EE	Phase Ped Omit	1
26	A-v	Phase Ped Omit	2
27	B-j	Phase Ped Omit	3
28	B-x	Phase Ped Omit	4
29	B-T	Phase Ped Omit	5
30	B-k	Phase Ped Omit	6
31	B-m	Phase Ped Omit	7
32	B-n	Phase Ped Omit	8
33	B-U	Phase Omit	1
34	B-S	Phase Omit	2
35	B-R	Phase Omit	3
36	B-g	Phase Omit	4
37	C-n	Phase Omit	5
38	C-q	Phase Omit	6
39	C-r	Phase Omit	7
40	C-s	Phase Omit	8
41	A-i	Rg Force Off	1
42	A-N	Rg Stop Timing	1
43	A-P	Rg Inhi Max Term	1
44	A-x	Rg Red Rest	1
45	A-FF	Rg Ped Recycle	1
46	A-GG	Rg Max 2 Select	1
47	A-w	Rg Omit Red Cl	1
48	A-m	Call Non Act 1	1
49	C-Y	Rg Force Off	2
50	C-Z	Rg Stop Timing	2
51	C-a	Rg Inhi Max Term	2
52	C-u	Rg Red Rest	2
53	B-V	Rg Ped Recycle	2
54	B-z	Rg Max 2 Select	2
55	C-v	Rg Omit Red Cl	2
56	A-z	Call Non Act 2	1
57	A-R	Ext Start	1
58	A-S	Interval Adv	1
59	A-T	Ind Lamp Ctrl	1
60	A-j	Ext Min Recall	1
61	A-k	Man Ctrl Enable	1
62	A-q	IO Mode 0	1
63	A-y	IO Mode 1	1
64	A-HH	IO Mode 2	1
65	A-n	Test Input A	1
66	A-AA	Test Input B	1
67	C-b	Test Input C	1
68	A-BB	Walk Rest Mo	1
69	B-B	Preempt Input	2
70	B-W	Preempt Input	4
71	B-X	Preempt Input	5
72	B-v	Preempt Input	6
73	D-A	Veh Det Call	9
74	D-B	Veh Det Call	10
75	D-C	Veh Det Call	11
76	D-D	Veh Det Call	12
77	D-E	Veh Det Call	13
78	D-F	Veh Det Call	14
79	D-G	Veh Det Call	15
80	D-H	Veh Det Call	16
81	D-J	Veh Det Call	17
82	D-K	Veh Det Call	18
83	D-L	Veh Det Call	19
84	D-M	Veh Det Call	20
85	D-N	Veh Det Call	21
86	D-P	Veh Det Call	22
87	D-R	Veh Det Call	23
88	D-S	Veh Det Call	24
89	D-T	Clock Reset	1
90	D-U	Not Active	0
91	D-V	Not Active	0
92	D-W	Not Active	0
93	D-X	Not Active	0
94	D-Y	Coord Free Switch	1
95	D-Z	Not Active	0
96	D-a	Not Active	0
97	D-b	Alarm 1	1
98	D-c	Alarm 2	1
99	D-d	Unit Alarm	3
100	D-e	Unit Alarm	4
101	D-f	Unit Alarm	5
102	D-g	Auto Flash	1
103	D-h	Unit CMU/MMU Flash	1
104	D-i	Unit Local Flash	1
105	D-j	Spec Func Input	1
106	D-k	Spec Func Input	2
107	D-m	Spec Func Input	3
108	D-n	Spec Func Input	4
109	D-p	Spec Func Input	5
110	D-q	Spec Func Input	6
111	D-r	Spec Func Input	7
112	D-s	Spec Func Input	8
113	D-t	Preempt Input	1
114	D-u	Preempt Input	2
115	D-v	Preempt Input	3
116	D-w	Preempt Input	4
117	D-x	Preempt Input	5
118	D-y	Preempt Input	6
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Bay County MaxTime Timing Sheet

125 - PCB Pkwy & Alf Coleman Rd

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Phase Intervals *(2.Controller ->9.More ->2.Advanced IO>5.Phase Intervals)*

Interval	Description	Red	Yellow	Green	Type
1	Not Act	On	Off	Off	Red
2	Dly Grn	On	Off	Off	Red
3	Pre Grn	Off	Off	On	Green
4	Min Grn	Off	Off	On	Green
5	Grn Ext	Off	Off	On	Green
6	Grn Dwell	Off	Off	On	Green
7	Pre Clr	Off	Off	On	Green
8	Yel Change	Off	On	Off	Yellow
9	Red Clr	On	Off	Off	Red
10	Red Dwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red

Alarm Configuration

(2.Controller ->9.More ->3.Alarms)

Alarm	Alarm Name
1	Door Open
2	
3	
4	
5	
6	
7	
8	
9	
10	

Pedestrian Intervals *(2.Controller ->9.More ->2.Advanced IO>6.Pedestrian Intervals)*

Interval	Description	Dont Walk	Clearance	Walk	Type
1	Not Active	On	Off	Off	Dont Walk
2	Dly Ped	On	Off	Off	Dont Walk
3	Walk	Off	Off	On	Walk
4	Walk Dwell	Off	Off	On	Walk
5	Flsh DWalk	Flash	On	Off	Ped Clear
6	DWalk	On	Off	Off	Dont Walk

Bay County MaxTime Timing Sheet

125 - PCB Pkwy & Alf Coleman Rd

Controller ID	125
Main St.	PCB Pkwy
Side St.	Alf Coleman Rd

Peer Intersections *(2.Controller ->9.More ->4.Peer)*

Controller	Peer ID	IP / Hostname	SNMP Port	HTTP Port	Serial Port	Serial Address	Master Section	P2P Timeout	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	
4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	

Prioritor Configuration
(2.Controller ->9.More ->6.Prioritor-> 1.Prioritor Configuration)

Enabled	Lock Out Time
No	0

Prioritor Options
(2.Controller ->9.More ->6.Prioritor-> 3.Prioritor Options)

PriorNum	1	2	3	4	5	6	7	8
Lockout After First Service								
Presence Only Check-in								

Prioritor Phase Settings *(2.Controller ->9.More ->6.Prioritor->2.Prioritor Phase Settings)*

Prioritor	Enabled	Priority Phases	Skippable Phases	Delay Time	Estimated Travel Time	Max Presence	Reservice Lockout	Free Min Green	Free Max Green	Description
1	On									
2	On									
3	On									
4	On									
5	On									
6	On									
7	On									
8	On									

User Programs Descriptions *(2.Controller ->9.More ->6.Prioritor->7.User Programs->1.Description)*

Program	Enabled	Description
1	Enabled	
2	Enabled	
3	Enabled	
4	Enabled	
5	Enabled	

User Programs Definition

Program 1 *(2.Controller ->9.More ->6.Prioritor->7.User Programs->2.Definition->1->Enter)*

Statement	Result Value	Result	Index	Operation	Parameter A	Index	Parameter B	Index	Delay	Extension	Description
1	0	None	0	None	None	0	None	0	0.0	0.0	
2	0	None	0	None	None	0	None	0	0.0	0.0	
3	0	None	0	None	None	0	None	0	0.0	0.0	
4	0	None	0	None	None	0	None	0	0.0	0.0	
5	0	None	0	None	None	0	None	0	0.0	0.0	
6	0	None	0	None	None	0	None	0	0.0	0.0	
7	0	None	0	None	None	0	None	0	0.0	0.0	
8	0	None	0	None	None	0	None	0	0.0	0.0	
9	0	None	0	None	None	0	None	0	0.0	0.0	
10	0	None	0	None	None	0	None	0	0.0	0.0	
11	0	None	0	None	None	0	None	0	0.0	0.0	
12	0	None	0	None	None	0	None	0	0.0	0.0	
13	0	None	0	None	None	0	None	0	0.0	0.0	
14	0	None	0	None	None	0	None	0	0.0	0.0	
15	0	None	0	None	None	0	None	0	0.0	0.0	
16	0	None	0	None	None	0	None	0	0.0	0.0	
17	0	None	0	None	None	0	None	0	0.0	0.0	
18	0	None	0	None	None	0	None	0	0.0	0.0	
19	0	None	0	None	None	0	None	0	0.0	0.0	
20	0	None	0	None	None	0	None	0	0.0	0.0	
21	0	None	0	None	None	0	None	0	0.0	0.0	
22	0	None	0	None	None	0	None	0	0.0	0.0	
23	0	None	0	None	None	0	None	0	0.0	0.0	
24	0	None	0	None	None	0	None	0	0.0	0.0	
25	0	None	0	None	None	0	None	0	0.0	0.0	

Program 2 *(2.Controller ->9.More ->6.Prioritor->7.User Programs->2.Definition->2->Enter)*

Statement	Result Value	Result	Index	Operation	Parameter A	Index	Parameter B	Index	Delay	Extension	Description
1	0	None	0	None	None	0	None	0	0.0	0.0	
2	0	None	0	None	None	0	None	0	0.0	0.0	
3	0	None	0	None	None	0	None	0	0.0	0.0	
4	0	None	0	None	None	0	None	0	0.0	0.0	
5	0	None	0	None	None	0	None	0	0.0	0.0	
6	0	None	0	None	None	0	None	0	0.0	0.0	
7	0	None	0	None	None	0	None	0	0.0	0.0	
8	0	None	0	None	None	0	None	0	0.0	0.0	
9	0	None	0	None	None	0	None	0	0.0	0.0	
10	0	None	0	None	None	0	None	0	0.0	0.0	
11	0	None	0	None	None	0	None	0	0.0	0.0	
12	0	None	0	None	None	0	None	0	0.0	0.0	
13	0	None	0	None	None	0	None	0	0.0	0.0	
14	0	None	0	None	None	0	None	0	0.0	0.0	
15	0	None	0	None	None	0	None	0	0.0	0.0	
16	0	None	0	None	None	0	None	0	0.0	0.0	
17	0	None	0	None	None	0	None	0	0.0	0.0	
18	0	None	0	None	None	0	None	0	0.0	0.0	
19	0	None	0	None	None	0	None	0	0.0	0.0	
20	0	None	0	None	None	0	None	0	0.0	0.0	
21	0	None	0	None	None	0	None	0	0.0	0.0	
22	0	None	0	None	None	0	None	0	0.0	0.0	
23	0	None	0	None	None	0	None	0	0.0	0.0	
24	0	None	0	None	None	0	None	0	0.0	0.0	
25	0	None	0	None	None	0	None	0	0.0	0.0	

Bay County MAXTIME Timing Sheet

ID: 126 **PCB Pkwy - R Jackson Blvd**

Phase Configuration *2.Controller -> 3.Sequence & Phs Config)*

Ph.	Startup	Ring	Concurrent	No Served Phases	Startup Min	Description
1	Phase Not On	1	5,6		0	EB LT
2	Green No Walk	1	5,6		0	WB
3	Phase Not On	1	7,8		0	SB LT
4	Phase Not On	1	7,8		0	NB
5	Phase Not On	2	2,1		0	WB LT
6	Green No Walk	2	2,1		0	EB
7	Phase Not On	2	3,4		0	NB LT
8	Phase Not On	2	3,4		0	SB
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	

Phase Timing Plans

Plan 1 *2.Controller -> 2.Phase -> 1.Phase Timing Plans -> 1. -> Enter)*

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	4	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	33	0	35	0	34	0	39	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	15	5	5	5	15	5	5	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	20	90	30	40	20	90	30	40	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	20	75	20	40	20	75	20	40	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.8	4.8	3.4	4.0	4.8	4.8	4.0	3.4	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	3.0	2.0	3.0	3.0	3.0	2.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 1 (cont.) *2.Controller -> 2.Phase -> 1.Phase Timing Plans -> 1. -> Enter)*

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Bay County MaxTime Timing Sheet

Unit Information

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Phase Options Plans **Plan 1** *2.Controller -> 2.Phase -> 2.Phase Options Plans -> 1. -> Enter)*

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable	X	X	X	X	X	X	X	X												
Auto Flash Ent.				X				X												
Auto Flash Exit		X				X														
Non Actuated I		X				X														
Non Actuated II																				
Non Lock Mem				X				X												
Min Veh Recall		X				X														
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry		X		X		X		X												
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				
Force Ped Coord Yield																				
Ped Recycle																				

Bay County MaxTime Timing Sheet

Unit Information

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Plan 1 (cont.) *2.Controller -> 2.Phase -> 2.Phase Options Plans -> 1. -> Enter)*

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable																				
Auto Flash Ent.																				
Auto Flash Exit																				
Non Actuated I																				
Non Actuated II																				
Non Lock Mem																				
Min Veh Recall																				
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry																				
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				
Force Ped Coord Yield																				
Ped Recycle																				

Bay County MaxTime Timing Sheet

126 - PCB Pkwy & R Jackson Blvd

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Backup Prevention

Sequence 1 *2.Controller -> 3.Sequence & Phs Config -> 4.Backup Prevention -> 1.Backup Protection Plan -> 1. -> Enter)*

No Backkup Phase		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Serve Phase	1																				
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8							X													
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
	16																				
	17																				
	18																				
	19																				
	20																				
	21																				
	22																				
	23																				
	24																				
	25																				
	26																				
	27																				
	28																				
	29																				
	30																				
	31																				
	32																				
	33																				
	34																				
	35																				
	36																				
	37																				
	38																				
	39																				
	40																				

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Backup Prevention

Sequence *(cont.)* *2.Controller -> 3.Sequence & Phs Config -> 4.Backup Prevention -> 1.Backup Protection Plan -> 1. -> Enter)*

No Backkup Phase		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Serve Phase	1																				
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
	16																				
	17																				
	18																				
	19																				
	20																				
	21																				
	22																				
	23																				
	24																				
	25																				
	26																				
	27																				
	28																				
	29																				
	30																				
	31																				
	32																				
	33																				
	34																				
	35																				
	36																				
	37																				
	38																				
	39																				
	40																				

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Sequence Configuration

2.Controller -> 3.Sequence & Phs Config -> 1.Sequences)

Sequence 1

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 5

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Unit Parameters

2.Controller -> 1.Unit

Ext Mode	Disable
Startup Flash	5
Auto Ped Clr	Enable
Red Revert	4.0
Backup Time	600
Start Clear Hold	4

Grn Flash Freq.	60
Yel Flash Freq.	60
MCE Seq.	1
MCE Enable	Disable
Start Yellow	0.0
Start Red	0.0

Free Seq.	1
All Red Flsh Exit	0
Local Flash - CVM	Disable
3-Ph Diamond Seq	
4-Ph Diamond Seq	
Sep Diamond Seq	

Global Vehicle Detector Parameters

Global No Activity	0	Global Max Presence	30	Global Erratic Count	60

Vehicle Detector Plans

Plan 1 *2.Controller -> 4.Detector -> 1.Vehicle Detector Plans -> 1. -> Enter)*

Det.	Call Phs	Call Ovl	Additional Call Phase	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Counts	Failed Time	Description
1	1	0		0	0.0	0.0	0	0.0	0	0	0	0	
2	2	0		0	0.0	0.0	0	0.0	0	0	0	0	
3	3	0		0	0.0	0.0	0	0.0	0	0	0	0	
4	4	0		0	0.0	0.0	0	0.0	0	0	0	0	
5	5	0		0	0.0	0.0	0	0.0	0	0	0	0	
6	6	0		0	0.0	0.0	0	0.0	0	0	0	0	
7	7	0		0	0.0	0.0	0	0.0	0	0	0	0	
8	8	0		0	0.0	0.0	0	0.0	0	0	0	0	
9	2	0		0	0.0	0.0	0	0.0	0	0	0	0	
10	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
11	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
12	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
13	6	0		0	0.0	0.0	0	0.0	0	0	0	0	
14	6	0		0	0.0	0.0	0	0.0	0	0	0	0	
15	8	0		0	7.0	0.0	0	0.0	0	0	0	0	
16	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
17	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
18	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
19	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
20	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
21	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
22	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
23	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
24	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
25	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
26	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
27	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
28	0	0		0	0.0	0.0	0	0.0	0	0	0	0	

Vehicle Detector Options *2.Controller -> 4.Detector -> 2.Vehicle Detector Options -> 1. -> Enter)*

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Volume Detector																				
Occupancy																				
Yellow Lock Call																				
Red Lock call																				
Passage	X	X	X	X	X	X	X	X	X				X	X	X					
Queue																				
Call																				
Terminate	X	X	X	X	X	X	X	X	X				X	X	X					

Detector	21	22	23	24	25	26	27	28
Volume Detector								
Occupancy								
Yellow Lock Call								
Red Lock call								
Passage								
Queue								
Call								
Terminate								

Data Collection Period	60

Pedestrian Detector Plans

Plan 1 *2.Controller -> 4.Detector -> 3.Pedestrian Detector Options -> 1. -> Enter)*

Det	Call Phase	Call Ovlp	Add. Call Phase	Walk 2 Enable Time	Ped Clr 2 Enable Time	No Act	Max Presence	Erratic Count
1	2	0		0	0	0	0	0
2	2	0		0	0	0	0	0
3	4	0		0	0	0	0	0
4	4	0		0	0	0	0	0
5	6	0		0	0	0	0	0
6	6	0		0	0	0	0	0

Global Pedestrian Detector Parameters

Global No Activity	0
Global Max Presence	30
Global Erratic Count	60

Bay County MaxTime Timing Sheet

126 - PCB Pkwy & R Jackson Blvd

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Coordination Parameters *(2.Controller ->5.Coordination ->1.Coord Parameters)*

Operational Mode	Automatic
Coord Mode	Auto Permissive
Maximum Mode	Max Inhibit
Force Mode	Fixed
Correction Mode	
Max Cycle Limit %	17
Min Cycle Limit %	17
Max Dwell	0

Front Panel Settings

(3.Administration ->7.Front Panel Settings

1.Options
(Front Panel Backlight Timeout = 600)

Advanced Coord Options *(2.Controller ->5.Coordination ->5.Coord Parameters)*

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Offset Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Allow Split Underrun																				
Allow Split Overrun																				
Allow No Coord Phase																				
Coord Now																				

Coordination Patterns *(2.Controller ->5.Coordination ->2.Patterns)*

Patt.	Cycle	Offset 1	Offset 2	Offset 2	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	160	88	0	0	1	1	Yel	Inh	1	1	1
2	0	0	0	0	2	1	Yel	Inh	1	1	1
3	0	0	0	0	3	1	Yel	Inh	1	1	1
4	0	0	0	0	4	1	Yel	Inh	1	1	1
5	0	0	0	0	5	1	Yel	Inh	1	1	1
6	0	0	0	0	6	1	Yel	Inh	1	1	1
7	0	0	0	0	7	1	Yel	Inh	1	1	1
8	0	0	0	0	8	1	Yel	Inh	1	1	1
9	0	0	0	0	9	1	Yel	Inh	1	1	1
10	0	0	0	0	10	1	Yel	Inh	1	1	1
11	200	161	0	0	11	1	Yel	Inh	1	1	1
12	200	161	0	0	12	1	Yel	Inh	1	1	1
13	0	0	0	0	13	1	Yel	Inh	1	1	1
14	0	0	0	0	14	1	Yel	Inh	1	1	1
15	0	0	0	0	15	1	Yel	Inh	1	1	1
16	0	0	0	0	16	1	Yel	Inh	1	1	1
17	0	0	0	0	17	1	Yel	Inh	1	1	1
18	0	0	0	0	18	1	Yel	Inh	1	1	1
19	0	0	0	0	19	1	Yel	Inh	1	1	1
20	0	0	0	0	20	1	Yel	Inh	1	1	1
21	210	34	0	0	21	1	Yel	Inh	1	1	1
22	130	5	0	0	22	5	Yel	Inh	1	1	1
23	0	0	0	0	23	1	Yel	Inh	1	1	1
24	0	0	0	0	24	1	Yel	Inh	1	1	1
25	0	0	0	0	25	1	Yel	Inh	1	1	1
26	0	0	0	0	26	1	Yel	Inh	1	1	1
27	0	0	0	0	27	1	Yel	Inh	1	1	1
28	0	0	0	0	28	1	Yel	Inh	1	1	1
29	0	0	0	0	29	1	Yel	Inh	1	1	1
30	0	0	0	0	30	1	Yel	Inh	1	1	1
31	0	0	0	0	31	1	Yel	Inh	1	1	1
32	0	0	0	0	32	1	Yel	Inh	1	1	1
33	0	0	0	0	33	1	Yel	Inh	1	1	1
34	0	0	0	0	34	1	Yel	Inh	1	1	1

Bay County MaxTime Timing Sheet

126 - PCB Pkwy & R Jackson Blvd

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Coordination Splits

Split 1 *(2.Controller ->5.Coordination ->3.Splits -> 1. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	20			None
2	91	X		Max Rcl + WR
3	25			None
4	24			None
5	24			Min Rcl
6	87	X		Max Rcl + WR
7	21			None
8	28			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 2 *(2.Controller ->5.Coordination ->3.Splits -> 2. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 3 *(2.Controller ->5.Coordination ->3.Splits -> 3. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 4 *(2.Controller ->5.Coordination ->3.Splits -> 4. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Split 5 *(2.Controller ->5.Coordination ->3.Splits -> 5. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 6 *(2.Controller ->5.Coordination ->3.Splits -> 6. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 7 *(2.Controller ->5.Coordination ->3.Splits -> 7. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 8 *(2.Controller ->5.Coordination ->3.Splits -> 8. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Split 9 *(2.Controller ->5.Coordination ->3.Splits -> 9. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 10 *(2.Controller ->5.Coordination ->3.Splits -> 10. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 11 *(2.Controller ->5.Coordination ->3.Splits -> 11. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	18			None
2	121	X		Max Rcl + WR
3	33			None
4	28			None
5	23			Max Rcl
6	116	X		Max Rcl + WR
7	32			None
8	29			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 12 *(2.Controller ->5.Coordination ->3.Splits -> 12. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	18			None
2	121	X		Max Rcl + WR
3	29			None
4	32			None
5	25			None
6	114	X		Max Rcl + WR
7	32			None
8	29			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Split 13 *(2.Controller ->5.Coordination ->3.Splits -> 13. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 14 *(2.Controller ->5.Coordination ->3.Splits -> 14. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 15 *(2.Controller ->5.Coordination ->3.Splits -> 15. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 16 *(2.Controller ->5.Coordination ->3.Splits -> 16. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Split 17 *(2.Controller ->5.Coordination ->3.Splits -> 17. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 18 *(2.Controller ->5.Coordination ->3.Splits -> 18. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 19 *(2.Controller ->5.Coordination ->3.Splits -> 19. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 20 *(2.Controller ->5.Coordination ->3.Splits -> 20. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Split 21 *(2.Controller ->5.Coordination ->3.Splits -> 21. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	18			None
2	131	X		Max Rcl + WR
3	33			None
4	28			None
5	23			Max Rcl
6	126	X		Max Rcl + WR
7	32			None
8	29			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 22 *(2.Controller ->5.Coordination ->3.Splits -> 22. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	70	X		Max Rcl + WR
3	21			None
4	23			None
5	18			None
6	68	X		Max Rcl + WR
7	20			None
8	24			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 23 *(2.Controller ->5.Coordination ->3.Splits -> 23. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 24 *(2.Controller ->5.Coordination ->3.Splits -> 24. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Split 25 *(2.Controller ->5.Coordination ->3.Splits -> 25. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 26 *(2.Controller ->5.Coordination ->3.Splits -> 26. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 27 *(2.Controller ->5.Coordination ->3.Splits -> 27. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 28 *(2.Controller ->5.Coordination ->3.Splits -> 28. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Split 29 *(2.Controller ->5.Coordination ->3.Splits -> 29. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 30 *(2.Controller ->5.Coordination ->3.Splits -> 30. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 31 *(2.Controller ->5.Coordination ->3.Splits -> 31. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 32 *(2.Controller ->5.Coordination ->3.Splits -> 32. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Month of Year												Days of Week							Days of Month																													
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
						X						X	X	X	X	X	X	X				X																										

Enabled	Day Plan	Description
Off	13	Labor Day

Month of Year												Days of Week							Days of Month																													
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
								X					X																													X	X	X	X	X	X	X

Enabled	Day Plan	Description
Off	14	Thanksgiving/ BF

Month of Year												Days of Week							Days of Month																													
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
										X					X	X																										X	X	X	X	X	X	X

Enabled	Day Plan	Description
Off	15	Christmas / Eve

Month of Year												Days of Week							Days of Month																													
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
											X	X	X	X	X	X	X	X																								X	X					

Bay County MaxTime Timing Sheet

126 - PCB Pkwy & R Jackson Blvd

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Day Plans

(2.Controller ->6.Scheduler ->2.Day Plans)

Day Plan 1

Event	Hour	Min.	Act
1	9	0	12
2	19	0	1
3	20	0	22
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
1	6	30	1
2	9	30	11
3	15	0	21
4	19	30	1
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 3

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Actions

(2.Controller ->6.Scheduler ->3.Actions)

		Aux.			Special Functions						
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1											
2	Pattern 2											
3	Pattern 3											
4	Pattern 4											
5	Pattern 5											
6	Pattern 6											
7	Pattern 7											
8	Pattern 8											
9	Pattern 9											
10	Pattern 10											

Day Plan Copy

(2.Controller ->6.Scheduler ->4.Day Plan Copy)

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Overlaps

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->1->Enter)*

Plan 1

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->1->Enter)*

Plan 1

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->1->Enter)*

Plan 1

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->1->Enter)*

Plan 1

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->1->Enter)*

Plan 1

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Overlap Plans

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->2->Enter)*

Plan 2

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->2->Enter)*

Plan 2

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->2->Enter)*

Plan 2

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->2->Enter)*

Plan 2

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->2->Enter)*

Plan 2

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Overlap Plans

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->3->Enter)*

Plan 3

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->3->Enter)*

Plan 3

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->3->Enter)*

Plan 3

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->3->Enter)*

Plan 3

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->3->Enter)*

Plan 3

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Preemption

Preempt Phasing *(2.Controller ->8.Preemption ->1.Preempt Phasing)*

Preempt	1	2	3	4	5	6	7
Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description							
Dwell Phase							
Exit Phase							
Exit Overlaps							
Track Phase							
Track 2 Phases							
Track Overlap							
Track 2 Overlap							
Dwell Ped							
Dwell Overlap							
Cycling Phase							
Cycling Ped							
Cycling Overlap							
Veh Exit Calls							
Ped Exit Calls							
Exit Omit Phase							

Preempt Parameters *(2.Controller ->8.Preemption ->2.Preempt Parameters)*

Preempt	1	2	3	4	5	6	7
Link	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	0	0	0	0	0
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Enter Min Green	0	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Walk	0	0	0	0	0	0	0
Enter Ped Clear	255	255	255	255	255	255	255
Track Green	0	0	0	0	0	0	0
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0	0
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Ext. Gate Down	0	0	0	0	0	0	0
Dwell Green	0	0	0	0	0	0	0
Exit Ped Clear	255	255	255	255	255	255	255
Exit Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Ext Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0	0
Veh Exit Calls							
Ped Exit Calls							

Bay County MaxTime Timing Sheet

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Preempt Options

(2.Controller ->8.Preemption ->3.Preempt Options)

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non Locking Memory																
Not Override Flash																
Not Override Next Preempt																
Flash Dwell																

Preempt Additional Options

(2.Controller ->8.Preemption ->4.Additional Options)

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Immediate Ped Clear																
Dwell Only Status Output																
All Red Flash Dwell																
Allow All Overlaps																
Require All Red Entry																
Require Gate Down Track Exit																
Require Gate Up Dwell Exit																
Use Normal On/Normal Off Input																

Preempt Function Outputs

(2.Controller ->8.Preemption ->5.Preempt Function Outputs)

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

Bay County MaxTime Timing Sheet

126 - PCB Pkwy & R Jackson Blvd

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Channel Configuration *(2.Controller ->9.More ->1.Channels->1.Channel Config)*

Chan	Ctrl Type	Source
1	Phs Veh	1
2	Phs Veh	2
3	Phs Veh	3
4	Phs Veh	4
5	Phs Veh	5
6	Phs Veh	6
7	Phs Veh	7
8	Phs Veh	8
9	Phs Ped	2
10	Phs Ped	4

Chan	Ctrl Type	Source
11	Phs Ped	6
12	Phs Ped	8
13	Olp	1
14	Olp	2
15	Olp	3
16	Olp	4
17	None	0
18	None	0
19	None	0
20	None	0

Channel Options *(2.Controller ->9.More ->1.Channels->2.Channel Opt*

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow		X				X										
Flash Red	X		X	X	X		X	X								
Alt Flash	X		X	X	X		X	X								
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow																
Flash Red																
Alt Flash																

Channel Configuration
(2.Controller ->9.More ->1.Channels->3.Concurrency Mode & Control)

Concurrency Mode
Concurrency Mode
Auto

Manual Concurrency
(2.Controller ->9.More ->1.Channels->4.Manual Channel Concurrency

Manual Concurrency	
Channel	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	

Auto Concurrency
(2.Controller ->9.More ->1.Channels->5.Auto Channel Concurrency

Auto Concurrency	
Channel	Concurrency
1	5,6,11
2	5,6,9,11
3	7,8,12
4	7,8,10,12
5	9
6	9,11
7	10
8	10,12
9	11
10	12
11	
12	
13	
14	
15	
16	
17	
18	

Conflict Monitor Card
(2.Controller ->9.More ->1.Channels->6.Conflict Monitor Card

Conflict Monitor Card	
Channel	Concurrency
1	5,6,11
2	5,6,9,11
3	7,8,12
4	7,8,10,12
5	9
6	9,11
7	10
8	10,12
9	11
10	12
11	
12	
13	
14	
15	
16	
17	
18	

IO Modules *(2.Controller ->9.More ->2.Advanced IO->1.IO Modules*

IO Mod	TYPE
1	TS1 ABCD Connectors
2	TS2 MMU
3	TS2 DR1 BIU
4	None
5	None
6	None
7	None
8	None

Input Points *(2.Controller ->9.More ->2.Advanced IO>3.Input Points->1->Enter)*

Input Point	Description	Input Control Type	Index
1	A-f	Veh Det Call	1
2	A-K	Veh Det Call	2
3	B-N	Veh Det Call	3
4	B-L	Veh Det Call	4
5	C-P	Veh Det Call	5
6	C-S	Veh Det Call	6
7	C-V	Veh Det Call	7
8	C-t	Veh Det Call	8
9	A-g	Ped Det Call	1
10	A-L	Ped Det Call	2
11	B-P	Ped Det Call	3
12	B-M	Ped Det Call	4
13	C-R	Ped Det Call	5
14	C-T	Ped Det Call	6
15	C-U	Ped Det Call	7
16	C-W	Ped Det Call	8
17	A-h	Phase Hold	1
18	A-M	Phase Hold	2
19	B-i	Phase Hold	3
20	B-h	Phase Hold	4
21	C-m	Phase Hold	5
22	C-p	Phase Hold	6
23	C-EE	Phase Hold	7
24	C-X	Phase Hold	8
25	A-EE	Phase Ped Omit	1
26	A-v	Phase Ped Omit	2
27	B-j	Phase Ped Omit	3
28	B-x	Phase Ped Omit	4
29	B-T	Phase Ped Omit	5
30	B-k	Phase Ped Omit	6
31	B-m	Phase Ped Omit	7
32	B-n	Phase Ped Omit	8
33	B-U	Phase Omit	1
34	B-S	Phase Omit	2
35	B-R	Phase Omit	3
36	B-g	Phase Omit	4
37	C-n	Phase Omit	5
38	C-q	Phase Omit	6
39	C-r	Phase Omit	7
40	C-s	Phase Omit	8
41	A-i	Rg Force Off	1
42	A-N	Rg Stop Timing	1
43	A-P	Rg Inhi Max Term	1
44	A-x	Rg Red Rest	1
45	A-FF	Rg Ped Recycle	1
46	A-GG	Rg Max 2 Select	1
47	A-w	Rg Omit Red Cl	1
48	A-m	Call Non Act 1	1
49	C-Y	Rg Force Off	2
50	C-Z	Rg Stop Timing	2
51	C-a	Rg Inhi Max Term	2
52	C-u	Rg Red Rest	2
53	B-V	Rg Ped Recycle	2
54	B-z	Rg Max 2 Select	2
55	C-v	Rg Omit Red Cl	2
56	A-z	Call Non Act 2	1
57	A-R	Ext Start	1
58	A-S	Interval Adv	1
59	A-T	Ind Lamp Ctrl	1
60	A-j	Ext Min Recall	1
61	A-k	Man Ctrl Enable	1
62	A-q	IO Mode 0	1
63	A-y	IO Mode 1	1
64	A-HH	IO Mode 2	1

Input Point	Description	Input Control Type	Index
65	A-n	Test Input A	1
66	A-AA	Test Input B	1
67	C-b	Test Input C	1
68	A-BB	Walk Rest Mo	1
69	B-B	Preempt Input	2
70	B-W	Preempt Input	4
71	B-X	Preempt Input	5
72	B-v	Preempt Input	6
73	D-A	Veh Det Call	9
74	D-B	Veh Det Call	10
75	D-C	Veh Det Call	11
76	D-D	Veh Det Call	12
77	D-E	Veh Det Call	13
78	D-F	Veh Det Call	14
79	D-G	Veh Det Call	15
80	D-H	Veh Det Call	16
81	D-J	Veh Det Call	17
82	D-K	Veh Det Call	18
83	D-L	Veh Det Call	19
84	D-M	Veh Det Call	20
85	D-N	Veh Det Call	21
86	D-P	Veh Det Call	22
87	D-R	Veh Det Call	23
88	D-S	Veh Det Call	24
89	D-T	Clock Reset	1
90	D-U	Not Active	0
91	D-V	Not Active	0
92	D-W	Not Active	0
93	D-X	Not Active	0
94	D-Y	Coord Free Switch	1
95	D-Z	Not Active	0
96	D-a	Not Active	0
97	D-b	Alarm 1	1
98	D-c	Alarm 2	1
99	D-d	Unit Alarm	3
100	D-e	Unit Alarm	4
101	D-f	Unit Alarm	5
102	D-g	Auto Flash	1
103	D-h	Unit CMU/MMU Flash	1
104	D-i	Unit Local Flash	1
105	D-j	Spec Func Input	1
106	D-k	Spec Func Input	2
107	D-m	Spec Func Input	3
108	D-n	Spec Func Input	4
109	D-p	Spec Func Input	5
110	D-q	Spec Func Input	6
111	D-r	Spec Func Input	7
112	D-s	Spec Func Input	8
113	D-t	Preempt Input	1
114	D-u	Preempt Input	2
115	D-v	Preempt Input	3
116	D-w	Preempt Input	4
117	D-x	Preempt Input	5
118	D-y	Preempt Input	6
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Output Points *(2.Controller ->9.More ->2.Advanced IO>4.Output Points->1->Enter)*

Output Point	Description	Output Control Type	Index
1	A-f	Veh Det Call	1
2	A-K	Veh Det Call	2
3	B-N	Veh Det Call	3
4	B-L	Veh Det Call	4
5	C-P	Veh Det Call	5
6	C-S	Veh Det Call	6
7	C-V	Veh Det Call	7
8	C-t	Veh Det Call	8
9	A-g	Ped Det Call	1
10	A-L	Ped Det Call	2
11	B-P	Ped Det Call	3
12	B-M	Ped Det Call	4
13	C-R	Ped Det Call	5
14	C-T	Ped Det Call	6
15	C-U	Ped Det Call	7
16	C-W	Ped Det Call	8
17	A-h	Phase Hold	1
18	A-M	Phase Hold	2
19	B-i	Phase Hold	3
20	B-h	Phase Hold	4
21	C-m	Phase Hold	5
22	C-p	Phase Hold	6
23	C-EE	Phase Hold	7
24	C-X	Phase Hold	8
25	A-EE	Phase Ped Omit	1
26	A-v	Phase Ped Omit	2
27	B-j	Phase Ped Omit	3
28	B-x	Phase Ped Omit	4
29	B-T	Phase Ped Omit	5
30	B-k	Phase Ped Omit	6
31	B-m	Phase Ped Omit	7
32	B-n	Phase Ped Omit	8
33	B-U	Phase Omit	1
34	B-S	Phase Omit	2
35	B-R	Phase Omit	3
36	B-g	Phase Omit	4
37	C-n	Phase Omit	5
38	C-q	Phase Omit	6
39	C-r	Phase Omit	7
40	C-s	Phase Omit	8
41	A-i	Rg Force Off	1
42	A-N	Rg Stop Timing	1
43	A-P	Rg Inhi Max Term	1
44	A-x	Rg Red Rest	1
45	A-FF	Rg Ped Recycle	1
46	A-GG	Rg Max 2 Select	1
47	A-w	Rg Omit Red Cl	1
48	A-m	Call Non Act 1	1
49	C-Y	Rg Force Off	2
50	C-Z	Rg Stop Timing	2
51	C-a	Rg Inhi Max Term	2
52	C-u	Rg Red Rest	2
53	B-V	Rg Ped Recycle	2
54	B-z	Rg Max 2 Select	2
55	C-v	Rg Omit Red Cl	2
56	A-z	Call Non Act 2	1
57	A-R	Ext Start	1
58	A-S	Interval Adv	1
59	A-T	Ind Lamp Ctrl	1
60	A-j	Ext Min Recall	1
61	A-k	Man Ctrl Enable	1
62	A-q	IO Mode 0	1
63	A-y	IO Mode 1	1
64	A-HH	IO Mode 2	1
65	A-n	Test Input A	1
66	A-AA	Test Input B	1
67	C-b	Test Input C	1
68	A-BB	Walk Rest Mo	1
69	B-B	Preempt Input	2
70	B-W	Preempt Input	4
71	B-X	Preempt Input	5
72	B-v	Preempt Input	6
73	D-A	Veh Det Call	9
74	D-B	Veh Det Call	10
75	D-C	Veh Det Call	11
76	D-D	Veh Det Call	12
77	D-E	Veh Det Call	13
78	D-F	Veh Det Call	14
79	D-G	Veh Det Call	15
80	D-H	Veh Det Call	16
81	D-J	Veh Det Call	17
82	D-K	Veh Det Call	18
83	D-L	Veh Det Call	19
84	D-M	Veh Det Call	20
85	D-N	Veh Det Call	21
86	D-P	Veh Det Call	22
87	D-R	Veh Det Call	23
88	D-S	Veh Det Call	24
89	D-T	Clock Reset	1
90	D-U	Not Active	0
91	D-V	Not Active	0
92	D-W	Not Active	0
93	D-X	Not Active	0
94	D-Y	Coord Free Switch	1
95	D-Z	Not Active	0
96	D-a	Not Active	0
97	D-b	Alarm 1	1
98	D-c	Alarm 2	1
99	D-d	Unit Alarm	3
100	D-e	Unit Alarm	4
101	D-f	Unit Alarm	5
102	D-g	Auto Flash	1
103	D-h	Unit CMU/MMU Flash	1
104	D-i	Unit Local Flash	1
105	D-j	Spec Func Input	1
106	D-k	Spec Func Input	2
107	D-m	Spec Func Input	3
108	D-n	Spec Func Input	4
109	D-p	Spec Func Input	5
110	D-q	Spec Func Input	6
111	D-r	Spec Func Input	7
112	D-s	Spec Func Input	8
113	D-t	Preempt Input	1
114	D-u	Preempt Input	2
115	D-v	Preempt Input	3
116	D-w	Preempt Input	4
117	D-x	Preempt Input	5
118	D-y	Preempt Input	6
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Bay County MaxTime Timing Sheet

126 - PCB Pkwy & R Jackson Blvd

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Phase Intervals *(2.Controller ->9.More ->2.Advanced IO>5.Phase Intervals)*

Interval	Description	Red	Yellow	Green	Type
1	Not Act	On	Off	Off	Red
2	Dly Grn	On	Off	Off	Red
3	Pre Grn	Off	Off	On	Green
4	Min Grn	Off	Off	On	Green
5	Grn Ext	Off	Off	On	Green
6	Grn Dwell	Off	Off	On	Green
7	Pre Clr	Off	Off	On	Green
8	Yel Change	Off	On	Off	Yellow
9	Red Clr	On	Off	Off	Red
10	Red Dwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red

Alarm Configuration

(2.Controller ->9.More ->3.Alarms)

Alarm	Alarm Name
1	Door Open
2	
3	
4	
5	
6	
7	
8	
9	
10	

Pedestrian Intervals *(2.Controller ->9.More ->2.Advanced IO>6.Pedestrian Intervals)*

Interval	Description	Dont Walk	Clearance	Walk	Type
1	Not Active	On	Off	Off	Dont Walk
2	Dly Ped	On	Off	Off	Dont Walk
3	Walk	Off	Off	On	Walk
4	Walk Dwell	Off	Off	On	Walk
5	Flsh DWalk	Flash	On	Off	Ped Clear
6	DWalk	On	Off	Off	Dont Walk

Bay County MaxTime Timing Sheet

126 - PCB Pkwy & R Jackson Blvd

Controller ID	126
Main St.	PCB Pkwy
Side St.	R Jackson Blvd

Peer Intersections *(2.Controller ->9.More ->4.Peer)*

Controller	Peer ID	IP / Hostname	SNMP Port	HTTP Port	Serial Port	Serial Address	Master Section	P2P Timeout	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	
4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	

Prioritor Configuration
(2.Controller ->9.More ->6.Prioritor-> 1.Prioritor Configuration)

Enabled	Lock Out Time
No	0

Prioritor Options
(2.Controller ->9.More ->6.Prioritor-> 3.Prioritor Options)

PriorNum	1	2	3	4	5	6	7	8
Lockout After First Service								
Presence Only Check-in								

Prioritor Phase Settings *(2.Controller ->9.More ->6.Prioritor->2.Prioritor Phase Settings)*

Prioritor	Enabled	Priority Phases	Skippable Phases	Delay Time	Estimated Travel Time	Max Presence	Reservice Lockout	Free Min Green	Free Max Green	Description
1	On									
2	On									
3	On									
4	On									
5	On									
6	On									
7	On									
8	On									

User Programs Descriptions *(2.Controller ->9.More ->6.Prioritor->7.User Programs->1.Description)*

Program	Enabled	Description
1	Enabled	
2	Enabled	
3	Enabled	
4	Enabled	
5	Enabled	

User Programs Definition

Program 1 *(2.Controller ->9.More ->6.Prioritor->7.User Programs->2.Definition->1->Enter)*

Statement	Result Value	Result	Index	Operation	Parameter A	Index	Parameter B	Index	Delay	Extension	Description
1	0	None	0	None	None	0	None	0	0.0	0.0	
2	0	None	0	None	None	0	None	0	0.0	0.0	
3	0	None	0	None	None	0	None	0	0.0	0.0	
4	0	None	0	None	None	0	None	0	0.0	0.0	
5	0	None	0	None	None	0	None	0	0.0	0.0	
6	0	None	0	None	None	0	None	0	0.0	0.0	
7	0	None	0	None	None	0	None	0	0.0	0.0	
8	0	None	0	None	None	0	None	0	0.0	0.0	
9	0	None	0	None	None	0	None	0	0.0	0.0	
10	0	None	0	None	None	0	None	0	0.0	0.0	
11	0	None	0	None	None	0	None	0	0.0	0.0	
12	0	None	0	None	None	0	None	0	0.0	0.0	
13	0	None	0	None	None	0	None	0	0.0	0.0	
14	0	None	0	None	None	0	None	0	0.0	0.0	
15	0	None	0	None	None	0	None	0	0.0	0.0	
16	0	None	0	None	None	0	None	0	0.0	0.0	
17	0	None	0	None	None	0	None	0	0.0	0.0	
18	0	None	0	None	None	0	None	0	0.0	0.0	
19	0	None	0	None	None	0	None	0	0.0	0.0	
20	0	None	0	None	None	0	None	0	0.0	0.0	
21	0	None	0	None	None	0	None	0	0.0	0.0	
22	0	None	0	None	None	0	None	0	0.0	0.0	
23	0	None	0	None	None	0	None	0	0.0	0.0	
24	0	None	0	None	None	0	None	0	0.0	0.0	
25	0	None	0	None	None	0	None	0	0.0	0.0	

Program 2 *(2.Controller ->9.More ->6.Prioritor->7.User Programs->2.Definition->2->Enter)*

Statement	Result Value	Result	Index	Operation	Parameter A	Index	Parameter B	Index	Delay	Extension	Description
1	0	None	0	None	None	0	None	0	0.0	0.0	
2	0	None	0	None	None	0	None	0	0.0	0.0	
3	0	None	0	None	None	0	None	0	0.0	0.0	
4	0	None	0	None	None	0	None	0	0.0	0.0	
5	0	None	0	None	None	0	None	0	0.0	0.0	
6	0	None	0	None	None	0	None	0	0.0	0.0	
7	0	None	0	None	None	0	None	0	0.0	0.0	
8	0	None	0	None	None	0	None	0	0.0	0.0	
9	0	None	0	None	None	0	None	0	0.0	0.0	
10	0	None	0	None	None	0	None	0	0.0	0.0	
11	0	None	0	None	None	0	None	0	0.0	0.0	
12	0	None	0	None	None	0	None	0	0.0	0.0	
13	0	None	0	None	None	0	None	0	0.0	0.0	
14	0	None	0	None	None	0	None	0	0.0	0.0	
15	0	None	0	None	None	0	None	0	0.0	0.0	
16	0	None	0	None	None	0	None	0	0.0	0.0	
17	0	None	0	None	None	0	None	0	0.0	0.0	
18	0	None	0	None	None	0	None	0	0.0	0.0	
19	0	None	0	None	None	0	None	0	0.0	0.0	
20	0	None	0	None	None	0	None	0	0.0	0.0	
21	0	None	0	None	None	0	None	0	0.0	0.0	
22	0	None	0	None	None	0	None	0	0.0	0.0	
23	0	None	0	None	None	0	None	0	0.0	0.0	
24	0	None	0	None	None	0	None	0	0.0	0.0	
25	0	None	0	None	None	0	None	0	0.0	0.0	

Bay County MAXTIME Timing Sheet

ID: 127 **PCB Pkwy - Moylan Rd**

Phase Configuration *2.Controller -> 3.Sequence & Phs Config)*

Ph.	Startup	Ring	Concurrent	No Served Phases	Startup Min	Description
1	Phase Not On	0			0	
2	Green No Walk	1	5,6		0	WB
3	Phase Not On	0			0	
4	Phase Not On	1			0	NB
5	Phase Not On	2	2		0	WB LT
6	Green No Walk	2	2		0	EB
7	Phase Not On	0			0	
8	Phase Not On	0			0	
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	

Phase Timing Plans

Plan 1 *2.Controller -> 2.Phase -> 1.Phase Timing Plans -> 1. -> Enter)*

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	15	0	5	5	15	0	0	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	4.0	0.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	0	90	0	35	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	50	0	50	30	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3.0	5.5	3.0	4.0	5.5	5.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	2.0	0.0	3.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 1 (cont.) *2.Controller -> 2.Phase -> 1.Phase Timing Plans -> 1. -> Enter)*

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Bay County MaxTime Timing Sheet

Unit Information

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Phase Options Plans **Plan 1** *2.Controller -> 2.Phase -> 2.Phase Options Plans -> 1. -> Enter)*

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable		X		X	X	X														
Auto Flash Ent.				X				X												
Auto Flash Exit		X				X														
Non Actuated I		X				X														
Non Actuated II								X												
Non Lock Mem	X		X	X	X		X													
Min Veh Recall		X				X														
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry		X				X		X												
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				
Force Ped Coord Yield																				
Ped Recycle																				

Bay County MaxTime Timing Sheet

Unit Information

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Plan 1 (cont.) *2.Controller -> 2.Phase -> 2.Phase Options Plans -> 1. -> Enter)*

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable																				
Auto Flash Ent.																				
Auto Flash Exit																				
Non Actuated I																				
Non Actuated II																				
Non Lock Mem																				
Min Veh Recall																				
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry																				
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				
Force Ped Coord Yield																				
Ped Recycle																				

Bay County MaxTime Timing Sheet

127 - PCB Pkwy & Moylan Rd

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Backup Prevention

Sequence 1 *2.Controller -> 3.Sequence & Phs Config -> 4.Backup Prevention -> 1.Backup Protection Plan -> 1. -> Enter)*

No Backkup Phase		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Serve Phase	1																				
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
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	39																				
	40																				

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Backup Prevention

Sequence *(cont.)* *2.Controller -> 3.Sequence & Phs Config -> 4.Backup Prevention -> 1.Backup Protection Plan -> 1. -> Enter)*

No Backkup Phase		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Serve Phase	1																				
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
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Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Sequence Configuration

2.Controller -> 3.Sequence & Phs Config -> 1.Sequences)

Sequence 1

Ring	Phases
1	2,a,4,b
2	5,6,a,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 5

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Unit Parameters

2.Controller -> 1.Unit

Ext Mode	Disable
Startup Flash	5
Auto Ped Clr	Enable
Red Revert	4.0
Backup Time	600
Start Clear Hold	4

Grn Flash Freq.	60
Yel Flash Freq.	60
MCE Seq.	1
MCE Enable	Disable
Start Yellow	0.0
Start Red	0.0

Free Seq.	1
All Red Flsh Exit	0
Local Flash - CVM	Disable
3-Ph Diamond Seq	
4-Ph Diamond Seq	
Sep Diamond Seq	

Global Vehicle Detector Parameters

Global No Activity	0	Global Max Presence	30	Global Erratic Count	60

Vehicle Detector Plans

Plan 1 *2.Controller -> 4.Detector -> 1.Vehicle Detector Plans -> 1. -> Enter)*

Det.	Call Phs	Call Ovl	Additional Call Phase	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Counts	Failed Time	Description
1	1	0		0	0.0	0.0	0	0.0	0	0	0	0	
2	2	0		0	0.0	0.0	0	0.0	0	0	0	0	
3	3	0		0	0.0	0.0	0	0.0	0	0	0	0	
4	4	0		0	0.0	0.0	0	0.0	0	0	0	0	
5	5	0		0	0.0	0.0	0	0.0	0	0	0	0	
6	6	0		0	0.0	0.0	0	0.0	0	0	0	0	
7	7	0		0	0.0	0.0	0	0.0	0	0	0	0	
8	8	0		0	0.0	0.0	0	0.0	0	0	0	0	
9	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
10	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
11	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
12	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
13	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
14	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
15	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
16	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
17	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
18	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
19	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
20	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
21	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
22	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
23	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
24	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
25	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
26	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
27	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
28	0	0		0	0.0	0.0	0	0.0	0	0	0	0	

Vehicle Detector Options *2.Controller -> 4.Detector -> 2.Vehicle Detector Options -> 1. -> Enter)*

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Volume Detector																				
Occupancy																				
Yellow Lock Call																				
Red Lock call																				
Passage		X		X	X	X														
Queue																				
Call																				
Terminate		X		X	X	X														

Detector	21	22	23	24	25	26	27	28
Volume Detector								
Occupancy								
Yellow Lock Call								
Red Lock call								
Passage								
Queue								
Call								
Terminate								

Data Collection Period	60

Pedestrian Detector Plans

Plan 1 *2.Controller -> 4.Detector -> 3.Pedestrian Detector Options -> 1. -> Enter)*

Det	Call Phase	Call Ovlp	Add. Call Phase	Walk 2 Enable Time	Ped Clr 2 Enable Time	No Act	Max Presence	Erratic Count
1	2	0		0	0	0	0	0
2	2	0		0	0	0	0	0
3	4	0		0	0	0	0	0
4	4	0		0	0	0	0	0
5	6	0		0	0	0	0	0
6	6	0		0	0	0	0	0

Global Pedestrian Detector Parameters

Global No Activity	0
Global Max Presence	30
Global Erratic Count	60

Bay County MaxTime Timing Sheet

127 - PCB Pkwy & Moylan Rd

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Coordination Parameters *(2.Controller ->5.Coordination ->1.Coord Parameters)*

Operational Mode	Automatic
Coord Mode	Auto Permissive
Maximum Mode	Max Inhibit
Force Mode	Fixed
Correction Mode	
Max Cycle Limit %	17
Min Cycle Limit %	17
Max Dwell	0

Front Panel Settings

(3.Administration ->7.Front Panel Settings

1.Options
(Front Panel Backlight Timeout = 600)

Advanced Coord Options *(2.Controller ->5.Coordination ->5.Coord Parameters)*

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Offset Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Allow Split Underrun																				
Allow Split Overrun																				
Allow No Coord Phase																				
Coord Now																				

Coordination Patterns *(2.Controller ->5.Coordination ->2.Patterns)*

Patt.	Cycle	Offset 1	Offset 2	Offset 2	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	160	31	0	0	1	1	Yel	Inh	1	1	1
2	0	0	0	0	2	1	Yel	Inh	1	1	1
3	0	0	0	0	3	1	Yel	Inh	1	1	1
4	0	0	0	0	4	1	Yel	Inh	1	1	1
5	0	0	0	0	5	1	Yel	Inh	1	1	1
6	0	0	0	0	6	1	Yel	Inh	1	1	1
7	0	0	0	0	7	1	Yel	Inh	1	1	1
8	0	0	0	0	8	1	Yel	Inh	1	1	1
9	0	0	0	0	9	1	Yel	Inh	1	1	1
10	0	0	0	0	10	1	Yel	Inh	1	1	1
11	200	85	0	0	11	1	Yel	Inh	1	1	1
12	200	80	0	0	12	1	Yel	Inh	1	1	1
13	0	0	0	0	13	1	Yel	Inh	1	1	1
14	0	0	0	0	14	1	Yel	Inh	1	1	1
15	0	0	0	0	15	1	Yel	Inh	1	1	1
16	0	0	0	0	16	1	Yel	Inh	1	1	1
17	0	0	0	0	17	1	Yel	Inh	1	1	1
18	0	0	0	0	18	1	Yel	Inh	1	1	1
19	0	0	0	0	19	1	Yel	Inh	1	1	1
20	0	0	0	0	20	1	Yel	Inh	1	1	1
21	210	145	0	0	21	1	Yel	Inh	1	1	1
22	130	97	0	0	22	1	Yel	Inh	1	1	1
23	0	0	0	0	23	1	Yel	Inh	1	1	1
24	0	0	0	0	24	1	Yel	Inh	1	1	1
25	0	0	0	0	25	1	Yel	Inh	1	1	1
26	0	0	0	0	26	1	Yel	Inh	1	1	1
27	0	0	0	0	27	1	Yel	Inh	1	1	1
28	0	0	0	0	28	1	Yel	Inh	1	1	1
29	0	0	0	0	29	1	Yel	Inh	1	1	1
30	0	0	0	0	30	1	Yel	Inh	1	1	1
31	0	0	0	0	31	1	Yel	Inh	1	1	1
32	0	0	0	0	32	1	Yel	Inh	1	1	1
33	0	0	0	0	33	1	Yel	Inh	1	1	1
34	0	0	0	0	34	1	Yel	Inh	1	1	1

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Coordination Splits

Split 1 *(2.Controller ->5.Coordination ->3.Splits -> 1. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	123	X		Max Rcl + WR
3	0			None
4	37			None
5	16			Min Rcl
6	107	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 2 *(2.Controller ->5.Coordination ->3.Splits -> 2. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 3 *(2.Controller ->5.Coordination ->3.Splits -> 3. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 4 *(2.Controller ->5.Coordination ->3.Splits -> 4. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Split 5 *(2.Controller ->5.Coordination ->3.Splits -> 5. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 6 *(2.Controller ->5.Coordination ->3.Splits -> 6. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 7 *(2.Controller ->5.Coordination ->3.Splits -> 7. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 8 *(2.Controller ->5.Coordination ->3.Splits -> 8. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Split 9 *(2.Controller ->5.Coordination ->3.Splits -> 9. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 10 *(2.Controller ->5.Coordination ->3.Splits -> 10. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 11 *(2.Controller ->5.Coordination ->3.Splits -> 11. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	157	X		Max Rcl + WR
3	0			None
4	43			None
5	17			Min Rcl
6	140	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 12 *(2.Controller ->5.Coordination ->3.Splits -> 12. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	157	X		Max Rcl + WR
3	0			None
4	43			None
5	17			Min Rcl
6	140	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Split 13 *(2.Controller ->5.Coordination ->3.Splits -> 13. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 14 *(2.Controller ->5.Coordination ->3.Splits -> 14. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 15 *(2.Controller ->5.Coordination ->3.Splits -> 15. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 16 *(2.Controller ->5.Coordination ->3.Splits -> 16. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Split 17 *(2.Controller ->5.Coordination ->3.Splits -> 17. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 18 *(2.Controller ->5.Coordination ->3.Splits -> 18. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 19 *(2.Controller ->5.Coordination ->3.Splits -> 19. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 20 *(2.Controller ->5.Coordination ->3.Splits -> 20. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Split 21 *(2.Controller ->5.Coordination ->3.Splits -> 21. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	170	X		Max Rcl + WR
3	0			None
4	40			None
5	17			Min Rcl
6	153	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 22 *(2.Controller ->5.Coordination ->3.Splits -> 22. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	103	X		Max Rcl + WR
3	0			None
4	27			None
5	16			None
6	87	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 23 *(2.Controller ->5.Coordination ->3.Splits -> 23. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 24 *(2.Controller ->5.Coordination ->3.Splits -> 24. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Split 25 *(2.Controller ->5.Coordination ->3.Splits -> 25. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 26 *(2.Controller ->5.Coordination ->3.Splits -> 26. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 27 *(2.Controller ->5.Coordination ->3.Splits -> 27. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 28 *(2.Controller ->5.Coordination ->3.Splits -> 28. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Split 29 *(2.Controller ->5.Coordination ->3.Splits -> 29. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 30 *(2.Controller ->5.Coordination ->3.Splits -> 30. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 31 *(2.Controller ->5.Coordination ->3.Splits -> 31. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 32 *(2.Controller ->5.Coordination ->3.Splits -> 32. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Month of Year												Days of Week							Days of Month																													
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
						X						X	X	X	X	X	X	X				X																										

Enabled	Day Plan	Description
Off	13	Labor Day

Month of Year												Days of Week							Days of Month																													
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
								X					X																													X	X	X	X	X	X	X

Enabled	Day Plan	Description
Off	14	Thanksgiving/ BF

Month of Year												Days of Week							Days of Month																													
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
										X					X	X																										X	X	X	X	X	X	X

Enabled	Day Plan	Description
Off	15	Christmas / Eve

Month of Year												Days of Week							Days of Month																													
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
											X	X	X	X	X	X	X	X																								X	X					

Bay County MaxTime Timing Sheet

127 - PCB Pkwy & Moylan Rd

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Day Plans *(2.Controller ->6.Scheduler ->2.Day Plans)*

Day Plan 1

Event	Hour	Min.	Act
1	9	0	12
2	19	0	1
3	20	0	22
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
1	6	30	1
2	9	30	11
3	15	0	21
4	19	30	1
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 3

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Actions *(2.Controller ->6.Scheduler ->3.Actions)*

		Aux.			Special Functions						
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1											
2	Pattern 2											
3	Pattern 3											
4	Pattern 4											
5	Pattern 5											
6	Pattern 6											
7	Pattern 7											
8	Pattern 8											
9	Pattern 9											
10	Pattern 10											

Day Plan Copy
(2.Controller ->6.Scheduler ->4.Day Plan Copy)

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Overlaps

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->1->Enter)*

Plan 1

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->1->Enter)*

Plan 1

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->1->Enter)*

Plan 1

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->1->Enter)*

Plan 1

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->1->Enter)*

Plan 1

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Overlap Plans

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->2->Enter)*

Plan 2

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->2->Enter)*

Plan 2

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->2->Enter)*

Plan 2

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->2->Enter)*

Plan 2

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->2->Enter)*

Plan 2

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Overlap Plans

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->3->Enter)*

Plan 3

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->3->Enter)*

Plan 3

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->3->Enter)*

Plan 3

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->3->Enter)*

Plan 3

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->3->Enter)*

Plan 3

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

127 - PCB Pkwy & Moylan Rd

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Preemption

Preempt Phasing *(2.Controller ->8.Preemption ->1.Preempt Phasing)*

Preempt	1	2	3	4	5	6	7
Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description							
Dwell Phase							
Exit Phase							
Exit Overlaps							
Track Phase							
Track 2 Phases							
Track Overlap							
Track 2 Overlap							
Dwell Ped							
Dwell Overlap							
Cycling Phase							
Cycling Ped							
Cycling Overlap							
Veh Exit Calls							
Ped Exit Calls							
Exit Omit Phase							

Preempt Parameters *(2.Controller ->8.Preemption ->2.Preempt Parameters)*

Preempt	1	2	3	4	5	6	7
Link	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	0	0	0	0	0
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Enter Min Green	0	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Walk	0	0	0	0	0	0	0
Enter Ped Clear	255	255	255	255	255	255	255
Track Green	0	0	0	0	0	0	0
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0	0
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Ext. Gate Down	0	0	0	0	0	0	0
Dwell Green	0	0	0	0	0	0	0
Exit Ped Clear	255	255	255	255	255	255	255
Exit Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Ext Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0	0
Veh Exit Calls							
Ped Exit Calls							

Bay County MaxTime Timing Sheet

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Preempt Options

(2.Controller ->8.Preemption ->3.Preempt Options)

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non Locking Memory																
Not Override Flash																
Not Override Next Preempt																
Flash Dwell																

Preempt Additional Options

(2.Controller ->8.Preemption ->4.Additional Options)

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Immediate Ped Clear																
Dwell Only Status Output																
All Red Flash Dwell																
Allow All Overlaps																
Require All Red Entry																
Require Gate Down Track Exit																
Require Gate Up Dwell Exit																
Use Normal On/Normal Off Input																

Preempt Function Outputs

(2.Controller ->8.Preemption ->5.Preempt Function Outputs)

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

Bay County MaxTime Timing Sheet

127 - PCB Pkwy & Moylan Rd

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Channel Configuration *(2.Controller ->9.More ->1.Channels->1.Channel Config)*

Chan	Ctrl Type	Source
1	Phs Veh	1
2	Phs Veh	2
3	Phs Veh	3
4	Phs Veh	4
5	Phs Veh	5
6	Phs Veh	6
7	Phs Veh	7
8	Phs Veh	8
9	Phs Ped	2
10	Phs Ped	4

Chan	Ctrl Type	Source
11	Phs Ped	6
12	Phs Ped	8
13	Olp	1
14	Olp	2
15	Olp	3
16	Olp	4
17	None	0
18	None	0
19	None	0
20	None	0

Channel Options *(2.Controller ->9.More ->1.Channels->2.Channel Opt*

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow		X				X										
Flash Red	X		X	X	X		X	X								
Alt Flash	X			X	X			X								
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow																
Flash Red																
Alt Flash																

Channel Configuration
(2.Controller ->9.More ->1.Channels->3.Concurrency Mode & Control)

Concurrency Mode
Concurrency Mode
Auto

Manual Concurrency
(2.Controller ->9.More ->1.Channels->4.Manual Channel Concurrency

Manual Concurrency	
Channel	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	

Auto Concurrency
(2.Controller ->9.More ->1.Channels->5.Auto Channel Concurrency

Auto Concurrency	
Channel	Concurrency
1	
2	5,6,9,11
3	
4	10
5	9
6	9,11
7	
8	12
9	11
10	
11	
12	
13	
14	
15	
16	
17	
18	

Conflict Monitor Card
(2.Controller ->9.More ->1.Channels->6.Conflict Monitor Card

Conflict Monitor Card	
Channel	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	

IO Modules *(2.Controller ->9.More ->2.Advanced IO->1.IO Modules*

IO Mod	TYPE
1	TS1 ABCD Connectors
2	None
3	None
4	None
5	None
6	None
7	None
8	None

Input Points *(2.Controller ->9.More ->2.Advanced IO>3.Input Points->1->Enter)*

Input Point	Description	Input Control Type	Index
1	A-f	Veh Det Call	1
2	A-K	Veh Det Call	2
3	B-N	Veh Det Call	3
4	B-L	Veh Det Call	4
5	C-P	Veh Det Call	5
6	C-S	Veh Det Call	6
7	C-V	Veh Det Call	7
8	C-t	Veh Det Call	8
9	A-g	Ped Det Call	1
10	A-L	Ped Det Call	2
11	B-P	Ped Det Call	3
12	B-M	Ped Det Call	4
13	C-R	Ped Det Call	5
14	C-T	Ped Det Call	6
15	C-U	Ped Det Call	7
16	C-W	Ped Det Call	8
17	A-h	Phase Hold	1
18	A-M	Phase Hold	2
19	B-i	Phase Hold	3
20	B-h	Phase Hold	4
21	C-m	Phase Hold	5
22	C-p	Phase Hold	6
23	C-EE	Phase Hold	7
24	C-X	Phase Hold	8
25	A-EE	Phase Ped Omit	1
26	A-v	Phase Ped Omit	2
27	B-j	Phase Ped Omit	3
28	B-x	Phase Ped Omit	4
29	B-T	Phase Ped Omit	5
30	B-k	Phase Ped Omit	6
31	B-m	Phase Ped Omit	7
32	B-n	Phase Ped Omit	8
33	B-U	Phase Omit	1
34	B-S	Phase Omit	2
35	B-R	Phase Omit	3
36	B-g	Phase Omit	4
37	C-n	Phase Omit	5
38	C-q	Phase Omit	6
39	C-r	Phase Omit	7
40	C-s	Phase Omit	8
41	A-i	Rg Force Off	1
42	A-N	Rg Stop Timing	1
43	A-P	Rg Inhi Max Term	1
44	A-x	Rg Red Rest	1
45	A-FF	Rg Ped Recycle	1
46	A-GG	Rg Max 2 Select	1
47	A-w	Rg Omit Red Cl	1
48	A-m	Call Non Act 1	1
49	C-Y	Rg Force Off	2
50	C-Z	Rg Stop Timing	2
51	C-a	Rg Inhi Max Term	2
52	C-u	Rg Red Rest	2
53	B-V	Rg Ped Recycle	2
54	B-z	Rg Max 2 Select	2
55	C-v	Rg Omit Red Cl	2
56	A-z	Call Non Act 2	1
57	A-R	Ext Start	1
58	A-S	Interval Adv	1
59	A-T	Ind Lamp Ctrl	1
60	A-j	Ext Min Recall	1
61	A-k	Man Ctrl Enable	1
62	A-q	IO Mode 0	1
63	A-y	IO Mode 1	1
64	A-HH	IO Mode 2	1

Input Point	Description	Input Control Type	Index
65	A-n	Test Input A	1
66	A-AA	Test Input B	1
67	C-b	Test Input C	1
68	A-BB	Walk Rest Mo	1
69	B-B	Preempt Input	2
70	B-W	Preempt Input	4
71	B-X	Preempt Input	5
72	B-v	Preempt Input	6
73	D-A	Veh Det Call	9
74	D-B	Veh Det Call	10
75	D-C	Veh Det Call	11
76	D-D	Veh Det Call	12
77	D-E	Veh Det Call	13
78	D-F	Veh Det Call	14
79	D-G	Veh Det Call	15
80	D-H	Veh Det Call	16
81	D-J	Veh Det Call	17
82	D-K	Veh Det Call	18
83	D-L	Veh Det Call	19
84	D-M	Veh Det Call	20
85	D-N	Veh Det Call	21
86	D-P	Veh Det Call	22
87	D-R	Veh Det Call	23
88	D-S	Veh Det Call	24
89	D-T	Clock Reset	1
90	D-U	Not Active	0
91	D-V	Not Active	0
92	D-W	Not Active	0
93	D-X	Not Active	0
94	D-Y	Coord Free Switch	1
95	D-Z	Not Active	0
96	D-a	Not Active	0
97	D-b	Alarm 1	1
98	D-c	Alarm 2	1
99	D-d	Unit Alarm	3
100	D-e	Unit Alarm	4
101	D-f	Unit Alarm	5
102	D-g	Auto Flash	1
103	D-h	Unit CMU/MMU Flash	1
104	D-i	Unit Local Flash	1
105	D-j	Spec Func Input	1
106	D-k	Spec Func Input	2
107	D-m	Spec Func Input	3
108	D-n	Spec Func Input	4
109	D-p	Spec Func Input	5
110	D-q	Spec Func Input	6
111	D-r	Spec Func Input	7
112	D-s	Spec Func Input	8
113	D-t	Preempt Input	1
114	D-u	Preempt Input	2
115	D-v	Preempt Input	3
116	D-w	Preempt Input	4
117	D-x	Preempt Input	5
118	D-y	Preempt Input	6
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Output Points *(2.Controller ->9.More ->2.Advanced IO>4.Output Points->1->Enter)*

Output Point	Description	Output Control Type	Index
1	A-f	Veh Det Call	1
2	A-K	Veh Det Call	2
3	B-N	Veh Det Call	3
4	B-L	Veh Det Call	4
5	C-P	Veh Det Call	5
6	C-S	Veh Det Call	6
7	C-V	Veh Det Call	7
8	C-t	Veh Det Call	8
9	A-g	Ped Det Call	1
10	A-L	Ped Det Call	2
11	B-P	Ped Det Call	3
12	B-M	Ped Det Call	4
13	C-R	Ped Det Call	5
14	C-T	Ped Det Call	6
15	C-U	Ped Det Call	7
16	C-W	Ped Det Call	8
17	A-h	Phase Hold	1
18	A-M	Phase Hold	2
19	B-i	Phase Hold	3
20	B-h	Phase Hold	4
21	C-m	Phase Hold	5
22	C-p	Phase Hold	6
23	C-EE	Phase Hold	7
24	C-X	Phase Hold	8
25	A-EE	Phase Ped Omit	1
26	A-v	Phase Ped Omit	2
27	B-j	Phase Ped Omit	3
28	B-x	Phase Ped Omit	4
29	B-T	Phase Ped Omit	5
30	B-k	Phase Ped Omit	6
31	B-m	Phase Ped Omit	7
32	B-n	Phase Ped Omit	8
33	B-U	Phase Omit	1
34	B-S	Phase Omit	2
35	B-R	Phase Omit	3
36	B-g	Phase Omit	4
37	C-n	Phase Omit	5
38	C-q	Phase Omit	6
39	C-r	Phase Omit	7
40	C-s	Phase Omit	8
41	A-i	Rg Force Off	1
42	A-N	Rg Stop Timing	1
43	A-P	Rg Inhi Max Term	1
44	A-x	Rg Red Rest	1
45	A-FF	Rg Ped Recycle	1
46	A-GG	Rg Max 2 Select	1
47	A-w	Rg Omit Red Cl	1
48	A-m	Call Non Act 1	1
49	C-Y	Rg Force Off	2
50	C-Z	Rg Stop Timing	2
51	C-a	Rg Inhi Max Term	2
52	C-u	Rg Red Rest	2
53	B-V	Rg Ped Recycle	2
54	B-z	Rg Max 2 Select	2
55	C-v	Rg Omit Red Cl	2
56	A-z	Call Non Act 2	1
57	A-R	Ext Start	1
58	A-S	Interval Adv	1
59	A-T	Ind Lamp Ctrl	1
60	A-j	Ext Min Recall	1
61	A-k	Man Ctrl Enable	1
62	A-q	IO Mode 0	1
63	A-y	IO Mode 1	1
64	A-HH	IO Mode 2	1
65	A-n	Test Input A	1
66	A-AA	Test Input B	1
67	C-b	Test Input C	1
68	A-BB	Walk Rest Mo	1
69	B-B	Preempt Input	2
70	B-W	Preempt Input	4
71	B-X	Preempt Input	5
72	B-v	Preempt Input	6
73	D-A	Veh Det Call	9
74	D-B	Veh Det Call	10
75	D-C	Veh Det Call	11
76	D-D	Veh Det Call	12
77	D-E	Veh Det Call	13
78	D-F	Veh Det Call	14
79	D-G	Veh Det Call	15
80	D-H	Veh Det Call	16
81	D-J	Veh Det Call	17
82	D-K	Veh Det Call	18
83	D-L	Veh Det Call	19
84	D-M	Veh Det Call	20
85	D-N	Veh Det Call	21
86	D-P	Veh Det Call	22
87	D-R	Veh Det Call	23
88	D-S	Veh Det Call	24
89	D-T	Clock Reset	1
90	D-U	Not Active	0
91	D-V	Not Active	0
92	D-W	Not Active	0
93	D-X	Not Active	0
94	D-Y	Coord Free Switch	1
95	D-Z	Not Active	0
96	D-a	Not Active	0
97	D-b	Alarm 1	1
98	D-c	Alarm 2	1
99	D-d	Unit Alarm	3
100	D-e	Unit Alarm	4
101	D-f	Unit Alarm	5
102	D-g	Auto Flash	1
103	D-h	Unit CMU/MMU Flash	1
104	D-i	Unit Local Flash	1
105	D-j	Spec Func Input	1
106	D-k	Spec Func Input	2
107	D-m	Spec Func Input	3
108	D-n	Spec Func Input	4
109	D-p	Spec Func Input	5
110	D-q	Spec Func Input	6
111	D-r	Spec Func Input	7
112	D-s	Spec Func Input	8
113	D-t	Preempt Input	1
114	D-u	Preempt Input	2
115	D-v	Preempt Input	3
116	D-w	Preempt Input	4
117	D-x	Preempt Input	5
118	D-y	Preempt Input	6
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Bay County MaxTime Timing Sheet

127 - PCB Pkwy & Moylan Rd

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Phase Intervals *(2.Controller ->9.More ->2.Advanced IO>5.Phase Intervals)*

Interval	Description	Red	Yellow	Green	Type
1	Not Act	On	Off	Off	Red
2	Dly Grn	On	Off	Off	Red
3	Pre Grn	Off	Off	On	Green
4	Min Grn	Off	Off	On	Green
5	Grn Ext	Off	Off	On	Green
6	Grn Dwell	Off	Off	On	Green
7	Pre Clr	Off	Off	On	Green
8	Yel Change	Off	On	Off	Yellow
9	Red Clr	On	Off	Off	Red
10	Red Dwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red

Alarm Configuration

(2.Controller ->9.More ->3.Alarms)

Alarm	Alarm Name
1	Door Open
2	
3	
4	
5	
6	
7	
8	
9	
10	

Pedestrian Intervals *(2.Controller ->9.More ->2.Advanced IO>6.Pedestrian Intervals)*

Interval	Description	Dont Walk	Clearance	Walk	Type
1	Not Active	On	Off	Off	Dont Walk
2	Dly Ped	On	Off	Off	Dont Walk
3	Walk	Off	Off	On	Walk
4	Walk Dwell	Off	Off	On	Walk
5	Flsh DWalk	Flash	On	Off	Ped Clear
6	DWalk	On	Off	Off	Dont Walk

Bay County MaxTime Timing Sheet

127 - PCB Pkwy & Moylan Rd

Controller ID	127
Main St.	PCB Pkwy
Side St.	Moylan Rd

Peer Intersections *(2.Controller ->9.More ->4.Peer)*

Controller	Peer ID	IP / Hostname	SNMP Port	HTTP Port	Serial Port	Serial Address	Master Section	P2P Timeout	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	
4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	

Prioritor Configuration
(2.Controller ->9.More ->6.Prioritor-> 1.Prioritor Configuration)

Enabled	Lock Out Time
No	0

Prioritor Options
(2.Controller ->9.More ->6.Prioritor-> 3.Prioritor Options)

PriorNum	1	2	3	4	5	6	7	8
Lockout After First Service								
Presence Only Check-in								

Prioritor Phase Settings *(2.Controller ->9.More ->6.Prioritor->2.Prioritor Phase Settings)*

Prioritor	Enabled	Priority Phases	Skippable Phases	Delay Time	Estimated Travel Time	Max Presence	Reservice Lockout	Free Min Green	Free Max Green	Description
1	On									
2	On									
3	On									
4	On									
5	On									
6	On									
7	On									
8	On									

User Programs Descriptions *(2.Controller ->9.More ->6.Prioritor->7.User Programs->1.Description)*

Program	Enabled	Description
1	Enabled	
2	Enabled	
3	Enabled	
4	Enabled	
5	Enabled	

User Programs Definition

Program 1 *(2.Controller ->9.More ->6.Prioritor->7.User Programs->2.Definition->1->Enter)*

Statement	Result Value	Result	Index	Operation	Parameter A	Index	Parameter B	Index	Delay	Extension	Description
1	0	None	0	None	None	0	None	0	0.0	0.0	
2	0	None	0	None	None	0	None	0	0.0	0.0	
3	0	None	0	None	None	0	None	0	0.0	0.0	
4	0	None	0	None	None	0	None	0	0.0	0.0	
5	0	None	0	None	None	0	None	0	0.0	0.0	
6	0	None	0	None	None	0	None	0	0.0	0.0	
7	0	None	0	None	None	0	None	0	0.0	0.0	
8	0	None	0	None	None	0	None	0	0.0	0.0	
9	0	None	0	None	None	0	None	0	0.0	0.0	
10	0	None	0	None	None	0	None	0	0.0	0.0	
11	0	None	0	None	None	0	None	0	0.0	0.0	
12	0	None	0	None	None	0	None	0	0.0	0.0	
13	0	None	0	None	None	0	None	0	0.0	0.0	
14	0	None	0	None	None	0	None	0	0.0	0.0	
15	0	None	0	None	None	0	None	0	0.0	0.0	
16	0	None	0	None	None	0	None	0	0.0	0.0	
17	0	None	0	None	None	0	None	0	0.0	0.0	
18	0	None	0	None	None	0	None	0	0.0	0.0	
19	0	None	0	None	None	0	None	0	0.0	0.0	
20	0	None	0	None	None	0	None	0	0.0	0.0	
21	0	None	0	None	None	0	None	0	0.0	0.0	
22	0	None	0	None	None	0	None	0	0.0	0.0	
23	0	None	0	None	None	0	None	0	0.0	0.0	
24	0	None	0	None	None	0	None	0	0.0	0.0	
25	0	None	0	None	None	0	None	0	0.0	0.0	

Program 2 *(2.Controller ->9.More ->6.Prioritor->7.User Programs->2.Definition->2->Enter)*

Statement	Result Value	Result	Index	Operation	Parameter A	Index	Parameter B	Index	Delay	Extension	Description
1	0	None	0	None	None	0	None	0	0.0	0.0	
2	0	None	0	None	None	0	None	0	0.0	0.0	
3	0	None	0	None	None	0	None	0	0.0	0.0	
4	0	None	0	None	None	0	None	0	0.0	0.0	
5	0	None	0	None	None	0	None	0	0.0	0.0	
6	0	None	0	None	None	0	None	0	0.0	0.0	
7	0	None	0	None	None	0	None	0	0.0	0.0	
8	0	None	0	None	None	0	None	0	0.0	0.0	
9	0	None	0	None	None	0	None	0	0.0	0.0	
10	0	None	0	None	None	0	None	0	0.0	0.0	
11	0	None	0	None	None	0	None	0	0.0	0.0	
12	0	None	0	None	None	0	None	0	0.0	0.0	
13	0	None	0	None	None	0	None	0	0.0	0.0	
14	0	None	0	None	None	0	None	0	0.0	0.0	
15	0	None	0	None	None	0	None	0	0.0	0.0	
16	0	None	0	None	None	0	None	0	0.0	0.0	
17	0	None	0	None	None	0	None	0	0.0	0.0	
18	0	None	0	None	None	0	None	0	0.0	0.0	
19	0	None	0	None	None	0	None	0	0.0	0.0	
20	0	None	0	None	None	0	None	0	0.0	0.0	
21	0	None	0	None	None	0	None	0	0.0	0.0	
22	0	None	0	None	None	0	None	0	0.0	0.0	
23	0	None	0	None	None	0	None	0	0.0	0.0	
24	0	None	0	None	None	0	None	0	0.0	0.0	
25	0	None	0	None	None	0	None	0	0.0	0.0	

Bay County MAXTIME Timing Sheet

ID: 175 **PCB Pkwy - Cauley Av - Chip Seal Pkwy**

Phase Configuration *2.Controller -> 3.Sequence & Phs Config)*

Ph.	Startup	Ring	Concurrent	No Served Phases	Startup Min	Description
1	Phase Not On	1	5,6		0	EB LT
2	Green No Walk	1	5,6		0	WB
3	Phase Not On	1	7,8		0	SB LT
4	Phase Not On	1	7,8		0	NB
5	Phase Not On	2	1,2		0	WB LT
6	Green No Walk	2	1,2		0	EB
7	Phase Not On	2	3,4		0	NB LT
8	Phase Not On	2	3,4		0	SB
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	

Phase Timing Plans

Plan 1 *2.Controller -> 2.Phase -> 1.Phase Timing Plans -> 1. -> Enter)*

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	31	0	30	0	19	0	35	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	15	5	5	5	15	5	5	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3.0	5.0	3.0	3.0	5.0	5.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	15	75	10	20	15	75	10	20	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	30	50	30	50	30	30	50	50	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.8	4.8	4.0	4.0	4.8	4.8	3.7	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 1 (cont.) *2.Controller -> 2.Phase -> 1.Phase Timing Plans -> 1. -> Enter)*

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Bay County MaxTime Timing Sheet

Unit Information

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Phase Options Plans **Plan 1** *2.Controller -> 2.Phase -> 2.Phase Options Plans -> 1. -> Enter)*

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable	X	X	X	X	X	X	X	X												
Auto Flash Ent.				X				X												
Auto Flash Exit		X				X														
Non Actuated I		X				X														
Non Actuated II				X				X												
Non Lock Mem	X			X	X			X												
Min Veh Recall		X				X														
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry		X		X		X		X												
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				
Force Ped Coord Yield																				
Ped Recycle																				

Bay County MaxTime Timing Sheet

Unit Information

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Plan 1 (cont.) *2.Controller -> 2.Phase -> 2.Phase Options Plans -> 1. -> Enter)*

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Enable																				
Auto Flash Ent.																				
Auto Flash Exit																				
Non Actuated I																				
Non Actuated II																				
Non Lock Mem																				
Min Veh Recall																				
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry																				
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				
Force Ped Coord Yield																				
Ped Recycle																				

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Backup Prevention

Sequence 1 *2.Controller -> 3.Sequence & Phs Config -> 4.Backup Prevention -> 1.Backup Protection Plan -> 1. -> Enter)*

No Backkup Phase		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Serve Phase	1																				
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
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	30																				
	31																				
	32																				
	33																				
	34																				
	35																				
	36																				
	37																				
	38																				
	39																				
	40																				

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Backup Prevention

Sequence *(cont.)* *2.Controller -> 3.Sequence & Phs Config -> 4.Backup Prevention -> 1.Backup Protection Plan -> 1. -> Enter)*

No Backkup Phase		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Serve Phase	1																				
	2																				
	3																				
	4																				
	5																				
	6																				
	7																				
	8																				
	9																				
	10																				
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	30																				
	31																				
	32																				
	33																				
	34																				
	35																				
	36																				
	37																				
	38																				
	39																				
	40																				

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Sequence Configuration

2.Controller -> 3.Sequence & Phs Config -> 1.Sequences)

Sequence 1

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3

Ring	Phases
1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4

Ring	Phases
1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 5

Ring	Phases
1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 6

Ring	Phases
1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 7

Ring	Phases
1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 8

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Unit Parameters

2.Controller -> 1.Unit

Ext Mode	Disable
Startup Flash	5
Auto Ped Clr	Enable
Red Revert	4.0
Backup Time	600
Start Clear Hold	4

Grn Flash Freq.	60
Yel Flash Freq.	60
MCE Seq.	1
MCE Enable	Disable
Start Yellow	0.0
Start Red	0.0

Free Seq.	1
All Red Flsh Exit	0
Local Flash - CVM	Disable
3-Ph Diamond Seq	
4-Ph Diamond Seq	
Sep Diamond Seq	

Global Vehicle Detector Parameters

Global No Activity	0	Global Max Presence	30	Global Erratic Count	60

Vehicle Detector Plans

Plan 1 *2.Controller -> 4.Detector -> 1.Vehicle Detector Plans -> 1. -> Enter)*

Det.	Call Phs	Call Ovl	Additional Call Phase	Switch Phase	Delay	Extend	Queue Limit	Extension Hold	No Activity	Max Presence	Erratic Counts	Failed Time	Description
1	1	0		0	0.0	0.0	0	0.0	0	0	0	0	
2	2	0		0	0.0	0.0	0	0.0	0	0	0	0	
3	3	0		0	0.0	0.0	0	0.0	0	0	0	0	
4	4	0		0	0.0	0.0	0	0.0	0	0	0	0	
5	5	0		0	0.0	0.0	0	0.0	0	0	0	0	
6	6	0		0	0.0	0.0	0	0.0	0	0	0	0	
7	7	0		0	0.0	0.0	0	0.0	0	0	0	0	
8	8	0		0	0.0	0.0	0	0.0	0	0	0	0	
9	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
10	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
11	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
12	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
13	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
14	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
15	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
16	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
17	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
18	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
19	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
20	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
21	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
22	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
23	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
24	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
25	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
26	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
27	0	0		0	0.0	0.0	0	0.0	0	0	0	0	
28	0	0		0	0.0	0.0	0	0.0	0	0	0	0	

Vehicle Detector Options *2.Controller -> 4.Detector -> 2.Vehicle Detector Options -> 1. -> Enter)*

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Volume Detector																				
Occupancy																				
Yellow Lock Call																				
Red Lock call																				
Passage	X	X	X	X	X	X	X	X												
Queue																				
Call																				
Terminate	X	X	X	X	X	X	X	X												

Detector	21	22	23	24	25	26	27	28
Volume Detector								
Occupancy								
Yellow Lock Call								
Red Lock call								
Passage								
Queue								
Call								
Terminate								

Data Collection Period	60

Pedestrian Detector Plans

Plan 1 *2.Controller -> 4.Detector -> 3.Pedestrian Detector Options -> 1. -> Enter)*

Det	Call Phase	Call Ovlp	Add. Call Phase	Walk 2 Enable Time	Ped Clr 2 Enable Time	No Act	Max Presence	Erratic Count
1	2	0		0	0	0	0	0
2	2	0		0	0	0	0	0
3	4	0		0	0	0	0	0
4	4	0		0	0	0	0	0
5	6	0		0	0	0	0	0
6	6	0		0	0	0	0	0

Global Pedestrian Detector Parameters

Global No Activity	0
Global Max Presence	30
Global Erratic Count	60

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Coordination Parameters *(2.Controller ->5.Coordination ->1.Coord Parameters)*

Operational Mode	Automatic
Coord Mode	Auto Permissive
Maximum Mode	Max Inhibit
Force Mode	Fixed
Correction Mode	
Max Cycle Limit %	17
Min Cycle Limit %	17
Max Dwell	0

Front Panel Settings

(3.Administration ->7.Front Panel Settings

1.Options
(Front Panel Backlight Timeout = 600)

Advanced Coord Options *(2.Controller ->5.Coordination ->5.Coord Parameters)*

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Offset Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Allow Split Underrun																				
Allow Split Overrun																				
Allow No Coord Phase																				
Coord Now																				

Coordination Patterns *(2.Controller ->5.Coordination ->2.Patterns)*

Patt.	Cycle	Offset 1	Offset 2	Offset 2	Split	Sequence	Ref. Color	Max Mode	Phs Pln	Det Pln	Ped Pln
1	160	107	0	0	1	1	Yel	Inh	1	1	1
2	0	0	0	0	2	1	Yel	Inh	1	1	1
3	0	0	0	0	3	1	Yel	Inh	1	1	1
4	0	0	0	0	4	1	Yel	Inh	1	1	1
5	0	0	0	0	5	1	Yel	Inh	1	1	1
6	0	0	0	0	6	1	Yel	Inh	1	1	1
7	0	0	0	0	7	1	Yel	Inh	1	1	1
8	0	0	0	0	8	1	Yel	Inh	1	1	1
9	0	0	0	0	9	1	Yel	Inh	1	1	1
10	0	0	0	0	10	1	Yel	Inh	1	1	1
11	200	190	0	0	11	1	Yel	Inh	1	1	1
12	200	192	0	0	12	1	Yel	Inh	1	1	1
13	0	0	0	0	13	1	Yel	Inh	1	1	1
14	0	0	0	0	14	1	Yel	Inh	1	1	1
15	0	0	0	0	15	1	Yel	Inh	1	1	1
16	0	0	0	0	16	1	Yel	Inh	1	1	1
17	0	0	0	0	17	1	Yel	Inh	1	1	1
18	0	0	0	0	18	1	Yel	Inh	1	1	1
19	0	0	0	0	19	1	Yel	Inh	1	1	1
20	0	0	0	0	20	1	Yel	Inh	1	1	1
21	210	49	0	0	21	1	Yel	Inh	1	1	1
22	130	30	0	0	22	1	Yel	Inh	1	1	1
23	0	0	0	0	23	1	Yel	Inh	1	1	1
24	0	0	0	0	24	1	Yel	Inh	1	1	1
25	0	0	0	0	25	1	Yel	Inh	1	1	1
26	0	0	0	0	26	1	Yel	Inh	1	1	1
27	0	0	0	0	27	1	Yel	Inh	1	1	1
28	0	0	0	0	28	1	Yel	Inh	1	1	1
29	0	0	0	0	29	1	Yel	Inh	1	1	1
30	0	0	0	0	30	1	Yel	Inh	1	1	1
31	0	0	0	0	31	1	Yel	Inh	1	1	1
32	0	0	0	0	32	1	Yel	Inh	1	1	1
33	0	0	0	0	33	1	Yel	Inh	1	1	1
34	0	0	0	0	34	1	Yel	Inh	1	1	1

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Coordination Splits

Split 1 *(2.Controller ->5.Coordination ->3.Splits -> 1. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	105	X		Max Rcl + WR
3	16			None
4	23			None
5	16			None
6	105	X		Max Rcl + WR
7	16			None
8	23			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 2 *(2.Controller ->5.Coordination ->3.Splits -> 2. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 3 *(2.Controller ->5.Coordination ->3.Splits -> 3. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 4 *(2.Controller ->5.Coordination ->3.Splits -> 4. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Split 5 *(2.Controller ->5.Coordination ->3.Splits -> 5. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 6 *(2.Controller ->5.Coordination ->3.Splits -> 6. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 7 *(2.Controller ->5.Coordination ->3.Splits -> 7. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 8 *(2.Controller ->5.Coordination ->3.Splits -> 8. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Split 9 *(2.Controller ->5.Coordination ->3.Splits -> 9. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 10 *(2.Controller ->5.Coordination ->3.Splits -> 10. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 11 *(2.Controller ->5.Coordination ->3.Splits -> 11. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	21			None
2	131	X		Max Rcl + WR
3	18			None
4	30			None
5	16			None
6	136	X		Max Rcl + WR
7	16			None
8	32			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 12 *(2.Controller ->5.Coordination ->3.Splits -> 12. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	21			None
2	131	X		Max Rcl + WR
3	18			None
4	30			None
5	16			None
6	136	X		Max Rcl + WR
7	16			None
8	32			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Split 13 *(2.Controller ->5.Coordination ->3.Splits -> 13. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 14 *(2.Controller ->5.Coordination ->3.Splits -> 14. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 15 *(2.Controller ->5.Coordination ->3.Splits -> 15. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 16 *(2.Controller ->5.Coordination ->3.Splits -> 16. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Split 17 *(2.Controller ->5.Coordination ->3.Splits -> 17. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 18 *(2.Controller ->5.Coordination ->3.Splits -> 18. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 19 *(2.Controller ->5.Coordination ->3.Splits -> 19. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 20 *(2.Controller ->5.Coordination ->3.Splits -> 20. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Split 21 *(2.Controller ->5.Coordination ->3.Splits -> 21. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	26			None
2	136	X		Max Rcl + WR
3	18			None
4	30			None
5	16			None
6	146	X		Max Rcl + WR
7	16			None
8	32			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 22 *(2.Controller ->5.Coordination ->3.Splits -> 22. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	16			None
2	78	X		Max Rcl + WR
3	16			None
4	20			None
5	16			None
6	78	X		Max Rcl + WR
7	16			None
8	20			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 23 *(2.Controller ->5.Coordination ->3.Splits -> 23. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 24 *(2.Controller ->5.Coordination ->3.Splits -> 24. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Split 25 *(2.Controller ->5.Coordination ->3.Splits -> 25. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 26 *(2.Controller ->5.Coordination ->3.Splits -> 26. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 27 *(2.Controller ->5.Coordination ->3.Splits -> 27. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 28 *(2.Controller ->5.Coordination ->3.Splits -> 28. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Split 29 *(2.Controller ->5.Coordination ->3.Splits -> 29. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 30 *(2.Controller ->5.Coordination ->3.Splits -> 30. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 31 *(2.Controller ->5.Coordination ->3.Splits -> 31. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Split 32 *(2.Controller ->5.Coordination ->3.Splits -> 32. -> Enter)*

PH.	Time	Coord PH	Ref PH	Mode
1	0			None
2	0	X		Max Rcl + WR
3	0			None
4	0			None
5	0			None
6	0	X		Max Rcl + WR
7	0			None
8	0			None
9	0			None
10	0			None
11	0			None
12	0			None
13	0			None
14	0			None
15	0			None
16	0			None

Month of Year												Days of Week							Days of Month																														
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
						X						X	X	X	X	X	X	X				X																											

Enabled	Day Plan	Description
Off	13	Labor Day

Month of Year												Days of Week							Days of Month																														
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
								X					X																														X	X	X	X	X	X	X

Enabled	Day Plan	Description
Off	14	Thanksgiving/ BF

Month of Year												Days of Week							Days of Month																														
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
										X						X	X																										X	X	X	X	X	X	X

Enabled	Day Plan	Description
Off	15	Christmas / Eve

Month of Year												Days of Week							Days of Month																														
J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	#	#	#	#	#	#	#	#	#	#	20	21	22	23	24	25	26	27	28	29	30	31
											X	X	X	X	X	X	X	X																								X	X						

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Day Plans

(2.Controller ->6.Scheduler ->2.Day Plans)

Day Plan 1

Event	Hour	Min.	Act
1	9	0	12
2	19	0	1
3	20	0	22
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 2

Event	Hour	Min.	Act
1	6	30	1
2	9	30	11
3	15	0	21
4	19	30	1
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 3

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Actions

(2.Controller ->6.Scheduler ->3.Actions)

		Aux.			Special Functions						
Act	Pattern	1	2	3	1	2	3	4	5	6	7	8
1	Pattern 1											
2	Pattern 2											
3	Pattern 3											
4	Pattern 4											
5	Pattern 5											
6	Pattern 6											
7	Pattern 7											
8	Pattern 8											
9	Pattern 9											
10	Pattern 10											

Day Plan Copy
(2.Controller ->6.Scheduler ->4.Day Plan Copy)

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Overlaps

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->1->Enter)*

Plan 1

OLP	Included Phases	Modifier Phases	Negative Phases
1	2	1	
2			
3	6	5	
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->1->Enter)*

Plan 1

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	FYA - 4 Sec	0	0.0	0.0	0	0	0.0	Off	Overlap A
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	FYA - 4 Sec	0	0.0	0.0	0	0	0.0	Off	Overlap C
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->1->Enter)*

Plan 1

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->1->Enter)*

Plan 1

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->1->Enter)*

Plan 1

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Overlap Plans

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->2->Enter)*

Plan 2

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->2->Enter)*

Plan 2

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->2->Enter)*

Plan 2

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->2->Enter)*

Plan 2

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->2->Enter)*

Plan 2

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Overlap Plans

Standard Overlaps - Phases *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Phases->3->Enter)*

Plan 3

OLP	Included Phases	Modifier Phases	Negative Phases
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			

Overlap Plan Copy
(2.Controller ->7.Overlaps ->5.Overlap Plan Copy)

Standard Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Standard Overlaps ->1.Overlap Parameters->3->Enter)*

Plan 3

OLP	Enabled	Type	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Delay	Flash	Descriptions
1	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
2	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
3	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
4	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
5	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
6	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
7	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
8	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
9	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
10	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
11	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
12	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
13	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
14	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
15	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
16	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
17	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	
18	Enabled	Off	0	0.0	0.0	0	0	0.0	Off	

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Additional Overlaps - Phases *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Phases->3->Enter)*

Plan 3

OLP	Inhibit Negative Phases	Negative Overlaps	Trail Green Omit Phases	Negative Peds	Neg Ped Overlaps	Green Supress Phases
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Additional Overlaps - Parameters *(2.Controller ->7.Overlap ->1.Additional Overlaps ->1.Overlap Parameters->3->Enter)*

Plan 3

OLP	Alt Walk	Alt Ped Clear	Min Green	Green Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0	0	0	0.0	Off	Off	Off
2	0	0	0	0	0.0	Off	Off	Off
3	0	0	0	0	0.0	Off	Off	Off
4	0	0	0	0	0.0	Off	Off	Off
5	0	0	0	0	0.0	Off	Off	Off
6	0	0	0	0	0.0	Off	Off	Off
7	0	0	0	0	0.0	Off	Off	Off
8	0	0	0	0	0.0	Off	Off	Off
9	0	0	0	0	0.0	Off	Off	Off
10	0	0	0	0	0.0	Off	Off	Off
11	0	0	0	0	0.0	Off	Off	Off
12	0	0	0	0	0.0	Off	Off	Off
13	0	0	0	0	0.0	Off	Off	Off
14	0	0	0	0	0.0	Off	Off	Off
15	0	0	0	0	0.0	Off	Off	Off
16	0	0	0	0	0.0	Off	Off	Off
17	0	0	0	0	0.0	Off	Off	Off
18	0	0	0	0	0.0	Off	Off	Off

Overlap Options *(2.Controller ->7.Overlap ->3.Overlap Option->3->Enter)*

Plan 3

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Startup Call																		
Recall																		
Disable Veh Reservice																		
No Hold on Trailing Exit																		
Ped Recycle																		
Disable Yellow Protect																		
Disable Bridging																		

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Preemption

Preempt Phasing *(2.Controller ->8.Preemption ->1.Preempt Phasing)*

Preempt	1	2	3	4	5	6	7
Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description							
Dwell Phase							
Exit Phase							
Exit Overlaps							
Track Phase							
Track 2 Phases							
Track Overlap							
Track 2 Overlap							
Dwell Ped							
Dwell Overlap							
Cycling Phase							
Cycling Ped							
Cycling Overlap							
Veh Exit Calls							
Ped Exit Calls							
Exit Omit Phase							

Preempt Parameters *(2.Controller ->8.Preemption ->2.Preempt Parameters)*

Preempt	1	2	3	4	5	6	7
Link	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0	0
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	0	0	0	0	0
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Enter Min Green	0	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Walk	0	0	0	0	0	0	0
Enter Ped Clear	255	255	255	255	255	255	255
Track Green	0	0	0	0	0	0	0
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0	0
Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Ext. Gate Down	0	0	0	0	0	0	0
Dwell Green	0	0	0	0	0	0	0
Exit Ped Clear	255	255	255	255	255	255	255
Exit Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Ext Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0	0
Veh Exit Calls							
Ped Exit Calls							

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Preempt Options

(2.Controller ->8.Preemption ->3.Preempt Options)

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non Locking Memory																
Not Override Flash																
Not Override Next Preempt																
Flash Dwell																

Preempt Additional Options

(2.Controller ->8.Preemption ->4.Additional Options)

Preempt	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Immediate Ped Clear																
Dwell Only Status Output																
All Red Flash Dwell																
Allow All Overlaps																
Require All Red Entry																
Require Gate Down Track Exit																
Require Gate Up Dwell Exit																
Use Normal On/Normal Off Input																

Preempt Function Outputs

(2.Controller ->8.Preemption ->5.Preempt Function Outputs)

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

Bay County MaxTime Timing Sheet

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Channel Configuration *(2.Controller ->9.More ->1.Channels->1.Channel Config)*

Chan	Ctrl Type	Source
1	Phs Veh	1
2	Phs Veh	2
3	Phs Veh	3
4	Phs Veh	4
5	Phs Veh	5
6	Phs Veh	6
7	Phs Veh	7
8	Phs Veh	8
9	Phs Ped	2
10	Phs Ped	4

Chan	Ctrl Type	Source
11	Phs Ped	6
12	Phs Ped	8
13	Olp	1
14	Olp	2
15	Olp	3
16	Olp	4
17	None	0
18	None	0
19	None	0
20	None	0

Channel Options *(2.Controller ->9.More ->1.Channels->2.Channel Opt*

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow		X				X										
Flash Red	X		X	X	X		X	X								
Alt Flash	X			X	X			X								
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow																
Flash Red																
Alt Flash																

Channel Configuration
(2.Controller ->9.More ->1.Channels->3.Concurrency Mode & Control)

Concurrency Mode
Concurrency Mode
Auto

Manual Concurrency
(2.Controller ->9.More ->1.Channels->4.Manual Channel Concurrency

Manual Concurrency	
Channel	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	

Auto Concurrency
(2.Controller ->9.More ->1.Channels->5.Auto Channel Concurrency

Auto Concurrency	
Channel	Concurrency
1	5,6,11,15
2	5,6,9,11,13,15
3	7,8,12
4	7,8,10,12
5	9,13
6	9,11,13,15
7	10
8	10,12
9	11,13,15
10	12
11	13,15
12	
13	
14	
15	
16	
17	
18	

Conflict Monitor Card
(2.Controller ->9.More ->1.Channels->6.Conflict Monitor Card

Conflict Monitor Card	
Channel	Concurrency
1	5,6,11,13,15
2	5,6,9,11,13,15
3	7,8,12,14,16
4	7,8,10,12,14,16
5	9,13,15
6	9,11,13,15
7	10,14,16
8	10,12,14,16
9	11,13,15
10	12,14,16
11	13,15
12	14,16
13	15
14	16
15	
16	
17	
18	

IO Modules *(2.Controller ->9.More ->2.Advanced IO->1.IO Modules*

IO Mod	TYPE
1	TS1 ABCD Connectors
2	TS2 MMU
3	None
4	None
5	None
6	None
7	None
8	None

Input Points *(2.Controller ->9.More ->2.Advanced IO>3.Input Points->1->Enter)*

Input Point	Description	Input Control Type	Index
1	A-f	Veh Det Call	1
2	A-K	Veh Det Call	2
3	B-N	Veh Det Call	3
4	B-L	Veh Det Call	4
5	C-P	Veh Det Call	5
6	C-S	Veh Det Call	6
7	C-V	Veh Det Call	7
8	C-t	Veh Det Call	8
9	A-g	Ped Det Call	1
10	A-L	Ped Det Call	2
11	B-P	Ped Det Call	3
12	B-M	Ped Det Call	4
13	C-R	Ped Det Call	5
14	C-T	Ped Det Call	6
15	C-U	Ped Det Call	7
16	C-W	Ped Det Call	8
17	A-h	Phase Hold	1
18	A-M	Phase Hold	2
19	B-i	Phase Hold	3
20	B-h	Phase Hold	4
21	C-m	Phase Hold	5
22	C-p	Phase Hold	6
23	C-EE	Phase Hold	7
24	C-X	Phase Hold	8
25	A-EE	Phase Ped Omit	1
26	A-v	Phase Ped Omit	2
27	B-j	Phase Ped Omit	3
28	B-x	Phase Ped Omit	4
29	B-T	Phase Ped Omit	5
30	B-k	Phase Ped Omit	6
31	B-m	Phase Ped Omit	7
32	B-n	Phase Ped Omit	8
33	B-U	Phase Omit	1
34	B-S	Phase Omit	2
35	B-R	Phase Omit	3
36	B-g	Phase Omit	4
37	C-n	Phase Omit	5
38	C-q	Phase Omit	6
39	C-r	Phase Omit	7
40	C-s	Phase Omit	8
41	A-i	Rg Force Off	1
42	A-N	Rg Stop Timing	1
43	A-P	Rg Inhi Max Term	1
44	A-x	Rg Red Rest	1
45	A-FF	Rg Ped Recycle	1
46	A-GG	Rg Max 2 Select	1
47	A-w	Rg Omit Red Cl	1
48	A-m	Call Non Act 1	1
49	C-Y	Rg Force Off	2
50	C-Z	Rg Stop Timing	2
51	C-a	Rg Inhi Max Term	2
52	C-u	Rg Red Rest	2
53	B-V	Rg Ped Recycle	2
54	B-z	Rg Max 2 Select	2
55	C-v	Rg Omit Red Cl	2
56	A-z	Call Non Act 2	1
57	A-R	Ext Start	1
58	A-S	Interval Adv	1
59	A-T	Ind Lamp Ctrl	1
60	A-j	Ext Min Recall	1
61	A-k	Man Ctrl Enable	1
62	A-q	IO Mode 0	1
63	A-y	IO Mode 1	1
64	A-HH	IO Mode 2	1

Input Point	Description	Input Control Type	Index
65	A-n	Test Input A	1
66	A-AA	Test Input B	1
67	C-b	Test Input C	1
68	A-BB	Walk Rest Mo	1
69	B-B	Preempt Input	2
70	B-W	Preempt Input	4
71	B-X	Preempt Input	5
72	B-v	Preempt Input	6
73	D-A	Veh Det Call	9
74	D-B	Veh Det Call	10
75	D-C	Veh Det Call	11
76	D-D	Veh Det Call	12
77	D-E	Veh Det Call	13
78	D-F	Veh Det Call	14
79	D-G	Veh Det Call	15
80	D-H	Veh Det Call	16
81	D-J	Veh Det Call	17
82	D-K	Veh Det Call	18
83	D-L	Veh Det Call	19
84	D-M	Veh Det Call	20
85	D-N	Veh Det Call	21
86	D-P	Veh Det Call	22
87	D-R	Veh Det Call	23
88	D-S	Veh Det Call	24
89	D-T	Clock Reset	1
90	D-U	Not Active	0
91	D-V	Not Active	0
92	D-W	Not Active	0
93	D-X	Not Active	0
94	D-Y	Coord Free Switch	1
95	D-Z	Not Active	0
96	D-a	Not Active	0
97	D-b	Alarm 1	1
98	D-c	Alarm 2	1
99	D-d	Unit Alarm	3
100	D-e	Unit Alarm	4
101	D-f	Unit Alarm	5
102	D-g	Auto Flash	1
103	D-h	Unit CMU/MMU Flash	1
104	D-i	Unit Local Flash	1
105	D-j	Spec Func Input	1
106	D-k	Spec Func Input	2
107	D-m	Spec Func Input	3
108	D-n	Spec Func Input	4
109	D-p	Spec Func Input	5
110	D-q	Spec Func Input	6
111	D-r	Spec Func Input	7
112	D-s	Spec Func Input	8
113	D-t	Preempt Input	1
114	D-u	Preempt Input	2
115	D-v	Preempt Input	3
116	D-w	Preempt Input	4
117	D-x	Preempt Input	5
118	D-y	Preempt Input	6
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Output Points *(2.Controller ->9.More ->2.Advanced IO>4.Output Points->1->Enter)*

Output Point	Description	Output Control Type	Index
1	A-f	Veh Det Call	1
2	A-K	Veh Det Call	2
3	B-N	Veh Det Call	3
4	B-L	Veh Det Call	4
5	C-P	Veh Det Call	5
6	C-S	Veh Det Call	6
7	C-V	Veh Det Call	7
8	C-t	Veh Det Call	8
9	A-g	Ped Det Call	1
10	A-L	Ped Det Call	2
11	B-P	Ped Det Call	3
12	B-M	Ped Det Call	4
13	C-R	Ped Det Call	5
14	C-T	Ped Det Call	6
15	C-U	Ped Det Call	7
16	C-W	Ped Det Call	8
17	A-h	Phase Hold	1
18	A-M	Phase Hold	2
19	B-i	Phase Hold	3
20	B-h	Phase Hold	4
21	C-m	Phase Hold	5
22	C-p	Phase Hold	6
23	C-EE	Phase Hold	7
24	C-X	Phase Hold	8
25	A-EE	Phase Ped Omit	1
26	A-v	Phase Ped Omit	2
27	B-j	Phase Ped Omit	3
28	B-x	Phase Ped Omit	4
29	B-T	Phase Ped Omit	5
30	B-k	Phase Ped Omit	6
31	B-m	Phase Ped Omit	7
32	B-n	Phase Ped Omit	8
33	B-U	Phase Omit	1
34	B-S	Phase Omit	2
35	B-R	Phase Omit	3
36	B-g	Phase Omit	4
37	C-n	Phase Omit	5
38	C-q	Phase Omit	6
39	C-r	Phase Omit	7
40	C-s	Phase Omit	8
41	A-i	Rg Force Off	1
42	A-N	Rg Stop Timing	1
43	A-P	Rg Inhi Max Term	1
44	A-x	Rg Red Rest	1
45	A-FF	Rg Ped Recycle	1
46	A-GG	Rg Max 2 Select	1
47	A-w	Rg Omit Red Cl	1
48	A-m	Call Non Act 1	1
49	C-Y	Rg Force Off	2
50	C-Z	Rg Stop Timing	2
51	C-a	Rg Inhi Max Term	2
52	C-u	Rg Red Rest	2
53	B-V	Rg Ped Recycle	2
54	B-z	Rg Max 2 Select	2
55	C-v	Rg Omit Red Cl	2
56	A-z	Call Non Act 2	1
57	A-R	Ext Start	1
58	A-S	Interval Adv	1
59	A-T	Ind Lamp Ctrl	1
60	A-j	Ext Min Recall	1
61	A-k	Man Ctrl Enable	1
62	A-q	IO Mode 0	1
63	A-y	IO Mode 1	1
64	A-HH	IO Mode 2	1
65	A-n	Test Input A	1
66	A-AA	Test Input B	1
67	C-b	Test Input C	1
68	A-BB	Walk Rest Mo	1
69	B-B	Preempt Input	2
70	B-W	Preempt Input	4
71	B-X	Preempt Input	5
72	B-v	Preempt Input	6
73	D-A	Veh Det Call	9
74	D-B	Veh Det Call	10
75	D-C	Veh Det Call	11
76	D-D	Veh Det Call	12
77	D-E	Veh Det Call	13
78	D-F	Veh Det Call	14
79	D-G	Veh Det Call	15
80	D-H	Veh Det Call	16
81	D-J	Veh Det Call	17
82	D-K	Veh Det Call	18
83	D-L	Veh Det Call	19
84	D-M	Veh Det Call	20
85	D-N	Veh Det Call	21
86	D-P	Veh Det Call	22
87	D-R	Veh Det Call	23
88	D-S	Veh Det Call	24
89	D-T	Clock Reset	1
90	D-U	Not Active	0
91	D-V	Not Active	0
92	D-W	Not Active	0
93	D-X	Not Active	0
94	D-Y	Coord Free Switch	1
95	D-Z	Not Active	0
96	D-a	Not Active	0
97	D-b	Alarm 1	1
98	D-c	Alarm 2	1
99	D-d	Unit Alarm	3
100	D-e	Unit Alarm	4
101	D-f	Unit Alarm	5
102	D-g	Auto Flash	1
103	D-h	Unit CMU/MMU Flash	1
104	D-i	Unit Local Flash	1
105	D-j	Spec Func Input	1
106	D-k	Spec Func Input	2
107	D-m	Spec Func Input	3
108	D-n	Spec Func Input	4
109	D-p	Spec Func Input	5
110	D-q	Spec Func Input	6
111	D-r	Spec Func Input	7
112	D-s	Spec Func Input	8
113	D-t	Preempt Input	1
114	D-u	Preempt Input	2
115	D-v	Preempt Input	3
116	D-w	Preempt Input	4
117	D-x	Preempt Input	5
118	D-y	Preempt Input	6
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Bay County MaxTime Timing Sheet

175 - PCB Pkwy & Cauley Av - Chip Seal Pkwy

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Phase Intervals *(2.Controller ->9.More ->2.Advanced IO>5.Phase Intervals)*

Interval	Description	Red	Yellow	Green	Type
1	Not Act	On	Off	Off	Red
2	Dly Grn	On	Off	Off	Red
3	Pre Grn	Off	Off	On	Green
4	Min Grn	Off	Off	On	Green
5	Grn Ext	Off	Off	On	Green
6	Grn Dwell	Off	Off	On	Green
7	Pre Clr	Off	Off	On	Green
8	Yel Change	Off	On	Off	Yellow
9	Red Clr	On	Off	Off	Red
10	Red Dwell	On	Off	Off	Red
11	Barrier	On	Off	Off	Red

Alarm Configuration
(2.Controller ->9.More ->3.Alarms)

Alarm	Alarm Name
1	Door Open
2	
3	
4	
5	
6	
7	
8	
9	
10	

Pedestrian Intervals *(2.Controller ->9.More ->2.Advanced IO>6.Pedestrian Intervals)*

Interval	Description	Dont Walk	Clearance	Walk	Type
1	Not Active	On	Off	Off	Dont Walk
2	Dly Ped	On	Off	Off	Dont Walk
3	Walk	Off	Off	On	Walk
4	Walk Dwell	Off	Off	On	Walk
5	Flsh DWalk	Flash	On	Off	Ped Clear
6	DWalk	On	Off	Off	Dont Walk

Bay County MaxTime Timing Sheet

175 - PCB Pkwy & Cauley Av - Chip Seal Pkwy

Controller ID	175
Main St.	PCB Pkwy
Side St.	Cauley Av - Chip Seal Pkwy

Peer Intersections *(2.Controller ->9.More ->4.Peer)*

Controller	Peer ID	IP / Hostname	SNMP Port	HTTP Port	Serial Port	Serial Address	Master Section	P2P Timeout	Description
1	0		161	80	0	0	0	15	
2	0		161	80	0	0	0	15	
3	0		161	80	0	0	0	15	
4	0		161	80	0	0	0	15	
5	0		161	80	0	0	0	15	
6	0		161	80	0	0	0	15	
7	0		161	80	0	0	0	15	
8	0		161	80	0	0	0	15	
9	0		161	80	0	0	0	15	
10	0		161	80	0	0	0	15	
11	0		161	80	0	0	0	15	
12	0		161	80	0	0	0	15	
13	0		161	80	0	0	0	15	
14	0		161	80	0	0	0	15	
15	0		161	80	0	0	0	15	
16	0		161	80	0	0	0	15	
17	0		161	80	0	0	0	15	
18	0		161	80	0	0	0	15	
19	0		161	80	0	0	0	15	
20	0		161	80	0	0	0	15	

Prioritor Configuration
(2.Controller ->9.More ->6.Prioritor-> 1.Prioritor Configuration)

Enabled	Lock Out Time
No	0

Prioritor Options
(2.Controller ->9.More ->6.Prioritor-> 3.Prioritor Options)

PriorNum	1	2	3	4	5	6	7	8
Lockout After First Service								
Presence Only Check-in								

Prioritor Phase Settings *(2.Controller ->9.More ->6.Prioritor->2.Prioritor Phase Settings)*

Prioritor	Enabled	Priority Phases	Skippable Phases	Delay Time	Estimated Travel Time	Max Presence	Reservice Lockout	Free Min Green	Free Max Green	Description
1	On									
2	On									
3	On									
4	On									
5	On									
6	On									
7	On									
8	On									

User Programs Descriptions *(2.Controller ->9.More ->6.Prioritor->7.User Programs->1.Description)*

Program	Enabled	Description
1	Enabled	
2	Enabled	
3	Enabled	
4	Enabled	
5	Enabled	

User Programs Definition

Program 1 *(2.Controller ->9.More ->6.Prioritor->7.User Programs->2.Definition->1->Enter)*

Statement	Result Value	Result	Index	Operation	Parameter A	Index	Parameter B	Index	Delay	Extension	Description
1	0	None	0	None	None	0	None	0	0.0	0.0	
2	0	None	0	None	None	0	None	0	0.0	0.0	
3	0	None	0	None	None	0	None	0	0.0	0.0	
4	0	None	0	None	None	0	None	0	0.0	0.0	
5	0	None	0	None	None	0	None	0	0.0	0.0	
6	0	None	0	None	None	0	None	0	0.0	0.0	
7	0	None	0	None	None	0	None	0	0.0	0.0	
8	0	None	0	None	None	0	None	0	0.0	0.0	
9	0	None	0	None	None	0	None	0	0.0	0.0	
10	0	None	0	None	None	0	None	0	0.0	0.0	
11	0	None	0	None	None	0	None	0	0.0	0.0	
12	0	None	0	None	None	0	None	0	0.0	0.0	
13	0	None	0	None	None	0	None	0	0.0	0.0	
14	0	None	0	None	None	0	None	0	0.0	0.0	
15	0	None	0	None	None	0	None	0	0.0	0.0	
16	0	None	0	None	None	0	None	0	0.0	0.0	
17	0	None	0	None	None	0	None	0	0.0	0.0	
18	0	None	0	None	None	0	None	0	0.0	0.0	
19	0	None	0	None	None	0	None	0	0.0	0.0	
20	0	None	0	None	None	0	None	0	0.0	0.0	
21	0	None	0	None	None	0	None	0	0.0	0.0	
22	0	None	0	None	None	0	None	0	0.0	0.0	
23	0	None	0	None	None	0	None	0	0.0	0.0	
24	0	None	0	None	None	0	None	0	0.0	0.0	
25	0	None	0	None	None	0	None	0	0.0	0.0	

Program 2 *(2.Controller ->9.More ->6.Prioritor->7.User Programs->2.Definition->2->Enter)*

Statement	Result Value	Result	Index	Operation	Parameter A	Index	Parameter B	Index	Delay	Extension	Description
1	0	None	0	None	None	0	None	0	0.0	0.0	
2	0	None	0	None	None	0	None	0	0.0	0.0	
3	0	None	0	None	None	0	None	0	0.0	0.0	
4	0	None	0	None	None	0	None	0	0.0	0.0	
5	0	None	0	None	None	0	None	0	0.0	0.0	
6	0	None	0	None	None	0	None	0	0.0	0.0	
7	0	None	0	None	None	0	None	0	0.0	0.0	
8	0	None	0	None	None	0	None	0	0.0	0.0	
9	0	None	0	None	None	0	None	0	0.0	0.0	
10	0	None	0	None	None	0	None	0	0.0	0.0	
11	0	None	0	None	None	0	None	0	0.0	0.0	
12	0	None	0	None	None	0	None	0	0.0	0.0	
13	0	None	0	None	None	0	None	0	0.0	0.0	
14	0	None	0	None	None	0	None	0	0.0	0.0	
15	0	None	0	None	None	0	None	0	0.0	0.0	
16	0	None	0	None	None	0	None	0	0.0	0.0	
17	0	None	0	None	None	0	None	0	0.0	0.0	
18	0	None	0	None	None	0	None	0	0.0	0.0	
19	0	None	0	None	None	0	None	0	0.0	0.0	
20	0	None	0	None	None	0	None	0	0.0	0.0	
21	0	None	0	None	None	0	None	0	0.0	0.0	
22	0	None	0	None	None	0	None	0	0.0	0.0	
23	0	None	0	None	None	0	None	0	0.0	0.0	
24	0	None	0	None	None	0	None	0	0.0	0.0	
25	0	None	0	None	None	0	None	0	0.0	0.0	

Appendix C: Intersection Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: US 98 & Nautilus St
COUNT DATE: May 16, 2023
AM PEAK HOUR FACTOR: 0.89
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	3	38	1,391	58	2	91	1,539	188	0	62	24	64	1	319	55	34
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM EXISTING CONDITIONS	**3**	**38**	**1,405**	**59**	**2**	**92**	**1,554**	**190**	**0**	**63**	**24**	**65**	**1**	**322**	**56**	**34**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	1	66	1,870	77	3	28	1,530	310	0	61	59	33	5	344	50	27
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM EXISTING CONDITIONS	**1**	**67**	**1,889**	**78**	**3**	**28**	**1,545**	**313**	**0**	**62**	**60**	**33**	**5**	**347**	**51**	**27**

"OPENING YEAR (2030) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Opening Year	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
AM BACKGROUND TRAFFIC GROWTH	1	7	265	11	0	17	293	36	0	12	5	12	0	61	11	6
NO BUILD OPENING YEAR AM TRAFFIC	**4**	**45**	**1,670**	**70**	**2**	**109**	**1,847**	**226**	**0**	**75**	**29**	**77**	**1**	**383**	**67**	**40**
	5	*45*	*1,670*	*70*	*5*	*110*	*1,850*	*230*	*0*	*75*	*30*	*80*	*5*	*385*	*70*	*40*
TRAFFIC DIVERSIONS																
BUILD OPENING YEAR AM TRAFFIC	**4**	**45**	**1,670**	**70**	**2**	**109**	**1,847**	**226**	**0**	**75**	**29**	**77**	**1**	**383**	**67**	**40**
	5	*45*	*1,670*	*70*	*5*	*110*	*1,850*	*230*	*0*	*75*	*30*	*80*	*5*	*385*	*70*	*40*

"OPENING YEAR (2030) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
PM BACKGROUND TRAFFIC GROWTH	0	13	356	15	1	5	292	59	0	12	11	6	1	65	10	5
OPENING YEAR PM TRAFFIC	**1**	**80**	**2,245**	**93**	**4**	**33**	**1,837**	**372**	**0**	**74**	**71**	**39**	**6**	**412**	**61**	**32**
	5	*80*	*2,245*	*95*	*5*	*35*	*1,840*	*375*	*0*	*75*	*75*	*40*	*10*	*415*	*65*	*35*
TRAFFIC DIVERSIONS																
BUILD OPENING YEAR PM TRAFFIC	**1**	**80**	**2,245**	**93**	**4**	**33**	**1,837**	**372**	**0**	**74**	**71**	**39**	**6**	**412**	**61**	**32**
	5	*80*	*2,245*	*95*	*5*	*35*	*1,840*	*375*	*0*	*75*	*75*	*40*	*10*	*415*	*65*	*35*

"DESIGN YEAR (2050) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
AM BACKGROUND TRAFFIC GROWTH	1	16	579	24	1	38	641	78	0	26	10	27	0	133	23	14
NO BUILD DESIGN YEAR AM TRAFFIC	**5**	**61**	**2,249**	**94**	**3**	**147**	**2,488**	**304**	**0**	**101**	**39**	**104**	**1**	**516**	**90**	**54**
	5	*65*	*2,250*	*95*	*5*	*150*	*2,490*	*305*	*0*	*105*	*40*	*105*	*5*	*520*	*90*	*55*
TRAFFIC DIVERSIONS																
BUILD DESIGN YEAR AM TRAFFIC	**5**	**61**	**2,249**	**94**	**3**	**147**	**2,488**	**304**	**0**	**101**	**39**	**104**	**1**	**516**	**90**	**54**
	5	*65*	*2,250*	*95*	*5*	*150*	*2,490*	*305*	*0*	*105*	*40*	*105*	*5*	*520*	*90*	*55*

"DESIGN YEAR (2050) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
PM BACKGROUND TRAFFIC GROWTH	0	28	779	32	1	11	637	129	0	26	25	14	2	143	21	11
DESIGN YEAR PM TRAFFIC	**1**	**108**	**3,024**	**125**	**5**	**44**	**2,474**	**501**	**0**	**100**	**96**	**53**	**8**	**555**	**82**	**43**
	5	*110*	*3,025*	*125*	*5*	*45*	*2,475*	*505*	*0*	*100*	*100*	*55*	*10*	*555*	*85*	*45*
TRAFFIC DIVERSIONS																
BUILD DESIGN YEAR PM TRAFFIC	**1**	**108**	**3,024**	**125**	**5**	**44**	**2,474**	**501**	**0**	**100**	**96**	**53**	**8**	**555**	**82**	**43**
	5	*110*	*3,025*	*125*	*5*	*45*	*2,475*	*505*	*0*	*100*	*100*	*55*	*10*	*555*	*85*	*45*

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: US 98 & Clara Ave
COUNT DATE: May 16, 2023
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.98

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	10	14	1,760	130	0	55	1,742	21	0	104	8	55	0	59	10	47
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM EXISTING CONDITIONS	**10**	**14**	**1,778**	**131**	**0**	**56**	**1,759**	**21**	**0**	**105**	**8**	**56**	**0**	**60**	**10**	**47**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	19	37	1,865	248	0	46	1,770	56	0	166	16	26	0	43	8	31
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM EXISTING CONDITIONS	**19**	**37**	**1,884**	**250**	**0**	**46**	**1,788**	**57**	**0**	**168**	**16**	**26**	**0**	**43**	**8**	**31**

"OPENING YEAR (2030) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Opening Year	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
AM BACKGROUND TRAFFIC GROWTH	2	3	335	25	0	11	332	4	0	20	2	11	0	11	2	9
OPENING YEAR AM TRAFFIC	**12**	**17**	**2,113**	**156**	**0**	**67**	**2,091**	**25**	**0**	**125**	**10**	**67**	**0**	**71**	**12**	**56**
	15	*20*	*2,115*	*160*	*0*	*70*	*2,095*	*25*	*0*	*125*	*10*	*70*	*0*	*75*	*15*	*60*
TRAFFIC DIVERSIONS		163	-163			-3	-88	-1			5	-5		-5	3	88
BUILD OPENING YEAR AM TRAFFIC	**12**	**180**	**1,950**	**156**	**0**	**64**	**2,003**	**24**	**0**	**125**	**15**	**62**	**0**	**66**	**15**	**144**
	15	*180*	*1,950*	*160*	*0*	*65*	*2,005*	*25*	*0*	*125*	*15*	*65*	*0*	*70*	*15*	*145*

"OPENING YEAR (2030) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
PM BACKGROUND TRAFFIC GROWTH	4	7	355	47	0	9	337	11	0	32	3	5	0	8	2	6
NO BUILD OPENING YEAR PM TRAFFIC	**23**	**44**	**2,239**	**297**	**0**	**55**	**2,125**	**68**	**0**	**200**	**19**	**31**	**0**	**51**	**10**	**37**
	25	*45*	*2,240*	*300*	*0*	*55*	*2,125*	*70*	*0*	*200*	*20*	*35*	*0*	*55*	*10*	*40*
TRAFFIC DIVERSIONS		174	-174			-2	-73	-2			2	-2		-4	2	73
BUILD OPENING YEAR PM TRAFFIC	**23**	**218**	**2,065**	**297**	**0**	**53**	**2,052**	**66**	**0**	**200**	**21**	**29**	**0**	**47**	**12**	**110**
	25	*220*	*2,065*	*300*	*0*	*55*	*2,055*	*70*	*0*	*200*	*25*	*30*	*0*	*50*	*15*	*110*

"DESIGN YEAR (2050) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
AM BACKGROUND TRAFFIC GROWTH	4	6	733	54	0	23	725	9	0	43	3	23	0	25	4	19
DESIGN YEAR AM TRAFFIC	**16**	**23**	**2,846**	**210**	**0**	**90**	**2,816**	**34**	**0**	**168**	**13**	**90**	**0**	**96**	**16**	**75**
	20	*25*	*2,850*	*210*	*0*	*90*	*2,820*	*35*	*0*	*170*	*15*	*90*	*0*	*100*	*20*	*75*
TRAFFIC DIVERSIONS		220	-220			-3	-118	-1			7	-7		-7	3	118
BUILD DESIGN YEAR AM TRAFFIC	**16**	**243**	**2,626**	**210**	**0**	**87**	**2,698**	**33**	**0**	**168**	**20**	**83**	**0**	**89**	**19**	**193**
	20	*245*	*2,630*	*210*	*0*	*90*	*2,700*	*35*	*0*	*170*	*20*	*85*	*0*	*90*	*20*	*195*

"DESIGN YEAR (2050) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
PM BACKGROUND TRAFFIC GROWTH	8	15	777	103	0	19	737	24	0	69	7	11	0	18	3	13
NO BUILD DESIGN YEAR PM TRAFFIC	**31**	**59**	**3,016**	**400**	**0**	**74**	**2,862**	**92**	**0**	**269**	**26**	**42**	**0**	**69**	**13**	**50**
	35	*60*	*3,020*	*400*	*0*	*75*	*2,865*	*95*	*0*	*270*	*30*	*45*	*0*	*70*	*15*	*50*
TRAFFIC DIVERSIONS		234	-234			-2	-97	-3			3	-3		-5	2	97
BUILD DESIGN YEAR PM TRAFFIC	**31**	**293**	**2,782**	**400**	**0**	**72**	**2,765**	**89**	**0**	**269**	**29**	**39**	**0**	**64**	**15**	**147**
	35	*295*	*2,785*	*400*	*0*	*75*	*2,765*	*90*	*0*	*270*	*30*	*40*	*0*	*65*	*15*	*150*

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Alf Coleman Rd & Seagrass Dr
COUNT DATE: May 16, 2023
AM PEAK HOUR FACTOR: 0.82
MD PEAK HOUR FACTOR: 0.62
PM PEAK HOUR FACTOR: 0.81

Growth Rates not applied to school driveway volumes

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	1	7	0	65	1	0	4	13	0	119	0	0	0	0
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM EXISTING CONDITIONS	**0**	**0**	**1**	**7**	**0**	**66**	**1**	**0**	**4**	**13**	**0**	**120**	**0**	**0**	**0**	**0**

"MD EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MD Raw Turning Movements	0	0	1	10	0	90	1	0	10	17	0	39	0	0	0	0
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
MD EXISTING CONDITIONS	**0**	**0**	**1**	**10**	**0**	**91**	**1**	**0**	**10**	**17**	**0**	**39**	**0**	**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	14	0	7	0	0	1	8	0	9	0	0	0	0
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM EXISTING CONDITIONS	**0**	**0**	**0**	**14**	**0**	**7**	**0**	**0**	**1**	**8**	**0**	**9**	**0**	**0**	**0**	**0**

"OPENING YEAR (2030) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Opening Year	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	2.5%	2.5%	2.5%	*0.0%*	2.5%	2.5%	2.5%	2.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0
NO BUILD OPENING YEAR AM TRAFFIC	**0**	**0**	**1**	**8**	**0**	**66**	**1**	**0**	**5**	**15**	**0**	**120**	**0**	**0**	**0**	**0**
	0	*0*	*5*	*10*	*0*	*70*	*5*	*0*	*5*	*15*	*0*	*120*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS						-8		8			78	-8		8	188	
BUILD OPENING YEAR AM TRAFFIC	**0**	**0**	**1**	**8**	**0**	**58**	**1**	**8**	**5**	**15**	**78**	**112**	**0**	**8**	**188**	**0**
	0	*0*	*5*	*10*	*0*	*60*	*5*	*10*	*5*	*15*	*80*	*115*	*0*	*10*	*190*	*0*

"OPENING YEAR (2030) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	2.5%	2.5%	2.5%	*0.0%*	2.5%	2.5%	2.5%	2.5%
MD BACKGROUND TRAFFIC GROWTH	0	0	0	2	0	0	0	0	2	3	0	0	0	0	0	0
NO BUILD OPENING YEAR MD TRAFFIC	**0**	**0**	**1**	**12**	**0**	**91**	**1**	**0**	**12**	**20**	**0**	**39**	**0**	**0**	**0**	**0**
	0	*0*	*5*	*15*	*0*	*95*	*5*	*0*	*15*	*20*	*0*	*40*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS						-4		4			31	-4		4	173	
BUILD OPENING YEAR MD TRAFFIC	**0**	**0**	**1**	**12**	**0**	**87**	**1**	**4**	**12**	**20**	**31**	**35**	**0**	**4**	**173**	**0**
	0	*0*	*5*	*15*	*0*	*90*	*5*	*5*	*15*	*20*	*35*	*35*	*0*	*5*	*175*	*0*

"OPENING YEAR (2030) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	2.5%	2.5%	2.5%	*0.0%*	2.5%	2.5%	2.5%	2.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0
NO BUILD OPENING YEAR PM TRAFFIC	**0**	**0**	**0**	**17**	**0**	**7**	**0**	**0**	**1**	**10**	**0**	**9**	**0**	**0**	**0**	**0**
	0	*0*	*0*	*20*	*0*	*10*	*0*	*0*	*5*	*10*	*0*	*10*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS						-2		2			29	-2		2	187	
BUILD OPENING YEAR PM TRAFFIC	**0**	**0**	**0**	**17**	**0**	**5**	**0**	**2**	**1**	**10**	**29**	**7**	**0**	**2**	**187**	**0**
	0	*0*	*0*	*20*	*0*	*5*	*0*	*5*	*5*	*10*	*30*	*10*	*0*	*5*	*190*	*0*

"DESIGN YEAR (2050) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	1.5%	1.5%	1.5%	*0.0%*	1.5%	1.5%	1.5%	1.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	3	0	0	0	0	2	5	0	0	0	0	0	0
NO BUILD DESIGN YEAR AM TRAFFIC	**0**	**0**	**1**	**11**	**0**	**66**	**1**	**0**	**7**	**20**	**0**	**120**	**0**	**0**	**0**	**0**
	0	*0*	*5*	*15*	*0*	*70*	*5*	*0*	*10*	*20*	*0*	*120*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS						-11		11			104	-11		11	252	
BUILD DESIGN YEAR AM TRAFFIC	**0**	**0**	**1**	**11**	**0**	**55**	**1**	**11**	**7**	**20**	**104**	**109**	**0**	**11**	**252**	**0**
	0	*0*	*5*	*15*	*0*	*55*	*5*	*15*	*10*	*20*	*105*	*110*	*0*	*15*	*255*	*0*

"DESIGN YEAR (2050) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	1.5%	1.5%	1.5%	*0.0%*	1.5%	1.5%	1.5%	1.5%
MD BACKGROUND TRAFFIC GROWTH	0	0	0	4	0	0	0	0	4	7	0	0	0	0	0	0
NO BUILD DESIGN YEAR MD TRAFFIC	**0**	**0**	**1**	**16**	**0**	**91**	**1**	**0**	**16**	**27**	**0**	**39**	**0**	**0**	**0**	**0**
	0	*0*	*5*	*20*	*0*	*95*	*5*	*0*	*20*	*30*	*0*	*40*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS						-2		2			29	-2		2	187	
BUILD DESIGN YEAR MD TRAFFIC	**0**	**0**	**1**	**16**	**0**	**89**	**1**	**2**	**16**	**27**	**29**	**37**	**0**	**2**	**187**	**0**
	0	*0*	*5*	*20*	*0*	*90*	*5*	*5*	*20*	*30*	*30*	*40*	*0*	*5*	*190*	*0*

"DESIGN YEAR (2050) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	1.5%	1.5%	1.5%	*0.0%*	1.5%	1.5%	1.5%	1.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	6	0	0	0	0	0	3	0	0	0	0	0	0
NO BUILD DESIGN YEAR PM TRAFFIC	**0**	**0**	**0**	**23**	**0**	**7**	**0**	**0**	**1**	**13**	**0**	**9**	**0**	**0**	**0**	**0**
	0	*0*	*0*	*25*	*0*	*10*	*0*	*0*	*5*	*15*	*0*	*10*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS						-2		2			38	-2		2	253	
BUILD DESIGN YEAR PM TRAFFIC	**0**	**0**	**0**	**23**	**0**	**5**	**0**	**2**	**1**	**13**	**38**	**7**	**0**	**2**	**253**	**0**
	0	*0*	*0*	*25*	*0*	*5*	*0*	*5*	*5*	*15*	*40*	*10*	*0*	*5*	*255*	*0*

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Alf Coleman Rd & School Driveway 3
COUNT DATE: May 16, 2023
AM PEAK HOUR FACTOR: 0.67
MD PEAK HOUR FACTOR: 0.47
PM PEAK HOUR FACTOR: 0.58

Growth Rates not applied to school driveway volumes

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	0	0	0	229	0	3	1	0	134	46	0	3	71	0
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM EXISTING CONDITIONS	**0**	**0**	**0**	**0**	**0**	**231**	**0**	**3**	**1**	**0**	**135**	**46**	**0**	**3**	**72**	**0**

"MD EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MD Raw Turning Movements	0	0	0	0	0	169	0	2	14	0	64	24	0	2	103	0
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
MD EXISTING CONDITIONS	**0**	**0**	**0**	**0**	**0**	**171**	**0**	**2**	**14**	**0**	**65**	**24**	**0**	**2**	**104**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	0	0	11	0	0	1	0	10	0	0	0	27	0
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM EXISTING CONDITIONS	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**1**	**0**	**10**	**0**	**0**	**0**	**27**	**0**

"OPENING YEAR (2030) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Opening Year	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	2.5%	2.5%	0.0%	0.0%	2.5%	0.0%	0.0%	2.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NO BUILD OPENING YEAR AM TRAFFIC	**0**	**0**	**0**	**0**	**0**	**231**	**0**	**3**	**1**	**0**	**135**	**46**	**0**	**3**	**72**	**0**
	0	*0*	*0*	*0*	*0*	*235*	*0*	*5*	*5*	*0*	*135*	*50*	*0*	*5*	*75*	*0*
TRAFFIC DIVERSIONS						-3		3			67	-3		3	177	
BUILD OPENING YEAR AM TRAFFIC	**0**	**0**	**0**	**0**	**0**	**228**	**0**	**6**	**1**	**0**	**202**	**43**	**0**	**6**	**249**	**0**
	0	*0*	*0*	*0*	*0*	*230*	*0*	*10*	*5*	*0*	*205*	*45*	*0*	*10*	*250*	*0*

"OPENING YEAR (2030) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	2.5%	2.5%	0.0%	0.0%	2.5%	0.0%	0.0%	2.5%
MD BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
NO BUILD OPENING YEAR MD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**171**	**0**	**2**	**17**	**0**	**65**	**24**	**0**	**2**	**104**	**0**
	0	*0*	*0*	*0*	*0*	*175*	*0*	*5*	*20*	*0*	*65*	*25*	*0*	*5*	*105*	*0*
TRAFFIC DIVERSIONS						-3		3			24	-3		3	166	
BUILD OPENING YEAR MD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**168**	**0**	**5**	**17**	**0**	**89**	**21**	**0**	**5**	**270**	**0**
	0	*0*	*0*	*0*	*0*	*170*	*0*	*5*	*20*	*0*	*90*	*25*	*0*	*5*	*270*	*0*

"OPENING YEAR (2030) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	2.5%	2.5%	0.0%	0.0%	2.5%	0.0%	0.0%	2.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NO BUILD OPENING YEAR PM TRAFFIC	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**1**	**0**	**10**	**0**	**0**	**0**	**27**	**0**
	0	*0*	*0*	*0*	*0*	*15*	*0*	*0*	*5*	*0*	*10*	*0*	*0*	*0*	*30*	*0*
TRAFFIC DIVERSIONS						-1		1			26	-1		1	184	
BUILD OPENING YEAR PM TRAFFIC	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**1**	**1**	**0**	**36**	**-1**	**0**	**1**	**211**	**0**
	0	*0*	*0*	*0*	*0*	*10*	*0*	*5*	*5*	*0*	*40*	*0*	*0*	*5*	*215*	*0*

"DESIGN YEAR (2050) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	0.0%	0.0%	0.0%	0.0%	1.5%	1.5%	0.0%	0.0%	1.5%	0.0%	0.0%	1.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NO BUILD DESIGN YEAR AM TRAFFIC	**0**	**0**	**0**	**0**	**0**	**231**	**0**	**3**	**1**	**0**	**135**	**46**	**0**	**3**	**72**	**0**
	0	*0*	*0*	*0*	*0*	*235*	*0*	*5*	*5*	*0*	*135*	*50*	*0*	*5*	*75*	*0*
TRAFFIC DIVERSIONS						-4		4			89	-4		4	237	
BUILD DESIGN YEAR AM TRAFFIC	**0**	**0**	**0**	**0**	**0**	**227**	**0**	**7**	**1**	**0**	**224**	**42**	**0**	**7**	**309**	**0**
	0	*0*	*0*	*0*	*0*	*230*	*0*	*10*	*5*	*0*	*225*	*45*	*0*	*10*	*310*	*0*

"DESIGN YEAR (2050) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	0.0%	0.0%	0.0%	0.0%	1.5%	1.5%	0.0%	0.0%	1.5%	0.0%	0.0%	1.5%
MD BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0
NO BUILD DESIGN YEAR MD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**171**	**0**	**2**	**23**	**0**	**65**	**24**	**0**	**2**	**104**	**0**
	0	*0*	*0*	*0*	*0*	*175*	*0*	*5*	*25*	*0*	*65*	*25*	*0*	*5*	*105*	*0*
TRAFFIC DIVERSIONS						-1		1			26	-1		1	184	
BUILD DESIGN YEAR MD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**170**	**0**	**3**	**23**	**0**	**91**	**23**	**0**	**3**	**288**	**0**
	0	*0*	*0*	*0*	*0*	*170*	*0*	*5*	*25*	*0*	*95*	*25*	*0*	*5*	*290*	*0*

"DESIGN YEAR (2050) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	0.0%	0.0%	0.0%	0.0%	1.5%	1.5%	0.0%	0.0%	1.5%	0.0%	0.0%	1.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NO BUILD DESIGN YEAR PM TRAFFIC	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**1**	**0**	**10**	**0**	**0**	**0**	**27**	**0**
	0	*0*	*0*	*0*	*0*	*15*	*0*	*0*	*5*	*0*	*10*	*0*	*0*	*0*	*30*	*0*
TRAFFIC DIVERSIONS						-1		1			35	-1		1	250	
BUILD DESIGN YEAR AM TRAFFIC	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**1**	**1**	**0**	**45**	**-1**	**0**	**1**	**277**	**0**
	0	*0*	*0*	*0*	*0*	*10*	*0*	*5*	*5*	*0*	*45*	*0*	*0*	*5*	*280*	*0*

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Alf Coleman Rd & School Driveway 2
COUNT DATE: May 16, 2023
AM PEAK HOUR FACTOR: 0.66
MD PEAK HOUR FACTOR: 0.54
PM PEAK HOUR FACTOR: 0.90

Growth Rates not applied to school driveway volumes

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	1	3	25	0	55	1	1	1	9	176	339	0	0	300	2
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM EXISTING CONDITIONS	**0**	**1**	**3**	**25**	**0**	**56**	**1**	**1**	**1**	**9**	**178**	**342**	**0**	**0**	**303**	**2**

"MD EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MD Raw Turning Movements	0	0	0	20	0	116	0	3	5	23	96	71	0	2	264	2
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
MD EXISTING CONDITIONS	**0**	**0**	**0**	**20**	**0**	**117**	**0**	**3**	**5**	**23**	**97**	**72**	**0**	**2**	**267**	**2**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	1	29	0	42	1	0	0	37	20	34	0	1	22	0
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM EXISTING CONDITIONS	**0**	**0**	**1**	**29**	**0**	**42**	**1**	**0**	**0**	**37**	**20**	**34**	**0**	**1**	**22**	**0**

"OPENING YEAR (2030) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Opening Year	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	2.5%	2.5%	*0.0%*	*0.0%*	2.5%	*0.0%*	*0.0%*	2.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	5	0	0	0	0	0	2	0	0	0	0	0	0
NO BUILD OPENING YEAR AM TRAFFIC	**0**	**1**	**3**	**30**	**0**	**56**	**1**	**1**	**1**	**11**	**178**	**342**	**0**	**0**	**303**	**2**
	0	*5*	*5*	*30*	*0*	*60*	*5*	*5*	*5*	*15*	*180*	*345*	*0*	*0*	*305*	*5*
TRAFFIC DIVERSIONS						-23		23			41	-23		23	151	
BUILD OPENING YEAR AM TRAFFIC	**0**	**1**	**3**	**30**	**0**	**33**	**1**	**24**	**1**	**11**	**219**	**319**	**0**	**23**	**454**	**2**
	0	*5*	*5*	*30*	*0*	*35*	*5*	*25*	*5*	*15*	*220*	*320*	*0*	*25*	*455*	*5*

"OPENING YEAR (2030) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	2.5%	2.5%	*0.0%*	*0.0%*	2.5%	*0.0%*	*0.0%*	2.5%
MD BACKGROUND TRAFFIC GROWTH	0	0	0	4	0	0	0	0	1	4	0	0	0	0	0	0
NO BUILD OPENING YEAR MD TRAFFIC	**0**	**0**	**0**	**24**	**0**	**117**	**0**	**3**	**6**	**27**	**97**	**72**	**0**	**2**	**267**	**2**
	0	*0*	*0*	*25*	*0*	*120*	*0*	*5*	*10*	*30*	*100*	*75*	*0*	*5*	*270*	*5*
TRAFFIC DIVERSIONS						-3		3			18	-3		3	160	
BUILD OPENING YEAR MD TRAFFIC	**0**	**0**	**0**	**24**	**0**	**114**	**0**	**6**	**6**	**27**	**115**	**69**	**0**	**5**	**427**	**2**
	0	*0*	*0*	*25*	*0*	*115*	*0*	*10*	*10*	*30*	*115*	*70*	*0*	*5*	*430*	*5*

"OPENING YEAR (2030) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	2.5%	2.5%	*0.0%*	*0.0%*	2.5%	*0.0%*	*0.0%*	2.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	5	0	0	0	0	0	7	0	0	0	0	0	0
NO BUILD OPENING YEAR PM TRAFFIC	**0**	**0**	**1**	**34**	**0**	**42**	**1**	**0**	**0**	**44**	**20**	**34**	**0**	**1**	**22**	**0**
	0	*0*	*5*	*35*	*0*	*45*	*5*	*0*	*0*	*45*	*20*	*35*	*0*	*5*	*25*	*0*
TRAFFIC DIVERSIONS						-4		4			21	-4		4	179	
BUILD OPENING YEAR PM TRAFFIC	**0**	**0**	**1**	**34**	**0**	**38**	**1**	**4**	**0**	**44**	**41**	**30**	**0**	**5**	**201**	**0**
	0	*0*	*5*	*35*	*0*	*40*	*5*	*5*	*0*	*45*	*45*	*30*	*0*	*5*	*205*	*0*

"DESIGN YEAR (2050) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	1.5%	1.5%	*0.0%*	*0.0%*	1.5%	*0.0%*	*0.0%*	1.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	10	0	0	0	0	0	4	0	0	0	0	0	1
NO BUILD DESIGN YEAR AM TRAFFIC	**0**	**1**	**3**	**40**	**0**	**56**	**1**	**1**	**1**	**15**	**178**	**342**	**0**	**0**	**303**	**3**
	0	*5*	*5*	*40*	*0*	*60*	*5*	*5*	*5*	*15*	*180*	*345*	*0*	*0*	*305*	*5*
TRAFFIC DIVERSIONS						-31		31			54	-31		31	202	
BUILD DESIGN YEAR AM TRAFFIC	**0**	**1**	**3**	**40**	**0**	**25**	**1**	**32**	**1**	**15**	**232**	**311**	**0**	**31**	**505**	**3**
	0	*5*	*5*	*40*	*0*	*25*	*5*	*35*	*5*	*15*	*235*	*315*	*0*	*35*	*505*	*5*

"DESIGN YEAR (2050) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	1.5%	1.5%	*0.0%*	*0.0%*	1.5%	*0.0%*	*0.0%*	1.5%
MD BACKGROUND TRAFFIC GROWTH	0	0	0	8	0	0	0	0	2	9	0	0	0	0	0	1
NO BUILD DESIGN YEAR MD TRAFFIC	**0**	**0**	**0**	**32**	**0**	**117**	**0**	**3**	**8**	**36**	**97**	**72**	**0**	**2**	**267**	**3**
	0	*0*	*0*	*35*	*0*	*120*	*0*	*5*	*10*	*40*	*100*	*75*	*0*	*5*	*270*	*5*
TRAFFIC DIVERSIONS						-4		4			21	-4		4	179	
BUILD DESIGN YEAR MD TRAFFIC	**0**	**0**	**0**	**32**	**0**	**113**	**0**	**7**	**8**	**36**	**118**	**68**	**0**	**6**	**446**	**3**
	0	*0*	*0*	*35*	*0*	*115*	*0*	*10*	*10*	*40*	*120*	*70*	*0*	*10*	*450*	*5*

"DESIGN YEAR (2050) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	1.5%	1.5%	*0.0%*	*0.0%*	1.5%	*0.0%*	*0.0%*	1.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	12	0	0	0	0	0	15	0	0	0	0	0	0
NO BUILD DESIGN YEAR PM TRAFFIC	**0**	**0**	**1**	**46**	**0**	**42**	**1**	**0**	**0**	**59**	**20**	**34**	**0**	**1**	**22**	**0**
	0	*0*	*5*	*50*	*0*	*45*	*5*	*0*	*0*	*60*	*20*	*35*	*0*	*5*	*25*	*0*
TRAFFIC DIVERSIONS						-6		6			28	-6		6	243	
BUILD DESIGN YEAR PM TRAFFIC	**0**	**0**	**1**	**46**	**0**	**36**	**1**	**6**	**0**	**59**	**48**	**28**	**0**	**7**	**265**	**0**
	0	*0*	*5*	*50*	*0*	*40*	*5*	*10*	*0*	*60*	*50*	*30*	*0*	*10*	*265*	*0*

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Alf Coleman Rd & School Driveway 1
COUNT DATE: May 16, 2023
AM PEAK HOUR FACTOR: 0.64
MD PEAK HOUR FACTOR: 0.55
PM PEAK HOUR FACTOR: 0.86

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	0	3	0	13	0	2	0	8	549	205	0	0	384	0
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM EXISTING CONDITIONS	**0**	**0**	**0**	**3**	**0**	**13**	**0**	**2**	**0**	**8**	**554**	**207**	**0**	**0**	**388**	**0**

"MD EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MD Raw Turning Movements	0	0	0	6	0	100	0	5	0	4	192	51	0	0	422	0
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
MD EXISTING CONDITIONS	**0**	**0**	**0**	**6**	**0**	**101**	**0**	**5**	**0**	**4**	**194**	**52**	**0**	**0**	**426**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	2	0	19	0	0	0	2	91	50	0	1	93	0
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM EXISTING CONDITIONS	**0**	**0**	**0**	**2**	**0**	**19**	**0**	**0**	**0**	**2**	**92**	**51**	**0**	**1**	**94**	**0**

"OPENING YEAR (2030) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Opening Year	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	2.5%	2.5%	0.0%	*0.0%*	2.5%	*0.0%*	0.0%	2.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0
NO BUILD OPENING YEAR AM TRAFFIC	**0**	**0**	**0**	**4**	**0**	**13**	**0**	**2**	**0**	**10**	**554**	**207**	**0**	**0**	**388**	**0**
	0	*0*	*0*	*5*	*0*	*15*	*0*	*5*	*0*	*10*	*555*	*210*	*0*	*0*	*390*	*0*
TRAFFIC DIVERSIONS						-13		14			4	-14		14	114	
BUILD OPENING YEAR AM TRAFFIC	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**16**	**0**	**10**	**558**	**193**	**0**	**14**	**502**	**0**
	0	*0*	*0*	*5*	*0*	*0*	*0*	*20*	*0*	*10*	*560*	*195*	*0*	*15*	*505*	*0*

"OPENING YEAR (2030) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	2.5%	2.5%	0.0%	*0.0%*	2.5%	*0.0%*	0.0%	2.5%
MD BACKGROUND TRAFFIC GROWTH	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
NO BUILD OPENING YEAR MD TRAFFIC	**0**	**0**	**0**	**7**	**0**	**101**	**0**	**5**	**0**	**5**	**194**	**52**	**0**	**0**	**426**	**0**
	0	*0*	*0*	*10*	*0*	*105*	*0*	*5*	*0*	*5*	*195*	*55*	*0*	*0*	*430*	*0*
TRAFFIC DIVERSIONS						-6		6			9	-6		6	151	
BUILD OPENING YEAR MD TRAFFIC	**0**	**0**	**0**	**7**	**0**	**95**	**0**	**11**	**0**	**5**	**203**	**46**	**0**	**6**	**577**	**0**
	0	*0*	*0*	*10*	*0*	*95*	*0*	*15*	*0*	*5*	*205*	*50*	*0*	*10*	*580*	*0*

"OPENING YEAR (2030) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	2.5%	2.5%	0.0%	*0.0%*	2.5%	*0.0%*	0.0%	2.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NO BUILD OPENING YEAR PM TRAFFIC	**0**	**0**	**0**	**2**	**0**	**19**	**0**	**0**	**0**	**2**	**92**	**51**	**0**	**1**	**94**	**0**
	0	*0*	*0*	*5*	*0*	*20*	*0*	*0*	*0*	*5*	*95*	*55*	*0*	*5*	*95*	*0*
TRAFFIC DIVERSIONS						-3		3			14	-3		3	172	
BUILD OPENING YEAR PM TRAFFIC	**0**	**0**	**0**	**2**	**0**	**16**	**0**	**3**	**0**	**2**	**106**	**48**	**0**	**4**	**266**	**0**
	0	*0*	*0*	*5*	*0*	*20*	*0*	*5*	*0*	*5*	*110*	*50*	*0*	*5*	*270*	*0*

"DESIGN YEAR (2050) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	1.5%	1.5%	0.0%	*0.0%*	1.5%	*0.0%*	0.0%	1.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0
NO BUILD DESIGN YEAR AM TRAFFIC	**0**	**0**	**0**	**5**	**0**	**13**	**0**	**2**	**0**	**13**	**554**	**207**	**0**	**0**	**388**	**0**
	0	*0*	*0*	*5*	*0*	*15*	*0*	*5*	*0*	*15*	*555*	*210*	*0*	*0*	*390*	*0*
TRAFFIC DIVERSIONS						-13		19			4	-19		19	152	
BUILD DESIGN YEAR AM TRAFFIC	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**21**	**0**	**13**	**558**	**188**	**0**	**19**	**540**	**0**
	0	*0*	*0*	*5*	*0*	*0*	*0*	*25*	*0*	*15*	*560*	*190*	*0*	*20*	*540*	*0*

"DESIGN YEAR (2050) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	1.5%	1.5%	0.0%	*0.0%*	1.5%	*0.0%*	0.0%	1.5%
MD BACKGROUND TRAFFIC GROWTH	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0
NO BUILD DESIGN YEAR MD TRAFFIC	**0**	**0**	**0**	**9**	**0**	**101**	**0**	**5**	**0**	**7**	**194**	**52**	**0**	**0**	**426**	**0**
	0	*0*	*0*	*10*	*0*	*105*	*0*	*5*	*0*	*10*	*195*	*55*	*0*	*0*	*430*	*0*
TRAFFIC DIVERSIONS						-3		3			14	-3		3	172	
BUILD DESIGN YEAR MD TRAFFIC	**0**	**0**	**0**	**9**	**0**	**98**	**0**	**8**	**0**	**7**	**208**	**49**	**0**	**3**	**598**	**0**
	0	*0*	*0*	*10*	*0*	*100*	*0*	*10*	*0*	*10*	*210*	*50*	*0*	*5*	*600*	*0*

"DESIGN YEAR (2050) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	1.5%	1.5%	0.0%	*0.0%*	1.5%	*0.0%*	0.0%	1.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
NO BUILD DESIGN YEAR PM TRAFFIC	**0**	**0**	**0**	**3**	**0**	**19**	**0**	**0**	**0**	**3**	**92**	**51**	**0**	**1**	**94**	**0**
	0	*0*	*0*	*5*	*0*	*20*	*0*	*0*	*0*	*5*	*95*	*55*	*0*	*5*	*95*	*0*
TRAFFIC DIVERSIONS						-3		3			19	-3		3	234	
BUILD DESIGN YEAR PM TRAFFIC	**0**	**0**	**0**	**3**	**0**	**16**	**0**	**3**	**0**	**3**	**111**	**48**	**0**	**4**	**328**	**0**
	0	*0*	*0*	*5*	*0*	*20*	*0*	*5*	*0*	*5*	*115*	*50*	*0*	*5*	*330*	*0*

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: US 98 & Alf Coleman Rd
COUNT DATE: May 16, 2023
AM PEAK HOUR FACTOR: 0.97
MD PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	1	236	1,434	116	6	95	1,640	352	0	170	104	87	0	139	94	183
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM EXISTING CONDITIONS	**1**	**238**	**1,448**	**117**	**6**	**96**	**1,656**	**356**	**0**	**172**	**105**	**88**	**0**	**140**	**95**	**185**

"MD EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MD Raw Turning Movements	0	125	1,569	152	5	121	1,640	119	0	165	60	132	0	159	120	232
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
MD EXISTING CONDITIONS	**0**	**126**	**1,585**	**154**	**5**	**122**	**1,656**	**120**	**0**	**167**	**61**	**133**	**0**	**161**	**121**	**234**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	1	58	1,922	138	7	130	1,685	48	0	207	50	138	0	68	64	96
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM EXISTING CONDITIONS	**1**	**59**	**1,941**	**139**	**7**	**131**	**1,702**	**48**	**0**	**209**	**51**	**139**	**0**	**69**	**65**	**97**

"OPENING YEAR (2030) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Opening Year	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
AM BACKGROUND TRAFFIC GROWTH	0	45	273	22	1	18	312	67	0	32	20	17	0	26	18	35
NO BUILD OPENING YEAR AM TRAFFIC	**1**	**283**	**1,721**	**139**	**7**	**114**	**1,968**	**423**	**0**	**204**	**125**	**105**	**0**	**166**	**113**	**220**
	5	*285*	*1,725*	*140*	*10*	*115*	*1,970*	*425*	*0*	*205*	*125*	*105*	*0*	*170*	*115*	*220*
TRAFFIC DIVERSIONS		-11	-146	-16		-11	-139	-11		-8	12	-4		19	27	55
BUILD OPENING YEAR AM TRAFFIC	**1**	**272**	**1,575**	**123**	**7**	**103**	**1,829**	**412**	**0**	**196**	**137**	**101**	**0**	**185**	**140**	**275**
	5	*275*	*1,575*	*125*	*10*	*105*	*1,830*	*415*	*0*	*200*	*140*	*105*	*0*	*185*	*140*	*275*

"OPENING YEAR (2030) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
MD BACKGROUND TRAFFIC GROWTH	0	24	299	29	1	23	312	23	0	32	12	25	0	30	23	44
NO BUILD OPENING YEAR MD TRAFFIC	**0**	**150**	**1,884**	**183**	**6**	**145**	**1,968**	**143**	**0**	**199**	**73**	**158**	**0**	**191**	**144**	**278**
	0	*150*	*1,885*	*185*	*10*	*145*	*1,970*	*145*	*0*	*200*	*75*	*160*	*0*	*195*	*145*	*280*
TRAFFIC DIVERSIONS		-5	-139	-19		-15	-139	-5		-7	13	-6		41	34	76
BUILD OPENING YEAR MD TRAFFIC	**0**	**145**	**1,745**	**164**	**6**	**130**	**1,829**	**138**	**0**	**192**	**86**	**152**	**0**	**232**	**178**	**354**
	0	*145*	*1,745*	*165*	*10*	*130*	*1,830*	*140*	*0*	*195*	*90*	*155*	*0*	*235*	*180*	*355*

"OPENING YEAR (2030) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
PM BACKGROUND TRAFFIC GROWTH	0	11	366	26	1	25	321	9	0	39	10	26	0	13	12	18
NO BUILD OPENING YEAR PM TRAFFIC	**1**	**70**	**2,307**	**165**	**8**	**156**	**2,023**	**57**	**0**	**248**	**61**	**165**	**0**	**82**	**77**	**115**
	5	*70*	*2,310*	*165*	*10*	*160*	*2,025*	*60*	*0*	*250*	*65*	*165*	*0*	*85*	*80*	*115*
TRAFFIC DIVERSIONS		-2	-161	-17		-18	-158	-2		-9	15	-6		47	35	90
BUILD OPENING YEAR PM TRAFFIC	**1**	**68**	**2,146**	**148**	**8**	**138**	**1,865**	**55**	**0**	**239**	**76**	**159**	**0**	**129**	**112**	**205**
	5	*70*	*2,150*	*150*	*10*	*140*	*1,865*	*55*	*0*	*240*	*80*	*160*	*0*	*130*	*115*	*205*

"DESIGN YEAR (2050) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
AM BACKGROUND TRAFFIC GROWTH	0	98	597	48	2	40	683	147	0	71	43	36	0	58	39	76
NO BUILD DESIGN YEAR AM TRAFFIC	**1**	**381**	**2,318**	**187**	**9**	**154**	**2,651**	**570**	**0**	**275**	**168**	**141**	**0**	**224**	**152**	**296**
	5	*385*	*2,320*	*190*	*10*	*155*	*2,655*	*570*	*0*	*275*	*170*	*145*	*0*	*225*	*155*	*300*
TRAFFIC DIVERSIONS		-16	-196	-22		-16	-185	-14		-10	15	-5		29	38	72
BUILD DESIGN YEAR AM TRAFFIC	**1**	**365**	**2,122**	**165**	**9**	**138**	**2,466**	**556**	**0**	**265**	**183**	**136**	**0**	**253**	**190**	**368**
	5	*365*	*2,125*	*165*	*10*	*140*	*2,470*	*560*	*0*	*265*	*185*	*140*	*0*	*255*	*190*	*370*

"DESIGN YEAR (2050) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
MD BACKGROUND TRAFFIC GROWTH	0	52	653	63	2	50	683	50	0	69	25	55	0	66	50	96
NO BUILD DESIGN YEAR MD TRAFFIC	**0**	**202**	**2,537**	**246**	**8**	**195**	**2,651**	**193**	**0**	**268**	**98**	**213**	**0**	**257**	**194**	**374**
	0	*205*	*2,540*	*250*	*10*	*195*	*2,655*	*195*	*0*	*270*	*100*	*215*	*0*	*260*	*195*	*375*
TRAFFIC DIVERSIONS		-2	-161	-17		-18	-158	-2		-9	15	-6		47	35	90
BUILD DESIGN YEAR MD TRAFFIC	**0**	**200**	**2,376**	**229**	**8**	**177**	**2,493**	**191**	**0**	**259**	**113**	**207**	**0**	**304**	**229**	**464**
	0	*200*	*2,380*	*230*	*10*	*180*	*2,495*	*195*	*0*	*260*	*115*	*210*	*0*	*305*	*230*	*465*

"DESIGN YEAR (2050) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
PM BACKGROUND TRAFFIC GROWTH	0	24	800	57	3	54	702	20	0	86	21	57	0	28	27	40
NO BUILD DESIGN YEAR PM TRAFFIC	**1**	**94**	**3,107**	**222**	**11**	**210**	**2,725**	**77**	**0**	**334**	**82**	**222**	**0**	**110**	**104**	**155**
	5	*95*	*3,110*	*225*	*15*	*210*	*2,725*	*80*	*0*	*335*	*85*	*225*	*0*	*110*	*105*	*155*
TRAFFIC DIVERSIONS		-2	-216	-24		-24	-212	-3		-13	21	-8		63	48	123
BUILD DESIGN YEAR PM TRAFFIC	**1**	**92**	**2,891**	**198**	**11**	**186**	**2,513**	**74**	**0**	**321**	**103**	**214**	**0**	**173**	**152**	**278**
	5	*95*	*2,895*	*200*	*15*	*190*	*2,515*	*75*	*0*	*325*	*105*	*215*	*0*	*175*	*155*	*280*

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: US 98 & Richard Jackson Blvd
COUNT DATE: May 18, 2023
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	13	165	1,254	120	1	177	1,669	266	0	179	138	223	0	300	156	130
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM EXISTING CONDITIONS	**13**	**167**	**1,267**	**121**	**1**	**179**	**1,686**	**269**	**0**	**181**	**139**	**225**	**0**	**303**	**158**	**131**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	17	129	1,641	189	13	182	1,632	134	0	331	161	189	0	199	156	119
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM EXISTING CONDITIONS	**17**	**130**	**1,657**	**191**	**13**	**184**	**1,648**	**135**	**0**	**334**	**163**	**191**	**0**	**201**	**158**	**120**

"OPENING YEAR (2030) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Opening Year	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
AM BACKGROUND TRAFFIC GROWTH	2	32	239	23	0	34	318	51	0	34	26	42	0	57	30	25
NO BUILD OPENING YEAR AM TRAFFIC	**15**	**199**	**1,506**	**144**	**1**	**213**	**2,004**	**320**	**0**	**215**	**165**	**267**	**0**	**360**	**188**	**156**
	15	*200*	*1,510*	*145*	*5*	*215*	*2,005*	*320*	*0*	*215*	*165*	*270*	*0*	*360*	*190*	*160*
TRAFFIC DIVERSIONS			-131				-161									
BUILD OPENING YEAR AM TRAFFIC	**15**	**199**	**1,375**	**144**	**1**	**213**	**1,843**	**320**	**0**	**215**	**165**	**267**	**0**	**360**	**188**	**156**
	15	*200*	*1,375*	*145*	*5*	*215*	*1,845*	*320*	*0*	*215*	*165*	*270*	*0*	*360*	*190*	*160*

"OPENING YEAR (2030) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
PM BACKGROUND TRAFFIC GROWTH	3	25	313	36	2	35	311	25	0	63	31	36	0	38	30	23
NO BUILD OPENING YEAR PM TRAFFIC	**20**	**155**	**1,970**	**227**	**15**	**219**	**1,959**	**160**	**0**	**397**	**194**	**227**	**0**	**239**	**188**	**143**
	20	*155*	*1,970*	*230*	*15*	*220*	*1,960*	*160*	*0*	*400*	*195*	*230*	*0*	*240*	*190*	*145*
TRAFFIC DIVERSIONS			**-120**				**-178**									
BUILD OPENING YEAR PM TRAFFIC	**20**	**155**	**1,850**	**227**	**15**	**219**	**1,781**	**160**	**0**	**397**	**194**	**227**	**0**	**239**	**188**	**143**
	20	*155*	*1,850*	*230*	*15*	*220*	*1,785*	*160*	*0*	*400*	*195*	*230*	*0*	*240*	*190*	*145*

"DESIGN YEAR (2050) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
AM BACKGROUND TRAFFIC GROWTH	5	69	522	50	0	74	695	111	0	75	57	93	0	125	65	54
NO BUILD DESIGN YEAR AM TRAFFIC	**20**	**268**	**2,028**	**194**	**1**	**287**	**2,699**	**431**	**0**	**290**	**222**	**360**	**0**	**485**	**253**	**210**
	20	*270*	*2,030*	*195*	*5*	*290*	*2,700*	*435*	*0*	*290*	*225*	*360*	*0*	*485*	*255*	*210*
TRAFFIC DIVERSIONS			-172				-215									
BUILD DESIGN YEAR AM TRAFFIC	**20**	**268**	**1,856**	**194**	**1**	**287**	**2,484**	**431**	**0**	**290**	**222**	**360**	**0**	**485**	**253**	**210**
	20	*270*	*1,860*	*195*	*5*	*290*	*2,485*	*435*	*0*	*290*	*225*	*360*	*0*	*485*	*255*	*210*

"DESIGN YEAR (2050) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
PM BACKGROUND TRAFFIC GROWTH	7	54	683	79	5	76	679	55	0	138	67	79	0	83	65	50
NO BUILD DESIGN YEAR PM TRAFFIC	**27**	**209**	**2,653**	**306**	**20**	**295**	**2,638**	**215**	**0**	**535**	**261**	**306**	**0**	**322**	**253**	**193**
	30	*210*	*2,655*	*310*	*20*	*295*	*2,640*	*215*	*0*	*535*	*265*	*310*	*0*	*325*	*255*	*195*
TRAFFIC DIVERSIONS			-161				-239									
BUILD DESIGN YEAR PM TRAFFIC	**27**	**209**	**2,492**	**306**	**20**	**295**	**2,399**	**215**	**0**	**535**	**261**	**306**	**0**	**322**	**253**	**193**
	30	*210*	*2,495*	*310*	*20*	*295*	*2,400*	*215*	*0*	*535*	*265*	*310*	*0*	*325*	*255*	*195*

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: US 98 & Moylan Rd
COUNT DATE: May 18, 2023
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	2	9	1,673	145	2	35	2,045	2	0	239	0	43	0	1	0	2
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM EXISTING CONDITIONS	**2**	**9**	**1,690**	**146**	**2**	**35**	**2,065**	**2**	**0**	**241**	**0**	**43**	**0**	**1**	**0**	**2**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	1	15	1,927	166	11	49	1,856	2	0	212	2	59	0	0	0	0
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM EXISTING CONDITIONS	**1**	**15**	**1,946**	**168**	**11**	**49**	**1,875**	**2**	**0**	**214**	**2**	**60**	**0**	**0**	**0**	**0**

"OPENING YEAR (2030) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Breakfast Point	0	86	0	0	0	0	0	77	0	0	9	0	0	124	14	138
TOTAL "VESTED" TRAFFIC	0	86	0	0	0	0	0	77	0	0	9	0	0	124	14	138
Years To Opening Year	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
AM BACKGROUND TRAFFIC GROWTH	0	2	319	28	0	7	390	0	0	45	0	8	0	0	0	0
NO BUILD OPENING YEAR AM TRAFFIC	**2**	**97**	**2,009**	**174**	**2**	**42**	**2,455**	**79**	**0**	**286**	**9**	**51**	**0**	**125**	**14**	**140**
	5	*100*	*2,010*	*175*	*5*	*45*	*2,455*	*80*	*0*	*290*	*10*	*55*	*0*	*125*	*15*	*140*
TRAFFIC DIVERSIONS			-131				-161									
BUILD OPENING YEAR AM TRAFFIC	**2**	**97**	**1,878**	**174**	**2**	**42**	**2,294**	**79**	**0**	**286**	**9**	**51**	**0**	**125**	**14**	**140**
	5	*100*	*1,880*	*175*	*5*	*45*	*2,295*	*80*	*0*	*290*	*10*	*55*	*0*	*125*	*15*	*140*

"OPENING YEAR (2030) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Breakfast Point	0	153	0	0	0	0	0	138	0	0	14	0	0	97	9	106
TOTAL "VESTED" TRAFFIC	0	153	0	0	0	0	0	138	0	0	14	0	0	97	9	106
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
PM BACKGROUND TRAFFIC GROWTH	0	3	367	32	2	9	354	0	0	40	0	11	0	0	0	0
NO BUILD OPENING YEAR PM TRAFFIC	**1**	**171**	**2,313**	**200**	**13**	**58**	**2,229**	**140**	**0**	**254**	**16**	**71**	**0**	**97**	**9**	**106**
	5	*175*	*2,315*	*200*	*15*	*60*	*2,230*	*140*	*0*	*255*	*20*	*75*	*0*	*100*	*10*	*110*
TRAFFIC DIVERSIONS			**-120**				**-178**									
BUILD OPENING YEAR PM TRAFFIC	**1**	**171**	**2,193**	**200**	**13**	**58**	**2,051**	**140**	**0**	**254**	**16**	**71**	**0**	**97**	**9**	**106**
	5	*175*	*2,195*	*200*	*15*	*60*	*2,055*	*140*	*0*	*255*	*20*	*75*	*0*	*100*	*10*	*110*

"DESIGN YEAR (2050) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Breakfast Point	0	86	0	0	0	0	0	77	0	0	9	0	0	124	14	138
TOTAL "VESTED" TRAFFIC		86						77			9			124	14	138
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
AM BACKGROUND TRAFFIC GROWTH	1	4	697	60	1	15	852	1	0	99	0	18	0	0	0	1
NO BUILD DESIGN YEAR AM TRAFFIC	**3**	**101**	**2,706**	**234**	**3**	**57**	**3,307**	**80**	**0**	**385**	**9**	**69**	**0**	**125**	**14**	**141**
	5	*105*	*2,710*	*235*	*5*	*60*	*3,310*	*80*	*0*	*385*	*10*	*70*	*0*	*125*	*15*	*145*
TRAFFIC DIVERSIONS			-172				-215									
BUILD DESIGN YEAR AM TRAFFIC	**3**	**101**	**2,534**	**234**	**3**	**57**	**3,092**	**80**	**0**	**385**	**9**	**69**	**0**	**125**	**14**	**141**
	5	*105*	*2,535*	*235*	*5*	*60*	*3,095*	*80*	*0*	*385*	*10*	*70*	*0*	*125*	*15*	*145*

"DESIGN YEAR (2050) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Breakfast Point	0	153	0	0	0	0	0	138	0	0	14	0	0	97	9	106
TOTAL "VESTED" TRAFFIC		153						138			14			97	9	106
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
PM BACKGROUND TRAFFIC GROWTH	0	6	802	69	5	20	773	1	0	88	1	25	0	0	0	0
NO BUILD DESIGN YEAR PM TRAFFIC	**1**	**177**	**3,115**	**269**	**18**	**78**	**3,002**	**141**	**0**	**342**	**17**	**96**	**0**	**97**	**9**	**106**
	5	*180*	*3,115*	*270*	*20*	*80*	*3,005*	*145*	*0*	*345*	*20*	*100*	*0*	*100*	*10*	*110*
TRAFFIC DIVERSIONS			-161				-239									
BUILD DESIGN YEAR PM TRAFFIC	**1**	**177**	**2,954**	**269**	**18**	**78**	**2,763**	**141**	**0**	**342**	**17**	**96**	**0**	**97**	**9**	**106**
	5	*180*	*2,955*	*270*	*20*	*80*	*2,765*	*145*	*0*	*345*	*20*	*100*	*0*	*100*	*10*	*110*

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: US 98 & Allison Ave
COUNT DATE: May 18, 2023
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	2	0	1,638	141	1	6	1,907	0	0	66	0	29	0	0	0	0
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM EXISTING CONDITIONS	**2**	**0**	**1,654**	**142**	**1**	**6**	**1,926**	**0**	**0**	**67**	**0**	**29**	**0**	**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	3	0	1,854	212	1	9	1,776	0	0	75	0	42	0	0	0	0
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM EXISTING CONDITIONS	**3**	**0**	**1,873**	**214**	**1**	**9**	**1,794**	**0**	**0**	**76**	**0**	**42**	**0**	**0**	**0**	**0**

"OPENING YEAR (2030) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Opening Year	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	312	27	0	1	363	0	0	13	0	5	0	0	0	0
NO BUILD OPENING YEAR AM TRAFFIC	**2**	**0**	**1,966**	**169**	**1**	**7**	**2,289**	**0**	**0**	**80**	**0**	**34**	**0**	**0**	**0**	**0**
	5	*0*	*1,970*	*170*	*5*	*10*	*2,290*	*0*	*0*	*80*	*0*	*35*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			-131				-161									
BUILD OPENING YEAR AM TRAFFIC	**2**	**0**	**1,835**	**169**	**1**	**7**	**2,128**	**0**	**0**	**80**	**0**	**34**	**0**	**0**	**0**	**0**
	5	*0*	*1,835*	*170*	*5*	*10*	*2,130*	*0*	*0*	*80*	*0*	*35*	*0*	*0*	*0*	*0*

"OPENING YEAR (2030) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
PM BACKGROUND TRAFFIC GROWTH	1	0	353	40	0	2	339	0	0	14	0	8	0	0	0	0
NO BUILD OPENING YEAR PM TRAFFIC	**4**	**0**	**2,226**	**254**	**1**	**11**	**2,133**	**0**	**0**	**90**	**0**	**50**	**0**	**0**	**0**	**0**
	5	*0*	*2,230*	*255*	*5*	*15*	*2,135*	*0*	*0*	*90*	*0*	*50*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			**-120**				**-178**									
BUILD OPENING YEAR PM TRAFFIC	**4**	**0**	**2,106**	**254**	**1**	**11**	**1,955**	**0**	**0**	**90**	**0**	**50**	**0**	**0**	**0**	**0**
	5	*0*	*2,110*	*255*	*5*	*15*	*1,955*	*0*	*0*	*90*	*0*	*50*	*0*	*0*	*0*	*0*

"DESIGN YEAR (2050) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
AM BACKGROUND TRAFFIC GROWTH	1	0	682	59	0	2	794	0	0	28	0	12	0	0	0	0
NO BUILD DESIGN YEAR AM TRAFFIC	**3**	**0**	**2,648**	**228**	**1**	**9**	**3,083**	**0**	**0**	**108**	**0**	**46**	**0**	**0**	**0**	**0**
	5	*0*	*2,650*	*230*	*5*	*10*	*3,085*	*0*	*0*	*110*	*0*	*50*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			-172				-215									
BUILD DESIGN YEAR AM TRAFFIC	**3**	**0**	**2,476**	**228**	**1**	**9**	**2,868**	**0**	**0**	**108**	**0**	**46**	**0**	**0**	**0**	**0**
	5	*0*	*2,480*	*230*	*5*	*10*	*2,870*	*0*	*0*	*110*	*0*	*50*	*0*	*0*	*0*	*0*

"DESIGN YEAR (2050) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
PM BACKGROUND TRAFFIC GROWTH	1	0	772	88	0	4	740	0	0	31	0	17	0	0	0	0
NO BUILD DESIGN YEAR PM TRAFFIC	**5**	**0**	**2,998**	**342**	**1**	**15**	**2,873**	**0**	**0**	**121**	**0**	**67**	**0**	**0**	**0**	**0**
	5	*0*	*3,000*	*345*	*5*	*15*	*2,875*	*0*	*0*	*125*	*0*	*70*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			-161				-239									
BUILD DESIGN YEAR PM TRAFFIC	**5**	**0**	**2,837**	**342**	**1**	**15**	**2,634**	**0**	**0**	**121**	**0**	**67**	**0**	**0**	**0**	**0**
	5	*0*	*2,840*	*345*	*5*	*15*	*2,635*	*0*	*0*	*125*	*0*	*70*	*0*	*0*	*0*	*0*

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	**US 98 & Cauley Ave**
COUNT DATE:	**May 18, 2023**
AM PEAK HOUR FACTOR:	**0.90**
MD PEAK HOUR FACTOR:	**0.92**
PM PEAK HOUR FACTOR:	**0.92**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	2	84	1,582	40	2	8	1,871	105	0	29	54	8	0	100	35	96
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM EXISTING CONDITIONS	**2**	**85**	**1,598**	**40**	**2**	**8**	**1,890**	**106**	**0**	**29**	**55**	**8**	**0**	**101**	**35**	**97**

"MD EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MD Raw Turning Movements	1	31	1,594	57	5	13	1,489	26	0	34	11	12	0	68	33	68
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
MD EXISTING CONDITIONS	**1**	**31**	**1,610**	**58**	**5**	**13**	**1,504**	**26**	**0**	**34**	**11**	**12**	**0**	**69**	**33**	**69**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	2	107	1,783	43	0	10	1,795	182	0	52	24	22	0	36	8	27
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM EXISTING CONDITIONS	**2**	**108**	**1,801**	**43**	**0**	**10**	**1,813**	**184**	**0**	**53**	**24**	**22**	**0**	**36**	**8**	**27**

"OPENING YEAR (2030) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Breakfast Point																
Western Region Resiliency Center	0	50	0	0	0	0	0	93	0	0	36	0	0	48	18	26
TOTAL "VESTED" TRAFFIC	0	50	0	0	0	0	0	93	0	0	36	0	0	48	18	26
Years To Opening Year	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
AM BACKGROUND TRAFFIC GROWTH	0	16	302	8	0	2	357	20	0	5	10	2	0	19	7	18
NO BUILD OPENING YEAR AM TRAFFIC	**2**	**151**	**1,900**	**48**	**2**	**10**	**2,247**	**219**	**0**	**34**	**101**	**10**	**0**	**168**	**60**	**141**
	5	*155*	*1,900*	*50*	*5*	*10*	*2,250*	*220*	*0*	*35*	*105*	*10*	*0*	*170*	*60*	*145*
TRAFFIC DIVERSIONS		-10	-118	-3			-147	147		-3	3			118	3	-11
BUILD OPENING YEAR AM TRAFFIC	**2**	**141**	**1,782**	**45**	**2**	**10**	**2,100**	**366**	**0**	**31**	**104**	**10**	**0**	**286**	**63**	**130**
	5	*145*	*1,785*	*45*	*5*	*10*	*2,100*	*370*	*0*	*35*	*105*	*10*	*0*	*290*	*65*	*130*

"OPENING YEAR (2030) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Breakfast Point																
Western Region Resiliency Center		19						34				13		32	12	17
TOTAL "VESTED" TRAFFIC	0	19	0	0	0	0	0	34	0	0	0	13	0	32	12	17
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
MD BACKGROUND TRAFFIC GROWTH	0	6	304	11	1	2	284	5	0	6	2	2	0	13	6	13
NO BUILD OPENING YEAR MD TRAFFIC	**1**	**56**	**1,914**	**69**	**6**	**15**	**1,788**	**65**	**0**	**40**	**13**	**27**	**0**	**114**	**51**	**99**
	5	*60*	*1,915*	*70*	*10*	*15*	*1,790*	*65*	*0*	*40*	*15*	*30*	*0*	*115*	*55*	*100*
TRAFFIC DIVERSIONS		-4	-95	-5			-149	149		-3	3			95	5	-7
BUILD OPENING YEAR MD TRAFFIC	**1**	**52**	**1,819**	**64**	**6**	**15**	**1,639**	**214**	**0**	**37**	**16**	**27**	**0**	**209**	**56**	**92**
	5	*55*	*1,820*	*65*	*10*	*15*	*1,640*	*215*	*0*	*40*	*20*	*30*	*0*	*210*	*60*	*95*

"OPENING YEAR (2030) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Western Region Resiliency Center	0	47	0	0	0	0	0	87	0	0	33	0	0	98	38	53
TOTAL "VESTED" TRAFFIC	0	47	0	0	0	0	0	87	0	0	33	0	0	98	38	53
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
PM BACKGROUND TRAFFIC GROWTH	0	20	340	8	0	2	342	35	0	10	5	4	0	7	2	5
NO BUILD OPENING YEAR PM TRAFFIC	**2**	**175**	**2,141**	**51**	**0**	**12**	**2,155**	**306**	**0**	**63**	**62**	**26**	**0**	**141**	**48**	**85**
	5	*175*	*2,145*	*55*	*0*	*15*	*2,155*	*310*	*0*	*65*	*65*	*30*	*0*	*145*	*50*	*85*
TRAFFIC DIVERSIONS		-12	-105	-3			-167	167		-5	5			105	3	-6
BUILD OPENING YEAR PM TRAFFIC	**2**	**163**	**2,036**	**48**	**0**	**12**	**1,988**	**473**	**0**	**58**	**67**	**26**	**0**	**246**	**51**	**79**
	5	*165*	*2,040*	*50*	*0*	*15*	*1,990*	*475*	*0*	*60*	*70*	*30*	*0*	*250*	*55*	*80*

"DESIGN YEAR (2050) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Western Region Resiliency Center	0	50	0	0	0	0	0	93	0	0	36	0	0	48	18	26
TOTAL "VESTED" TRAFFIC		50						93			36			48	18	26
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
AM BACKGROUND TRAFFIC GROWTH	1	35	659	17	1	3	779	44	0	12	23	3	0	42	15	40
NO BUILD DESIGN YEAR AM TRAFFIC	**3**	**186**	**2,559**	**65**	**3**	**13**	**3,026**	**263**	**0**	**46**	**124**	**13**	**0**	**210**	**75**	**181**
	5	*190*	*2,560*	*65*	*5*	*15*	*3,030*	*265*	*0*	*50*	*125*	*15*	*0*	*210*	*75*	*185*
TRAFFIC DIVERSIONS		-12	-156	-4			-198	198		-3	3			156	4	-14
BUILD DESIGN YEAR AM TRAFFIC	**3**	**174**	**2,403**	**61**	**3**	**13**	**2,828**	**461**	**0**	**43**	**127**	**13**	**0**	**366**	**79**	**167**
	5	*175*	*2,405*	*65*	*5*	*15*	*2,830*	*465*	*0*	*45*	*130*	*15*	*0*	*370*	*80*	*170*

"DESIGN YEAR (2050) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC	0	19	0	0	0	0	0	34	0	0	0	13	0	32	12	17
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
MD BACKGROUND TRAFFIC GROWTH	0	13	664	24	2	5	620	11	0	14	5	5	0	28	14	28
NO BUILD DESIGN YEAR MD TRAFFIC	**1**	**69**	**2,578**	**93**	**8**	**20**	**2,408**	**76**	**0**	**54**	**18**	**32**	**0**	**142**	**65**	**127**
	5	*70*	*2,580*	*95*	*10*	*20*	*2,410*	*80*	*0*	*55*	*20*	*35*	*0*	*145*	*65*	*130*
TRAFFIC DIVERSIONS		-12	-105	-3			-167	167		-5	5			105	3	-6
BUILD DESIGN YEAR MD TRAFFIC	**1**	**57**	**2,473**	**90**	**8**	**20**	**2,241**	**243**	**0**	**49**	**23**	**32**	**0**	**247**	**68**	**121**
	5	*60*	*2,475*	*90*	*10*	*20*	*2,245*	*245*	*0*	*50*	*25*	*35*	*0*	*250*	*70*	*125*

"DESIGN YEAR (2050) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Western Region Resiliency Center	0	47	0	0	0	0	0	87	0	0	33	0	0	98	38	53
TOTAL "VESTED" TRAFFIC		47						87			33			98	38	53
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
PM BACKGROUND TRAFFIC GROWTH	1	61	743	18	0	4	747	106	0	22	22	9	0	49	17	29
NO BUILD DESIGN YEAR PM TRAFFIC	**3**	**236**	**2,884**	**69**	**0**	**16**	**2,902**	**412**	**0**	**85**	**84**	**35**	**0**	**190**	**65**	**114**
	5	*240*	*2,885*	*70*	*0*	*20*	*2,905*	*415*	*0*	*85*	*85*	*35*	*0*	*190*	*65*	*115*
TRAFFIC DIVERSIONS		-16	-140	-5			-224	224		-6	6			140	5	-9
BUILD DESIGN YEAR PM TRAFFIC	**3**	**220**	**2,744**	**64**	**0**	**16**	**2,678**	**636**	**0**	**79**	**90**	**35**	**0**	**330**	**70**	**105**
	5	*220*	*2,745*	*65*	*0*	*20*	*2,680*	*640*	*0*	*80*	*90*	*35*	*0*	*330*	*70*	*105*

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Chip Seal Pkwy & Philip Griffitts Sr Pkwy
COUNT DATE: May 18, 2023
AM PEAK HOUR FACTOR: 0.57
MD PEAK HOUR FACTOR: 0.40
PM PEAK HOUR FACTOR: 0.68

Growth Rates not applied to school driveway volumes

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	1	0	22	0	217	3	2	0	7	10	0	0	0	4	2
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
AM EXISTING CONDITIONS	**0**	**1**	**0**	**22**	**0**	**219**	**3**	**2**	**0**	**7**	**10**	**0**	**0**	**0**	**4**	**2**

"MD EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MD Raw Turning Movements	0	0	0	13	0	124	4	1	0	11	15	0	0	0	16	0
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
MD EXISTING CONDITIONS	**0**	**0**	**0**	**13**	**0**	**125**	**4**	**1**	**0**	**11**	**15**	**0**	**0**	**0**	**16**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	4	0	12	0	2	0	1	0	24	273	0	0	0	68	5
Peak Season Conversion Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PM EXISTING CONDITIONS	**0**	**4**	**0**	**12**	**0**	**2**	**0**	**1**	**0**	**24**	**276**	**0**	**0**	**0**	**69**	**5**

"OPENING YEAR (2030) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Western Region Resiliency Center	0	0	0	0	0	0	0	0	0	0	179	0	0	0	92	0
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	179	0	0	0	92	0
Years To Opening Year	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	2.5%	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	2.5%	2.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	4	0	0	0	0	0	1	2	0	0	0	1	0
NO BUILD OPENING YEAR AM TRAFFIC	**0**	**1**	**0**	**26**	**0**	**219**	**3**	**2**	**0**	**8**	**191**	**0**	**0**	**0**	**97**	**2**
	0	*5*	*0*	*30*	*0*	*220*	*5*	*5*	*0*	*10*	*195*	*0*	*0*	*0*	*100*	*5*
TRAFFIC DIVERSIONS				121						161						
BUILD OPENING YEAR AM TRAFFIC	**0**	**1**	**0**	**147**	**0**	**219**	**3**	**2**	**0**	**169**	**191**	**0**	**0**	**0**	**97**	**2**
	0	*5*	*0*	*150*	*0*	*220*	*5*	*5*	*0*	*170*	*195*	*0*	*0*	*0*	*100*	*5*

"OPENING YEAR (2030) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Western Region Resiliency Center	0	0	0	0	0	0	0	0	0	0	167	0	0	0	188	0
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	167	0	0	0	188	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	2.5%	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	2.5%	2.5%
MD BACKGROUND TRAFFIC GROWTH	0	0	0	2	0	0	0	0	0	2	3	0	0	0	3	0
NO BUILD OPENING YEAR MD TRAFFIC	**0**	**0**	**0**	**15**	**0**	**125**	**4**	**1**	**0**	**13**	**185**	**0**	**0**	**0**	**207**	**0**
	0	*0*	*0*	*15*	*0*	*125*	*5*	*5*	*0*	*15*	*185*	*0*	*0*	*0*	*210*	*0*
TRAFFIC DIVERSIONS				100						159						
BUILD OPENING YEAR MD TRAFFIC	**0**	**0**	**0**	**115**	**0**	**125**	**4**	**1**	**0**	**172**	**185**	**0**	**0**	**0**	**207**	**0**
	0	*0*	*0*	*115*	*0*	*125*	*5*	*5*	*0*	*175*	*185*	*0*	*0*	*0*	*210*	*0*

"OPENING YEAR (2030) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Western Region Resiliency Center	0	0	0	0	0	0	0	0	0	0	167	0	0	0	188	0
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	167	0	0	0	188	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	2.5%	2.5%	2.5%	*0.0%*	2.5%	*0.0%*	2.5%	2.5%
PM BACKGROUND TRAFFIC GROWTH	0	1	0	2	0	0	0	0	0	5	52	0	0	0	13	1
NO BUILD OPENING YEAR PM TRAFFIC	**0**	**5**	**0**	**14**	**0**	**2**	**0**	**1**	**0**	**29**	**495**	**0**	**0**	**0**	**270**	**6**
	0	*5*	*0*	*15*	*0*	*5*	*0*	*5*	*0*	*30*	*495*	*0*	*0*	*0*	*270*	*10*
TRAFFIC DIVERSIONS				108						178						
BUILD OPENING YEAR PM TRAFFIC	**0**	**5**	**0**	**122**	**0**	**2**	**0**	**1**	**0**	**207**	**495**	**0**	**0**	**0**	**270**	**6**
	0	*5*	*0*	*125*	*0*	*5*	*0*	*5*	*0*	*210*	*495*	*0*	*0*	*0*	*270*	*10*

"DESIGN YEAR (2050) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Western Region Resiliency Center	0	0	0	0	0	0	0	0	0	0	179	0	0	0	92	0
TOTAL "VESTED" TRAFFIC											179				92	
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	1.5%	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	1.5%	1.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	9	0	0	0	0	0	3	4	0	0	0	2	1
NO BUILD DESIGN YEAR AM TRAFFIC	**0**	**1**	**0**	**35**	**0**	**219**	**3**	**2**	**0**	**11**	**195**	**0**	**0**	**0**	**99**	**3**
	0	*5*	*0*	*35*	*0*	*220*	*5*	*5*	*0*	*15*	*195*	*0*	*0*	*0*	*100*	*5*
TRAFFIC DIVERSIONS				160						215						
BUILD DESIGN YEAR AM TRAFFIC	**0**	**1**	**0**	**195**	**0**	**219**	**3**	**2**	**0**	**226**	**195**	**0**	**0**	**0**	**99**	**3**
	0	*5*	*0*	*195*	*0*	*220*	*5*	*5*	*0*	*230*	*195*	*0*	*0*	*0*	*100*	*5*

"DESIGN YEAR (2050) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Western Region Resiliency Center											66				61	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	66	0	0	0	61	0
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	1.5%	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	1.5%	1.5%
MD BACKGROUND TRAFFIC GROWTH	0	0	0	5	0	0	0	0	0	5	6	0	0	0	7	0
NO BUILD DESIGN YEAR MD TRAFFIC	**0**	**0**	**0**	**20**	**0**	**125**	**4**	**1**	**0**	**18**	**191**	**0**	**0**	**0**	**214**	**0**
	0	*0*	*0*	*20*	*0*	*125*	*5*	*5*	*0*	*20*	*195*	*0*	*0*	*0*	*215*	*0*
TRAFFIC DIVERSIONS				108						178						
BUILD DESIGN YEAR MD TRAFFIC	**0**	**0**	**0**	**128**	**0**	**125**	**4**	**1**	**0**	**196**	**191**	**0**	**0**	**0**	**214**	**0**
	0	*0*	*0*	*130*	*0*	*125*	*5*	*5*	*0*	*200*	*195*	*0*	*0*	*0*	*215*	*0*

"DESIGN YEAR (2050) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Western Region Resiliency Center	0	0	0	0	0	0	0	0	0	0	167	0	0	0	188	0
TOTAL "VESTED" TRAFFIC											167				188	
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	1.5%	1.5%	1.5%	*0.0%*	1.5%	*0.0%*	1.5%	1.5%
PM BACKGROUND TRAFFIC GROWTH	0	2	0	5	0	0	0	0	0	10	114	0	0	0	28	2
NO BUILD DESIGN YEAR PM TRAFFIC	**0**	**7**	**0**	**19**	**0**	**2**	**0**	**1**	**0**	**39**	**609**	**0**	**0**	**0**	**298**	**8**
	0	*10*	*0*	*20*	*0*	*5*	*0*	*5*	*0*	*40*	*610*	*0*	*0*	*0*	*300*	*10*
TRAFFIC DIVERSIONS				145						239						
BUILD DESIGN YEAR PM TRAFFIC	**0**	**7**	**0**	**164**	**0**	**2**	**0**	**1**	**0**	**278**	**609**	**0**	**0**	**0**	**298**	**8**
	0	*10*	*0*	*165*	*0*	*5*	*0*	*5*	*0*	*280*	*610*	*0*	*0*	*0*	*300*	*10*

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Philip Griffitts Sr Pkwy & Alf Coleman Rd
COUNT DATE: May 18, 2023
AM PEAK HOUR FACTOR:
MIDDAY PEAK HOUR FACTOR:
PM PEAK HOUR FACTOR: 1.00

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Season Conversion 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	1.00	1.00	1.00	1.00
AM EXISTING CONDITIONS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

"MIDDAY EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MIDDAY Raw Turning Movements		0	0	0		0	0	0		0	0	0		0	0	0
Peak Season Conversion 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	1.00	1.00	1.00	1.00
MIDDAY EXISTING CONDITIONS		0	0	0		0	0	0		0	0	0		0	0	0

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Season Conversion 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	1.00	1.00	1.00	1.00
PM EXISTING CONDITIONS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

"OPENING YEAR (2030) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Opening Year	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NO BUILD OPENING YEAR AM TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			113	60		136	52			40		46				
BUILD OPENING YEAR AM TRAFFIC	0	0	113	60	0	136	52	0	0	40	0	46	0	0	0	0
	0	*0*	*115*	*60*	*0*	*140*	*55*	*0*	*0*	*40*	*0*	*50*	*0*	*0*	*0*	*0*

"OPENING YEAR (2030) MIDDAY TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
MIDDAY BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
NO BUILD OPENING YEAR MD TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
	0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			105	58		119	51			16		19				
BUILD OPENING YEAR MD TRAFFIC		0	105	58		119	51	0		16	0	19		0	0	0
		0	*105*	*60*		*120*	*55*	*0*		*20*	*0*	*20*		*0*	*0*	*0*

"OPENING YEAR (2030) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NO BUILD OPENING YEAR PM TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			117	63		126	57			15		16				
BUILD OPENING YEAR PM TRAFFIC	0	0	117	63	0	126	57	0	0	15	0	16	0	0	0	0
	0	*0*	*120*	*65*	*0*	*130*	*60*	*0*	*0*	*15*	*0*	*20*	*0*	*0*	*0*	*0*

"DESIGN YEAR (2050) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NO BUILD DESIGN YEAR AM TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			152	82		181	69			52		63				
BUILD DESIGN YEAR AM TRAFFIC	0	0	152	82	0	181	69	0	0	52	0	63	0	0	0	0
	0	*0*	*155*	*85*	*0*	*185*	*70*	*0*	*0*	*55*	*0*	*65*	*0*	*0*	*0*	*0*

"DESIGN YEAR (2050) MIDDAY TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
MIDDAY BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NO BUILD DESIGN YEAR MIDDAY TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			117	63		126	57			15		16				
BUILD DESIGN YEAR MD TRAFFIC	0	0	117	63	0	126	57	0	0	15	0	16	0	0	0	0
	0	*0*	*120*	*65*	*0*	*130*	*60*	*0*	*0*	*15*	*0*	*20*	*0*	*0*	*0*	*0*

"DESIGN YEAR (2050) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Western Region Resiliency Center																
TOTAL "VESTED" TRAFFIC																
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NO BUILD DESIGN YEAR PM TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			157	85		170	76			20		20				
BUILD DESIGN YEAR PM TRAFFIC	0	0	157	85	0	170	76	0	0	20	0	20	0	0	0	0
	0	*0*	*160*	*85*	*0*	*170*	*80*	*0*	*0*	*20*	*0*	*20*	*0*	*0*	*0*	*0*

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Philip Griffitts Sr Pkwy & Breakfast Point Access Rd
COUNT DATE: May 18, 2023
AM PEAK HOUR FACTOR:
MD PEAK HOUR FACTOR:
PM PEAK HOUR FACTOR: 1.00

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Season Conversion 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	1.00	1.00	1.00	1.00
AM EXISTING CONDITIONS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"MD EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
MD Raw Turning Movements		0	0	0		0	0	0		0	0	0		0	0	0
Peak Season Conversion 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	1.00	1.00	1.00	1.00
MD EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Season Conversion 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	1.00	1.00	1.00	1.00
PM EXISTING CONDITIONS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"OPENING YEAR (2030) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Western Region Resiliency Center																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Opening Year	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NO BUILD OPENING YEAR AM TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			121	38			161			27						
BUILD OPENING YEAR AM TRAFFIC	**0**	**0**	**121**	**38**	**0**	**0**	**161**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**
	0	*0*	*125*	*40*	*0*	*0*	*165*	*0*	*0*	*30*	*0*	*0*	*0*	*0*	*0*	*0*

"OPENING YEAR (2030) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
MD BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
NO BUILD OPENING YEAR MD TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
		0	*0*	*0*		*0*	*0*	*0*		*0*	*0*	*0*		*0*	*0*	*0*
TRAFFIC DIVERSIONS			100	24			159			11						
BUILD OPENING YEAR MD TRAFFIC		**0**	**100**	**24**		**0**	**159**	**0**		**11**	**0**	**0**		**0**	**0**	**0**
		0	*100*	*25*		*0*	*160*	*0*		*15*	*0*	*0*		*0*	*0*	*0*

"OPENING YEAR (2030) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Western Region Resiliency Center																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NO BUILD OPENING YEAR PM TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			108	25			178			5						
BUILD OPENING YEAR PM TRAFFIC	**0**	**0**	**108**	**25**	**0**	**0**	**178**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
	0	*0*	*110*	*25*	*0*	*0*	*180*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*

"DESIGN YEAR (2050) AM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NO BUILD DESIGN YEAR AM TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			160	55			215			35						
BUILD DESIGN YEAR AM TRAFFIC	**0**	**0**	**160**	**55**	**0**	**0**	**215**	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**
	0	*0*	*160*	*55*	*0*	*0*	*215*	*0*	*0*	*35*	*0*	*0*	*0*	*0*	*0*	*0*

"DESIGN YEAR (2050) MD TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
MD BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
NO BUILD DESIGN YEAR MD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			108	25			178			5						
BUILD DESIGN YEAR MD TRAFFIC	**0**	**0**	**108**	**25**	**0**	**0**	**178**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
	0	*0*	*110*	*25*	*0*	*0*	*180*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*

"DESIGN YEAR (2050) PM TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Design Year (from 2030)	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NO BUILD DESIGN YEAR PM TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TRAFFIC DIVERSIONS			145	32			239			7						
BUILD DESIGN YEAR PM TRAFFIC	**0**	**0**	**145**	**32**	**0**	**0**	**239**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**
	0	*0*	*145*	*35*	*0*	*0*	*240*	*0*	*0*	*10*	*0*	*0*	*0*	*0*	*0*	*0*

Appendix D: Crash Data Summary

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1	87449671	U.S. HIGHWAY 98 680' East from 11150 U.S. HIGHWAY 98	1/2/2018	Tuesday	16:52	Unknown	0	0	PDO	Not Reported	0	No
2	87449682	U.S. HIGHWAY 98 46' East from RICHARD JACKSON BLVD	1/6/2018	Saturday	14:21	Unknown	0	0	PDO	Not Reported	0	No
3	87449684	U.S. HIGHWAY 98 ALTERNATE 1313' West from 10323 U.S. HIGHWAY 98 ALTERNATE	1/8/2018	Monday	10:27	Unknown	0	0	PDO	Not Reported	0	No
4	87449685	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	1/8/2018	Monday	20:42	Rear End	0	0	PDO	Not Reported	0	No
5	87449695	ALF COLEMAN at U.S. HIGHWAY 98	1/12/2018	Friday	14:31	Unknown	0	0	PDO	Not Reported	0	No
6	87449701	U.S. HIGHWAY 98 543' East from 11200 U.S. HIGHWAY 98	1/13/2018	Saturday	22:25	Unknown	0	0	PDO	Not Reported	0	No
7	85562101	US 98 (STATE ROAD 30A) 50' West from COUNTY ROAD (30B) MOYLAN RD	1/15/2018	Monday	8:10	Rear End	0	3	Injury	Daylight	Dry	No
8	87111433	BACK BEACH RD at ALLISION AVE	1/17/2018	Wednesday	14:13	Sideswipe	0	0	PDO	Daylight	Dry	No
9	85562105	US 98 (STATE ROAD 30A/PANAMA CITY BCH PKWY) 991' West from COUNTY ROAD 30H (ALF COLEMAN RD)	1/21/2018	Sunday	11:05	Rear End	0	3	Injury	Daylight	Dry	No
10	87449716	ALF COLEMAN ROAD at U.S. HIGHWAY 98	1/22/2018	Monday	8:06	Unknown	0	0	PDO	Not Reported	0	No
11	87449717	US HIGHWAY 98 709' East from ALF. COLEMAN ROAD	1/23/2018	Tuesday	7:28	Angle	0	1	Injury	Daylight	Dry	No
12	87449726	PANAMA CITY BCH PKWY 1130' East from 11501 PANAMA CITY BCH PKWY	1/23/2018	Tuesday	7:40	Unknown	0	0	PDO	Not Reported	0	No
13	87449718	R. JACKSON BLVD at US HWY 98	1/23/2018	Tuesday	14:24	Unknown	0	0	PDO	Daylight	Dry	No
14	85585302	U.S 98 (STATE ROAD 30A) 98' West from COUNTY ROAD 30H (ALF COLEMAN ROAD)	1/23/2018	Tuesday	17:18	Rear End	0	0	PDO	Dark - Lighted	Dry	No
15	87449722	U.S. HIGHWAY 98 199' West from 11428 U.S. HIGHWAY 98	1/24/2018	Wednesday	13:23	Unknown	0	0	PDO	Not Reported	0	No
16	87159833	US-98 at ALF COLEMAN RD	1/25/2018	Thursday	15:11	Rear End	0	0	PDO	Daylight	Dry	No
17	87449735	U.S. HIGHWAY 98 at NORTH GLADES TRAIL	1/26/2018	Friday	20:47	Other	0	0	PDO	Not Reported	0	No
18	87449739	U.S. HIGHWAY 98 ALT 852' East from 10901 U.S. HIGHWAY 98 ALT	1/28/2018	Sunday	15:00	Unknown	0	0	PDO	Not Reported	0	No
19	87449738	U.S. HIGHWAY 98 132' East from 11350 U.S. HIGHWAY 98	1/29/2018	Monday	10:10	Unknown	0	0	PDO	Not Reported	0	No
20	87449741	U.S. HIGHWAY 98 49' West from RICHARD JACKSON BLVD	1/29/2018	Monday	19:01	Unknown	0	0	PDO	Not Reported	0	No
21	82021845	US-98 (SR-30A) 267' West from MOYLAN RD	2/5/2018	Monday	6:55	Rear End	0	2	Injury	Daylight	Dry	No
22	87449767	U.S. HWY 98 1153' East from 11495 U.S. HWY 98	2/6/2018	Tuesday	15:38	Unknown	0	0	PDO	Not Reported	0	No
23	87449761	U.S. HIGHWAY 98 447' East from RICHARD JACKSON BLVD	2/8/2018	Thursday	7:30	Unknown	0	0	PDO	Not Reported	0	No
24	87147653	U.S. 98(STATE ROAD 30A) 991' West from COUNTY ROAD 30H(ALF COLEMAN ROAD)	2/9/2018	Friday	11:40	Rear End	0	0	PDO	Daylight	Dry	No
25	87449775	U.S. HIGHWAY 98 ALTERNATE 738' West from 10270 U.S. HIGHWAY 98 ALTERNATE	2/12/2018	Monday	11:29	Unknown	0	0	PDO	Not Reported	0	No
26	87449780	U.S. HIGHWAY 98 433' East from 11240 U.S. HIGHWAY 98	2/13/2018	Tuesday	9:43	Unknown	0	0	PDO	Not Reported	0	No
27	87449781	U.S. HIGHWAY 98 433' East from 11240 U.S. HIGHWAY 98	2/13/2018	Tuesday	11:33	Unknown	0	0	PDO	Not Reported	0	No
28	87449787	U.S. HIGHWAY 98 200' West from RICHARD JACKSON BLVD	2/16/2018	Friday	14:42	Unknown	0	0	PDO	Not Reported	0	No
29	87449790	U.S. HIGHWAY 98 200' West from RICHARD JACKSON BLVD	2/17/2018	Saturday	11:57	Unknown	0	0	PDO	Not Reported	0	No
30	87449794	U.S. HIGHWAY 98 at R JACKSON BLVD	2/18/2018	Sunday	8:19	Unknown	0	0	PDO	Not Reported	0	No
31	87167350	US 98 at ALLISON AVENUE	2/20/2018	Tuesday	10:20	Unknown	0	0	PDO	Daylight	Dry	No
32	87449807	U.S. HIGHWAY 98 151' West from RICHARD JACKSON BLVD	2/22/2018	Thursday	8:14	Unknown	0	0	PDO	Not Reported	0	No
33	87114695	U.S. 98 (STATE ROAD 30A) 748' West from COUNTY ROAD 30H (ALF COLEMAN RD)	2/22/2018	Thursday	14:39	Rear End	0	0	PDO	Daylight	Dry	No
34	87449823	U.S. HIGHWAY 98 ALTERNATE 738' West from 10270 U.S. HIGHWAY 98 ALTERNATE	2/25/2018	Sunday	0:00	Unknown	0	0	PDO	Not Reported	0	No
35	87449826	U.S. HIGHWAY 98 440' East from ALF COLEMAN ROAD	2/25/2018	Sunday	19:05	Other	0	1	Injury	Dark - Lighted	Dry	No
36	87140012	U.S. 98 (STATE ROAD 30A) at COUNTY ROAD 30H	2/26/2018	Monday	9:00	Rear End	0	0	PDO	Daylight	Wet	No
37	87174808	U.S 98 (STATE ROAD 30) 495' West from COUNTY ROAD 30H (ALF COLEMAN ROAD)	2/28/2018	Wednesday	16:30	Rear End	0	2	Injury	Daylight	Dry	No
38	87449835	U.S. HIGHWAY 98 200' East from CLARA AVENUE	3/1/2018	Thursday	11:43	Rear End	0	0	PDO	Not Reported	0	No
39	87449838	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	3/2/2018	Friday	10:17	Unknown	0	0	PDO	Not Reported	0	No
40	87140018	U.S. 98 (STATE ROAD 30A) at ALLISON AVENUE	3/2/2018	Friday	15:10	Rear End	0	0	PDO	Daylight	Dry	No
41	87449842	US HIGHWAY 98 1346' East from 10611 US HIGHWAY 98	3/3/2018	Saturday	12:34	Unknown	0	0	PDO	Not Reported	0	No
42	85573982	US 98 (STATE ROAD 30A / PCB PARKWAY) 200' East from CAULEY AVE	3/4/2018	Sunday	11:15	Rear End	0	0	PDO	Daylight	Dry	No
43	87449850	U.S. HIGHWAY 98 680' East from 11150 U.S. HIGHWAY 98	3/5/2018	Monday	7:25	Rear End	0	0	PDO	Not Reported	0	No
44	87449857	U.S. HIGHWAY 98 ALT 738' West from 10270 U.S. HIGHWAY 98 ALT	3/7/2018	Wednesday	10:11	Unknown	0	0	PDO	Not Reported	0	No
45	87449863	U.S. HIGHWAY 98 1643' West from 11560 U.S. HIGHWAY 98	3/7/2018	Wednesday	16:31	Unknown	0	0	PDO	Not Reported	0	No
46	87449865	U.S. HIGHWAY 98 433' East from 11240 U.S. HIGHWAY 98	3/8/2018	Thursday	14:29	Unknown	0	0	PDO	Not Reported	0	No
47	87449868	RICHARD JACKSON BOULEVARD 30' South from U.S. HIGHWAY 98	3/8/2018	Thursday	16:20	Unknown	0	0	PDO	Not Reported	0	No
48	87167361	US 98 at ALLISON AVE	3/8/2018	Thursday	18:25	Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No
49	87147672	U.S. 98(STATE ROAD 30A) at LYNDELL LANE	3/11/2018	Sunday	22:10	Left Turn	0	0	PDO	Dark - Not Lighted	Wet	No
50	87186821	US-98 (BACK BEACH RD) at ALLISON AVENUE	3/12/2018	Monday	12:32	Left Turn	0	0	PDO	Daylight	Dry	No
51	87114704	U.S. 98 (STATE ROAD 30A) 1270' East from ALLISON AVE	3/13/2018	Tuesday	4:10	Off Road	0	0	PDO	Dark - Not Lighted	Dry	Yes
52	87131911	US-98 952' West from CR 30B (MOYLAN RD)	3/13/2018	Tuesday	18:56	Off Road	0	0	PDO	Dark - Not Lighted	Dry	No
53	87449894	U.S. HIGHWAY 98 ALTERNATE 738' West from 10270 U.S. HIGHWAY 98 ALTERNATE	3/14/2018	Wednesday	16:50	Unknown	0	0	PDO	Not Reported	0	No
54	87449904	U.S. HIGHWAY 98 13' East from R JACKSON BLVD	3/16/2018	Friday	14:17	Angle	0	0	PDO	Daylight	Dry	No
55	87449902	RICHARD JACKSON BOULEVARD at US HIGHWAY 98	3/16/2018	Friday	14:27	Unknown	0	0	PDO	Not Reported	0	No
56	87147676	U.S. 98(STATE ROAD 30A) at COUNTY ROAD 30H(ALF COLEMAN ROAD)	3/16/2018	Friday	16:20	Rear End	0	0	PDO	Daylight	Dry	No
57	87449910	U.S. HIGHWAY 98 ALTERNATE 1007' East from 10811 U.S. HIGHWAY 98 ALTERNATE	3/16/2018	Friday	17:53	Unknown	0	0	PDO	Not Reported	0	No
58	87147680	U.S. 98(STATE ROAD 30A) 218' East from COUNTY ROAD 30C(CLARA AVE)	3/17/2018	Saturday	17:00	Other	0	0	PDO	Daylight	Dry	No
59	87449918	U.S. HIGHWAY 98 199' West from 11428 U.S. HIGHWAY 98	3/17/2018	Saturday	19:14	Unknown	0	0	PDO	Not Reported	0	No
60	87449921	PANAMA CITY BEACH PARKWAY 39' West from 12907 PANAMA CITY BEACH PARKWAY	3/18/2018	Sunday	16:00	Other	0	0	PDO	Not Reported	0	No
61	87449922	U.S. HIGHWAY 98 ALTERNATE 226' West from 11831 U.S. HIGHWAY 98 ALTERNATE	3/18/2018	Sunday	17:25	Unknown	0	0	PDO	Not Reported	0	No
62	87167367	US 98 49' West from CLARA AVENUE	3/18/2018	Sunday	18:46	Rear End	0	0	PDO	Dusk	Wet	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
63	87147681	U.S. 98(STATE ROAD 30A) 29' West from COUNTY ROAD 30B(MOYLAN ROAD)	3/22/2018	Thursday	0:35	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
64	87167369	US 98 952' West from COUNTY ROAD 30B	3/22/2018	Thursday	11:45	Rear End	0	0	PDO	Daylight	Dry	No
65	87449946	U.S. HIGHWAY 98 447' East from RICHARD JACKSON BOULEVARD	3/23/2018	Friday	11:23	Unknown	0	0	PDO	Not Reported	0	No
66	87449952	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	3/23/2018	Friday	18:53	Unknown	0	0	PDO	Not Reported	0	No
67	87449954	U.S. HIGHWAY 98 949' East from RICHARD JACKSON BOULEVARD	3/24/2018	Saturday	8:21	Rear End	0	0	PDO	Not Reported	0	No
68	87449963	U.S. HIGHWAY 98 ALTERNATE 39' West from 12907 U.S. HIGHWAY 98 ALTERNATE	3/24/2018	Saturday	18:56	Unknown	0	0	PDO	Not Reported	0	No
69	85596376	STATE ROAD 30A 280' East from LYNDELL LANE	3/25/2018	Sunday	19:30	Rear End	0	0	PDO	Unknown	Dry	No
70	87449969	U.S. HIGHWAY 98 ALTERNATE 466' East from 11127 U.S. HIGHWAY 98 ALTERNATE	3/26/2018	Monday	12:12	Unknown	0	0	PDO	Not Reported	0	No
71	87102975	US 98 (STATE ROAD 30A) 1271' West from 11905 US 98 (STATE ROAD 30A)	3/26/2018	Monday	13:38	Rear End	0	2	Injury	Daylight	Dry	No
72	87449986	PANAMA CITY BEACH PARKWAY 98' West from LYNDELL LANE	3/26/2018	Monday	13:40	Unknown	0	0	PDO	Not Reported	0	No
73	87449975	U.S. HIGHWAY 98 ALTERNATE 330' West from 11834 U.S. HIGHWAY 98 ALTERNATE	3/26/2018	Monday	14:00	Unknown	0	0	PDO	Not Reported	0	No
74	87449976	U.S. HIGHWAY 98 ALTERNATE 466' East from 11127 U.S. HIGHWAY 98 ALTERNATE	3/26/2018	Monday	20:22	Unknown	0	0	PDO	Not Reported	0	No
75	87449985	U.S. HIGHWAY 98 98' East from ALF COLEMAN ROAD	3/27/2018	Tuesday	21:20	Rear End	0	0	PDO	Dark - Lighted	Dry	No
76	87450000	US HIGHWAY 98 1326' East from ALF. COLEMAN ROAD	3/28/2018	Wednesday	7:49	Angle	0	0	PDO	Daylight	Dry	No
77	87203078	U.S. HIGHWAY 98 (SR-30A) 78' East from CAULEY AVE	3/28/2018	Wednesday	15:00	Rear End	0	2	Injury	Daylight	Dry	No
78	87449996	U.S. HIGHWAY 98 985' West from 11504 U.S. HIGHWAY 98	3/28/2018	Wednesday	16:20	Angle	0	3	Injury	Daylight	Dry	No
79	87450009	U.S. HIGHWAY 98 1297' West from 11600 U.S. HIGHWAY 98	3/30/2018	Friday	10:52	Angle	0	4	Injury	Daylight	Wet	No
80	87450023	U.S. HIGHWAY 98 1297' West from 11600 U.S. HIGHWAY 98	3/30/2018	Friday	16:35	Left Turn	0	1	Injury	Daylight	Dry	No
81	87450017	U.S. HIGHWAY 98 ALTERNATE 466' East from 11127 U.S. HIGHWAY 98 ALTERNATE	3/30/2018	Friday	18:56	Unknown	0	0	PDO	Not Reported	0	No
82	87450034	U.S. HIGHWAY 98 ALTERNATE 266' East from 9907 U.S. HIGHWAY 98 ALTERNATE	3/31/2018	Saturday	16:52	Unknown	0	0	PDO	Not Reported	0	No
83	87450036	U.S. HIGHWAY 98 520' West from MOYLAN ROAD	4/1/2018	Sunday	7:43	Sideswipe	0	0	PDO	Daylight	Dry	No
84	87450047	U S HIGHWAY 98 154' East from ALF COLEMAN ROAD	4/1/2018	Sunday	20:56	Angle	0	0	PDO	Dark - Lighted	Dry	No
85	87450048	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	4/2/2018	Monday	13:53	Unknown	0	0	PDO	Not Reported	0	No
86	87203082	U.S. HIGHWAY 98 (SR-30A) at ALLISON AVENUE	4/3/2018	Tuesday	16:50	Left Turn	0	2	Injury	Daylight	Dry	No
87	87203161	US HIGHWAY 98 299' West from ALF COLEMAN	4/4/2018	Wednesday	9:40	Rear End	0	0	PDO	Daylight	Wet	No
88	87450068	U.S. HIGHWAY 98 ALTERNATE 738' West from 10270 U.S. HIGHWAY 98 ALTERNATE	4/4/2018	Wednesday	10:51	Unknown	0	0	PDO	Not Reported	0	No
89	87450069	U.S. HIGHWAY 98 1297' West from 11600 U.S. HIGHWAY 98	4/4/2018	Wednesday	11:20	Left Turn	0	2	Injury	Daylight	Wet	No
90	87203162	US HIGHWAY 98 194' West from ALF COLEMAN ROAD	4/4/2018	Wednesday	14:15	Rear End	0	0	PDO	Daylight	Wet	No
91	87450075	U.S. HIGHWAY 98 ALT. at 9998 U.S. HIGHWAY 98 ALT.	4/4/2018	Wednesday	16:30	Unknown	0	0	PDO	Not Reported	0	No
92	87450092	U.S. HIGHWAY 98 ALTERNATE 1102' East from 10996 U.S. HIGHWAY 98 ALTERNATE	4/5/2018	Thursday	16:58	Pedestrian	0	1	Injury	Not Reported	0	No
93	87450102	U.S. HIGHWAY 98 1247' East from 11600 U.S. HIGHWAY 98	4/6/2018	Friday	8:10	Other	0	0	PDO	Not Reported	0	No
94	87167378	US 98 at ALLISON AVENUE	4/6/2018	Friday	9:35	Angle	0	0	PDO	Daylight	Dry	No
95	87450113	U.S. HIGHWAY 98 1643' West from 11560 U.S. HIGHWAY 98	4/6/2018	Friday	17:27	Unknown	0	0	PDO	Not Reported	0	No
96	87450132	U.S. HIGHWAY 98 ALT 1007' East from 10811 U.S. HIGHWAY 98 ALT	4/7/2018	Saturday	20:41	Unknown	0	0	PDO	Not Reported	0	No
97	87450138	U.S. HIGHWAY 98 ALTERNATE 51' West from 11807 U.S. HIGHWAY 98 ALTERNATE	4/8/2018	Sunday	10:17	Unknown	0	0	PDO	Not Reported	0	No
98	87450147	U.S. HIGHWAY 98 183' East from 11751 U.S. HIGHWAY 98	4/10/2018	Tuesday	10:05	Unknown	0	0	PDO	Not Reported	0	No
99	87154212	COUNTY ROAD 30H (ALF COLEMAN BOULEVARD) 5' South from U.S. 98 (STATE ROAD 30A)	4/10/2018	Tuesday	20:25	Pedestrian	0	0	PDO	Dark - Not Lighted	Dry	No
100	87450173	U.S. HIGHWAY 98 ALTERNATE 1339' West from 10492 U.S. HIGHWAY 98 ALTERNATE	4/14/2018	Saturday	12:00	Unknown	0	0	PDO	Not Reported	0	No
101	87450171	US HIGHWAY 98 ALTERNATE 1710' West from 10628 US HIGHWAY 98 ALTERNATE	4/14/2018	Saturday	23:28	Other	0	0	PDO	Not Reported	0	No
102	87178719	COUNTY ROAD 30H(ALF COLEMAN ROAD) 7' South from U.S. 98(STATE ROAD 30A)	4/16/2018	Monday	10:00	Right Turn	0	0	PDO	Daylight	Dry	No
103	87450176	U.S. HIGHWAY 98 1098' West from 9700 U.S. HIGHWAY 98	4/17/2018	Tuesday	21:58	Other	0	0	PDO	Dark - Not Lighted	Dry	No
104	87450201	U.S. HIGHWAY 98 1098' West from 9700 U.S. HIGHWAY 98	4/17/2018	Tuesday	21:58	Other	0	0	PDO	Dark - Not Lighted	Dry	No
105	87450214	U.S. HIGHWAY 98 ALTERNATE 510' East from 11212 U.S. HIGHWAY 98 ALTERNATE	4/18/2018	Wednesday	10:44	Unknown	0	0	PDO	Not Reported	0	No
106	87450233	U.S. HIGHWAY 98 ALTERNATE 510' East from 11212 U.S. HIGHWAY 98 ALTERNATE	4/18/2018	Wednesday	10:44	Unknown	0	0	PDO	Not Reported	0	No
107	87203173	US HIGHWAY 98 at ALF COLEMAN ROAD	4/18/2018	Wednesday	17:40	Sideswipe	0	0	PDO	Daylight	Dry	No
108	87178722	U.S. 98(STATE ROAD 30A) 499' West from COUNTY ROAD 30H(ALF COLEMAN ROAD)	4/20/2018	Friday	7:40	Rear End	0	0	PDO	Daylight	Dry	No
109	87450189	U.S. HIGHWAY 98 ALTERNATE 330' West from 11834 U.S. HIGHWAY 98 ALTERNATE	4/20/2018	Friday	12:36	Unknown	0	0	PDO	Not Reported	0	No
110	87178724	U.S. 98(STATE ROAD 30A) 119' West from COUNTY ROAD 30B(MOYLAN ROAD)	4/20/2018	Friday	21:20	Rear End	0	1	Injury	Dark - Not Lighted	Dry	Yes
111	87450207	U.S. HIGHWAY 98 30' East from ALF COLEMAN ROAD	4/23/2018	Monday	7:18	Rear End	0	0	PDO	Not Reported	0	No
112	87450211	U.S. HIGHWAY 98 1290' East from RICHARD JACKSON BOULEVARD	4/24/2018	Tuesday	5:36	Left Turn	0	1	Serious Injury	Dark - Not Lighted	Dry	No
113	87450216	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	4/25/2018	Wednesday	14:43	Unknown	0	0	PDO	Not Reported	0	No
114	87450229	US HIGHWAY 98 at 9700 US HIGHWAY 98	4/28/2018	Saturday	18:36	Rear End	0	0	PDO	Not Reported	0	No
115	87192767	US-98 (SR30/BACK BEACH ROAD) 45' West from MOYLAND ROAD	4/28/2018	Saturday	22:15	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
116	87192766	US-98 (SR-30/BACK BEACH ROAD) at ALF COLEMAN ROAD	4/29/2018	Sunday	13:05	Sideswipe	0	0	PDO	Daylight	Dry	No
117	87450288	U.S. HIGHWAY 98 at CLARA AVE	5/1/2018	Tuesday	14:00	Unknown	0	0	PDO	Not Reported	0	No
118	87450242	US HIGHWAY 98 1326' East from ALF COLEMAN ROAD	5/2/2018	Wednesday	18:05	Head On	0	1	Injury	Daylight	Dry	No
119	87450258	U.S. HIGHWAY 98 ALTERNATE 738' West from 10270 U.S. HIGHWAY 98 ALTERNATE	5/4/2018	Friday	7:31	Sideswipe	0	0	PDO	Daylight	Dry	No
120	87450390	ALF COLEMAN ROAD at U.S. HIGHWAY 98	5/4/2018	Friday	8:20	Other	0	0	PDO	Not Reported	0	No
121	87450251	U.S. HIGHWAY 98 ALTERNATE 1710' West from 10628 U.S. HIGHWAY 98 ALTERNATE	5/4/2018	Friday	15:10	Unknown	0	0	PDO	Not Reported	0	No
122	87189136	U.S. 98(STATE ROAD 30A) at ALLISON AVE	5/4/2018	Friday	15:25	Left Turn	0	1	Injury	Daylight	Dry	No
123	87450259	US HIGHWAY 98 at CLARA AVENUE	5/4/2018	Friday	16:01	Unknown	0	0	PDO	Not Reported	0	No
124	85191834	U.S. HIGHWAY 98 (STATE ROAD 30) 33' East from ALF COLEMAN ROAD	5/5/2018	Saturday	13:00	Rear End	0	1	Injury	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
125	87450302	U.S. HIGHWAY 98 ALTERNATE 51' West from 11807 U.S. HIGHWAY 98 ALTERNATE	5/5/2018	Saturday	18:06	Rear End	0	0	PDO	Not Reported	0	No
126	87123964	STATE ROAD 30A at COX GRADE RD	5/5/2018	Saturday	20:30	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
127	87450286	U.S. HIGHWAY 98 ALTERNATE 39' West from 12907 U.S. HIGHWAY 98 ALTERNATE	5/6/2018	Sunday	17:51	Rear End	0	0	PDO	Not Reported	0	No
128	87167399	US 98 521' West from ALF COLEMAN ROAD	5/8/2018	Tuesday	10:55	Rear End	0	1	Injury	Daylight	Dry	No
129	87192258	COUNTY ROAD 30H(ALF COLEMAN RD) 10' South from U.S. 98(STATE ROAD 30A)	5/9/2018	Wednesday	8:40	Rear End	0	0	PDO	Daylight	Dry	No
130	87199785	U.S. 98(STATE ROAD 30A) 38' East from COUNTY ROAD 30C(CLARA AVE)	5/9/2018	Wednesday	16:10	Rear End	0	0	PDO	Daylight	Dry	No
131	87450318	U.S. HIGHWAY 98 499' East from ALF COLEMAN ROAD	5/13/2018	Sunday	16:15	Unknown	0	0	PDO	Not Reported	0	No
132	87450324	U.S. HIGHWAY 98 680' East from 11150 U.S. HIGHWAY 98	5/15/2018	Tuesday	7:43	Unknown	0	0	PDO	Not Reported	0	No
133	87199788	R JACKSON BLVD 10' South from U.S. 98(STATE ROAD 30A)	5/15/2018	Tuesday	10:00	Rear End	0	0	PDO	Daylight	Dry	No
134	87186845	U.S. 98 (STATE ROAD 30A) at COUNTY ROAD 30H (ALF COLEMAN)	5/16/2018	Wednesday	11:30	Rear End	0	0	PDO	Daylight	Dry	No
135	87450334	RICHARD JACKSON BOULEVARD 10' South from U.S. HIGHWAY 98	5/16/2018	Wednesday	13:58	Rear End	0	0	PDO	Daylight	Wet	No
136	87137048	8015 BACK BEACH RD 178' East from CAULEY AVENUE	5/17/2018	Thursday	14:10	Rear End	0	0	PDO	Daylight	Dry	No
137	87450337	U.S. HIGHWAY 98 0' West from CLARA AVENUE	5/17/2018	Thursday	18:30	Rear End	0	0	PDO	Daylight	Dry	No
138	87450354	U.S. HIGHWAY 98 1325' East from 11580 U.S. HIGHWAY 98	5/19/2018	Saturday	14:10	Rear End	0	0	PDO	Daylight	Dry	No
139	87450364	U.S. HIGHWAY 98 1208' West from N.GLADES TRAIL	5/21/2018	Monday	18:55	Rear End	0	3	Injury	Dusk	Dry	No
140	87450368	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	5/22/2018	Tuesday	6:50	Rear End	0	0	PDO	Daylight	Wet	No
141	87450375	U.S. HIGHWAY 98 1091' East from 11000 BLOCK OF U.S. HIGHWAY 98	5/22/2018	Tuesday	16:36	Rear End	0	0	PDO	Daylight	Dry	No
142	87450372	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	5/22/2018	Tuesday	17:35	Unknown	0	1	Injury	Daylight	Dry	No
143	87450374	U.S. HIGHWAY 98 ALTERNATE 1170' West from 10430 U.S. HIGHWAY 98 ALTERNATE	5/22/2018	Tuesday	21:39	Unknown	0	0	PDO	Dark - Lighted	Dry	No
144	87450378	US HIGHWAY 98 299' East from ALF. COLEMAN	5/23/2018	Wednesday	17:17	Rear End	0	0	PDO	Daylight	Dry	No
145	82021857	SR-30A (BACK BEACH RD) 73' East from LYNDELL LN.	5/25/2018	Friday	6:50	Sideswipe	0	0	PDO	Daylight	Dry	No
146	87450394	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	5/25/2018	Friday	13:08	Sideswipe	0	0	PDO	Daylight	Dry	No
147	87450395	ALF COLEMAN ROAD 98' South from U.S. HIGHWAY 98	5/25/2018	Friday	15:30	Left Turn	0	0	PDO	Daylight	Dry	No
148	87123973	STATE ROAD 30A at MOYLAN ROAD	5/25/2018	Friday	22:00	Rear End	0	0	PDO	Dark - Lighted	Dry	Yes
149	87450403	U.S. HIGHWAY 98 ALTERNATE 1174' East from 10713 U.S. HIGHWAY 98 ALTERNATE	5/26/2018	Saturday	6:10	Other	0	1	Injury	Daylight	Dry	No
150	87450410	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	5/26/2018	Saturday	17:21	Other	0	0	PDO	Daylight	Dry	No
151	87128102	US 98 (STATE ROAD 30 / PANAMA CITY BCH PKWY) 339' East from COUNTY ROAD 30C (CLARA AVE)	5/26/2018	Saturday	21:00	Rear End	0	1	Serious Injury	Dark - Not Lighted	Dry	No
152	87174855	12405 BACK BEACH ROAD (U.S 98) 84' West from COX GRADE ROAD	5/28/2018	Monday	5:30	Off Road	0	1	Injury	Dawn	Wet	No
153	87223568	U.S. 98(STATE ROAD 30A) 49' East from COUNTY ROAD 30H(ALF COLEMAN ROAD)	5/29/2018	Tuesday	16:15	Rear End	0	0	PDO	Daylight	Dry	No
154	87223570	U.S. 98(STATE ROAD 30A) 78' East from CAULEY AVE	5/29/2018	Tuesday	20:33	Animal	0	0	PDO	Dark - Not Lighted	Dry	No
155	87128103	US 98 (STATE ROAD 30 / PCB PKWY) 59' East from COUNTY ROAD 30C (CLARA AVE)	5/30/2018	Wednesday	14:35	Rear End	0	0	PDO	Daylight	Dry	No
156	87450447	US HIGHWAY 98 at RICHARD JACKSON BLVD	6/1/2018	Friday	16:22	Rear End	0	3	Injury	Daylight	Dry	No
157	87450450	U.S. HIGHWAY 98 ALTERNATE 510' East from 11212 U.S. HIGHWAY 98 ALTERNATE	6/2/2018	Saturday	12:32	Rear End	0	0	PDO	Daylight	Dry	No
158	87450469	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	6/3/2018	Sunday	20:31	Unknown	0	0	PDO	Dark - Lighted	Dry	No
159	87450474	U.S. HIGHWAY 98 20' West from ALF COLEMAN ROAD	6/4/2018	Monday	11:43	Rear End	0	1	Injury	Daylight	Dry	No
160	87215039	U.S. 98 (STATE ROAD 30A) 473' East from ALLISON AVENUE	6/4/2018	Monday	18:25	Rear End	0	0	PDO	Daylight	Dry	No
161	87450494	U.S. HIGHWAY 98 ALTERNATE 322' East from 11211 U.S. HIGHWAY 98 ALTERNATE	6/6/2018	Wednesday	16:02	Angle	0	0	PDO	Not Reported	0	No
162	87537879	PANAMA CITY BEACH PARKWAY at CAULEY AVE	6/6/2018	Wednesday	17:45	Unknown	0	0	PDO	Not Reported	0	No
163	87450504	US HIGHWAY 98 at ALF COLEMAN ROAD	6/8/2018	Friday	11:12	Head On	0	0	PDO	Daylight	Dry	No
164	87450505	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	6/8/2018	Friday	14:30	Rear End	0	0	PDO	Daylight	Dry	No
165	87450532	U.S. HIGHWAY 98 ALTERNATE 510' East from 11212 U.S. HIGHWAY 98 ALTERNATE	6/12/2018	Tuesday	14:39	Other	0	0	PDO	Daylight	Wet	No
166	87450537	U.S. HIGHWAY 98 124' West from LYNDELL LANE	6/13/2018	Wednesday	9:00	Rear End	0	0	PDO	Daylight	Dry	No
167	87450538	U.S. HIGHWAY 98 at RICHARD JACKSON BOURLVARD	6/13/2018	Wednesday	15:49	Rear End	0	0	PDO	Daylight	Wet	No
168	87450549	U.S. HIGHWAY 98 817' East from 11100 U.S. HIGHWAY 98	6/14/2018	Thursday	15:00	Unknown	0	0	PDO	Daylight	Dry	No
169	87450550	U.S. HIGHWAY 98 249' East from ALF COLEMAN RD	6/14/2018	Thursday	16:10	Left Turn	0	0	PDO	Daylight	Wet	No
170	87450552	U.S. HIGHWAY 98 98' East from ALF COLEMAN RD.	6/14/2018	Thursday	18:30	Sideswipe	0	0	PDO	Daylight	Dry	No
171	87203209	US HIGHWAY 98 194' West from ALF COLEMAN ROAD	6/15/2018	Friday	9:40	Rear End	0	0	PDO	Daylight	Dry	No
172	87203210	US HIGHWAY 98 50' East from LYNDELL LANE	6/15/2018	Friday	11:00	Rear End	0	0	PDO	Daylight	Wet	No
173	87203138	U.S. HIGHWAY 98 (SR-30A) at CAULEY AVENUE	6/15/2018	Friday	20:00	Unknown	0	0	PDO	Dusk	Dry	No
174	87223592	U.S. 98(STATE ROAD 30A) 34' East from LYNDELL LANE	6/15/2018	Friday	20:25	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
175	87203213	US HIGHWAY 98 45' West from ALLISION AVENUE	6/16/2018	Saturday	14:45	Sideswipe	0	0	PDO	Daylight	Dry	No
176	87172229	MOYLAN ROAD at ST BERNADETTE CATHOLIC CHURCH P-LOT	6/17/2018	Sunday	12:15	Angle	0	0	PDO	Daylight	Dry	No
177	87189154	STATE ROAD 30A 119' West from COUNTY ROAD 30B	6/19/2018	Tuesday	22:35	Rear End	0	3	Injury	Dark - Not Lighted	Dry	No
178	87203215	US HIGHWAY 98 22' West from LYNDELL LANE	6/19/2018	Tuesday	23:00	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
179	87450603	PANAMA CITY BEACH PKWY 183' East from 11751 PANAMA CITY BEACH PKWY	6/20/2018	Wednesday	14:51	Other	0	0	PDO	Daylight	Dry	No
180	87450607	U.S. HIGHWAY 98 ALTERNATE 51' West from 11807 U.S. HIGHWAY 98 ALTERNATE	6/21/2018	Thursday	15:07	Other	0	0	PDO	Daylight	Dry	No
181	87223598	U.S. 98(STATE ROAD 30A) 499' East from COUNTY ROAD 30C(CLARA AVE)	6/21/2018	Thursday	17:40	Rear End	0	0	PDO	Daylight	Dry	No
182	87223600	U.S. 98(STATE ROAD 30A) 94' West from COUNTY ROAD 30H(ALF COLEMAN ROAD)	6/22/2018	Friday	10:20	Rear End	0	0	PDO	Daylight	Dry	No
183	87450614	U.S. HIGHWAY 98 17' East from ALF COLEMAN ROAD	6/22/2018	Friday	12:07	Rear End	0	1	Injury	Daylight	Dry	No
184	87450641	US HIGHWAY 98 at ALF COLEMAN	6/24/2018	Sunday	5:25	Unknown	0	0	PDO	Daylight	Dry	No
185	87450653	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	6/25/2018	Monday	14:47	Rear End	0	0	PDO	Daylight	Dry	No
186	87450667	RICHARD JACKSON BLVD 7' South from U.S. HIGHWAY 98	6/26/2018	Tuesday	13:19	Rear End	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
187	87450678	U.S HIGHWAY 98 at RICHARD JACKSON	6/27/2018	Wednesday	9:57	Rear End	0	0	PDO	Daylight	Dry	No
188	87450673	U.S. HIGHWAY 98 ALTERNATE 330' East from 9910 U.S. HIGHWAY 98 ALTERNATE	6/27/2018	Wednesday	15:53	Rear End	0	0	PDO	Daylight	Dry	No
189	87450682	U.S. HIGHWAY 98 299' East from CLARA AVENUE	6/28/2018	Thursday	19:17	Rear End	0	0	PDO	Dusk	Dry	No
190	87537914	PANAMA CITY BEACH PKWY at CAULEY AVE	6/29/2018	Friday	10:57	Rear End	0	0	PDO	Not Reported	0	No
191	87450690	US HIGHWAY 98 ALT 681' East from 11001 US HIGHWAY 98 ALT	6/29/2018	Friday	19:26	Rear End	0	0	PDO	Dusk	Dry	No
192	87215062	U.S. 98 (STATE ROAD 30A) 66' West from MOYLAN ROAD	7/1/2018	Sunday	5:35	Rear End	0	0	PDO	Daylight	Wet	No
193	87450719	US HIGHWAY 98/PANAMA CITY BCH PKWY 1247' East from 11600 US HIGHWAY 98/PANAMA CITY BCH PKWY	7/2/2018	Monday	9:13	Unknown	0	0	PDO	Daylight	Dry	No
194	87450732	US HIGHWAY 98 447' East from RICHARD JACKSON BLVD	7/3/2018	Tuesday	9:00	Rear End	0	0	PDO	Daylight	Dry	No
195	87450736	U.S. HIGHWAY 98 20' East from RICHARD JACKSON BOULEVARD	7/3/2018	Tuesday	11:20	Rear End	0	0	PDO	Daylight	Dry	No
196	87450743	RICHARD JACKSON BLVD 26' South from U.S. HIGHWAY 98	7/4/2018	Wednesday	18:43	Other	0	0	PDO	Daylight	Dry	No
197	87249055	U.S. 98(STATE ROAD 30A) at CAULEY AVE	7/5/2018	Thursday	10:05	Left Turn	0	2	Injury	Daylight	Dry	No
198	87450751	U.S. HIGHWAY 98 978' West from 11540 U.S. HIGHWAY 98	7/5/2018	Thursday	10:54	Angle	0	0	PDO	Daylight	Dry	No
199	87249056	U.S. 98(STATE ROAD 30A) 3' East from ALLISON AVE	7/5/2018	Thursday	12:00	Sideswipe	0	0	PDO	Daylight	Wet	No
200	87172236	US 98 (BACK BEACH RD) at R JACKSON BLVD	7/5/2018	Thursday	14:42	Rear End	0	0	PDO	Daylight	Dry	No
201	87249057	U.S. 98(STATE ROAD 30A) at COUNTY ROAD 30H(ALF COLEMAN ROAD)	7/5/2018	Thursday	15:15	Rear End	0	0	PDO	Daylight	Dry	No
202	87244638	US-98 302' West from ALF COLEMAN	7/6/2018	Friday	13:04	Rear End	0	0	PDO	Daylight	Dry	No
203	87450763	U.S. HIGHWAY 98 ALTERNATE 426' West from 11413 U.S. HIGHWAY 98 ALTERNATE	7/6/2018	Friday	15:30	Rear End	0	0	PDO	Daylight	Dry	No
204	87450765	U.S HIGHWAY 98 at RICHARD JACKSON BLVD	7/6/2018	Friday	17:20	Angle	0	0	PDO	Daylight	Dry	No
205	87450775	PANAMA CITY BEACH PARKWAY at 11799 PANAMA CITY BEACH PARKWAY	7/7/2018	Saturday	11:07	Other	0	0	PDO	Daylight	Wet	No
206	87450777	U.S. HIGHWAY 98 151' East from ALF COLEMAN ROAD	7/7/2018	Saturday	11:10	Rear End	0	0	PDO	Daylight	Wet	No
207	87450784	RICHARD JACKSON BOULEVARD 98' South from U.S. HIGHWAY 98	7/7/2018	Saturday	18:20	Right Turn	0	0	PDO	Daylight	Dry	No
208	87215070	U.S. 98 (STATE ROAD 30A) at ALLISON AVENUE	7/7/2018	Saturday	20:12	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
209	87450785	RICHARD JACKSON BOULEVARD 7' South from U.S. HIGHWAY 98	7/7/2018	Saturday	20:33	Rear End	0	0	PDO	Dark - Lighted	Dry	No
210	87450798	US HIGHWAY 98 447' East from RICHARD JACKSON BLVD	7/9/2018	Monday	14:38	Sideswipe	0	0	PDO	Daylight	Dry	No
211	87450804	US HIGHWAY 98 at RICHARD JACKSON BLVD	7/10/2018	Tuesday	9:53	Rear End	0	2	Injury	Daylight	Dry	No
212	87249064	U.S. 98(STATE ROAD 30A) at ALLISON AVE	7/10/2018	Tuesday	21:55	Angle	0	1	Injury	Dark - Not Lighted	Dry	No
213	87259778	US-98 at ALF COLEMAN	7/12/2018	Thursday	11:59	Off Road	0	0	PDO	Daylight	Dry	No
214	87229018	US 98 at ALLISON AVENUE	7/12/2018	Thursday	13:50	Angle	0	0	PDO	Daylight	Dry	No
215	87216191	US HIGHWAY 98 9' East from R JACKSON BOULEVARD	7/13/2018	Friday	21:00	Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No
216	87450829	US HIGHWAY 98 20' West from RICHARD JACKSON BLVD	7/13/2018	Friday	22:23	Rear End	0	0	PDO	Dark - Lighted	Dry	No
217	87450839	U.S. HIGHWAY 98 at CLARA AVENUE	7/14/2018	Saturday	10:44	Rear End	0	0	PDO	Daylight	Dry	No
218	87248898	U.S. HIGHWAY 98 299' West from ALLISON AVENUE	7/15/2018	Sunday	22:45	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
219	87450854	U.S. HIGHWAY 98 at CLARA AVENUE	7/17/2018	Tuesday	10:18	Left Turn	0	7	Serious Injury	Daylight	Dry	No
220	87450851	U.S. HIGHWAY 98 1091' East from 11000 BLOCK OF U.S. HIGHWAY 98	7/17/2018	Tuesday	10:53	Rear End	0	0	PDO	Daylight	Dry	No
221	87450855	U.S. HIGHWAY 98 1643' West from 11560 U.S. HIGHWAY 98	7/18/2018	Wednesday	9:50	Left Turn	0	0	PDO	Daylight	Dry	No
222	87450861	US HIGHWAY 98 at RICHARD JACKSON BLVD	7/18/2018	Wednesday	12:37	Unknown	0	0	PDO	Daylight	Dry	No
223	87450875	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/18/2018	Wednesday	17:30	Rear End	0	0	PDO	Daylight	Wet	No
224	87450865	US HIGHWAY 98 ALTERNATE 510' East from 11212 US HIGHWAY 98 ALTERNATE	7/18/2018	Wednesday	21:45	Other	0	0	PDO	Dark - Lighted	Dry	No
225	87450868	U.S. HIGHWAY 98 817' East from 11100 U.S. HIGHWAY 98	7/19/2018	Thursday	9:30	Rear End	0	0	PDO	Daylight	Dry	No
226	87450880	US HIGHWAY 98 199' West from 11428 US HIGHWAY 98	7/19/2018	Thursday	9:30	Other	0	0	PDO	Daylight	Dry	No
227	87450870	PANAMA CITY BEACH PKWY 696' West from 11500 PANAMA CITY BEACH PKWY	7/19/2018	Thursday	16:45	Off Road	0	0	PDO	Daylight	Dry	No
228	87186420	U.S. 98 (STATE ROAD 30A) 479' West from ALF COLEMAN RD	7/20/2018	Friday	17:09	Rear End	0	0	PDO	Daylight	Dry	No
229	88674645	U.S. HIGHWAY 98 49' West from CLARA AVENUE	7/20/2018	Friday	18:01	Rear End	0	0	PDO	Daylight	Dry	No
230	88674650	U.S. HIGHWAY 98 ALTERNATE 1313' West from 10323 U.S. HIGHWAY 98 ALTERNATE	7/21/2018	Saturday	0:40	Other	0	0	PDO	Dark - Lighted	Dry	No
231	87259782	LYNDELL LANE at US-98	7/21/2018	Saturday	21:57	Angle	0	0	PDO	Dark - Not Lighted	Dry	Yes
232	87210083	US 98 (BACK BEACH RD) 98' West from MOYLAN RD	7/22/2018	Sunday	13:42	Other	0	0	PDO	Daylight	Dry	No
233	87203893	STATE ROAD 30A 2' West from CAULEY AVENUE	7/24/2018	Tuesday	9:45	Rollover	0	1	Injury	Daylight	Dry	No
234	87237055	BACK BEACH RD 170' West from CAULEY AVE	7/24/2018	Tuesday	14:00	Rear End	0	0	PDO	Daylight	Dry	No
235	88674674	US HIGHWAY 98 ALT 558' East from 11073 US HIGHWAY 98 ALT	7/24/2018	Tuesday	14:40	Angle	0	0	PDO	Daylight	Dry	No
236	88674675	U.S.HIGHWAY 98 1247' East from 11600 U.S.HIGHWAY 98	7/24/2018	Tuesday	17:15	Rear End	0	0	PDO	Daylight	Dry	No
237	87259784	US-98 (BACK BEACH) at ALLISON AVENUE	7/24/2018	Tuesday	21:45	Angle	0	1	Injury	Dark - Not Lighted	Dry	Yes
238	88674683	U.S. HIGHWAY 98 28' East from ALF COLEMAN DRIVE	7/25/2018	Wednesday	17:13	Rear End	0	0	PDO	Daylight	Dry	No
239	87186424	U.S. 98 (STATE ROAD 30A) 1445' West from ALF COLEMAN RD	7/26/2018	Thursday	15:20	Rear End	0	1	Injury	Daylight	Dry	No
240	87240979	US HIGHWAY 98 at MOYLAN ROAD	7/28/2018	Saturday	15:37	Rear End	0	0	PDO	Daylight	Wet	No
241	88674709	U.S. HIGHWAY 98 ALT 13' West from 12902 U.S. HIGHWAY 98 ALT	7/28/2018	Saturday	22:30	Rear End	0	0	PDO	Dark - Lighted	Dry	No
242	88674727	U.S. HIGHWAY 98 ALTERNATE 330' East from 9910 U.S. HIGHWAY 98 ALTERNATE	7/29/2018	Sunday	13:06	Left Turn	0	0	PDO	Daylight	Dry	No
243	88674730	RICHARD JACKSON BLVD. 0' South from U.S. HIGHWAY 98	7/30/2018	Monday	16:35	Rear End	0	0	PDO	Daylight	Dry	No
244	88674735	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	7/31/2018	Tuesday	12:27	Rear End	0	0	PDO	Daylight	Dry	No
245	88674736	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	7/31/2018	Tuesday	18:50	Left Turn	0	0	PDO	Dusk	Wet	No
246	87203899	STATE ROAD 30A at COUNTY ROAD 30H	8/1/2018	Wednesday	0:55	Rear End	0	0	PDO	Daylight	Wet	No
247	87203898	STATE ROAD 30A 33' West from CAULEY AVENUE	8/1/2018	Wednesday	11:50	Rear End	0	3	Injury	Daylight	Wet	No
248	88674742	U.S. HIGHWAY 98 680' East from 11150 U.S. HIGHWAY 98	8/1/2018	Wednesday	17:02	Rear End	0	0	PDO	Daylight	Wet	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
249	88674745	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	8/2/2018	Thursday	15:58	Rollover	0	0	PDO	Daylight	Wet	No
250	88674761	U.S HIGHWAY 98 at RICHARD JACKSON BLVD	8/4/2018	Saturday	17:31	Angle	0	0	PDO	Daylight	Dry	No
251	88674773	U.S. HIGHWAY 98 at 9700 U.S. HIGHWAY 98	8/6/2018	Monday	17:40	Rear End	0	0	PDO	Daylight	Wet	No
252	87233483	US 98 (SR 30A) (BACK BEACH ROAD) 98' East from ANNABELLAS DR	8/7/2018	Tuesday	9:39	Other	0	0	PDO	Daylight	Dry	No
253	82021862	US-98 (SR-30A) 66' West from MOYLAN RD.	8/9/2018	Thursday	6:55	Rear End	0	0	PDO	Daylight	Dry	No
254	87273829	US-98 (BACK BEACH RD) at ALLISON AVENUE	8/9/2018	Thursday	12:08	Left Turn	0	0	PDO	Daylight	Dry	No
255	88674792	US HIGHWAY 98 299' West from RICHARD JACKSON BOULEVARD	8/10/2018	Friday	9:45	Left Turn	0	0	PDO	Daylight	Dry	No
256	88674796	U.S. HIGHWAY 98 ALTERNATE 1170' West from 10430 U.S. HIGHWAY 98 ALTERNATE	8/10/2018	Friday	12:37	Left Turn	0	0	PDO	Daylight	Dry	No
257	88674793	U.S. HIGHWAY 98 ALTERNATE 1552' West from 10570 U.S. HIGHWAY 98 ALTERNATE	8/10/2018	Friday	12:50	Unknown	0	0	PDO	Daylight	Dry	No
258	89279365	U.S. HIGHWAY 98 ALTERNATE 1552' West from 10570 U.S. HIGHWAY 98 ALTERNATE	8/10/2018	Friday	12:50	Unknown	0	0	PDO	Daylight	Dry	No
259	88674809	RICHARD JACKSON BLVD at US HIGHWAY 98	8/10/2018	Friday	16:01	Angle	0	0	PDO	Daylight	Dry	No
260	88674798	U.S. HIGHWAY 98 ALTERNATE 486' East from 11115 U.S. HIGHWAY 98 ALTERNATE	8/10/2018	Friday	19:18	Sideswipe	0	0	PDO	Daylight	Dry	No
261	87248844	BACK BEACH RD 98' West from CAULEY DR	8/11/2018	Saturday	8:30	Rear End	0	0	PDO	Daylight	Dry	No
262	88674803	U.S HIGHWAY 98 ALTERNATE 330' East from 9910 U.S HIGHWAY 98 ALTERNATE	8/11/2018	Saturday	8:50	Rear End	0	0	PDO	Daylight	Dry	No
263	88674808	U.S HIGHWAY 98 ALTERNATE 681' East from 11001 U.S HIGHWAY 98 ALTERNATE	8/11/2018	Saturday	16:24	Rear End	0	0	PDO	Daylight	Dry	No
264	87248847	BACK BEACH RD 26' West from CAULEY AVE	8/15/2018	Wednesday	13:00	Rear End	0	0	PDO	Daylight	Wet	No
265	88674837	U.S. HIGHWAY 98 at CLARA AVENUE	8/15/2018	Wednesday	19:20	Rear End	0	0	PDO	Dark - Lighted	Dry	No
266	88674853	RICHARD JACKSON BOULEVARD 10' South from US HIGHWAY 98	8/20/2018	Monday	18:07	Rear End	0	0	PDO	Daylight	Dry	No
267	88674862	U.S. HIGHWAY 98 276' West from RICHARD JACKSON BOULEVARD	8/23/2018	Thursday	7:02	Rear End	0	0	PDO	Daylight	Dry	No
268	87241007	US HIGHWAY 98 50' East from LYNDELL LANE	8/24/2018	Friday	16:19	Rear End	0	0	PDO	Daylight	Dry	No
269	87239191	ALLISON AVE at STATE ROAD 30A	8/25/2018	Saturday	19:50	Left Turn	0	2	Injury	Dark - Not Lighted	Dry	No
270	88674878	U.S. HIGHWAY 98 91' East from CLARA AVE	8/26/2018	Sunday	18:50	Rear End	0	0	PDO	Dark - Lighted	Dry	No
271	88674881	U.S. HIGHWAY 98 200' West from RICHARD JACKSON BOULEVARD	8/27/2018	Monday	11:13	Rear End	0	0	PDO	Daylight	Dry	No
272	87288907	US 98/ SR 30A/ BACK BEACH RD at CAULEY AVE	8/28/2018	Tuesday	7:05	Rear End	0	0	PDO	Daylight	Dry	No
273	87283074	US 98 (STATE ROAD 30) at LYNDELL LANE	8/28/2018	Tuesday	15:50	Left Turn	0	2	Injury	Daylight	Wet	No
274	87249100	U.S. 98(STATE ROAD 30A) at COUNTY ROAD 30H(ALF COLEMAN ROAD)	8/29/2018	Wednesday	16:50	Rear End	0	0	PDO	Daylight	Dry	No
275	88674894	U.S. HIGHWAY 98 1098' West from 9700 U.S. HIGHWAY 98	8/30/2018	Thursday	16:27	Angle	0	1	Injury	Daylight	Wet	No
276	87218952	U.S. 98 (STATE ROAD 30A) at ALLISION AVENUE	8/30/2018	Thursday	17:27	Left Turn	0	0	PDO	Daylight	Dry	No
277	88674891	U.S. HIGHWAY 98 299' West from N GLADES TRAIL	8/30/2018	Thursday	17:40	Rear End	0	0	PDO	Daylight	Dry	No
278	88674896	NORTH ALF COLEMAN ROAD 49' North from U.S. HIGHWAY 98	8/31/2018	Friday	7:49	Other	0	0	PDO	Daylight	Dry	No
279	88674898	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	8/31/2018	Friday	15:28	Angle	0	0	PDO	Daylight	Wet	No
280	88674899	U.S. HIGHWAY 98 ALTERNATE 711' West from 10260 U.S. HIGHWAY 98 ALTERNATE	8/31/2018	Friday	15:50	Sideswipe	0	0	PDO	Daylight	Wet	No
281	88674902	ALF COLEMAN ROAD at U.S. HIGHWAY 98	8/31/2018	Friday	21:55	Other	0	0	PDO	Dark - Lighted	Dry	No
282	88674906	US HIGHWAY 98 at RICARD JACKSON BOULEVARD	9/1/2018	Saturday	17:34	Rear End	0	0	PDO	Daylight	Dry	No
283	87268671	U.S. 98 (STATE ROAD 30A) 30' West from MOYLAN RD	9/1/2018	Saturday	21:55	Other	0	0	PDO	Dark - Lighted	Dry	No
284	88674914	U.S. HIGHWAY 98 ALTERNATE 51' West from 11807 U.S. HIGHWAY 98 ALTERNATE	9/2/2018	Sunday	12:57	Rear End	0	0	PDO	Daylight	Dry	No
285	87264617	US HIGHWAY 98 29' East from MOYLAN ROAD	9/4/2018	Tuesday	7:23	Rear End	0	0	PDO	Daylight	Dry	No
286	88674930	US HIGHWAY 98 1001' West from N GLADES TRAIL	9/4/2018	Tuesday	8:15	Rear End	0	0	PDO	Daylight	Wet	No
287	88674932	NORTH BAY PARKWAY 0' North from U.S. HIGHWAY 98	9/4/2018	Tuesday	17:35	Sideswipe	0	0	PDO	Daylight	Wet	No
288	87268673	U.S. 98 (STATE ROAD 30A) 1001' East from ALLISON AVE	9/4/2018	Tuesday	23:14	Other	0	0	PDO	Dark - Not Lighted	Wet	No
289	88674939	U.S. HIGHWAY 98 199' West from 11428 U.S. HIGHWAY 98	9/5/2018	Wednesday	7:50	Other	0	0	PDO	Daylight	Wet	No
290	88674934	U.S. HIGHWAY 98 59' West from CLARA	9/5/2018	Wednesday	17:00	Rear End	0	0	PDO	Daylight	Wet	No
291	88674935	U.S. HIGHWAY 98 200' East from RICHARD JACKSON BOULEVARD	9/5/2018	Wednesday	21:40	Bicycle	0	1	Serious Injury	Dark - Not Lighted	Dry	No
292	88674940	US HIGHWAY 98 1287' West from 11600 US HIGHWAY 98	9/7/2018	Friday	7:51	Left Turn	0	4	Injury	Daylight	Dry	No
293	88674942	U.S. HIGHWAY 98 1297' West from 11600 U.S. HIGHWAY 98	9/7/2018	Friday	14:15	Angle	0	2	Injury	Daylight	Dry	No
294	88674951	U.S. HIGHWAY 98 949' East from RICHARD JACKSON BOULEVARD	9/10/2018	Monday	13:36	Rear End	0	0	PDO	Daylight	Dry	No
295	88674953	U.S. HIGHWAY 98 300' West from 11751 U.S. HIGHWAY 98	9/11/2018	Tuesday	9:55	Rear End	0	2	Injury	Daylight	Dry	No
296	87996961	US-98 294' West from ALF COLEMAN RD	9/11/2018	Tuesday	11:04	Sideswipe	0	2	Injury	Daylight	Dry	No
297	88674958	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	9/11/2018	Tuesday	15:00	Angle	0	0	PDO	Daylight	Dry	No
298	87263117	U.S. 98(STATE ROAD 30A) 15' West from COUNTY ROAD 30H(ALF COLEMAN ROAD)	9/12/2018	Wednesday	15:25	Rear End	0	1	Injury	Daylight	Dry	No
299	88674961	US HWY 98 26' West from RICHARD JACKSON BOULEVARD	9/12/2018	Wednesday	19:15	Sideswipe	0	0	PDO	Dark - Lighted	Wet	No
300	88674965	U.S. HIGHWAY 98 at 9700 U.S. HIGHWAY 98	9/13/2018	Thursday	15:55	Rear End	0	1	Injury	Daylight	Wet	No
301	88674979	U.S. HIGHWAY 98 1091' East from 11000 BLOCK OF U.S. HIGHWAY 98	9/15/2018	Saturday	17:50	Sideswipe	0	0	PDO	Daylight	Dry	No
302	88674998	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	9/20/2018	Thursday	8:00	Sideswipe	0	0	PDO	Daylight	Dry	No
303	88675006	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	9/21/2018	Friday	8:44	Angle	0	0	PDO	Daylight	Dry	No
304	88675013	U.S. HIGHWAY 98 ALTERNATE 510' East from 11212 U.S. HIGHWAY 98 ALTERNATE	9/22/2018	Saturday	14:56	Other	0	0	PDO	Daylight	Dry	No
305	87261698	US 98 (SR 30) (BACK BEACH RD) 8' West from CR 30B (MOYLAN RD)	9/24/2018	Monday	8:30	Rear End	0	1	Injury	Daylight	Dry	No
306	87108248	US 98 at ALLISION AVE	9/25/2018	Tuesday	4:00	Left Turn	0	0	PDO	Dark - Not Lighted	Dry	No
307	88675029	U.S. HIGHWAY 98 ALT. 510' East from 11212 U.S. HIGHWAY 98 ALT.	9/25/2018	Tuesday	12:30	Other	0	0	PDO	Daylight	Unknown	No
308	87263129	U.S. 98(STATE ROAD 30A) at COUNTY ROAD 30H(ALF COLEMAN ROAD)	9/27/2018	Thursday	16:25	Rear End	0	0	PDO	Daylight	Dry	No
309	88675078	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	9/29/2018	Saturday	16:00	Sideswipe	0	0	PDO	Daylight	Dry	No
310	87263131	U.S. 98(STATE ROAD 30A) 26' West from CAULEY AVE	10/1/2018	Monday	10:10	Sideswipe	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
311	88006619	US 98 (BACK BEACH ROAD) 179' East from LYNDELL LN	10/1/2018	Monday	12:10	Other	0	1	Injury	Daylight	Dry	No
312	88675050	US HIGHWAY 98 at CLARA AVENUE	10/1/2018	Monday	16:40	Rollover	0	1	Injury	Daylight	Dry	No
313	88675064	US HWY 98 at RICHARD JACKSON BOULEVARD	10/5/2018	Friday	16:58	Other	0	0	PDO	Daylight	Dry	No
314	87263141	U.S. 98(STATE ROAD 30A) 33' West from CAULEY AVE	10/6/2018	Saturday	21:15	Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No
315	87195531	US 98 at ALF COLEMAN ROAD	10/7/2018	Sunday	2:15	Other	0	1	Serious Injury	Dark - Lighted	Dry	No
316	88675081	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	10/8/2018	Monday	9:35	Rear End	0	0	PDO	Daylight	Dry	No
317	87257836	US 98 (SR 30) (BACK BEACH RD) at CLARA AVE	10/8/2018	Monday	11:04	Right Turn	0	0	PDO	Daylight	Dry	No
318	88016719	US 98 78' East from CAULEY AVE	10/8/2018	Monday	16:00	Rear End	0	1	Injury	Daylight	Dry	No
319	87283027	U.S. 98(STATE ROAD 30A) 1001' East from N BEACH WAY	10/9/2018	Tuesday	19:00	Other	0	0	PDO	Dark - Not Lighted	Dry	No
320	88675253	US HIGHWAY 98 200' East from ALF. COLEMAN	10/15/2018	Monday	19:53	Rear End	0	0	PDO	Dark - Lighted	Dry	No
321	87291773	US 98 (BACK BEACH RD) 19' East from CAULEY AVENUE	10/16/2018	Tuesday	12:20	Other	0	1	Injury	Daylight	Dry	No
322	88675098	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	10/16/2018	Tuesday	16:20	Rear End	0	0	PDO	Daylight	Dry	No
323	87283030	U.S 98(STATE ROAD 30A) at LYNDELL LANE	10/16/2018	Tuesday	18:20	Left Turn	0	0	PDO	Dark - Lighted	Dry	No
324	87263220	US HIGHWAY 98 375' West from LYNDELL LANE	10/17/2018	Wednesday	10:49	Rear End	0	0	PDO	Daylight	Dry	No
325	87263221	BACK BEACH RD 483' East from MOYLAN ROAD	10/17/2018	Wednesday	11:55	Rear End	0	0	PDO	Daylight	Dry	No
326	88675105	U.S. HIGHWAY 98 ALT 740' East from 11128 U.S. HIGHWAY 98 ALT	10/19/2018	Friday	8:24	Other	0	0	PDO	Daylight	Dry	No
327	88675108	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	10/19/2018	Friday	12:05	Rear End	0	0	PDO	Daylight	Dry	No
328	87263226	STATE ROAD 30 96' West from CAULEY DR	10/20/2018	Saturday	6:25	Rear End	0	0	PDO	Daylight	Dry	No
329	85215736	US HIGHWAY 98 at 8224 US HIGHWYA 98	10/21/2018	Sunday	11:00	Rear End	0	0	PDO	Daylight	Dry	No
330	88675129	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	10/22/2018	Monday	18:00	Left Turn	0	0	PDO	Dark - Lighted	Dry	No
331	88019328	US-19 (BACK BEACH RD) 299' West from ANNABELLAS DR	10/24/2018	Wednesday	9:27	Rear End	0	0	PDO	Daylight	Dry	No
332	88675148	ALF COLEMAN ROAD 49' North from U.S. HIGHWAY 98	10/25/2018	Thursday	13:40	Angle	0	0	PDO	Daylight	Wet	No
333	88675154	U.S. HIGHWAY 98 1005' East from ALF COLEMAN ROAD	10/25/2018	Thursday	15:25	Left Turn	0	4	Injury	Daylight	Wet	No
334	87283038	U.S. 98(STATE ROAD 30A) 178' East from CAULEY AVE	10/29/2018	Monday	6:20	Rear End	0	1	Injury	Dawn	Dry	No
335	88675169	U.S. HIGHWAY 98 543' East from 11200 U.S. HIGHWAY 98	10/29/2018	Monday	7:35	Rear End	0	2	Injury	Daylight	Dry	No
336	88675175	U.S. HIGHWAY 98 374' East from 11701 U.S. HIGHWAY 98	10/30/2018	Tuesday	13:00	Other	0	0	PDO	Daylight	Dry	No
337	88675181	U.S. HIGHWAY 98 433' East from 11240 U.S. HIGHWAY 98	10/30/2018	Tuesday	19:05	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
338	88675184	RICHARD JACKSON BOULEVARD 7' South from U.S. HIGHWAY 98	10/31/2018	Wednesday	16:15	Rear End	0	0	PDO	Daylight	Dry	No
339	88675190	US HIGHWAY 98 at RICHARD JACKSON	11/1/2018	Thursday	18:48	Head On	0	0	PDO	Dark - Not Lighted	Wet	No
340	88675216	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	11/5/2018	Monday	13:20	Rear End	0	0	PDO	Daylight	Dry	No
341	88028836	US 98 (SR30A) (BACK BEACH RD) 489' East from STATE ROAD 30D (R. JACKSON BLVD)	11/5/2018	Monday	16:19	Left Turn	0	1	Injury	Daylight	Dry	No
342	88675210	US HIGHWAY 98 200' East from ALF COLEMAN RD	11/5/2018	Monday	18:04	Rear End	0	0	PDO	Dark - Lighted	Dry	No
343	88675214	ALF COLEMAN ROAD 26' North from U.S. HIGHWAY 98	11/5/2018	Monday	20:44	Other	0	0	PDO	Dark - Lighted	Dry	No
344	87289007	US HIGHAY 98 41' West from ALF COLEMAN ROAD	11/7/2018	Wednesday	10:06	Rear End	0	0	PDO	Daylight	Dry	No
345	87268686	U.S. 98 (STATE ROAD 30A) 151' East from CAULEY AVE	11/8/2018	Thursday	7:23	Rear End	0	2	Injury	Daylight	Dry	No
346	88675228	U.S. HIGHWAY 98 at 9700 U.S. HIGHWAY 98	11/8/2018	Thursday	8:42	Rear End	0	0	PDO	Daylight	Dry	No
347	88675230	U.S. HIGHWAY 98 696' West from 11500 U.S. HIGHWAY 98	11/8/2018	Thursday	14:10	Sideswipe	0	0	PDO	Daylight	Dry	No
348	88675231	US HIGHWAY 98 1287' West from 11600 US HIGHWAY 98	11/8/2018	Thursday	17:20	Left Turn	0	1	Injury	Dark - Lighted	Dry	No
349	85148167	MOYLAN RD at MOYLAND ROAD	11/9/2018	Friday	8:35	Sideswipe	0	0	PDO	Daylight	Dry	No
350	88675236	U.S. HIGHWAY 98 696' West from 11500 U.S. HIGHWAY 98	11/10/2018	Saturday	6:00	Off Road	0	0	PDO	Dawn	Dry	No
351	88007679	US-98 (BACK BEACH) 259' East from N BEACH WAY	11/10/2018	Saturday	21:59	Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No
352	88675244	U.S. HIGHWAY 98 219' West from MOYLAN ROAD	11/11/2018	Sunday	0:15	Other	0	0	PDO	Dark - Not Lighted	Dry	Yes
353	87283128	US 98 (BACK BEACH ROAD) 71' West from ALLISON AVE	11/11/2018	Sunday	12:18	Sideswipe	0	0	PDO	Daylight	Dry	No
354	88675246	U.S. HIGHWAY 98 246' East from RICHARD JACKSON BOULEVARD	11/11/2018	Sunday	12:35	Other	0	0	PDO	Daylight	Dry	No
355	85519081	US-98 (BACK BEACH RD) 93' West from MOYLAN ROAD	11/12/2018	Monday	11:50	Rear End	0	0	PDO	Daylight	Wet	No
356	87287562	US 98 (BACK BEACH RD) 49' East from MOYLAN AVE	11/12/2018	Monday	12:36	Rear End	0	0	PDO	Daylight	Wet	No
357	88675256	RICHARD JACKSON BOULEVARD at US HIGHWAY 98	11/12/2018	Monday	14:26	Left Turn	0	0	PDO	Daylight	Wet	No
358	88675262	U.S. HIGHWAY 98 299' East from NORTH GLADES TRAIL	11/13/2018	Tuesday	13:59	Rear End	0	0	PDO	Daylight	Wet	No
359	88675273	U.S HIGHWAY 98 570' East from 11190 U.S HIGHWAY 98	11/14/2018	Wednesday	16:30	Rear End	0	0	PDO	Dark - Lighted	Wet	No
360	88675278	U.S. HIGHWAY 98 374' East from 11701 U.S. HIGHWAY 98	11/15/2018	Thursday	6:20	Rear End	0	0	PDO	Daylight	Wet	No
361	87287566	US 98 (BACK BEACH RD) 122' West from CAULEY AVE	11/15/2018	Thursday	8:15	Sideswipe	0	0	PDO	Daylight	Dry	No
362	88675279	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	11/15/2018	Thursday	10:20	Head On	0	0	PDO	Daylight	Dry	No
363	88675283	U.S. HIGHWAY 98 1005' East from ALF COLEMAN RD	11/15/2018	Thursday	19:28	Left Turn	0	0	PDO	Dark - Not Lighted	Dry	No
364	88675284	U.S. HIGHWAY 98 at ALF COLEMAN	11/15/2018	Thursday	19:30	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
365	88675289	U.S.HIGHWAY 98 182' East from MOYLAND AVENUE	11/16/2018	Friday	9:55	Sideswipe	0	0	PDO	Daylight	Dry	No
366	88675288	RICHARD JACKSON BLVD. at US HIGHWAY 98	11/16/2018	Friday	11:31	Other	0	0	PDO	Daylight	Dry	No
367	87288439	STATE ROAD 30A 94' West from ALF COLEMAN ROAD	11/17/2018	Saturday	13:30	Rear End	0	4	Injury	Daylight	Dry	No
368	88675299	US HIGHWAY 98 at CLARA AVENUE	11/17/2018	Saturday	19:56	Left Turn	0	2	Injury	Dark - Lighted	Dry	No
369	87289190	US 98 at CAULEY AVENUE	11/17/2018	Saturday	23:10	Animal	0	0	PDO	Dark - Not Lighted	Dry	No
370	88675311	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	11/18/2018	Sunday	13:10	Left Turn	0	0	PDO	Daylight	Dry	No
371	88675317	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	11/20/2018	Tuesday	6:20	Other	0	0	PDO	Dawn	Wet	No
372	87254156	U.S 98 495' West from ALF COLEMAN	11/22/2018	Thursday	20:20	Other	0	0	PDO	Dark - Not Lighted	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
373	88675332	U.S. HIGHWAY 98 1297' West from 11600 U.S. HIGHWAY 98	11/23/2018	Friday	13:50	Unknown	0	2	Injury	Daylight	Dry	Yes
374	88040038	US 98 (BACK BEACH ROAD) at LYNDELL LANE	11/24/2018	Saturday	20:24	Left Turn	0	0	PDO	Dark - Lighted	Dry	No
375	88675338	RICHARD JACKSON BLVD. at US HIGHWAY 98	11/26/2018	Monday	8:39	Angle	0	0	PDO	Daylight	Dry	No
376	88675341	U.S. HIGHWAY 98 1626' East from 10800 U.S. HIGHWAY 98	11/26/2018	Monday	18:00	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
377	88675349	US HIGHWAY 98 768' West from MOYLAN ROAD	11/27/2018	Tuesday	5:50	Rear End	0	4	Injury	Daylight	Dry	No
378	88675346	U.S. HIGHWAY 98 817' East from 11100 U.S. HIGHWAY 98	11/27/2018	Tuesday	11:50	Rear End	0	0	PDO	Daylight	Dry	No
379	87242894	STATE ROAD 30A 299' West from LYNDELL LN	11/27/2018	Tuesday	17:45	Rear End	0	0	PDO	Unknown	Dry	No
380	88675348	U.S. HIGHWAY 98 ALTERNATE 1728' East from 10511 U.S. HIGHWAY 98 ALTERNATE	11/27/2018	Tuesday	19:20	Off Road	0	0	PDO	Dark - Lighted	Dry	No
381	87294939	U.S. 98(STATE ROAD 30A) at CAULEY AVE	11/30/2018	Friday	9:15	Rear End	0	0	PDO	Daylight	Dry	No
382	88675364	U.S HIGHWAY 98 543' East from 11200 U.S HIGHWAY 98	11/30/2018	Friday	16:24	Rear End	0	0	PDO	Dusk	Dry	No
383	88675367	U.S. HIGHWAY 98 ALTERNATE 558' East from 11073 U.S. HIGHWAY 98 ALTERNATE	12/1/2018	Saturday	17:51	Rear End	0	0	PDO	Dark - Lighted	Wet	No
384	88675376	RICHARD JACKSON BOULEVARD 49' South from U.S. HIGHWAY 98	12/3/2018	Monday	14:25	Angle	0	0	PDO	Daylight	Dry	No
385	88675377	RICHARD JACKSON BOULEVARD at U.S HIGHWAY 98	12/3/2018	Monday	14:55	Angle	0	0	PDO	Daylight	Dry	No
386	88675379	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	12/3/2018	Monday	16:50	Other	0	0	PDO	Dark - Lighted	Dry	No
387	88675387	U.S. HIGHWAY 98 16' West from RICHARD JACKSON BOULEVARD	12/4/2018	Tuesday	5:48	Rear End	0	0	PDO	Dawn	Dry	No
388	88010414	US 98 (SR 30) (BACK BEACH RD) 1291' East from ALLISON AVE	12/5/2018	Wednesday	17:37	Rear End	0	1	Injury	Dark - Not Lighted	Dry	Yes
389	88675398	U.S. HIGHWAY 98 1325' East from 11580 U.S. HIGHWAY 98	12/6/2018	Thursday	15:40	Rear End	0	0	PDO	Daylight	Dry	No
390	88675404	U.S. HWY 98 at RICHARD JACKSON BLVD	12/6/2018	Thursday	15:58	Rear End	0	0	PDO	Daylight	Dry	No
391	89279380	U.S. HWY 98 at RICHARD JACKSON BLVD	12/6/2018	Thursday	15:58	Rear End	0	0	PDO	Daylight	Dry	No
392	88675403	NORTH GLADES TRAIL at US HIGHWAY 98	12/6/2018	Thursday	18:07	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
393	88675413	U.S. HIGHWAY 98 1313' West from ALF COLEMAN	12/7/2018	Friday	12:33	Rear End	0	0	PDO	Daylight	Dry	No
394	88675418	U.S. HIGHWAY 98 1643' West from 11560 U.S. HIGHWAY 98	12/7/2018	Friday	15:15	Head On	0	0	PDO	Daylight	Dry	No
395	87287745	U.S. HIGHWAY 98 267' West from MOYLAN ROAD	12/7/2018	Friday	17:25	Rear End	0	4	Injury	Dusk	Dry	No
396	88047957	U.S. 98(STATE ROAD 30A) 495' West from COUNTY ROAD 30H(ALF COLEMAN ROAD)	12/8/2018	Saturday	18:30	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
397	87268719	ALF COLEMAN RD 115' South from U.S. 98 (STATE ROAD 30A)	12/10/2018	Monday	7:50	Rear End	0	0	PDO	Daylight	Dry	No
398	87287750	U.S. HIGHWAY 98 125' East from CAULEY AVE	12/12/2018	Wednesday	12:45	Rear End	0	3	Injury	Daylight	Dry	No
399	88040066	US 98 (BACK BEACH ROAD) 447' West from ALF COLEMAN ROAD	12/14/2018	Friday	8:35	Rear End	0	0	PDO	Daylight	Wet	No
400	88040069	US 98 (BACK BEACH ROAD) 136' West from ALF COLEMAN ROAD	12/15/2018	Saturday	11:29	Rear End	0	0	PDO	Daylight	Dry	No
401	88675462	U.S. HIGHWAY 98 ALTERNATE 51' West from 11807 U.S. HIGHWAY 98 ALTERNATE	12/15/2018	Saturday	19:15	Head On	0	0	PDO	Not Reported	0	No
402	88675472	US HIGHWAY 98 696' West from 11500 US HIGHWAY 98	12/17/2018	Monday	21:19	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
403	87294235	ALF COLEMAN RD at BACK BEACH RD SR 30	12/18/2018	Tuesday	7:35	Left Turn	0	0	PDO	Daylight	Dry	No
404	88675474	U.S. HIGHWAY 98 958' West from 11540 Panama City Beach PKWY U.S. HIGHWAY 98	12/18/2018	Tuesday	11:40	Unknown	0	1	Injury	Daylight	Dry	No
405	88675476	U.S. HIGHWAY 98 499' West from RICHARD JACKSON BOULEVARD	12/18/2018	Tuesday	12:40	Rear End	0	0	PDO	Daylight	Dry	No
406	88675475	U.S. HIGHWAY 98 1091' East from 11000 BLOCK OF U.S. HIGHWAY 98	12/18/2018	Tuesday	12:50	Rear End	0	0	PDO	Daylight	Dry	No
407	88675477	U.S. HIGHWAY 98 0' South from RICHARD JACKSON BLVD.	12/18/2018	Tuesday	14:20	Right Turn	0	0	PDO	Daylight	Dry	No
408	88675480	U.S. HIGHWAY 98 1297' West from 11600 U.S. HIGHWAY 98	12/19/2018	Wednesday	16:32	Angle	0	2	Injury	Daylight	Dry	No
409	88675481	U.S. HIGHWAY 98 543' East from 11200 U.S. HIGHWAY 98	12/19/2018	Wednesday	17:23	Left Turn	0	0	PDO	Dark - Not Lighted	Dry	No
410	88675484	U.S. HWY 98 ALTERNATE 199' West from 11428 U.S. HWY 98 ALTERNATE	12/20/2018	Thursday	7:36	Sideswipe	0	0	PDO	Daylight	Wet	No
411	88045767	BACK BEACH ROAD 119' West from MOYLAN ROAD	12/21/2018	Friday	6:27	Off Road	0	1	Injury	Daylight	Dry	No
412	88675488	U.S. HIGHWAY 98 246' East from RICHARD JACKSON BOULEVARD	12/21/2018	Friday	7:15	Sideswipe	0	0	PDO	Daylight	Wet	No
413	88675504	RICHARD JACKSON BOULEVARD at US HIGHWAY 98	12/24/2018	Monday	10:59	Rear End	0	0	PDO	Daylight	Dry	No
414	88675505	RICHARD JACKSON BOULEVARD 10' South from U.S. HIGHWAY 98	12/24/2018	Monday	13:12	Rear End	0	0	PDO	Daylight	Dry	No
415	87294241	ALLISON AVE at BACK BEACH RD	12/26/2018	Wednesday	15:35	Rear End	0	0	PDO	Daylight	Dry	No
416	87254161	U.S 98 at MOYLAN ROAD	12/26/2018	Wednesday	17:45	Other	0	0	PDO	Dark - Lighted	Dry	No
417	88062938	BACK BEACH RD 25' West from ALF COLEMAN RD	12/27/2018	Thursday	12:15	Rear End	0	1	Injury	Daylight	Dry	No
418	88675515	U.S. HIGHWAY 98 433' East from 11240 U.S. HIGHWAY 98	12/28/2018	Friday	10:50	Sideswipe	0	0	PDO	Daylight	Dry	No
419	88675519	U.S. HIGHWAY 98 1247' East from 11600 U.S. HIGHWAY 98	12/28/2018	Friday	15:18	Rear End	0	0	PDO	Daylight	Wet	No
420	88675518	U.S. HIGHWAY 98 at RICHARD JACKSON	12/28/2018	Friday	17:51	Rear End	0	1	Injury	Dark - Not Lighted	Wet	No
421	88675520	US HIGHWAY 98 at RICHARD JACKSON BLVD	12/29/2018	Saturday	9:03	Rear End	0	0	PDO	Daylight	Dry	No
422	88675521	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	12/29/2018	Saturday	11:00	Rear End	0	0	PDO	Daylight	Wet	No
423	88675536	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	12/31/2018	Monday	13:40	Sideswipe	0	0	PDO	Daylight	Dry	No
424	88047980	U.S. 98(STATE ROAD 30A) 498' East from COUNTY ROAD 30H(ALF COLEMAN ROAD)	1/2/2019	Wednesday	13:05	Rear End	0	0	PDO	Daylight	Dry	No
425	88675549	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	1/2/2019	Wednesday	17:42	Angle	0	0	PDO	Dark - Not Lighted	Dry	No
426	88675553	U.S. HIGHWAY 98 at NORTH GLADES TRAIL	1/3/2019	Thursday	17:45	Left Turn	0	0	PDO	Dark - Lighted	Wet	No
427	88675555	US HWY 98 at RICHARD JACKSON BLVD	1/5/2019	Saturday	11:35	Other	0	0	PDO	Daylight	Dry	No
428	88047985	U.S 98 (STATE ROAD 30A) at COUNTY ROAD 30H (ALF COLEMAN RD)	1/6/2019	Sunday	11:50	Rear End	0	0	PDO	Daylight	Dry	No
429	88675562	U.S. HIGHWAY 98 49' East from CLARA AVENUE	1/8/2019	Tuesday	9:30	Rear End	0	0	PDO	Daylight	Dry	No
430	88675564	RICHARD JACKSON BOULEVARD 20' South from U.S. HIGHWAY 98	1/9/2019	Wednesday	7:34	Rear End	0	0	PDO	Daylight	Dry	No
431	88062949	BACK BEACH RD at CLARA AVE	1/9/2019	Wednesday	10:10	Rear End	0	0	PDO	Daylight	Dry	No
432	88675565	US HWY 98 508' East from ALF COLEMAN ROAD	1/9/2019	Wednesday	11:00	Rear End	0	1	Injury	Daylight	Dry	No
433	88675567	U.S. HIGHWAY 98 98' West from RICHARD JACKSON BLVD	1/9/2019	Wednesday	11:28	Sideswipe	0	0	PDO	Daylight	Dry	No
434	88675570	US HIGHWAY 98 1001' East from ALF COLEMAN	1/10/2019	Thursday	12:50	Left Turn	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
435	88675594	US HIGHWAY 98 498' East from ALF COLEMAN ROAD	1/14/2019	Monday	14:26	Rear End	0	0	PDO	Daylight	Dry	No
436	88675597	U.S. HIGHWAY 98 493' East from 11111 U.S. HIGHWAY 98	1/14/2019	Monday	18:15	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
437	88675619	U.S. HIGHWAY 98 696' West from 11500 U.S. HIGHWAY 98	1/18/2019	Friday	17:20	Left Turn	0	0	PDO	Dark - Lighted	Dry	No
438	88675620	US HIGHWAY 98 20' West from RICHARD JACKSON BOULEVARD	1/19/2019	Saturday	9:10	Sideswipe	0	0	PDO	Daylight	Dry	No
439	88675621	US HIGHWAY 98 at RICHARD JACKSON BLVD	1/19/2019	Saturday	11:59	Rear End	0	0	PDO	Daylight	Dry	No
440	88675629	U.S. HIGHWAY 98 33' East from ALF COLEMAN ROAD	1/20/2019	Sunday	13:39	Rear End	0	0	PDO	Daylight	Dry	No
441	88675632	U.S HIGHWAY 98 ALTERNATE 852' East from 10901 U.S HIGHWAY 98 ALTERNATE	1/20/2019	Sunday	18:30	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
442	88675640	US HIGHWAY 98 10' West from NORTH GLADES TRAIL	1/22/2019	Tuesday	18:59	Other	0	2	Injury	Dark - Lighted	Dry	No
443	88675650	U.S HIGHWAY 98 ALTERNATE 1313' West from 10323 U.S HIGHWAY 98 ALTERNATE	1/23/2019	Wednesday	19:45	Rear End	0	0	PDO	Dark - Lighted	Wet	No
444	88675655	U.S. HIGHWAY 98 ALT. 1394' West from 10512 U.S. HIGHWAY 98 ALT.	1/24/2019	Thursday	22:17	Other	0	0	PDO	Dark - Lighted	Dry	No
445	88040097	US 98 (BACK BEACH ROAD) at ALLISON ROAD	1/25/2019	Friday	5:50	Rollover	0	0	PDO	Dawn	Dry	No
446	88675659	U.S. HIGHWAY 98 696' West from 11500 U.S. HIGHWAY 98	1/25/2019	Friday	8:41	Angle	0	0	PDO	Daylight	Dry	No
447	88028897	US HIGHWAY 98 (STATE ROAD 30A) 98' East from ALF COLEMAN ROAD	1/27/2019	Sunday	12:30	Rear End	0	0	PDO	Daylight	Dry	No
448	88675674	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	1/28/2019	Monday	18:00	Rear End	0	1	Injury	Dark - Not Lighted	Dry	No
449	88040101	US 98 (BACK BEACH ROAD) 587' East from MOYLAN ROAD	1/30/2019	Wednesday	7:13	Sideswipe	0	0	PDO	Daylight	Dry	No
450	88084239	US HIGHWAY 98 (SR30A) at MOYLAN ROAD	1/30/2019	Wednesday	7:49	Rear End	0	0	PDO	Daylight	Dry	No
451	88675686	US HIGHWAY 98 1308' West from MARKET PLACE	1/30/2019	Wednesday	17:05	Left Turn	0	0	PDO	Dusk	Dry	No
452	88054720	ALF COLEMAN ROAD 5' South from US 98 (BACK BEACH ROAD)	1/31/2019	Thursday	9:23	Rear End	0	1	Injury	Daylight	Dry	No
453	88675690	U.S. HIGHWAY 98 1626' East from 10800 U.S. HIGHWAY 98	1/31/2019	Thursday	18:50	Rear End	0	0	PDO	Dark - Lighted	Dry	No
454	88675714	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	2/4/2019	Monday	8:20	Rear End	0	0	PDO	Daylight	Dry	No
455	88675721	U.S. HIGHWAY 98 ALTERNATE 515' East from 11210 U.S. HIGHWAY 98 ALTERNATE	2/5/2019	Tuesday	10:09	Angle	0	1	Injury	Daylight	Dry	No
456	88048024	U.S. 98(STATE ROAD 30A) 178' East from CAULEY AVE	2/7/2019	Thursday	16:40	Rear End	0	0	PDO	Daylight	Dry	No
457	88675738	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	2/8/2019	Friday	15:50	Rear End	0	0	PDO	Daylight	Dry	No
458	88070508	STATE ROAD 30A at LYNDELL LANE	2/8/2019	Friday	21:15	Left Turn	0	0	PDO	Dark - Not Lighted	Dry	No
459	88675751	PANAMA CITY BEACH PARKWAY 1011' East from 12011 PANAMA CITY BEACH PARKWAY	2/9/2019	Saturday	21:57	Rear End	0	0	PDO	Dark - Lighted	Dry	Yes
460	88675759	RICHARD JACKSON BLVD 98' South from U.S. HIGHWAY 98	2/11/2019	Monday	14:20	Sideswipe	0	0	PDO	Daylight	Dry	No
461	88675757	U.S. HIGHWAY 98 817' East from 11100 U.S. HIGHWAY 98	2/11/2019	Monday	17:53	Right Turn	0	0	PDO	Dark - Lighted	Dry	No
462	88675766	U.S. HIGHWAY 98 1247' East from 11600 U.S. HIGHWAY 98	2/12/2019	Tuesday	18:10	Other	0	0	PDO	Dark - Lighted	Wet	No
463	88675773	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	2/13/2019	Wednesday	14:50	Left Turn	0	0	PDO	Daylight	Dry	No
464	88071204	US 98 at CAULEY AVE	2/14/2019	Thursday	15:00	Left Turn	0	0	PDO	Daylight	Dry	No
465	88675775	U.S. HIGHWAY 98 433' East from 11240 U.S. HIGHWAY 98	2/14/2019	Thursday	16:45	Rear End	0	0	PDO	Daylight	Dry	No
466	88070514	STATE ROAD 30A 219' West from MOYLAN ROAD	2/15/2019	Friday	3:50	Off Road	0	1	Injury	Dark - Not Lighted	Dry	No
467	88675781	U.S. HIGHWAY 98 200' East from ALF COLEMAN ROAD	2/15/2019	Friday	13:51	Angle	0	0	PDO	Daylight	Dry	No
468	88675784	ALF COLEMAN ROAD 49' North from U.S. HIGHWAY 98	2/15/2019	Friday	15:16	Rear End	0	0	PDO	Daylight	Dry	No
469	88675789	U.S. HIGHWAY 98 520' West from MOYLAN ROAD	2/16/2019	Saturday	14:52	Other	0	0	PDO	Daylight	Dry	Yes
470	88675788	U.S. HIGHWAY 98 307' East from ALF COLEMAN ROAD	2/16/2019	Saturday	15:20	Other	0	3	Injury	Daylight	Dry	No
471	88675805	U.S. HIGHWAY 98 ALT 738' West from 10270 U.S. HIGHWAY 98 ALT	2/17/2019	Sunday	1:03	Other	0	0	PDO	Not Reported	0	No
472	88059264	U.S HIGHWAY 98 556' West from ALLISION AVE	2/21/2019	Thursday	3:25	Off Road	0	0	PDO	Dark - Not Lighted	Dry	No
473	88675809	U.S. HIGHWAY 98 600' West from MOYLAN ROAD	2/21/2019	Thursday	11:00	Rear End	0	0	PDO	Daylight	Dry	No
474	88050549	STATE ROAD 30A 2' West from CAULEY ROAD	2/21/2019	Thursday	17:00	Unknown	0	0	PDO	Daylight	Dry	No
475	88675824	U.S. HIGHWAY 98 696' West from 11500 U.S. HIGHWAY 98	2/22/2019	Friday	12:18	Rear End	0	0	PDO	Daylight	Dry	No
476	88675889	RICHARD JACKSON BLVD at U.S HIGHWAY 98	2/22/2019	Friday	12:27	Angle	0	0	PDO	Daylight	Dry	No
477	88069907	US 98 15' West from ALF COLEMAN	2/22/2019	Friday	14:50	Rear End	0	1	Injury	Daylight	Dry	No
478	88675825	U.S. HIGHWAY 98 ALTERNATE 852' East from 10901 U.S. HIGHWAY 98 ALTERNATE	2/23/2019	Saturday	0:00	Other	0	0	PDO	Unknown	Dry	No
479	88675822	US HIGHWAY 98 at RICHARD JACKSON BLVD	2/23/2019	Saturday	18:40	Rear End	0	2	Injury	Dark - Lighted	Dry	No
480	88084251	US 98 (SR 30) at ALLISON AVE	2/24/2019	Sunday	14:15	Left Turn	0	2	Injury	Daylight	Dry	No
481	88092299	US 98 at ALLISON AVENUE	2/27/2019	Wednesday	6:20	Angle	0	2	Injury	Dawn	Wet	No
482	88675848	US HWY 98 499' West from RICHARD JACKSON	2/27/2019	Wednesday	15:00	Left Turn	0	0	PDO	Daylight	Dry	No
483	88675843	U.S. HIGHWAY 98 200' West from RICHARD JACKSON BOULEVARD	2/27/2019	Wednesday	15:26	Rear End	0	0	PDO	Daylight	Dry	No
484	88675844	N RICHARD JACKSON BOULEVARD at U.S. HWY 98	2/27/2019	Wednesday	15:47	Other	0	0	PDO	Daylight	Dry	No
485	88675847	U.S. HIGHWAY 98 1394' West from 10512 U.S. HIGHWAY 98	2/27/2019	Wednesday	21:25	Other	0	0	PDO	Dark - Lighted	Dry	No
486	88100847	US-98 at ALLISON AVENUE	2/28/2019	Thursday	3:16	Off Road	0	0	PDO	Dark - Not Lighted	Dry	No
487	88675854	U.S. HIGHWAY 98 at CLARA AVE	3/1/2019	Friday	9:45	Rear End	0	1	Injury	Daylight	Wet	No
488	88675856	U.S. HIGHWAY 98 699' East from ALF COLEMAN ROAD	3/1/2019	Friday	14:50	Rear End	0	0	PDO	Daylight	Dry	No
489	88091643	U.S 98 (STATE ROAD 30A) 30' East from CAULEY AVE	3/2/2019	Saturday	13:25	Rear End	0	0	PDO	Daylight	Dry	No
490	88016314	STATE ROAD 30A 22' West from LYNDELL LANE	3/3/2019	Sunday	11:15	Angle	0	0	PDO	Daylight	Dry	No
491	88091644	U.S. 98(STATE ROAD 30A) 495' West from COUNTY ROAD 30H(ALF COLEMAN ROAD)	3/3/2019	Sunday	12:20	Rear End	0	0	PDO	Daylight	Dry	No
492	88675879	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	3/6/2019	Wednesday	7:23	Rear End	0	0	PDO	Daylight	Dry	No
493	88075953	U.S 98 (BACK BEACH ROAD) 49' East from MOYLAN ROAD	3/7/2019	Thursday	18:15	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
494	88069921	US 98 (BACK BEACH RD) 1224' East from MOYLAN RD	3/8/2019	Friday	15:29	Rear End	0	0	PDO	Daylight	Dry	No
495	88675891	U.S. HIGHWAY 98 1247' East from 11600 U.S. HIGHWAY 98	3/8/2019	Friday	16:35	Unknown	0	0	PDO	Daylight	Dry	No
496	88084266	US 98 (SR30A) at ALLISON AVE	3/8/2019	Friday	19:24	Left Turn	0	0	PDO	Dark - Not Lighted	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
497	88675921	U.S. HIGHWAY 98 at 11400 U.S. HIGHWAY 98	3/12/2019	Tuesday	10:23	Sideswipe	0	0	PDO	Daylight	Dry	No
498	88675931	U.S. HIGHWAY 98 407' East from ALF COLEMAN ROAD	3/13/2019	Wednesday	10:53	Rollover	0	0	PDO	Daylight	Dry	No
499	88675929	U.S HIGHWAY 98 1247' East from 11600 U.S HIGHWAY 98	3/13/2019	Wednesday	15:10	Left Turn	0	0	PDO	Daylight	Dry	No
500	88675933	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/14/2019	Thursday	13:48	Rear End	0	0	PDO	Daylight	Dry	No
501	88675946	U.S. HIGHWAY 98 499' East from ALF COLEMAN ROAD	3/15/2019	Friday	6:34	Unknown	0	0	PDO	Not Reported	0	No
502	88062989	CLARA AVE 65' East from BACK BCH RD	3/15/2019	Friday	11:30	Rear End	0	1	Injury	Daylight	Dry	No
503	88062988	BACK BEACH RD 736' West from R JACKSON RD	3/15/2019	Friday	12:10	Left Turn	0	1	Injury	Daylight	Dry	No
504	88102573	PANAMA CITY BEACH PARKWAY 0' East from LYNDELL LANE	3/15/2019	Friday	16:54	Left Turn	0	0	PDO	Daylight	Dry	No
505	88050569	STATE ROAD 30A 5' East from N BEACH WAY	3/16/2019	Saturday	5:20	Sideswipe	0	0	PDO	Dark - Lighted	Dry	Yes
506	88675962	US HIGHWAY 98 817' East from 11100 US HIGHWAY 98	3/16/2019	Saturday	10:17	Other	0	0	PDO	Daylight	Dry	No
507	88675980	U.S. HIGHWAY 98 ALTERNATE 1607' West from 10590 U.S. HIGHWAY 98 ALTERNATE	3/18/2019	Monday	16:51	Other	0	0	PDO	Daylight	Dry	No
508	88675985	U.S. HWY 98 ALTERNAT 738' West from 10270 U.S. HWY 98 ALTERNAT	3/19/2019	Tuesday	13:33	Rear End	0	0	PDO	Daylight	Dry	No
509	88050571	STATE ROAD 30A 36' East from N BEACH WAY	3/20/2019	Wednesday	9:35	Left Turn	0	0	PDO	Daylight	Dry	No
510	82021881	US-98 (BACK BEACH RD.) at ALLISON AVE.	3/21/2019	Thursday	6:40	Left Turn	0	0	PDO	Daylight	Dry	No
511	88675998	U.S. HIGHWAY 98 299' West from RICHARD JACKSON BLVD	3/21/2019	Thursday	17:28	Rear End	0	0	PDO	Daylight	Dry	No
512	88676088	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/22/2019	Friday	16:36	Rear End	0	0	PDO	Daylight	Dry	No
513	88676022	U.S. HWY 98 30' West from CLARA AVE	3/24/2019	Sunday	9:50	Rear End	0	0	PDO	Daylight	Dry	No
514	89136775	PANAMA CITY BEACH PKWY 941' West from 12118 PANAMA CITY BEACH PKWY	3/27/2019	Wednesday	15:11	Unknown	0	0	PDO	Not Reported	0	No
515	88676063	US HIGHWAY 98 1149' West from 11600 US HIGHWAY 98	3/27/2019	Wednesday	18:38	Left Turn	0	0	PDO	Dusk	Dry	No
516	88069940	US 98 9 (SR 30) (BACK BEACH RD) at MOYLAN RD	3/28/2019	Thursday	14:55	Rear End	0	0	PDO	Daylight	Dry	No
517	88089008	US 98 (SR 30) (BACK BEACH RD) 77' West from LYNDELL LN	3/28/2019	Thursday	17:01	Rear End	0	0	PDO	Daylight	Dry	No
518	88091667	U.S. 98(STATE ROAD 30A) 184' West from COX GRADE ROAD	3/29/2019	Friday	9:50	Rear End	0	0	PDO	Daylight	Dry	No
519	88091668	U.S. 98(STATE ROAD 30A) 41' West from COUNTY ROAD 30H(CLARA AVE)	3/29/2019	Friday	13:00	Rear End	0	0	PDO	Daylight	Dry	No
520	88091669	U.S. 98(STATE ROAD 30A) 11' East from GLADES TRAIL	3/29/2019	Friday	13:50	Left Turn	0	0	PDO	Daylight	Dry	No
521	88075963	U.S 98 (BACK BEACH ROAD) at LYNDELL LANE	3/29/2019	Friday	15:45	Rear End	0	0	PDO	Daylight	Dry	No
522	88676093	US HIGHWAY 98 696' West from 11500 US HIGHWAY 98	3/29/2019	Friday	18:49	Left Turn	0	0	PDO	Dusk	Dry	No
523	88676105	U.S. HIGHWAY 98 ALTERNATE 1174' East from 10713 U.S. HIGHWAY 98 ALTERNATE	3/30/2019	Saturday	11:44	Rear End	0	1	Injury	Daylight	Dry	No
524	88091673	U.S. 98(STATE ROAD 30A) at COUNTY ROAD 30H(ALF COLEMAN ROAD)	3/30/2019	Saturday	14:20	Rear End	0	0	PDO	Daylight	Dry	No
525	88676082	U.S. Highway 98 28' East from Alf Coleman Road	3/30/2019	Saturday	23:39	Rear End	0	2	Injury	Dark - Lighted	Dry	Yes
526	88091676	U.S. 98(STATE ROAD 30A) 10' West from COX GRADE ROAD	3/31/2019	Sunday	12:05	Rear End	0	0	PDO	Daylight	Dry	No
527	88676125	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	4/1/2019	Monday	9:44	Rear End	0	0	PDO	Daylight	Dry	No
528	88676127	U.S. HIGHWAY 98 696' West from 11500 U.S. HIGHWAY 98	4/1/2019	Monday	16:12	Angle	0	0	PDO	Daylight	Dry	No
529	88099048	US 98 (BACK BEACH ROAD) 456' West from ANNABELLAS DRIVE	4/2/2019	Tuesday	8:00	Rear End	0	0	PDO	Daylight	Dry	No
530	88099049	ALF COLEMAN ROAD at US 98 BACK BEACH ROAD	4/2/2019	Tuesday	11:20	Rear End	0	0	PDO	Daylight	Dry	No
531	88676139	U.S. HWY 98 ALT 330' East from 9910 U.S. HWY 98 ALT	4/2/2019	Tuesday	18:48	Sideswipe	0	0	PDO	Dusk	Dry	No
532	88089011	US 98 499' East from ALF COLEMAN	4/3/2019	Wednesday	8:53	Rear End	0	0	PDO	Daylight	Dry	No
533	88676159	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	4/4/2019	Thursday	11:30	Rear End	0	0	PDO	Daylight	Dry	No
534	88676157	US HIGHWAY 98 151' East from ALF COLEMAN ROAD	4/4/2019	Thursday	16:26	Rear End	0	0	PDO	Daylight	Dry	No
535	88676158	CLARA AVENUE 10' South from U.S. HWY 98	4/5/2019	Friday	9:01	Rear End	0	0	PDO	Daylight	Wet	No
536	88676160	U.S HIGHWAY 98 151' East from ALF COLEMAN ROAD	4/5/2019	Friday	15:09	Rear End	0	0	PDO	Daylight	Wet	No
537	88100867	US-98 (BACK BEACH RD) at N BEACH WAY	4/5/2019	Friday	16:38	Left Turn	0	0	PDO	Daylight	Wet	No
538	88676178	U.S. HIGHWAY 98 ALTERNATE 743' West from 10272 U.S. HIGHWAY 98 ALTERNATE	4/6/2019	Saturday	18:50	Rear End	0	0	PDO	Dusk	Dry	No
539	88676177	U.S. HWY 98 at RICHARD JACKSON BOULEVARD	4/7/2019	Sunday	10:54	Bicycle	0	0	PDO	Daylight	Dry	No
540	88676187	U.S HIGHWAY 98 4' West from CLARA AVENUE	4/8/2019	Monday	21:43	Off Road	0	0	PDO	Dark - Not Lighted	Wet	No
541	88676198	U.S. HIGHWAY 98 374' East from 11701 U.S. HIGHWAY 98	4/10/2019	Wednesday	15:45	Sideswipe	0	0	PDO	Daylight	Dry	No
542	88676210	U.S. HIGHWAY 98 493' East from 11111 U.S. HIGHWAY 98	4/11/2019	Thursday	16:04	Rear End	0	0	PDO	Daylight	Dry	No
543	88676202	U.S. HIGHWAY 98 696' West from 11500 U.S. HIGHWAY 98	4/11/2019	Thursday	17:17	Left Turn	0	1	Injury	Daylight	Dry	No
544	88095857	COUNTY ROAD 30H(ALF COLEMAN ROAD) 5' South from U.S. 98(STATE ROAD 30A)	4/14/2019	Sunday	9:35	Unknown	0	2	Injury	Daylight	Wet	No
545	88095858	U.S. 98(STATE ROAD 30A) 38' East from COUNTY ROAD 30C(CLARA AVE)	4/14/2019	Sunday	20:00	Rear End	0	1	Injury	Dark - Not Lighted	Dry	Yes
546	88070540	STATE ROAD 30A at ALLISON AVENUE	4/17/2019	Wednesday	18:50	Angle	0	2	Injury	Daylight	Dry	No
547	88063008	ALLISON AVE at BACK BEACH RD	4/18/2019	Thursday	8:45	Other	0	0	PDO	Daylight	Dry	No
548	88676256	U.S. HIGHWAY 98 148' East from RICHARD JACKSON BOULEVARD	4/20/2019	Saturday	13:50	Sideswipe	0	0	PDO	Daylight	Dry	No
549	88676268	U.S. HWY 98 at RICHARD JACKSON BLVD	4/22/2019	Monday	12:12	Sideswipe	0	0	PDO	Daylight	Dry	No
550	88676270	US HIGHWAY 98 115' East from 11769 US HIGHWAY 98	4/23/2019	Tuesday	6:44	Rear End	0	0	PDO	Daylight	Dry	No
551	88095862	U.S. 98(STATE ROAD 30A) at ALLISON AVE	4/23/2019	Tuesday	7:40	Angle	0	0	PDO	Daylight	Dry	No
552	88122588	US-98(BACK BEACH RD) 98' West from MOYALN RD	4/23/2019	Tuesday	8:03	Rear End	0	0	PDO	Daylight	Dry	No
553	88084302	US 98 (SR30A) 225' East from CAULEY AVE	4/25/2019	Thursday	21:29	Bicycle	0	0	PDO	Dark - Not Lighted	Wet	No
554	88676292	U.S. HIGHWAY 98 191' East from 11749 U.S. HIGHWAY 98	4/26/2019	Friday	15:50	Rear End	0	0	PDO	Daylight	Dry	No
555	88676289	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	4/26/2019	Friday	20:53	Rear End	0	0	PDO	Dark - Lighted	Dry	No
556	88676297	U.S. HIGHWAY 98 ALTERNATE 852' East from 10901 U.S. HIGHWAY 98 ALTERNATE	4/27/2019	Saturday	17:00	Rear End	0	0	PDO	Daylight	Dry	No
557	88676308	US HIGHWAY 98 98' West from MOYLAN AVENUE	4/27/2019	Saturday	17:41	Rear End	0	0	PDO	Daylight	Dry	No
558	88676299	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	4/27/2019	Saturday	22:47	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
559	88676309	ALF COLEMAN ROAD 7' South from U.S. HIGHWAY 98	4/28/2019	Sunday	17:09	Rear End	0	0	PDO	Daylight	Dry	No
560	88676319	US HIGHWAY 98 1247' East from 11600 US HIGHWAY 98	4/30/2019	Tuesday	6:35	Rear End	0	0	PDO	Daylight	Dry	No
561	88676320	U.S. HIGHWAY 98 1247' East from 11600 U.S. HIGHWAY 98	4/30/2019	Tuesday	7:29	Rear End	0	0	PDO	Daylight	Dry	No
562	88676321	RICHARD JACKSON BOULEVARD at 100 RICHARD JACKSON BOULEVARD	4/30/2019	Tuesday	11:05	Rear End	0	0	PDO	Daylight	Dry	No
563	88676322	U.S. HIGHWAY 98 817' East from 11100 U.S. HIGHWAY 98	4/30/2019	Tuesday	13:22	Angle	0	0	PDO	Daylight	Dry	No
564	88676323	US HIGHWAY 98 1130' East from 11501 US HIGHWAY 98	4/30/2019	Tuesday	17:20	Left Turn	0	0	PDO	Daylight	Dry	No
565	88676343	US HIGHWAY 98 ALTERNATE 664' East from 11011 US HIGHWAY 98 ALTERNATE	5/3/2019	Friday	9:59	Rear End	0	0	PDO	Daylight	Dry	No
566	88676362	U.S. HWY 98 at RICHARD JACKSON BLVD	5/4/2019	Saturday	6:57	Rear End	0	2	Injury	Daylight	Dry	No
567	88084306	ALLISON AVE 49' North from US 98 (SR30A)	5/4/2019	Saturday	18:20	Angle	0	0	PDO	Daylight	Dry	No
568	88676375	US HWY 98 at 9700 PANAMA CITY BCH PKWY US HWY 98	5/5/2019	Sunday	14:44	Other	0	0	PDO	Daylight	Dry	No
569	88676376	U.S HIGHWAY 98 at 9700 U.S HIGHWAY 98	5/6/2019	Monday	0:01	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
570	88676373	U.S. HWY 98 ALT 314' East from 9910 U.S. HWY 98 ALT	5/6/2019	Monday	7:42	Angle	0	1	Injury	Daylight	Dry	No
571	88676385	US HWY 98 at RICHARD JACKSON BLVD	5/7/2019	Tuesday	16:26	Rear End	0	0	PDO	Daylight	Dry	No
572	88676387	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	5/8/2019	Wednesday	8:25	Angle	0	0	PDO	Daylight	Dry	No
573	88099069	US 98 BACK BEACH ROAD 651' East from CLARA AVENUE	5/8/2019	Wednesday	9:29	Rear End	0	0	PDO	Daylight	Dry	No
574	88097616	US 98 (BACK BEACH RD) 28' East from CLARA AVENUE	5/8/2019	Wednesday	12:26	Rear End	0	0	PDO	Daylight	Dry	No
575	88099073	US 98 (BACK BEACH ROAD) 32' West from NORTH BEACH WAY	5/9/2019	Thursday	17:50	Right Turn	0	0	PDO	Daylight	Dry	No
576	88676404	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	5/10/2019	Friday	10:36	Unknown	0	0	PDO	Daylight	Dry	No
577	88102059	U.S. 98(STATE ROAD 30A) 246' East from CAULEY AVE	5/10/2019	Friday	16:50	Rear End	0	1	Injury	Daylight	Dry	No
578	88070546	STATE ROAD 30A at ALLISON AVENUE	5/12/2019	Sunday	7:10	Left Turn	0	1	Injury	Dawn	Dry	No
579	88676413	RICHARD JACKSON BLVD at US HIGHWAY 98	5/13/2019	Monday	7:50	Sideswipe	0	0	PDO	Daylight	Wet	No
580	88676420	US HIGHWAY 98 107' East from ALF COLEMAN ROAD	5/14/2019	Tuesday	12:31	Other	0	1	Injury	Daylight	Dry	No
581	88676421	U.S. HIGHWAY 98 115' East from 11769 U.S. HIGHWAY 98	5/14/2019	Tuesday	12:46	Sideswipe	0	0	PDO	Daylight	Dry	No
582	88070550	STATE ROAD 30A at COUNTY ROAD 30B	5/14/2019	Tuesday	13:30	Left Turn	0	1	Injury	Daylight	Dry	No
583	88676427	U.S. HIGHWAY 98 817' East from 11100 U.S. HIGHWAY 98	5/15/2019	Wednesday	17:29	Rear End	0	0	PDO	Daylight	Dry	No
584	88676449	US HIGHWAY 98 433' East from 11240 US HIGHWAY 98	5/18/2019	Saturday	15:14	Right Turn	0	0	PDO	Daylight	Dry	No
585	88676464	U.S. HWY 98 at RICHARD JACKSON BLVD.	5/20/2019	Monday	9:14	Right Turn	0	2	Injury	Daylight	Dry	No
586	88676482	U.S. HIGHWAY 98 543' East from 11200 U.S. HIGHWAY 98	5/22/2019	Wednesday	8:23	Rear End	0	0	PDO	Daylight	Dry	No
587	88676493	U.S. HIGHWAY 98 ALT 740' East from 11128 U.S. HIGHWAY 98 ALT	5/22/2019	Wednesday	19:29	Rear End	0	1	Injury	Dusk	Dry	No
588	88137463	US-98 294' West from ALF COLEMAN RD	5/23/2019	Thursday	8:12	Sideswipe	0	0	PDO	Daylight	Dry	No
589	88676497	RICHARD JACKSON BOULEVARD 49' South from US HIGHWAY 98	5/23/2019	Thursday	8:24	Rear End	0	0	PDO	Daylight	Dry	No
590	88676502	U.S. HIGHWAY 98 ALTERNATE 1164' East from 10719 U.S. HIGHWAY 98 ALTERNATE	5/23/2019	Thursday	13:44	Sideswipe	0	0	PDO	Daylight	Dry	No
591	88092338	US 98 at ALF COLEMAN ROAD	5/23/2019	Thursday	18:05	Rear End	0	0	PDO	Daylight	Dry	No
592	88676500	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	5/23/2019	Thursday	19:11	Other	0	0	PDO	Dusk	Dry	No
593	88676507	U.S. HIGHWAY 98 ALTERNATE 738' West from 10270 U.S. HIGHWAY 98 ALTERNATE	5/24/2019	Friday	1:38	Other	0	0	PDO	Dark - Not Lighted	Dry	No
594	88676509	U.S. HIGHWAY 98 1005' East from ALF COLEMAN ROAD	5/24/2019	Friday	8:46	Rear End	0	0	PDO	Daylight	Dry	No
595	88119085	STATE ROAD 30A at ANNABELLAS DRIVE	5/24/2019	Friday	15:40	Rear End	0	0	PDO	Daylight	Dry	No
596	88676517	U.S. HIGHWAY 98 132' East from 11350 U.S. HIGHWAY 98	5/24/2019	Friday	21:00	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
597	88676518	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD.	5/24/2019	Friday	21:50	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
598	88089392	US 98 EB 164' East from 800 N BEACH WAY	5/26/2019	Sunday	7:00	Other	0	0	PDO	Daylight	Dry	No
599	88084309	US 98 (SR30A) 151' West from ALF COLEMAN RD	5/27/2019	Monday	15:45	Rear End	0	0	PDO	Daylight	Dry	No
600	88676559	U.S. HIGHWAY 98 1161' East from 11620 U.S. HIGHWAY 98	5/28/2019	Tuesday	18:19	Rear End	0	0	PDO	Daylight	Dry	No
601	88676566	RICHARD JACKSON BLVD at U.S. HWY 98	5/29/2019	Wednesday	7:48	Sideswipe	0	0	PDO	Daylight	Dry	No
602	88676580	US HIGHWAY 98 ALTERNATE 13' West from 12902 US HIGHWAY 98 ALTERNATE	5/30/2019	Thursday	16:48	Angle	0	0	PDO	Daylight	Dry	No
603	88676586	U.S. HIGHWAY 98 ALTERNATE 266' East from 9907 U.S. HIGHWAY 98 ALTERNATE	5/30/2019	Thursday	21:30	Rear End	0	0	PDO	Dark - Lighted	Dry	No
604	88676599	US HIGHWAY 98 ALTERNATE 266' East from 9907 US HIGHWAY 98 ALTERNATE	6/1/2019	Saturday	15:03	Other	0	0	PDO	Daylight	Dry	No
605	88676625	U.S. HIGHWAY 98 ALT 1394' West from 10512 U.S. HIGHWAY 98 ALT	6/4/2019	Tuesday	0:00	Other	0	0	PDO	Dark - Lighted	Other	No
606	88102492	STATE ROAD 30A at ALLISON AVENUE	6/5/2019	Wednesday	22:00	Left Turn	0	3	Injury	Dark - Not Lighted	Dry	No
607	88071232	US 98 91' East from CLARA AVE	6/6/2019	Thursday	18:40	Unknown	0	0	PDO	Daylight	Wet	Yes
608	89279050	U.S. HIGHWAY 98 1' East from ALF COLEMAN	6/7/2019	Friday	10:05	Other	0	1	Injury	Daylight	Wet	No
609	88140980	U.S. 98(STATE ROAD 30A) at ALLISON AVE	6/9/2019	Sunday	10:00	Left Turn	0	2	Serious Injury	Daylight	Wet	No
610	89279016	U.S. HWY 98 33' East from ALF COLEMAN ROAD	6/12/2019	Wednesday	3:36	Rear End	0	0	PDO	Dark - Lighted	Wet	No
611	88089407	US98 at MOYLAND RD	6/12/2019	Wednesday	11:25	Other	0	0	PDO	Daylight	Dry	No
612	89279018	U.S. HIGHWAY 98 1448' East from 11580 U.S. HIGHWAY 98	6/12/2019	Wednesday	12:25	Rollover	0	1	Serious Injury	Daylight	Dry	Yes
613	89279033	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	6/13/2019	Thursday	13:21	Other	0	0	PDO	Daylight	Dry	No
614	89279125	U.S. HIGHWAY 98 49' West from RICHARD JACKSON BLVD	6/18/2019	Tuesday	14:52	Unknown	0	0	PDO	Daylight	Wet	No
615	89279137	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	6/19/2019	Wednesday	17:16	Rear End	0	0	PDO	Daylight	Dry	No
616	89279142	US HIGHWAY 98 299' East from ALF COLEMAN ROAD	6/20/2019	Thursday	10:16	Rear End	0	0	PDO	Daylight	Wet	No
617	89279140	US HWY 98 ALT. 318' East from 11213 US HWY 98 ALT.	6/20/2019	Thursday	11:17	Rear End	0	0	PDO	Daylight	Wet	No
618	89279882	U.S. HIGHWAY 98 430' East from 11790 U.S. HIGHWAY 98	6/20/2019	Thursday	17:22	Rear End	0	0	PDO	Daylight	Dry	No
619	88158555	STATE ROAD 30A (FRONT BEACH ROAD) at ALLISION AVENUE	6/20/2019	Thursday	18:23	Left Turn	0	2	Injury	Daylight	Dry	No
620	89279167	ALF COLEMAN ROAD at U.S. HIGHWAY 98	6/23/2019	Sunday	10:20	Rear End	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
621	89279173	U.S. HIGHWAY 98 at 11799 U.S. HIGHWAY 98	6/24/2019	Monday	6:50	Rear End	0	0	PDO	Daylight	Dry	No
622	89279174	U.S HIGHWAY 98 1247' East from 11600 U.S HIGHWAY 98	6/24/2019	Monday	11:55	Rear End	0	0	PDO	Daylight	Dry	No
623	89279186	U.S. HIGHWAY 98 at ALF COLEMAN RD	6/25/2019	Tuesday	19:14	Rear End	0	0	PDO	Daylight	Dry	No
624	89279187	US HIGHWAY 98 ALTERNATE 740' East from 11128 US HIGHWAY 98 ALTERNATE	6/25/2019	Tuesday	22:21	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
625	88139758	U.S. 98 (STATE ROAD 30A) at COX GRADE RD	6/26/2019	Wednesday	17:25	Rear End	0	0	PDO	Daylight	Dry	No
626	88157503	US 98 19' East from ALLISON AVENUE	6/27/2019	Thursday	12:15	Rear End	0	1	Injury	Daylight	Dry	No
627	89279240	U.S. HIGHWAY 98 199' West from 11428 U.S. HIGHWAY 98	6/27/2019	Thursday	16:44	Left Turn	0	0	PDO	Daylight	Dry	No
628	89279238	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	6/30/2019	Sunday	17:10	Angle	0	0	PDO	Daylight	Dry	No
629	89279249	U.S. HIGHWAY 98 707' East from 11140 U.S. HIGHWAY 98	7/1/2019	Monday	13:45	Rear End	0	0	PDO	Daylight	Dry	No
630	88140995	U.S. 98(STATE ROAD 30A) 8' East from COUNTY ROAD 30B(MOYLAN ROAD)	7/2/2019	Tuesday	7:45	Rear End	0	0	PDO	Daylight	Dry	No
631	88158571	US 98 BACK BEACH ROAD 936' East from CLARA AVENUE	7/3/2019	Wednesday	20:00	Rear End	0	1	Injury	Dusk	Dry	No
632	89279303	U.S. HIGHWAY 98 ALTERNATE 466' East from 11127 U.S. HIGHWAY 98 ALTERNATE	7/5/2019	Friday	11:21	Other	0	0	PDO	Daylight	Dry	No
633	89279294	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	7/5/2019	Friday	11:24	Left Turn	0	0	PDO	Daylight	Dry	No
634	88139765	U.S. 98 (STATE ROAD 30A) at CLARA AVE	7/6/2019	Saturday	15:57	Rear End	0	0	PDO	Daylight	Dry	No
635	89279329	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/7/2019	Sunday	16:41	Rear End	0	0	PDO	Daylight	Dry	No
636	88157511	US 98 2' East from MOYLAN ROAD	7/8/2019	Monday	6:50	Rear End	0	2	Injury	Daylight	Dry	No
637	89279336	RICHARD JACKSON BLVD at US HWY 98	7/8/2019	Monday	10:50	Rear End	0	1	Injury	Daylight	Dry	No
638	89279355	U.S. HWY 98 499' West from RICHARD JACKSON BLVD	7/10/2019	Wednesday	16:00	Rear End	0	0	PDO	Daylight	Wet	No
639	89279368	RICHARD JACKSON BOULEVARD 7' South from US HIGHWAY 98	7/12/2019	Friday	19:08	Sideswipe	0	0	PDO	Daylight	Wet	No
640	89279387	ALF COLEMAN ROAD 49' South from U.S. HIGHWAY 98	7/13/2019	Saturday	17:00	Left Turn	0	0	PDO	Daylight	Dry	No
641	89279405	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	7/15/2019	Monday	10:19	Left Turn	0	0	PDO	Daylight	Dry	No
642	88158587	U.S. 98 (BACK BEACH ROAD) 1186' East from ALLISON AVENUE	7/17/2019	Wednesday	16:04	Rear End	0	0	PDO	Daylight	Dry	No
643	88175472	US-98 200' East from CLARA AVENUE	7/17/2019	Wednesday	19:14	Rear End	0	0	PDO	Dusk	Dry	No
644	89279427	U.S. HIGHWAY 98 696' West from 11500 U.S. HIGHWAY 98	7/18/2019	Thursday	16:10	Head On	0	0	PDO	Daylight	Dry	No
645	89279452	US HIGHWAY 98 400' West from RICHARD JACKSON BLVD.	7/20/2019	Saturday	14:49	Rear End	0	0	PDO	Daylight	Dry	No
646	89279450	US HIGHWAY 98 310' West from 11770 US HIGHWAY 98	7/20/2019	Saturday	21:04	Rear End	0	0	PDO	Dark - Lighted	Dry	No
647	89279456	ALF COLEMAN ROAD 0' South from U.S. HIGHWAY 98	7/21/2019	Sunday	12:50	Sideswipe	0	0	PDO	Daylight	Dry	No
648	89279477	U.S. HIGHWAY 98 696' West from 11500 U.S. HIGHWAY 98	7/23/2019	Tuesday	17:45	Left Turn	0	0	PDO	Daylight	Wet	No
649	89137011	PANAMA CITY BEACH PARKWAY at ANNABELLAS DRIVE	7/23/2019	Tuesday	17:59	Left Turn	0	1	Injury	Daylight	Wet	No
650	88158599	U.S.98 (BACK BEACH ROAD) 257' East from COUNTY ROAD 30H (LYNDELL LANE)	7/26/2019	Friday	11:20	Other	0	0	PDO	Daylight	Dry	No
651	89279504	U.S. HIGHWAY 98 ALTERNATE 510' East from 11212 U.S. HIGHWAY 98 ALTERNATE	7/26/2019	Friday	17:27	Other	0	0	PDO	Daylight	Dry	No
652	89279511	U.S. HIGHWAY 98 ALT 1359' East from 10900 U.S. HIGHWAY 98 ALT	7/27/2019	Saturday	10:34	Rear End	0	0	PDO	Dark - Lighted	Dry	No
653	89279525	U.S. HIGHWAY 98 at ALF COLEMAN	7/28/2019	Sunday	18:32	Sideswipe	0	0	PDO	Daylight	Dry	No
654	88158608	U.S. 98 (BACK BEACH ROAD) 423' East from COUNTY ROAD 30C (CLARA AVENUE)	8/1/2019	Thursday	11:23	Rear End	0	0	PDO	Daylight	Dry	No
655	88168480	9301 BACK BEACH RD at MOYLAN AVENUE	8/1/2019	Thursday	23:58	Left Turn	0	0	PDO	Dark - Not Lighted	Wet	Yes
656	88107910	STATE ROAD 30A at MOYLAN ROAD	8/4/2019	Sunday	9:55	Left Turn	0	4	Serious Injury	Daylight	Dry	No
657	89279578	ALF COLEMAN ROAD 10' South from U.S HIGHWAY 98	8/5/2019	Monday	12:45	Rear End	0	0	PDO	Daylight	Dry	No
658	89279584	US HIGHWAY 98 ALTERNATE 852' East from 10901 US HIGHWAY 98 ALTERNATE	8/6/2019	Tuesday	1:30	Other	0	0	PDO	Dark - Lighted	Dry	No
659	89279598	RICHARD JACKSON BLVD 20' South from U.S. HIGHWAY 98	8/8/2019	Thursday	10:50	Rear End	0	0	PDO	Daylight	Dry	No
660	88107915	STATE ROAD 30A 299' West from LYNDELL LANE	8/8/2019	Thursday	14:30	Rear End	0	0	PDO	Daylight	Dry	No
661	89279616	U.S. HIGHWAY 98 17' East from CLARA AVENUE	8/10/2019	Saturday	22:51	Rear End	0	0	PDO	Daylight	Dry	Yes
662	89279604	U.S. HWY 98 191' East from 11749 U.S. HWY 98	8/10/2019	Saturday	23:44	Rear End	0	0	PDO	Dark - Lighted	Dry	No
663	89279625	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	8/12/2019	Monday	6:58	Rear End	0	0	PDO	Daylight	Dry	No
664	89279627	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	8/12/2019	Monday	9:38	Sideswipe	0	0	PDO	Daylight	Dry	No
665	89279630	US HWY 98 at RICHARD JACKSON BLVD	8/13/2019	Tuesday	14:13	Sideswipe	0	0	PDO	Daylight	Dry	No
666	89279637	U.S. HIGHWAY 98 1626' East from 10800 U.S. HIGHWAY 98	8/13/2019	Tuesday	17:29	Rear End	0	0	PDO	Daylight	Dry	No
667	89279642	U.S. HIGHWAY 98 817' East from 11100 U.S. HIGHWAY 98	8/14/2019	Wednesday	7:41	Rollover	0	0	PDO	Daylight	Dry	No
668	89279644	US HIGHWAY 98 817' East from 11100 US HIGHWAY 98	8/14/2019	Wednesday	12:47	Rear End	0	0	PDO	Daylight	Dry	No
669	89279646	U.S. HIGHWAY 98 ALTERNATE 852' East from 10901 U.S. HIGHWAY 98 ALTERNATE	8/14/2019	Wednesday	13:05	Rear End	0	0	PDO	Daylight	Dry	No
670	89279648	U.S. HIGHWAY 98 1130' East from 11501 U.S. HIGHWAY 98	8/14/2019	Wednesday	17:06	Angle	0	0	PDO	Daylight	Dry	No
671	89279681	U.S HIGHWAY 98 at CLARA AVENUE	8/15/2019	Thursday	18:07	Rear End	0	0	PDO	Daylight	Wet	No
672	88143038	STATE ROAD 30A 34' East from CAULEY AVE	8/18/2019	Sunday	16:15	Rear End	0	0	PDO	Daylight	Wet	No
673	89279676	US HIGHWAY 98 ALTERNATE 57' West from 10015 US HIGHWAY 98 ALTERNATE	8/19/2019	Monday	10:45	Rear End	0	0	PDO	Daylight	Wet	No
674	89279678	U.S. HIGHWAY 98 1001' East from ALF COLEMAN ROAD	8/19/2019	Monday	14:05	Rear End	0	0	PDO	Daylight	Dry	No
675	88168486	US HIGHWAY 98 98' West from ALLISON AVENUE	8/19/2019	Monday	21:45	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
676	88116580	US 98 49' West from LYNDELL LANE	8/22/2019	Thursday	7:45	Rear End	0	0	PDO	Daylight	Dry	No
677	88116581	US 98 318' East from COX GRADE	8/22/2019	Thursday	11:00	Other	0	0	PDO	Daylight	Dry	No
678	89279688	RICHARD JACKSON BLVD 79' South from US HWY 98	8/22/2019	Thursday	14:29	Sideswipe	0	0	PDO	Daylight	Dry	No
679	89279691	U.S. HIGHWAY 98 516' East from 11770 U.S. HIGHWAY 98	8/23/2019	Friday	12:11	Rear End	0	0	PDO	Daylight	Dry	No
680	89279693	U.S. HWY 98 10' East from ALF COLEMAN RD	8/23/2019	Friday	22:29	Rear End	0	0	PDO	Dark - Lighted	Dry	No
681	89279703	CLARA AVENUE 5' North from U.S. HIGHWAY 98	8/25/2019	Sunday	21:50	Left Turn	0	0	PDO	Dark - Not Lighted	Dry	Yes
682	88202698	US 98 473' East from ALLISON	8/26/2019	Monday	8:00	Other	0	0	PDO	Dawn	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
683	88197594	US-98 (BACK BEACH RD) at N BEACH WAY	8/28/2019	Wednesday	7:07	Left Turn	0	0	PDO	Daylight	Dry	No
684	88142106	US 98 (SR30)FRONT BEACH RD 71' East from ALLISON AVE	8/28/2019	Wednesday	18:00	Sideswipe	0	0	PDO	Daylight	Dry	No
685	88142108	US 98 (SR30A) BACK BEACH RD 381' East from ALF COLEMAN RD	8/29/2019	Thursday	17:50	Rear End	0	0	PDO	Daylight	Dry	No
686	88179037	7825 BACK BEACH RD STATE ROAD 30A 699' West from STATE ROAD 30	8/30/2019	Friday	7:25	Off Road	0	0	PDO	Daylight	Dry	No
687	88179040	STATE ROAD 30A 81' West from CAULEY AVE	9/1/2019	Sunday	14:40	Off Road	0	1	Injury	Daylight	Dry	No
688	89279744	U.S. HIGHWAY 98 516' East from 11770 U.S. HIGHWAY 98	9/2/2019	Monday	11:35	Rear End	0	0	PDO	Daylight	Dry	No
689	89279757	US HIGHWAY 98 1831' West from 11570 US HIGHWAY 98	9/3/2019	Tuesday	16:00	Rear End	0	0	PDO	Daylight	Dry	No
690	88142111	US 98 (SR30) FRONT BEACH RD 277' West from ALLISON AVE	9/3/2019	Tuesday	16:40	Rear End	0	1	Injury	Daylight	Dry	No
691	88207966	US-98 at CLARA AVE	9/5/2019	Thursday	8:17	Rear End	0	0	PDO	Daylight	Dry	No
692	89279765	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	9/5/2019	Thursday	12:25	Unknown	0	0	PDO	Daylight	Dry	No
693	88157538	US 98 499' East from ALLISON AVENUE	9/7/2019	Saturday	19:20	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
694	89279789	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	9/11/2019	Wednesday	14:22	Rear End	0	0	PDO	Daylight	Dry	No
695	89279793	US HIGHWAY 98 at ALF COLEMAN ROAD	9/12/2019	Thursday	8:06	Sideswipe	0	0	PDO	Daylight	Dry	No
696	89279801	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	9/13/2019	Friday	15:04	Rear End	0	0	PDO	Daylight	Dry	No
697	88152616	U.S 98 (PANAMA CITY BEACH PARKWAY) 98' West from MOYLAN ROAD	9/13/2019	Friday	15:20	Rear End	0	0	PDO	Daylight	Dry	No
698	89279804	RICHARD JACKSON BLVD at U.S. HWY 98	9/13/2019	Friday	20:58	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
699	88181214	U.S. 98 (BACK BEACH ROAD) 620' East from MOYLAN ROAD	9/17/2019	Tuesday	7:46	Rear End	0	0	PDO	Daylight	Dry	No
700	88213249	STATE ROAD 30A 22' West from LYNDELL LANE	9/18/2019	Wednesday	7:50	Rear End	0	1	Injury	Daylight	Dry	No
701	89279827	US HWY 98 at RICHARD JACKSON BLVD	9/19/2019	Thursday	13:46	Rear End	0	0	PDO	Daylight	Dry	No
702	89279839	U.S. HIGHWAY 98 ALTERNATE 738' West from 10270 U.S. HIGHWAY 98 ALTERNATE	9/21/2019	Saturday	10:03	Other	0	0	PDO	Daylight	Dry	No
703	89279849	U.S. HIGHWAY 98 ALTERNATE 1080' East from 11004 U.S. HIGHWAY 98 ALTERNATE	9/24/2019	Tuesday	18:29	Other	0	0	PDO	Daylight	Dry	No
704	89279858	U.S. HIGHWAY 98 508' East from ALF COLEMAN ROAD	9/27/2019	Friday	12:12	Rear End	0	0	PDO	Daylight	Dry	No
705	89279862	U.S. HIGHWAY 98 ALTERNATE 1313' West from 10323 U.S. HIGHWAY 98 ALTERNATE	9/28/2019	Saturday	9:40	Other	0	0	PDO	Daylight	Dry	No
706	89279870	U.S. HIGHWAY 98 1001' West from MOYLAN ROAD	9/30/2019	Monday	7:35	Rear End	0	0	PDO	Daylight	Dry	No
707	89279869	US HIGHWAY 98 at ALF COLMAN ROAD	9/30/2019	Monday	10:43	Right Turn	0	0	PDO	Daylight	Dry	No
708	89279886	U.S. HWY 98 at MOYLAN ROAD	10/2/2019	Wednesday	16:11	Rear End	0	2	Injury	Daylight	Dry	No
709	89279888	U.S. HIGHWAY 98 87' West from R. JACKSON BLVD	10/3/2019	Thursday	23:05	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
710	88166844	SR 30A (FRONT BEACH RD) at MOYLAN RD	10/6/2019	Sunday	17:17	Left Turn	0	0	PDO	Daylight	Dry	No
711	88212470	US98 (SR30A) BACK BEACH RD 952' East from LYNDELL LANE	10/10/2019	Thursday	11:01	Bicycle	0	1	Injury	Daylight	Dry	No
712	88212471	US 98 (SR30A) BACK BEACH RD 44' West from CHIP SEAL PKWY	10/10/2019	Thursday	12:45	Rear End	0	0	PDO	Daylight	Dry	No
713	89279918	U.S. HIGHWAY 98 978' West from 11540 U.S. HIGHWAY 98	10/10/2019	Thursday	16:50	Angle	0	0	PDO	Daylight	Dry	No
714	89279940	U.S. HIGHWAY 98 ALTERNATE 1394' West from 10512 U.S. HIGHWAY 98 ALTERNATE	10/11/2019	Friday	3:18	Other	0	0	PDO	Dark - Lighted	Dry	No
715	88173025	9301 BACK BEACH RD at MOYLAN ROAD	10/13/2019	Sunday	9:38	Left Turn	0	2	Injury	Daylight	Dry	No
716	88173026	12899 BACK BEACH RD at CLARA AVENUE	10/13/2019	Sunday	12:05	Rear End	0	0	PDO	Daylight	Dry	No
717	88176891	U.S. 98 (STATE ROAD 30A) 66' West from MOYLAN RD	10/13/2019	Sunday	18:41	Rear End	0	2	Injury	Dark - Not Lighted	Dry	No
718	89279933	US HIGHWAY 98 200' West from RICHARD JACKSON	10/14/2019	Monday	15:18	Rear End	0	0	PDO	Daylight	Dry	No
719	89279947	RICHARD JACKSON BLVD at US HIGHWAY 98	10/15/2019	Tuesday	13:50	Angle	0	1	Injury	Daylight	Dry	No
720	88199198	US 98 13' East from LYNDELL LN	10/18/2019	Friday	15:25	Angle	0	2	Injury	Daylight	Wet	No
721	88166854	(US 98) BACK BEACH RD 20' West from MOYLAN RD	10/18/2019	Friday	15:30	Rear End	0	0	PDO	Daylight	Wet	No
722	89279958	U.S. HIGHWAY 98 ALTERNATE 738' West from 10270 U.S. HIGHWAY 98 ALTERNATE	10/18/2019	Friday	18:03	Other	0	0	PDO	Dark - Lighted	Dry	No
723	89279961	U.S. HIGHWAY 98 at CLARA AVENUE	10/19/2019	Saturday	13:54	Left Turn	0	1	Injury	Daylight	Wet	No
724	88226055	U.S 98 (BACK BEACH ROAD) 98' West from ALLISON AVENUE	10/21/2019	Monday	8:26	Sideswipe	0	0	PDO	Daylight	Dry	No
725	89279987	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	10/22/2019	Tuesday	12:51	Head On	0	0	PDO	Daylight	Dry	No
726	89279976	U.S. HWY 98 1325' East from 11580 U.S. HWY 98	10/22/2019	Tuesday	15:58	Rear End	0	1	Injury	Daylight	Dry	No
727	89280011	US HIGHWAY 98 20' West from RICHARD JACKSON BLVD	10/24/2019	Thursday	15:30	Rear End	0	0	PDO	Daylight	Dry	No
728	88176898	U.S. 98 (STATE ROAD 30A) at ALF COLEMAN RD	10/25/2019	Friday	13:39	Rear End	0	0	PDO	Daylight	Dry	No
729	88166860	US 98 (BACK BEACH RD) 380' East from LYNDELL LN	10/28/2019	Monday	7:40	Rear End	0	0	PDO	Daylight	Dry	No
730	88221281	STATE ROAD 30A at COUNTY ROAD 30B	10/28/2019	Monday	8:00	Rear End	0	0	PDO	Daylight	Dry	No
731	89280024	US HIGHWAY 98 400' West from ALF COLMAN ROAD	10/29/2019	Tuesday	6:40	Rear End	0	0	PDO	Dawn	Wet	No
732	89280016	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	10/30/2019	Wednesday	15:46	Rear End	0	0	PDO	Daylight	Dry	No
733	89280020	U.S. HIGHWAY 98 817' East from 11100 U.S. HIGHWAY 98	10/31/2019	Thursday	7:55	Rear End	0	0	PDO	Daylight	Dry	No
734	88199208	US 98 20' West from CAULEY AVE	11/1/2019	Friday	10:20	Rear End	0	0	PDO	Daylight	Dry	No
735	89280042	US HIGHWAY 98 493' East from 11111 US HIGHWAY 98	11/4/2019	Monday	17:20	Rear End	0	0	PDO	Dusk	Dry	No
736	88199211	US 98 122' West from CAULEY AVE	11/7/2019	Thursday	12:40	Rear End	0	1	Injury	Daylight	Dry	No
737	88157557	US 98 122' West from CAULEY AVENUE	11/7/2019	Thursday	16:40	Rear End	0	0	PDO	Dusk	Dry	No
738	89280056	US HWY 98 499' West from ALF COLEMAN RD	11/8/2019	Friday	17:32	Rear End	0	0	PDO	Dark - Not Lighted	Wet	No
739	88176914	U.S. 98 (STATE ROAD 30A) 610' West from ANNABELLAS DR	11/10/2019	Sunday	16:04	Rear End	0	1	Injury	Daylight	Dry	No
740	89280068	U.S. HIGHWAY 98 817' East from 11100 U.S. HIGHWAY 98	11/12/2019	Tuesday	9:45	Left Turn	0	0	PDO	Daylight	Dry	No
741	89280072	US HIGHWAY 98 at 11400 US HIGHWAY 98	11/14/2019	Thursday	18:00	Rear End	0	0	PDO	Dark - Lighted	Wet	No
742	88228765	US-98 (BACK BEACH RD) 268' East from CAULEY AVE	11/15/2019	Friday	7:51	Rear End	0	0	PDO	Daylight	Dry	No
743	88192757	COUNTY ROAD 30H (LYNDELL LANE) 39' South from U.S. 98 (BACK BEACH ROAD)	11/15/2019	Friday	14:38	Other	0	0	PDO	Daylight	Dry	No
744	89280081	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	11/18/2019	Monday	12:20	Rear End	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
745	89280110	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	11/25/2019	Monday	16:38	Angle	0	0	PDO	Daylight	Dry	No
746	89280113	U.S. HIGHWAY 98 67' West from 12910 U.S. HIGHWAY 98	11/26/2019	Tuesday	6:33	Rear End	0	0	PDO	Daylight	Dry	No
747	89280114	U.S. HIGHWAY 98 199' West from 11428 U.S. HIGHWAY 98	11/26/2019	Tuesday	11:26	Other	0	1	Injury	Daylight	Dry	No
748	89280118	ALF COLEMAN RD at US HWY 98	11/27/2019	Wednesday	10:30	Sideswipe	0	0	PDO	Daylight	Dry	No
749	89280130	US HIGHWAY 98 98' East from ALF COLEMAN ROAD	11/30/2019	Saturday	12:45	Rear End	0	0	PDO	Daylight	Dry	No
750	88200666	BACK BEACH RD 7' East from ALF COLEMAN RD	12/4/2019	Wednesday	15:40	Rear End	0	0	PDO	Daylight	Dry	No
751	89280148	U.S. HIGHWAY 98 26' West from RICHARD JACKSON BLVD	12/5/2019	Thursday	15:25	Rear End	0	0	PDO	Daylight	Dry	No
752	88179080	STATE ROAD 30A 50' West from ALLISON AVE	12/9/2019	Monday	7:05	Rear End	0	1	Injury	Daylight	Wet	No
753	88199218	US 98 219' West from MOYLAN ROAD	12/9/2019	Monday	16:00	Rear End	0	0	PDO	Dusk	Dry	No
754	89280155	U.S. HIGHWAY 98 at 11799 U.S. HIGHWAY 98	12/9/2019	Monday	17:55	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
755	89280156	U.S. HIGHWAY 98 1643' West from 11560 U.S. HIGHWAY 98	12/9/2019	Monday	22:11	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
756	89280158	US HWY 98 at RICHARD JACKSON BLVD	12/12/2019	Thursday	9:50	Rear End	0	0	PDO	Daylight	Dry	No
757	88175278	STATE ROAD 30A at COX GRADE ROAD	12/13/2019	Friday	16:00	Rear End	0	0	PDO	Daylight	Dry	Yes
758	88175281	STATE ROAD 30A 222' West from CAULEY AVE	12/15/2019	Sunday	14:40	Rear End	0	0	PDO	Daylight	Dry	No
759	89280181	U.S. HIGHWAY 98 49' East from RICHARD JACKSON BOULEVARD	12/16/2019	Monday	13:48	Rear End	0	0	PDO	Daylight	Dry	No
760	88199226	US 98 at CLARA AVENUE	12/16/2019	Monday	20:45	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
761	89280182	US HWY 98 at RICHARD JACKSON BLVD	12/17/2019	Tuesday	7:32	Rear End	0	0	PDO	Daylight	Wet	No
762	89280184	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	12/18/2019	Wednesday	14:25	Rear End	0	0	PDO	Daylight	Dry	No
763	89280188	U.S. HIGHWAY 98 1001' East from ALF COLEMAN RD	12/19/2019	Thursday	17:40	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
764	89280186	Richard Jackson blvd at U.S. HIGHWAY 98	12/19/2019	Thursday	19:53	Rear End	0	0	PDO	Dark - Lighted	Dry	No
765	89280194	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	12/21/2019	Saturday	15:43	Other	0	0	PDO	Daylight	Wet	No
766	88219653	U.S. 98 (BACK BEACH ROAD) 115' East from ALLISON ROAD	12/21/2019	Saturday	19:30	Sideswipe	0	0	PDO	Dark - Lighted	Wet	No
767	88215819	US 98 (STATE ROAD 30A) at ALLISON AVENUE	12/22/2019	Sunday	11:35	Other	0	0	PDO	Daylight	Wet	No
768	89280207	U.S. HIGHWAY 98 ALTERNATE at 9998 U.S. HIGHWAY 98 ALTERNATE	12/27/2019	Friday	12:20	Rear End	0	0	PDO	Daylight	Dry	No
769	88271355	STATE ROAD 30A at LYNDELL LANE	12/28/2019	Saturday	19:15	Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	Yes
770	89280223	US HIGHWAY 98 200' West from RICHARD JACKSON	12/30/2019	Monday	10:52	Rear End	0	0	PDO	Daylight	Dry	No
771	88259675	US HIGHWAY 98 at CAULEY AVENUE	12/30/2019	Monday	11:30	Rear End	0	0	PDO	Daylight	Dry	No
772	89280225	U.S. HIGHWAY 98 498' East from ALF COLEMAN ROAD	12/31/2019	Tuesday	11:32	Rear End	0	0	PDO	Daylight	Dry	No
773	88221649	US 98 at ANNABELLAS DRIVE	12/31/2019	Tuesday	16:10	Sideswipe	0	0	PDO	Daylight	Dry	No
774	89280230	U.S. HIGHWAY 98 59' East from ALF COLEMAN ROAD	1/3/2020	Friday	19:25	Rear End	0	1	Injury	Dark - Lighted	Wet	No
775	89280239	U.S. HIGHWAY 98 543' East from 11200 U.S. HIGHWAY 98	1/6/2020	Monday	6:17	Rollover	0	0	PDO	Dusk	Dry	No
776	89280240	U.S. HIGHWAY 98 493' East from 11111 U.S. HIGHWAY 98	1/6/2020	Monday	9:55	Rear End	0	0	PDO	Daylight	Dry	No
777	89280243	U.S. HIGHWAY 98 26' West from RICHARD JACKSON BLVD	1/6/2020	Monday	14:50	Rear End	0	0	PDO	Daylight	Dry	No
778	89280253	US HIGHWAY 98 217' West from NORTH GLADES TRAIL	1/9/2020	Thursday	7:51	Rear End	0	1	Injury	Daylight	Dry	No
779	89280265	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	1/13/2020	Monday	12:38	Sideswipe	0	0	PDO	Daylight	Dry	No
780	89280271	RICHARD JACKSON BLVD 98' South from U.S. HIGHWAY 98	1/14/2020	Tuesday	18:10	Rear End	0	0	PDO	Dark - Lighted	Dry	No
781	89280273	U.S. HIGHWAY 98 941' West from 11620 U.S. HIGHWAY 98	1/15/2020	Wednesday	15:31	Rear End	0	0	PDO	Daylight	Dry	No
782	89280283	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	1/18/2020	Saturday	7:00	Sideswipe	0	0	PDO	Daylight	Dry	No
783	89280282	U.S. HIGHWAY 98 10' East from ALF COLEMAN ROAD	1/18/2020	Saturday	7:30	Sideswipe	0	0	PDO	Daylight	Dry	No
784	88259689	US HIGHWAY 98 49' West from ALF COLEMAN ROAD	1/22/2020	Wednesday	13:30	Rear End	0	0	PDO	Daylight	Dry	No
785	88221658	US 98 at CAULEY AVENUE	1/25/2020	Saturday	23:15	Rear End	0	0	PDO	Dark - Lighted	Dry	No
786	89280309	U.S. HIGHWAY 98 at RICHARD JACKSON	1/28/2020	Tuesday	12:45	Other	0	0	PDO	Daylight	Dry	No
787	89280315	RICHARD JACKSON BOULEVARD 10' South from U.S. HIGHWAY 98	1/29/2020	Wednesday	13:57	Rear End	0	0	PDO	Daylight	Wet	No
788	89280313	U.S. HIGHWAY 98 at 9700 U.S. HIGHWAY 98	1/29/2020	Wednesday	16:45	Rear End	0	0	PDO	Daylight	Wet	No
789	88267987	U.S. 98 (STATE ROAD 30A) at STATE ROAD 30H (LYNDELL LN)	1/29/2020	Wednesday	20:12	Left Turn	0	1	Injury	Dark - Lighted	Dry	No
790	88224842	STATE ROAD 30A 59' West from ALF COLEMAN RD	1/30/2020	Thursday	7:35	Rear End	0	0	PDO	Daylight	Dry	No
791	88292868	STATE ROAD 30A at CHIP SEAL PARKWAY	2/3/2020	Monday	7:45	Rear End	0	0	PDO	Daylight	Dry	No
792	88209832	STATE ROAD 30A 49' West from MOYLAN ROAD	2/7/2020	Friday	15:30	Rear End	0	0	PDO	Daylight	Dry	No
793	88267993	ALLISON AVE at U.S. 98 (STATE ROAD 30A)	2/9/2020	Sunday	13:04	Rear End	0	0	PDO	Daylight	Dry	No
794	89280340	U.S. HIGHWAY 98 246' East from RICHARD JACKSON BLVD	2/10/2020	Monday	11:59	Sideswipe	0	0	PDO	Daylight	Dry	No
795	88290949	US-98 (SR-30A) at ALLISON AVENUE	2/11/2020	Tuesday	5:50	Left Turn	1	0	Fatality	Dark - Not Lighted	Dry	No
796	89280353	RICHARDS JACKSON BLVD at 98 RICHARDS JACKSON BLVD	2/13/2020	Thursday	18:05	Sideswipe	0	0	PDO	Dark - Lighted	Wet	No
797	83221651	US 98 at ALLISON AVE	2/14/2020	Friday	7:40	Angle	0	2	Injury	Daylight	Dry	No
798	89280360	ALF COLEMAN ROAD 10' South from U.S. HIGHWAY 98	2/14/2020	Friday	14:23	Rear End	0	0	PDO	Daylight	Dry	No
799	89280358	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	2/14/2020	Friday	17:49	Rear End	0	0	PDO	Dusk	Dry	No
800	89280378	U.S. Hwy 98 at Alf Coleman Road	2/19/2020	Wednesday	12:37	Sideswipe	0	0	PDO	Daylight	Dry	No
801	89280381	U.S. HIGHWAY 98 at CLARA AVE	2/20/2020	Thursday	16:17	Rear End	0	0	PDO	Daylight	Wet	No
802	89280394	U.S. HIGHWAY 98 696' West from 11500 U.S. HIGHWAY 98	2/22/2020	Saturday	15:07	Left Turn	0	1	Injury	Daylight	Dry	No
803	88297389	US 98 (SR30) (BACK BEACH RD) at CR 30B (MOYLAN RD)	2/24/2020	Monday	7:29	Rear End	0	0	PDO	Daylight	Dry	No
804	89280403	U.S. HIGHWAY 98 197' East from RICHARD JACKSON BLVD	2/24/2020	Monday	17:00	Sideswipe	0	0	PDO	Dark - Lighted	Wet	No
805	89280407	PANAMA CITY BEACH PARKWAY 499' West from ALFCOLEMAN ROAD	2/26/2020	Wednesday	7:47	Sideswipe	0	0	PDO	Daylight	Dry	No
806	89280409	US HWY 98 1001' East from ALF COLEMAN ROAD	2/27/2020	Thursday	7:40	Sideswipe	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
807	88268005	U.S. 98 (STATE ROAD 30A) 85' West from ALF COLEMAN RD	2/27/2020	Thursday	16:10	Rear End	0	0	PDO	Daylight	Dry	No
808	89280412	U.S. Hwy 98 at Alf Coleman Road	2/28/2020	Friday	6:36	Rear End	0	0	PDO	Daylight	Dry	No
809	88221666	US 98 at ALF COLEMAN ROAD	2/29/2020	Saturday	8:25	Rear End	0	1	Injury	Daylight	Dry	No
810	89280422	U.S. HIGHWAY 98 at ALF COLEMAN	3/1/2020	Sunday	10:50	Unknown	0	1	Injury	Daylight	Dry	No
811	89280429	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	3/2/2020	Monday	20:26	Rear End	0	0	PDO	Dark - Lighted	Dry	No
812	88268008	U.S. 98 (STATE ROAD 30A) at MOYLAN RD	3/3/2020	Tuesday	21:20	Rear End	0	3	Injury	Dark - Not Lighted	Wet	No
813	89280433	U.S. Highway 98 at North Glades Trail	3/4/2020	Wednesday	8:35	Sideswipe	0	0	PDO	Daylight	Dry	No
814	88252200	US HIGHWAY 98 at LNYDELL RD	3/6/2020	Friday	15:25	Rear End	0	0	PDO	Daylight	Dry	No
815	88224806	STATE ROAD 30A (BACK BEACH ROAD) 98' West from CAULEY AVE	3/7/2020	Saturday	9:41	Rear End	0	0	PDO	Daylight	Dry	No
816	89280448	U.S. HIGHWAY 98 493' East from 11111 U.S. HIGHWAY 98	3/7/2020	Saturday	12:25	Rear End	0	3	Injury	Daylight	Dry	Yes
817	89280462	U.S. HIGHWAY 98 at N. GLADES TRAIL	3/9/2020	Monday	14:28	Left Turn	0	9	Injury	Daylight	Dry	No
818	89280464	U.S. HIGHWAY 98 817' East from 11100 U.S. HIGHWAY 98	3/10/2020	Tuesday	7:40	Other	0	0	PDO	Daylight	Dry	No
819	89280470	RICHARD JACKSON BLVD 98' South from U.S. HIGHWAY 98	3/10/2020	Tuesday	19:04	Rear End	0	0	PDO	Dark - Lighted	Dry	No
820	89280471	U.S. HIGHWAY 98 98' West from ALF COLEMAN ROAD	3/10/2020	Tuesday	20:42	Rear End	0	0	PDO	Dark - Lighted	Dry	No
821	88252205	US HIGHWAY 98 at ANNABELLAS DR	3/11/2020	Wednesday	9:30	Left Turn	0	0	PDO	Daylight	Dry	No
822	89280476	U.S. HIGHWAY 98 199' West from 11428 U.S. HIGHWAY 98	3/11/2020	Wednesday	16:32	Sideswipe	0	0	PDO	Daylight	Dry	No
823	89280485	U.S. HIGHWAY 98 582' West from 100 U.S. HIGHWAY 98	3/13/2020	Friday	11:10	Rear End	0	0	PDO	Daylight	Dry	No
824	88259715	US HIGHWAY 98 at N BEACH WAY	3/18/2020	Wednesday	11:00	Sideswipe	0	0	PDO	Daylight	Dry	No
825	89280534	U.S. HIGHWAY 98 7' West from RICHARD JACKSON BLVD	3/23/2020	Monday	9:55	Rear End	0	1	Injury	Daylight	Dry	No
826	89280539	PANAMA CITY BEACH PKWY 817' East from 11100 PANAMA CITY BEACH PKWY	3/26/2020	Thursday	19:54	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
827	88215841	US 98 (STATE ROAD 30) at MOYLAN ROAD	3/27/2020	Friday	6:45	Rear End	0	0	PDO	Daylight	Dry	No
828	88258633	US HWY 98 at CHIP SEAL HWY	3/31/2020	Tuesday	17:10	Rear End	0	0	PDO	Daylight	Dry	No
829	89280547	US HWY 98 543' East from 11200 US HWY 98	3/31/2020	Tuesday	18:24	Rear End	0	0	PDO	Daylight	Dry	No
830	89280554	U.S. HIGHWAY 98 817' East from 11100 U.S. HIGHWAY 98	4/9/2020	Thursday	10:55	Angle	0	0	PDO	Daylight	Dry	No
831	89280560	US HWY 98 at 11400 US HWY 98	4/22/2020	Wednesday	12:05	Rear End	0	0	PDO	Daylight	Dry	No
832	89280572	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	4/28/2020	Tuesday	14:51	Rear End	0	0	PDO	Daylight	Dry	No
833	89280580	U.S. HIGHWAY 98 7' West from RICHARD JACKSON BLVD	4/30/2020	Thursday	14:50	Rear End	0	0	PDO	Daylight	Dry	No
834	88247365	US 98 at CLARA AVENUE	5/11/2020	Monday	17:20	Rear End	0	0	PDO	Daylight	Dry	No
835	88282716	US 98 (SR 30) at CAULEY AVE	5/13/2020	Wednesday	19:17	Rear End	0	0	PDO	Dusk	Dry	No
836	88337941	US 98 at RICHARD JACKSON BLVD	5/16/2020	Saturday	16:45	Rear End	0	0	PDO	Daylight	Dry	No
837	88274565	U.S. 98 (BACK BEACH ROAD) 28' West from ANNABELLAS DRIVE	5/19/2020	Tuesday	17:40	Angle	0	2	Injury	Daylight	Dry	No
838	88274614	US 98 at ALLISON AVENUE	5/26/2020	Tuesday	9:50	Angle	0	0	PDO	Daylight	Wet	No
839	88317833	ALLISON AVE at U.S. 98 (STATE ROAD 30A)	5/31/2020	Sunday	21:48	Left Turn	0	7	Injury	Dark - Not Lighted	Dry	No
840	88131504	U.S. HIGHWAY 98 at LYNDELL LANE	6/6/2020	Saturday	14:50	Unknown	0	0	PDO	Daylight	Wet	No
841	88341366	US HIGHWAY 98 at COX GRADE ROAD	6/10/2020	Wednesday	12:05	Rear End	0	0	PDO	Daylight	Dry	No
842	88293996	STATE ROAD 30A 174' West from LYNDELL LANE	6/12/2020	Friday	18:35	Rear End	0	0	PDO	Daylight	Dry	No
843	88302529	U.S 98 (BACK BEACH ROAD) at ANNABELLAS DRIVE	6/15/2020	Monday	10:15	Right Turn	0	0	PDO	Daylight	Dry	No
844	88358250	BACK BEACH RD 45' East from CHIP SEAL PARKWAY	6/18/2020	Thursday	23:30	Other	0	0	PDO	Dark - Not Lighted	Dry	No
845	88215865	US 98 (STATE ROAD 30A) at CAULEY AVENUE	6/19/2020	Friday	11:40	Rear End	0	2	Injury	Daylight	Dry	No
846	88349400	BACK BEACH RD 222' West from CAULEY AVENUE	6/22/2020	Monday	8:06	Rear End	0	1	Injury	Daylight	Dry	No
847	88294012	STATE ROAD 30A 342' West from COUNTY ROAD 30H	6/23/2020	Tuesday	16:00	Rear End	0	0	PDO	Daylight	Wet	No
848	88297437	US 98 (SR 30A) at MOYLAN RD	6/24/2020	Wednesday	11:20	Rear End	0	0	PDO	Daylight	Dry	No
849	88358260	BACK BEACH RD 388' West from ALF COLEMAN RD	6/27/2020	Saturday	12:20	Head On	0	1	Injury	Daylight	Dry	No
850	89840431	PANAMA CITY BEACH PKWY 448' East from 12141 PANAMA CITY BEACH PKWY	6/29/2020	Monday	15:38	Other	0	0	PDO	Not Reported	0	No
851	88269668	U.S HIGHWAY 98 at ALLISON AVE	6/29/2020	Monday	20:10	Other	0	0	PDO	Dark - Not Lighted	Dry	No
852	88231599	US 98 268' East from CAULEY AVE	7/3/2020	Friday	18:35	Rear End	0	1	Injury	Daylight	Dry	No
853	24059762	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/4/2020	Saturday	12:56	Rear End	0	0	PDO	Daylight	Dry	No
854	85605936	US 98 at ALLISON ROAD	7/5/2020	Sunday	21:25	Rear End	0	2	Injury	Dark - Lighted	Dry	No
855	89840436	PANAMA CITY BEACH PKWY at LYNDELL LN	7/6/2020	Monday	10:34	Rear End	0	0	PDO	Daylight	Wet	Yes
856	88368173	STATE ROAD 30A at COUNTY ROAD 30C	7/6/2020	Monday	16:58	Rear End	0	0	PDO	Daylight	Dry	No
857	88357190	CHIP SEAL PARKWAY 23' West from U.S 98 (STATE ROAD 30A)	7/7/2020	Tuesday	18:44	Off Road	0	0	PDO	Daylight	Dry	No
858	88297449	US 98 (BACK BEACH RD) 142' West from COX GRADE RD	7/13/2020	Monday	11:20	Rear End	0	0	PDO	Daylight	Dry	No
859	88297450	US 98 (SR30)(FRONT BEACH RD) at MOYLAN RD	7/13/2020	Monday	14:15	Left Turn	0	0	PDO	Daylight	Dry	No
860	88356457	U.S. 98 (BACK BEACH ROAD) 94' West from COUNTY ROAD 30H (LYNDELL LANE)	7/14/2020	Tuesday	9:29	Rear End	0	1	Injury	Daylight	Dry	No
861	88331079	MOYLAN RD 30' North from U S HIGHWAY 98	7/21/2020	Tuesday	0:15	Off Road	0	0	PDO	Dark - Not Lighted	Dry	Yes
862	88357433	STATE ROAD 30A 10' West from MOYLAN ROAD	7/23/2020	Thursday	21:25	Rear End	0	1	Injury	Dark - Not Lighted	Wet	No
863	88298950	STATE ROAD 30A (BACK BEACH ROAD) 49' West from MOYLAN ROAD	7/30/2020	Thursday	17:50	Rear End	0	0	PDO	Daylight	Dry	No
864	88131509	U.S. HIGHWAY 98 at ALLISON AVE	8/5/2020	Wednesday	8:40	Angle	0	0	PDO	Daylight	Dry	No
865	88341401	STATE ROAD 30 at ANNABELLAS DRIVE	8/5/2020	Wednesday	18:17	Rear End	0	0	PDO	Daylight	Dry	No
866	24059781	U.S. HWY 98 at RICHARD JACKSON BLVD	8/7/2020	Friday	12:53	Left Turn	0	1	Injury	Daylight	Dry	No
867	24059785	U.S. HIGHWAY 98 151' East from ALF COLEMAN ROAD	8/7/2020	Friday	20:10	Right Turn	0	1	Injury	Dark - Lighted	Dry	No
868	24059787	U.S. HIGHWAY 98 at 11799 U.S. HIGHWAY 98	8/7/2020	Friday	20:19	Other	0	0	PDO	Dark - Lighted	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
869	24059804	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	8/10/2020	Monday	11:19	Angle	0	1	Injury	Daylight	Wet	No
870	24059807	US HIGHWAY 98 at 9700 US HIGHWAY 98	8/11/2020	Tuesday	16:01	Sideswipe	0	0	PDO	Daylight	Dry	No
871	24059821	US HIGHWAY 98 1267' East from RICHARD JACKSON BOULEVARD	8/14/2020	Friday	4:48	Pedestrian	1	0	Fatality	Dark - Not Lighted	Wet	No
872	88375948	US-98 (SR-30A) at ALLISON AVE	8/16/2020	Sunday	19:20	Left Turn	0	2	Injury	Dusk	Dry	No
873	88368214	US HIGHWAY 98 1313' West from COUNTY ROAD 30H	8/23/2020	Sunday	14:33	Rear End	0	0	PDO	Daylight	Wet	No
874	24059860	US HIGHWAY 98 at 11799 US HIGHWAY 98	8/23/2020	Sunday	21:06	Rear End	0	0	PDO	Dark - Lighted	Dry	No
875	88357452	STATE ROAD 30A 39' West from MOYLAN ROAD	8/26/2020	Wednesday	10:50	Rear End	0	0	PDO	Daylight	Dry	No
876	88356879	STATE ROAD 30A 39' West from CAULEY AVE	8/31/2020	Monday	15:00	Rear End	0	0	PDO	Daylight	Dry	No
877	24059892	US HIGHWAY 98 at ALF COLEMAN RD	9/2/2020	Wednesday	9:50	Rear End	0	0	PDO	Daylight	Dry	No
878	88356502	U.S 98 (BACK BEACH ROAD) 41' East from CAULEY AVENUE	9/3/2020	Thursday	11:39	Rear End	0	0	PDO	Daylight	Dry	No
879	88368226	STATE ROAD 30A at ALLISON AVENUE	9/4/2020	Friday	7:02	Rear End	0	0	PDO	Daylight	Dry	No
880	88357995	U.S. 98 (STATE ROAD 30A) at ALF COLEMAN RD	9/4/2020	Friday	14:59	Rear End	0	1	Injury	Daylight	Dry	No
881	88342727	STATE ROAD 30A at CLARA AVE	9/6/2020	Sunday	20:15	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
882	88368233	STATE ROAD 30A at ALF COLEMAN ROAD	9/10/2020	Thursday	5:49	Sideswipe	0	0	PDO	Dawn	Dry	No
883	24059942	U.S. HIGHWAY 98 1035' West from 12409 U.S. HIGHWAY 98	9/10/2020	Thursday	12:18	Rear End	0	1	Injury	Daylight	Dry	No
884	88342729	STATE ROAD 30A 184' West from COX GRADE ROAD	9/10/2020	Thursday	14:45	Rear End	0	0	PDO	Daylight	Wet	No
885	24059945	U.S. HIGHWAY 98 26' East from ALF COLEMAN	9/10/2020	Thursday	16:40	Rear End	0	0	PDO	Daylight	Wet	No
886	88356649	US 98 (PANAMA CITY BEACH PKWY) 32' West from N BEACH WAY	9/11/2020	Friday	15:07	Rear End	0	0	PDO	Daylight	Wet	No
887	24059955	U.S. HIGHWAY 98 1146' East from 11501 U.S. HIGHWAY 98	9/12/2020	Saturday	14:12	Left Turn	0	1	Serious Injury	Daylight	Dry	No
888	24059962	RICHARD JACKSON BLVD. 118' South from U.S. 98	9/14/2020	Monday	12:01	Rear End	0	1	Serious Injury	Daylight	Wet	No
889	24059972	U.S. HIGHWAY 98 200' West from RICHARD JACKSON BOULEVARD	9/16/2020	Wednesday	18:56	Unknown	0	0	PDO	Dusk	Wet	No
890	24059976	U.S. HIGHWAY 98 at CLARA AVENUE	9/17/2020	Thursday	15:26	Left Turn	0	0	PDO	Daylight	Dry	No
891	24059989	U.S. HIGHWAY 98 ALTERNATE 109' East from ALF COLEMAN ROAD	9/19/2020	Saturday	19:23	Bicycle	0	1	Serious Injury	Dark - Lighted	Wet	No
892	24059990	U.S. HIGHWAY 98 49' West from RICHARD JACKSON BOULEVARD	9/19/2020	Saturday	21:56	Rear End	0	0	PDO	Dark - Lighted	Wet	No
893	24060080	U.S. HIGHWAY 98 49' West from RICHARD JACKSON BLVD	9/21/2020	Monday	20:01	Rear End	0	0	PDO	Dark - Lighted	Dry	No
894	24060001	US HIGHWAY 98 at 11799 US HIGHWAY 98	9/23/2020	Wednesday	9:51	Rear End	0	1	Injury	Daylight	Dry	No
895	24059999	U.S. HWY 98 at RICHARD JACKSON BLVD	9/23/2020	Wednesday	19:16	Bicycle	0	1	Injury	Dark - Not Lighted	Dry	No
896	88358013	U.S. 98 (STATE ROAD 30A) 49' West from CAULEY AVE	9/23/2020	Wednesday	22:24	Rear End	0	2	Injury	Dark - Lighted	Dry	No
897	88358014	U.S. 98 (STATE ROAD 30A) 100' West from ALF COLEMAN RD	9/24/2020	Thursday	13:20	Rear End	0	4	Serious Injury	Daylight	Dry	No
898	24060007	U.S. HIGHWAY 98 696' West from 11500 U.S. HIGHWAY 98	9/25/2020	Friday	15:13	Rear End	0	0	PDO	Daylight	Dry	No
899	24060009	U.S. HIGHWAY 98 1130' East from 11501 U.S. HIGHWAY 98	9/25/2020	Friday	16:41	Other	0	0	PDO	Daylight	Dry	No
900	88354359	US 98 (BACK BEACH RD) 366' West from CR 30-C (CLARA AVE)	9/25/2020	Friday	18:49	Other	0	0	PDO	Dusk	Dry	No
901	88354362	US 98 (BACK BEACH RD) 14' East from ANNABELLAS DR	9/27/2020	Sunday	19:54	Off Road	0	0	PDO	Dark - Not Lighted	Dry	No
902	88368236	STATE ROAD 30A at NORTH ALF COLEMAN ROAD	9/29/2020	Tuesday	7:26	Rear End	0	0	PDO	Daylight	Dry	No
903	88016772	US 98 at COUNTY ROAD 30C (CLARA ROAD)	9/29/2020	Tuesday	11:25	Rear End	0	1	Injury	Daylight	Dry	No
904	88355883	STATE ROAD 30A at LYNDELL LANE	10/2/2020	Friday	15:45	Rear End	0	0	PDO	Daylight	Dry	No
905	24060053	U.S. Highway 98 at Clara Ave	10/5/2020	Monday	15:18	Rear End	0	0	PDO	Daylight	Dry	No
906	24060054	US HIGHWAY 98 941' West from 12310 US HIGHWAY 98	10/5/2020	Monday	16:30	Rear End	0	2	Injury	Daylight	Dry	No
907	88350524	US 98 (STATE ROAD 30A) 499' West from ALF COLEMAN ROAD	10/5/2020	Monday	16:50	Rear End	0	0	PDO	Daylight	Dry	No
908	24060071	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	10/8/2020	Thursday	13:40	Angle	0	1	Injury	Daylight	Dry	No
909	24060074	U.S. HIGHWAY 98 1643' West from 11560 U.S. HIGHWAY 98	10/8/2020	Thursday	16:57	Left Turn	0	0	PDO	Daylight	Dry	No
910	24060072	U.S. HIGHWAY 98 46' East from RICHARD JACKSON BLVD	10/8/2020	Thursday	20:06	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
911	88354703	US 98 at MOYLAN ROAD	10/9/2020	Friday	10:51	Rollover	0	0	PDO	Daylight	Dry	No
912	24060089	U.S. HIGHWAY 98 582' West from 1000 U.S. HIGHWAY 98	10/11/2020	Sunday	16:37	Head On	0	2	Injury	Daylight	Dry	No
913	24150441	US HIGHWAY 98 582' West from 6000 US HIGHWAY 98	10/12/2020	Monday	8:28	Rear End	0	0	PDO	Daylight	Dry	No
914	24060110	US HIGHWAY 98 at RICHARD JACKSON BLVD	10/16/2020	Friday	15:45	Left Turn	0	0	PDO	Daylight	Dry	No
915	24060111	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	10/17/2020	Saturday	22:34	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
916	24060147	U.S. HIGHWAY 98 389' East from 11695 U.S. HIGHWAY 98	10/19/2020	Monday	15:15	Rear End	0	0	PDO	Daylight	Dry	No
917	88410106	US-98 (SR-30A) 528' West from ALF COLEMAN RD	10/20/2020	Tuesday	19:00	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
918	24060123	U.S. HWY 98 817' East from 11100 U.S. HWY 98	10/20/2020	Tuesday	23:00	Angle	0	2	Injury	Dark - Not Lighted	Dry	No
919	88398946	U.S 98 (BACK BEACH ROAD) 49' West from CAULEY AVENUE	10/21/2020	Wednesday	14:52	Rear End	0	0	PDO	Daylight	Wet	No
920	24060125	US HWY 98 at 11799 US HWY 98	10/21/2020	Wednesday	21:44	Other	0	0	PDO	Dark - Lighted	Dry	No
921	88375914	U.S. 98 (BACK BEACH ROAD) 634' East from CAULEY AVENUE	10/23/2020	Friday	15:18	Rear End	0	0	PDO	Daylight	Wet	No
922	88354707	US 98 at MOYLAN ROAD	10/23/2020	Friday	15:51	Rear End	0	0	PDO	Daylight	Wet	No
923	24060129	U.S. HIGHWAY 98 246' East from RICHARD JACKSON BOULEVARD	10/23/2020	Friday	15:55	Other	0	0	PDO	Daylight	Wet	No
924	88375915	U.S. 98 (BACK BEACH ROAD) 585' East from CAULEY AVENUE	10/23/2020	Friday	16:43	Rear End	0	0	PDO	Daylight	Dry	No
925	24060138	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	10/24/2020	Saturday	19:35	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
926	24060166	U.S. HWY 98 7' West from RICHARD JACKSON BLVD.	11/1/2020	Sunday	1:36	Rear End	0	0	PDO	Dark - Lighted	Dry	Yes
927	24060176	U.S. HIGHWAY 98 433' East from 11240 U.S. HIGHWAY 98	11/4/2020	Wednesday	11:27	Rear End	0	0	PDO	Daylight	Dry	No
928	24060177	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	11/4/2020	Wednesday	13:06	Other	0	0	PDO	Daylight	Dry	No
929	24060178	U.S. HIGHWAY 98 31' West from CLARA AVENUE	11/4/2020	Wednesday	16:25	Sideswipe	0	0	PDO	Daylight	Dry	No
930	24150491	PANAMA CITY BEACH PKWY 582' West from 7724 PANAMA CITY BEACH PKWY	11/5/2020	Thursday	13:26	Rear End	0	0	PDO	Not Reported	0	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
931	88358080	MOYLAN RD 3' North from PANAMA CITY BEACH PARKWAY	11/5/2020	Thursday	16:40	Rear End	0	0	PDO	Dusk	Dry	No
932	88407818	US HIGHWAY 98 502' West from ALF COLEMAN ROAD	11/8/2020	Sunday	16:17	Rear End	0	0	PDO	Daylight	Dry	No
933	24060191	CLARA AVENUE 5' North from U.S. HIGHWAY 98	11/9/2020	Monday	20:05	Bicycle	0	1	Injury	Dark - Lighted	Dry	No
934	24060193	RICHARD JACKSON BLVD 49' South from U.S. HWY 98	11/10/2020	Tuesday	13:56	Rear End	0	0	PDO	Daylight	Wet	No
935	24060194	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	11/10/2020	Tuesday	17:33	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
936	88389892	US 98 98' West from MOYLAN ROAD	11/12/2020	Thursday	7:40	Rear End	0	0	PDO	Daylight	Dry	No
937	24060200	RICHARD JACKSON BLVD at US HIGHWAY 98	11/12/2020	Thursday	17:19	Other	0	0	PDO	Dark - Lighted	Dry	No
938	24060204	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	11/13/2020	Friday	13:58	Angle	0	0	PDO	Daylight	Dry	No
939	24060202	ALF COLEMAN ROAD at U.S. HIGHWAY 98	11/13/2020	Friday	14:14	Left Turn	0	0	PDO	Daylight	Dry	No
940	24060206	US HIGHWAY 98 at RICHARD JACKSON BLVD.	11/14/2020	Saturday	19:06	Rear End	0	0	PDO	Dark - Lighted	Dry	No
941	24060215	U.S. HIGHWAY 98 at ALD COLEMAN ROAD	11/17/2020	Tuesday	16:22	Rear End	0	0	PDO	Daylight	Dry	No
942	24060221	U.S. HWY 98 at ALF COLEMAN ROAD	11/20/2020	Friday	12:01	Right Turn	0	0	PDO	Daylight	Dry	No
943	24060228	U.S. HIGHWAY 98 16' West from RICHARD JACKSON BLVD	11/24/2020	Tuesday	6:34	Rear End	0	0	PDO	Daylight	Dry	No
944	24060238	U.S. HIGHWAY 98 1247' East from 11600 U.S. HIGHWAY 98	11/27/2020	Friday	10:45	Rear End	0	0	PDO	Daylight	Dry	No
945	24060253	RICHARD JACKSON BLVD at US HIGHWAY 98	11/30/2020	Monday	14:37	Head On	0	0	PDO	Daylight	Dry	No
946	24060255	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	11/30/2020	Monday	16:14	Left Turn	0	0	PDO	Daylight	Dry	No
947	24150537	BACK BEACH ROAD at 11935 BACK BEACH ROAD	11/30/2020	Monday	17:48	Rear End	0	0	PDO	Not Reported	0	No
948	24060258	U.S. HIGHWAY 98 299' West from RICHARD JACKSON BLVD	12/1/2020	Tuesday	14:30	Rear End	0	0	PDO	Daylight	Dry	No
949	24060259	U.S. HIGHWAY 98 499' West from RICHARD JACKSON BOULEVARD	12/2/2020	Wednesday	13:02	Sideswipe	0	0	PDO	Daylight	Dry	No
950	24060262	U.S. HIGHWAY 98 499' West from R. JACKSON BOULEVARD	12/2/2020	Wednesday	16:10	Rear End	0	0	PDO	Dusk	Dry	No
951	24060260	U.S. HIGHWAY 98 at ALF COLEMAN RD	12/2/2020	Wednesday	17:35	Rear End	0	1	Injury	Dark - Lighted	Dry	No
952	88406984	BACK BEACH RD 172' East from CAULEY AVE	12/5/2020	Saturday	14:30	Other	0	0	PDO	Daylight	Dry	No
953	24060274	US HWY 98 at 11799 US HWY 98	12/9/2020	Wednesday	4:55	Unknown	0	0	PDO	Dusk	Dry	No
954	24060281	U.S. HIGHWAY 98 30' West from RICHARD JACKSON BLVD	12/10/2020	Thursday	18:11	Rear End	0	0	PDO	Dark - Lighted	Dry	No
955	24060283	U.S. Highway 98 at Alf Coleman Road	12/11/2020	Friday	14:03	Sideswipe	0	0	PDO	Daylight	Dry	No
956	24060296	U.S. HIGHWAY 98 10' West from RICHARD JACKSON BOULEVARD	12/15/2020	Tuesday	23:09	Rear End	0	0	PDO	Dark - Lighted	Wet	No
957	88350547	US 98 (STATE ROAD 30A) at CAULEY AVENUE	12/16/2020	Wednesday	16:15	Rear End	0	1	Injury	Dusk	Wet	No
958	24060300	US HIGHWAY 98 699' West from RICHARD JACKSON BLVD	12/17/2020	Thursday	17:34	Unknown	0	0	PDO	Dark - Lighted	Dry	No
959	24060308	U.S. HIGHWAY 98 1130' East from 11501 U.S. HIGHWAY 98	12/20/2020	Sunday	16:45	Unknown	0	2	Injury	Dark - Lighted	Wet	No
960	24060310	U.S. HIGHWAY 98 26' West from ALF COLEMAN ROAD	12/21/2020	Monday	10:28	Rear End	0	0	PDO	Daylight	Dry	No
961	88385405	U.S. 98 (BACK BEACH ROAD) 117' East from CAULEY AEVNUE	12/21/2020	Monday	12:09	Sideswipe	0	0	PDO	Daylight	Dry	No
962	24060315	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	12/22/2020	Tuesday	16:30	Rear End	0	2	Injury	Dusk	Dry	No
963	88357491	US 98 28' West from ANNABELLAS DRIVE	12/27/2020	Sunday	16:55	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
964	24060331	U.S. HIGHWAY 98 299' West from RICHARD JACKSON BOULEVARD	12/28/2020	Monday	17:10	Rear End	0	0	PDO	Dark - Lighted	Dry	No
965	88366736	U.S. 98 (STATE ROAD 30A) at ALF COLEMAN RD	12/29/2020	Tuesday	13:38	Rear End	0	0	PDO	Daylight	Dry	No
966	24060366	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD.	1/8/2021	Friday	12:56	Rear End	0	0	PDO	Daylight	Dry	No
967	24060368	U.S. HIGHWAY 98 1161' East from 11620 U.S. HIGHWAY 98	1/9/2021	Saturday	15:52	Rear End	0	2	Injury	Daylight	Dry	No
968	24060371	U.S. HIGHWAY 98 46' East from RICHARD JACKSON BLVD	1/11/2021	Monday	17:13	Rear End	0	0	PDO	Dusk	Wet	No
969	88371362	STATE ROAD 30A (BACK BEACH ROAD) 68' East from CAULEY AVE	1/12/2021	Tuesday	16:35	Rear End	0	0	PDO	Daylight	Dry	No
970	88371363	STATE ROAD 30A at LYNDELL LANE	1/15/2021	Friday	13:15	Rear End	0	0	PDO	Daylight	Dry	No
971	24060385	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	1/18/2021	Monday	9:50	Angle	0	0	PDO	Daylight	Dry	No
972	88406214	U.S 98 (BACK BEACH ROAD) at COUNTY ROAD 3033 (R. JACKSON BLVD)	1/18/2021	Monday	12:17	Left Turn	0	0	PDO	Daylight	Dry	No
973	24060395	US HIGHWAY 98 at RICHARD JACKSON	1/21/2021	Thursday	20:14	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
974	24060397	U.S. HIGHWAY 98 499' West from RICHARD JACKSON BLVD	1/22/2021	Friday	14:28	Angle	0	0	PDO	Daylight	Wet	No
975	24060399	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	1/23/2021	Saturday	12:44	Sideswipe	0	0	PDO	Daylight	Dry	No
976	24060402	RICHARD JACKSON BLVD. 7' South from U.S. HIGHWAY 98	1/25/2021	Monday	14:00	Rear End	0	1	Injury	Daylight	Dry	No
977	88415421	ALLISON AVE at U.S. 98 (STATE ROAD 30A)	1/26/2021	Tuesday	6:50	Left Turn	0	2	Injury	Daylight	Wet	No
978	24150646	PANAMA CITY BCH PKWY at MOYLAN ROAD	1/26/2021	Tuesday	16:53	Unknown	0	0	PDO	Not Reported	0	No
979	24060408	U.S. HIGHWAY 98 696' West from 11500 U.S. HIGHWAY 98	1/27/2021	Wednesday	11:51	Left Turn	0	0	PDO	Daylight	Wet	No
980	88455006	US-98 (SR-30A) at ANNABELLAS DRIVE	1/27/2021	Wednesday	16:50	Left Turn	0	0	PDO	Daylight	Dry	No
981	88458693	US-98 (SR-30A) 219' West from MOYLAN RD	1/27/2021	Wednesday	17:45	Rear End	0	1	Serious Injury	Dark - Not Lighted	Dry	No
982	24060411	PANAMA CITY BEACH PARKWAY at RICHARD JACKSON BOULEVARD	1/28/2021	Thursday	15:29	Rear End	0	0	PDO	Daylight	Dry	No
983	24060426	U.S. HIGHWAY 98 299' East from ALF COLEMAN ROAD	2/1/2021	Monday	15:14	Rear End	0	0	PDO	Daylight	Dry	No
984	24060427	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD.	2/2/2021	Tuesday	6:26	Sideswipe	0	2	Injury	Daylight	Dry	No
985	24060428	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	2/2/2021	Tuesday	14:10	Angle	0	1	Injury	Daylight	Dry	No
986	88371370	STATE ROAD 30A at LYNDELL LANE	2/3/2021	Wednesday	13:20	Unknown	0	0	PDO	Daylight	Dry	No
987	24060433	U.S. HWY 98 at RICHARD JACKSON BLVD	2/6/2021	Saturday	1:35	Other	0	0	PDO	Dark - Not Lighted	Wet	No
988	88443779	U.S 98 (STATE ROAD 30) 49' West from CAULEY AVENUE	2/12/2021	Friday	16:12	Off Road	0	0	PDO	Daylight	Wet	No
989	88371499	US 98 20' West from COUNTY ROAD 30B (MOYLAN ROAD)	2/14/2021	Sunday	1:20	Rear End	0	0	PDO	Dark - Not Lighted	Wet	No
990	24060470	U.S. HIGHWAY 98 98' West from RICHARD JACKSON BLVD	2/16/2021	Tuesday	16:03	Left Turn	0	0	PDO	Daylight	Dry	No
991	88459310	STATE ROAD 30A at ALLISON AVE	2/18/2021	Thursday	14:14	Sideswipe	0	0	PDO	Daylight	Wet	No
992	88458704	US-98 66' West from MOYLAN RD	2/20/2021	Saturday	6:35	Rear End	0	1	Serious Injury	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
993	24060485	R. Jackson Blvd. at US Hwy 98	2/20/2021	Saturday	9:52	Rear End	0	0	PDO	Daylight	Dry	No
994	24060495	U.S. HIGHWAY 98 1130' East from 11501 U.S. HIGHWAY 98	2/24/2021	Wednesday	14:50	Left Turn	0	0	PDO	Daylight	Dry	No
995	24060497	U.S. HIGHWAY 98 at ALF COLEMAN	2/25/2021	Thursday	11:40	Left Turn	0	0	PDO	Daylight	Dry	No
996	88371505	US 98 51' East from CAULEY AVE	2/26/2021	Friday	7:20	Sideswipe	0	0	PDO	Daylight	Wet	No
997	24060503	RICHARD JACKSON BOULEVARD 98' South from US HIGHWAY 98	2/26/2021	Friday	11:17	Rear End	0	0	PDO	Daylight	Dry	No
998	24060506	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	2/26/2021	Friday	14:11	Rear End	0	1	Injury	Daylight	Dry	No
999	24060527	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/1/2021	Monday	7:58	Rear End	0	1	Injury	Daylight	Dry	No
1000	24060532	RICHARD JACKSON BLVD at US HIGHWAY 98	3/4/2021	Thursday	12:28	Angle	0	1	Injury	Daylight	Dry	No
1001	88430456	BACK BEACH RD 75' West from CAULEY AVE	3/4/2021	Thursday	15:50	Rear End	0	0	PDO	Daylight	Dry	No
1002	24060538	ALF COLEMAN ROAD at US HIGHWAY 98	3/5/2021	Friday	15:11	Sideswipe	0	0	PDO	Daylight	Dry	No
1003	24060545	U.S. HWY 98 at R JACKSON BLVD	3/5/2021	Friday	17:00	Rear End	0	0	PDO	Daylight	Dry	No
1004	24060549	U.S. HIGHWAY 98 462' East from RICHARD JACKSON BLVD	3/7/2021	Sunday	11:21	Right Turn	0	0	PDO	Daylight	Dry	No
1005	88457907	US 98 (STATE ROAD 30A) at COX GRADE ROAD	3/10/2021	Wednesday	7:35	Rear End	0	0	PDO	Daylight	Dry	No
1006	24060571	US HWY 98 1247' East from 11600 US HWY 98	3/10/2021	Wednesday	15:33	Sideswipe	0	0	PDO	Daylight	Dry	No
1007	24060573	U.S. HIGHWAY 98 at NORTH GLADES TRAIL	3/11/2021	Thursday	7:14	Angle	0	2	Injury	Daylight	Dry	No
1008	24060588	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/13/2021	Saturday	18:51	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
1009	24060599	U.S. HIGHWAY 98 202' West from NORTH GLADES TRL	3/15/2021	Monday	10:42	Rear End	0	0	PDO	Daylight	Dry	No
1010	24060602	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	3/15/2021	Monday	15:11	Rear End	0	0	PDO	Daylight	Dry	No
1011	24060605	RICHARD JACKSON BLVD at U.S.HIGHWAY 98	3/15/2021	Monday	19:08	Rear End	0	3	Injury	Dark - Lighted	Dry	No
1012	88392524	US 98 at CAULEY AVENUE	3/16/2021	Tuesday	19:34	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
1013	88387137	ALLISON AVE 26' South from STATE ROAD 30 A	3/18/2021	Thursday	8:05	Head On	0	0	PDO	Daylight	Wet	No
1014	24060627	US HIGHWAY 98 297' East from ALF COLEMAN ROAD	3/18/2021	Thursday	12:30	Rear End	0	1	Injury	Daylight	Dry	No
1015	88415450	12183 BACK BEACH RD at N BEACH WAY	3/18/2021	Thursday	16:16	Other	0	2	Injury	Daylight	Dry	No
1016	24060660	U.S. HIGHWAY 98 724' West from 11500 U.S. HIGHWAY 98	3/19/2021	Friday	11:02	Angle	0	2	Injury	Daylight	Dry	No
1017	24060664	U.S. HWY 98 1130' East from 11501 U.S. HWY 98	3/19/2021	Friday	14:19	Other	0	4	Injury	Daylight	Dry	No
1018	88414840	US 98 499' West from N RICHARD JACKSON BLVD	3/19/2021	Friday	14:45	Pedestrian	0	1	Injury	Daylight	Dry	No
1019	24060649	U.S. HIGHWAY 98 964' West from 11500 U.S. HIGHWAY 98	3/20/2021	Saturday	12:25	Unknown	0	4	Injury	Daylight	Dry	No
1020	24060647	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/20/2021	Saturday	15:35	Left Turn	0	1	Injury	Daylight	Dry	No
1021	24060663	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	3/22/2021	Monday	19:02	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
1022	24060668	US HIGHWAY 98 696' West from 11500 US HIGHWAY 98	3/23/2021	Tuesday	16:11	Other	0	0	PDO	Daylight	Dry	No
1023	24060780	U.S. Highway 98 790' East from 11110 U.S. Highway 98	3/24/2021	Wednesday	6:51	Left Turn	0	0	PDO	Daylight	Wet	No
1024	24060944	U.S. HIGHWAY 98 1325' East from 11580 U.S. HIGHWAY 98	3/24/2021	Wednesday	15:24	Rear End	0	0	PDO	Daylight	Dry	No
1025	24060703	U.S. HIGHWAY 98 at AUGUSTA RD	3/25/2021	Thursday	19:56	Angle	0	1	Injury	Dark - Not Lighted	Dry	No
1026	24060784	U.S. HIGHWAY 98 696' West from 11500 U.S. HIGHWAY 98	3/26/2021	Friday	10:55	Left Turn	0	0	PDO	Daylight	Dry	No
1027	24060683	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	3/26/2021	Friday	13:16	Sideswipe	0	0	PDO	Daylight	Dry	No
1028	24060761	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/27/2021	Saturday	15:24	Sideswipe	0	0	PDO	Daylight	Dry	No
1029	24060715	US HWY 98 at 9998 US HWY 98	3/27/2021	Saturday	18:52	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1030	24060718	US HIGHWAY 98 at ALF COLEMAN ROAD	3/28/2021	Sunday	12:30	Rear End	0	1	Injury	Daylight	Dry	No
1031	24060714	U.S. HIGHWAY 98 499' West from RICHARD JACKSON BOULEVARD	3/28/2021	Sunday	18:00	Sideswipe	0	0	PDO	Daylight	Dry	No
1032	88423362	US 98 (SR 30) (BACK BEACH RD) at LYNDELL LN	3/30/2021	Tuesday	17:43	Angle	0	0	PDO	Daylight	Dry	No
1033	24060735	CLARA AVE at U.S. HWY 98	3/30/2021	Tuesday	21:05	Angle	0	0	PDO	Dark - Lighted	Dry	No
1034	24060739	U.S. HWY 98 at CLARA AVENUE	3/31/2021	Wednesday	9:40	Rear End	0	2	Injury	Daylight	Dry	No
1035	24060767	US HIGHWAY 98 183' East from 11751 US HIGHWAY 98	4/2/2021	Friday	15:19	Sideswipe	0	0	PDO	Daylight	Dry	No
1036	88447331	BACK BEACH RD 255' West from LYNDELL DR	4/7/2021	Wednesday	0:00	Off Road	0	0	PDO	Dark - Lighted	Dry	No
1037	24060807	U. S. HIGHWAY 98 at ALF COLEMAN RD	4/7/2021	Wednesday	5:30	Rear End	0	0	PDO	Dawn	Dry	No
1038	24060813	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	4/7/2021	Wednesday	6:55	Angle	0	0	PDO	Daylight	Dry	No
1039	88423367	US 98 (SR 30) (BACK BEACH RD) at LYNDELL LN	4/7/2021	Wednesday	14:19	Other	0	0	PDO	Daylight	Dry	No
1040	24060839	U.S. HIGHWAY 98 1643' West from 11560 U.S. HIGHWAY 98	4/8/2021	Thursday	12:37	Angle	0	0	PDO	Daylight	Dry	No
1041	24060826	U.S. HIGHWAY 98 493' East from 11111 U.S. HIGHWAY 98	4/8/2021	Thursday	15:20	Rear End	0	0	PDO	Daylight	Dry	No
1042	88423371	US 98 (SR 30A) (BACK BEACH RD) at N BEACH WAY	4/8/2021	Thursday	17:24	Rear End	0	0	PDO	Daylight	Dry	No
1043	24060828	U.S. HIGHWAY 98 98' East from NORTH GLADES TRAIL	4/9/2021	Friday	14:44	Rear End	0	1	Injury	Daylight	Wet	No
1044	24060825	ALF COLEMAN ROAD at US HIGHWAY 98	4/9/2021	Friday	15:04	Unknown	0	0	PDO	Daylight	Wet	No
1045	24060829	U.S. HIGHWAY 98 at CLARA AVE	4/9/2021	Friday	17:10	Left Turn	0	1	Injury	Daylight	Wet	No
1046	88448068	U.S. 98 (STATE ROAD 30A) 700' West from STATE ROAD 30H (LYNDELL LN)	4/10/2021	Saturday	11:00	Rear End	0	0	PDO	Daylight	Wet	No
1047	24060851	US HIGHWAY 98 30' East from ALF COLEMAN ROAD	4/11/2021	Sunday	14:17	Rear End	0	0	PDO	Daylight	Dry	No
1048	24060860	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	4/13/2021	Tuesday	8:05	Rear End	0	0	PDO	Daylight	Dry	No
1049	24060866	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD.	4/13/2021	Tuesday	19:19	Other	0	0	PDO	Dark - Not Lighted	Dry	No
1050	88449214	US HIGHWAY 98 at MOYLAN ROAD	4/14/2021	Wednesday	17:12	Angle	0	0	PDO	Daylight	Wet	No
1051	24060874	US HIGHWAY 98 at RICHARD JACKSON BLVD	4/15/2021	Thursday	8:03	Unknown	0	0	PDO	Not Reported	0	No
1052	24060876	U.S. HIGHWAY 98 at NORTH GLADES TRAIL	4/15/2021	Thursday	9:48	Left Turn	0	0	PDO	Daylight	Wet	No
1053	24060879	US HIGHWAY 98 at RICHARD JACKSON BLVD	4/15/2021	Thursday	17:31	Rear End	0	0	PDO	Daylight	Dry	No
1054	88471062	U.S. 98 (BACK BEACH ROAD) at ALF COLEMAN ROAD	4/17/2021	Saturday	9:50	Rear End	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1055	88471063	U.S. 98 (BACK BEACH ROAD) at ALF COLEMAN ROAD	4/17/2021	Saturday	10:50	Rear End	0	0	PDO	Daylight	Dry	No
1056	88449216	STATE ROAD 30A at CAULEY AVENUE	4/19/2021	Monday	14:57	Left Turn	0	0	PDO	Daylight	Dry	No
1057	24060901	US HIGHWAY 98 1643' West from 11560 US HIGHWAY 98	4/19/2021	Monday	16:38	Rear End	0	1	Injury	Daylight	Dry	No
1058	88471065	U.S. 98 (BACK BEACH ROAD) 850' East from ALF COLEMAN	4/21/2021	Wednesday	12:19	Sideswipe	0	0	PDO	Daylight	Dry	No
1059	88423377	US 98 (SR 30) (BACK BEACH RD) at MOYLAN RD	4/22/2021	Thursday	18:54	Rear End	0	0	PDO	Dusk	Dry	No
1060	24060949	US HWY 98 at RICHARD JACKSON BLVD	4/23/2021	Friday	15:46	Angle	0	0	PDO	Daylight	Dry	No
1061	24060922	U.S. HIGHWAY 98 at NORTH GLADES TRL	4/24/2021	Saturday	12:25	Left Turn	0	1	Injury	Daylight	Dry	No
1062	24060939	U.S. HIGHWAY 98 ALY at RICHARD JACKSON BLVD	4/25/2021	Sunday	17:45	Rear End	0	0	PDO	Daylight	Dry	No
1063	24060961	ALF COLEMAN ROAD 0' South from US HWY 98	4/28/2021	Wednesday	14:38	Rear End	0	0	PDO	Daylight	Dry	No
1064	24060966	U.S. HIGHWAY 98 at 9700 U.S. HIGHWAY 98	4/29/2021	Thursday	15:23	Rear End	0	0	PDO	Daylight	Dry	No
1065	24060977	U.S. HIGHWAY 98 at 11111 U.S. HIGHWAY 98	4/29/2021	Thursday	20:30	Other	0	0	PDO	Dark - Lighted	Dry	No
1066	24060992	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	5/1/2021	Saturday	6:00	Rear End	0	0	PDO	Daylight	Dry	No
1067	24060998	ALF COLEMAN ROAD at U.S. HWY 98	5/2/2021	Sunday	15:25	Rear End	0	0	PDO	Daylight	Dry	No
1068	24061003	RICHARD JACKSON BLVD. at U.S. HIGHWAY 98	5/3/2021	Monday	11:40	Unknown	0	0	PDO	Daylight	Dry	No
1069	24061012	U.S. HIGHWAY 98 817' East from 11100 U.S. HIGHWAY 98	5/4/2021	Tuesday	8:35	Rear End	0	0	PDO	Daylight	Dry	No
1070	24061018	U.S. HIGHWAY 98 499' West from RICHARD JACKSON BLVD.	5/5/2021	Wednesday	18:18	Rear End	0	0	PDO	Daylight	Wet	No
1071	88445427	US 98 176' West from ALLISON AVENUE	5/5/2021	Wednesday	21:22	Other	0	8	Serious Injury	Dark - Not Lighted	Dry	No
1072	88471083	U.S. 98 (BACK BEACH ROAD) at CLARA AVENUE	5/6/2021	Thursday	8:55	Rear End	0	0	PDO	Daylight	Dry	No
1073	88471085	U.S. 98 (BACK BEACH ROAD) 736' West from CLARA AVENUE	5/6/2021	Thursday	16:06	Rear End	0	0	PDO	Daylight	Dry	No
1074	24061035	US HWY 98 at RICHARD JACKSON BLVD	5/8/2021	Saturday	16:46	Rear End	0	0	PDO	Daylight	Dry	No
1075	24061049	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	5/10/2021	Monday	11:45	Rear End	0	2	Injury	Daylight	Wet	No
1076	88484272	ALLISON AVENUE at US HIGHWAY 98	5/10/2021	Monday	13:31	Right Turn	0	0	PDO	Daylight	Wet	No
1077	24061062	U.S. HIGHWAY 98 516' East from 11770 U.S. HIGHWAY 98	5/11/2021	Tuesday	21:00	Rear End	0	0	PDO	Dark - Lighted	Wet	No
1078	24061065	U.S. HIGHWAY 98 at ALF COLEMAN RD	5/12/2021	Wednesday	7:00	Rear End	0	0	PDO	Daylight	Dry	No
1079	24061077	US HIGHWAY 98 499' West from RICHARD JACKSON BOULEVARD	5/14/2021	Friday	10:25	Left Turn	0	2	Injury	Daylight	Dry	No
1080	88471091	U.S 98 (BACK BEACH ROAD) 237' West from COUNTY ROAD 30C (CLARA AVENUE)	5/16/2021	Sunday	11:22	Rear End	0	0	PDO	Daylight	Dry	No
1081	24061102	US HIGHWAY 98 at ALF COLEMAN ROAD	5/16/2021	Sunday	14:46	Rear End	0	1	Injury	Daylight	Dry	No
1082	24061103	U.S. HIGHWAY 98 348' East from RICHARD JACKSON BOULEVARD	5/16/2021	Sunday	16:25	Rear End	0	0	PDO	Daylight	Dry	No
1083	24061115	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	5/19/2021	Wednesday	8:46	Rear End	0	0	PDO	Daylight	Dry	No
1084	88472089	US-98 (STATE ROAD 30A) 546' West from MOYLAN ROAD	5/20/2021	Thursday	2:28	Rollover	1	0	Fatality	Dark - Not Lighted	Dry	Yes
1085	24061124	U.S. HWY 98 at R JACKSON BLVD	5/20/2021	Thursday	7:50	Unknown	0	2	Injury	Daylight	Dry	No
1086	88484284	US HIGHWAY 98 at ANNABELLAS DRIVE	5/20/2021	Thursday	14:25	Rear End	0	0	PDO	Daylight	Dry	No
1087	88484285	US HIGHWAY 98 1000' West from ALF COLEMAN ROAD	5/20/2021	Thursday	16:07	Rear End	0	0	PDO	Daylight	Dry	No
1088	24061131	U.S. HIGHWAY 98 153' West from CLARA AVE	5/21/2021	Friday	11:55	Rear End	0	0	PDO	Daylight	Dry	No
1089	24061140	U.S. HWY 98 at RICHARD JACKSON BLVD	5/21/2021	Friday	15:32	Other	0	1	Injury	Daylight	Dry	No
1090	24061165	U.S. HWY 98 at R JACKSON BLVD	5/25/2021	Tuesday	6:49	Pedestrian	0	1	Injury	Daylight	Dry	No
1091	24061168	U.S. HWY 98 at ALF COLEMAN ROAD	5/25/2021	Tuesday	9:05	Rear End	0	0	PDO	Daylight	Dry	No
1092	24061173	R JACKSON BLVD at U.S. HWY 98	5/25/2021	Tuesday	15:30	Sideswipe	0	0	PDO	Daylight	Dry	No
1093	88475615	U.S. 98 (STATE ROAD 30A) 679' West from ANNABELLAS DR	5/26/2021	Wednesday	22:38	Off Road	0	0	PDO	Dark - Lighted	Dry	Yes
1094	24061186	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	5/27/2021	Thursday	8:15	Rear End	0	1	Injury	Daylight	Dry	No
1095	24061189	RICHARD JACKSON BLVD at U.S. HWY 98	5/27/2021	Thursday	9:40	Unknown	0	0	PDO	Daylight	Dry	No
1096	88474627	US 98 249' West from LYNDELL LANE	5/27/2021	Thursday	12:45	Rear End	0	1	Injury	Daylight	Dry	No
1097	24061197	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	5/27/2021	Thursday	20:09	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
1098	24061207	U.S. HIGHWAY 98 191' East from 11749 U.S. HIGHWAY 98	5/28/2021	Friday	16:00	Rear End	0	0	PDO	Daylight	Dry	No
1099	24061223	U.S. HWY 98 at R JACKSON BLVD	5/29/2021	Saturday	11:40	Rear End	0	0	PDO	Daylight	Dry	No
1100	88471106	U.S 98 (BACK BEACH ROAD) 85' West from COUNTY ROAD 30B (MOYLAN ROAD)	5/30/2021	Sunday	11:01	Off Road	0	1	Injury	Daylight	Dry	No
1101	24061270	US HWY 98 20' East from ALF COLEMAN ROAD	6/1/2021	Tuesday	12:28	Rear End	0	0	PDO	Daylight	Dry	No
1102	88442307	STATE ROAD 30A 81' East from CAULEY AVENUE	6/1/2021	Tuesday	18:40	Rear End	0	2	Injury	Daylight	Dry	No
1103	24061277	US HIGHWAY 98 at CLARA AVE	6/1/2021	Tuesday	19:08	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1104	24061283	U.S. HIGHWAY 98 10' East from ALF COLEMAN ROAD	6/2/2021	Wednesday	23:44	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1105	24061295	U.S. HWY 98 299' East from ALF COLEMAN RD	6/3/2021	Thursday	17:51	Rear End	0	0	PDO	Daylight	Dry	No
1106	24061294	ALF COLEMAN ROAD at U.S. HIGHWAY 98	6/3/2021	Thursday	19:49	Other	0	0	PDO	Dark - Lighted	Dry	No
1107	24061299	U.S. HIGHWAY 98 49' East from N GLADES TRAIL	6/4/2021	Friday	7:47	Rear End	0	0	PDO	Daylight	Dry	No
1108	88421948	STATE ROAD 30 A at ALLISON AVE	6/4/2021	Friday	14:10	Sideswipe	0	0	PDO	Daylight	Dry	No
1109	88459351	STATE ROAD 30A at MOYLAN RD	6/4/2021	Friday	18:00	Rear End	0	0	PDO	Daylight	Dry	No
1110	88433615	STATE ROAD 30A at LYNDELL LANE	6/5/2021	Saturday	15:00	Sideswipe	0	1	Injury	Daylight	Dry	No
1111	24061319	ALF COLEMAN ROAD 37' South from US HWY 98	6/6/2021	Sunday	11:01	Rear End	0	0	PDO	Daylight	Dry	No
1112	88481624	US-98 (PANAMA CITY BEACH PARKWAY) at RICHARD JACKSON BOULEVARD	6/6/2021	Sunday	23:50	Other	0	4	Injury	Dark - Not Lighted	Dry	No
1113	88484296	US HIGHWAY 98 at MOYLAN ROAD	6/8/2021	Tuesday	10:46	Rear End	0	0	PDO	Daylight	Dry	No
1114	24061349	US HIGHWAY 98 at CLARA AVENUE	6/9/2021	Wednesday	10:00	Left Turn	0	1	Injury	Daylight	Dry	No
1115	24061353	U.S. HIGHWAY 98 400' West from RICHARD JACKSON BOULEVARD	6/9/2021	Wednesday	12:22	Other	0	1	Injury	Daylight	Dry	No
1116	88433619	STATE ROAD 30A at COX GRADE ROAD	6/9/2021	Wednesday	15:50	Rear End	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1117	88433621	STATE ROAD 30A at MOYLAN ROAD	6/10/2021	Thursday	6:25	Rear End	0	0	PDO	Daylight	Dry	No
1118	88464517	US 98 (BACK BEACH RD) 98' East from COX GRADE RD	6/12/2021	Saturday	11:25	Rear End	0	0	PDO	Daylight	Wet	No
1119	88493268	BACK BEACH RD 36' East from CAUSLEY AVE	6/14/2021	Monday	9:45	Rear End	0	1	Injury	Daylight	Dry	No
1120	24061412	U.S. HIGHWAY 98 961' West from 11540 U.S. HIGHWAY 98	6/16/2021	Wednesday	12:52	Left Turn	0	2	Injury	Daylight	Dry	No
1121	88502718	BACK BEACH RD at CAUSLEY AVE	6/18/2021	Friday	12:50	Rear End	0	0	PDO	Daylight	Dry	No
1122	88502720	BACK BEACH RD at LYNDELL LN	6/18/2021	Friday	20:30	Left Turn	0	0	PDO	Dark - Lighted	Dry	No
1123	88502723	BACK BEACH RD 68' East from CAULEY AVE	6/23/2021	Wednesday	16:20	Rear End	0	0	PDO	Daylight	Dry	No
1124	87126634	U.S. HIGHWAY 98 (BACK BEACH ROAD) at COX GRADE ROAD	6/23/2021	Wednesday	17:40	Angle	0	0	PDO	Daylight	Dry	No
1125	88484316	US HIGHWAY 98 708' East from LYNDELL LANE	7/1/2021	Thursday	11:58	Sideswipe	0	0	PDO	Daylight	Dry	No
1126	88502733	BACK BEACH RD at CLARA AVE	7/3/2021	Saturday	16:40	Rear End	0	0	PDO	Daylight	Dry	No
1127	88505077	US HIGHWAY 98 (STATE ROAD 30A) at N ALF COLEMAN ROAD	7/10/2021	Saturday	19:01	Sideswipe	0	0	PDO	Dusk	Dry	No
1128	88487977	US 98 (BACK BEACH RD) 49' West from MOYLAN RD	7/11/2021	Sunday	20:00	Rear End	0	0	PDO	Dark - Not Lighted	Wet	No
1129	88487550	STATE ROAD 30A at MYLAN ROAD	7/12/2021	Monday	20:35	Rear End	0	1	Injury	Dark - Not Lighted	Dry	No
1130	88508573	U.S. 98 (BACK BEACH ROAD) at ALLISON AVENUE	7/16/2021	Friday	12:10	Left Turn	0	0	PDO	Daylight	Dry	No
1131	88500674	US 98 (BACK BEACH RD) at ALF COLEMAN RD	7/16/2021	Friday	12:20	Rear End	0	0	PDO	Daylight	Dry	No
1132	88505060	U.S 98 (PANAMA CITY BEACH PKWY) at ALF COLEMAN ROAD	7/17/2021	Saturday	16:49	Rear End	0	0	PDO	Daylight	Dry	No
1133	85460528	MOYLAN ROAD 20' South from US 98 (BACK BEACH ROAD)	7/17/2021	Saturday	23:50	Other	0	0	PDO	Dark - Lighted	Dry	No
1134	88531927	US HIGHWAY 98 at MOYLAN ROAD	7/20/2021	Tuesday	10:13	Rear End	0	0	PDO	Daylight	Wet	No
1135	88540168	STATE ROAD 30A at ALLISON AVE	7/26/2021	Monday	17:45	Rear End	0	0	PDO	Daylight	Dry	No
1136	88502745	BACK BEACH RD 578' West from ALF COLEMAN RD	7/27/2021	Tuesday	11:00	Rear End	0	0	PDO	Daylight	Dry	No
1137	88475453	US 98 at ALLISION AVENUE	7/28/2021	Wednesday	9:10	Angle	0	5	Injury	Daylight	Dry	No
1138	88540170	STATE ROAD 30A at LYNDELL LANE	7/30/2021	Friday	17:00	Rear End	0	0	PDO	Daylight	Dry	No
1139	88502752	BACK BEACH RD at MOYLAN DR	8/4/2021	Wednesday	14:20	Rear End	0	0	PDO	Daylight	Dry	No
1140	88540179	ALLISON AVE at STATE ROAD 30A	8/4/2021	Wednesday	18:30	Left Turn	0	0	PDO	Daylight	Wet	No
1141	88540182	STATE ROAD 30A at MOYLAN RD	8/13/2021	Friday	6:25	Left Turn	0	0	PDO	Daylight	Dry	No
1142	88503534	U.S. HIGHWAY 98 at ALLISON AVE	8/16/2021	Monday	5:55	Left Turn	0	1	Injury	Dark - Not Lighted	Wet	No
1143	24555206	US HWY 98 194' West from ALF COLEMAN	8/18/2021	Wednesday	15:26	Rear End	0	0	PDO	Daylight	Dry	No
1144	88499127	STATE ROAD 30A (BACK BEACH RD) at MOYLAN ROAD	8/18/2021	Wednesday	19:54	Left Turn	0	3	Serious Injury	Unknown	Dry	Yes
1145	88503539	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	8/20/2021	Friday	10:19	Rear End	0	0	PDO	Daylight	Dry	No
1146	88474658	US 98 at ALF COLEMAN ROAD	8/29/2021	Sunday	12:35	Unknown	0	1	Injury	Daylight	Wet	Yes
1147	88548242	CLARA AVENUE at U.S 98 (STATE ROAD 30A)	8/30/2021	Monday	4:09	Off Road	0	0	PDO	Dark - Not Lighted	Dry	No
1148	88516062	ALF COLEMAN at U.S 98 (BACK BEACH ROAD)	8/31/2021	Tuesday	17:16	Off Road	0	0	PDO	Daylight	Dry	Yes
1149	88502774	BACK BEACH RD at ALLISON AVE	9/2/2021	Thursday	12:25	Angle	0	0	PDO	Daylight	Dry	No
1150	88503551	U.S. HIGHWAY 98 at MOYLAN ROAD	9/8/2021	Wednesday	14:51	Rear End	0	0	PDO	Daylight	Wet	No
1151	88539650	U.S. 98 (BACK BEACH ROAD) at ALF COLEMAN	9/8/2021	Wednesday	15:24	Rear End	0	0	PDO	Daylight	Wet	No
1152	24555359	U.S. HIGHWAY 98 96' West from RICHARD JACKSON BLVD	9/16/2021	Thursday	15:52	Rear End	0	0	PDO	Daylight	Dry	No
1153	88526753	8371 US HIGHWAY 98 at CAULEY AVENUE	9/19/2021	Sunday	23:00	Other	0	0	PDO	Dark - Not Lighted	Dry	No
1154	88540201	STATE ROAD 30A at ALLISON AVE	9/20/2021	Monday	11:15	Rear End	0	0	PDO	Daylight	Wet	No
1155	88532916	STATE ROAD 30A at MOYLAN ROAD	9/21/2021	Tuesday	15:05	Rear End	0	0	PDO	Daylight	Dry	No
1156	88573649	U.S 98 (STATE ROAD 30A) at ALF COLEMAN ROAD	9/25/2021	Saturday	15:00	Rear End	0	0	PDO	Daylight	Dry	No
1157	88518557	US 98 (BACK BEACH RD) 68' East from CAULEY AVE	10/2/2021	Saturday	16:40	Rear End	0	0	PDO	Daylight	Dry	No
1158	88518558	US 98 (BACK BEACH RD) 499' East from ALLISON AVE	10/2/2021	Saturday	19:53	Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No
1159	88547192	STATE ROAD 30A (BACK BEACH ROAD) at ALLISON AVENUE	10/7/2021	Thursday	6:54	Left Turn	0	0	PDO	Daylight	Wet	No
1160	88493863	U.S. 98 (STATE ROAD 30A) at MOYLAN RD	10/9/2021	Saturday	17:13	Rear End	0	1	Injury	Daylight	Dry	No
1161	88549073	ALLISON AVENUE 3' South from U.S. 98 (BACK BEACH ROAD)	10/12/2021	Tuesday	16:37	Sideswipe	0	0	PDO	Daylight	Dry	No
1162	88517401	STATE ROAD 30A at LYNDELL LANE	10/13/2021	Wednesday	15:50	Rear End	0	0	PDO	Daylight	Dry	No
1163	88526767	US HIGHWAY 98 at ALF COLEMAN	10/19/2021	Tuesday	10:01	Rear End	0	0	PDO	Daylight	Dry	No
1164	24555541	U.S. HWY 98 109' West from MOYLAN RD	10/21/2021	Thursday	8:28	Rear End	0	1	Injury	Daylight	Dry	No
1165	88493873	U.S. 98 (STATE ROAD 30A) at MOYLAN RD	10/24/2021	Sunday	20:36	Rear End	0	0	PDO	Dark - Not Lighted	Wet	No
1166	88148917	US 98 at ALLISON AVE	10/25/2021	Monday	13:55	Rear End	0	0	PDO	Daylight	Dry	No
1167	88567500	U.S. HIGHWAY 98 at CAULEY ROAD	10/25/2021	Monday	15:24	Rear End	0	0	PDO	Daylight	Dry	No
1168	88542139	US 98 (PANAMA CITY BEACH PKWY) 146' East from LYNDELL LANE	10/26/2021	Tuesday	15:50	Rear End	0	1	Injury	Daylight	Dry	No
1169	88547198	US HIGHWAY 98 (STATE ROAD 30A) at ALLISON AVENUE	10/31/2021	Sunday	10:24	Angle	0	0	PDO	Daylight	Dry	No
1170	88586012	U.S 98 (STATE ROAD 30) at ALLISON AVENUE	11/1/2021	Monday	14:20	Rear End	0	0	PDO	Daylight	Dry	No
1171	88493879	MOYLAN RD at U.S. 98 (STATE ROAD 30A)	11/2/2021	Tuesday	7:08	Rear End	0	0	PDO	Daylight	Dry	No
1172	88558201	BACK BEACH RD at COX GRADE RD	11/5/2021	Friday	10:35	Angle	0	0	PDO	Daylight	Dry	No
1173	88546685	STATE ROAD 30A at ALF COLEMAN ROAD	11/6/2021	Saturday	14:20	Rear End	0	0	PDO	Daylight	Dry	No
1174	24555609	U.S. HIGHWAY 98 839' West from RICHARD JACKSON BOULEVARD	11/8/2021	Monday	17:33	Rollover	0	10	Injury	Dark - Not Lighted	Dry	No
1175	88531976	US HIGHWAY 98 at ALLISON AVENUE	11/9/2021	Tuesday	7:49	Left Turn	0	0	PDO	Daylight	Dry	No
1176	88546689	STATE ROAD 30A at CAULEY AVE	11/10/2021	Wednesday	13:10	Rear End	0	0	PDO	Daylight	Dry	No
1177	24555611	U.S. HIGHWAY 98 846' West from RICHARD JACKSON BOULEVARD	11/10/2021	Wednesday	15:49	Unknown	0	0	PDO	Daylight	Dry	No
1178	88546700	STATE ROAD 30A at CAULEY AVENUE	11/16/2021	Tuesday	14:40	Rear End	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1179	24555656	U.S. HWY 98 1027' West from MARKET ST	11/23/2021	Tuesday	15:32	Angle	0	0	PDO	Daylight	Dry	No
1180	89589569	US HIGHWAY 98 at ALF COLEMAN ROAD	12/4/2021	Saturday	18:03	Rear End	0	1	Injury	Dark - Not Lighted	Dry	No
1181	88566360	US 98 (BACK BEACH RD) 200' West from CAULEY AVE	12/7/2021	Tuesday	15:15	Rear End	0	0	PDO	Daylight	Dry	No
1182	88567674	US 98 49' East from MOYLAN ROAD	12/9/2021	Thursday	7:11	Sideswipe	0	0	PDO	Daylight	Dry	No
1183	24555712	US HIGHWAY 98 at RICHARD JACKSON BLVD	12/11/2021	Saturday	15:19	Rear End	0	0	PDO	Daylight	Dry	No
1184	88540235	STATE ROAD 30A 308' East from ALLISON AVE	12/13/2021	Monday	0:15	Off Road	0	0	PDO	Dark - Not Lighted	Dry	No
1185	24555717	U.S. HWY 98 30' East from CLARA AVE	12/13/2021	Monday	16:51	Rear End	0	0	PDO	Dusk	Dry	No
1186	24555721	U.S. HWY 98 299' West from RICHARD JACKSON BLVD	12/14/2021	Tuesday	19:28	Rear End	0	0	PDO	Dark - Lighted	Dry	Yes
1187	24555727	U.S. HWY 98 499' West from RICHARD JACKSON BLVD	12/16/2021	Thursday	16:16	Left Turn	0	2	Injury	Daylight	Dry	No
1188	24555791	U.S. HIGHWAY 98 10' West from RICHARD JACKSON BOULEVARD	12/18/2021	Saturday	14:20	Unknown	0	0	PDO	Daylight	Dry	No
1189	24555737	US HIGHWAY 98 at ALF COLEMAN ROAD	12/18/2021	Saturday	18:56	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
1190	88565096	U.S. 98 (BACK BEACH ROAD) 299' West from MOYLAN ROAD	12/20/2021	Monday	14:24	Rear End	0	0	PDO	Daylight	Wet	No
1191	89574746	US HIGHWAY 98 at LYNDELL LANE	12/20/2021	Monday	14:43	Sideswipe	0	0	PDO	Daylight	Wet	No
1192	88159063	U.S. HIGHWAY 98 (STATE ROAD 30A) at ALLISON AVENUE	12/22/2021	Wednesday	10:50	Rear End	0	0	PDO	Daylight	Dry	No
1193	24555754	US HIGHWAY 98 at RICHARD JACKSON BLVD	12/22/2021	Wednesday	15:53	Angle	0	1	Injury	Daylight	Dry	No
1194	24555751	U.S. HIGHWAY 98 224' East from ALF COLEMAN	12/22/2021	Wednesday	18:00	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1195	24555771	US HWY 98 200' West from RICHARD JACKSON BLVD	12/28/2021	Tuesday	16:14	Angle	0	2	Injury	Daylight	Dry	No
1196	88148919	US HIGHWAY 98 at ALLISON AVE	12/31/2021	Friday	20:00	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
1197	89572581	US 98 (STATE ROAD 30A) at COX GRADE ROAD	1/2/2022	Sunday	19:00	Angle	0	0	PDO	Dark - Not Lighted	Wet	No
1198	24555793	U.S. HIGHWAY 98 46' East from RICHARD JACKSON BLVD	1/4/2022	Tuesday	17:34	Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No
1199	24555797	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	1/5/2022	Wednesday	14:53	Left Turn	0	0	PDO	Daylight	Dry	No
1200	24555798	U.S. HIGHWAY 98 528' West from ALF COLEMAN ROAD	1/6/2022	Thursday	14:39	Rear End	0	0	PDO	Daylight	Wet	No
1201	24555799	U.S. HIGHWAY 98 49' West from RICHARD JACKSON BLVD	1/7/2022	Friday	13:07	Rear End	0	0	PDO	Daylight	Dry	No
1202	24555801	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	1/7/2022	Friday	16:14	Rear End	0	0	PDO	Dusk	Dry	No
1203	24555800	US HIGHWAY 98 20' East from ALF COLEMAN ROAD	1/7/2022	Friday	20:41	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1204	88567690	US 98 20' West from ALLISON AVENUE	1/11/2022	Tuesday	17:29	Sideswipe	0	1	Injury	Dusk	Dry	No
1205	24555808	U.S HWY 98 498' East from ALF COLEMAN ROAD	1/12/2022	Wednesday	13:50	Rear End	0	0	PDO	Daylight	Dry	No
1206	88566369	US 98 (BACK BEACH RD) at MOYLAN RD	1/13/2022	Thursday	6:40	Right Turn	0	0	PDO	Daylight	Dry	No
1207	24555826	U.S. HIGHWAY 98 1643' West from 11560 U.S. HIGHWAY 98	1/20/2022	Thursday	12:12	Other	0	0	PDO	Daylight	Wet	No
1208	24555828	U.S HWY 98 571' East from RICHARD JACKSON BLVD	1/21/2022	Friday	11:45	Rear End	0	0	PDO	Daylight	Wet	No
1209	24897515	U.S. 98 (STATE ROAD 30A) 151' East from MOYLAN ROAD	1/21/2022	Friday	17:25	Rear End	0	0	PDO	Dark - Not Lighted	Wet	No
1210	88583055	US 98-STATE ROAD 30A at ALLISON AVE	1/24/2022	Monday	17:25	Angle	0	0	PDO	Dark - Not Lighted	Dry	No
1211	24555842	US HWY 98 191' East from 11749 US HWY 98	1/25/2022	Tuesday	17:45	Right Turn	0	0	PDO	Dark - Lighted	Wet	No
1212	24555847	U.S. HWY 98 1001' East from ALF COLEMAN ROAD	1/27/2022	Thursday	16:00	Rear End	0	0	PDO	Daylight	Dry	No
1213	24884709	U.S. 98 (BACK BEACH ROAD) 187' East from COUNTY ROAD 3033 (R. JACKSON BLVD)	1/31/2022	Monday	18:10	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
1214	88159066	U.S. HIGHWAY 98 at ALLISON AVE	2/3/2022	Thursday	15:55	Other	0	0	PDO	Daylight	Dry	No
1215	24890276	U.S. HIGHWAY 98 (STATE ROAD 30A) at RICHARD JACKSON BOULEVARD	2/4/2022	Friday	14:28	Rear End	0	0	PDO	Daylight	Wet	No
1216	24555868	U.S. HIGHWAY 98 200' East from ALF COLEMAN ROAD	2/4/2022	Friday	15:32	Sideswipe	0	0	PDO	Daylight	Wet	No
1217	24555871	U.S. HIGHWAY 98 299' West from ALF COLEMAN ROAD	2/4/2022	Friday	15:52	Unknown	0	0	PDO	Daylight	Wet	No
1218	24884715	U.S. 98 (BACK BEACH ROAD) at ALLISON AVENUE	2/4/2022	Friday	18:09	Angle	0	0	PDO	Dark - Lighted	Wet	No
1219	24897822	U.S. HIGHWAY 98 77' West from N BEACH WAY	2/5/2022	Saturday	6:04	Other	0	0	PDO	Dark - Not Lighted	Dry	No
1220	24555883	US HIGHWAY 98 at CLARA AVE	2/7/2022	Monday	14:49	Left Turn	0	0	PDO	Daylight	Wet	No
1221	24555885	U.S. HIGHWAY 98 685' West from CLARA AVE.	2/7/2022	Monday	18:00	Sideswipe	0	0	PDO	Dark - Lighted	Wet	No
1222	24555887	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD.	2/8/2022	Tuesday	16:53	Rear End	0	3	Injury	Dusk	Dry	No
1223	24555889	PANAMA CITY BEACH PKWY at RICHARD JACKSON BLVD.	2/8/2022	Tuesday	18:53	Rear End	0	3	Injury	Dark - Lighted	Dry	Yes
1224	24555898	U.S. HWY 98 at ALF COLEMAN RD	2/9/2022	Wednesday	16:23	Sideswipe	0	0	PDO	Daylight	Dry	No
1225	24555897	ALF COLEMAN ROAD at U.S. HIGHWAY 98	2/9/2022	Wednesday	20:51	Other	0	0	PDO	Dark - Lighted	Dry	No
1226	24555896	U.S. HIGHWAY 98 49' West from ALF COLEMAN ROAD	2/10/2022	Thursday	7:32	Rear End	0	1	Injury	Daylight	Dry	No
1227	24555911	U.S. HWY 98 817' East from 11100 U.S. HWY 98	2/14/2022	Monday	7:40	Rear End	0	2	Injury	Daylight	Dry	No
1228	24555909	U.S. HWY 98 at CLARA AVENUE	2/14/2022	Monday	9:19	Rear End	0	0	PDO	Daylight	Dry	No
1229	24555912	U.S. HWY 98 543' East from 11200 U.S. HWY 98	2/14/2022	Monday	10:40	Rear End	0	0	PDO	Daylight	Dry	No
1230	24890284	U.S. HIGHWAY 98 (SR30A / BACK BEACH RD) 228' West from LYNDELL LANE	2/14/2022	Monday	17:39	Rear End	0	0	PDO	Dusk	Dry	No
1231	24897825	U.S. HIGHWAY 98 (STATE ROAD 30A) at ALLISON AVENUE	2/15/2022	Tuesday	6:29	Left Turn	1	0	Fatality	Dawn	Dry	No
1232	24555913	US HIGHWAY 98 100' West from CLARA AVENUE	2/15/2022	Tuesday	9:21	Rear End	0	0	PDO	Daylight	Dry	No
1233	88538729	STATE ROAD 30A at ALLISON AVE	2/16/2022	Wednesday	20:40	Angle	0	0	PDO	Dark - Lighted	Dry	No
1234	24555916	U.S. HIGHWAY 98 817' East from 11100 U.S. HIGHWAY 98	2/18/2022	Friday	8:33	Rear End	0	0	PDO	Daylight	Wet	No
1235	24555918	U.S. HWY 98 98' West from ALF COLMAN RD	2/18/2022	Friday	9:02	Rear End	0	0	PDO	Daylight	Wet	No
1236	24555919	U.S. HWY 98 817' East from 11100 U.S. HWY 98	2/18/2022	Friday	16:14	Other	0	0	PDO	Daylight	Dry	No
1237	24555921	U.S. HWY 98 at NORTH GLADES TRAIL	2/20/2022	Sunday	7:30	Angle	0	0	PDO	Daylight	Dry	No
1238	24555926	U.S. HWY 98 46' East from RICHARD JACKSON BLVD	2/21/2022	Monday	15:27	Rear End	0	0	PDO	Daylight	Dry	No
1239	24555925	U.S. HWY 98 at ALF COLMAN ROAD	2/21/2022	Monday	15:33	Rear End	0	0	PDO	Daylight	Dry	No
1240	24555928	U.S. HIGHWAY 98 16' East from ALF COLEMAN RD	2/21/2022	Monday	16:56	Rear End	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1241	24555934	U.S. Highway 98 210' West from N. Glades Trail	2/23/2022	Wednesday	2:55	Bicycle	1	0	Fatality	Dark - Not Lighted	Wet	No
1242	24886937	STATE ROAD 30A at ALLISON AVENUE	2/25/2022	Friday	15:05	Sideswipe	0	0	PDO	Daylight	Dry	No
1243	89589617	US HIGHWAY 98 at ALLISON AVENUE	2/26/2022	Saturday	0:18	Left Turn	0	0	PDO	Dark - Not Lighted	Dry	No
1244	24907400	U.S. HIGHWAY 98 (BACK BEACH RD) at MOYLAN ROAD	2/26/2022	Saturday	7:10	Angle	0	2	Injury	Daylight	Dry	No
1245	24555948	U.S. HWY 98 543' East from 11200 U.S. HWY 98	2/28/2022	Monday	8:00	Rear End	0	0	PDO	Daylight	Dry	No
1246	24890290	U.S. HIGHWAY 98 (STATE ROAD 30A) 1001' East from ALLISON AVENUE	2/28/2022	Monday	8:31	Rear End	0	1	Injury	Daylight	Dry	No
1247	24555968	U.S. HIGHWAY 98 200' West from RICHARD JACKSON BLVD	3/5/2022	Saturday	18:36	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1248	24555981	U.S. HIGHWAY 98 49' West from ALF COLEMAN RD	3/7/2022	Monday	14:55	Rear End	0	0	PDO	Daylight	Dry	No
1249	24555983	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	3/7/2022	Monday	16:31	Angle	0	0	PDO	Daylight	Dry	No
1250	24911966	STATE ROAD 30A 49' West from MOYLAN ROAD	3/8/2022	Tuesday	13:05	Unknown	0	0	PDO	Daylight	Dry	No
1251	24555988	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	3/8/2022	Tuesday	20:33	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1252	24916773	U.S. 98 (BACK BEACH ROAD) 166' East from CAULEY AVENUE	3/9/2022	Wednesday	10:55	Rear End	0	0	PDO	Daylight	Wet	No
1253	24896963	US 98(SR 30A)(BACK BEACH RD) 98' East from MOYLAN RD	3/10/2022	Thursday	15:15	Rear End	0	0	PDO	Daylight	Dry	No
1254	24556015	U.S. HIGHWAY 98 1005' East from 11697 U.S. HIGHWAY 98	3/12/2022	Saturday	2:00	Angle	0	0	PDO	Dark - Lighted	Wet	Yes
1255	24556013	US HIGHWAY 98 200' West from ALF COLEMAN ROAD	3/12/2022	Saturday	6:47	Rear End	0	0	PDO	Daylight	Dry	No
1256	24556019	U.S. HIGHWAY 98 at 11600 U.S. HIGHWAY 98	3/13/2022	Sunday	18:42	Rear End	0	0	PDO	Dusk	Dry	No
1257	24556033	U.S. HIGHWAY 98 499' West from RICHARD JACKSON BLVD	3/15/2022	Tuesday	16:33	Left Turn	0	0	PDO	Daylight	Wet	No
1258	24556046	U.S. HIGHWAY 98 817' East from 11100 U.S. HIGHWAY 98	3/17/2022	Thursday	15:39	Unknown	0	0	PDO	Daylight	Dry	No
1259	24886957	STATE ROAD 30A at ALLISON AVENUE	3/17/2022	Thursday	16:35	Angle	0	0	PDO	Daylight	Dry	No
1260	24907411	US HIGHWAY 98(BACK BEACH RD) at MOYLAN AVE	3/18/2022	Friday	2:35	Left Turn	0	2	Injury	Dark - Lighted	Dry	Yes
1261	24556055	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/18/2022	Friday	3:45	Left Turn	0	3	Injury	Dark - Lighted	Dry	No
1262	24916782	U.S. 98 (BACK BEACH ROAD) 79' East from CAULEY AVENUE	3/18/2022	Friday	13:09	Sideswipe	0	0	PDO	Daylight	Dry	No
1263	24556056	US HIGHWAY 98 548' East from RICHARD JACKSON BLVD	3/18/2022	Friday	22:18	Rear End	0	0	PDO	Dark - Not Lighted	Wet	No
1264	24556064	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/19/2022	Saturday	12:40	Rear End	0	0	PDO	Daylight	Dry	No
1265	24556069	U.S. HIGHWAY 98 at 12818 U.S. HIGHWAY 98	3/19/2022	Saturday	18:04	Other	0	0	PDO	Daylight	Dry	No
1266	24556076	ALF COLEMAN RD at US HIGHWAY 98	3/20/2022	Sunday	17:16	Left Turn	0	0	PDO	Daylight	Dry	No
1267	24556086	U.S. HWY 98 49' West from ALF COLMAN	3/22/2022	Tuesday	15:05	Rear End	0	0	PDO	Daylight	Dry	No
1268	24556094	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/24/2022	Thursday	9:00	Pedestrian	0	1	Injury	Daylight	Dry	No
1269	89572605	US 98 at ALF COLEMAN ROAD	3/24/2022	Thursday	21:45	Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No
1270	24556119	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	3/25/2022	Friday	23:31	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1271	24556132	US HIGHWAY 98 136' West from CLARA AVE	3/26/2022	Saturday	12:44	Rear End	0	0	PDO	Daylight	Dry	No
1272	24556137	U.S. HIGHWAY 98 at CLARA AVENUE	3/26/2022	Saturday	13:43	Rear End	0	0	PDO	Daylight	Dry	No
1273	24556155	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/26/2022	Saturday	21:51	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
1274	24886966	STATE ROAD 30A at ALLISON AVE	3/27/2022	Sunday	8:33	Rear End	0	0	PDO	Daylight	Dry	No
1275	24556145	US HIGHWAY 98 696' West from 11500 US HIGHWAY 98	3/27/2022	Sunday	11:44	Unknown	0	0	PDO	Daylight	Dry	No
1276	24556146	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	3/27/2022	Sunday	21:45	Rear End	0	0	PDO	Dark - Lighted	Dry	Yes
1277	89572608	US 98 (FRONT BEACH ROAD) at ALLISION AVE	3/28/2022	Monday	0:15	Animal	0	1	Injury	Dark - Not Lighted	Dry	No
1278	24922083	U.S. 98 (BACK BEACH ROAD) at LYNDELL LANE	3/29/2022	Tuesday	11:21	Rear End	0	0	PDO	Daylight	Dry	No
1279	24556173	U.S. HWY 98 16' East from ALF COLEMAN	3/29/2022	Tuesday	19:00	Unknown	0	0	PDO	Dusk	Dry	No
1280	24556174	U.S. HWY 98 at RICHARD JACKSON	3/29/2022	Tuesday	22:10	Unknown	0	0	PDO	Dark - Lighted	Dry	No
1281	24556178	U.S. HIGHWAY 98 E at ALF COLEMAN ROAD	3/30/2022	Wednesday	11:30	Sideswipe	0	0	PDO	Daylight	Dry	No
1282	24897845	U.S. HIGHWAY 98 at ALLISON AVE	4/1/2022	Friday	7:46	Left Turn	0	0	PDO	Daylight	Dry	No
1283	24556188	U.S. HIGHWAY 98 604' West from ALF COLEMAN ROAD	4/1/2022	Friday	14:20	Sideswipe	0	1	Injury	Daylight	Dry	No
1284	24910424	STATE ROAD 30A 30' West from CAULEY AVENUE	4/5/2022	Tuesday	7:02	Unknown	0	0	PDO	Daylight	Dry	No
1285	24556222	U.S. HIGHWAY 98 1130' East from 11501 U.S. HIGHWAY 98	4/5/2022	Tuesday	11:20	Head On	0	0	PDO	Daylight	Dry	No
1286	24556226	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	4/5/2022	Tuesday	14:20	Sideswipe	0	0	PDO	Daylight	Dry	No
1287	24556230	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	4/5/2022	Tuesday	15:10	Off Road	0	0	PDO	Daylight	Wet	No
1288	24556244	US HIGHWAY 98 at RICHARD JACKSON BLVD	4/6/2022	Wednesday	16:16	Rear End	0	5	Injury	Daylight	Dry	No
1289	24556261	US HWY 98 10' West from RICHARD JACKSON BLVD	4/8/2022	Friday	7:14	Rear End	0	0	PDO	Daylight	Dry	No
1290	24910429	STATE ROAD 30A 268' East from CAULEY AVENUE	4/8/2022	Friday	7:50	Rear End	0	0	PDO	Daylight	Dry	No
1291	24556268	US HWY 98 79' East from ALF COLEMAN ROAD	4/8/2022	Friday	11:55	Right Turn	0	0	PDO	Daylight	Dry	No
1292	24556265	US HIGHWAY 98 1831' West from 11570 US HIGHWAY 98	4/8/2022	Friday	14:36	Left Turn	0	1	Injury	Daylight	Dry	No
1293	24556266	U.S. HWY 98 98' East from CLARE AVE	4/8/2022	Friday	15:26	Rear End	0	0	PDO	Daylight	Dry	No
1294	24556278	US HWY 98 at RICHARD JACKSON BLVD	4/10/2022	Sunday	10:33	Rear End	0	0	PDO	Daylight	Dry	No
1295	24556280	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	4/10/2022	Sunday	16:06	Sideswipe	0	0	PDO	Daylight	Dry	No
1296	24931618	U.S. 98 (BACK BEACH ROAD) at LYNDELL LANE	4/12/2022	Tuesday	14:23	Left Turn	0	1	Injury	Daylight	Dry	No
1297	24556288	U.S. HIGHWAY 98 988' West from 11930 U.S. HIGHWAY 98	4/13/2022	Wednesday	4:59	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
1298	24939965	STATE ROAD 30A 79' East from ALLISON AVE	4/13/2022	Wednesday	6:59	Sideswipe	0	0	PDO	Daylight	Dry	No
1299	24919744	CLARA AVE at STATE ROAD 30 (BACK BEACH ROAD)	4/14/2022	Thursday	15:15	Right Turn	0	0	PDO	Daylight	Dry	No
1300	24556302	US HIGHWAY 98 1093' West from 10400 US HIGHWAY 98	4/16/2022	Saturday	10:08	Other	0	2	Injury	Daylight	Dry	No
1301	24556315	U.S. HIGHWAY 98 at N GLADES TRAIL	4/18/2022	Monday	7:31	Left Turn	0	2	Injury	Daylight	Dry	No
1302	24556320	U.S. HIGHWAY 98 200' West from ALF COLEMAN RD	4/18/2022	Monday	13:14	Rear End	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1303	24556325	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	4/19/2022	Tuesday	9:19	Rear End	0	0	PDO	Daylight	Dry	No
1304	24556326	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	4/19/2022	Tuesday	14:16	Rear End	0	0	PDO	Daylight	Dry	No
1305	24556328	U.S. HWY 98 at RICHARD JACKSON BLVD.	4/19/2022	Tuesday	17:18	Sideswipe	0	0	PDO	Daylight	Dry	No
1306	24556330	ALF COLEMAN RD at US HIGHWAY 98	4/20/2022	Wednesday	15:02	Rear End	0	0	PDO	Daylight	Dry	No
1307	24556338	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	4/21/2022	Thursday	15:31	Rear End	0	0	PDO	Daylight	Dry	No
1308	89572623	US 98 49' West from ALLISION AVE	4/22/2022	Friday	17:45	Rear End	0	0	PDO	Daylight	Dry	No
1309	24556347	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	4/22/2022	Friday	19:20	Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No
1310	24556353	U.S. HIGHWAY 98 E at CLARA AVENUE	4/23/2022	Saturday	13:50	Rear End	0	0	PDO	Daylight	Dry	No
1311	24556354	US HIGHWAY 98 817' East from 11100 US HIGHWAY 98	4/23/2022	Saturday	19:38	Rear End	0	0	PDO	Dusk	Dry	No
1312	24556359	U.S. HWY 98 10' West from RICHARD JACKSON BLVD	4/24/2022	Sunday	15:55	Sideswipe	0	0	PDO	Daylight	Dry	No
1313	24921996	U.S. 98 (STATE ROAD 30A) 148' East from COUNTY ROAD 30H (ALF COLEMAN ROAD)	4/25/2022	Monday	17:05	Rear End	0	1	Injury	Daylight	Dry	No
1314	24556362	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	4/25/2022	Monday	17:58	Rear End	0	1	Injury	Daylight	Dry	No
1315	24921997	U.S. 98 (STATE ROAD 30A) at CHIP SEAL PARKWAY	4/26/2022	Tuesday	16:35	Angle	0	0	PDO	Daylight	Dry	No
1316	24556363	U.S. HWY 98 183' East from 11751 U.S. HWY 98	4/26/2022	Tuesday	17:05	Rear End	0	0	PDO	Daylight	Dry	No
1317	24556370	U.S. HIGHWAY 98 at CLARA AVE	4/27/2022	Wednesday	15:07	Left Turn	0	1	Injury	Daylight	Dry	No
1318	24556374	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	4/27/2022	Wednesday	15:52	Angle	0	3	Injury	Daylight	Dry	No
1319	24940086	US HIGHWAY 98 (BACK BEACH ROAD) 10' East from MOYLAN ROAD	4/28/2022	Thursday	4:48	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
1320	24556392	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	4/29/2022	Friday	13:15	Sideswipe	0	0	PDO	Daylight	Dry	No
1321	24556408	U.S. HIGHWAY 98 at NORTH GLADES TRAIL	4/30/2022	Saturday	18:38	Unknown	0	3	Injury	Daylight	Dry	No
1322	24556418	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	5/1/2022	Sunday	11:36	Left Turn	0	0	PDO	Daylight	Dry	No
1323	24919748	STATE ROAD 30A (BACK BEACH RD) 268' East from CAULSEY AVE	5/3/2022	Tuesday	15:45	Rear End	0	0	PDO	Daylight	Dry	No
1324	24556432	U.S. HWY 98 at RICHARD JACKSON BLVD	5/3/2022	Tuesday	15:57	Left Turn	0	4	Injury	Daylight	Dry	No
1325	24556431	U.S. HWY 98 447' East from RICHARD JACKSON BLVD	5/3/2022	Tuesday	17:37	Rear End	0	0	PDO	Daylight	Dry	No
1326	24930478	STATE ROAD 30A at ALLISON AVENUE	5/3/2022	Tuesday	20:45	Left Turn	0	1	Injury	Dark - Not Lighted	Dry	No
1327	24556437	US HIGHWAY 98 at RICHARD JACKSON BLVD	5/5/2022	Thursday	7:30	Rear End	0	0	PDO	Daylight	Dry	No
1328	24556446	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	5/5/2022	Thursday	17:40	Rear End	0	2	Injury	Daylight	Dry	No
1329	24556449	U.S. HWY 98 1130' East from 11501 U.S. HWY 98	5/6/2022	Friday	17:30	Unknown	0	0	PDO	Daylight	Dry	No
1330	24939978	STATE ROAD 30A at CAULEY AVE	5/7/2022	Saturday	17:15	Off Road	0	0	PDO	Daylight	Dry	No
1331	24939977	STATE ROAD 30A 20' West from CAULEY AVE	5/7/2022	Saturday	17:20	Rear End	0	0	PDO	Daylight	Dry	No
1332	24944807	U.S. 98 (BACK BEACH ROAD) at R. JACKSON BLVD	5/9/2022	Monday	11:21	Rear End	0	0	PDO	Daylight	Dry	No
1333	24556465	US HIGHWAY 98 949' East from RICHARD JACKSON BOULEVARD	5/10/2022	Tuesday	17:18	Rear End	0	0	PDO	Daylight	Dry	No
1334	24884105	BACKBEAH ROAD at ALLISON AVENUE	5/11/2022	Wednesday	4:19	Off Road	0	0	PDO	Dark - Not Lighted	Dry	Yes
1335	24940167	STATE ROAD 30A 200' East from COX GRADE ROAD	5/11/2022	Wednesday	7:50	Rear End	0	0	PDO	Daylight	Dry	No
1336	24556467	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	5/11/2022	Wednesday	8:09	Sideswipe	0	0	PDO	Daylight	Dry	No
1337	89572632	US 98 151' East from MOYLAN ROAD	5/11/2022	Wednesday	15:20	Rear End	0	0	PDO	Daylight	Dry	Yes
1338	24556472	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	5/11/2022	Wednesday	17:21	Rear End	0	0	PDO	Daylight	Dry	No
1339	24556479	U.S. HWY 98 15' West from NORTH GLADES TRAIL	5/13/2022	Friday	5:35	Left Turn	0	1	Injury	Dawn	Dry	No
1340	24556487	U.S. HWY 98 1643' West from 11560 U.S. HWY 98	5/13/2022	Friday	15:41	Angle	0	0	PDO	Daylight	Wet	No
1341	24556489	RICHARD JACKSON BLVD 7' South from U.S. HWY 98	5/14/2022	Saturday	10:06	Rear End	0	0	PDO	Daylight	Dry	No
1342	24930492	STATE ROAD 30A 30' West from ANNABELLAS DRIVE	5/16/2022	Monday	9:50	Sideswipe	0	0	PDO	Daylight	Dry	No
1343	24556513	RICHARD JACKSON BLVD 26' South from U.S. HIGHWAY 98	5/19/2022	Thursday	17:22	Rear End	0	2	Injury	Daylight	Dry	No
1344	24952872	US HIGHWAY 98 (BACK BEACH RD) 200' West from MOYLAN ROAD	5/23/2022	Monday	15:00	Rear End	0	0	PDO	Daylight	Wet	No
1345	24556537	U.S. HWY 98 at 11400 U.S. HWY 98	5/24/2022	Tuesday	8:00	Off Road	0	0	PDO	Daylight	Dry	No
1346	24556538	ALF COLEMAN RD 7' South from U.S. HIGHWAY 98	5/24/2022	Tuesday	8:39	Rear End	0	0	PDO	Daylight	Dry	No
1347	24556545	U.S. HWY 98 A 941' West from 12390 U.S. HWY 98 A	5/24/2022	Tuesday	14:15	Rear End	0	2	Injury	Daylight	Dry	No
1348	24890330	MOYLAN ROAD at U.S. HWY 98A (STATE ROAD 30)	5/24/2022	Tuesday	18:07	Rear End	0	0	PDO	Daylight	Dry	No
1349	24556558	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	5/25/2022	Wednesday	14:49	Rear End	0	0	PDO	Daylight	Wet	No
1350	24940095	US HIGHWAY 98 (FRONT BEACH ROAD) 10' East from MOYLAN ROAD	5/25/2022	Wednesday	14:51	Rear End	0	0	PDO	Daylight	Wet	No
1351	24556549	US HIGHWAY 98 1627' East from 10800 US HIGHWAY 98	5/25/2022	Wednesday	15:00	Rear End	0	0	PDO	Daylight	Wet	No
1352	24556557	US HIGHWAY 98 696' West from 11500 US HIGHWAY 98	5/25/2022	Wednesday	16:01	Head On	0	1	Injury	Daylight	Wet	No
1353	24556551	RICHARD JACKSON BLVD at US HIGHWAY 98	5/25/2022	Wednesday	17:15	Rear End	0	0	PDO	Daylight	Wet	No
1354	24556554	U.S. HIGHWAY 98 at CLARA AVENUE	5/25/2022	Wednesday	19:10	Unknown	0	0	PDO	Daylight	Wet	No
1355	24556562	U.S. HWY 98 20' North from RICHARD JACKSON BLVD	5/26/2022	Thursday	15:27	Angle	0	0	PDO	Daylight	Dry	No
1356	24948874	U.S. 98 (BACK BEACH ROAD) at ALLISON AVENUE	5/27/2022	Friday	15:41	Left Turn	0	0	PDO	Daylight	Dry	No
1357	24556595	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	5/29/2022	Sunday	4:58	Other	0	0	PDO	Dark - Lighted	Dry	No
1358	24556606	U.S. HIGHWAY 98 at CLARA	5/29/2022	Sunday	21:56	Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No
1359	24940098	ALLISON AVE at US HIGHWAY 98 (PCB PARKWAY)	5/31/2022	Tuesday	15:10	Rear End	0	0	PDO	Daylight	Dry	No
1360	24923562	US 98 at MOYLAN ROAD	6/2/2022	Thursday	7:15	Rear End	0	2	Injury	Daylight	Dry	No
1361	24952880	US HIGHWAY 98 (BACK BEACH RD) at LYNDELL ROAD	6/3/2022	Friday	11:16	Sideswipe	0	0	PDO	Daylight	Dry	No
1362	24556648	RICHARD JACKSON BLVD 20' South from U.S. HIGHWAY 98	6/3/2022	Friday	17:11	Sideswipe	0	0	PDO	Daylight	Dry	No
1363	24964045	STATE ROAD 30-BACK BEACH RD at MOYLAN DR	6/5/2022	Sunday	0:25	Rear End	0	2	Injury	Dark - Lighted	Dry	Yes
1364	24963281	STATE ROAD 30A at ALLISON AVENUE	6/5/2022	Sunday	13:15	Sideswipe	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1365	91229215	U. S. HIGHWAY 98 at RICHARD JACKSON BLVD	6/7/2022	Tuesday	17:00	Rear End	0	2	Injury	Daylight	Dry	No
1366	91229216	U.S. HIGHWAY 98 374' East from 11701 U.S. HIGHWAY 98	6/7/2022	Tuesday	17:29	Rear End	0	0	PDO	Daylight	Dry	No
1367	24929843	U.S. HIGHWAY 98 at MOYLAN ROAD	6/9/2022	Thursday	14:45	Rear End	0	0	PDO	Daylight	Wet	No
1368	91229222	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	6/9/2022	Thursday	17:05	Other	0	0	PDO	Daylight	Wet	No
1369	91229234	U.S. HIGHWAY 98 at ALF COLMAN ROAD	6/10/2022	Friday	22:16	Head On	0	0	PDO	Dark - Lighted	Dry	No
1370	91229244	U.S. HWY 98 988' West from 11930 U.S. HWY 98	6/11/2022	Saturday	15:30	Rear End	0	0	PDO	Daylight	Dry	No
1371	24946375	US 98 (SR 30) (BACK BEACH RD) at ALLISON AVE	6/11/2022	Saturday	20:08	Left Turn	0	0	PDO	Dark - Not Lighted	Dry	No
1372	24958466	US 98 (BACK BEACH RD) 499' East from ALLISON AVE	6/12/2022	Sunday	8:34	Other	0	2	Injury	Daylight	Dry	No
1373	24946376	US 98 (SR 30) (BACK BEACH RD) at ANNABELLIS DR	6/12/2022	Sunday	15:41	Rear End	0	0	PDO	Daylight	Dry	No
1374	91229250	US HIGHWAY 98 at CLARA AVENUE	6/12/2022	Sunday	17:07	Rear End	0	0	PDO	Daylight	Dry	No
1375	91229254	US HIGHWAY 98 1267' East from RICHARD JACKSON BOULEVARD	6/13/2022	Monday	15:34	Unknown	0	0	PDO	Daylight	Dry	No
1376	91229258	US HIGHWAY 98 817' East from 11100 US HIGHWAY 98	6/14/2022	Tuesday	14:31	Rear End	0	0	PDO	Daylight	Dry	No
1377	91229260	ALF COLEMAN ROAD at U.S. HIGHWAY 98	6/14/2022	Tuesday	18:50	Rear End	0	0	PDO	Dusk	Dry	No
1378	24960280	US HIGHWAY 98 at ALLISON AVENUE	6/15/2022	Wednesday	7:00	Sideswipe	0	0	PDO	Daylight	Dry	No
1379	91229265	U.S. HIGHWAY 98 705' West from 101 U.S. HIGHWAY 98	6/15/2022	Wednesday	9:11	Angle	0	0	PDO	Daylight	Dry	No
1380	91229269	U.S. HWY 98 1130' East from 11501 U.S. HWY 98	6/15/2022	Wednesday	11:05	Angle	0	1	Injury	Daylight	Dry	No
1381	91229272	U.S HWY 98 at RICHARD JACKSON BLVD	6/15/2022	Wednesday	17:25	Left Turn	0	0	PDO	Daylight	Dry	No
1382	24897888	U.S. HIGHWAY 98 98' West from ALLISON AVENUE	6/16/2022	Thursday	12:13	Rear End	0	0	PDO	Daylight	Dry	No
1383	91229277	U.S. HWY 98 67' West from 12910 U.S. HWY 98	6/16/2022	Thursday	12:52	Rear End	0	0	PDO	Daylight	Dry	No
1384	91229287	US HWY 98 at ALF COLEMAN ROAD	6/17/2022	Friday	11:26	Rear End	0	0	PDO	Daylight	Dry	No
1385	91229290	US HWY 98 at ALF COLEMAN ROAD	6/17/2022	Friday	16:27	Head On	0	0	PDO	Daylight	Dry	No
1386	91229295	US HIGHWAY 98 at ALF COLEMAN ROAD	6/18/2022	Saturday	10:13	Rear End	0	0	PDO	Daylight	Dry	No
1387	25382695	US HIGHWAY 98 1643' West from 11560 US HIGHWAY 98	6/19/2022	Sunday	11:41	Rear End	0	0	PDO	Daylight	Dry	No
1388	25382714	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	6/21/2022	Tuesday	16:13	Off Road	0	0	PDO	Daylight	Dry	No
1389	25382715	U.S. HIGHWAY 98 1001' East from ALF COLEMAN ROAD	6/21/2022	Tuesday	16:38	Off Road	0	0	PDO	Daylight	Dry	No
1390	25382716	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	6/21/2022	Tuesday	17:57	Rear End	0	6	Injury	Daylight	Dry	No
1391	24963297	STATE ROAD 30A 20' West from MOYLAN ROAD	6/22/2022	Wednesday	8:10	Rear End	0	5	Injury	Daylight	Dry	No
1392	24963298	STATE ROAD 30A at ALLISON AVENUE	6/22/2022	Wednesday	12:50	Angle	0	1	Injury	Daylight	Dry	No
1393	25382734	US HIGHWAY 98 696' West from 11500 US HIGHWAY 98	6/23/2022	Thursday	15:57	Left Turn	0	1	Injury	Daylight	Dry	No
1394	25382743	U.S. HWY 98 at RICHARD JACKSON BOULEVARD	6/24/2022	Friday	10:20	Left Turn	0	0	PDO	Daylight	Dry	No
1395	25382746	U.S. HWY 98 199' West from 11428 U.S. HWY 98	6/25/2022	Saturday	11:02	Rear End	0	0	PDO	Daylight	Wet	No
1396	25382761	U.S. HIGHWAY 98 200' West from RICHARD JACKSON BLVD	6/26/2022	Sunday	23:47	Rear End	0	3	Injury	Dark - Lighted	Dry	No
1397	25382765	US HIGHWAY 98 1035' West from 12409 US HIGHWAY 98	6/27/2022	Monday	16:47	Rear End	0	0	PDO	Daylight	Dry	No
1398	25382773	US HIGHWAY 98 at 10000 US HIGHWAY 98	6/28/2022	Tuesday	13:29	Other	0	0	PDO	Daylight	Dry	No
1399	24967341	U.S. 98 (BACK BEACH ROAD) at ALLISON AVENUE	6/30/2022	Thursday	21:43	Left Turn	0	0	PDO	Dark - Lighted	Dry	No
1400	24964064	STATE ROAD 30A (BACK BCH RD) at ALLISION AVE	7/1/2022	Friday	10:40	Rear End	0	0	PDO	Daylight	Wet	No
1401	25382801	U.S. HIGHWAY 98 400' West from RICHARD JACKSON BOULEVARD	7/1/2022	Friday	20:40	Other	0	1	Injury	Dark - Lighted	Dry	No
1402	25382808	U.S. HIGHWAY 98 797' West from 11905 U.S. HIGHWAY 98	7/2/2022	Saturday	11:27	Rear End	0	0	PDO	Daylight	Wet	No
1403	24963312	STATE ROAD 30A at MOYLAN ROAD	7/3/2022	Sunday	2:15	Other	0	1	Injury	Dark - Not Lighted	Dry	No
1404	25382839	U.S. HIGHWAY 98 299' East from ALF COLEMAN ROAD	7/4/2022	Monday	22:45	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1405	25382868	U.S. HIGHWAY 98 696' West from 11500 U.S. HIGHWAY 98	7/6/2022	Wednesday	11:05	Rear End	0	0	PDO	Daylight	Dry	No
1406	25382869	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	7/6/2022	Wednesday	11:40	Rear End	0	0	PDO	Daylight	Dry	No
1407	25382858	U.S. HIGHWAY 98 at CLARA AVE	7/6/2022	Wednesday	14:05	Rear End	0	0	PDO	Daylight	Dry	No
1408	24963315	STATE ROAD 30A 30' East from COX GRADE ROAD	7/6/2022	Wednesday	16:20	Rear End	0	0	PDO	Daylight	Dry	No
1409	25382865	RICHARD JACKSON BLVD at US HIGHWAY 98	7/6/2022	Wednesday	17:28	Rear End	0	0	PDO	Daylight	Dry	No
1410	25383061	U.S. HWY 98 at RICHARD JACKSON BLVD	7/7/2022	Thursday	1:20	Bicycle	0	0	PDO	Dark - Not Lighted	Dry	No
1411	25382871	RICHARD JACKSON BLVD 10' South from US HWY 98	7/7/2022	Thursday	7:37	Rear End	0	0	PDO	Daylight	Dry	No
1412	25382904	U.S. HIGHWAY 98 W at ALF COLEMAN ROAD	7/7/2022	Thursday	15:21	Rear End	0	2	Injury	Daylight	Dry	No
1413	25382881	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	7/7/2022	Thursday	23:46	Unknown	0	0	PDO	Dark - Lighted	Dry	No
1414	25382893	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/9/2022	Saturday	11:05	Left Turn	0	0	PDO	Daylight	Dry	No
1415	25382895	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/9/2022	Saturday	17:22	Rear End	0	1	Injury	Daylight	Dry	Yes
1416	88173328	U.S. 98 (STATE ROAD 30A) 98' West from ALLISON AVENUE	7/11/2022	Monday	6:55	Other	0	0	PDO	Daylight	Dry	No
1417	25382937	US HIGHWAY 98 498' East from ALF COLEMAN RD	7/12/2022	Tuesday	14:22	Unknown	0	0	PDO	Daylight	Wet	No
1418	25382917	US HIGHWAY 98 446' East from RICHARD JACKSON BLVD	7/12/2022	Tuesday	18:06	Sideswipe	0	0	PDO	Daylight	Wet	No
1419	25382930	US HIGHWAY 98 1345' West from 10492 US HIGHWAY 98	7/14/2022	Thursday	4:54	Other	0	1	Injury	Dark - Lighted	Dry	No
1420	25382939	U.S. HIGHWAY 98 1643' West from 11560 U.S. HIGHWAY 98	7/15/2022	Friday	10:55	Left Turn	0	0	PDO	Daylight	Dry	No
1421	25382940	U.S. HIGHWAY 98 700' West from 11500 U.S. HIGHWAY 98	7/15/2022	Friday	11:58	Unknown	0	0	PDO	Daylight	Dry	No
1422	88583076	US HIGHWAY 98 BACK BEACH RD at CHIP SEAL PARKWAY	7/16/2022	Saturday	15:25	Rear End	0	0	PDO	Daylight	Dry	No
1423	25382964	U.S. HWY 98 853' East from 10901 U.S. HWY 98	7/18/2022	Monday	15:30	Other	0	0	PDO	Daylight	Dry	No
1424	25382987	U.S. HWY 98 1131' East from 11501 U.S. HWY 98	7/19/2022	Tuesday	16:21	Left Turn	0	2	Injury	Daylight	Dry	Yes
1425	25382980	US HIGHWAY 98 1006' West from N GLADES TRAIL	7/20/2022	Wednesday	18:09	Sideswipe	0	0	PDO	Daylight	Dry	No
1426	25382996	RICHARD JACKSON BLVD at US HIGHWAY 98	7/22/2022	Friday	1:50	Rear End	0	1	Injury	Dark - Lighted	Dry	Yes

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1427	24967364	US 98 (SR 30A) (BACK BEACH RD) 140' West from CAULEY AVE	7/22/2022	Friday	9:26	Rear End	0	0	PDO	Daylight	Dry	No
1428	25383000	R JACKSON BLVD at U.S. HWY 98	7/22/2022	Friday	15:50	Sideswipe	0	0	PDO	Daylight	Dry	No
1429	24955512	U.S. HIGHWAY 98 (COUNTY ROAD 30A) at COUNTY ROAD 30C	7/22/2022	Friday	18:41	Angle	0	0	PDO	Daylight	Dry	No
1430	25383015	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/24/2022	Sunday	18:48	Angle	0	0	PDO	Daylight	Dry	No
1431	25383021	U.S. HIGHWAY 98 at ALF COLEMAN RD	7/25/2022	Monday	10:57	Left Turn	0	1	Injury	Daylight	Dry	No
1432	24940128	PANAMA CITY BEACH PARKWAY (STATE ROAD 30A) 509' East from MOYLAN ROAD	7/25/2022	Monday	16:43	Rear End	0	0	PDO	Daylight	Dry	No
1433	25383026	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/26/2022	Tuesday	7:32	Rear End	0	0	PDO	Daylight	Dry	No
1434	25383025	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/26/2022	Tuesday	16:11	Rear End	0	1	Injury	Daylight	Dry	No
1435	25383033	US HIGHWAY 98 at RICHARD JACKSON BLVD	7/27/2022	Wednesday	9:15	Rear End	0	5	Injury	Daylight	Dry	No
1436	25383041	U.S. HIGHWAY 98 at NORTH GLADES TRL	7/28/2022	Thursday	17:20	Rear End	0	0	PDO	Daylight	Dry	No
1437	25383052	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	7/29/2022	Friday	9:07	Left Turn	0	0	PDO	Daylight	Dry	No
1438	24988135	U.S. 98 (STATE ROAD 30A) at N BEACH WAY	7/30/2022	Saturday	20:10	Left Turn	0	0	PDO	Dark - Not Lighted	Dry	No
1439	24940026	STATE ROAD 30A at CAULEY AVE	7/31/2022	Sunday	10:15	Sideswipe	0	0	PDO	Daylight	Dry	No
1440	25383083	U.S. HIGHWAY 98 at ALF COLEMAN RD	8/3/2022	Wednesday	15:31	Rear End	0	0	PDO	Daylight	Dry	No
1441	25383085	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	8/3/2022	Wednesday	17:15	Rear End	0	0	PDO	Daylight	Dry	No
1442	24940030	STATE ROAD 30A at CAULEY AVE	8/4/2022	Thursday	9:00	Rear End	0	0	PDO	Daylight	Dry	No
1443	25383100	U.S. HWY 98 at RICHARD JACKSON BLVD	8/6/2022	Saturday	16:54	Left Turn	0	0	PDO	Daylight	Dry	No
1444	24979370	U.S HIGHWAY 98 (PANAMA CITY BEACH PWY) at MOYLAN ROAD	8/8/2022	Monday	23:40	Left Turn	0	4	Injury	Dark - Lighted	Dry	No
1445	25383132	RICHARD JACKSON BLVD at US HIGHWAY 98	8/9/2022	Tuesday	15:42	Angle	0	1	Injury	Daylight	Dry	No
1446	24991265	CHIPE SEAL PKWY at US 98	8/10/2022	Wednesday	13:59	Rear End	0	0	PDO	Daylight	Wet	No
1447	25383120	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	8/10/2022	Wednesday	15:35	Sideswipe	0	0	PDO	Daylight	Dry	No
1448	25383127	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	8/11/2022	Thursday	16:28	Left Turn	0	3	Injury	Daylight	Dry	No
1449	25383131	US HIGHWAY 98 W at RICHARD JACKSON BLVD	8/12/2022	Friday	15:15	Rear End	0	1	Injury	Daylight	Wet	No
1450	24979683	STATE ROAD 30A at CAULEY AVENUE	8/13/2022	Saturday	10:45	Rear End	0	5	Injury	Daylight	Dry	No
1451	25383146	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	8/15/2022	Monday	18:40	Rear End	0	0	PDO	Daylight	Dry	No
1452	25383152	U.S. HWY 98 202' West from 11428 U.S. HWY 98	8/16/2022	Tuesday	14:40	Rear End	0	1	Injury	Daylight	Dry	Yes
1453	25383161	US HIGHWAY 98 at 11341 US HIGHWAY 98	8/18/2022	Thursday	21:07	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
1454	25383170	U.S. HIGHWAY 98 at RICHRD JACKSON BLVD	8/22/2022	Monday	9:10	Rear End	0	0	PDO	Daylight	Dry	No
1455	25383177	US HWY 98 988' West from 11930 US HWY 98	8/23/2022	Tuesday	15:56	Other	0	0	PDO	Daylight	Dry	No
1456	25383185	U.S. HIGHWAY 98 at ALF COLMAN ROAD	8/24/2022	Wednesday	16:22	Rear End	0	0	PDO	Daylight	Dry	No
1457	25383183	U.S. HWY 98 at RICHARD JACKSON BLVD	8/24/2022	Wednesday	17:15	Rear End	0	0	PDO	Daylight	Dry	No
1458	25383186	RICHARD JACKSON at US HIGHWAY 98	8/25/2022	Thursday	7:30	Other	0	0	PDO	Daylight	Wet	No
1459	25383208	U.S. HIGHWAY 98 1131' East from 11501 U.S. HIGHWAY 98	8/25/2022	Thursday	16:06	Left Turn	0	1	Injury	Daylight	Dry	No
1460	25383188	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	8/26/2022	Friday	15:19	Rear End	0	0	PDO	Daylight	Dry	No
1461	25383194	U.S. HIGHWAY 98 at NORTH GLADES TRAIL	8/26/2022	Friday	17:39	Rear End	0	0	PDO	Daylight	Dry	No
1462	24998244	ALLISON AVE at STATE ROAD 30A	8/26/2022	Friday	19:15	Left Turn	0	1	Injury	Dusk	Dry	No
1463	25383197	U.S. HIGHWAY 98 502' West from ALF COLEMAN ROAD	8/27/2022	Saturday	11:39	Rear End	0	0	PDO	Daylight	Wet	No
1464	25383198	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	8/27/2022	Saturday	17:31	Left Turn	0	2	Serious Injury	Daylight	Dry	No
1465	24979377	STATE ROAD 30 A (BACK BEACH RD) at MOYLAN ROAD	8/27/2022	Saturday	21:45	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
1466	24914545	BACK BEACH RD (SR-30A) at ANNABELLAS DR	8/30/2022	Tuesday	22:14	Left Turn	0	0	PDO	Daylight	Dry	No
1467	25383216	U.S. HIGHWAY 98 297' East from ALF COLEMAN	8/31/2022	Wednesday	10:50	Sideswipe	0	0	PDO	Daylight	Dry	No
1468	25383223	RICHARD JACKSON BLVD at US HIGHWAY 98	9/1/2022	Thursday	7:44	Unknown	0	0	PDO	Daylight	Dry	No
1469	25383226	U.S. HWY 98 at RICHARD JACKSON BLVD	9/1/2022	Thursday	15:18	Sideswipe	0	0	PDO	Daylight	Dry	No
1470	25383230	U.S. HWY 98 at RICHARD JACKSON BLVD	9/2/2022	Friday	14:10	Other	0	1	Injury	Daylight	Dry	No
1471	25383252	U.S. HWY 98 at RICHARD JACKSON BLVD	9/5/2022	Monday	7:57	Rear End	0	0	PDO	Daylight	Dry	No
1472	25383253	ALF COLEMAN ROAD at US HIGHWAY 98	9/5/2022	Monday	9:41	Rear End	0	0	PDO	Daylight	Dry	No
1473	25383254	RICHARD JACKSON BOULEVARD at US HIGHWAY 98	9/5/2022	Monday	10:29	Rear End	0	0	PDO	Daylight	Dry	No
1474	25383256	RICHARD JACKSON BOULEVARD at US HIGHWAY 98	9/5/2022	Monday	11:43	Sideswipe	0	0	PDO	Daylight	Dry	No
1475	25383263	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	9/6/2022	Tuesday	17:30	Rear End	0	0	PDO	Daylight	Dry	No
1476	25009447	U..S. 98 (BACK BEACH ROAD) 276' East from LYNDELL LANE	9/7/2022	Wednesday	9:20	Rear End	0	0	PDO	Daylight	Dry	No
1477	24952916	US-98 (BACK BEACH RD) at MOYLAN ROAD	9/8/2022	Thursday	4:30	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1478	25383272	US HIGHWAY 98 at 9700 US HIGHWAY 98	9/9/2022	Friday	7:35	Rear End	0	0	PDO	Daylight	Dry	No
1479	24988177	U.S. 98 (STATE ROAD 30A) 653' West from ANNABELLAS DRIVE	9/10/2022	Saturday	17:00	Rear End	0	0	PDO	Daylight	Wet	No
1480	25009327	US HIGHWAY 98 289' East from CAULEY AVE	9/11/2022	Sunday	17:40	Rear End	0	0	PDO	Dusk	Dry	No
1481	25383299	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	9/16/2022	Friday	10:20	Rear End	0	0	PDO	Daylight	Dry	No
1482	25383305	U.S. HWY 98 at RICHARD JACKSON BLVD	9/17/2022	Saturday	11:37	Rear End	0	0	PDO	Daylight	Dry	No
1483	25383329	US HIGHWAY 98 703' West from ALF CLOEMAN ROAD	9/23/2022	Friday	16:17	Rear End	0	0	PDO	Daylight	Dry	No
1484	25383334	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	9/24/2022	Saturday	19:34	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1485	25383335	US HWY 98 at ALF COLEMAN ROAD	9/24/2022	Saturday	22:29	Rear End	0	0	PDO	Dark - Lighted	Dry	Yes
1486	25383344	ALF COLEMAN RD at U.S. HIGHWAY 98	9/26/2022	Monday	16:28	Rear End	0	0	PDO	Daylight	Dry	No
1487	25383386	U.S. HIGHWAY 98 at 10000 U.S. HIGHWAY 98	10/7/2022	Friday	23:20	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
1488	25383402	U.S. HWY 98 at NORTH GLADES TRAIL	10/11/2022	Tuesday	7:45	Rear End	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1489	24952934	US HIGHWAY 98 (BACK BEACH RD) at ALLISON AVE	10/11/2022	Tuesday	14:00	Right Turn	0	0	PDO	Daylight	Dry	No
1490	25383407	U.S. HWY 98 at R JACKSON BLVD	10/11/2022	Tuesday	20:30	Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No
1491	25383424	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	10/14/2022	Friday	17:49	Rear End	0	2	Injury	Daylight	Dry	No
1492	25383429	U.S. HIGHWAY 98 203' West from ALF COLEMAN RD	10/15/2022	Saturday	9:40	Rear End	0	0	PDO	Daylight	Dry	No
1493	25383434	U.S. HWY 98 at RICHARD JACKSON BLVD	10/15/2022	Saturday	16:30	Left Turn	0	0	PDO	Daylight	Dry	No
1494	25383440	U.S. HIGHWAY 98 146' East from RICHARD JACKSON BLVD	10/15/2022	Saturday	23:26	Sideswipe	0	2	Injury	Dark - Not Lighted	Dry	No
1495	25383445	US HIGHWAY 98 753' West from RICHARD JACKSON BLVD	10/18/2022	Tuesday	18:25	Left Turn	0	1	Injury	Dark - Lighted	Dry	Yes
1496	25383449	U.S HIGHWAY 98 at RICHARD JACKSON BLVD	10/19/2022	Wednesday	16:27	Left Turn	0	0	PDO	Daylight	Dry	No
1497	24973042	US 98 at MOYLAN ROAD	10/21/2022	Friday	9:30	Rear End	0	0	PDO	Daylight	Dry	No
1498	25383463	US HIGHWAY 98 709' West from 423 US HIGHWAY 98	10/22/2022	Saturday	16:14	Rear End	0	0	PDO	Daylight	Dry	No
1499	25018095	CLARA AVENUE at US HIGHWAY 98	10/28/2022	Friday	15:08	Left Turn	0	0	PDO	Daylight	Dry	Yes
1500	25383488	RICHARD JACKSON BOULEVARD at U.S HIGHWAY 98	10/28/2022	Friday	17:39	Sideswipe	0	0	PDO	Dusk	Dry	No
1501	25383493	U.S. HIGHWAY 98 at R. JACKSON BLVD	10/30/2022	Sunday	12:14	Rear End	0	0	PDO	Daylight	Dry	No
1502	24991302	US 98 at CAULEY AVENUE	10/30/2022	Sunday	17:00	Rear End	0	0	PDO	Daylight	Wet	No
1503	25383501	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	11/4/2022	Friday	9:15	Rear End	0	0	PDO	Daylight	Dry	No
1504	25012754	US HIGHWAY 98 (PCB PARKWAY) at CAULEY AVENUE	11/4/2022	Friday	16:10	Rear End	0	0	PDO	Daylight	Dry	No
1505	24999546	US 98 (BACK BEACH RD) at MOYLAN DRIVE	11/4/2022	Friday	20:35	Right Turn	0	0	PDO	Dark - Lighted	Dry	No
1506	25383509	US HIGHWAY 98 at RICHARD JACKSON BLVD	11/5/2022	Saturday	15:40	Rear End	0	0	PDO	Daylight	Dry	No
1507	25383506	US HIGHWAY 98 at 11341 US HIGHWAY 98	11/5/2022	Saturday	21:51	Rear End	0	0	PDO	Dark - Lighted	Dry	Yes
1508	24984594	STATE ROAD 30A 202' West from CAULEY AVE	11/6/2022	Sunday	15:20	Rear End	0	0	PDO	Daylight	Dry	No
1509	25031371	U.S. 98 (BACK BEACH ROAD) at N. BEACH WAY	11/7/2022	Monday	11:08	Right Turn	0	0	PDO	Daylight	Dry	No
1510	25383514	U.S. HIGHWAY 98 at CLARA AVENUE	11/8/2022	Tuesday	5:31	Rear End	0	0	PDO	Dark - Lighted	Dry	Yes
1511	24984596	STATE ROAD 30A 1246' West from R JACKSON BLVD	11/9/2022	Wednesday	17:00	Rear End	0	0	PDO	Unknown	Dry	No
1512	25383521	US HIGHWAY 98 1075' East from 11640 US HIGHWAY 98	11/9/2022	Wednesday	17:59	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
1513	25383522	US HIGHWAY 98 at RICHARD JACKSON BLVD	11/10/2022	Thursday	17:03	Sideswipe	0	0	PDO	Dark - Lighted	Wet	No
1514	25383524	US HIGHWAY 98 at ALF COLEMAN ROAD	11/10/2022	Thursday	18:38	Rear End	0	1	Injury	Dark - Lighted	Wet	No
1515	25019898	URBAN BLU ROAD 1246' West from U.S. HIGHWAY 98	11/13/2022	Sunday	22:16	Other	0	0	PDO	Dark - Lighted	Dry	No
1516	25383538	U.S. HIGHWAY 98 203' West from ALF COLEMAN ROAD	11/15/2022	Tuesday	9:40	Off Road	0	0	PDO	Daylight	Wet	No
1517	25383544	U.S. HIGHWAY 98 1099' West from 10400 U.S. HIGHWAY 98	11/17/2022	Thursday	16:55	Other	0	0	PDO	Dark - Lighted	Dry	No
1518	25383547	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	11/18/2022	Friday	16:34	Rear End	0	0	PDO	Daylight	Dry	No
1519	25383546	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	11/18/2022	Friday	17:30	Off Road	0	0	PDO	Dark - Lighted	Dry	No
1520	24984606	STATE ROAD 30 A at MOYLAN ROAD	11/19/2022	Saturday	18:00	Rear End	0	0	PDO	Unknown	Wet	No
1521	25383553	US HWY 98 742' West from 10270 US HWY 98	11/20/2022	Sunday	7:20	Other	0	1	Injury	Daylight	Wet	Yes
1522	25383558	RICHARD JACKSON BOULEVARD at US HIGHWAY 98	11/22/2022	Tuesday	11:05	Rear End	0	1	Injury	Daylight	Dry	No
1523	25383562	U.S. HWY 98 at RICHARD JACKSON BLVD	11/24/2022	Thursday	23:33	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
1524	25383564	U.S. HIGHWAY 98 101' West from RICHARD JACKSON BLVD	11/25/2022	Friday	10:26	Rear End	0	3	Injury	Daylight	Dry	No
1525	25383574	RICHARD JACKSON BOULEVARD at US HIGHWAY 98	11/30/2022	Wednesday	7:18	Sideswipe	0	0	PDO	Daylight	Wet	No
1526	25019906	U.S. HIGHWY 98 at NORTH BEACH WAY	11/30/2022	Wednesday	12:51	Other	0	0	PDO	Daylight	Wet	No
1527	25383578	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	12/2/2022	Friday	11:57	Sideswipe	0	0	PDO	Daylight	Dry	No
1528	25383627	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	12/8/2022	Thursday	15:43	Rear End	0	0	PDO	Daylight	Dry	No
1529	24998295	STATE ROAD 30A 1234' West from N URBAN BLU DR	12/8/2022	Thursday	18:20	Rear End	0	2	Injury	Dark - Lighted	Dry	No
1530	25383596	US HIGHWAY 98 at ALF COLEMAN RD	12/9/2022	Friday	14:20	Sideswipe	0	0	PDO	Daylight	Dry	No
1531	25383610	US HIGHWAY 98 at ALF COLEMAN RD	12/9/2022	Friday	14:20	Sideswipe	0	0	PDO	Daylight	Dry	No
1532	25383611	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	12/10/2022	Saturday	14:35	Sideswipe	0	0	PDO	Daylight	Dry	No
1533	25383605	US HWY 98 433' East from 11240 US HWY 98	12/12/2022	Monday	7:15	Rear End	0	0	PDO	Daylight	Wet	No
1534	25019917	U.S. HIGHWAY 98 at ALLISON AVE	12/14/2022	Wednesday	14:06	Left Turn	0	0	PDO	Daylight	Dry	No
1535	25383617	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	12/17/2022	Saturday	15:59	Rear End	0	0	PDO	Daylight	Dry	No
1536	25383620	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	12/19/2022	Monday	8:08	Rear End	0	0	PDO	Daylight	Dry	No
1537	25034798	STATE ROAD 30A at ALLISON AVENUE	12/21/2022	Wednesday	17:30	Angle	0	0	PDO	Dark - Not Lighted	Dry	No
1538	24185713	W HWY 98 586' West from 7150 W HWY 98	12/23/2022	Friday	4:54	Other	0	0	PDO	Not Reported	0	No
1539	25383640	RICHARD JACKSON BLVD at US HIGHWAY 98	12/27/2022	Tuesday	13:02	Rear End	0	0	PDO	Daylight	Dry	No
1540	25383642	US HWY 98 at RICHARD JACKSON BLVD	12/27/2022	Tuesday	18:42	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1541	25383652	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	12/30/2022	Friday	15:20	Rear End	0	0	PDO	Daylight	Wet	No
1542	25383673	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	1/5/2023	Thursday	12:24	Rear End	0	0	PDO	Daylight	Dry	No
1543	25383675	U.S. HIGHWAY 98 735' East from 11130 U.S. HIGHWAY 98	1/5/2023	Thursday	17:02	Other	0	0	PDO	Dark - Lighted	Dry	No
1544	25383681	U.S. HIGHWAY 98 1099' West from 10400 U.S. HIGHWAY 98	1/6/2023	Friday	22:00	Other	0	0	PDO	Dark - Lighted	Dry	No
1545	25383680	U.S. HIGHWAY 98 154' West from ALF COLEMAN	1/7/2023	Saturday	7:21	Rear End	0	0	PDO	Daylight	Dry	No
1546	25031417	US 98 (BACK BEACH ROAD) 343' West from ANNABELLAS DRIVE	1/7/2023	Saturday	16:20	Rear End	0	0	PDO	Dusk	Dry	Yes
1547	25383688	U.S. HIGHWAY 98 at 11428 U.S. HIGHWAY 98	1/11/2023	Wednesday	8:14	Other	0	0	PDO	Daylight	Dry	No
1548	25383698	US HIGHWAY 98 1630' East from 10800 US HIGHWAY 98	1/13/2023	Friday	14:21	Other	0	0	PDO	Daylight	Dry	No
1549	25383693	US HIGHWAY 98 at N GLADES TRAIL	1/13/2023	Friday	14:40	Unknown	0	2	Injury	Daylight	Dry	No
1550	25383696	US HWY 98 at 10000 US HWY 98	1/13/2023	Friday	18:46	Unknown	0	0	PDO	Dark - Lighted	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1551	25383706	US HIGHWAY 98 100' East from ALF COLEMAN RD	1/16/2023	Monday	18:39	Rear End	0	4	Injury	Dusk	Dry	No
1552	25383705	U.S. HWY 98 at RICHARD JACKSON BLVD	1/19/2023	Thursday	16:24	Rear End	0	0	PDO	Dusk	Dry	No
1553	25383721	US HWY 98 1272' East from N RICHARD JACKSON BLVD	1/23/2023	Monday	13:34	Left Turn	0	0	PDO	Daylight	Dry	No
1554	25066900	U.S. 98 (BACK BEACH ROAD) 202' West from CAULEY AVENUE	1/26/2023	Thursday	7:20	Rear End	0	0	PDO	Daylight	Dry	No
1555	25042505	ANNABELLAS DR at US HIGHWAY 98 (BACK BEACH RD)	1/26/2023	Thursday	13:55	Rear End	0	0	PDO	Daylight	Dry	No
1556	25383729	U.S. HIGHWAY 98 1225' East from ALF COLEMAN ROAD	1/26/2023	Thursday	16:32	Rear End	0	0	PDO	Daylight	Dry	No
1557	25383735	ALF COLEMAN RD at U.S. HIGHWAY 98	1/28/2023	Saturday	10:22	Rear End	0	2	Injury	Daylight	Dry	No
1558	25383737	US HWY 98 at ALF COLEMAN	1/29/2023	Sunday	13:36	Rear End	0	0	PDO	Daylight	Wet	No
1559	25383739	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	1/30/2023	Monday	7:05	Rear End	0	0	PDO	Daylight	Wet	No
1560	25066907	U.S. 98 (BACK BEACH ROAD) 624' West from ANNABELLAS DRIVE	1/30/2023	Monday	14:11	Rear End	0	0	PDO	Daylight	Dry	No
1561	25383748	Richard Jackson Boulevard at U.S. Highway 98	1/31/2023	Tuesday	14:14	Rear End	0	0	PDO	Daylight	Wet	No
1562	25383742	U.S. HWY 98 96' East from ALF COLEMAN RD	1/31/2023	Tuesday	14:59	Sideswipe	0	0	PDO	Daylight	Wet	No
1563	25383751	US HIGHWAY 98 at ALF COLEMAN	2/2/2023	Thursday	15:13	Unknown	0	1	Injury	Daylight	Dry	No
1564	25383757	U.S. HIGHWAY 98 1075' East from 11640 U.S. HIGHWAY 98	2/6/2023	Monday	15:30	Other	0	0	PDO	Daylight	Dry	No
1565	25383760	US HWY 98 790' East from 11110 US HWY 98	2/7/2023	Tuesday	7:48	Left Turn	0	2	Injury	Daylight	Dry	No
1566	25031428	US-98 (BACK BEACH RD) at MOYLAN ROAD	2/8/2023	Wednesday	23:40	Left Turn	0	0	PDO	Dark - Not Lighted	Dry	Yes
1567	25383763	ALF COLMAN ROAD at U.S. HIGHWAY 98	2/9/2023	Thursday	8:07	Sideswipe	0	0	PDO	Daylight	Dry	No
1568	25383774	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	2/10/2023	Friday	18:04	Left Turn	0	0	PDO	Dark - Lighted	Wet	No
1569	25383778	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	2/14/2023	Tuesday	14:13	Angle	0	0	PDO	Daylight	Dry	No
1570	89562965	US 98 (BACK BEACH RD) at LYNDELL LN	2/17/2023	Friday	18:58	Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No
1571	25383830	U.S. HIGHWAY 98 1035' West from 12405 U.S. HIGHWAY 98	2/19/2023	Sunday	11:53	Rear End	0	0	PDO	Daylight	Dry	No
1572	25383793	U.S. HIGHWAY 98 203' West from ALF COLEMAN ROAD	2/20/2023	Monday	10:09	Rear End	0	1	Injury	Daylight	Dry	No
1573	25383795	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	2/21/2023	Tuesday	5:08	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1574	25383797	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	2/21/2023	Tuesday	19:38	Sideswipe	0	1	Injury	Dark - Not Lighted	Dry	No
1575	25383802	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	2/22/2023	Wednesday	16:32	Left Turn	0	0	PDO	Daylight	Dry	No
1576	88577065	COUNTY ROAD 30C (CLARA AVENUE) at U.S. 98 (BACK BEACH ROAD)	2/23/2023	Thursday	13:10	Rear End	0	0	PDO	Daylight	Dry	No
1577	88577066	U.S. 98 (BACK BEACH ROAD) 325' East from LYNDELL LANE	2/23/2023	Thursday	14:13	Sideswipe	0	0	PDO	Daylight	Dry	No
1578	25049341	STATE ROAD 30A at CHIP SEAL PKWY	2/25/2023	Saturday	10:00	Rear End	0	0	PDO	Daylight	Dry	No
1579	25383818	U.S. HIGHWAY 98 298' East from RICHARD JACKSON BOULEVARD	2/25/2023	Saturday	19:24	Rear End	0	0	PDO	Dark - Lighted	Dry	Yes
1580	25031435	US-98 (BACK BEACH RD) at CAULEY AVE	2/27/2023	Monday	9:00	Sideswipe	0	0	PDO	Daylight	Dry	No
1581	25383819	U.S. HIGHWAY 98 1099' West from 10400 U.S. HIGHWAY 98	2/27/2023	Monday	12:10	Other	0	0	PDO	Daylight	Dry	No
1582	89562980	U.S. 98 (BACK BEACH ROAD) at CAULEY AVENUE	2/28/2023	Tuesday	18:31	Rear End	0	0	PDO	Daylight	Dry	No
1583	25383833	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/4/2023	Saturday	11:46	Rear End	0	0	PDO	Daylight	Dry	No
1584	25383840	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/4/2023	Saturday	16:30	Left Turn	0	0	PDO	Daylight	Dry	Yes
1585	25383838	U.S. HIGHWAY 98 at CLARA AVENUE	3/4/2023	Saturday	22:48	Left Turn	0	3	Injury	Dark - Lighted	Dry	No
1586	25383843	U.S. HIGHWAY 98 at CLARA AVENUE	3/5/2023	Sunday	10:20	Right Turn	0	2	Injury	Daylight	Dry	No
1587	89575555	STATE ROAD 30A at ALLISON AVE	3/6/2023	Monday	16:40	Angle	0	4	Serious Injury	Daylight	Dry	No
1588	25383849	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/6/2023	Monday	18:16	Other	0	1	Injury	Dark - Lighted	Dry	No
1589	25383851	US HIGHWAY 98 at CLARA AVE	3/6/2023	Monday	19:19	Head On	0	2	Injury	Dark - Not Lighted	Dry	No
1590	25383854	ALF COLEMAN ROAD at U.S. HIGHWAY 98	3/7/2023	Tuesday	8:08	Sideswipe	0	0	PDO	Daylight	Dry	No
1591	25383856	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	3/7/2023	Tuesday	18:13	Sideswipe	0	1	Injury	Dark - Lighted	Dry	No
1592	25383857	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/8/2023	Wednesday	8:58	Angle	0	5	Injury	Daylight	Dry	No
1593	25383859	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	3/8/2023	Wednesday	16:45	Rear End	0	0	PDO	Daylight	Dry	No
1594	89562986	U.S. 98 (BACK BEACH ROAD) 403' West from ANNABELLAS DRIVE	3/8/2023	Wednesday	18:09	Rear End	0	0	PDO	Dawn	Dry	No
1595	25383861	U.S. HIGHWAY 98 at CLARA AVE	3/8/2023	Wednesday	18:38	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
1596	25383876	US HIGHWAY 98 1035' West from 12405 US HIGHWAY 98	3/10/2023	Friday	12:44	Sideswipe	0	0	PDO	Daylight	Dry	No
1597	25383873	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	3/10/2023	Friday	14:19	Angle	0	1	Injury	Daylight	Dry	No
1598	25383880	U.S HIGHWAY 98 700' West from 11500 U.S HIGHWAY 98	3/11/2023	Saturday	8:50	Head On	0	0	PDO	Daylight	Dry	No
1599	25383892	US HIGHWAY 98 708' East from 11140 US HIGHWAY 98	3/12/2023	Sunday	10:54	Rear End	0	0	PDO	Daylight	Dry	No
1600	89610323	STATE ROAD 30 at CAULEY AVENUE	3/12/2023	Sunday	15:53	Rear End	0	0	PDO	Daylight	Wet	No
1601	25383905	PANAMA CITY BEACH PARKWAY 818' East from 11100 PANAMA CITY BEACH PARKWAY	3/14/2023	Tuesday	12:21	Other	0	0	PDO	Daylight	Dry	No
1602	25383907	US HIGHWAY 98 at ALF COLEMAN ROAD	3/14/2023	Tuesday	12:47	Rear End	0	0	PDO	Daylight	Dry	No
1603	89562990	U.S. 98 (BACK BEACH ROAD) at ALF COLEMAN RD	3/14/2023	Tuesday	13:42	Rear End	0	0	PDO	Daylight	Dry	No
1604	89610750	US HIGHWAY 98 (PANAMA CITY BEACH PARKWAY) at GLADES TRAIL	3/15/2023	Wednesday	17:16	Rear End	0	1	Injury	Daylight	Dry	No
1605	25383918	US HIGHWAY 98 at 11600 US HIGHWAY 98	3/15/2023	Wednesday	18:19	Rear End	0	0	PDO	Daylight	Dry	No
1606	88564715	BACK BEACH RD at LYNDELL LANE	3/17/2023	Friday	11:45	Rear End	0	0	PDO	Daylight	Dry	No
1607	89562975	US 98 (BACK BEACH RD) at ALLISON AVE	3/17/2023	Friday	13:57	Left Turn	0	0	PDO	Daylight	Dry	No
1608	89562995	U.S. 98 (BACK BEACH ROAD) at COUNTY ROAD 30C (CLARA AVENUE0	3/17/2023	Friday	15:14	Rear End	0	0	PDO	Daylight	Dry	No
1609	88148933	US HIGHWAY 98 at CAULEY AVE	3/17/2023	Friday	17:00	Rear End	0	0	PDO	Daylight	Dry	No
1610	25383928	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	3/17/2023	Friday	19:45	Other	0	0	PDO	Dark - Lighted	Wet	No
1611	89609659	U.S. HIGHWAY 98 264780714' East from CAULEY AVENUE	3/19/2023	Sunday	17:24	Rear End	0	1	Injury	Daylight	Dry	No
1612	25383941	ALF COLEMAN ROAD at PANAMA CITY BEACH PKWY	3/21/2023	Tuesday	9:15	Other	0	1	Injury	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1613	25383942	ALF COLEMAN RD at U.S. HIGHWAY 98	3/21/2023	Tuesday	15:05	Left Turn	0	0	PDO	Daylight	Dry	No
1614	25383943	U.S. HIGHWAY 98 252' West from NORTH GLADES TRAIL	3/21/2023	Tuesday	15:40	Rear End	0	0	PDO	Daylight	Dry	No
1615	25383947	U.S. HIGHWAY 98 at NORTH RICHARD JACKSON BLVD	3/22/2023	Wednesday	16:13	Rear End	0	2	Injury	Daylight	Dry	No
1616	25383949	U.S. HIGHWAY 98 302' West from ALF COLEMAN ROAD	3/23/2023	Thursday	10:00	Rear End	0	4	Injury	Daylight	Dry	No
1617	25383977	U.S. HIGHWAY 98 404' West from RICHARD JACKSON BLVD	3/23/2023	Thursday	16:34	Rear End	0	7	Injury	Daylight	Dry	No
1618	25383964	U.S. HIGHWAY 98 101' West from RICHARD JACKSON BOULEVARD	3/25/2023	Saturday	14:00	Rear End	0	0	PDO	Daylight	Dry	No
1619	25383971	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	3/25/2023	Saturday	22:00	Rear End	0	0	PDO	Dark - Lighted	Dry	Yes
1620	25383991	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	3/29/2023	Wednesday	8:20	Rear End	0	0	PDO	Daylight	Dry	No
1621	25383988	US HIGHWAY 98 433' East from 11240 US HIGHWAY 98	3/29/2023	Wednesday	15:35	Other	0	0	PDO	Daylight	Dry	No
1622	25383989	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	3/29/2023	Wednesday	21:17	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1623	25384009	U.S. HIGHWAY 98 at CLARA AVE	3/30/2023	Thursday	17:44	Rear End	0	0	PDO	Daylight	Dry	No
1624	25384006	U.S. HIGHWAY 98 302' West from ALF COLEMAN ROAD	3/31/2023	Friday	15:30	Unknown	0	0	PDO	Daylight	Dry	No
1625	25031449	US 98 301' West from MOYLAN ROAD	4/1/2023	Saturday	17:40	Rear End	0	1	Injury	Daylight	Dry	No
1626	89610341	STATE ROAD 30A 202' West from LYNDELL LANE	4/3/2023	Monday	15:01	Rear End	0	0	PDO	Daylight	Dry	No
1627	25039911	US 98 at ALLISION AVE	4/3/2023	Monday	19:30	Rear End	0	1	Injury	Daylight	Dry	No
1628	25384071	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	4/4/2023	Tuesday	13:50	Rear End	0	0	PDO	Daylight	Dry	No
1629	25384043	US HIGHWAY 98 1643' West from 11560 US HIGHWAY 98	4/5/2023	Wednesday	10:56	Left Turn	0	2	Injury	Daylight	Dry	No
1630	25384049	US HIGHWAY 98 700' West from 11500 US HIGHWAY 98	4/6/2023	Thursday	9:42	Left Turn	0	0	PDO	Daylight	Dry	No
1631	89604135	9000 PANAMA CITY BEACH PKWY at U.S. 98 (BACK BEACH ROAD)	4/6/2023	Thursday	14:36	Other	0	0	PDO	Daylight	Dry	No
1632	25384048	U.S. HIGHWAY 98 407' East from ALF COLEMAN RD	4/6/2023	Thursday	22:59	Other	1	0	Fatality	Dark - Not Lighted	Dry	No
1633	25384061	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	4/7/2023	Friday	12:51	Rear End	0	2	Injury	Daylight	Dry	No
1634	25384082	US HIGHWAY 98 at 11801 US HIGHWAY 98	4/10/2023	Monday	10:17	Sideswipe	0	0	PDO	Daylight	Dry	No
1635	25384087	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	4/11/2023	Tuesday	13:03	Rear End	0	0	PDO	Daylight	Dry	No
1636	25384088	U.S. HWY 98 498' East from ALF COLEMAN RD	4/11/2023	Tuesday	17:03	Rear End	0	0	PDO	Daylight	Dry	No
1637	25065367	U.S. 98 (STATE ROAD 30A) 43962647' West from COUNTY ROAD 30H (LYNDELL LANE)	4/11/2023	Tuesday	17:25	Rear End	0	0	PDO	Daylight	Dry	No
1638	25065368	U.S. 98 (STATE ROAD 30A) 745' West from N URBAN BLU DRIVE	4/11/2023	Tuesday	21:30	Angle	0	1	Serious Injury	Dark - Not Lighted	Dry	No
1639	25384090	U.S. HWY 98 at ALF COLEMAN RD	4/12/2023	Wednesday	10:30	Rear End	0	2	Injury	Daylight	Dry	No
1640	89583863	U.S. HIGHWAY 98 (STATE ROAD 30A) at ALLISON AVENUE	4/12/2023	Wednesday	12:31	Rear End	0	0	PDO	Daylight	Dry	No
1641	25384105	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	4/15/2023	Saturday	15:45	Left Turn	0	2	Injury	Daylight	Dry	No
1642	89634716	US 98 (STATE ROAD 30A) 153' West from MOYLAN ROAD	4/17/2023	Monday	9:20	Sideswipe	0	2	Injury	Daylight	Dry	No
1643	25072340	US 98 1246' West from ALLISON AVENUE	4/20/2023	Thursday	17:20	Rear End	0	1	Injury	Daylight	Dry	No
1644	25384135	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	4/24/2023	Monday	15:21	Rear End	0	0	PDO	Daylight	Dry	No
1645	25384143	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	4/26/2023	Wednesday	21:46	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
1646	25384170	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	4/28/2023	Friday	17:33	Rear End	0	0	PDO	Daylight	Dry	No
1647	25384157	US HIGHWAY 98 229' West from 11831 US HIGHWAY 98	4/29/2023	Saturday	21:23	Other	0	0	PDO	Dark - Lighted	Dry	No
1648	25384163	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	5/1/2023	Monday	14:13	Rear End	0	0	PDO	Daylight	Dry	No
1649	25384164	US HIGHWAY 98 at N GLADES TRAIL	5/1/2023	Monday	17:04	Angle	0	2	Injury	Daylight	Dry	No
1650	89593391	STATE ROAD 30A at ALLISION AVE	5/1/2023	Monday	17:15	Rear End	0	0	PDO	Daylight	Dry	No
1651	25384167	RICHARD JACKSON BOULEVARD at US HIGHWAY 98	5/2/2023	Tuesday	13:44	Rear End	0	0	PDO	Daylight	Dry	No
1652	89596442	STATE ROAD 30A at CHIP SEAL PARKWAY	5/2/2023	Tuesday	16:55	Rear End	0	0	PDO	Daylight	Dry	No
1653	25384173	PANAMA CITY BEACH PARKWAY 202' West from 11428 PANAMA CITY BEACH PARKWAY	5/3/2023	Wednesday	9:16	Rear End	0	0	PDO	Daylight	Dry	No
1654	89609700	U.S. HIGHWAY 98 at ALLISON AVENUE	5/3/2023	Wednesday	9:26	Other	0	0	PDO	Daylight	Dry	No
1655	25384181	RICHARD JACKSON BOULEVARD at U.S. HIGHWAY 98	5/4/2023	Thursday	17:36	Rollover	0	1	Injury	Daylight	Dry	No
1656	25066345	STATE ROAD 30A at MOYLAN ROAD	5/6/2023	Saturday	8:20	Rear End	0	1	Injury	Daylight	Dry	No
1657	25384192	RICHARD JACKSON BLVD at US HIGHWAY 98	5/6/2023	Saturday	11:47	Rear End	0	2	Injury	Daylight	Dry	No
1658	25384194	U.S. HIGHWAY 98 207903060' West from RICHARD JACKSON BLVD	5/6/2023	Saturday	13:22	Left Turn	0	1	Injury	Daylight	Dry	No
1659	25384208	U.S. HIGHWAY 98 at ALF COLEMAN	5/8/2023	Monday	15:00	Rear End	0	0	PDO	Daylight	Dry	No
1660	25384213	US HIGHWAY 98 at RICHARD JACKSON BLVD	5/8/2023	Monday	17:18	Rear End	0	0	PDO	Daylight	Dry	No
1661	25384215	US HIGHWAY 98 700' West from 11500 US HIGHWAY 98	5/10/2023	Wednesday	7:59	Unknown	0	0	PDO	Daylight	Dry	No
1662	25384218	RICHARD JACKSON BLVD at U.S. HWY 98	5/11/2023	Thursday	8:30	Rear End	0	1	Injury	Daylight	Dry	No
1663	25384221	RICAHRD JACKSON BLVD at U.S. HWY 98	5/11/2023	Thursday	15:20	Angle	0	1	Injury	Daylight	Dry	No
1664	25384219	U.S. HWY 98 at RICHARD JACKSON BLVD	5/11/2023	Thursday	15:29	Rear End	0	0	PDO	Daylight	Dry	No
1665	25384230	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	5/13/2023	Saturday	11:15	Rear End	0	0	PDO	Daylight	Dry	No
1666	25384243	US HWY 98 at GLADES TRAIL	5/14/2023	Sunday	12:52	Angle	0	2	Injury	Daylight	Dry	No
1667	89634730	US 98 (FRONT BEACH ROAD) at ALLISION AVE	5/14/2023	Sunday	21:35	Rear End	0	0	PDO	Dark - Not Lighted	Wet	No
1668	89616373	U.S. 98 (BACK BEACH ROAD) at LYNDELL LANE	5/17/2023	Wednesday	13:18	Left Turn	0	0	PDO	Daylight	Dry	No
1669	25384259	US HIGHWAY 98 43962797' West from RICHARD JACKSON BOULEVARD	5/17/2023	Wednesday	15:00	Rear End	0	2	Injury	Daylight	Dry	No
1670	25384253	RICHARD JACKSON BLVD at U.S. HWY 98	5/18/2023	Thursday	6:46	Rear End	0	0	PDO	Daylight	Dry	No
1671	25384252	US HIGHWAY 98 433' East from 11240 US HIGHWAY 98	5/18/2023	Thursday	11:02	Other	0	0	PDO	Daylight	Dry	No
1672	89610775	US HIGHWAY 98 (BACK BEACH ROAD) at MOYLAN ROAD	5/19/2023	Friday	6:27	Sideswipe	0	0	PDO	Daylight	Dry	No
1673	25384265	US HIGHWAY 98 at CLARA AVE	5/20/2023	Saturday	9:01	Rear End	0	0	PDO	Daylight	Dry	No
1674	25384275	NORTH RICHARD JACKSON BLVD at 98 NORTH RICHARD JACKSON BLVD	5/22/2023	Monday	5:45	Unknown	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1675	25079985	US 98 (STATE ROAD 30A) (BACK BEACH ROAD) 280' West from ANNABELLAS DRIVE	5/23/2023	Tuesday	15:22	Rear End	0	0	PDO	Daylight	Dry	No
1676	25384281	U.S. HIGHWAY 98 1559' West from 10570 U.S. HIGHWAY 98	5/23/2023	Tuesday	15:58	Sideswipe	0	1	Serious Injury	Daylight	Dry	No
1677	25384283	U.S. HIGHWAY 98 1582' East from RICHARD JACKSON BOULEVARD	5/23/2023	Tuesday	21:34	Other	0	1	Serious Injury	Dark - Not Lighted	Dry	No
1678	89596456	STATE ROAD 30 at CHIP SEAL PKWY	5/24/2023	Wednesday	10:15	Rear End	0	0	PDO	Daylight	Dry	No
1679	89596457	STATE ROAD 30A 502' West from ALLISON AVE	5/24/2023	Wednesday	14:45	Rear End	0	0	PDO	Daylight	Dry	No
1680	25070626	STATE ROAD 30A at MOYLAN ROAD	5/24/2023	Wednesday	16:10	Sideswipe	0	0	PDO	Daylight	Dry	No
1681	25070628	STATE ROAD 30A at CAULEY AVE	5/25/2023	Thursday	14:20	Rear End	0	0	PDO	Daylight	Dry	No
1682	25384298	ALF COLEMAN ROAD at U.S. HIGHWAY 98	5/27/2023	Saturday	12:33	Left Turn	0	0	PDO	Daylight	Dry	No
1683	89616379	U.S. 98 (BACK BEACH ROAD) 239' East from LYNDELL LANE	5/28/2023	Sunday	11:05	Rear End	0	0	PDO	Daylight	Dry	No
1684	25384314	PANAMA CITY BEACH PKWY at RICHARD JACKSON BLVD.	5/28/2023	Sunday	13:17	Rear End	0	1	Injury	Daylight	Dry	No
1685	25384311	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	5/28/2023	Sunday	20:23	Angle	0	0	PDO	Dark - Lighted	Dry	No
1686	25384341	U.S. HWY 98 at ALF COLEMAN	5/30/2023	Tuesday	10:10	Rear End	0	0	PDO	Daylight	Dry	No
1687	25384326	U.S. HIGHWAY 98 1035' West from 12405 U.S. HIGHWAY 98	5/30/2023	Tuesday	17:20	Rear End	0	0	PDO	Daylight	Dry	No
1688	25384329	US HIGHWAY 98 680' East from 11150 US HIGHWAY 98	5/31/2023	Wednesday	7:17	Other	0	0	PDO	Daylight	Dry	Yes
1689	25384331	US HIGHWAY 98 at CLARA AVENUE	5/31/2023	Wednesday	9:17	Left Turn	0	2	Injury	Daylight	Dry	No
1690	25384481	U.S. HIGHWAY 98 988' West from 11930 U.S. HIGHWAY 98	6/1/2023	Thursday	12:18	Rear End	0	0	PDO	Daylight	Dry	No
1691	25074160	US-98 (BACK BEACH RD) 202' West from LYNDELL LANE	6/1/2023	Thursday	16:20	Rear End	0	0	PDO	Daylight	Dry	No
1692	25070634	STATE ROAD 30A at ALLISON AVE	6/2/2023	Friday	16:55	Sideswipe	0	0	PDO	Daylight	Dry	No
1693	25384377	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	6/2/2023	Friday	17:50	Left Turn	0	4	Injury	Daylight	Dry	No
1694	25384370	U.S. HWY 98 at RICHARD JACKSON BLVD	6/5/2023	Monday	12:25	Angle	0	0	PDO	Daylight	Dry	No
1695	25384387	US HIGHWAY 98 818' East from 11100 US HIGHWAY 98	6/7/2023	Wednesday	13:49	Rear End	0	0	PDO	Daylight	Dry	No
1696	25075042	STATE ROAD 30A at ANNABELLAS DR	6/7/2023	Wednesday	15:01	Left Turn	0	0	PDO	Daylight	Dry	No
1697	25384389	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	6/8/2023	Thursday	10:20	Angle	0	1	Injury	Daylight	Dry	No
1698	25384390	U.S. HIGHWAY 98 502' West from ALF COLEMAN RD	6/8/2023	Thursday	11:56	Sideswipe	0	0	PDO	Daylight	Dry	No
1699	89614295	STATE ROAD 30A at MOYLAN ROAD	6/10/2023	Saturday	0:40	Rear End	0	0	PDO	Unknown	Dry	Yes
1700	89668350	U.S. HIGHWAY 98 at COX GRADE ROAD	6/10/2023	Saturday	16:37	Rear End	0	0	PDO	Daylight	Dry	No
1701	25384402	U.S. HIGHWAY 98 at 11540 U.S. HIGHWAY 98	6/10/2023	Saturday	17:20	Angle	0	0	PDO	Daylight	Dry	No
1702	25384422	U.S. HIGHWAY 98 1035' West from 12409 U.S. HIGHWAY 98	6/13/2023	Tuesday	19:05	Rear End	0	0	PDO	Daylight	Dry	No
1703	25384423	U.S. HIGHWAY 98 1035' West from 12409 U.S. HIGHWAY 98	6/13/2023	Tuesday	19:34	Unknown	0	0	PDO	Dusk	Dry	No
1704	25384459	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	6/15/2023	Thursday	13:53	Rear End	0	0	PDO	Daylight	Dry	No
1705	25384437	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	6/16/2023	Friday	15:53	Rear End	0	0	PDO	Daylight	Dry	No
1706	25384450	U.S. HWY 98 at RICHARD JACKSON BLVD	6/17/2023	Saturday	16:38	Angle	0	0	PDO	Daylight	Wet	No
1707	25384467	PANAMA CITY BEACH PKWY 430' East from 11790 PANAMA CITY BEACH PKWY	6/19/2023	Monday	10:07	Rear End	0	0	PDO	Daylight	Dry	No
1708	25384480	PANAMA CITY BEACH PKWY 358' West from 11411 PANAMA CITY BEACH PKWY	6/19/2023	Monday	16:31	Sideswipe	0	0	PDO	Daylight	Wet	No
1709	25384466	U.S. HIGHWAY 98 130' East from 11350 U.S. HIGHWAY 98	6/19/2023	Monday	16:35	Sideswipe	0	0	PDO	Daylight	Wet	No
1710	25384473	US HIGHWAY 98 at ALF COLEMAN ROAD	6/20/2023	Tuesday	7:42	Rear End	0	0	PDO	Daylight	Dry	No
1711	25384471	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	6/20/2023	Tuesday	7:47	Rear End	0	0	PDO	Daylight	Dry	No
1712	89668358	U.S. HIGHWAY 98 at CAULEY AVENUE	6/20/2023	Tuesday	8:07	Rear End	0	0	PDO	Daylight	Dry	No
1713	25384475	US HWY 98 at ALF COLEMAN	6/20/2023	Tuesday	17:35	Other	0	0	PDO	Daylight	Dry	No
1714	88109182	US 98 (PANAMA CITY BEACH PARKWAY) 257' East from CAULEY AVENUE	6/20/2023	Tuesday	21:15	Rear End	0	1	Serious Injury	Dark - Not Lighted	Dry	Yes
1715	89610781	US HIGHWAY 98 (PCB PARKWAY) at MOYLAN ROAD	6/21/2023	Wednesday	11:40	Rear End	0	0	PDO	Daylight	Dry	No
1716	89625242	US HIGHWAY 98 (BACK BEACH ROAD) at CHIP SEAL PWKY	6/21/2023	Wednesday	14:30	Left Turn	0	0	PDO	Daylight	Dry	No
1717	25384483	U.S. HIGHWAY 98 600' West from ALF COLEMAN ROAD	6/21/2023	Wednesday	14:58	Rear End	0	7	Injury	Daylight	Wet	No
1718	25384484	RICHARD JACKSON BLVD at 98 RICHARD JACKSON BLVD	6/21/2023	Wednesday	15:23	Rear End	0	0	PDO	Daylight	Wet	No
1719	89629038	ALLISON AVENUE at STATE ROAD 30A	6/22/2023	Thursday	10:00	Rear End	0	0	PDO	Daylight	Dry	No
1720	25384493	US HIGHWAY 98 at RICHARD JACKSON BLVD	6/22/2023	Thursday	17:17	Rear End	0	0	PDO	Daylight	Dry	No
1721	25384498	U.S. HIGHWAY 98 516' East from 11770 U.S. HIGHWAY 98	6/23/2023	Friday	9:26	Rear End	0	0	PDO	Daylight	Dry	No
1722	25384497	US HIGHWAY 98 at ALF COLEMAN ROAD	6/23/2023	Friday	17:34	Rear End	0	0	PDO	Daylight	Dry	No
1723	25384517	U.S. HIGHWAY 98 81' West from ALF COLEMAN ROAD	6/24/2023	Saturday	9:52	Rear End	0	0	PDO	Daylight	Dry	No
1724	89616383	U.S. 98 (BACK BEACH ROAD) at N. BEACH WAY	6/24/2023	Saturday	10:23	Left Turn	0	0	PDO	Daylight	Dry	No
1725	25384511	PANAMA CITY BEACH PARKWAY 112' East from 11769 PANAMA CITY BEACH PARKWAY	6/25/2023	Sunday	9:14	Other	0	0	PDO	Daylight	Dry	No
1726	25384515	U.S. HIGHWAY 98 at CLARA AVENUE	6/25/2023	Sunday	19:05	Right Turn	0	0	PDO	Daylight	Dry	No
1727	89637659	US 98 at ALLISON AVENUE	6/26/2023	Monday	20:10	Angle	0	0	PDO	Dark - Not Lighted	Dry	No
1728	25384537	US HWY 98 207903112' West from 10400 US HWY 98	6/27/2023	Tuesday	22:43	Rear End	0	1	Injury	Dark - Not Lighted	Dry	No
1729	25384538	US HWY 98 at RICHARD JACKSON BLVD	6/27/2023	Tuesday	23:14	Rear End	0	1	Injury	Dark - Not Lighted	Dry	No
1730	25384540	US HIGHWAY 98 1116' East from 11505 US HIGHWAY 98	6/28/2023	Wednesday	13:07	Rear End	0	0	PDO	Daylight	Dry	No
1731	89619025	U.S. 98 (BACK BEACH ROAD) 264780714' West from CAULEY AVENUE	6/28/2023	Wednesday	16:10	Rear End	0	0	PDO	Daylight	Dry	No
1732	89610790	MOYLAN RD at US HIGHWAY 98 (PCB PARKWAY)	6/30/2023	Friday	9:09	Rear End	0	0	PDO	Daylight	Dry	No
1733	25384552	CLARA AVENUE at U.S. HIGHWAY 98	6/30/2023	Friday	9:16	Rear End	0	2	Injury	Daylight	Dry	No
1734	25384629	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	7/3/2023	Monday	10:51	Rear End	0	0	PDO	Daylight	Dry	No
1735	25384588	U.S. HIGHWAY 98 189' East from 11749 U.S. HIGHWAY 98	7/3/2023	Monday	12:11	Other	0	0	PDO	Daylight	Dry	No
1736	25384578	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/3/2023	Monday	14:26	Left Turn	0	4	Injury	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1737	25384577	PANAMA CITY BEACH PARKWAY 130' East from 11350 PANAMA CITY BEACH PARKWAY	7/3/2023	Monday	15:22	Rear End	0	0	PDO	Daylight	Dry	No
1738	89600070	US 98 (BACK BEACH RD) 101' West from MOYLAN RD	7/4/2023	Tuesday	15:20	Rear End	0	1	Injury	Daylight	Dry	No
1739	25384603	US HIGHWAY 98 502' West from ALF COLEMAN RD	7/5/2023	Wednesday	13:21	Sideswipe	0	0	PDO	Daylight	Dry	No
1740	25384602	U.S. HIGHWAY 98 202' West from 11428 U.S. HIGHWAY 98	7/5/2023	Wednesday	13:58	Left Turn	0	1	Injury	Daylight	Dry	No
1741	25384604	U.S. HIGHWAY 98 1643' West from 11560 U.S. HIGHWAY 98	7/5/2023	Wednesday	15:10	Left Turn	0	0	PDO	Daylight	Dry	No
1742	25384616	US HIGHWAY 98-A at RICHARD JACKSON BLVD	7/5/2023	Wednesday	20:18	Left Turn	0	1	Injury	Dark - Lighted	Dry	No
1743	25384638	US HIGHWAY 98 at RICHARD JACKSON BOULEVARD	7/7/2023	Friday	12:57	Rear End	0	2	Injury	Daylight	Dry	No
1744	25384639	US HIGHWAY 98 at RICHARD JACKSON BLVD	7/7/2023	Friday	14:36	Left Turn	0	1	Injury	Daylight	Dry	No
1745	89630856	U.S. 98 (BACK BEACH ROAD) 438' East from COUNY ROAD 30C (CLARA AVENUE)	7/9/2023	Sunday	11:30	Rear End	0	0	PDO	Daylight	Dry	No
1746	25384661	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/10/2023	Monday	12:51	Other	0	1	Injury	Daylight	Wet	No
1747	25384662	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/10/2023	Monday	14:42	Rear End	0	0	PDO	Daylight	Wet	No
1748	25384659	U.S. HIGHWAY 98 413' West from 10101 U.S. HIGHWAY 98	7/10/2023	Monday	14:57	Rear End	0	0	PDO	Daylight	Wet	No
1749	25384663	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/10/2023	Monday	15:01	Rear End	0	0	PDO	Daylight	Dry	No
1750	25384652	US HIGHWAY 98 1108' East from 11507 US HIGHWAY 98	7/10/2023	Monday	16:04	Other	0	0	PDO	Daylight	Dry	No
1751	25384653	CLARA AVE at U.S. HWY 98	7/10/2023	Monday	17:03	Rear End	0	0	PDO	Daylight	Dry	No
1752	25384654	RICHARD JACKSON BLVD at U.S. HWY 98	7/10/2023	Monday	20:15	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1753	25384668	US HIGHWAY 98 818' East from 11100 US HIGHWAY 98	7/11/2023	Tuesday	16:25	Angle	0	0	PDO	Daylight	Dry	No
1754	25384671	CLARA AVENUE at US HIGHWAY 98	7/12/2023	Wednesday	10:07	Rear End	0	0	PDO	Daylight	Wet	No
1755	25384681	U.S. HIGHWAY 98 at CLARA DRIVE	7/12/2023	Wednesday	19:54	Rear End	0	0	PDO	Dawn	Dry	No
1756	26079385	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/14/2023	Friday	12:10	Angle	0	0	PDO	Daylight	Wet	No
1757	26079386	ALF COLEMAN AVENUE at U.S. HIGHWAY 98	7/14/2023	Friday	12:24	Angle	0	2	Injury	Daylight	Dry	No
1758	26079390	U.S. HIGHWAY 98 498' East from ALF COLEMAN AVENUE	7/14/2023	Friday	14:24	Rear End	0	2	Injury	Daylight	Dry	No
1759	26079379	U.S. HWY 98 101' West from RICHARD JACKSON BLVD	7/15/2023	Saturday	19:11	Rear End	0	6	Injury	Dawn	Wet	No
1760	89630863	U.S. 98 (BACK BEACH ROAD) 301' West from ANNABELLAS DRIVE	7/18/2023	Tuesday	15:00	Off Road	0	0	PDO	Daylight	Dry	No
1761	26079423	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	7/20/2023	Thursday	8:54	Angle	0	1	Injury	Daylight	Dry	No
1762	89650272	STATE ROAD 30A 700' East from ALLISON AVE	7/20/2023	Thursday	11:45	Rear End	0	2	Serious Injury	Daylight	Dry	No
1763	26079425	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/20/2023	Thursday	12:19	Rear End	0	0	PDO	Daylight	Dry	No
1764	26079530	US HIGHWAY 98 202' West from 11428 US HIGHWAY 98	7/21/2023	Friday	10:11	Rear End	0	0	PDO	Daylight	Dry	Yes
1765	26079486	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/22/2023	Saturday	10:59	Angle	0	0	PDO	Daylight	Dry	No
1766	26079445	U.S. HIGHWAY 98 498' East from ALF COLEMAN ROAD	7/22/2023	Saturday	21:48	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
1767	89625466	U.S. 98 (STATE ROAD 30A) at COX GRADE ROAD	7/26/2023	Wednesday	17:30	Rear End	0	0	PDO	Daylight	Dry	No
1768	26079502	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/28/2023	Friday	11:49	Rear End	0	0	PDO	Daylight	Dry	No
1769	26079511	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	7/28/2023	Friday	15:18	Left Turn	0	0	PDO	Daylight	Dry	No
1770	89660707	STATE ROAD 30A at CAULEY AVE	7/29/2023	Saturday	10:55	Other	0	0	PDO	Daylight	Dry	No
1771	88109185	US 98 (PANAMA CITY BEACH PARKWAY) 711' West from ANNABELLAS DRIVE	8/1/2023	Tuesday	4:54	Off Road	0	1	Injury	Dark - Not Lighted	Dry	No
1772	89670948	STATE ROAD 30A (BACK BEACH RD) at ANNABELLAS DRIVE	8/1/2023	Tuesday	15:40	Left Turn	0	0	PDO	Daylight	Dry	No
1773	26079553	U.S. HWY 98 446' East from RICHARD JACKSON BLVD	8/4/2023	Friday	9:42	Rear End	0	0	PDO	Daylight	Dry	No
1774	26079564	US HIGHWAY 98 802' West from 11905 US HIGHWAY 98	8/5/2023	Saturday	12:00	Rear End	0	1	Injury	Daylight	Wet	No
1775	26079573	U.S. HIGHWAY 98 at NORTH ALF COLEMAN ROAD	8/5/2023	Saturday	23:22	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1776	26079585	US HIGHWAY 98 at 11580 US HIGHWAY 98	8/8/2023	Tuesday	19:50	Rear End	0	1	Injury	Dark - Lighted	Dry	No
1777	88358847	US HIGHWAY 98 (BACK BEACH RD) at ALLISON AVENUE	8/10/2023	Thursday	6:10	Sideswipe	0	0	PDO	Dawn	Dry	No
1778	26079596	RICHARD JACKSON BLVD 890521055' South from US HIGHWAY 98	8/11/2023	Friday	19:30	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1779	89672810	STATE ROAD 30A at ALLISON AVE	8/11/2023	Friday	20:25	Angle	0	0	PDO	Unknown	Dry	No
1780	26079608	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	8/13/2023	Sunday	21:15	Rear End	0	5	Injury	Dark - Lighted	Dry	No
1781	26079617	U.S. HIGHWAY 98 112' East from 11769 U.S. HIGHWAY 98	8/15/2023	Tuesday	21:03	Angle	0	1	Injury	Dark - Lighted	Wet	No
1782	89625269	US HIGHWAY 98 (BACK BEACH RD) at CAULEY AVE	8/17/2023	Thursday	15:00	Rear End	0	0	PDO	Daylight	Dry	No
1783	26079629	U.S. HIGHWAY 98 604' West from ALF COLEMAN ROAD	8/18/2023	Friday	7:02	Rear End	0	0	PDO	Daylight	Dry	No
1784	26079630	ALF COLEMAN ROAD at U.S. HIGHWAY 98	8/18/2023	Friday	14:20	Left Turn	0	0	PDO	Daylight	Dry	No
1785	26079635	U.S. HIGHWAY 98 96' East from ALF COLEMAN ROAD	8/19/2023	Saturday	11:11	Other	0	0	PDO	Daylight	Dry	No
1786	26079650	US HWY 98 at RICHARD JACKSON BLVD	8/21/2023	Monday	13:10	Other	0	0	PDO	Daylight	Dry	No
1787	26079657	US HIGHWAY 98 181' East from 11751 US HIGHWAY 98	8/23/2023	Wednesday	13:18	Other	0	0	PDO	Daylight	Dry	No
1788	26079663	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	8/25/2023	Friday	15:45	Rear End	0	0	PDO	Daylight	Dry	No
1789	89661528	STATE ROAD 30A at ALLISON AVENUE	8/26/2023	Saturday	8:27	Angle	0	2	Injury	Daylight	Dry	No
1790	26079673	US HIGHWAY 98 at RICHARD JACKSON BLVD	8/26/2023	Saturday	17:19	Rear End	0	1	Injury	Daylight	Dry	No
1791	26079678	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	8/28/2023	Monday	14:01	Rear End	0	0	PDO	Daylight	Dry	No
1792	89686582	MOYLAN ROAD at STATE ROAD 30A	8/29/2023	Tuesday	12:30	Rear End	0	0	PDO	Daylight	Wet	No
1793	26079690	U.S. HIGHWAY 98 43962797' West from RICHARD JACKSON BLVD	8/30/2023	Wednesday	15:35	Rear End	0	0	PDO	Daylight	Wet	No
1794	89686583	STATE ROAD 30A at CAULEY AVE	8/30/2023	Wednesday	15:40	Sideswipe	0	0	PDO	Daylight	Wet	No
1795	89656775	STATE ROAD 30 at COX GRADE ROAD	8/31/2023	Thursday	12:20	Rear End	0	0	PDO	Daylight	Dry	No
1796	89651846	U.S. 98 (STATE ROAD 30A) 100' West from COX GRADE ROAD	9/1/2023	Friday	17:50	Other	0	0	PDO	Daylight	Wet	Yes
1797	89652929	U.S. 98 (BACK BEACH ROAD) at ALLISON AVENUE	9/2/2023	Saturday	5:00	Left Turn	0	0	PDO	Dark - Not Lighted	Wet	No
1798	89670962	US HIGHWAY 98 (BACK BEACH ROAD) at ALLISON AVE	9/2/2023	Saturday	18:50	Angle	0	1	Injury	Dark - Lighted	Wet	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1799	89637692	US HIGHWAY 98 180' West from COX GRADE RD	9/5/2023	Tuesday	9:30	Rear End	0	0	PDO	Daylight	Dry	No
1800	89634767	US 98 (BACK BEACH ROAD) at LYNDELL LANE	9/5/2023	Tuesday	13:15	Sideswipe	0	0	PDO	Daylight	Dry	No
1801	89634768	US 98 (BACK BEACH ROAD) at ALLISION AVE	9/5/2023	Tuesday	16:05	Other	0	0	PDO	Daylight	Dry	No
1802	24500171	PANAMA CITY BEACH PARKWAY 709' West from 8551 PANAMA CITY BEACH PARKWAY	9/7/2023	Thursday	2:32	Rear End	0	0	PDO	Not Reported	0	No
1803	26079730	US HIGHWAY 98 at RICHARD JACKSON BLVD	9/10/2023	Sunday	10:07	Unknown	0	0	PDO	Daylight	Dry	No
1804	26079732	U.S. HIGHWAY 98 493' East from 11111 U.S. HIGHWAY 98	9/11/2023	Monday	13:45	Sideswipe	0	0	PDO	Daylight	Dry	No
1805	26079733	RICHARD JACKSON BLVD at US HIGHWAY 98	9/11/2023	Monday	14:02	Rear End	0	0	PDO	Daylight	Dry	No
1806	26079741	US HWY 98 189' East from 11749 US HWY 98	9/13/2023	Wednesday	0:00	Rear End	0	0	PDO	Daylight	Dry	No
1807	26079744	U.S. HIGHWAY 98 at NORTH GLADES TRL	9/14/2023	Thursday	7:10	Left Turn	0	0	PDO	Daylight	Dry	No
1808	89708041	US HIGHWAY 98 at CAULEY AVENUE	9/14/2023	Thursday	7:20	Rear End	0	0	PDO	Daylight	Dry	No
1809	26079748	U.S. HIGHWAY 98 at ALF COLEMAN RD	9/14/2023	Thursday	17:40	Sideswipe	0	3	Injury	Daylight	Dry	No
1810	26079750	US HIGHWAY 98 at 12910 US HIGHWAY 98	9/15/2023	Friday	8:40	Rear End	0	0	PDO	Daylight	Dry	No
1811	26079749	US HIGHWAY 98 433' East from 11240 US HIGHWAY 98	9/15/2023	Friday	13:25	Other	0	0	PDO	Daylight	Dry	No
1812	26079755	U.S. HIGHWAY 98 ALT 1278' East from 10270 U.S. HIGHWAY 98 ALT	9/15/2023	Friday	21:56	Left Turn	0	4	Serious Injury	Dark - Lighted	Dry	Yes
1813	26079769	US HIGHWAY 98 at GLADES TRAIL	9/19/2023	Tuesday	13:16	Unknown	0	0	PDO	Daylight	Dry	No
1814	89668666	US 98 1246' West from ALLISON AVENUE	9/21/2023	Thursday	7:06	Sideswipe	0	0	PDO	Daylight	Dry	No
1815	26079776	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	9/21/2023	Thursday	14:05	Unknown	0	0	PDO	Daylight	Dry	No
1816	26079777	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	9/21/2023	Thursday	21:19	Sideswipe	0	1	Injury	Dark - Lighted	Wet	No
1817	26079779	US HIGHWAY 98 at CLARA AVE	9/22/2023	Friday	7:28	Left Turn	0	0	PDO	Daylight	Dry	No
1818	89698682	STATE ROAD 30A at MOYLAN ROAD	9/23/2023	Saturday	9:30	Animal	0	1	Injury	Daylight	Dry	No
1819	26079798	US HIGHWAY 98 at CLARA AVE	9/23/2023	Saturday	11:54	Left Turn	0	4	Injury	Daylight	Dry	No
1820	26079862	U.S. HIGHWAY 98 at N GLADES TRAIL	9/23/2023	Saturday	15:30	Other	0	0	PDO	Daylight	Dry	No
1821	26079799	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	9/25/2023	Monday	10:45	Left Turn	0	1	Injury	Daylight	Dry	No
1822	26079796	U.S. HIGHWAY 98 586' West from 106 U.S. HIGHWAY 98	9/25/2023	Monday	13:50	Rear End	0	0	PDO	Daylight	Dry	No
1823	89698692	STATE ROAD 30A at ANNABELLAS LANE	9/28/2023	Thursday	17:00	Rear End	0	0	PDO	Daylight	Dry	No
1824	26079814	U.S. HIGHWAY 98 104' West from MOYLAN ROAD	9/28/2023	Thursday	20:20	Other	0	1	Serious Injury	Dark - Not Lighted	Dry	No
1825	26079817	U.S. HWY 98 at RICHARD JACKSON BLVD	9/29/2023	Friday	7:31	Rear End	0	0	PDO	Daylight	Dry	No
1826	26079819	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	9/29/2023	Friday	15:07	Sideswipe	0	0	PDO	Daylight	Dry	No
1827	89675842	U.S. 98 (STATE ROAD 30A) at COUNTY ROAD 3033 (R. JACKSON BLVD)	9/30/2023	Saturday	21:50	Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No
1828	26079829	U.S. Highway 98 at Alf Coleman Road	10/1/2023	Sunday	17:49	Rear End	0	0	PDO	Daylight	Dry	No
1829	89661541	MOYLAN ROAD at STATE ROAD 30A	10/3/2023	Tuesday	4:25	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
1830	26079849	U.S. HIGHWAY 98 502' West from ALF COLEMAN	10/4/2023	Wednesday	15:08	Rear End	0	1	Injury	Daylight	Dry	No
1831	26079851	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	10/4/2023	Wednesday	18:45	Right Turn	0	1	Injury	Dark - Lighted	Dry	No
1832	26079863	U.S. HWY 98 446' East from RICHARD JACKSON BLVD	10/6/2023	Friday	15:52	Rear End	0	0	PDO	Daylight	Dry	No
1833	26079877	U. S. HIGHWAY 98 at ALF COLEMAN ROAD	10/9/2023	Monday	9:10	Rear End	0	4	Injury	Daylight	Dry	No
1834	26079873	U.S. HIGHWAY 98 at RICHARD JACKSON BLVD	10/10/2023	Tuesday	12:43	Rear End	0	0	PDO	Daylight	Dry	No
1835	89649746	US HIGHWAY 98(BACK BEACH RD) at ALLSION AVE	10/11/2023	Wednesday	14:35	Left Turn	0	1	Injury	Daylight	Wet	No
1836	26079880	US HWY 98 700' West from 11500 US HWY 98	10/11/2023	Wednesday	14:55	Other	0	1	Injury	Daylight	Wet	No
1837	26079888	ALF COLEMAN ROAD at US HIGHWAY 98	10/11/2023	Wednesday	20:51	Rear End	0	2	Injury	Dark - Lighted	Wet	No
1838	89708275	9298 BACK BEACH RD 123' West from MOYLAN ROAD	10/12/2023	Thursday	18:40	Rear End	0	1	Serious Injury	Unknown	Wet	No
1839	89670983	US HIGHWAY 98 (BACK BEACH RD) 400' East from ALLISON AVE	10/13/2023	Friday	5:50	Sideswipe	0	0	PDO	Daylight	Wet	No
1840	26079897	U.S. HWY 98 at RICHARD JACKSON BLVD	10/16/2023	Monday	9:23	Sideswipe	0	0	PDO	Daylight	Dry	No
1841	26079906	RICHARD JACKSON BLVD at U.S. HWY 98	10/17/2023	Tuesday	16:08	Rear End	0	0	PDO	Daylight	Dry	No
1842	26079911	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	10/18/2023	Wednesday	10:35	Rear End	0	0	PDO	Daylight	Dry	No
1843	89662999	U.S. 98 (BACK BEACH ROAD) at ALLISION AVENUE	10/18/2023	Wednesday	12:48	Left Turn	0	0	PDO	Daylight	Dry	No
1844	26079914	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	10/19/2023	Thursday	14:19	Rear End	0	2	Injury	Daylight	Dry	No
1845	89664869	ALLISON AVE at STATE ROAD 30A	10/20/2023	Friday	7:15	Left Turn	0	4	Injury	Daylight	Dry	No
1846	26079922	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	10/20/2023	Friday	15:22	Sideswipe	0	0	PDO	Daylight	Dry	No
1847	26079920	U.S. HIGHWAY 98 at CLARA AVENUE	10/21/2023	Saturday	0:26	Left Turn	0	1	Injury	Dark - Lighted	Dry	No
1848	89607927	U.S. HIGHWAY 98 (STATE ROAD 30A) at MOYLAN ROAD	10/21/2023	Saturday	1:33	Left Turn	0	2	Serious Injury	Dark - Lighted	Dry	Yes
1849	89709073	US HIGHWAY 98 at ALLISON AVENUE	10/21/2023	Saturday	22:45	Angle	0	0	PDO	Dark - Lighted	Dry	No
1850	26079963	U.S. HIGHWAY 98 at NORTH GLADES TRAIL	10/27/2023	Friday	12:09	Left Turn	0	1	Injury	Daylight	Dry	No
1851	26079959	US HWY 98 1131' East from 11501 US HWY 98	10/31/2023	Tuesday	17:28	Left Turn	0	0	PDO	Daylight	Dry	No
1852	89653815	BACK BEACH ROAD (U S 98) at MOYLAN ROAD	10/31/2023	Tuesday	21:20	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1853	89612521	US 98 (BACK BEACH RD) 101' West from MOYLAN RD	11/1/2023	Wednesday	7:50	Rear End	0	0	PDO	Daylight	Dry	No
1854	89681317	U.S. 98 (BACK BEACH ROAD) at ALF COLEMAN ROAD	11/1/2023	Wednesday	12:03	Rear End	0	0	PDO	Daylight	Dry	No
1855	89708302	STATE ROAD 30A at LYNDELL LANE	11/3/2023	Friday	8:40	Rear End	0	0	PDO	Daylight	Dry	No
1856	26079976	U.S. HIGHWAY 98 181' East from 11751 U.S. HIGHWAY 98	11/4/2023	Saturday	15:51	Other	0	0	PDO	Daylight	Dry	No
1857	26079977	US HIGHWAY 98 146' East from RICHARD JACKSON BLVD	11/4/2023	Saturday	19:07	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1858	24500264	PANAMA CITY BEACH PARKWAY 709' West from 8551 PANAMA CITY BEACH PARKWAY	11/7/2023	Tuesday	6:35	Unknown	0	0	PDO	Not Reported	0	No
1859	89729033	STATE ROAD 30A 199' East from MOYLAN ROAD	11/8/2023	Wednesday	9:20	Rear End	0	0	PDO	Daylight	Dry	No
1860	89656800	STATE ROAD 30 at ANNABELLAS LANE	11/8/2023	Wednesday	10:14	Rear End	0	0	PDO	Daylight	Dry	No

S4 CRASH DATA DETAIL 2018-2023

Location: US 98 (Panama City Beach Parkway), from Nautilus Street to Chip Seal Parkway
Period: 1/1/2018 to 12/31/2023

City: Panama City Beach
County: Bay

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting Conditions	Wet/Dry	Alcohol/Drugs
1861	26079985	RICAHRD JACSON BLVD at U.S. HWY 98	11/9/2023	Thursday	8:49	Rear End	0	0	PDO	Daylight	Dry	No
1862	26079987	U.S.HIGHWAY 98 at ALF COLMAN DR	11/9/2023	Thursday	15:11	Sideswipe	0	0	PDO	Daylight	Dry	No
1863	89664883	STATE ROAD 30A at MOYLAN RD	11/9/2023	Thursday	20:00	Pedestrian	0	1	Injury	Dark - Not Lighted	Dry	No
1864	26079994	PANAMA CITY BEACH PKWY 413' West from 10101 PANAMA CITY BEACH PKWY	11/11/2023	Saturday	16:24	Unknown	0	1	Injury	Daylight	Dry	No
1865	26079992	U.S. HIGHWAY 98 207903113' West from 10512 U.S. HIGHWAY 98	11/11/2023	Saturday	16:40	Other	0	1	Serious Injury	Daylight	Dry	No
1866	89675848	U.S. 98 (STATE ROAD 30A) at ALLISON AVENUE	11/11/2023	Saturday	18:20	Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No
1867	26080001	U.S.HIGHWAY 98 43962588' South from CLARA AVE	11/14/2023	Tuesday	11:00	Angle	0	0	PDO	Daylight	Wet	No
1868	25010115	U.S. HIGHWAY 98 at MOYLAN ROAD	11/14/2023	Tuesday	11:02	Left Turn	0	1	Injury	Daylight	Wet	No
1869	89745510	STATE ROAD 30A at ANNABELLAS DR	11/14/2023	Tuesday	17:35	Rear End	0	0	PDO	Dark - Lighted	Wet	No
1870	26080003	PANAMA CITY BEACH PARKWAY at 9700 PANAMA CITY BEACH PARKWAY	11/15/2023	Wednesday	8:02	Rear End	0	0	PDO	Dark - Lighted	Wet	No
1871	89709142	US HIGHWAY 98 at MOYLAN ROAD	11/15/2023	Wednesday	8:40	Rear End	0	0	PDO	Daylight	Wet	No
1872	89668402	LYNDELL LANE at U.S. HIGHWAY 98	11/16/2023	Thursday	17:04	Angle	1	1	Fatality	Dark - Lighted	Dry	Yes
1873	26080015	US HIGHWAY 98 1099' West from 10400 US HIGHWAY 98	11/19/2023	Sunday	22:31	Angle	0	0	PDO	Dark - Not Lighted	Dry	No
1874	89670988	US HIGHWAY 98 (BACK BEACH ROAD) 43962660' West from ALF COLEMAN ROAD	11/20/2023	Monday	12:50	Rear End	0	0	PDO	Daylight	Dry	No
1875	26080022	U.S. HIGHWAY 98 at RICHARD JACKSON BOULEVARD	11/21/2023	Tuesday	8:56	Rear End	0	0	PDO	Daylight	Wet	No
1876	89699247	U.S. 98 (BACK BEACH ROAD) at N. GLADES TRL	11/24/2023	Friday	17:17	Right Turn	0	0	PDO	Dark - Lighted	Dry	No
1877	26080043	U.S. HIGHWY 98 at RICHARD JACKSON BLVD	11/26/2023	Sunday	3:45	Other	0	1	Injury	Dark - Not Lighted	Wet	No
1878	26080034	U.S. HIGHWAY 98 at 12907 U.S. HIGHWAY 98	11/26/2023	Sunday	14:40	Sideswipe	0	0	PDO	Daylight	Wet	No
1879	26080038	US HWY 98 1131' East from 11501 US HWY 98	11/27/2023	Monday	16:13	Left Turn	0	0	PDO	Daylight	Dry	No
1880	26080050	ALF COLEMAN ROAD at U.S. HWY 98	12/1/2023	Friday	15:47	Angle	0	2	Injury	Daylight	Wet	No
1881	26080055	U.S. HIGHWAY 98 101' West from ALF COLEMAN ROAD	12/3/2023	Sunday	13:15	Rear End	0	0	PDO	Daylight	Wet	No
1882	26080057	US HWY 98 at ALF COLEMAN ROAD	12/5/2023	Tuesday	7:50	Rear End	0	0	PDO	Daylight	Dry	No
1883	26080066	RICHARD JACKSON BLVD at U.S. HIGHWAY 98	12/8/2023	Friday	22:28	Rear End	0	0	PDO	Dark - Lighted	Dry	No
1884	89713201	U.S. 98 (BACK BEACH ROAD) at ALLISON AVENUE	12/9/2023	Saturday	14:12	Rear End	0	0	PDO	Daylight	Dry	No
1885	26080071	US HIGHWAY 98 181' East from 11751 US HIGHWAY 98	12/12/2023	Tuesday	11:00	Other	0	0	PDO	Daylight	Dry	No
1886	26080072	RICHARD JACKSON BLVD at U.S. HWY 98	12/12/2023	Tuesday	16:30	Rear End	0	0	PDO	Dusk	Dry	No
1887	89709090	US HIGHWAY 98 at CAULEY AVENUE	12/12/2023	Tuesday	17:07	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No
1888	89706664	US 98 at ALLISON AVENUE	12/14/2023	Thursday	10:41	Angle	0	1	Injury	Daylight	Dry	No
1889	26080078	RICHARD JACKSON BOULEVARD at US HIGHWAY 98	12/15/2023	Friday	9:20	Angle	0	0	PDO	Daylight	Dry	No
1890	89709092	US HIGHWAY 98 (PCB PARKWAY) 498' East from MOYLAN ROAD	12/16/2023	Saturday	14:55	Rear End	0	0	PDO	Daylight	Wet	No
1891	89736382	US HIGHWAY 98(BACK BEACH RD) at MOYLAN ROAD	12/16/2023	Saturday	18:30	Rear End	0	0	PDO	Dark - Lighted	Wet	No
1892	89628377	US 98 (STATE ROAD 30A)(BACK BEACH RD) at MOYLAN ROAD	12/18/2023	Monday	7:51	Rear End	0	0	PDO	Daylight	Dry	No
1893	26080086	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	12/18/2023	Monday	16:09	Right Turn	0	0	PDO	Dusk	Dry	No
1894	26080087	U.S. HIGHWAY 98 at ALF COLEMAN ROAD	12/18/2023	Monday	22:54	Sideswipe	0	0	PDO	Dark - Lighted	Dry	No
1895	89745526	STATE ROAD 30A at ALLISON AVE	12/21/2023	Thursday	7:10	Left Turn	0	0	PDO	Daylight	Dry	No
1896	89745527	44 CHIP SEAL PKWY 284' East from STATE ROAD 30A	12/21/2023	Thursday	7:15	Sideswipe	0	0	PDO	Daylight	Dry	No
1897	26080094	U.S. HIGHWAY 98 at NORTH GLADES TRAIL	12/21/2023	Thursday	9:40	Sideswipe	0	0	PDO	Daylight	Dry	No
1898	26080095	U.S. HWY 98 502' West from ALF COLEMAN	12/21/2023	Thursday	14:49	Rear End	0	0	PDO	Daylight	Dry	No
1899	26080110	US HIGHWAY 98 1131' East from 11501 US HIGHWAY 98	12/27/2023	Wednesday	14:20	Rear End	0	0	PDO	Daylight	Dry	No

Appendix E: HSS Analysis Worksheets

HSS NOMENCLATURE

US 98/ Panama City Beach Parkway

ROAD SEGMENTS			
HSS ID	**Highway**	**From**	**To**
1	US 98/Panama City Beach Pkwy	Clara Ave	Alf Coleman Rd
2	US 98/Panama City Beach Pkwy	Alf Coleman Rd	Richard Jackson Blvd
3	US 98/Panama City Beach Pkwy	Richard Jackson Blvd	Moylan Rd
4	US 98/Panama City Beach Pkwy	Moylan Rd	Allison Ave
5	US 98/Panama City Beach Pkwy	Allison Ave	Chip Seal Pkwy
INTERSECTIONS			
HSS ID	**Major Road**	**Minor Road**	
6	US 98/Panama City Beach Pkwy	Clara Ave	
7	US 98/Panama City Beach Pkwy	Alf Coleman Rd	
8	US 98/Panama City Beach Pkwy	Richard Jackson Blvd	
9	US 98/Panama City Beach Pkwy	Moylan Rd	
10	US 98/Panama City Beach Pkwy	Allison Ave	
11	US 98/Panama City Beach Pkwy	Chip Seal Pkwy	

Philip Griffitts Senior Parkway Phase III

ROAD SEGMENTS			
HSS ID	**Highway**	**From**	**To**
1	Philip Griffitts Senior Pkwy Phase III	Clara Avenue	Roundabout
2	Philip Griffitts Senior Pkwy Phase III	Roundabout	Alf Coleman Road
3	Philip Griffitts Senior Pkwy Phase III	Alf Coleman Road	Breakfast Point
4	Philip Griffitts Senior Pkwy Phase III	Breakfast Point	Chip Seal Parkway
INTERSECTIONS			
HSS ID	**Major Road**	**Minor Road**	
5	Philip Griffitts Senior Pkwy Phase III	Clara Ave Roundabout	
6	Philip Griffitts Senior Pkwy Phase III	Alf Coleman Road	
7	Philip Griffitts Senior Pkwy Phase III	Breakfast Point	
8	Philip Griffitts Senior Pkwy Phase III	Chip Seal Parkway	

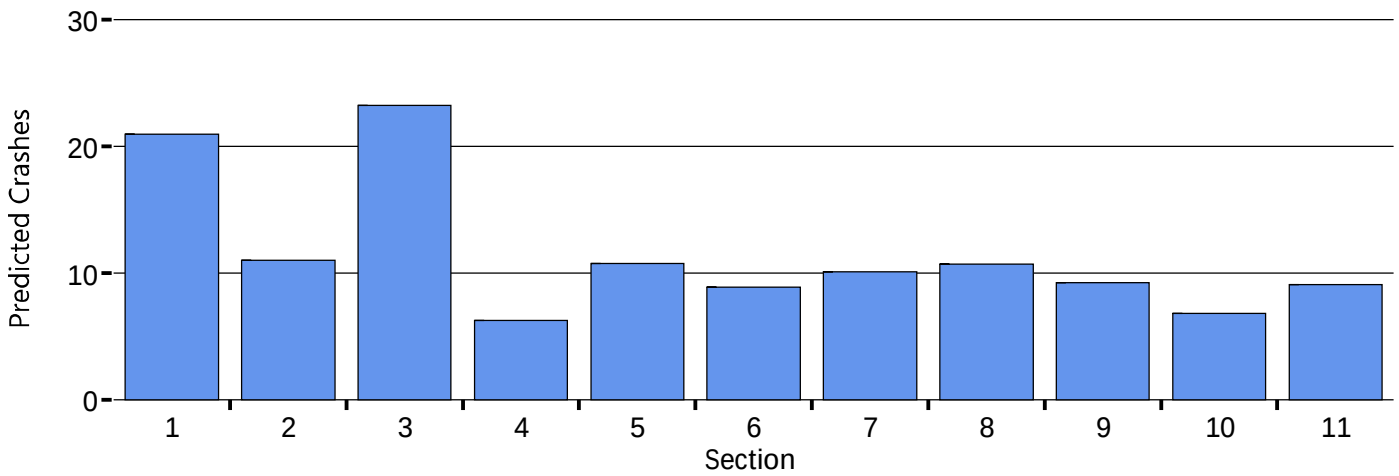
Highway Safety Software Facility Report

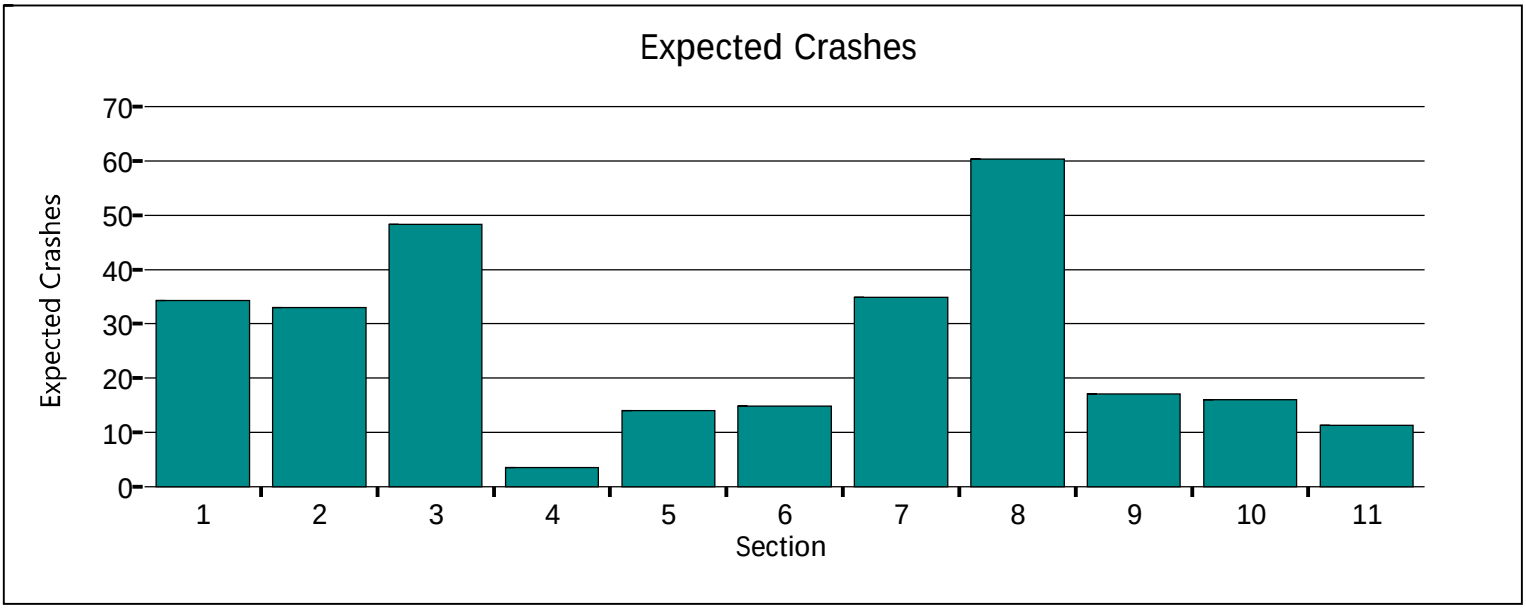
Project Information

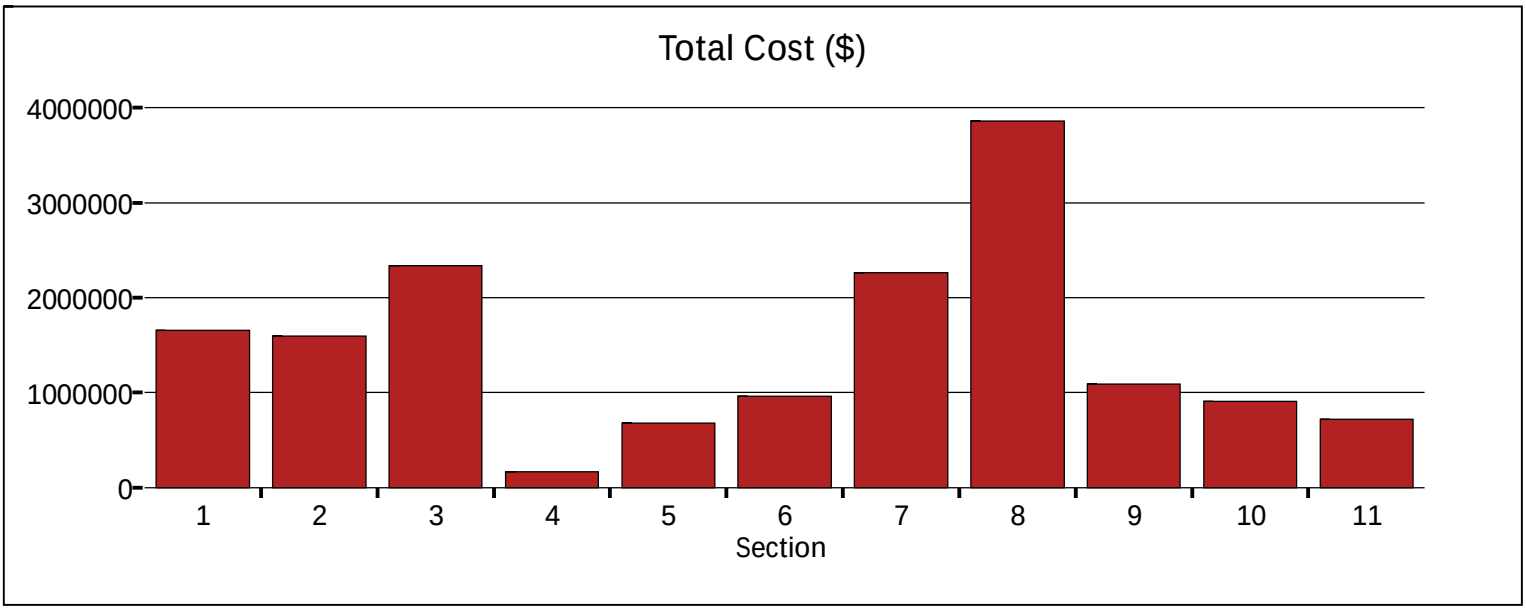
Analyst	Kimley-Horn	Date	4/3/2024
Jurisdiction	FDOT D3/Bay County	Analysis Year	2030
Project Description	US 98/Panama City Beach Pkwy - No Build		

Facility Summary

ID	Section Type	Facility Type	Model Type	Length, mi	AADT	Nspf	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Urban	Segment	Four-Lane Divided Segment (4D)	1.027	71500	19.874	1.030	20.968	34.337	$1659265
2	Urban	Segment	Four-Lane Divided Segment (4D)	0.576	70000	11.088	0.970	11.019	32.996	$1598964
3	Urban	Segment	Four-Lane Divided Segment (4D)	1.217	70500	22.811	0.995	23.242	48.341	$2334327
4	Urban	Segment	Four-Lane Divided Segment (4D)	0.364	62000	5.891	1.036	6.252	3.494	$169820
5	Urban	Segment	Four-Lane Divided Segment (4D)	0.646	62000	10.275	1.026	10.793	14.024	$680601
6	Urban	Intersection	Four Approach Signal (4SG)	-	-	17.403	0.503	8.906	14.788	$962912
7	Urban	Intersection	Four Approach Signal (4SG)	-	-	23.053	0.428	10.109	34.902	$2261024
8	Urban	Intersection	Four Approach Signal (4SG)	-	-	25.897	0.407	10.742	60.321	$3859217
9	Urban	Intersection	Four Approach Signal (4SG)	-	-	18.428	0.493	9.250	17.064	$1089541
10	Urban	Intersection	Three Approach Signal (3SG)	-	-	10.006	0.676	6.846	15.974	$908812
11	Urban	Intersection	Four Approach Signal (4SG)	-	-	16.441	0.544	9.099	11.283	$721861







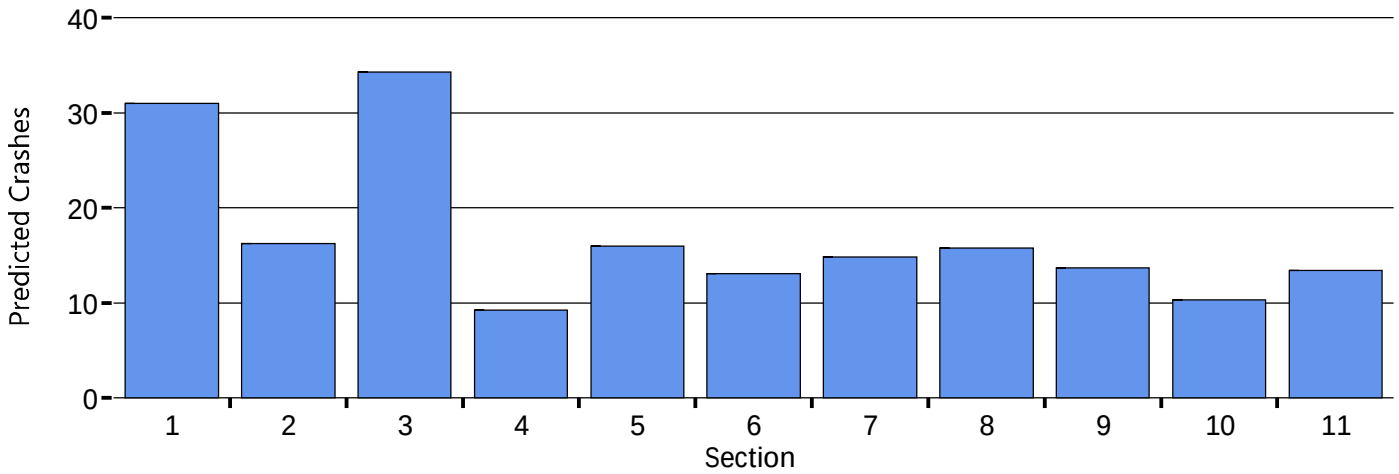
Highway Safety Software Facility Report

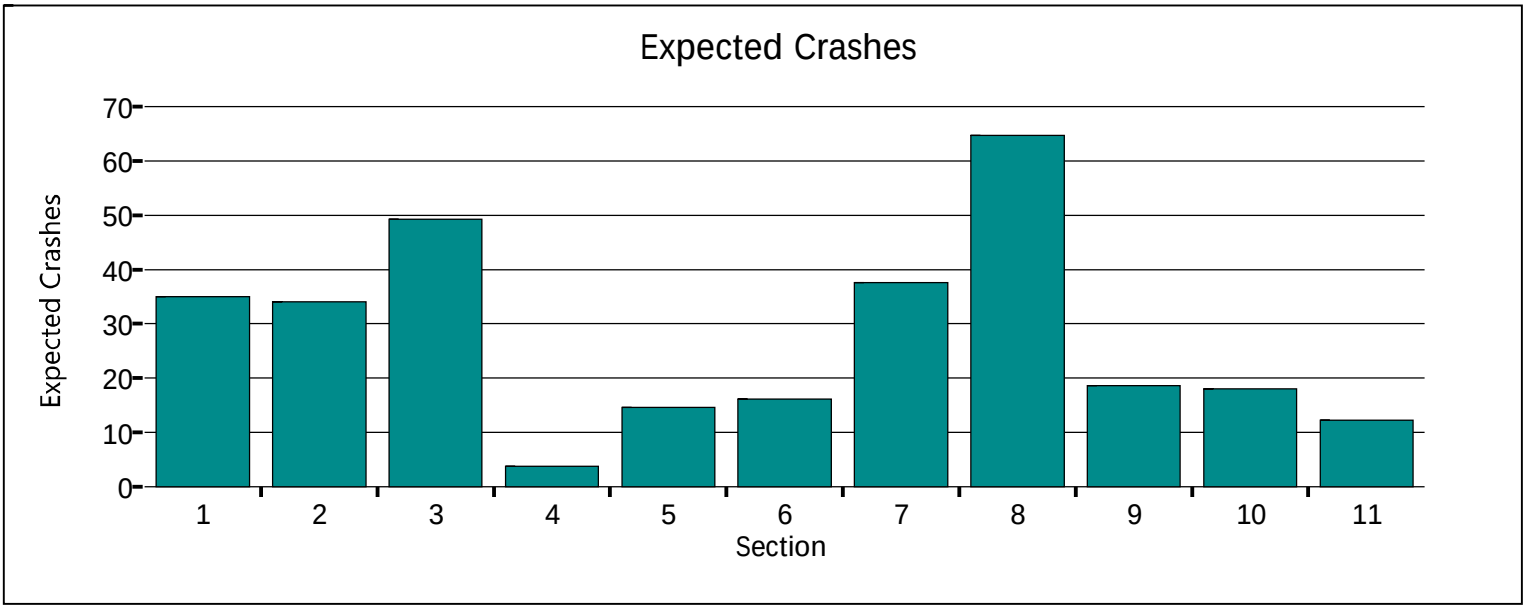
Project Information

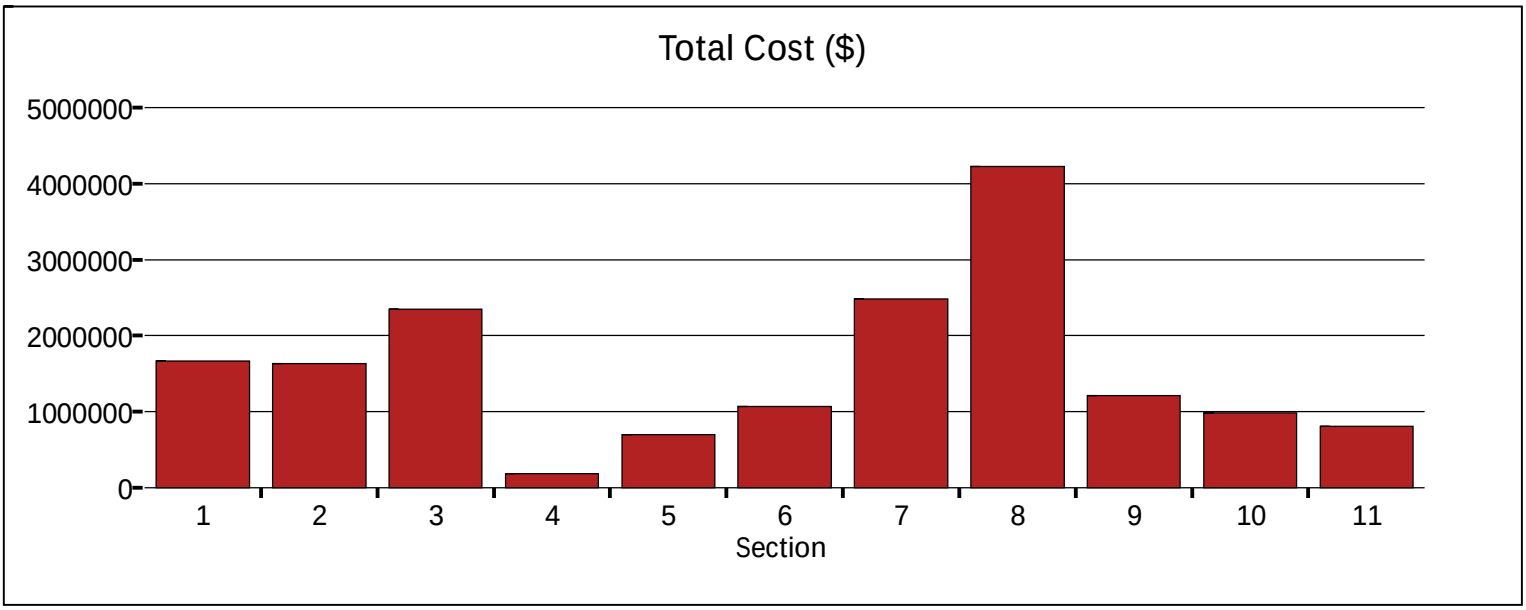
Analyst	Kimley-Horn	Date	4/3/2024
Jurisdiction	FDOT D3/Bay County	Analysis Year	2050
Project Description	US 98/Panama City Beach Pkwy - No Build		

Facility Summary

ID	Section Type	Facility Type	Model Type	Length, mi	AADT	Nspf	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Urban	Segment	Four-Lane Divided Segment (4D)	1.027	96500	29.364	1.030	30.981	34.950	$1667775
2	Urban	Segment	Four-Lane Divided Segment (4D)	0.576	94500	16.364	0.970	16.261	34.040	$1629395
3	Urban	Segment	Four-Lane Divided Segment (4D)	1.217	95000	33.655	0.995	34.290	49.211	$2346739
4	Urban	Segment	Four-Lane Divided Segment (4D)	0.364	84000	8.728	1.036	9.263	3.757	$180454
5	Urban	Segment	Four-Lane Divided Segment (4D)	0.646	84000	15.239	1.026	16.006	14.557	$698064
6	Urban	Intersection	Four Approach Signal (4SG)	-	-	25.626	0.503	13.106	16.108	$1071558
7	Urban	Intersection	Four Approach Signal (4SG)	-	-	33.907	0.428	14.836	37.615	$2482961
8	Urban	Intersection	Four Approach Signal (4SG)	-	-	38.015	0.407	15.751	64.681	$4224827
9	Urban	Intersection	Four Approach Signal (4SG)	-	-	27.239	0.493	13.662	18.574	$1211364
10	Urban	Intersection	Three Approach Signal (3SG)	-	-	15.102	0.676	10.329	17.977	$980624
11	Urban	Intersection	Four Approach Signal (4SG)	-	-	24.277	0.544	13.428	12.306	$804253







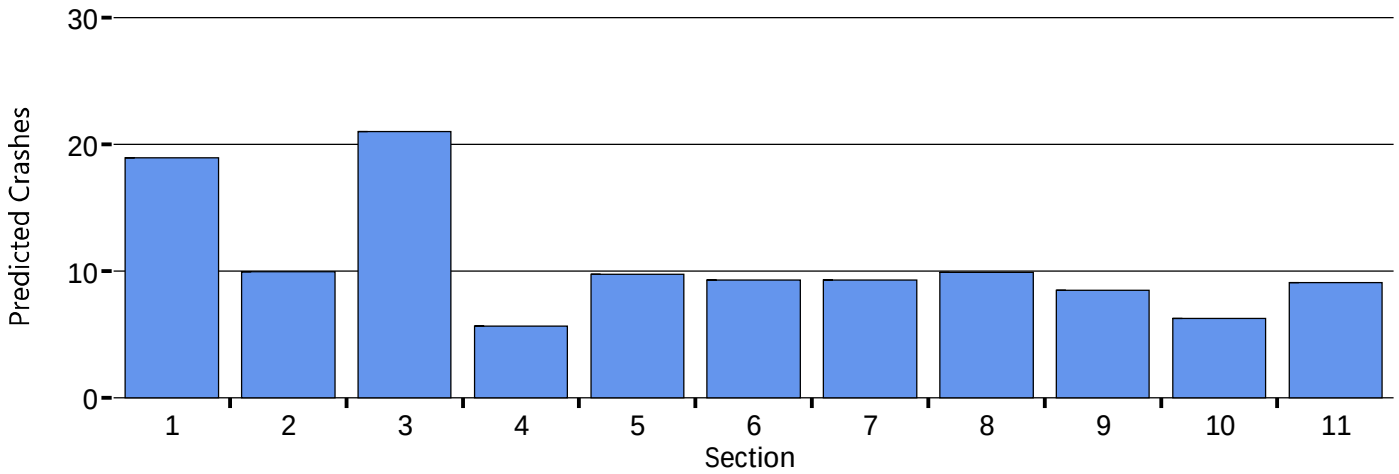
Highway Safety Software Facility Report

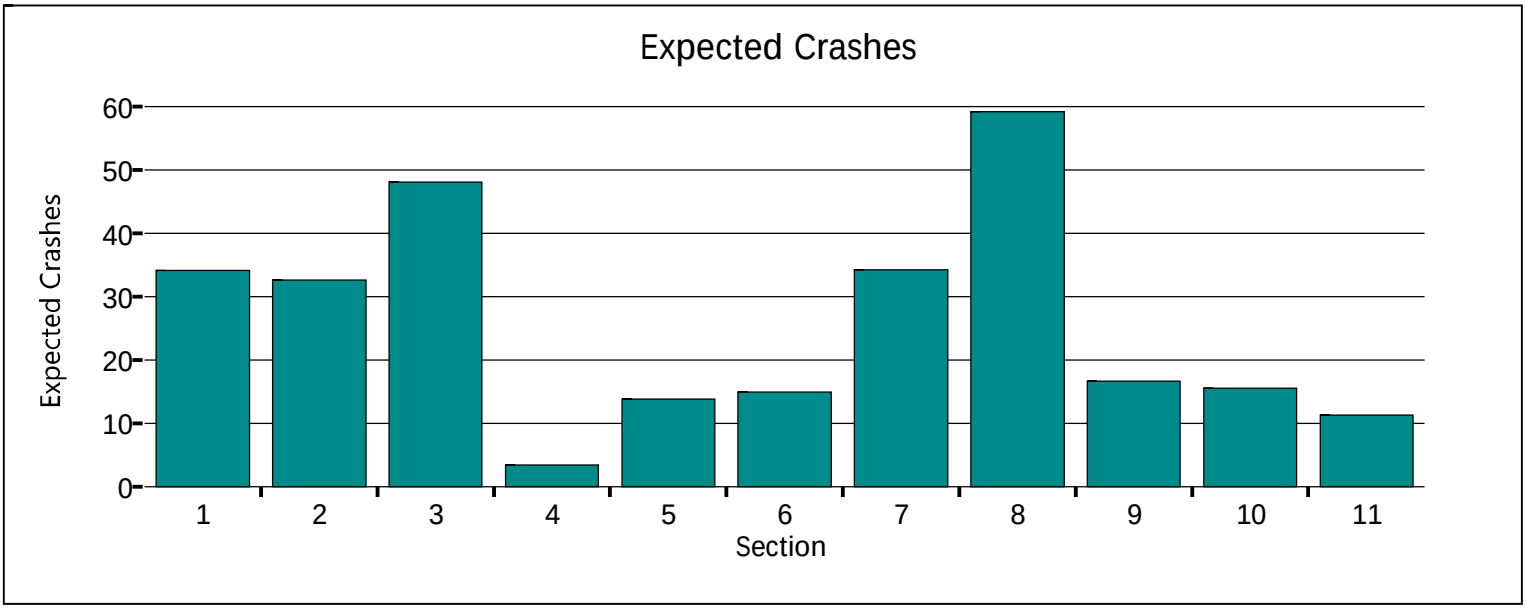
Project Information

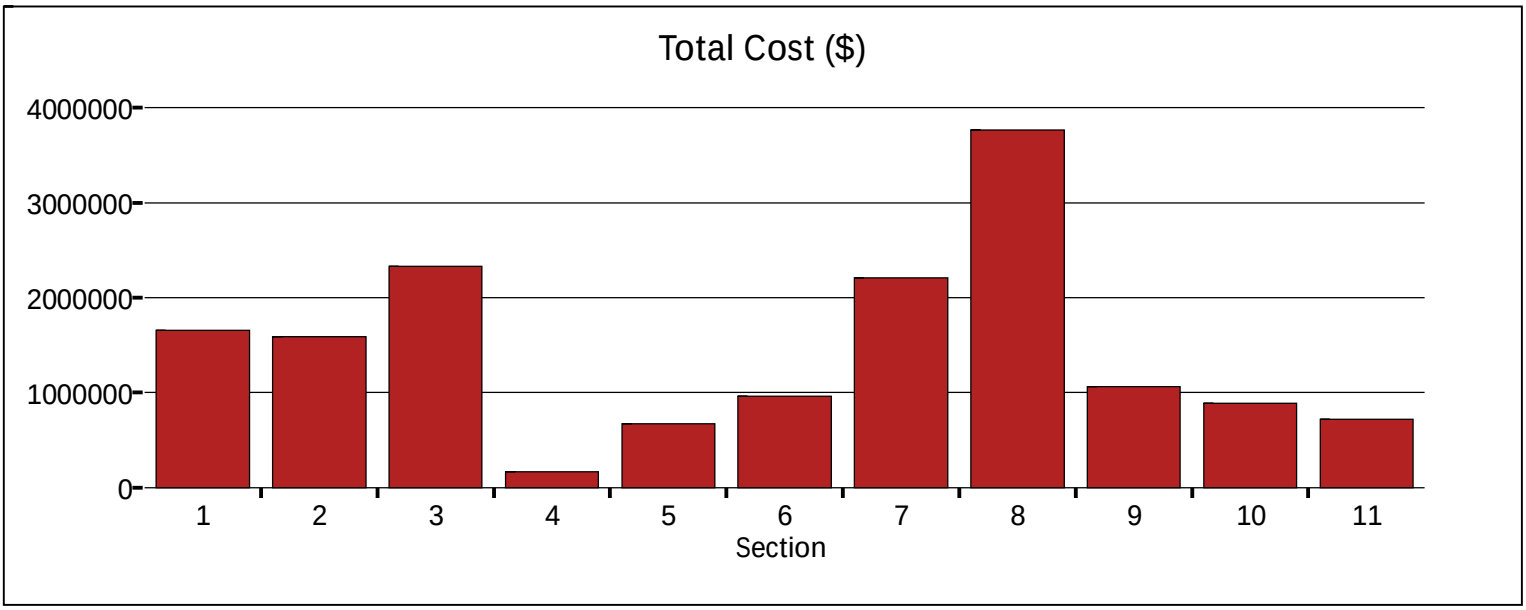
Analyst	Kimley-Horn	Date	4/3/2024
Jurisdiction	FDOT D3/Bay County	Analysis Year	2030
Project Description	US 98/Panama City Beach Pkwy - Build		

Facility Summary

ID	Section Type	Facility Type	Model Type	Length, mi	AADT	Nspf	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Urban	Segment	Four-Lane Divided Segment (4D)	1.027	66100	17.954	1.030	18.943	34.133	$1654351
2	Urban	Segment	Four-Lane Divided Segment (4D)	0.576	64700	10.019	0.970	9.956	32.669	$1587747
3	Urban	Segment	Four-Lane Divided Segment (4D)	1.217	65200	20.615	0.995	21.004	48.069	$2328121
4	Urban	Segment	Four-Lane Divided Segment (4D)	0.364	57300	5.323	1.036	5.650	3.421	$166726
5	Urban	Segment	Four-Lane Divided Segment (4D)	0.646	57300	9.283	1.026	9.751	13.870	$674985
6	Urban	Intersection	Four Approach Signal (4SG)	-	-	18.215	0.503	9.324	14.968	$962937
7	Urban	Intersection	Four Approach Signal (4SG)	-	-	21.216	0.428	9.311	34.256	$2207156
8	Urban	Intersection	Four Approach Signal (4SG)	-	-	23.849	0.407	9.896	59.237	$3766822
9	Urban	Intersection	Four Approach Signal (4SG)	-	-	16.959	0.493	8.515	16.711	$1060406
10	Urban	Intersection	Three Approach Signal (3SG)	-	-	9.185	0.676	6.284	15.523	$887758
11	Urban	Intersection	Four Approach Signal (4SG)	-	-	16.441	0.544	9.099	11.283	$721861







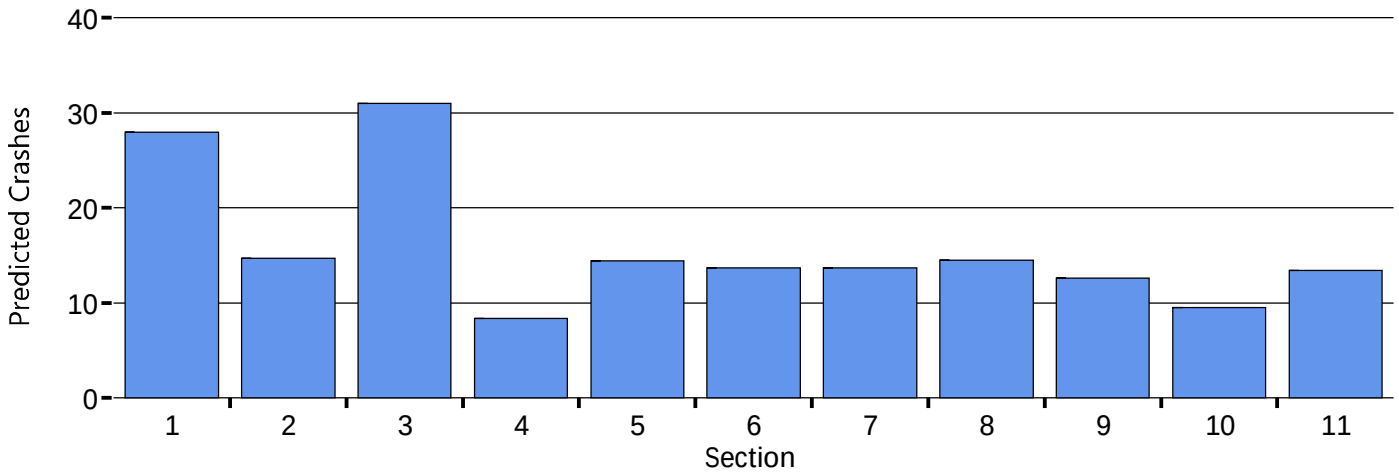
Highway Safety Software Facility Report

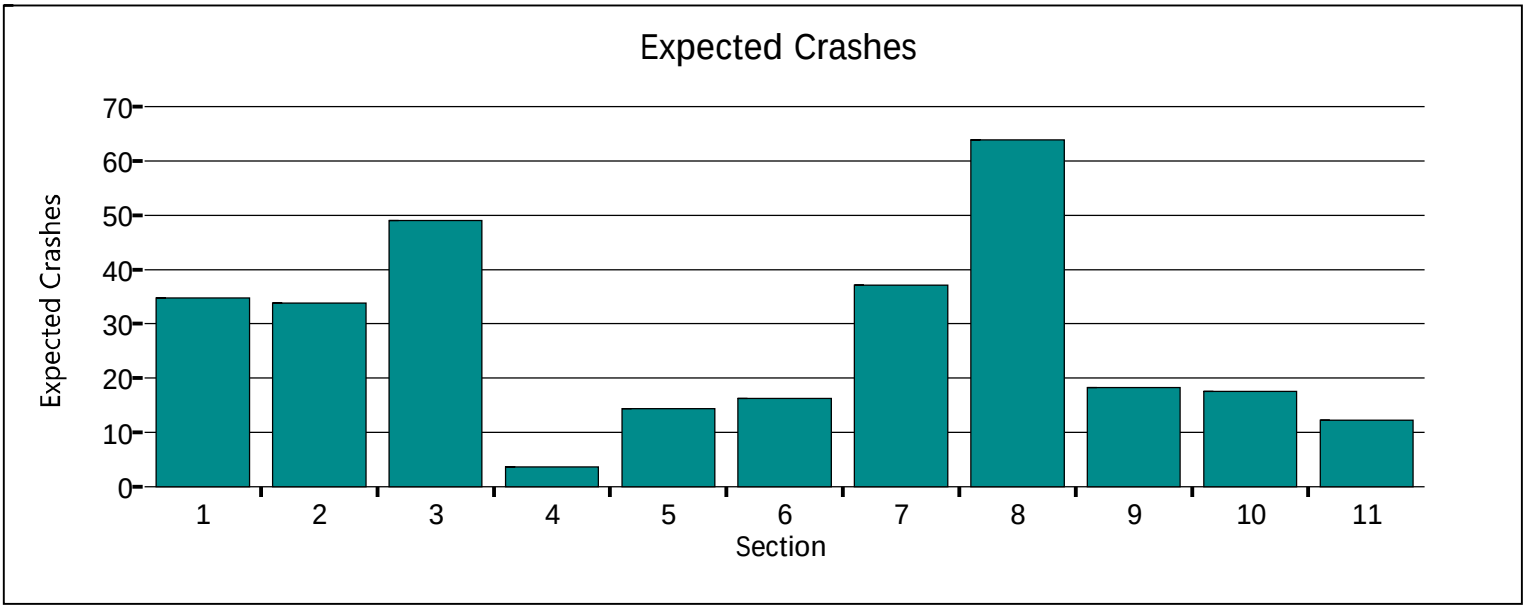
Project Information

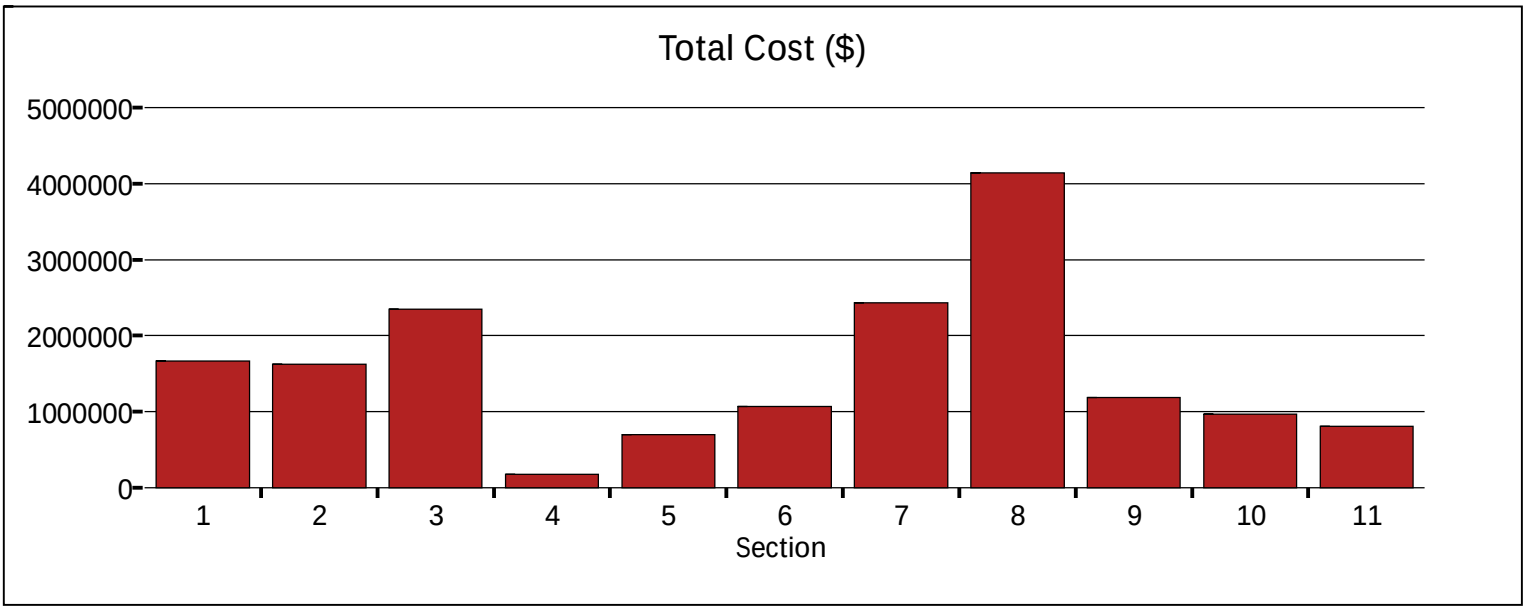
Analyst	Kimley-Horn	Date	4/3/2024
Jurisdiction	FDOT D3/Bay County	Analysis Year	2050
Project Description	US 98/Panama City Beach Pkwy - Build		

Facility Summary

ID	Section Type	Facility Type	Model Type	Length, mi	AADT	Nspf	CMF Combined	Predicted Crashes	Expected Crashes	Expected Societal Crash Costs
1	Urban	Segment	Four-Lane Divided Segment (4D)	1.027	89300	26.535	1.030	27.996	34.810	$1666772
2	Urban	Segment	Four-Lane Divided Segment (4D)	0.576	87400	14.782	0.970	14.689	33.783	$1622540
3	Urban	Segment	Four-Lane Divided Segment (4D)	1.217	87900	30.402	0.995	30.976	49.008	$2345077
4	Urban	Segment	Four-Lane Divided Segment (4D)	0.364	77700	7.886	1.036	8.370	3.693	$177953
5	Urban	Segment	Four-Lane Divided Segment (4D)	0.646	77700	13.767	1.026	14.460	14.429	$694184
6	Urban	Intersection	Four Approach Signal (4SG)	-	-	26.747	0.503	13.682	16.264	$1069096
7	Urban	Intersection	Four Approach Signal (4SG)	-	-	31.223	0.428	13.670	37.094	$2434611
8	Urban	Intersection	Four Approach Signal (4SG)	-	-	35.022	0.407	14.515	63.871	$4146068
9	Urban	Intersection	Four Approach Signal (4SG)	-	-	25.087	0.493	12.585	18.281	$1184793
10	Urban	Intersection	Three Approach Signal (3SG)	-	-	13.872	0.676	9.488	17.593	$964770
11	Urban	Intersection	Four Approach Signal (4SG)	-	-	24.277	0.544	13.428	12.306	$804253







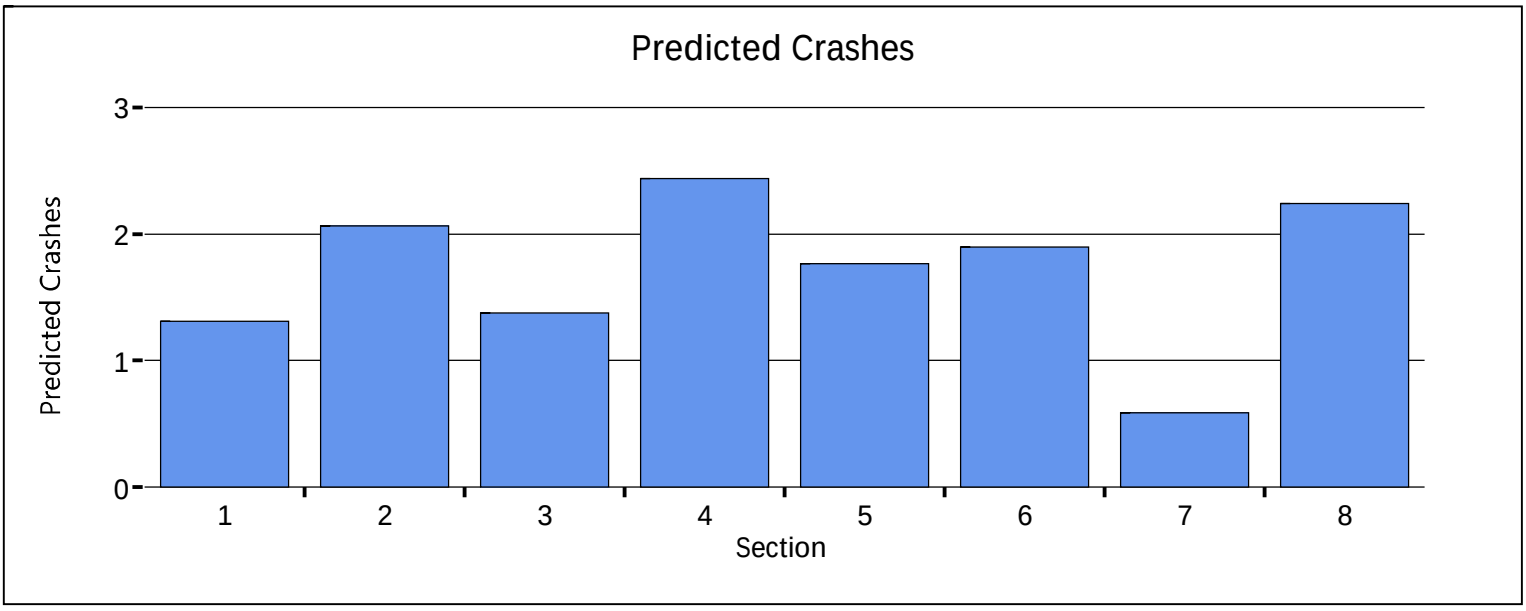
Highway Safety Software Facility Report

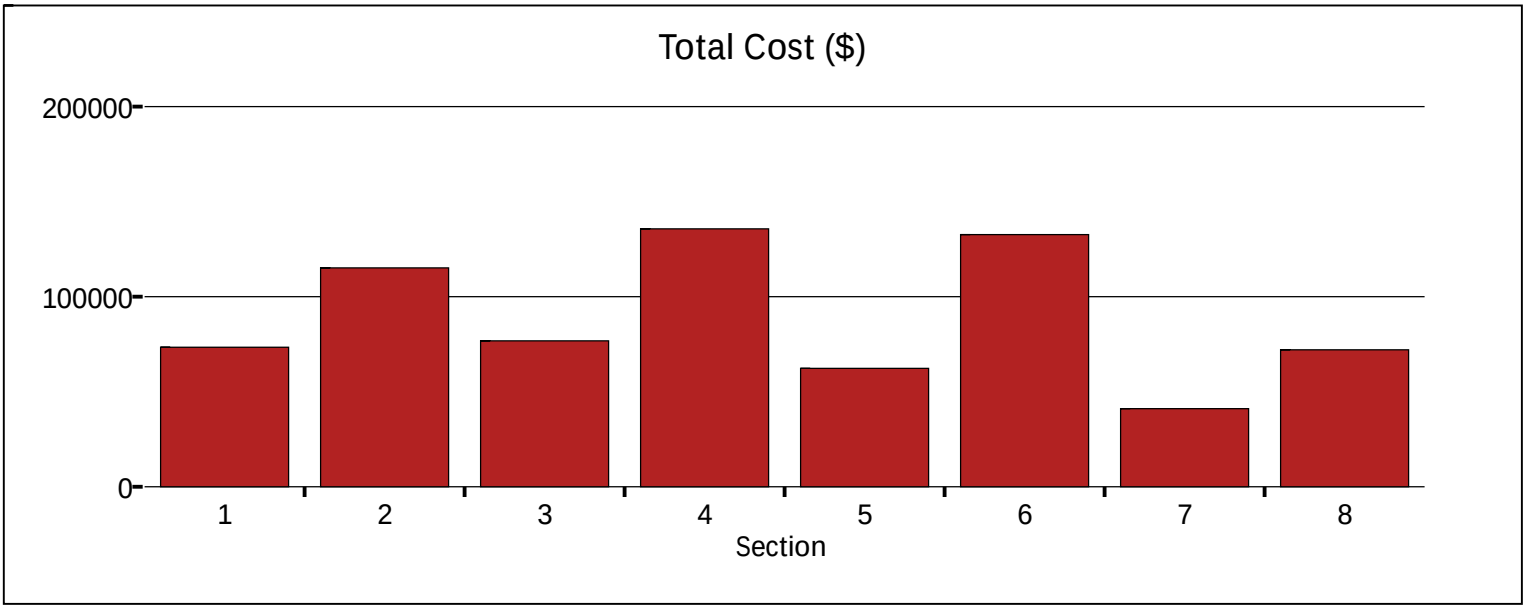
Project Information

Analyst	Kimley-Horn	Date	4/3/2024
Jurisdiction	FDOT D3/Bay County	Analysis Year	2030
Project Description	Philip Griffitts Senior Parkway Phase III		

Facility Summary

ID	Section Type	Facility Type	Model Type	Length, mi	AADT	Nspf	Predicted (Total)	Predicted (FI)	Predicted (PDO)	Predicted Societal Crash Costs
1	Rural Two-Lane	Segment	Two-Lane Undivided Segment (2U)	0.910	5400	1.313	1.313	0.421	0.891	$73268
2	Rural Two-Lane	Segment	Two-Lane Undivided Segment (2U)	1.430	5400	2.063	2.063	0.662	1.401	$115136
3	Rural Two-Lane	Segment	Two-Lane Undivided Segment (2U)	0.900	5300	1.274	1.378	0.442	0.935	$76887
4	Rural Two-Lane	Segment	Two-Lane Undivided Segment (2U)	1.830	4700	2.298	2.435	0.782	1.653	$135867
5	Rural Two-Lane	Intersection	Roundabout (R)	-	-	1.765	1.765	0.326	1.438	$62275
6	Rural Two-Lane	Intersection	Three Approach Stop (3ST)	-	-	4.374	1.898	0.788	1.110	$132843
7	Rural Two-Lane	Intersection	Three Approach Stop (3ST)	-	-	1.349	0.586	0.243	0.343	$40976
8	Rural Two-Lane	Intersection	Roundabout (R)	-	-	2.330	2.238	0.368	1.870	$72074





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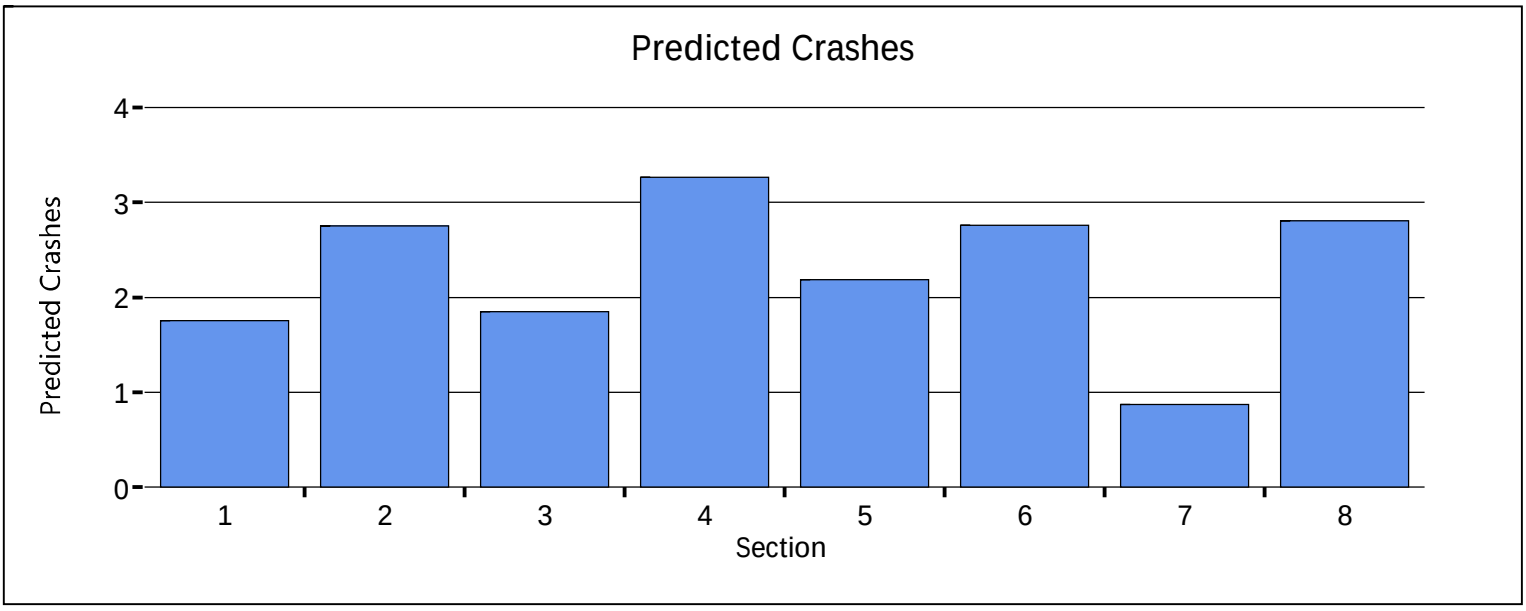
Highway Safety Software Facility Report

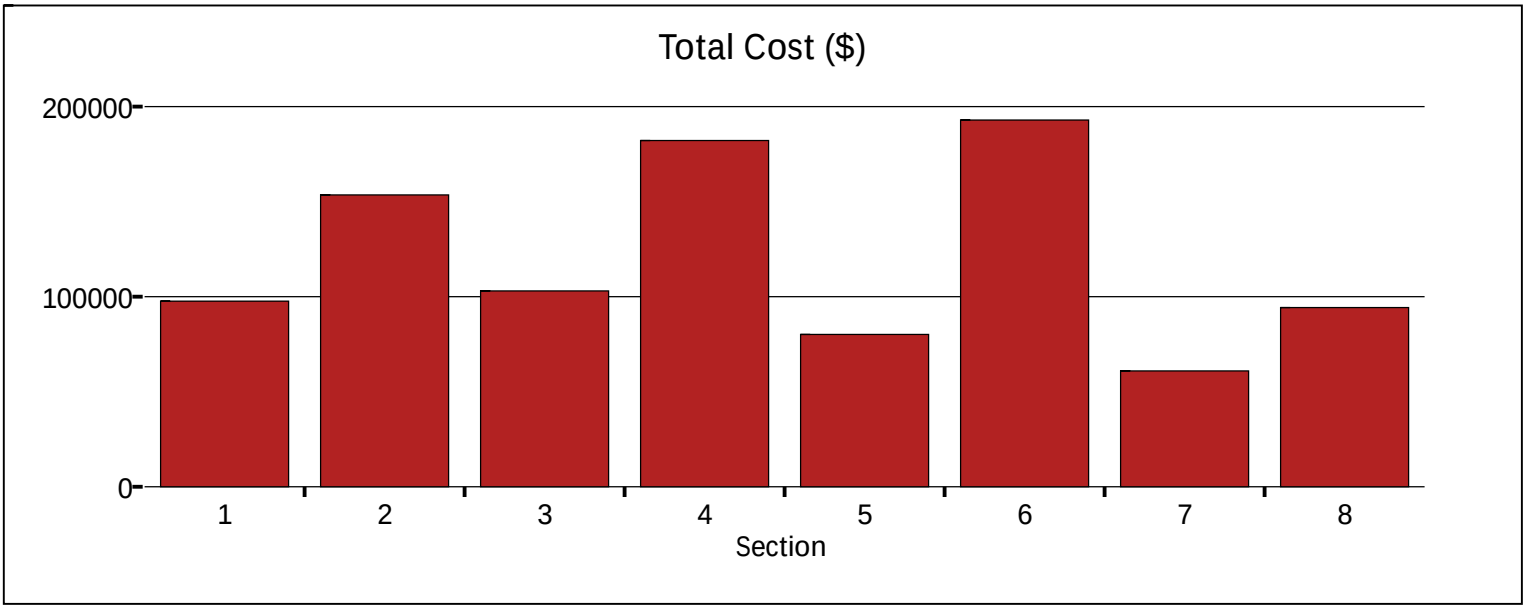
Project Information

Analyst	Kimley-Horn	Date	4/3/2024
Jurisdiction	FDOT D3/Bay County	Analysis Year	2050
Project Description	Philip Griffitts Senior Parkway Phase III		

Facility Summary

ID	Section Type	Facility Type	Model Type	Length, mi	AADT	Nspf	Predicted (Total)	Predicted (FI)	Predicted (PDO)	Predicted Societal Crash Costs
1	Rural Two-Lane	Segment	Two-Lane Undivided Segment (2U)	0.910	7200	1.751	1.751	0.562	1.189	$97691
2	Rural Two-Lane	Segment	Two-Lane Undivided Segment (2U)	1.430	7200	2.751	2.751	0.883	1.868	$153514
3	Rural Two-Lane	Segment	Two-Lane Undivided Segment (2U)	0.900	7100	1.707	1.846	0.592	1.253	$102999
4	Rural Two-Lane	Segment	Two-Lane Undivided Segment (2U)	1.830	6300	3.080	3.263	1.048	2.216	$182119
5	Rural Two-Lane	Intersection	Roundabout (R)	-	-	2.185	2.185	0.425	1.760	$80205
6	Rural Two-Lane	Intersection	Three Approach Stop (3ST)	-	-	6.350	2.756	1.144	1.612	$192859
7	Rural Two-Lane	Intersection	Three Approach Stop (3ST)	-	-	2.004	0.870	0.361	0.509	$60876
8	Rural Two-Lane	Intersection	Roundabout (R)	-	-	2.924	2.805	0.488	2.317	$94357





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Appendix F: Synchro Output Reports

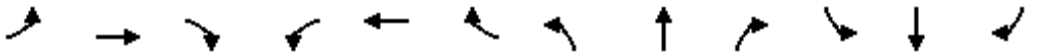
F-1: Existing (2023) Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	1405	59	94	1554	190	63	24	65	323	56	34
Future Volume (vph)	41	1405	59	94	1554	190	63	24	65	323	56	34
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	46.8	46.8	12.8	52.8	52.8	13.4	13.4	13.4	42.0	42.0	42.0
Total Split (s)	15.0	104.0	104.0	15.0	104.0	104.0	17.0	17.0	17.0	24.0	24.0	24.0
Total Split (%)	9.4%	65.0%	65.0%	9.4%	65.0%	65.0%	10.6%	10.6%	10.6%	15.0%	15.0%	15.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	8.4	8.4	8.4	9.0	9.0	9.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 100 (63%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Nautilus St & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1405	59	94	1554	190	63	24	65	323	56	34
Future Volume (veh/h)	41	1405	59	94	1554	190	63	24	65	323	56	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1796	1796	1796	1856	1856	1856	1737	1737	1737
Adj Flow Rate, veh/h	46	1579	50	106	1746	169	49	58	15	363	63	12
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	7	7	7	3	3	3	11	11	11
Cap, veh/h	159	2108	937	250	2169	964	77	81	67	301	163	136
Arrive On Green	0.04	0.81	0.81	0.07	0.85	0.85	0.04	0.04	0.04	0.09	0.09	0.09
Sat Flow, veh/h	1739	3469	1542	1711	3413	1517	1767	1856	1529	3209	1737	1453
Grp Volume(v), veh/h	46	1579	50	106	1746	169	49	58	15	363	63	12
Grp Sat Flow(s),veh/h/ln	1739	1735	1542	1711	1706	1517	1767	1856	1529	1605	1737	1453
Q Serve(g_s), s	1.8	35.4	1.0	0.0	39.6	3.2	4.4	4.9	1.5	15.0	5.5	1.2
Cycle Q Clear(g_c), s	1.8	35.4	1.0	0.0	39.6	3.2	4.4	4.9	1.5	15.0	5.5	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	2108	937	250	2169	964	77	81	67	301	163	136
V/C Ratio(X)	0.29	0.75	0.05	0.42	0.81	0.18	0.64	0.72	0.23	1.21	0.39	0.09
Avail Cap(c_a), veh/h	200	2108	937	250	2169	964	95	100	82	301	163	136
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	9.4	6.1	39.4	7.6	4.8	75.3	75.5	73.9	72.5	68.2	66.3
Incr Delay (d2), s/veh	1.0	2.5	0.1	0.6	1.9	0.2	9.3	17.2	1.7	120.0	1.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	13.1	0.7	5.9	9.7	1.8	4.0	5.0	1.1	17.8	4.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	11.9	6.2	40.1	9.5	5.0	84.6	92.7	75.6	192.5	69.7	66.5
LnGrp LOS	C	B	A	D	A	A	F	F	E	F	E	E
Approach Vol, veh/h		1675			2021			122			438	
Approach Delay, s/veh		12.0			10.7			87.4			171.4	
Approach LOS		B			B			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	109.5		15.4	16.6	104.0		24.0				
Change Period (Y+Rc), s	6.8	* 7.8		* 8.4	7.8	6.8		9.0				
Max Green Setting (Gmax), s	8.2	* 97		* 8.6	7.2	97.2		15.0				
Max Q Clear Time (g_c+I1), s	3.8	41.6		6.9	2.0	37.4		17.0				
Green Ext Time (p_c), s	0.0	41.9		0.1	0.1	37.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		30.0
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

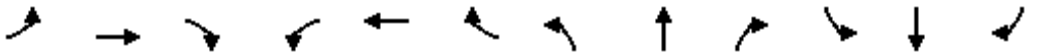
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	24	1778	131	56	1759	21	105	8	60	10	47
Future Volume (vph)	24	1778	131	56	1759	21	105	8	60	10	47
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	37.8	37.8	12.8	37.8	37.8	10.4	11.4	10.4	43.4	43.4
Total Split (s)	16.0	96.0	96.0	20.0	100.0	100.0	30.0	28.0	16.0	14.0	14.0
Total Split (%)	10.0%	60.0%	60.0%	12.5%	62.5%	62.5%	18.8%	17.5%	10.0%	8.8%	8.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	3.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	5.4	6.4	5.4	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: Clara Ave & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1778	131	56	1759	21	105	8	56	60	10	47
Future Volume (veh/h)	24	1778	131	56	1759	21	105	8	56	60	10	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1796	1796	1796	1811	1811	1811	1856	1856	1856
Adj Flow Rate, veh/h	25	1872	105	59	1852	0	111	8	41	63	11	21
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
Percent Heavy Veh, %	6	6	6	7	7	7	6	6	6	3	3	3
Cap, veh/h	230	2409	1074	214	2438		208	16	82	165	58	49
Arrive On Green	0.03	0.93	0.93	0.04	0.95	0.00	0.07	0.06	0.06	0.04	0.03	0.03
Sat Flow, veh/h	1725	3441	1535	1711	3413	1522	1725	257	1317	1767	1856	1572
Grp Volume(v), veh/h	25	1872	105	59	1852	0	111	0	49	63	11	21
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1711	1706	1522	1725	0	1574	1767	1856	1572
Q Serve(g_s), s	0.7	21.7	0.8	1.6	15.6	0.0	9.7	0.0	4.8	5.5	0.9	2.1
Cycle Q Clear(g_c), s	0.7	21.7	0.8	1.6	15.6	0.0	9.7	0.0	4.8	5.5	0.9	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.84	1.00		1.00
Lane Grp Cap(c), veh/h	230	2409	1074	214	2438		208	0	97	165	58	49
V/C Ratio(X)	0.11	0.78	0.10	0.28	0.76		0.53	0.00	0.50	0.38	0.19	0.43
Avail Cap(c_a), veh/h	293	2409	1074	295	2438		344	0	212	204	88	75
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.9	2.4	1.7	8.0	1.5	0.0	66.9	0.0	72.7	70.9	75.5	76.1
Incr Delay (d2), s/veh	0.1	1.2	0.1	1.0	2.3	0.0	3.0	0.0	5.6	2.1	2.2	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	4.7	0.5	1.0	4.3	0.0	8.0	0.0	3.8	4.7	0.9	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	3.6	1.8	9.0	3.8	0.0	69.9	0.0	78.3	73.0	77.8	84.3
LnGrp LOS	A	A	A	A	A		E	A	E	E	E	F
Approach Vol, veh/h		2002			1911			160			95	
Approach Delay, s/veh		3.6			4.0			72.5			76.0	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	121.1	12.5	16.3	12.4	118.8	17.4	11.4
Change Period (Y+Rc), s	6.8	6.8	5.4	6.4	7.8	6.8	5.4	6.4
Max Green Setting (Gmax), s	9.2	93.2	10.6	21.6	12.2	89.2	24.6	7.6
Max Q Clear Time (g_c+I1), s	2.7	17.6	7.5	6.8	3.6	23.7	11.7	4.1
Green Ext Time (p_c), s	0.0	53.1	0.0	0.2	0.1	50.0	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	1	7	66	1	0	4	13	0	120	0	0	0
Future Vol, veh/h	0	1	7	66	1	0	4	13	0	120	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	1084841472		-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	82	82	82	82	92	82	82	92	82	92	92	92
Heavy Vehicles, %	2	2	2	26	26	2	14	14	2	14	2	2	2
Mvmt Flow	0	1	9	80	1	0	5	16	0	146	0	0	0

Major/Minor	Minor2			Minor1			Major1			
Conflicting Flow All	-	188	5	37	42	-	-	0	0	0
Stage 1	-	0	-	32	42	-	-	-	-	-
Stage 2	-	188	-	5	0	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.36	6.76	-	-	4.24	-	-
Critical Hdwy Stg 1	-	-	-	6.36	5.76	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.734	4.234	-	-	2.326	-	-
Pot Cap-1 Maneuver	0	707	1078	911	805	0	-	-	-	-
Stage 1	0	-	-	926	815	0	-	-	-	-
Stage 2	0	745	-	-	-	0	-	-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	707	1078	903	805	-	-	-	-	-
Mov Cap-2 Maneuver	-	682	-	846	744	-	-	-	-	-
Stage 1	-	-	-	926	815	-	-	-	-	-
Stage 2	-	745	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	8.6	9.7	
HCM LOS	A	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	1005	844
HCM Lane V/C Ratio	-	-	-	0.01	0.097
HCM Control Delay (s)	-	-	-	8.6	9.7
HCM Lane LOS	-	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	0.3

Intersection	
Int Delay, s/veh	6.3

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	231	3	1	135	46	3	72
Future Vol, veh/h	231	3	1	135	46	3	72
Conflicting Peds, #/hr	0	6	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	67	67	67	67	67	67	67
Heavy Vehicles, %	2	2	10	10	10	23	23
Mvmt Flow	345	4	1	201	69	4	107

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	265	107	107	0	0	270	0
Stage 1	203	-	-	-	-	-	-
Stage 2	62	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.6	-	-	4.56	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.6	-	-	2.43	-
Pot Cap-1 Maneuver	802	*1036	1183	-	-	1237	-
Stage 1	897	-	-	-	-	-	-
Stage 2	953	-	-	-	-	-	-
Platoon blocked, %	1	1		-	-	1	-
Mov Cap-1 Maneuver	798	*1030	1183	-	-	1237	-
Mov Cap-2 Maneuver	783	-	-	-	-	-	-
Stage 1	896	-	-	-	-	-	-
Stage 2	950	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	785	1237	-
HCM Lane V/C Ratio	-	-	0.445	0.004	-
HCM Control Delay (s)	0	-	13.2	7.9	0
HCM Lane LOS	A	-	B	A	A
HCM 95th %tile Q(veh)	-	-	2.3	0	-

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	1	3	25	56	1	1	1	9	178	342	0	303	2
Future Vol, veh/h	1	3	25	56	1	1	1	9	178	342	0	303	2
Conflicting Peds, #/hr	3	0	1	1	0	3	1	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	6	6	6
Mvmt Flow	2	5	38	85	2	2	2	14	270	518	0	459	3

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	634	1283	234	535	766	138	462	464	0	0	788	0	0
Stage 1	463	463	-	302	302	-	-	-	-	-	-	-	-
Stage 2	171	820	-	233	464	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.58	6.58	6.98	6.46	4.16	-	-	4.22	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.58	5.58	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.58	5.58	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.54	4.04	3.34	2.53	2.23	-	-	2.26	-	-
Pot Cap-1 Maneuver	*442	180	768	521	374	*1009	727	1087	-	-	855	-	-
Stage 1	*548	562	-	808	739	-	-	-	-	-	-	-	-
Stage 2	*958	423	-	743	557	-	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1			-	-	1	-	-
Mov Cap-1 Maneuver	*433	177	766	483	368	*1006	1029	1029	-	-	855	-	-
Mov Cap-2 Maneuver	*475	296	-	553	443	-	-	-	-	-	-	-	-
Stage 1	*539	561	-	796	728	-	-	-	-	-	-	-	-
Stage 2	*938	417	-	700	556	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	12.7	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1029	-	-	646	555	855	-	-
HCM Lane V/C Ratio	0.015	-	-	0.068	0.158	-	-	-
HCM Control Delay (s)	8.6	-	-	11	12.7	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0	-	-

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↰↑	↗		↰↑↱	
Traffic Vol, veh/h	0	0	3	13	0	2	8	554	207	0	388	0
Future Vol, veh/h	0	0	3	13	0	2	8	554	207	0	388	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	1	1	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	5	5	5
Mvmt Flow	0	0	5	20	0	3	13	866	323	0	606	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1070	1827	308	1196	1504	434	611	0	0	1190	0	0
Stage 1	611	611	-	893	893	-	-	-	-	-	-	-
Stage 2	459	1216	-	303	611	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.16	-	-	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.23	-	-	2.25	-	-
Pot Cap-1 Maneuver	*327	94	688	252	166	*854	957	-	-	686	-	-
Stage 1	*448	482	-	519	509	-	-	-	-	-	-	-
Stage 2	*805	333	-	681	482	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*314	89	685	241	157	*854	952	-	-	685	-	-
Mov Cap-2 Maneuver	*369	213	-	365	289	-	-	-	-	-	-	-
Stage 1	*426	480	-	495	485	-	-	-	-	-	-	-
Stage 2	*766	318	-	676	480	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	14.7	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	952	-	-	685	395	685	-	-
HCM Lane V/C Ratio	0.013	-	-	0.007	0.059	-	-	-
HCM Control Delay (s)	8.8	0.2	-	10.3	14.7	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

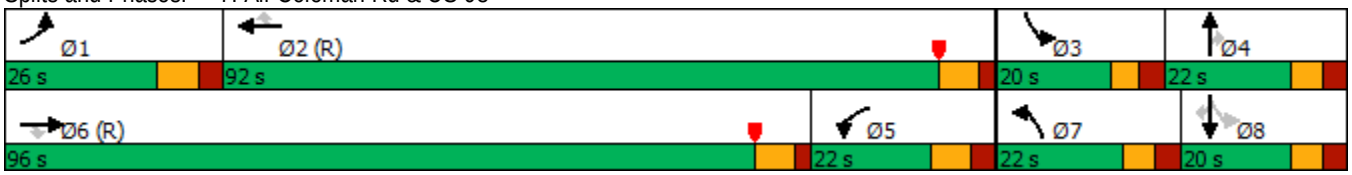
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

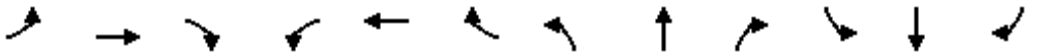
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	1448	117	102	1656	356	172	105	88	140	95	185
Future Volume (vph)	239	1448	117	102	1656	356	172	105	88	140	95	185
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	42.0
Total Split (s)	26.0	96.0	96.0	22.0	92.0	92.0	22.0	22.0	22.0	20.0	20.0	20.0
Total Split (%)	16.3%	60.0%	60.0%	13.8%	57.5%	57.5%	13.8%	13.8%	13.8%	12.5%	12.5%	12.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 96 (60%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	1448	117	102	1656	356	172	105	88	140	95	185
Future Volume (veh/h)	239	1448	117	102	1656	356	172	105	88	140	95	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	246	1493	107	105	1707	0	177	108	42	144	98	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	4	4	4	4	4	4
Cap, veh/h	295	1965	875	194	2027		224	134	113	212	163	
Arrive On Green	0.11	0.74	0.74	0.15	0.76	0.00	0.07	0.07	0.07	0.09	0.09	0.00
Sat Flow, veh/h	3428	3526	1570	1767	3526	1572	3401	1841	1554	1753	1841	1560
Grp Volume(v), veh/h	246	1493	107	105	1707	0	177	108	42	144	98	0
Grp Sat Flow(s),veh/h/ln	1714	1763	1570	1767	1763	1572	1700	1841	1554	1753	1841	1560
Q Serve(g_s), s	11.2	40.1	2.0	8.8	51.2	0.0	8.2	9.2	3.2	12.1	8.2	0.0
Cycle Q Clear(g_c), s	11.2	40.1	2.0	8.8	51.2	0.0	8.2	9.2	3.2	12.1	8.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	295	1965	875	194	2027		224	134	113	212	163	
V/C Ratio(X)	0.83	0.76	0.12	0.54	0.84		0.79	0.80	0.37	0.68	0.60	
Avail Cap(c_a), veh/h	390	1965	875	194	2027		319	173	146	212	163	
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	69.7	14.3	4.1	64.6	14.0	0.0	73.7	73.0	43.2	62.1	70.2	0.0
Incr Delay (d2), s/veh	12.9	2.8	0.3	4.0	4.5	0.0	10.5	21.4	2.9	9.3	7.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.0	18.1	2.1	7.3	21.4	0.0	7.0	8.9	3.1	10.0	7.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.6	17.2	4.4	68.6	18.5	0.0	84.2	94.5	46.1	71.4	77.5	0.0
LnGrp LOS	F	B	A	E	B		F	F	D	E	E	
Approach Vol, veh/h		1846			1812			327			242	
Approach Delay, s/veh		25.1			21.4			82.7			73.9	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.6	99.8	20.0	18.7	25.3	96.0	17.5	21.1
Change Period (Y+Rc), s	7.8	* 7.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	18.2	* 85	13.6	15.0	14.2	89.2	15.0	13.0
Max Q Clear Time (g_c+I1), s	13.2	53.2	14.1	11.2	10.8	42.1	10.2	10.2
Green Ext Time (p_c), s	0.5	21.5	0.0	0.3	0.1	23.6	0.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

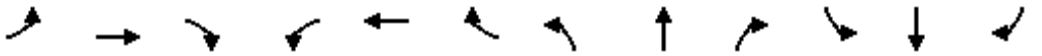
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	1267	121	180	1686	269	181	139	225	303	158	131
Future Volume (vph)	180	1267	121	180	1686	269	181	139	225	303	158	131
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	47.8	47.8	12.8	46.8	46.8	12.0	46.0	46.0	11.4	49.4	49.4
Total Split (s)	20.0	87.0	87.0	24.0	91.0	91.0	21.0	24.0	24.0	25.0	28.0	28.0
Total Split (%)	12.5%	54.4%	54.4%	15.0%	56.9%	56.9%	13.1%	15.0%	15.0%	15.6%	17.5%	17.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	Min	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 88 (55%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 8: Richard Jackson Blvd & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	1267	121	180	1686	269	181	139	225	303	158	131
Future Volume (veh/h)	180	1267	121	180	1686	269	181	139	225	303	158	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	191	1348	101	191	1794	203	193	148	123	322	168	53
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
Percent Heavy Veh, %	5	5	5	6	6	6	2	2	2	4	4	4
Cap, veh/h	323	2716	843	237	2602	808	239	179	149	366	455	201
Arrive On Green	0.13	0.72	0.72	0.09	0.70	0.70	0.07	0.10	0.10	0.11	0.13	0.13
Sat Flow, veh/h	3374	4985	1547	3346	4944	1535	3456	1870	1560	3401	3497	1542
Grp Volume(v), veh/h	191	1348	101	191	1794	203	193	148	123	322	168	53
Grp Sat Flow(s),veh/h/ln	1687	1662	1547	1673	1648	1535	1728	1870	1560	1700	1749	1542
Q Serve(g_s), s	8.6	18.6	3.1	9.0	33.7	4.6	8.8	12.4	12.4	14.9	7.0	3.9
Cycle Q Clear(g_c), s	8.6	18.6	3.1	9.0	33.7	4.6	8.8	12.4	12.4	14.9	7.0	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	2716	843	237	2602	808	239	179	149	366	455	201
V/C Ratio(X)	0.59	0.50	0.12	0.81	0.69	0.25	0.81	0.83	0.83	0.88	0.37	0.26
Avail Cap(c_a), veh/h	323	2716	843	339	2602	808	302	199	166	395	472	208
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.9	12.6	10.5	71.4	16.4	4.5	73.4	71.1	71.1	70.4	63.6	38.5
Incr Delay (d2), s/veh	3.5	0.7	0.3	11.1	1.5	0.7	13.6	24.1	27.3	19.6	0.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	9.5	2.1	7.4	15.6	4.8	7.8	11.5	10.2	12.1	5.8	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.3	13.2	10.8	82.5	17.9	5.2	87.0	95.2	98.4	89.9	64.3	39.5
LnGrp LOS	E	B	B	F	B	A	F	F	F	F	E	D
Approach Vol, veh/h		1640			2188			464			543	
Approach Delay, s/veh		19.7			22.4			92.6			77.1	
Approach LOS		B			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	91.0	23.6	22.3	19.1	95.0	18.1	27.8
Change Period (Y+Rc), s	7.8	6.8	6.4	7.0	7.8	* 7.8	7.0	* 7
Max Green Setting (Gmax), s	12.2	84.2	18.6	17.0	16.2	* 80	14.0	* 22
Max Q Clear Time (g_c+I1), s	10.6	35.7	16.9	14.4	11.0	20.6	10.8	9.0
Green Ext Time (p_c), s	0.1	30.2	0.3	0.4	0.4	20.7	0.3	1.3

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1690	146	37	2065	241	43
Future Volume (vph)	1690	146	37	2065	241	43
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	5.0	5.0
Minimum Split (s)	41.5	41.5	12.5	22.5	41.0	41.0
Total Split (s)	107.0	107.0	16.0	123.0	41.0	41.0
Total Split (%)	65.2%	65.2%	9.8%	75.0%	25.0%	25.0%
Yellow Time (s)	5.5	5.5	5.5	5.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	Min	C-Max	None	None

Intersection Summary

Cycle Length: 164
Actuated Cycle Length: 164
Offset: 31 (19%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 9: Moylan Rd & US 98

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1690	146	37	2065	241	43
Future Volume (veh/h)	1690	146	37	2065	241	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1811	1811	1811	1811
Adj Flow Rate, veh/h	1837	91	40	2245	262	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	6	6	6	6
Cap, veh/h	2340	1043	203	2564	287	255
Arrive On Green	0.89	0.89	0.04	0.99	0.17	0.17
Sat Flow, veh/h	3589	1560	1725	3532	1725	1535
Grp Volume(v), veh/h	1837	91	40	2245	262	29
Grp Sat Flow(s),veh/h/ln	1749	1560	1725	1721	1725	1535
Q Serve(g_s), s	31.5	1.1	1.1	7.2	24.5	2.6
Cycle Q Clear(g_c), s	31.5	1.1	1.1	7.2	24.5	2.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2340	1043	203	2564	287	255
V/C Ratio(X)	0.79	0.09	0.20	0.88	0.91	0.11
Avail Cap(c_a), veh/h	2340	1043	240	2564	358	318
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.7	3.1	11.0	0.2	67.2	58.1
Incr Delay (d2), s/veh	2.7	0.2	0.7	4.6	25.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	0.7	0.7	3.5	18.6	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.5	3.2	11.7	4.8	92.3	58.4
LnGrp LOS	A	A	B	A	F	E
Approach Vol, veh/h	1928			2285	291	
Approach Delay, s/veh	7.3			4.9	89.0	
Approach LOS	A			A	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		129.7		34.3	12.5	117.2
Change Period (Y+Rc), s		7.5		7.0	7.5	7.5
Max Green Setting (Gmax), s		115.5		34.0	8.5	99.5
Max Q Clear Time (g_c+I1), s		9.2		26.5	3.1	33.5
Green Ext Time (p_c), s		66.2		0.8	0.0	36.4

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Vol, veh/h	2	1654	142	1	6	1926	67	29
Future Vol, veh/h	2	1654	142	1	6	1926	67	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	-	250	-	625	-	0	150
Veh in Median Storage, #	-	0	-	-	-	0	1	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	4	4	4	7	7	7	5	5
Mvmt Flow	2	1760	151	1	6	2049	71	31

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	2049	0	0	1760	1911	0	2803	880
Stage 1	-	-	-	-	-	-	1764	-
Stage 2	-	-	-	-	-	-	1039	-
Critical Hdwy	6.48	-	-	6.54	4.24	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	-
Follow-up Hdwy	2.54	-	-	2.57	2.27	-	3.55	3.35
Pot Cap-1 Maneuver	67	-	-	*511	570	-	*~ 14	*392
Stage 1	-	-	-	-	-	-	*370	-
Stage 2	-	-	-	-	-	-	*295	-
Platoon blocked, %		-	-	1	1	-		1
Mov Cap-1 Maneuver	67	-	-	*554	554	-	*~ 14	*392
Mov Cap-2 Maneuver	-	-	-	-	-	-	*154	-
Stage 1	-	-	-	-	-	-	*370	-
Stage 2	-	-	-	-	-	-	*291	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	37.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	154	392	-	-	554	-
HCM Lane V/C Ratio	0.463	0.079	-	-	0.013	-
HCM Control Delay (s)	47.1	15	0	-	11.6	-
HCM Lane LOS	E	C	A	-	B	-
HCM 95th %tile Q(veh)	2.1	0.3	-	-	0	-

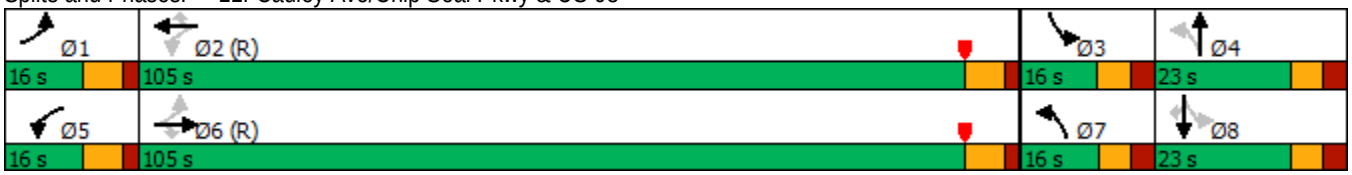
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

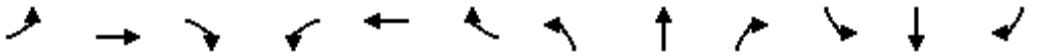
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	87	1598	40	10	1890	106	29	55	101	35	97
Future Volume (vph)	87	1598	40	10	1890	106	29	55	101	35	97
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	44.8	11.7	44.0	12.0	49.0	49.0
Total Split (s)	16.0	105.0	105.0	16.0	105.0	105.0	16.0	23.0	16.0	23.0	23.0
Total Split (%)	10.0%	65.6%	65.6%	10.0%	65.6%	65.6%	10.0%	14.4%	10.0%	14.4%	14.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 107 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	1598	40	10	1890	106	29	55	8	101	35	97
Future Volume (veh/h)	87	1598	40	10	1890	106	29	55	8	101	35	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	1776	41	11	2100	87	32	61	3	112	39	36
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
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	166	2465	1099	213	2360	1053	174	116	6	188	187	158
Arrive On Green	0.04	0.92	0.92	0.02	0.90	0.90	0.02	0.07	0.07	0.06	0.10	0.10
Sat Flow, veh/h	1781	3554	1585	1753	3497	1560	1781	1767	87	1781	1870	1580
Grp Volume(v), veh/h	97	1776	41	11	2100	87	32	0	64	112	39	36
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1753	1749	1560	1781	0	1854	1781	1870	1580
Q Serve(g_s), s	2.7	18.5	0.3	0.3	48.9	1.0	2.7	0.0	5.3	9.0	3.1	3.4
Cycle Q Clear(g_c), s	2.7	18.5	0.3	0.3	48.9	1.0	2.7	0.0	5.3	9.0	3.1	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	166	2465	1099	213	2360	1053	174	0	122	188	187	158
V/C Ratio(X)	0.58	0.72	0.04	0.05	0.89	0.08	0.18	0.00	0.53	0.60	0.21	0.23
Avail Cap(c_a), veh/h	214	2465	1099	292	2360	1053	235	0	185	188	187	158
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	2.6	1.9	8.6	5.2	2.7	67.6	0.0	72.3	65.7	66.2	66.3
Incr Delay (d2), s/veh	3.2	1.9	0.1	0.2	5.5	0.2	0.5	0.0	3.5	5.0	2.5	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	5.8	0.2	0.2	10.4	0.7	2.2	0.0	4.8	8.1	2.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	4.5	2.0	8.9	10.7	2.9	68.1	0.0	75.8	70.7	68.7	69.6
LnGrp LOS	C	A	A	A	B	A	E	A	E	E	E	E
Approach Vol, veh/h		1914			2198			96			187	
Approach Delay, s/veh		5.5			10.4			73.3			70.1	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	114.8	16.0	17.5	8.7	117.8	10.5	23.0
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	* 6.7	7.0
Max Green Setting (Gmax), s	9.2	98.2	9.0	16.0	9.2	98.2	* 9.3	16.0
Max Q Clear Time (g_c+I1), s	4.7	50.9	11.0	7.3	2.3	20.5	4.7	5.4
Green Ext Time (p_c), s	0.1	41.8	0.0	0.1	0.0	51.6	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	1	10	91	1	0	10	17	0	39	0	0	0
Future Vol, veh/h	0	1	10	91	1	0	10	17	0	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	1084	841	472	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	62	62	62	62	92	62	62	92	62	92	92	92
Heavy Vehicles, %	2	2	2	14	14	2	20	20	2	20	2	2	2
Mvmt Flow	0	2	16	147	2	0	16	27	0	63	0	0	0

Major/Minor	Minor2			Minor1			Major1			
Conflicting Flow All	-	149	16	63	86	-	-	0	0	0
Stage 1	-	0	-	54	86	-	-	-	-	-
Stage 2	-	149	-	9	0	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.24	6.64	-	-	4.3	-	-
Critical Hdwy Stg 1	-	-	-	6.24	5.64	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.626	4.126	-	-	2.38	-	-
Pot Cap-1 Maneuver	0	743	1063	903	782	0	-	-	-	-
Stage 1	0	-	-	929	801	0	-	-	-	-
Stage 2	0	774	-	-	-	0	-	-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	743	1063	888	782	-	-	-	-	-
Mov Cap-2 Maneuver	-	708	-	850	732	-	-	-	-	-
Stage 1	-	-	-	929	801	-	-	-	-	-
Stage 2	-	774	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	8.6	10.1	
HCM LOS	A	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	1017	849
HCM Lane V/C Ratio	-	-	-	0.017	0.175
HCM Control Delay (s)	-	-	-	8.6	10.1
HCM Lane LOS	-	-	-	A	B
HCM 95th %tile Q(veh)	-	-	-	0.1	0.6

Intersection	
Int Delay, s/veh	7.7

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	171	2	14	65	24	2	104
Future Vol, veh/h	171	2	14	65	24	2	104
Conflicting Peds, #/hr	0	8	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	47	47	47	47	47	47	47
Heavy Vehicles, %	2	2	15	15	15	12	12
Mvmt Flow	364	4	30	138	51	4	221

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	317	77	221	0	0	189	0
Stage 1	198	-	-	-	-	-	-
Stage 2	119	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.7	-	-	4.34	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.65	-	-	2.32	-
Pot Cap-1 Maneuver	689	1032	976	-	-	1351	-
Stage 1	852	-	-	-	-	-	-
Stage 2	893	-	-	-	-	-	-
Platoon blocked, %	1	1		-	-	1	-
Mov Cap-1 Maneuver	663	1024	976	-	-	1351	-
Mov Cap-2 Maneuver	685	-	-	-	-	-	-
Stage 1	822	-	-	-	-	-	-
Stage 2	890	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	1.3	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	688	1351	-
HCM Lane V/C Ratio	-	-	0.535	0.003	-
HCM Control Delay (s)	0.2	-	16.1	7.7	0
HCM Lane LOS	A	-	C	A	A
HCM 95th %tile Q(veh)	-	-	3.2	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	20	117	0	3	5	23	97	72	2	267	2
Future Vol, veh/h	0	0	20	117	0	3	5	23	97	72	2	267	2
Conflicting Peds, #/hr	7	0	2	2	0	7	2	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	54	54	54	54	54	54	54	54	54	54
Heavy Vehicles, %	2	2	2	2	2	2	8	8	8	8	5	5	5
Mvmt Flow	0	0	37	217	0	6	9	43	180	133	4	494	4

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	706	922	252	541	791	97	498	499	0	0	313	0	0
Stage 1	505	505	-	284	284	-	-	-	-	-	-	-	-
Stage 2	201	417	-	257	507	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.56	4.26	-	-	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.58	2.28	-	-	2.25	-	-
Pot Cap-1 Maneuver	356	286	748	471	343	*1047	670	1020	-	-	1280	-	-
Stage 1	518	539	-	767	716	-	-	-	-	-	-	-	-
Stage 2	860	624	-	725	538	-	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1			-	-	1	-	-
Mov Cap-1 Maneuver	335	269	746	426	322	*1040	926	926	-	-	1280	-	-
Mov Cap-2 Maneuver	411	378	-	500	395	-	-	-	-	-	-	-	-
Stage 1	488	536	-	724	676	-	-	-	-	-	-	-	-
Stage 2	802	589	-	685	535	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	17.5	1.3	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	926	-	-	746	507	1280	-	-
HCM Lane V/C Ratio	0.056	-	-	0.05	0.438	0.003	-	-
HCM Control Delay (s)	9.1	-	-	10.1	17.5	7.8	0	-
HCM Lane LOS	A	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	2.2	0	-	-

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

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑↑	↗		↑↑↔	
Traffic Vol, veh/h	0	0	6	101	0	5	4	194	52	0	426	0
Future Vol, veh/h	0	0	6	101	0	5	4	194	52	0	426	0
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	55	55	55	55	55	55	55	55	55
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	4	4	4
Mvmt Flow	0	0	11	184	0	9	7	353	95	0	775	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	966	1237	390	757	1142	177	775	0	0	448	0	0
Stage 1	775	775	-	367	367	-	-	-	-	-	-	-
Stage 2	191	462	-	390	775	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.22	-	-	4.18	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.26	-	-	2.24	-	-
Pot Cap-1 Maneuver	*255	197	609	372	226	*1001	811	-	-	1212	-	-
Stage 1	*357	406	-	773	713	-	-	-	-	-	-	-
Stage 2	*944	643	-	606	406	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*251	195	608	361	224	*1001	811	-	-	1212	-	-
Mov Cap-2 Maneuver	*310	308	-	462	322	-	-	-	-	-	-	-
Stage 1	*353	406	-	763	704	-	-	-	-	-	-	-
Stage 2	*924	636	-	594	406	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	17.7	0.2	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	811	-	-	608	474	1212	-	-
HCM Lane V/C Ratio	0.009	-	-	0.018	0.407	-	-	-
HCM Control Delay (s)	9.5	0.1	-	11	17.7	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.9	0	-	-

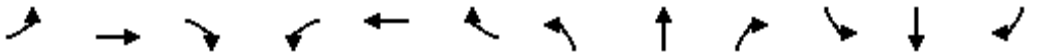
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	1585	154	127	1656	120	167	61	133	161	121	234
Future Volume (vph)	126	1585	154	127	1656	120	167	61	133	161	121	234
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	42.0
Total Split (s)	18.0	138.0	138.0	26.0	146.0	146.0	24.0	18.0	18.0	28.0	22.0	22.0
Total Split (%)	8.6%	65.7%	65.7%	12.4%	69.5%	69.5%	11.4%	8.6%	8.6%	13.3%	10.5%	10.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 35 (17%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1585	154	127	1656	120	167	61	133	161	121	234
Future Volume (veh/h)	126	1585	154	127	1656	120	167	61	133	161	121	234
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.94	0.98		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	135	1704	150	137	1781	0	180	66	62	173	130	0
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
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	3	3	3
Cap, veh/h	166	2203	982	166	2362		216	90	72	229	155	
Arrive On Green	0.06	0.83	0.83	0.12	0.88	0.00	0.06	0.05	0.05	0.10	0.08	0.00
Sat Flow, veh/h	3428	3526	1572	1781	3554	1585	3456	1870	1496	1767	1856	1572
Grp Volume(v), veh/h	135	1704	150	137	1781	0	180	66	62	173	130	0
Grp Sat Flow(s),veh/h/ln	1714	1763	1572	1781	1777	1585	1728	1870	1496	1767	1856	1572
Q Serve(g_s), s	8.2	48.0	2.6	15.8	36.6	0.0	10.8	7.3	7.2	19.2	14.5	0.0
Cycle Q Clear(g_c), s	8.2	48.0	2.6	15.8	36.6	0.0	10.8	7.3	7.2	19.2	14.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	2203	982	166	2362		216	90	72	229	155	
V/C Ratio(X)	0.81	0.77	0.15	0.83	0.75		0.83	0.74	0.86	0.76	0.84	
Avail Cap(c_a), veh/h	167	2203	982	166	2362		280	98	78	232	155	
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	97.3	10.7	3.0	90.4	6.2	0.0	97.4	98.7	68.1	82.7	94.8	0.0
Incr Delay (d2), s/veh	26.6	2.7	0.3	28.9	2.3	0.0	17.2	25.3	58.3	14.0	32.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	19.0	2.6	13.2	11.0	0.0	9.2	7.6	7.1	14.9	13.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.9	13.4	3.4	119.2	8.5	0.0	114.6	124.0	126.4	96.6	127.1	0.0
LnGrp LOS	F	B	A	F	A		F	F	F	F	F	
Approach Vol, veh/h		1989			1918			308			303	
Approach Delay, s/veh		20.2			16.4			119.0			109.7	
Approach LOS		C			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	147.4	27.6	17.1	27.3	138.0	20.1	24.6
Change Period (Y+Rc), s	7.8	* 7.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	10.2	* 1.4E2	21.6	11.0	18.2	131.2	17.0	15.0
Max Q Clear Time (g_c+I1), s	10.2	38.6	21.2	9.3	17.8	50.0	12.8	16.5
Green Ext Time (p_c), s	0.0	41.8	0.0	0.1	0.0	38.2	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

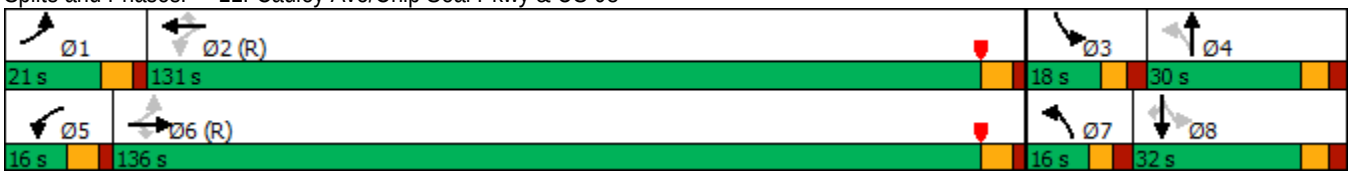
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	32	1610	58	18	1504	26	34	11	69	33	69
Future Volume (vph)	32	1610	58	18	1504	26	34	11	69	33	69
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	44.8	11.7	44.0	12.0	49.0	49.0
Total Split (s)	21.0	136.0	136.0	16.0	131.0	131.0	16.0	30.0	18.0	32.0	32.0
Total Split (%)	10.5%	68.0%	68.0%	8.0%	65.5%	65.5%	8.0%	15.0%	9.0%	16.0%	16.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	Max	Max

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 190 (95%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1610	58	18	1504	26	34	11	12	69	33	69
Future Volume (veh/h)	32	1610	58	18	1504	26	34	11	12	69	33	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	35	1750	54	20	1635	25	37	12	4	75	36	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	5	5	5	2	2	2
Cap, veh/h	251	2455	1094	218	2439	1087	214	134	45	250	234	198
Arrive On Green	0.03	0.93	0.93	0.02	0.92	0.92	0.03	0.10	0.10	0.05	0.13	0.13
Sat Flow, veh/h	1767	3526	1570	1767	3526	1571	1739	1310	437	1781	1870	1585
Grp Volume(v), veh/h	35	1750	54	20	1635	25	37	0	16	75	36	26
Grp Sat Flow(s),veh/h/ln	1767	1763	1570	1767	1763	1571	1739	0	1747	1781	1870	1585
Q Serve(g_s), s	1.2	21.6	0.5	0.7	19.4	0.3	3.8	0.0	1.7	7.5	3.4	2.9
Cycle Q Clear(g_c), s	1.2	21.6	0.5	0.7	19.4	0.3	3.8	0.0	1.7	7.5	3.4	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	251	2455	1094	218	2439	1087	214	0	178	250	234	198
V/C Ratio(X)	0.14	0.71	0.05	0.09	0.67	0.02	0.17	0.00	0.09	0.30	0.15	0.13
Avail Cap(c_a), veh/h	338	2455	1094	270	2439	1087	250	0	201	265	234	198
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	3.0	2.3	9.7	3.2	2.5	77.8	0.0	81.4	75.6	78.1	77.8
Incr Delay (d2), s/veh	0.3	1.8	0.1	0.4	1.5	0.0	0.4	0.0	0.2	0.7	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	6.9	0.4	0.5	6.8	0.2	3.1	0.0	1.4	6.3	3.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	4.8	2.3	10.1	4.7	2.5	78.2	0.0	81.6	76.3	79.5	79.2
LnGrp LOS	A	A	A	B	A	A	E	A	F	E	E	E
Approach Vol, veh/h		1839			1680			53			137	
Approach Delay, s/veh		4.8			4.8			79.2			77.7	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	145.2	16.4	27.4	10.2	146.1	11.8	32.0
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	* 6.7	7.0
Max Green Setting (Gmax), s	14.2	124.2	11.0	23.0	9.2	129.2	* 9.3	25.0
Max Q Clear Time (g_c+I1), s	3.2	21.4	9.5	3.7	2.7	23.6	5.8	5.4
Green Ext Time (p_c), s	0.0	52.1	0.0	0.0	0.0	60.9	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	1889	78	31	1545	313	62	60	33	352	51	27
Future Volume (vph)	68	1889	78	31	1545	313	62	60	33	352	51	27
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	46.8	46.8	12.8	52.8	52.8	13.4	13.4	13.4	42.0	42.0	42.0
Total Split (s)	16.0	148.0	148.0	13.0	145.0	145.0	22.0	22.0	22.0	27.0	27.0	27.0
Total Split (%)	7.6%	70.5%	70.5%	6.2%	69.0%	69.0%	10.5%	10.5%	10.5%	12.9%	12.9%	12.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	8.4	8.4	8.4	9.0	9.0	9.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 31 (15%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Nautilus St & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	1889	78	31	1545	313	62	60	33	352	51	27
Future Volume (veh/h)	68	1889	78	31	1545	313	62	60	33	352	51	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	70	1947	54	32	1593	255	63	63	16	363	53	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	6	6	6
Cap, veh/h	270	2435	1084	165	2339	1041	81	85	69	287	155	129
Arrive On Green	0.08	0.93	0.93	0.03	0.88	0.88	0.05	0.05	0.05	0.09	0.09	0.09
Sat Flow, veh/h	1753	3497	1557	1781	3554	1581	1767	1856	1521	3346	1811	1508
Grp Volume(v), veh/h	70	1947	54	32	1593	255	63	63	16	363	53	5
Grp Sat Flow(s),veh/h/ln	1753	1749	1557	1781	1777	1581	1767	1856	1521	1673	1811	1508
Q Serve(g_s), s	0.0	33.4	0.6	1.4	29.1	5.4	7.4	7.0	2.1	18.0	5.8	0.6
Cycle Q Clear(g_c), s	0.0	33.4	0.6	1.4	29.1	5.4	7.4	7.0	2.1	18.0	5.8	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	270	2435	1084	165	2339	1041	81	85	69	287	155	129
V/C Ratio(X)	0.26	0.80	0.05	0.19	0.68	0.25	0.78	0.74	0.23	1.27	0.34	0.04
Avail Cap(c_a), veh/h	270	2435	1084	173	2339	1041	114	120	98	287	155	129
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	3.6	2.4	18.0	6.3	4.8	99.2	99.0	96.7	96.0	90.4	88.1
Incr Delay (d2), s/veh	0.5	2.9	0.1	0.4	1.0	0.3	19.7	14.0	1.7	144.3	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	8.5	0.4	1.1	9.2	3.1	7.0	6.8	1.6	21.4	5.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	6.5	2.5	18.3	7.3	5.2	118.8	113.0	98.3	240.3	91.7	88.2
LnGrp LOS	C	A	A	B	A	A	F	F	F	F	F	F
Approach Vol, veh/h		2071			1880			142			421	
Approach Delay, s/veh		7.0			7.2			113.9			219.8	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	145.0		18.0	12.0	153.0		27.0				
Change Period (Y+Rc), s	6.8	6.8		* 8.4	7.8	6.8		9.0				
Max Green Setting (Gmax), s	9.2	138.2		* 14	5.2	141.2		18.0				
Max Q Clear Time (g_c+I1), s	2.0	31.1		9.4	3.4	35.4		20.0				
Green Ext Time (p_c), s	0.1	58.0		0.2	0.0	73.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		30.3
HCM 6th LOS		C

Notes

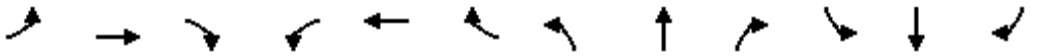
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	56	1884	250	46	1788	57	168	16	43	8	31
Future Volume (vph)	56	1884	250	46	1788	57	168	16	43	8	31
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	37.8	37.8	12.8	37.8	37.8	10.4	11.4	10.4	43.4	43.4
Total Split (s)	15.0	152.0	152.0	15.0	152.0	152.0	29.0	30.0	13.0	14.0	14.0
Total Split (%)	7.1%	72.4%	72.4%	7.1%	72.4%	72.4%	13.8%	14.3%	6.2%	6.7%	6.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	3.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	5.4	6.4	5.4	6.4	6.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 140 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: Clara Ave & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1884	250	46	1788	57	168	16	26	43	8	31
Future Volume (veh/h)	56	1884	250	46	1788	57	168	16	26	43	8	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.99	0.97		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1826	1826	1826
Adj Flow Rate, veh/h	57	1922	202	47	1824	0	171	16	23	44	8	19
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	5	5	5
Cap, veh/h	243	2513	1121	196	2568		245	66	95	122	47	39
Arrive On Green	0.03	0.96	0.96	0.03	0.97	0.00	0.10	0.10	0.10	0.03	0.03	0.03
Sat Flow, veh/h	1739	3469	1547	1767	3526	1572	1781	690	991	1739	1826	1493
Grp Volume(v), veh/h	57	1922	202	47	1824	0	171	0	39	44	8	19
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1767	1763	1572	1781	0	1681	1739	1826	1493
Q Serve(g_s), s	1.8	16.2	1.2	1.5	10.9	0.0	19.2	0.0	4.5	5.1	0.9	2.6
Cycle Q Clear(g_c), s	1.8	16.2	1.2	1.5	10.9	0.0	19.2	0.0	4.5	5.1	0.9	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	243	2513	1121	196	2568		245	0	162	122	47	39
V/C Ratio(X)	0.23	0.76	0.18	0.24	0.71		0.70	0.00	0.24	0.36	0.17	0.49
Avail Cap(c_a), veh/h	271	2513	1121	217	2568		264	0	189	131	66	54
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.38	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.2	1.4	1.1	7.7	1.1	0.0	86.5	0.0	87.8	95.8	100.1	100.9
Incr Delay (d2), s/veh	0.3	0.9	0.1	0.9	1.7	0.0	8.2	0.0	1.1	2.5	2.4	13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	3.5	0.7	1.1	3.6	0.0	14.6	0.0	3.7	4.4	0.8	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	2.2	1.2	8.6	2.8	0.0	94.7	0.0	88.9	98.3	102.5	114.2
LnGrp LOS	A	A	A	A	A		F	A	F	F	F	F
Approach Vol, veh/h		2181			1871			210			71	
Approach Delay, s/veh		2.3			2.9			93.6			103.0	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	159.8	12.0	26.6	12.5	158.9	26.8	11.8
Change Period (Y+Rc), s	6.8	6.8	5.4	6.4	7.8	6.8	5.4	6.4
Max Green Setting (Gmax), s	8.2	145.2	7.6	23.6	7.2	145.2	23.6	7.6
Max Q Clear Time (g_c+I1), s	3.8	12.9	7.1	6.5	3.5	18.2	21.2	4.6
Green Ext Time (p_c), s	0.0	72.1	0.0	0.2	0.0	85.6	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	14	7	0	0	1	8	0	9	0	0	0
Future Vol, veh/h	0	0	14	7	0	0	1	8	0	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	1084	841	472	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	81	81	81	81	92	81	81	92	81	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	6	6	2	6	2	2	2
Mvmt Flow	0	0	17	9	0	0	1	10	0	11	0	0	0

Major/Minor	Minor2			Minor1			Major1			
Conflicting Flow All	-	33	1	29	22	-	-	0	0	0
Stage 1	-	0	-	20	22	-	-	-	-	-
Stage 2	-	33	-	9	0	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	-	4.16	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	-	2.254	-	-
Pot Cap-1 Maneuver	0	860	1084	980	872	0	-	-	-	-
Stage 1	0	-	-	999	877	0	-	-	-	-
Stage 2	0	868	-	-	-	0	-	-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	860	1084	964	872	-	-	-	-	-
Mov Cap-2 Maneuver	-	792	-	913	801	-	-	-	-	-
Stage 1	-	-	-	999	877	-	-	-	-	-
Stage 2	-	868	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	8.4	9	
HCM LOS	A	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	1084	913
HCM Lane V/C Ratio	-	-	-	0.016	0.009
HCM Control Delay (s)	-	-	-	8.4	9
HCM Lane LOS	-	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	0

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	11	0	1	10	0	0	27
Future Vol, veh/h	11	0	1	10	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	58	58	58	58	58	58	58
Heavy Vehicles, %	2	2	36	36	36	4	4
Mvmt Flow	19	0	2	17	0	0	47

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	45	9	47	0	0	17	0
Stage 1	21	-	-	-	-	-	-
Stage 2	24	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	7.12	-	-	4.18	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.86	-	-	2.24	-
Pot Cap-1 Maneuver	960	1070	1169	-	-	1584	-
Stage 1	999	-	-	-	-	-	-
Stage 2	995	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	958	1070	1169	-	-	1584	-
Mov Cap-2 Maneuver	891	-	-	-	-	-	-
Stage 1	997	-	-	-	-	-	-
Stage 2	995	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	891	1584	-
HCM Lane V/C Ratio	-	-	0.021	-	-
HCM Control Delay (s)	0	-	9.1	0	-
HCM Lane LOS	A	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	29	42	1	0	37	20	34	1	22	0
Future Vol, veh/h	0	1	29	42	1	0	37	20	34	1	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	32	47	1	0	41	22	38	1	24	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	120	168	12	119	130	11	24	0	0	60	0	0
Stage 1	26	26	-	104	104	-	-	-	-	-	-	-
Stage 2	94	142	-	15	26	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	858	732	1065	859	769	*1078	1589	-	-	1553	-	-
Stage 1	988	873	-	903	815	-	-	-	-	-	-	-
Stage 2	915	785	-	1003	873	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	839	713	1065	815	749	*1078	1589	-	-	1553	-	-
Mov Cap-2 Maneuver	798	686	-	781	710	-	-	-	-	-	-	-
Stage 1	962	872	-	879	794	-	-	-	-	-	-	-
Stage 2	890	765	-	970	872	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	9.9	3	0.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1589	-	-	1046	779	1553	-	-
HCM Lane V/C Ratio	0.026	-	-	0.032	0.061	0.001	-	-
HCM Control Delay (s)	7.3	-	-	8.6	9.9	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0	-	-

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕	↗		↕	
Traffic Vol, veh/h	0	0	2	19	0	0	2	92	51	1	94	0
Future Vol, veh/h	0	0	2	19	0	0	2	92	51	1	94	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	22	0	0	2	107	59	1	109	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	174	286	60	168	227	54	114	0	0	166	0	0
Stage 1	116	116	-	111	111	-	-	-	-	-	-	-
Stage 2	58	170	-	57	116	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*873	678	993	882	733	*1047	1473	-	-	1479	-	-
Stage 1	*876	799	-	974	856	-	-	-	-	-	-	-
Stage 2	*987	805	-	948	799	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*867	672	988	877	727	*1047	1466	-	-	1479	-	-
Mov Cap-2 Maneuver	*794	671	-	836	703	-	-	-	-	-	-	-
Stage 1	*870	794	-	972	854	-	-	-	-	-	-	-
Stage 2	*985	804	-	945	794	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	9.4	0.1	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1466	-	-	988	836	1479	-	-
HCM Lane V/C Ratio	0.002	-	-	0.002	0.026	0.001	-	-
HCM Control Delay (s)	7.5	0	-	8.7	9.4	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

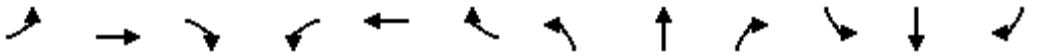
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	1941	139	138	1702	48	209	51	139	69	65	97
Future Volume (vph)	60	1941	139	138	1702	48	209	51	139	69	65	97
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	42.0
Total Split (s)	16.0	144.0	144.0	27.0	155.0	155.0	24.0	18.0	18.0	21.0	15.0	15.0
Total Split (%)	7.6%	68.6%	68.6%	12.9%	73.8%	73.8%	11.4%	8.6%	8.6%	10.0%	7.1%	7.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 35 (17%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1941	139	138	1702	48	209	51	139	69	65	97
Future Volume (veh/h)	60	1941	139	138	1702	48	209	51	139	69	65	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	2065	129	147	1811	0	222	54	62	73	69	0
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	2322	1036	175	2558		255	125	105	168	71	
Arrive On Green	0.04	0.87	0.87	0.13	0.96	0.00	0.07	0.07	0.07	0.05	0.04	0.00
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3456	1870	1578	1781	1870	1585
Grp Volume(v), veh/h	64	2065	129	147	1811	0	222	54	62	73	69	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1728	1870	1578	1781	1870	1585
Q Serve(g_s), s	3.8	70.4	1.5	16.9	14.2	0.0	13.4	5.8	6.6	8.2	7.7	0.0
Cycle Q Clear(g_c), s	3.8	70.4	1.5	16.9	14.2	0.0	13.4	5.8	6.6	8.2	7.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	94	2322	1036	175	2558		255	125	105	168	71	
V/C Ratio(X)	0.68	0.89	0.12	0.84	0.71		0.87	0.43	0.59	0.43	0.97	
Avail Cap(c_a), veh/h	135	2322	1036	175	2558		280	125	105	206	71	
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	100.3	9.4	1.8	89.6	1.6	0.0	96.2	94.2	63.9	91.4	100.9	0.0
Incr Delay (d2), s/veh	11.4	5.6	0.2	29.4	1.7	0.0	23.8	3.4	10.1	2.5	95.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.4	21.4	1.7	13.9	4.5	0.0	11.2	5.3	5.4	7.1	9.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.7	15.0	2.0	119.0	3.2	0.0	120.0	97.5	73.9	93.9	196.6	0.0
LnGrp LOS	F	B	A	F	A		F	F	E	F	F	
Approach Vol, veh/h		2258			1958			338			142	
Approach Delay, s/veh		17.0			11.9			108.0			143.8	
Approach LOS		B			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	158.9	16.5	21.0	28.5	144.0	22.5	15.0
Change Period (Y+Rc), s	7.8	* 7.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	8.2	* 1.5E2	14.6	11.0	19.2	137.2	17.0	8.0
Max Q Clear Time (g_c+I1), s	5.8	16.2	10.2	8.6	18.9	72.4	15.4	9.7
Green Ext Time (p_c), s	0.0	47.0	0.1	0.1	0.0	45.8	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

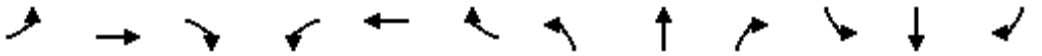
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	1657	191	197	1648	135	334	163	191	201	158	120
Future Volume (vph)	147	1657	191	197	1648	135	334	163	191	201	158	120
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	47.8	47.8	12.8	46.8	46.8	12.0	46.0	46.0	11.4	49.4	49.4
Total Split (s)	18.0	126.0	126.0	23.0	131.0	131.0	32.0	28.0	28.0	33.0	29.0	29.0
Total Split (%)	8.6%	60.0%	60.0%	11.0%	62.4%	62.4%	15.2%	13.3%	13.3%	15.7%	13.8%	13.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	Max	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 34 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 8: Richard Jackson Blvd & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	1657	191	197	1648	135	334	163	191	201	158	120
Future Volume (veh/h)	147	1657	191	197	1648	135	334	163	191	201	158	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	1708	136	203	1699	105	344	168	125	207	163	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	3122	969	250	3020	937	380	198	166	250	232	102
Arrive On Green	0.13	0.81	0.81	0.10	0.79	0.79	0.11	0.11	0.11	0.07	0.07	0.07
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	1870	1576	3456	3554	1570
Grp Volume(v), veh/h	152	1708	136	203	1699	105	344	168	125	207	163	54
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1870	1576	1728	1777	1570
Q Serve(g_s), s	8.5	23.6	3.8	12.1	26.7	2.2	20.7	18.5	16.2	12.4	9.4	5.7
Cycle Q Clear(g_c), s	8.5	23.6	3.8	12.1	26.7	2.2	20.7	18.5	16.2	12.4	9.4	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	336	3122	969	250	3020	937	380	198	166	250	232	102
V/C Ratio(X)	0.45	0.55	0.14	0.81	0.56	0.11	0.91	0.85	0.75	0.83	0.70	0.53
Avail Cap(c_a), veh/h	336	3122	969	250	3020	937	411	198	166	438	382	169
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.3	9.8	8.0	93.5	12.0	4.3	92.4	92.3	91.2	96.1	96.2	64.0
Incr Delay (d2), s/veh	1.4	0.7	0.3	24.1	0.8	0.2	22.8	28.8	18.4	9.4	5.4	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	10.7	2.6	10.2	12.7	2.2	15.9	16.0	12.1	10.0	8.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.6	10.5	8.3	117.6	12.8	4.5	115.2	121.1	109.6	105.5	101.6	69.8
LnGrp LOS	F	B	A	F	B	A	F	F	F	F	F	E
Approach Vol, veh/h		1996			2007			637			424	
Approach Delay, s/veh		16.2			22.9			115.6			99.5	
Approach LOS		B			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.2	131.0	21.6	29.2	23.0	136.2	30.1	20.7
Change Period (Y+Rc), s	7.8	6.8	6.4	7.0	7.8	* 7.8	7.0	* 7
Max Green Setting (Gmax), s	10.2	124.2	26.6	21.0	15.2	* 1.2E2	25.0	* 23
Max Q Clear Time (g_c+I1), s	10.5	28.7	14.4	20.5	14.1	25.6	22.7	11.4
Green Ext Time (p_c), s	0.0	35.4	0.8	0.1	0.1	36.2	0.4	1.1

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1946	168	60	1875	214	60
Future Volume (vph)	1946	168	60	1875	214	60
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	5.0	5.0
Minimum Split (s)	153.0	153.0	17.0	170.0	41.0	41.0
Total Split (s)	153.0	153.0	17.0	170.0	41.0	41.0
Total Split (%)	72.5%	72.5%	8.1%	80.6%	19.4%	19.4%
Yellow Time (s)	5.5	5.5	5.5	5.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	Min	C-Max	None	None

Intersection Summary

Cycle Length: 211
Actuated Cycle Length: 211
Offset: 145 (69%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 215
Control Type: Actuated-Coordinated

Splits and Phases: 9: Moylan Rd & US 98

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1946	168	60	1875	214	60
Future Volume (veh/h)	1946	168	60	1875	214	60
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1856	1856
Adj Flow Rate, veh/h	2048	128	63	1974	225	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	2	2	3	3
Cap, veh/h	2589	1155	198	2820	244	217
Arrive On Green	0.98	0.98	0.03	1.00	0.14	0.14
Sat Flow, veh/h	3618	1572	1781	3647	1767	1572
Grp Volume(v), veh/h	2048	128	63	1974	225	30
Grp Sat Flow(s),veh/h/ln	1763	1572	1781	1777	1767	1572
Q Serve(g_s), s	12.7	0.5	1.8	0.0	26.5	3.5
Cycle Q Clear(g_c), s	12.7	0.5	1.8	0.0	26.5	3.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2589	1155	198	2820	244	217
V/C Ratio(X)	0.79	0.11	0.32	0.70	0.92	0.14
Avail Cap(c_a), veh/h	2589	1155	236	2820	285	253
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.8	0.7	6.6	0.0	89.9	79.9
Incr Delay (d2), s/veh	2.6	0.2	1.3	1.5	32.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	0.3	1.2	1.0	20.7	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.4	0.9	7.9	1.5	122.5	80.4
LnGrp LOS	A	A	A	A	F	F
Approach Vol, veh/h	2176			2037	255	
Approach Delay, s/veh	3.2			1.7	117.5	
Approach LOS	A			A	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		174.9		36.1	12.5	162.4
Change Period (Y+Rc), s		7.5		7.0	7.5	7.5
Max Green Setting (Gmax), s		162.5		34.0	9.5	145.5
Max Q Clear Time (g_c+I1), s		2.0		28.5	3.8	14.7
Green Ext Time (p_c), s		56.7		0.5	0.1	63.1

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	1.4

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Vol, veh/h	3	1873	214	1	9	1794	76	42
Future Vol, veh/h	3	1873	214	1	9	1794	76	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	-	250	-	625	-	0	150
Veh in Median Storage, #	-	0	-	-	-	0	1	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	2	2	2	5	5
Mvmt Flow	3	1951	223	1	9	1869	79	44

Major/Minor	Major1			Major2			Minor1	
Conflicting Flow All	1869	0	0	1951	2174	0	2912	976
Stage 1	-	-	-	-	-	-	1957	-
Stage 2	-	-	-	-	-	-	955	-
Critical Hdwy	6.46	-	-	6.44	4.14	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	-
Follow-up Hdwy	2.53	-	-	2.52	2.22	-	3.55	3.35
Pot Cap-1 Maneuver	89	-	-	*401	433	-	*~ 12	*301
Stage 1	-	-	-	-	-	-	*285	-
Stage 2	-	-	-	-	-	-	*327	-
Platoon blocked, %		-	-	1	1	-		1
Mov Cap-1 Maneuver	89	-	-	*422	422	-	*~ 12	*301
Mov Cap-2 Maneuver	-	-	-	-	-	-	*142	-
Stage 1	-	-	-	-	-	-	*285	-
Stage 2	-	-	-	-	-	-	*319	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.1	44.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	142	301	-	-	422	-
HCM Lane V/C Ratio	0.558	0.145	-	-	0.025	-
HCM Control Delay (s)	58.4	19	0	-	13.7	-
HCM Lane LOS	F	C	A	-	B	-
HCM 95th %tile Q(veh)	2.8	0.5	-	-	0.1	-

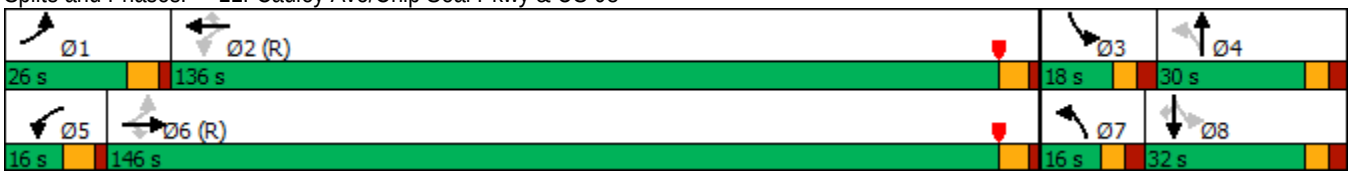
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

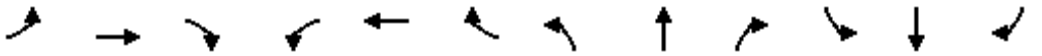
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	110	1801	43	10	1813	184	53	24	36	8	27
Future Volume (vph)	110	1801	43	10	1813	184	53	24	36	8	27
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	44.8	11.7	44.0	12.0	49.0	49.0
Total Split (s)	26.0	146.0	146.0	16.0	136.0	136.0	16.0	30.0	18.0	32.0	32.0
Total Split (%)	12.4%	69.5%	69.5%	7.6%	64.8%	64.8%	7.6%	14.3%	8.6%	15.2%	15.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 49 (23%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1801	43	10	1813	184	53	24	22	36	8	27
Future Volume (veh/h)	110	1801	43	10	1813	184	53	24	22	36	8	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	1958	42	11	1971	145	58	26	11	39	9	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	2808	1250	221	2758	1229	139	49	21	109	55	46
Arrive On Green	0.03	1.00	1.00	0.01	1.00	1.00	0.04	0.04	0.04	0.03	0.03	0.03
Sat Flow, veh/h	1781	3554	1582	1781	3554	1583	1781	1244	526	1781	1870	1569
Grp Volume(v), veh/h	120	1958	42	11	1971	145	58	0	37	39	9	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1582	1781	1777	1583	1781	0	1771	1781	1870	1569
Q Serve(g_s), s	3.1	0.0	0.0	0.3	0.0	0.0	6.6	0.0	4.3	4.4	1.0	0.1
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.3	0.0	0.0	6.6	0.0	4.3	4.4	1.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	228	2808	1250	221	2758	1229	139	0	70	109	55	46
V/C Ratio(X)	0.53	0.70	0.03	0.05	0.71	0.12	0.42	0.00	0.53	0.36	0.17	0.02
Avail Cap(c_a), veh/h	346	2808	1250	279	2758	1229	147	0	194	154	223	187
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.4	0.0	0.0	4.8	0.0	0.0	94.1	0.0	98.9	95.5	99.4	99.0
Incr Delay (d2), s/veh	1.9	1.5	0.1	0.2	1.6	0.2	2.0	0.0	6.0	2.0	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	1.0	0.0	0.2	1.1	0.1	5.7	0.0	3.8	3.8	0.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	1.5	0.1	4.9	1.6	0.2	96.1	0.0	104.9	97.5	100.8	99.2
LnGrp LOS	A	A	A	A	A	A	F	A	F	F	F	F
Approach Vol, veh/h		2120			2127			95			49	
Approach Delay, s/veh		1.7			1.5			99.5			98.1	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	169.8	12.8	15.3	9.2	172.7	15.0	13.1
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	* 6.7	7.0
Max Green Setting (Gmax), s	19.2	129.2	11.0	23.0	9.2	139.2	* 9.3	25.0
Max Q Clear Time (g_c+I1), s	5.1	2.0	6.4	6.3	2.3	2.0	8.6	3.0
Green Ext Time (p_c), s	0.2	86.9	0.0	0.1	0.0	86.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

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

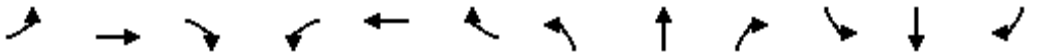
F-2: Opening Year (2030) No Build Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1670	70	115	1850	230	75	30	80	390	70	40
Future Volume (vph)	50	1670	70	115	1850	230	75	30	80	390	70	40
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	46.8	46.8	12.8	52.8	52.8	13.4	13.4	13.4	42.0	42.0	42.0
Total Split (s)	12.0	116.0	116.0	26.0	130.0	130.0	20.0	20.0	20.0	48.0	48.0	48.0
Total Split (%)	5.7%	55.2%	55.2%	12.4%	61.9%	61.9%	9.5%	9.5%	9.5%	22.9%	22.9%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	8.4	8.4	8.4	9.0	9.0	9.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 30 (14%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 1: Nautilus St & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1670	70	115	1850	230	75	30	80	390	70	40
Future Volume (veh/h)	50	1670	70	115	1850	230	75	30	80	390	70	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1796	1796	1796	1856	1856	1856	1737	1737	1737
Adj Flow Rate, veh/h	56	1876	63	129	2079	214	59	69	32	438	79	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	7	7	7	3	3	3	11	11	11
Cap, veh/h	195	3006	931	171	2877	890	83	87	72	486	263	221
Arrive On Green	0.07	0.60	0.60	0.05	0.59	0.59	0.05	0.05	0.05	0.15	0.15	0.15
Sat Flow, veh/h	1739	4985	1544	1711	4904	1517	1767	1856	1532	3209	1737	1460
Grp Volume(v), veh/h	56	1876	63	129	2079	214	59	69	32	438	79	19
Grp Sat Flow(s),veh/h/ln	1739	1662	1544	1711	1635	1517	1767	1856	1532	1605	1737	1460
Q Serve(g_s), s	0.0	50.3	3.5	7.6	63.9	14.3	6.9	7.7	4.3	28.2	8.5	2.3
Cycle Q Clear(g_c), s	0.0	50.3	3.5	7.6	63.9	14.3	6.9	7.7	4.3	28.2	8.5	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	3006	931	171	2877	890	83	87	72	486	263	221
V/C Ratio(X)	0.29	0.62	0.07	0.75	0.72	0.24	0.71	0.79	0.45	0.90	0.30	0.09
Avail Cap(c_a), veh/h	195	3006	931	240	2877	890	98	102	85	596	323	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	26.5	17.2	37.3	31.1	20.9	98.7	99.1	97.4	87.6	79.2	76.6
Incr Delay (d2), s/veh	0.8	1.0	0.1	6.3	1.2	0.5	18.0	29.6	4.3	14.9	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.2	27.3	2.4	6.4	32.2	8.5	6.6	8.0	3.2	18.6	7.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	27.5	17.4	43.5	32.4	21.4	116.7	128.7	101.7	102.4	79.9	76.8
LnGrp LOS	E	C	B	D	C	C	F	F	F	F	E	E
Approach Vol, veh/h		1995			2422			160			536	
Approach Delay, s/veh		28.4			32.0			118.9			98.2	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.0	130.0		18.2	17.5	133.5		40.8				
Change Period (Y+Rc), s	6.8	6.8		* 8.4	7.8	6.8		9.0				
Max Green Setting (Gmax), s	5.2	123.2		* 12	18.2	109.2		39.0				
Max Q Clear Time (g_c+I1), s	2.0	65.9		9.7	9.6	52.3		30.2				
Green Ext Time (p_c), s	0.0	48.1		0.1	0.2	41.9		1.5				

Intersection Summary												
HCM 6th Ctrl Delay			40.2									
HCM 6th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

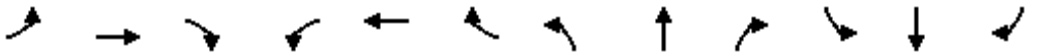
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	35	2115	160	70	2095	25	125	10	75	15	60
Future Volume (vph)	35	2115	160	70	2095	25	125	10	75	15	60
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	37.8	37.8	12.8	37.8	37.8	10.4	11.4	10.4	43.0	43.0
Total Split (s)	12.0	136.0	136.0	16.0	140.0	140.0	14.0	42.0	16.0	44.0	44.0
Total Split (%)	5.7%	64.8%	64.8%	7.6%	66.7%	66.7%	6.7%	20.0%	7.6%	21.0%	21.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	3.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	5.4	6.4	5.4	6.4	6.4
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 152 (72%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 2: Clara Ave & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	2115	160	70	2095	25	125	10	70	75	15	60
Future Volume (veh/h)	35	2115	160	70	2095	25	125	10	70	75	15	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1796	1796	1796	1811	1811	1811	1856	1856	1856
Adj Flow Rate, veh/h	37	2226	135	74	2205	0	132	11	56	79	16	35
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
Percent Heavy Veh, %	6	6	6	7	7	7	6	6	6	3	3	3
Cap, veh/h	166	3042	944	357	3673		175	14	71	139	117	99
Arrive On Green	0.03	0.82	0.82	0.21	1.00	0.00	0.04	0.05	0.05	0.05	0.06	0.06
Sat Flow, veh/h	1725	4944	1535	1711	4904	1522	1725	258	1316	1767	1856	1572
Grp Volume(v), veh/h	37	2226	135	74	2205	0	132	0	67	79	16	35
Grp Sat Flow(s),veh/h/ln	1725	1648	1535	1711	1635	1522	1725	0	1574	1767	1856	1572
Q Serve(g_s), s	1.9	42.8	2.8	0.0	0.9	0.0	8.6	0.0	8.8	8.8	1.7	4.5
Cycle Q Clear(g_c), s	1.9	42.8	2.8	0.0	0.9	0.0	8.6	0.0	8.8	8.8	1.7	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.84	1.00		1.00
Lane Grp Cap(c), veh/h	166	3042	944	357	3673		175	0	85	139	117	99
V/C Ratio(X)	0.22	0.73	0.14	0.21	0.60		0.75	0.00	0.79	0.57	0.14	0.35
Avail Cap(c_a), veh/h	172	3042	944	357	3673		175	0	267	139	332	282
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	11.2	4.2	37.3	0.1	0.0	93.7	0.0	98.2	88.4	92.9	94.2
Incr Delay (d2), s/veh	0.6	1.0	0.2	0.4	0.7	0.0	17.7	0.0	20.5	6.7	0.7	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	15.5	2.4	5.4	0.7	0.0	7.2	0.0	7.5	7.8	1.6	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	12.3	4.4	37.7	0.8	0.0	111.4	0.0	118.7	95.0	93.7	97.2
LnGrp LOS	B	B	A	D	A		F	A	F	F	F	F
Approach Vol, veh/h		2398			2279			199			130	
Approach Delay, s/veh		11.9			2.0			113.9			95.5	
Approach LOS		B			A			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	165.1	16.0	17.7	40.3	136.0	14.0	19.7
Change Period (Y+Rc), s	6.8	* 7.8	5.4	6.4	7.8	6.8	5.4	6.4
Max Green Setting (Gmax), s	5.2	* 1.3E2	10.6	35.6	8.2	129.2	8.6	37.6
Max Q Clear Time (g_c+I1), s	3.9	2.9	10.8	10.8	2.0	44.8	10.6	6.5
Green Ext Time (p_c), s	0.0	90.7	0.0	0.5	0.1	68.8	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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

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

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	5	10	70	5	0	5	15	0	120	0	0	0
Future Vol, veh/h	0	5	10	70	5	0	5	15	0	120	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	1084	841	472	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	82	82	82	82	92	82	82	82	82	92	92	92
Heavy Vehicles, %	2	2	2	26	26	2	14	14	2	14	2	2	2
Mvmt Flow	0	6	12	85	6	0	6	18	0	146	0	0	0

Major/Minor	Minor2			Minor1				Major1					
Conflicting Flow All	-	194	6	45	48	-	-	0	0	0			
Stage 1	-	0	-	36	48	-	-	-	-	-			
Stage 2	-	194	-	9	0	-	-	-	-	-			
Critical Hdwy	-	6.52	6.22	7.36	6.76	-	-	4.24	-	-			
Critical Hdwy Stg 1	-	-	-	6.36	5.76	-	-	-	-	-			
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-	-			
Follow-up Hdwy	-	4.018	3.318	3.734	4.234	-	-	2.326	-	-			
Pot Cap-1 Maneuver	0	701	1077	900	799	0	-	-	-	-			
Stage 1	0	-	-	922	810	0	-	-	-	-			
Stage 2	0	740	-	-	-	0	-	-	-	-			
Platoon blocked, %									-	-			
Mov Cap-1 Maneuver	-	701	1077	884	799	-	-	-	-	-			
Mov Cap-2 Maneuver	-	701	-	884	799	-	-	-	-	-			
Stage 1	-	-	-	922	810	-	-	-	-	-			
Stage 2	-	740	-	-	-	-	-	-	-	-			

Approach	EB	WB	NB
HCM Control Delay, s	9	9.6	
HCM LOS	A	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	914	878
HCM Lane V/C Ratio	-	-	-	0.02	0.104
HCM Control Delay (s)	-	-	-	9	9.6
HCM Lane LOS	-	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	0.3

Intersection	
Int Delay, s/veh	6.4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	230	5	5	135	50	5	75
Future Vol, veh/h	230	5	5	135	50	5	75
Conflicting Peds, #/hr	0	6	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	67	67	67	67	67	67	67
Heavy Vehicles, %	2	2	10	10	10	23	23
Mvmt Flow	343	7	7	201	75	7	112

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	285	107	112	0	0	276	0
Stage 1	215	-	-	-	-	-	-
Stage 2	70	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.6	-	-	4.56	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.6	-	-	2.43	-
Pot Cap-1 Maneuver	788	*1032	1174	-	-	1238	-
Stage 1	893	-	-	-	-	-	-
Stage 2	945	-	-	-	-	-	-
Platoon blocked, %	1	1		-	-	1	-
Mov Cap-1 Maneuver	778	*1026	1174	-	-	1238	-
Mov Cap-2 Maneuver	768	-	-	-	-	-	-
Stage 1	886	-	-	-	-	-	-
Stage 2	939	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0.2	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	772	1238	-
HCM Lane V/C Ratio	-	-	0.454	0.006	-
HCM Control Delay (s)	0	-	13.5	7.9	0
HCM Lane LOS	A	-	B	A	A
HCM 95th %tile Q(veh)	-	-	2.4	0	-

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	5	5	30	60	5	5	5	15	180	345	0	305	5
Future Vol, veh/h	5	5	30	60	5	5	5	15	180	345	0	305	5
Conflicting Peds, #/hr	3	0	1	1	0	3	1	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	6	6	6
Mvmt Flow	8	8	45	91	8	8	8	23	273	523	0	462	8

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	674	1326	238	571	807	140	470	472	0	0	796	0	0
Stage 1	468	468	-	335	335	-	-	-	-	-	-	-	-
Stage 2	206	858	-	236	472	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.58	6.58	6.98	6.46	4.16	-	-	4.22	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.58	5.58	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.58	5.58	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.54	4.04	3.34	2.53	2.23	-	-	2.26	-	-
Pot Cap-1 Maneuver	411	169	763	488	353	*1010	719	1079	-	-	848	-	-
Stage 1	545	560	-	770	712	-	-	-	-	-	-	-	-
Stage 2	931	404	-	740	552	-	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1			-	-	1	-	-
Mov Cap-1 Maneuver	391	163	761	438	341	*1007	945	945	-	-	848	-	-
Mov Cap-2 Maneuver	454	281	-	516	420	-	-	-	-	-	-	-	-
Stage 1	526	559	-	745	690	-	-	-	-	-	-	-	-
Stage 2	882	392	-	686	551	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	13.6	0.3	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	945	-	-	586	526	848	-	-
HCM Lane V/C Ratio	0.032	-	-	0.103	0.202	-	-	-
HCM Control Delay (s)	8.9	-	-	11.9	13.6	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.7	0	-	-

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↰↑	↗		↰↑↱	
Traffic Vol, veh/h	0	0	5	15	0	5	10	555	210	0	390	0
Future Vol, veh/h	0	0	5	15	0	5	10	555	210	0	390	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	1	1	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	5	5	5
Mvmt Flow	0	0	8	23	0	8	16	867	328	0	609	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1080	1842	310	1205	1514	435	614	0	0	1196	0	0
Stage 1	614	614	-	900	900	-	-	-	-	-	-	-
Stage 2	466	1228	-	305	614	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.16	-	-	4.2	-	-
Critical Hdwy Stg 1	6.5	5.54	-	6.5	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.23	-	-	2.25	-	-
Pot Cap-1 Maneuver	*329	92	686	253	165	*847	955	-	-	686	-	-
Stage 1	*449	481	-	526	512	-	-	-	-	-	-	-
Stage 2	*799	332	-	680	481	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*311	87	683	239	155	*847	950	-	-	685	-	-
Mov Cap-2 Maneuver	*365	210	-	363	286	-	-	-	-	-	-	-
Stage 1	*422	479	-	496	483	-	-	-	-	-	-	-
Stage 2	*747	313	-	672	479	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	14.2	0.3	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	950	-	-	683	424	685	-	-
HCM Lane V/C Ratio	0.016	-	-	0.011	0.074	-	-	-
HCM Control Delay (s)	8.9	0.2	-	10.3	14.2	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0	-	-

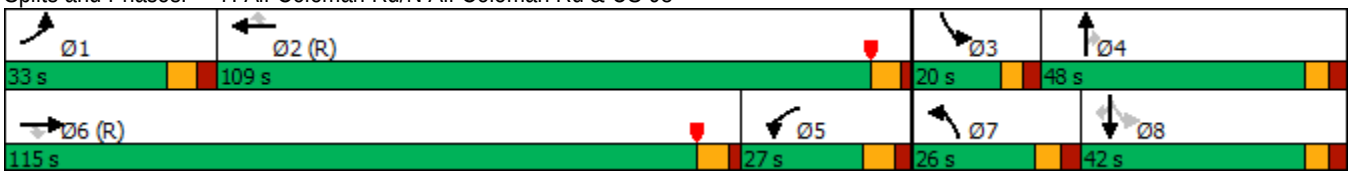
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

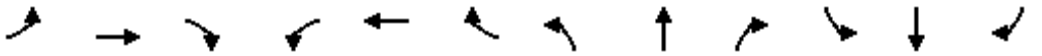
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	1725	140	125	1970	425	205	125	105	170	115	220
Future Volume (vph)	290	1725	140	125	1970	425	205	125	105	170	115	220
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	42.0
Total Split (s)	33.0	115.0	115.0	27.0	109.0	109.0	26.0	48.0	48.0	20.0	42.0	42.0
Total Split (%)	15.7%	54.8%	54.8%	12.9%	51.9%	51.9%	12.4%	22.9%	22.9%	9.5%	20.0%	20.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 30 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd/N Alf Coleman Rd & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	1725	140	125	1970	425	205	125	105	170	115	220
Future Volume (veh/h)	290	1725	140	125	1970	425	205	125	105	170	115	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	299	1778	130	129	2031	0	211	129	59	175	119	227
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	4	4	4	4	4	4
Cap, veh/h	338	2610	809	211	2691		247	329	279	517	289	244
Arrive On Green	0.13	0.69	0.69	0.16	0.71	0.00	0.07	0.18	0.18	0.05	0.16	0.16
Sat Flow, veh/h	3428	5066	1569	1767	5066	1572	3401	1841	1557	3401	1841	1557
Grp Volume(v), veh/h	299	1778	130	129	2031	0	211	129	59	175	119	227
Grp Sat Flow(s),veh/h/ln	1714	1689	1569	1767	1689	1572	1700	1841	1557	1700	1841	1557
Q Serve(g_s), s	18.0	43.5	4.4	14.3	53.0	0.0	12.9	13.0	5.2	9.0	12.2	30.2
Cycle Q Clear(g_c), s	18.0	43.5	4.4	14.3	53.0	0.0	12.9	13.0	5.2	9.0	12.2	30.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	2610	809	211	2691		247	329	279	517	289	244
V/C Ratio(X)	0.89	0.68	0.16	0.61	0.75		0.85	0.39	0.21	0.34	0.41	0.93
Avail Cap(c_a), veh/h	411	2610	809	211	2691		308	359	304	556	307	259
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	90.1	22.9	8.7	83.8	22.2	0.0	96.3	76.1	43.5	69.3	79.8	87.4
Incr Delay (d2), s/veh	18.8	1.5	0.4	6.0	2.0	0.0	18.8	1.1	0.5	0.5	1.3	37.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.5	22.0	4.2	10.9	25.5	0.0	10.5	10.4	0.1	7.3	10.0	21.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.8	24.3	9.1	89.9	24.2	0.0	115.1	77.2	44.0	69.8	81.2	124.6
LnGrp LOS	F	C	A	F	C		F	E	D	E	F	F
Approach Vol, veh/h		2207			2160			399			521	
Approach Delay, s/veh		34.9			28.2			92.3			96.3	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.5	119.3	17.6	44.6	32.8	115.0	22.2	39.9
Change Period (Y+Rc), s	7.8	* 7.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	25.2	* 1E2	13.6	41.0	19.2	108.2	19.0	35.0
Max Q Clear Time (g_c+I1), s	20.0	55.0	11.0	15.0	16.3	45.5	14.9	32.2
Green Ext Time (p_c), s	0.7	32.2	0.2	1.2	0.1	33.2	0.4	0.6

Intersection Summary	
HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

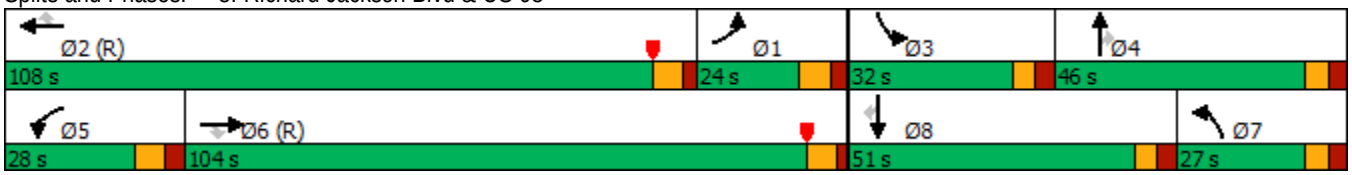
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

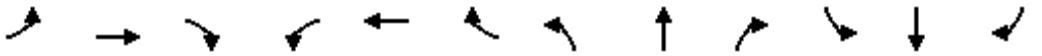
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	1510	145	220	2005	320	215	165	270	360	190	160
Future Volume (vph)	215	1510	145	220	2005	320	215	165	270	360	190	160
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	47.8	47.8	12.8	46.8	46.8	12.0	46.0	46.0	11.4	49.4	49.4
Total Split (s)	24.0	104.0	104.0	28.0	108.0	108.0	27.0	46.0	46.0	32.0	51.0	51.0
Total Split (%)	11.4%	49.5%	49.5%	13.3%	51.4%	51.4%	12.9%	21.9%	21.9%	15.2%	24.3%	24.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	Min	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 14 (7%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 8: Richard Jackson Blvd & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	1510	145	220	2005	320	215	165	270	360	190	160
Future Volume (veh/h)	215	1510	145	220	2005	320	215	165	270	360	190	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	229	1606	126	234	2133	257	229	176	171	383	202	84
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
Percent Heavy Veh, %	5	5	5	6	6	6	2	2	2	4	4	4
Cap, veh/h	417	2595	806	268	2383	740	526	261	219	412	381	168
Arrive On Green	0.16	0.69	0.69	0.11	0.64	0.64	0.15	0.14	0.14	0.12	0.11	0.11
Sat Flow, veh/h	3374	4985	1547	3346	4944	1535	3456	1870	1568	3401	3497	1538
Grp Volume(v), veh/h	229	1606	126	234	2133	257	229	176	171	383	202	84
Grp Sat Flow(s),veh/h/ln	1687	1662	1547	1673	1648	1535	1728	1870	1568	1700	1749	1538
Q Serve(g_s), s	13.1	36.4	3.2	14.5	76.3	10.5	12.6	18.8	22.1	23.4	11.5	10.8
Cycle Q Clear(g_c), s	13.1	36.4	3.2	14.5	76.3	10.5	12.6	18.8	22.1	23.4	11.5	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	417	2595	806	268	2383	740	526	261	219	412	381	168
V/C Ratio(X)	0.55	0.62	0.16	0.87	0.90	0.35	0.44	0.67	0.78	0.93	0.53	0.50
Avail Cap(c_a), veh/h	417	2595	806	322	2383	740	526	347	291	415	743	327
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.37	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	82.3	21.1	4.7	92.7	33.2	9.3	80.8	85.8	87.2	91.4	88.5	88.2
Incr Delay (d2), s/veh	2.0	1.1	0.4	9.1	2.3	0.5	0.8	4.4	11.2	27.4	1.6	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	18.5	3.9	9.0	32.8	5.3	9.7	14.5	14.9	17.8	9.2	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.3	22.2	5.1	101.8	35.5	9.8	81.7	90.1	98.4	118.8	90.1	91.4
LnGrp LOS	F	C	A	F	D	A	F	F	F	F	F	F
Approach Vol, veh/h		1961			2624			576			669	
Approach Delay, s/veh		28.4			38.9			89.2			106.7	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.8	108.0	31.9	36.4	24.6	117.1	38.9	29.3
Change Period (Y+Rc), s	7.8	6.8	6.4	7.0	7.8	* 7.8	7.0	6.4
Max Green Setting (Gmax), s	16.2	101.2	25.6	39.0	20.2	* 97	20.0	44.6
Max Q Clear Time (g_c+I1), s	15.1	78.3	25.4	24.1	16.5	38.4	14.6	13.5
Green Ext Time (p_c), s	0.1	19.9	0.0	1.9	0.4	27.6	0.5	2.4

Intersection Summary	
HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	105	2010	175	50	2455	80	290	10	125	15	140
Future Volume (vph)	105	2010	175	50	2455	80	290	10	125	15	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2	3	7	4	3	8	1
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	3	7	4	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	12.5	12.5	12.5	50.5	11.0	11.0	49.0	11.0	11.1	12.5
Total Split (s)	15.0	135.0	135.0	15.0	135.0	17.0	40.0	43.0	17.0	20.0	15.0
Total Split (%)	7.1%	64.3%	64.3%	7.1%	64.3%	8.1%	19.0%	20.5%	8.1%	9.5%	7.1%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.2	2.0	2.1	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	6.0	6.0	6.2	6.0	6.1	7.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 162 (77%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: Moylan Rd & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	2010	175	50	2455	80	290	10	55	125	15	140
Future Volume (veh/h)	105	2010	175	50	2455	80	290	10	55	125	15	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1811	1811	1811	1811	1811	1811	1870	1870	1870
Adj Flow Rate, veh/h	114	2185	122	54	2668	87	315	11	42	136	16	152
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	6	6	6	6	6	6	2	2	2
Cap, veh/h	223	3288	1021	133	2851	965	340	46	177	170	58	209
Arrive On Green	0.13	0.87	0.87	0.03	0.77	0.77	0.16	0.14	0.14	0.05	0.03	0.03
Sat Flow, veh/h	1753	5025	1560	1725	4944	1535	1725	329	1256	1781	1870	1585
Grp Volume(v), veh/h	114	2185	122	54	2668	87	315	0	53	136	16	152
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1725	1648	1535	1725	0	1585	1781	1870	1585
Q Serve(g_s), s	6.9	28.1	2.4	3.1	93.6	1.2	34.0	0.0	6.2	11.0	1.8	4.2
Cycle Q Clear(g_c), s	6.9	28.1	2.4	3.1	93.6	1.2	34.0	0.0	6.2	11.0	1.8	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	223	3288	1021	133	2851	965	340	0	223	170	58	209
V/C Ratio(X)	0.51	0.66	0.12	0.41	0.94	0.09	0.93	0.00	0.24	0.80	0.27	0.73
Avail Cap(c_a), veh/h	223	3288	1021	155	3002	1012	340	0	278	170	124	265
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.76	0.76	0.76	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	82.0	6.5	4.9	25.0	21.3	2.8	82.2	0.0	80.2	95.7	99.4	47.8
Incr Delay (d2), s/veh	1.3	0.7	0.2	1.5	5.8	0.1	30.4	0.0	0.5	23.4	2.5	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	8.6	1.5	2.3	35.1	1.0	6.9	0.0	4.7	5.7	1.6	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.2	7.2	5.0	26.5	27.1	3.0	112.5	0.0	80.8	119.1	101.9	54.9
LnGrp LOS	F	A	A	C	C	A	F	A	F	F	F	D
Approach Vol, veh/h		2421			2809			368			304	
Approach Delay, s/veh		10.7			26.3			108.0			86.1	
Approach LOS		B			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.7	128.6	17.0	35.7	12.4	144.9	40.0	12.7
Change Period (Y+Rc), s	7.5	7.5	6.0	* 6.2	7.5	7.5	6.0	* 6.2
Max Green Setting (Gmax), s	7.5	127.5	11.0	* 37	7.5	127.5	34.0	* 14
Max Q Clear Time (g_c+I1), s	8.9	95.6	13.0	8.2	5.1	30.1	36.0	6.2
Green Ext Time (p_c), s	0.0	25.5	0.0	0.2	0.0	34.1	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

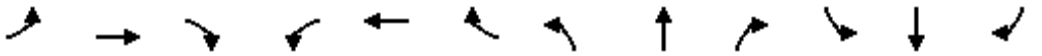
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	5	1970	170	15	2290	80	35
Future Volume (vph)	5	1970	170	15	2290	80	35
Turn Type	Perm	NA	Perm	pm+pt	NA	pm+pt	Prot
Protected Phases		6		5	2	7	4
Permitted Phases	6		6	2		4	
Detector Phase	6	6	6	5	2	7	4
Switch Phase							
Minimum Initial (s)	17.0	17.0	17.0	5.0	17.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	14.1	24.5	10.7	10.7
Total Split (s)	75.0	75.0	75.0	15.0	90.0	15.0	15.0
Total Split (%)	71.4%	71.4%	71.4%	14.3%	85.7%	14.3%	14.3%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	3.6	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	9.1	7.5	5.7	5.7
Lead/Lag	Lead	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 4 (4%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 10: Allison Ave & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1970	170	15	2290	0	80	0	35	0	0	0
Future Volume (veh/h)	5	1970	170	15	2290	0	80	0	35	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1841	1841	1841	1796	1796	0	1826	0	1826			
Adj Flow Rate, veh/h	5	2096	181	16	2436	0	85	0	37			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94			
Percent Heavy Veh, %	4	4	4	7	7	0	5	0	5			
Cap, veh/h	140	2592	805	453	3890	0	114	0	102			
Arrive On Green	0.69	0.69	0.69	0.27	1.00	0.00	0.07	0.00	0.07			
Sat Flow, veh/h	138	5025	1560	1711	5065	0	1739	0	1547			
Grp Volume(v), veh/h	5	2096	181	16	2436	0	85	0	37			
Grp Sat Flow(s),veh/h/ln	138	1675	1560	1711	1635	0	1739	0	1547			
Q Serve(g_s), s	1.3	30.9	2.7	0.0	0.0	0.0	5.0	0.0	2.4			
Cycle Q Clear(g_c), s	1.3	30.9	2.7	0.0	0.0	0.0	5.0	0.0	2.4			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	140	2592	805	453	3890	0	114	0	102			
V/C Ratio(X)	0.04	0.81	0.22	0.04	0.63	0.00	0.74	0.00	0.36			
Avail Cap(c_a), veh/h	157	3230	1003	453	3890	0	154	0	137			
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.66	0.66	0.66	0.45	0.45	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	8.2	12.8	3.2	18.5	0.0	0.0	48.2	0.0	47.0			
Incr Delay (d2), s/veh	0.3	1.9	0.4	0.0	0.3	0.0	12.3	0.0	2.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.1	10.2	9.7	0.4	0.2	0.0	4.6	0.0	3.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	14.7	3.6	18.5	0.3	0.0	60.5	0.0	49.1			
LnGrp LOS	A	B	A	B	A	A	E	A	D			
Approach Vol, veh/h		2282			2452			122				
Approach Delay, s/veh		13.8			0.5			57.0				
Approach LOS		B			A			E				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		92.4		12.6	30.7	61.7			
Change Period (Y+Rc), s		* 9.1		* 5.7	9.1	* 7.5			
Max Green Setting (Gmax), s		* 83		* 9.3	5.9	* 68			
Max Q Clear Time (g_c+I1), s		2.0		7.0	2.0	32.9			
Green Ext Time (p_c), s		39.4		0.1	0.0	21.3			

Intersection Summary		
HCM 6th Ctrl Delay		8.2
HCM 6th LOS		A

Notes

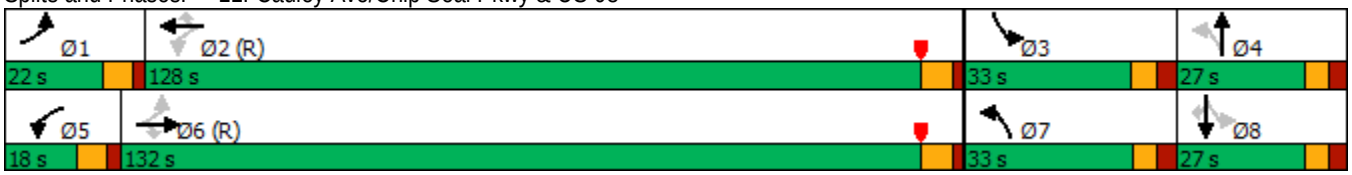
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

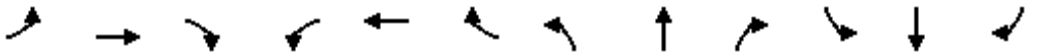
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	160	1900	50	15	2250	220	35	105	170	60	145
Future Volume (vph)	160	1900	50	15	2250	220	35	105	170	60	145
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	44.8	11.7	44.0	12.0	49.0	49.0
Total Split (s)	22.0	132.0	132.0	18.0	128.0	128.0	33.0	27.0	33.0	27.0	27.0
Total Split (%)	10.5%	62.9%	62.9%	8.6%	61.0%	61.0%	15.7%	12.9%	15.7%	12.9%	12.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 40 (19%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1900	50	15	2250	220	35	105	10	170	60	145
Future Volume (veh/h)	160	1900	50	15	2250	220	35	105	10	170	60	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	2111	53	17	2500	213	39	117	5	189	67	89
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
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	193	3425	1063	164	3105	964	176	136	6	238	294	249
Arrive On Green	0.09	0.89	0.89	0.02	0.82	0.82	0.03	0.08	0.08	0.11	0.16	0.16
Sat Flow, veh/h	1781	5106	1585	1753	5025	1560	1781	1780	76	1781	1870	1582
Grp Volume(v), veh/h	178	2111	53	17	2500	213	39	0	122	189	67	89
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1753	1675	1560	1781	0	1856	1781	1870	1582
Q Serve(g_s), s	12.2	20.8	0.8	0.8	55.0	6.2	4.2	0.0	13.6	20.1	6.6	10.5
Cycle Q Clear(g_c), s	12.2	20.8	0.8	0.8	55.0	6.2	4.2	0.0	13.6	20.1	6.6	10.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	193	3425	1063	164	3105	964	176	0	142	238	294	249
V/C Ratio(X)	0.92	0.62	0.05	0.10	0.81	0.22	0.22	0.00	0.86	0.79	0.23	0.36
Avail Cap(c_a), veh/h	201	3425	1063	231	3105	964	351	0	177	269	294	249
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	4.8	3.8	14.5	12.1	7.7	86.3	0.0	95.8	77.3	77.3	79.0
Incr Delay (d2), s/veh	36.4	0.7	0.1	0.6	2.3	0.5	0.6	0.0	27.6	13.5	0.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.3	7.5	0.6	0.6	20.9	4.0	3.6	0.0	12.3	15.5	5.8	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.8	5.5	3.8	15.1	14.4	8.2	86.9	0.0	123.5	90.8	77.7	79.9
LnGrp LOS	F	A	A	B	B	A	F	A	F	F	E	E
Approach Vol, veh/h		2342			2730			161			345	
Approach Delay, s/veh		12.3			13.9			114.6			85.4	
Approach LOS		B			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	136.6	29.3	23.1	9.9	147.7	12.3	40.1
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	* 6.7	7.0
Max Green Setting (Gmax), s	15.2	121.2	26.0	20.0	11.2	125.2	* 26	20.0
Max Q Clear Time (g_c+I1), s	14.2	57.0	22.1	15.6	2.8	22.8	6.2	12.5
Green Ext Time (p_c), s	0.0	59.3	0.2	0.2	0.0	73.2	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	5	15	95	5	0	15	20	0	40	0	0	0
Future Vol, veh/h	0	5	15	95	5	0	15	20	0	40	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	1084841472		-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	62	62	62	62	92	62	62	92	62	92	92	92
Heavy Vehicles, %	2	2	2	14	14	2	20	20	2	20	2	2	2
Mvmt Flow	0	8	24	153	8	0	24	32	0	65	0	0	0

Major/Minor	Minor2			Minor1				Major1					
Conflicting Flow All	-	177	24	80	112	-	-	0	0	0			
Stage 1	-	0	-	64	112	-	-	-	-	-			
Stage 2	-	177	-	16	0	-	-	-	-	-			
Critical Hdwy	-	6.52	6.22	7.24	6.64	-	-	4.3	-	-			
Critical Hdwy Stg 1	-	-	-	6.24	5.64	-	-	-	-	-			
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-	-			
Follow-up Hdwy	-	4.018	3.318	3.626	4.126	-	-	2.38	-	-			
Pot Cap-1 Maneuver	0	717	1052	880	756	0	-	-	-	-			
Stage 1	0	-	-	918	780	0	-	-	-	-			
Stage 2	0	753	-	-	-	0	-	-	-	-			
Platoon blocked, %									-	-			
Mov Cap-1 Maneuver	-	717	1052	852	756	-	-	-	-	-			
Mov Cap-2 Maneuver	-	689	-	843	713	-	-	-	-	-			
Stage 1	-	-	-	918	780	-	-	-	-	-			
Stage 2	-	753	-	-	-	-	-	-	-	-			

Approach	EB	WB	NB
HCM Control Delay, s	9	10.3	
HCM LOS	A	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	930	835
HCM Lane V/C Ratio	-	-	-	0.035	0.193
HCM Control Delay (s)	-	-	-	9	10.3
HCM Lane LOS	-	-	-	A	B
HCM 95th %tile Q(veh)	-	-	-	0.1	0.7

Intersection	
Int Delay, s/veh	8.7

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	175	5	20	65	25	5	105
Future Vol, veh/h	175	5	20	65	25	5	105
Conflicting Peds, #/hr	0	8	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	47	47	47	47	47	47	47
Heavy Vehicles, %	2	2	15	15	15	12	12
Mvmt Flow	372	11	43	138	53	11	223

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	358	77	223	0	0	191	0
Stage 1	224	-	-	-	-	-	-
Stage 2	134	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.7	-	-	4.34	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.65	-	-	2.32	-
Pot Cap-1 Maneuver	648	1032	973	-	-	1349	-
Stage 1	826	-	-	-	-	-	-
Stage 2	878	-	-	-	-	-	-
Platoon blocked, %	1	1		-	-	1	-
Mov Cap-1 Maneuver	610	1024	973	-	-	1349	-
Mov Cap-2 Maneuver	645	-	-	-	-	-	-
Stage 1	785	-	-	-	-	-	-
Stage 2	870	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.1	1.7	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	652	1349	-
HCM Lane V/C Ratio	-	-	0.587	0.008	-
HCM Control Delay (s)	0.2	-	18.1	7.7	0
HCM Lane LOS	A	-	C	A	A
HCM 95th %tile Q(veh)	-	-	3.8	0	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	25	120	0	5	10	30	100	75	5	270	5
Future Vol, veh/h	0	0	25	120	0	5	10	30	100	75	5	270	5
Conflicting Peds, #/hr	7	0	2	2	0	7	2	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	54	54	54	54	54	54	54	54	54	54
Heavy Vehicles, %	2	2	2	2	2	2	8	8	8	8	5	5	5
Mvmt Flow	0	0	46	222	0	9	19	56	185	139	9	500	9

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	774	998	258	605	863	100	509	510	0	0	324	0	0
Stage 1	524	524	-	335	335	-	-	-	-	-	-	-	-
Stage 2	250	474	-	270	528	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.56	4.26	-	-	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.58	2.28	-	-	2.25	-	-
Pot Cap-1 Maneuver	316	257	741	423	310	1047	659	1010	-	-	1268	-	-
Stage 1	504	528	-	714	680	-	-	-	-	-	-	-	-
Stage 2	803	588	-	713	526	-	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1			-	-	1	-	-
Mov Cap-1 Maneuver	289	233	739	367	281	1040	880	880	-	-	1268	-	-
Mov Cap-2 Maneuver	376	346	-	448	358	-	-	-	-	-	-	-	-
Stage 1	461	522	-	654	623	-	-	-	-	-	-	-	-
Stage 2	725	538	-	660	520	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	20.6	1.8	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	880	-	-	739	458	1268	-	-
HCM Lane V/C Ratio	0.084	-	-	0.063	0.505	0.007	-	-
HCM Control Delay (s)	9.5	-	-	10.2	20.6	7.9	0	-
HCM Lane LOS	A	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	2.8	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	10	105	0	5	5	195	55	0	430	0
Future Vol, veh/h	0	0	10	105	0	5	5	195	55	0	430	0
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	55	55	55	55	55	55	55	55	55
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	4	4	4
Mvmt Flow	0	0	18	191	0	9	9	355	100	0	782	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	978	1255	393	766	1155	178	782	0	0	455	0	0
Stage 1	782	782	-	373	373	-	-	-	-	-	-	-
Stage 2	196	473	-	393	782	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.22	-	-	4.18	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.26	-	-	2.24	-	-
Pot Cap-1 Maneuver	*250	191	606	366	222	*1001	806	-	-	1203	-	-
Stage 1	*353	403	-	766	708	-	-	-	-	-	-	-
Stage 2	*944	635	-	603	403	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*245	188	605	350	219	*1001	806	-	-	1203	-	-
Mov Cap-2 Maneuver	*305	303	-	452	317	-	-	-	-	-	-	-
Stage 1	*348	403	-	755	697	-	-	-	-	-	-	-
Stage 2	*921	625	-	584	403	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	18.5	0.3	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	806	-	-	605	464	1203	-	-
HCM Lane V/C Ratio	0.011	-	-	0.03	0.431	-	-	-
HCM Control Delay (s)	9.5	0.1	-	11.1	18.5	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.1	0	-	-

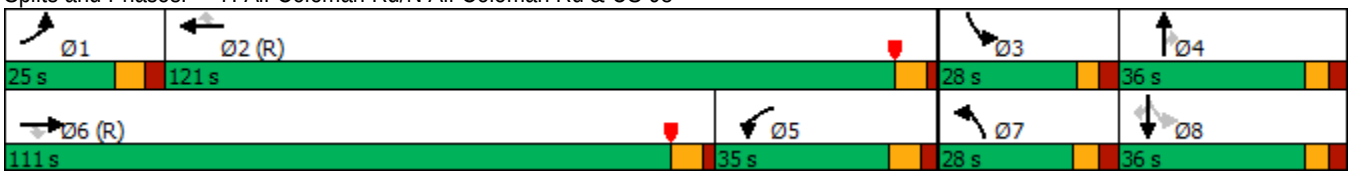
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

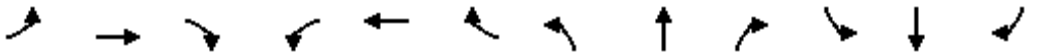
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1885	185	155	1970	145	200	75	160	195	145	280
Future Volume (vph)	150	1885	185	155	1970	145	200	75	160	195	145	280
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	42.0
Total Split (s)	25.0	111.0	111.0	35.0	121.0	121.0	28.0	36.0	36.0	28.0	36.0	36.0
Total Split (%)	11.9%	52.9%	52.9%	16.7%	57.6%	57.6%	13.3%	17.1%	17.1%	13.3%	17.1%	17.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 34 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd/N Alf Coleman Rd & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1885	185	155	1970	145	200	75	160	195	145	280
Future Volume (veh/h)	150	1885	185	155	1970	145	200	75	160	195	145	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	161	2027	183	167	2118	0	215	81	91	210	156	271
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
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	3	3	3
Cap, veh/h	196	2514	780	278	3014		254	280	233	546	256	213
Arrive On Green	0.08	0.66	0.66	0.21	0.79	0.00	0.07	0.15	0.15	0.06	0.14	0.14
Sat Flow, veh/h	3428	5066	1572	1781	5106	1585	3456	1870	1556	3428	1856	1542
Grp Volume(v), veh/h	161	2027	183	167	2118	0	215	81	91	210	156	271
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1781	1702	1585	1728	1870	1556	1714	1856	1542
Q Serve(g_s), s	9.7	61.1	7.1	17.8	41.8	0.0	12.9	8.1	8.1	10.9	16.6	29.0
Cycle Q Clear(g_c), s	9.7	61.1	7.1	17.8	41.8	0.0	12.9	8.1	8.1	10.9	16.6	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	2514	780	278	3014		254	280	233	546	256	213
V/C Ratio(X)	0.82	0.81	0.23	0.60	0.70		0.85	0.29	0.39	0.38	0.61	1.27
Avail Cap(c_a), veh/h	281	2514	780	278	3014		346	280	233	677	256	213
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	95.9	28.4	10.3	77.3	13.7	0.0	96.1	79.4	43.4	71.2	85.2	90.5
Incr Delay (d2), s/veh	14.5	2.9	0.7	4.3	1.4	0.0	15.3	0.8	1.5	0.6	4.9	154.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	30.3	4.8	13.0	18.5	0.0	10.5	7.2	6.0	8.6	13.2	31.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.4	31.3	11.0	81.5	15.1	0.0	111.5	80.2	44.9	71.8	90.0	244.7
LnGrp LOS	F	C	B	F	B		F	F	D	E	F	F
Approach Vol, veh/h		2371			2285			387			637	
Approach Delay, s/veh		35.1			20.0			89.3			149.8	
Approach LOS		D			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	131.8	20.0	38.4	40.6	111.0	22.4	36.0
Change Period (Y+Rc), s	7.8	* 7.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	17.2	* 1.1E2	21.6	29.0	27.2	104.2	21.0	29.0
Max Q Clear Time (g_c+I1), s	11.7	43.8	12.9	10.1	19.8	63.1	14.9	31.0
Green Ext Time (p_c), s	0.3	44.1	0.7	0.9	0.4	30.6	0.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

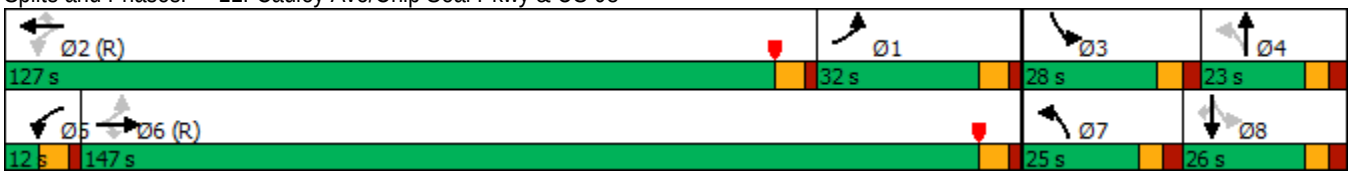
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	65	1915	70	25	1790	65	40	15	115	55	100
Future Volume (vph)	65	1915	70	25	1790	65	40	15	115	55	100
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	44.8	11.7	44.0	12.0	49.0	49.0
Total Split (s)	32.0	147.0	147.0	12.0	127.0	127.0	25.0	23.0	28.0	26.0	26.0
Total Split (%)	15.2%	70.0%	70.0%	5.7%	60.5%	60.5%	11.9%	11.0%	13.3%	12.4%	12.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 102 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1915	70	25	1790	65	40	15	30	115	55	100
Future Volume (veh/h)	65	1915	70	25	1790	65	40	15	30	115	55	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	71	2082	67	27	1946	68	43	16	24	125	60	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	5	5	5	2	2	2
Cap, veh/h	442	3745	1161	161	2899	899	130	22	33	184	152	128
Arrive On Green	0.25	0.98	0.98	0.03	0.76	0.76	0.03	0.03	0.03	0.08	0.08	0.08
Sat Flow, veh/h	1767	5066	1570	1767	5066	1571	1739	659	989	1781	1870	1585
Grp Volume(v), veh/h	71	2082	67	27	1946	68	43	0	40	125	60	60
Grp Sat Flow(s),veh/h/ln	1767	1689	1570	1767	1689	1571	1739	0	1648	1781	1870	1585
Q Serve(g_s), s	0.0	3.2	0.2	1.5	39.4	1.5	5.0	0.0	5.0	13.9	6.4	5.5
Cycle Q Clear(g_c), s	0.0	3.2	0.2	1.5	39.4	1.5	5.0	0.0	5.0	13.9	6.4	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	442	3745	1161	161	2899	899	130	0	56	184	152	128
V/C Ratio(X)	0.16	0.56	0.06	0.17	0.67	0.08	0.33	0.00	0.72	0.68	0.40	0.47
Avail Cap(c_a), veh/h	442	3745	1161	171	2899	899	228	0	126	226	169	143
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.5	0.5	21.6	15.4	4.9	94.2	0.0	100.4	87.6	91.6	48.6
Incr Delay (d2), s/veh	0.2	0.6	0.1	1.0	1.3	0.2	1.5	0.0	15.7	6.0	1.7	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	1.3	0.2	1.2	18.3	1.6	4.2	0.0	4.4	11.1	5.8	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.3	1.1	0.6	22.6	16.7	5.1	95.7	0.0	116.1	93.6	93.3	51.2
LnGrp LOS	C	A	A	C	B	A	F	A	F	F	F	D
Approach Vol, veh/h		2220			2041			83			245	
Approach Delay, s/veh		1.9			16.4			105.5			83.1	
Approach LOS		A			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	45.8	127.0	23.1	14.1	10.8	162.1	13.2	24.0
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	* 6.7	7.0
Max Green Setting (Gmax), s	25.2	120.2	21.0	16.0	5.2	140.2	* 18	19.0
Max Q Clear Time (g_c+I1), s	2.0	41.4	15.9	7.0	3.5	5.2	7.0	8.4
Green Ext Time (p_c), s	0.1	55.2	0.1	0.1	0.0	86.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

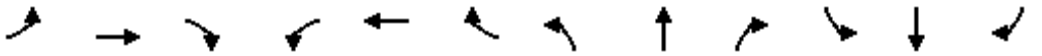
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	2245	95	40	1840	375	75	75	40	425	65	35
Future Volume (vph)	85	2245	95	40	1840	375	75	75	40	425	65	35
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	46.8	46.8	12.8	52.8	52.8	13.4	13.4	13.4	42.0	42.0	42.0
Total Split (s)	16.0	128.0	128.0	13.0	125.0	125.0	21.0	21.0	21.0	48.0	48.0	48.0
Total Split (%)	7.6%	61.0%	61.0%	6.2%	59.5%	59.5%	10.0%	10.0%	10.0%	22.9%	22.9%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	8.4	8.4	8.4	9.0	9.0	9.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 44 (21%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 1: Nautilus St & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	2245	95	40	1840	375	75	75	40	425	65	35
Future Volume (veh/h)	85	2245	95	40	1840	375	75	75	40	425	65	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	88	2314	72	41	1897	319	77	77	23	438	67	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	6	6	6
Cap, veh/h	242	3146	975	100	2874	890	94	99	81	491	266	223
Arrive On Green	0.09	0.63	0.63	0.02	0.56	0.56	0.05	0.05	0.05	0.15	0.15	0.15
Sat Flow, veh/h	1753	5025	1558	1781	5106	1581	1767	1856	1528	3346	1811	1519
Grp Volume(v), veh/h	88	2314	72	41	1897	319	77	77	23	438	67	13
Grp Sat Flow(s),veh/h/ln	1753	1675	1558	1781	1702	1581	1767	1856	1528	1673	1811	1519
Q Serve(g_s), s	0.0	67.0	3.8	2.3	54.3	23.2	9.1	8.6	3.0	27.0	6.9	1.5
Cycle Q Clear(g_c), s	0.0	67.0	3.8	2.3	54.3	23.2	9.1	8.6	3.0	27.0	6.9	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	3146	975	100	2874	890	94	99	81	491	266	223
V/C Ratio(X)	0.36	0.74	0.07	0.41	0.66	0.36	0.82	0.78	0.28	0.89	0.25	0.06
Avail Cap(c_a), veh/h	242	3146	975	106	2874	890	106	111	92	621	336	282
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.2	27.2	15.4	38.9	31.9	25.1	98.4	98.2	95.6	88.0	79.4	77.1
Incr Delay (d2), s/veh	0.9	1.6	0.1	1.9	0.9	0.8	34.9	26.5	1.9	12.8	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	35.0	2.6	1.9	28.8	13.1	8.9	8.6	2.3	18.5	5.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	28.8	15.5	40.8	32.8	25.9	133.3	124.7	97.5	100.8	79.9	77.2
LnGrp LOS	E	C	B	D	C	C	F	F	F	F	E	E
Approach Vol, veh/h		2474			2257			177			518	
Approach Delay, s/veh		29.9			32.0			124.9			97.5	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.6	125.0		19.6	12.3	138.3		39.8				
Change Period (Y+Rc), s	6.8	6.8		* 8.4	7.8	6.8		9.0				
Max Green Setting (Gmax), s	9.2	118.2		* 13	5.2	121.2		39.0				
Max Q Clear Time (g_c+I1), s	2.0	56.3		11.1	4.3	69.0		29.0				
Green Ext Time (p_c), s	0.1	48.7		0.1	0.0	46.4		1.5				

Intersection Summary		
HCM 6th Ctrl Delay	40.3	
HCM 6th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	70	2240	300	55	2125	70	200	20	55	10	40
Future Volume (vph)	70	2240	300	55	2125	70	200	20	55	10	40
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	37.8	37.8	12.8	37.8	37.8	10.4	11.4	10.4	43.0	43.0
Total Split (s)	14.0	139.0	139.0	13.0	138.0	138.0	38.0	46.0	12.0	20.0	20.0
Total Split (%)	6.7%	66.2%	66.2%	6.2%	65.7%	65.7%	18.1%	21.9%	5.7%	9.5%	9.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	3.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	5.4	6.4	5.4	6.4	6.4
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 138 (66%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 2: Clara Ave & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	2240	300	55	2125	70	200	20	35	55	10	40
Future Volume (veh/h)	70	2240	300	55	2125	70	200	20	35	55	10	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1826	1826	1826
Adj Flow Rate, veh/h	71	2286	253	56	2168	0	204	20	32	56	10	28
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	5	5	5
Cap, veh/h	140	3138	974	224	3492		257	27	43	229	62	51
Arrive On Green	0.03	0.63	0.63	0.09	0.69	0.00	0.12	0.04	0.04	0.11	0.03	0.03
Sat Flow, veh/h	1739	4985	1547	1767	5066	1572	1781	639	1022	1739	1826	1506
Grp Volume(v), veh/h	71	2286	253	56	2168	0	204	0	52	56	10	28
Grp Sat Flow(s),veh/h/ln	1739	1662	1547	1767	1689	1572	1781	0	1660	1739	1826	1506
Q Serve(g_s), s	3.5	65.9	7.7	0.0	48.8	0.0	23.8	0.0	6.5	1.9	1.1	3.8
Cycle Q Clear(g_c), s	3.5	65.9	7.7	0.0	48.8	0.0	23.8	0.0	6.5	1.9	1.1	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	140	3138	974	224	3492		257	0	70	229	62	51
V/C Ratio(X)	0.51	0.73	0.26	0.25	0.62		0.79	0.00	0.74	0.24	0.16	0.55
Avail Cap(c_a), veh/h	154	3138	974	224	3492		311	0	313	229	118	98
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	26.6	4.4	65.8	17.7	0.0	90.7	0.0	99.4	83.1	98.5	99.8
Incr Delay (d2), s/veh	2.3	0.9	0.4	0.8	0.8	0.0	12.5	0.0	19.5	0.8	1.7	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	31.9	4.6	5.1	25.7	0.0	17.7	0.0	5.8	5.1	1.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	27.5	4.8	66.6	18.6	0.0	103.2	0.0	119.0	83.8	100.2	112.1
LnGrp LOS	C	C	A	E	B		F	A	F	F	F	F
Approach Vol, veh/h		2610			2224			256			94	
Approach Delay, s/veh		25.3			19.8			106.4			94.0	
Approach LOS		C			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	152.5	29.9	15.3	25.8	139.0	31.6	13.6
Change Period (Y+Rc), s	6.8	* 7.8	6.4	* 6.4	7.8	6.8	5.4	6.4
Max Green Setting (Gmax), s	7.2	* 1.3E2	6.6	* 40	5.2	132.2	32.6	13.6
Max Q Clear Time (g_c+I1), s	5.5	50.8	3.9	8.5	2.0	67.9	25.8	5.8
Green Ext Time (p_c), s	0.0	62.3	0.0	0.4	0.0	56.9	0.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

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

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	20	10	0	0	5	10	0	15	0	0	0
Future Vol, veh/h	0	0	20	10	0	0	5	10	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	1084841472		-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	81	81	81	81	92	81	81	92	81	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	6	6	2	6	2	2	2
Mvmt Flow	0	0	25	12	0	0	6	12	0	19	0	0	0

Major/Minor	Minor2			Minor1			Major1			
Conflicting Flow All	-	55	6	37	36	-	-	0	0	0
Stage 1	-	0	-	24	36	-	-	-	-	-
Stage 2	-	55	-	13	0	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	-	4.16	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	-	2.254	-	-
Pot Cap-1 Maneuver	0	836	1077	968	856	0	-	-	-	-
Stage 1	0	-	-	994	865	0	-	-	-	-
Stage 2	0	849	-	-	-	0	-	-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	836	1077	946	856	-	-	-	-	-
Mov Cap-2 Maneuver	-	775	-	910	790	-	-	-	-	-
Stage 1	-	-	-	994	865	-	-	-	-	-
Stage 2	-	849	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	8.4	9	
HCM LOS	A	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	1077	910
HCM Lane V/C Ratio	-	-	-	0.023	0.014
HCM Control Delay (s)	-	-	-	8.4	9
HCM Lane LOS	-	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	15	0	5	10	0	0	30
Future Vol, veh/h	15	0	5	10	0	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	58	58	58	58	58	58	58
Heavy Vehicles, %	2	2	36	36	36	4	4
Mvmt Flow	26	0	9	17	0	0	52

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	61	9	52	0	0	17	0
Stage 1	35	-	-	-	-	-	-
Stage 2	26	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	7.12	-	-	4.18	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.86	-	-	2.24	-
Pot Cap-1 Maneuver	938	1070	1159	-	-	1584	-
Stage 1	983	-	-	-	-	-	-
Stage 2	993	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	930	1070	1159	-	-	1584	-
Mov Cap-2 Maneuver	871	-	-	-	-	-	-
Stage 1	975	-	-	-	-	-	-
Stage 2	993	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	2.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	871	1584	-
HCM Lane V/C Ratio	-	-	0.03	-	-
HCM Control Delay (s)	0	-	9.3	0	-
HCM Lane LOS	A	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	35	45	5	0	45	20	35	5	25	0
Future Vol, veh/h	0	5	35	45	5	0	45	20	35	5	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	39	50	6	0	50	22	39	6	28	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	154	201	14	151	162	11	28	0	0	61	0	0
Stage 1	40	40	-	122	122	-	-	-	-	-	-	-
Stage 2	114	161	-	29	40	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	812	703	1062	816	738	*1078	1584	-	-	1552	-	-
Stage 1	970	861	-	881	801	-	-	-	-	-	-	-
Stage 2	891	770	-	984	861	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	785	677	1062	760	712	*1078	1584	-	-	1552	-	-
Mov Cap-2 Maneuver	758	661	-	743	685	-	-	-	-	-	-	-
Stage 1	939	858	-	853	776	-	-	-	-	-	-	-
Stage 2	856	746	-	938	858	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	10.3	3.3	1.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1584	-	-	987	737	1552	-	-
HCM Lane V/C Ratio	0.032	-	-	0.045	0.075	0.004	-	-
HCM Control Delay (s)	7.3	-	-	8.8	10.3	7.3	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0	-	-

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↰↑	↗		↰↑↱	
Traffic Vol, veh/h	0	0	5	20	0	0	5	95	55	5	95	0
Future Vol, veh/h	0	0	5	20	0	0	5	95	55	5	95	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	23	0	0	6	110	64	6	110	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	194	313	60	189	249	55	115	0	0	174	0	0
Stage 1	127	127	-	122	122	-	-	-	-	-	-	-
Stage 2	67	186	-	67	127	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*845	654	993	852	712	*1047	1472	-	-	1470	-	-
Stage 1	*863	790	-	958	846	-	-	-	-	-	-	-
Stage 2	*987	793	-	936	790	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*835	644	988	841	702	*1047	1465	-	-	1470	-	-
Mov Cap-2 Maneuver	*777	651	-	810	685	-	-	-	-	-	-	-
Stage 1	*854	783	-	953	842	-	-	-	-	-	-	-
Stage 2	*982	789	-	927	783	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	9.6	0.2	0.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1465	-	-	988	810	1470	-	-
HCM Lane V/C Ratio	0.004	-	-	0.006	0.029	0.004	-	-
HCM Control Delay (s)	7.5	0	-	8.7	9.6	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

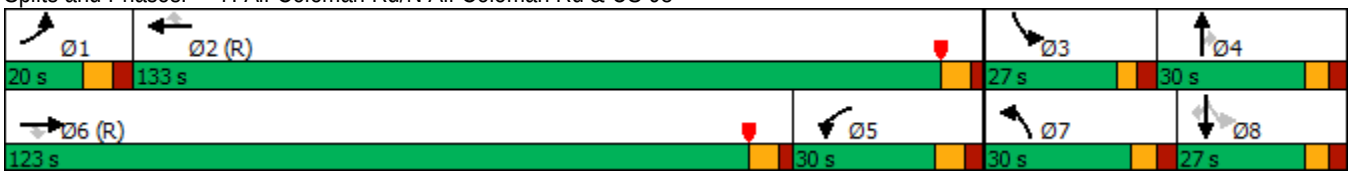
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

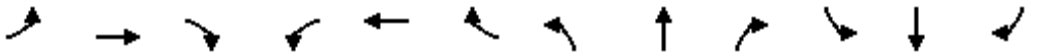
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	2310	165	170	2025	60	250	65	165	85	80	115
Future Volume (vph)	75	2310	165	170	2025	60	250	65	165	85	80	115
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	42.0
Total Split (s)	20.0	123.0	123.0	30.0	133.0	133.0	30.0	30.0	30.0	27.0	27.0	27.0
Total Split (%)	9.5%	58.6%	58.6%	14.3%	63.3%	63.3%	14.3%	14.3%	14.3%	12.9%	12.9%	12.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 34 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd/N Alf Coleman Rd & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	2310	165	170	2025	60	250	65	165	85	80	115
Future Volume (veh/h)	75	2310	165	170	2025	60	250	65	165	85	80	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	2457	157	181	2154	0	266	69	90	90	85	110
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	2825	877	252	3356		305	258	218	379	151	128
Arrive On Green	0.03	0.55	0.55	0.14	0.66	0.00	0.09	0.14	0.14	0.03	0.08	0.08
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	1870	1582	3456	1870	1579
Grp Volume(v), veh/h	80	2457	157	181	2154	0	266	69	90	90	85	110
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1870	1582	1728	1870	1579
Q Serve(g_s), s	4.8	87.0	6.8	20.4	52.5	0.0	16.0	6.9	8.2	5.0	9.2	14.5
Cycle Q Clear(g_c), s	4.8	87.0	6.8	20.4	52.5	0.0	16.0	6.9	8.2	5.0	9.2	14.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	2825	877	252	3356		305	258	218	379	151	128
V/C Ratio(X)	0.71	0.87	0.18	0.72	0.64		0.87	0.27	0.41	0.24	0.56	0.86
Avail Cap(c_a), veh/h	201	2825	877	252	3356		378	258	218	600	178	150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	100.6	40.4	10.0	86.2	21.3	0.0	94.5	81.1	47.1	84.4	92.9	95.3
Incr Delay (d2), s/veh	11.0	4.0	0.4	10.4	1.0	0.0	17.9	0.8	1.8	0.5	4.6	35.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	46.5	4.7	15.3	28.1	0.0	12.6	6.2	6.3	4.1	8.3	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.6	44.4	10.4	96.5	22.3	0.0	112.5	81.9	48.9	84.9	97.5	130.6
LnGrp LOS	F	D	B	F	C		F	F	D	F	F	F
Approach Vol, veh/h		2694			2335			425			285	
Approach Delay, s/veh		44.4			28.1			94.1			106.3	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	145.8	13.6	35.9	37.5	123.0	25.6	24.0
Change Period (Y+Rc), s	7.8	* 7.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	12.2	* 1.3E2	20.6	23.0	22.2	116.2	23.0	20.0
Max Q Clear Time (g_c+I1), s	6.8	54.5	7.0	10.2	22.4	89.0	18.0	16.5
Green Ext Time (p_c), s	0.1	45.7	0.3	0.7	0.0	24.6	0.6	0.3

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

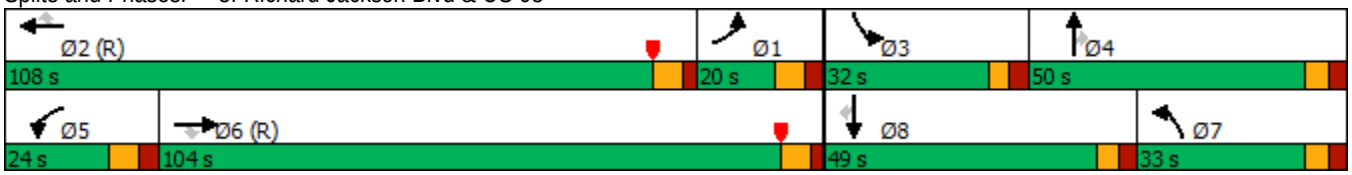
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

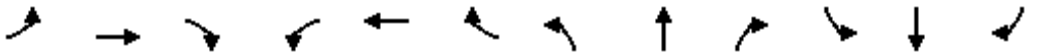
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	1970	230	235	1960	160	400	195	230	240	190	145
Future Volume (vph)	175	1970	230	235	1960	160	400	195	230	240	190	145
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	47.8	47.8	12.8	46.8	46.8	12.0	46.0	46.0	11.4	49.0	49.0
Total Split (s)	20.0	104.0	104.0	24.0	108.0	108.0	33.0	50.0	50.0	32.0	49.0	49.0
Total Split (%)	9.5%	49.5%	49.5%	11.4%	51.4%	51.4%	15.7%	23.8%	23.8%	15.2%	23.3%	23.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	Max	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 18 (9%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 8: Richard Jackson Blvd & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1970	230	235	1960	160	400	195	230	240	190	145
Future Volume (veh/h)	175	1970	230	235	1960	160	400	195	230	240	190	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	2031	176	242	2021	131	412	201	165	247	196	79
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	584	2906	902	267	2461	764	441	246	208	290	314	139
Arrive On Green	0.17	0.57	0.57	0.08	0.48	0.48	0.13	0.13	0.13	0.08	0.09	0.09
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	1870	1578	3456	3554	1574
Grp Volume(v), veh/h	180	2031	176	242	2021	131	412	201	165	247	196	79
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1870	1578	1728	1777	1574
Q Serve(g_s), s	9.6	59.8	6.1	14.6	71.3	7.0	24.8	22.0	21.3	14.8	11.2	10.1
Cycle Q Clear(g_c), s	9.6	59.8	6.1	14.6	71.3	7.0	24.8	22.0	21.3	14.8	11.2	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	584	2906	902	267	2461	764	441	246	208	290	314	139
V/C Ratio(X)	0.31	0.70	0.20	0.91	0.82	0.17	0.94	0.82	0.79	0.85	0.63	0.57
Avail Cap(c_a), veh/h	584	2906	902	267	2461	764	441	383	323	421	721	319
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.52	0.52	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.5	32.4	6.4	96.2	46.6	15.8	90.8	88.7	88.4	94.9	92.4	91.9
Incr Delay (d2), s/veh	0.4	1.4	0.5	22.4	1.7	0.3	27.6	9.9	9.7	12.8	2.9	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	32.8	4.1	10.6	36.6	4.7	18.7	16.9	14.4	11.7	9.2	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.9	33.8	6.9	118.6	48.4	16.0	118.3	98.6	98.1	107.7	95.3	97.0
LnGrp LOS	E	C	A	F	D	B	F	F	F	F	F	F
Approach Vol, veh/h		2387			2394			778			522	
Approach Delay, s/veh		35.1			53.7			108.9			101.4	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	43.3	108.0	24.0	34.7	24.0	127.3	33.8	24.9
Change Period (Y+Rc), s	7.8	6.8	6.4	7.0	7.8	* 7.8	7.0	6.4
Max Green Setting (Gmax), s	12.2	101.2	25.6	43.0	16.2	* 97	26.0	42.6
Max Q Clear Time (g_c+I1), s	11.6	73.3	16.8	24.0	16.6	61.8	26.8	13.2
Green Ext Time (p_c), s	0.0	22.3	0.8	2.3	0.0	27.3	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	57.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	180	2315	200	75	2230	140	255	20	100	10	110
Future Volume (vph)	180	2315	200	75	2230	140	255	20	100	10	110
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2	3	7	4	3	8	1
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	3	7	4	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	15.0	5.0
Minimum Split (s)	12.5	22.5	22.5	12.5	50.5	11.0	11.0	49.0	11.0	21.1	12.5
Total Split (s)	20.0	139.0	139.0	15.0	134.0	34.0	34.0	22.0	34.0	22.0	20.0
Total Split (%)	9.5%	66.2%	66.2%	7.1%	63.8%	16.2%	16.2%	10.5%	16.2%	10.5%	9.5%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.2	2.0	2.1	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	6.0	6.0	6.2	6.0	6.1	7.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 122 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: Moylan Rd & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	2315	200	75	2230	140	255	20	75	100	10	110
Future Volume (veh/h)	180	2315	200	75	2230	140	255	20	75	100	10	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	189	2437	162	79	2347	147	268	21	46	105	11	116
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
Percent Heavy Veh, %	3	3	3	2	2	2	3	3	3	2	2	2
Cap, veh/h	178	2963	920	193	3073	1056	358	75	164	250	142	214
Arrive On Green	0.06	0.58	0.58	0.10	0.80	0.80	0.13	0.14	0.14	0.06	0.08	0.08
Sat Flow, veh/h	1767	5066	1572	1781	5106	1585	1767	518	1134	1781	1870	1585
Grp Volume(v), veh/h	189	2437	162	79	2347	147	268	0	67	105	11	116
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1781	1702	1585	1767	0	1651	1781	1870	1585
Q Serve(g_s), s	12.5	80.8	5.2	1.8	49.5	3.7	28.0	0.0	7.6	11.3	1.1	14.3
Cycle Q Clear(g_c), s	12.5	80.8	5.2	1.8	49.5	3.7	28.0	0.0	7.6	11.3	1.1	14.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	178	2963	920	193	3073	1056	358	0	239	250	142	214
V/C Ratio(X)	1.06	0.82	0.18	0.41	0.76	0.14	0.75	0.00	0.28	0.42	0.08	0.54
Avail Cap(c_a), veh/h	178	3172	985	193	3076	1057	358	0	239	373	142	214
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.45	0.84	0.84	0.84	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	34.9	5.5	81.5	13.3	6.2	75.8	0.0	80.0	82.5	90.2	84.7
Incr Delay (d2), s/veh	62.7	1.2	0.2	1.7	1.6	0.2	9.0	0.0	0.9	1.1	0.3	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.0	38.2	5.8	6.9	18.6	2.4	20.5	0.0	6.0	9.1	1.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.2	36.1	5.7	83.2	14.8	6.4	84.8	0.0	80.9	83.7	90.6	88.3
LnGrp LOS	F	D	A	F	B	A	F	A	F	F	F	F
Approach Vol, veh/h		2788			2573			335			232	
Approach Delay, s/veh		39.7			16.5			84.0			86.3	
Approach LOS		D			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	133.9	19.5	36.6	23.6	130.3	34.0	22.1
Change Period (Y+Rc), s	7.5	7.5	6.0	* 6.2	7.5	7.5	6.0	* 6.2
Max Green Setting (Gmax), s	12.5	126.5	28.0	* 16	7.5	131.5	28.0	* 16
Max Q Clear Time (g_c+I1), s	14.5	51.5	13.3	9.6	3.8	82.8	30.0	16.3
Green Ext Time (p_c), s	0.0	53.2	0.2	0.1	0.1	40.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

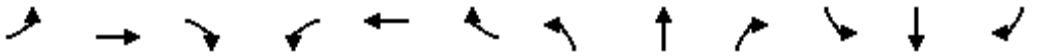
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	5	2230	255	20	2135	90	50
Future Volume (vph)	5	2230	255	20	2135	90	50
Turn Type	Perm	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases		6		5	2	4	4
Permitted Phases	6		6	2			
Detector Phase	6	6	6	5	2	4	4
Switch Phase							
Minimum Initial (s)	17.0	17.0	17.0	4.9	17.0	7.0	7.0
Minimum Split (s)	24.5	24.5	24.5	14.0	24.5	12.7	12.7
Total Split (s)	165.0	165.0	165.0	20.0	185.0	25.0	25.0
Total Split (%)	78.6%	78.6%	78.6%	9.5%	88.1%	11.9%	11.9%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	3.6	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	9.1	7.5	5.7	5.7
Lead/Lag	Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 144 (69%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 10: Allison Ave & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	2230	255	20	2135	0	90	0	50	0	0	0
Future Volume (veh/h)	5	2230	255	20	2135	0	90	0	50	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	0	1826	0	1826			
Adj Flow Rate, veh/h	5	2323	266	21	2224	0	94	0	52			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.92	0.96	0.92	0.96			
Percent Heavy Veh, %	3	3	3	2	2	0	5	0	5			
Cap, veh/h	167	4121	1279	161	4459	0	111	0	99			
Arrive On Green	1.00	1.00	1.00	0.02	0.87	0.00	0.06	0.00	0.06			
Sat Flow, veh/h	171	5066	1572	1781	5274	0	1739	0	1547			
Grp Volume(v), veh/h	5	2323	266	21	2224	0	94	0	52			
Grp Sat Flow(s),veh/h/ln	171	1689	1572	1781	1702	0	1739	0	1547			
Q Serve(g_s), s	0.3	0.0	0.0	0.4	20.5	0.0	11.2	0.0	6.8			
Cycle Q Clear(g_c), s	8.3	0.0	0.0	0.4	20.5	0.0	11.2	0.0	6.8			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	167	4121	1279	161	4459	0	111	0	99			
V/C Ratio(X)	0.03	0.56	0.21	0.13	0.50	0.00	0.85	0.00	0.53			
Avail Cap(c_a), veh/h	167	4121	1279	224	4459	0	160	0	142			
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.60	0.60	0.60	0.57	0.57	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.2	0.0	0.0	2.7	3.0	0.0	97.3	0.0	95.2			
Incr Delay (d2), s/veh	0.2	0.3	0.2	0.2	0.2	0.0	23.6	0.0	4.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	0.2	0.1	0.2	7.2	0.0	9.8	0.0	10.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.4	0.3	0.2	3.0	3.2	0.0	120.9	0.0	99.5			
LnGrp LOS	A	A	A	A	A	A	F	A	F			
Approach Vol, veh/h		2594			2245			146				
Approach Delay, s/veh		0.3			3.2			113.3				
Approach LOS		A			A			F				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		190.9		19.1	12.6	178.3			
Change Period (Y+Rc), s		7.5		* 5.7	* 9.1	7.5			
Max Green Setting (Gmax), s		177.5		* 19	* 11	157.5			
Max Q Clear Time (g_c+I1), s		22.5		13.2	2.4	10.3			
Green Ext Time (p_c), s		35.8		0.2	0.0	47.8			

Intersection Summary		
HCM 6th Ctrl Delay	4.9	
HCM 6th LOS	A	

Notes

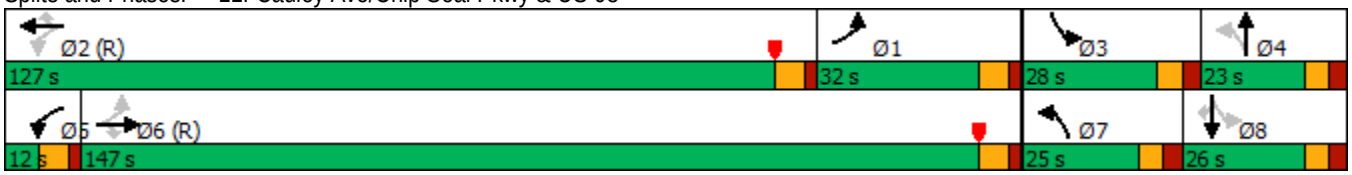
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

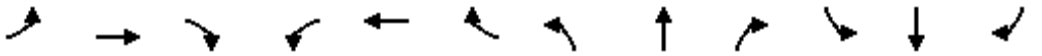
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	180	2145	55	15	2155	310	65	65	145	50	85
Future Volume (vph)	180	2145	55	15	2155	310	65	65	145	50	85
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	44.8	11.7	44.0	12.0	49.0	49.0
Total Split (s)	32.0	147.0	147.0	12.0	127.0	127.0	25.0	23.0	28.0	26.0	26.0
Total Split (%)	15.2%	70.0%	70.0%	5.7%	60.5%	60.5%	11.9%	11.0%	13.3%	12.4%	12.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 102 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	2145	55	15	2155	310	65	65	30	145	50	85
Future Volume (veh/h)	180	2145	55	15	2155	310	65	65	30	145	50	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	196	2332	55	16	2342	282	71	71	20	158	54	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	3583	1110	100	2923	906	194	86	24	211	201	170
Arrive On Green	0.14	0.70	0.70	0.01	0.57	0.57	0.05	0.06	0.06	0.09	0.11	0.11
Sat Flow, veh/h	1781	5106	1582	1781	5106	1583	1781	1402	395	1781	1870	1581
Grp Volume(v), veh/h	196	2332	55	16	2342	282	71	0	91	158	54	64
Grp Sat Flow(s),veh/h/ln	1781	1702	1582	1781	1702	1583	1781	0	1797	1781	1870	1581
Q Serve(g_s), s	14.6	52.7	2.3	0.9	76.1	12.3	7.8	0.0	10.5	17.1	5.6	6.1
Cycle Q Clear(g_c), s	14.6	52.7	2.3	0.9	76.1	12.3	7.8	0.0	10.5	17.1	5.6	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	314	3583	1110	100	2923	906	194	0	110	211	201	170
V/C Ratio(X)	0.63	0.65	0.05	0.16	0.80	0.31	0.37	0.00	0.83	0.75	0.27	0.38
Avail Cap(c_a), veh/h	314	3583	1110	119	2923	906	267	0	137	227	201	170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.6	17.2	9.7	29.5	35.5	9.3	87.2	0.0	97.5	81.3	86.1	51.0
Incr Delay (d2), s/veh	3.1	0.8	0.1	1.6	2.4	0.9	1.2	0.0	27.8	12.0	0.7	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.8	26.7	1.5	0.7	40.7	8.2	6.7	0.0	9.8	13.5	5.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	18.0	9.7	31.1	37.9	10.2	88.3	0.0	125.4	93.3	86.8	52.4
LnGrp LOS	F	B	A	C	D	B	F	A	F	F	F	D
Approach Vol, veh/h		2583			2640			162			276	
Approach Delay, s/veh		22.6			34.9			109.1			82.6	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.0	127.0	26.2	19.8	9.8	154.2	16.4	29.6
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	* 6.7	7.0
Max Green Setting (Gmax), s	25.2	120.2	21.0	16.0	5.2	140.2	* 18	19.0
Max Q Clear Time (g_c+I1), s	16.6	78.1	19.1	12.5	2.9	54.7	9.8	8.1
Green Ext Time (p_c), s	0.3	39.2	0.1	0.1	0.0	71.3	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

F-3: Design Year (2050) No Build Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	2250	95	155	2490	305	105	40	105	525	90	55
Future Volume (vph)	70	2250	95	155	2490	305	105	40	105	525	90	55
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	46.8	46.8	12.8	52.8	52.8	13.4	13.4	13.4	42.0	42.0	42.0
Total Split (s)	12.0	116.0	116.0	26.0	130.0	130.0	20.0	20.0	20.0	48.0	48.0	48.0
Total Split (%)	5.7%	55.2%	55.2%	12.4%	61.9%	61.9%	9.5%	9.5%	9.5%	22.9%	22.9%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	8.4	8.4	8.4	9.0	9.0	9.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 30 (14%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Nautilus St & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	2250	95	155	2490	305	105	40	105	525	90	55
Future Volume (veh/h)	70	2250	95	155	2490	305	105	40	105	525	90	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1796	1796	1796	1856	1856	1856	1737	1737	1737
Adj Flow Rate, veh/h	79	2528	91	174	2798	299	82	96	60	590	101	36
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	7	7	7	3	3	3	11	11	11
Cap, veh/h	81	2592	803	183	2877	890	98	102	85	596	323	272
Arrive On Green	0.03	0.69	0.69	0.12	0.78	0.78	0.06	0.06	0.06	0.19	0.19	0.19
Sat Flow, veh/h	1739	4985	1544	1711	4904	1517	1767	1856	1538	3209	1737	1463
Grp Volume(v), veh/h	79	2528	91	174	2798	299	82	96	60	590	101	36
Grp Sat Flow(s),veh/h/ln	1739	1662	1544	1711	1635	1517	1767	1856	1538	1605	1737	1463
Q Serve(g_s), s	4.9	100.9	4.1	17.0	109.2	12.3	9.7	10.8	8.1	38.5	10.6	4.3
Cycle Q Clear(g_c), s	4.9	100.9	4.1	17.0	109.2	12.3	9.7	10.8	8.1	38.5	10.6	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	2592	803	183	2877	890	98	102	85	596	323	272
V/C Ratio(X)	0.97	0.98	0.11	0.95	0.97	0.34	0.84	0.94	0.71	0.99	0.31	0.13
Avail Cap(c_a), veh/h	81	2592	803	183	2877	890	98	102	85	596	323	272
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.42	0.42	0.42	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	99.9	31.1	16.2	72.4	21.5	10.9	98.3	98.8	97.5	85.3	73.9	71.4
Incr Delay (d2), s/veh	89.8	12.8	0.3	31.4	6.2	0.4	44.7	68.6	23.3	34.2	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	47.4	2.8	14.2	39.0	5.8	9.6	11.7	6.8	26.0	8.4	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	189.7	43.9	16.5	103.8	27.7	11.3	143.0	167.5	120.8	119.5	74.5	71.6
LnGrp LOS	F	D	B	F	C	B	F	F	F	F	E	E
Approach Vol, veh/h		2698			3271			238			727	
Approach Delay, s/veh		47.2			30.3			147.3			110.9	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	130.0		20.0	26.0	116.0		48.0				
Change Period (Y+Rc), s	6.8	6.8		* 8.4	7.8	6.8		9.0				
Max Green Setting (Gmax), s	5.2	123.2		* 12	18.2	109.2		39.0				
Max Q Clear Time (g_c+I1), s	6.9	111.2		12.8	19.0	102.9		40.5				
Green Ext Time (p_c), s	0.0	11.9		0.0	0.0	6.2		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		49.3	
HCM 6th LOS		D	

Notes

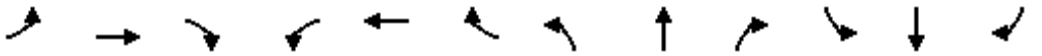
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	45	2850	210	90	2820	35	170	15	100	20	75
Future Volume (vph)	45	2850	210	90	2820	35	170	15	100	20	75
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	37.8	37.8	12.8	37.8	37.8	10.4	11.4	10.4	43.0	43.0
Total Split (s)	12.0	136.0	136.0	16.0	140.0	140.0	14.0	42.0	16.0	44.0	44.0
Total Split (%)	5.7%	64.8%	64.8%	7.6%	66.7%	66.7%	6.7%	20.0%	7.6%	21.0%	21.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	3.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	5.4	6.4	5.4	6.4	6.4
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 152 (72%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: Clara Ave & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	2850	210	90	2820	35	170	15	90	100	20	75
Future Volume (veh/h)	45	2850	210	90	2820	35	170	15	90	100	20	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1796	1796	1796	1811	1811	1811	1856	1856	1856
Adj Flow Rate, veh/h	47	3000	188	95	2968	0	179	16	77	105	21	51
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
Percent Heavy Veh, %	6	6	6	7	7	7	6	6	6	3	3	3
Cap, veh/h	110	3042	944	272	3583		195	19	92	140	149	126
Arrive On Green	0.03	0.82	0.82	0.18	0.97	0.00	0.04	0.07	0.07	0.05	0.08	0.08
Sat Flow, veh/h	1725	4944	1535	1711	4904	1522	1725	271	1305	1767	1856	1572
Grp Volume(v), veh/h	47	3000	188	95	2968	0	179	0	93	105	21	51
Grp Sat Flow(s),veh/h/ln	1725	1648	1535	1711	1635	1522	1725	0	1576	1767	1856	1572
Q Serve(g_s), s	2.4	120.0	4.1	5.5	18.4	0.0	8.6	0.0	12.2	10.6	2.2	6.5
Cycle Q Clear(g_c), s	2.4	120.0	4.1	5.5	18.4	0.0	8.6	0.0	12.2	10.6	2.2	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.83	1.00		1.00
Lane Grp Cap(c), veh/h	110	3042	944	272	3583		195	0	112	140	149	126
V/C Ratio(X)	0.43	0.99	0.20	0.35	0.83		0.92	0.00	0.83	0.75	0.14	0.40
Avail Cap(c_a), veh/h	115	3042	944	272	3583		195	0	267	140	332	282
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.16	0.16	0.16	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	18.2	4.3	75.1	1.1	0.0	93.8	0.0	96.3	87.7	89.8	91.8
Incr Delay (d2), s/veh	0.6	4.1	0.1	1.1	2.4	0.0	42.9	0.0	19.6	21.4	0.6	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	35.2	2.7	7.8	3.8	0.0	12.8	0.0	9.6	2.6	2.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	22.3	4.4	76.1	3.4	0.0	136.6	0.0	116.0	109.1	90.4	94.7
LnGrp LOS	C	C	A	E	A		F	A	F	F	F	F
Approach Vol, veh/h		3235			3063			272			177	
Approach Delay, s/veh		21.3			5.7			129.5			102.7	
Approach LOS		C			A			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	161.2	16.0	21.3	36.7	136.0	14.0	23.3
Change Period (Y+Rc), s	6.8	* 7.8	5.4	6.4	7.8	6.8	5.4	6.4
Max Green Setting (Gmax), s	5.2	* 1.3E2	10.6	35.6	8.2	129.2	8.6	37.6
Max Q Clear Time (g_c+I1), s	4.4	20.4	12.6	14.2	7.5	122.0	10.6	8.5
Green Ext Time (p_c), s	0.0	107.0	0.0	0.6	0.0	7.2	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

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

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	5	15	70	5	0	10	20	0	120	0	0	0
Future Vol, veh/h	0	5	15	70	5	0	10	20	0	120	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	1084	841	472	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	82	82	82	82	92	82	82	92	82	92	92	92
Heavy Vehicles, %	2	2	2	26	26	2	14	14	2	14	2	2	2
Mvmt Flow	0	6	18	85	6	0	12	24	0	146	0	0	0

Major/Minor	Minor2			Minor1				Major1					
Conflicting Flow All	-	218	12	60	72	-	-	0	0	0			
Stage 1	-	0	-	48	72	-	-	-	-	-			
Stage 2	-	218	-	12	0	-	-	-	-	-			
Critical Hdwy	-	6.52	6.22	7.36	6.76	-	-	4.24	-	-			
Critical Hdwy Stg 1	-	-	-	6.36	5.76	-	-	-	-	-			
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-	-			
Follow-up Hdwy	-	4.018	3.318	3.734	4.234	-	-	2.326	-	-			
Pot Cap-1 Maneuver	0	680	1069	880	775	0	-	-	-	-			
Stage 1	0	-	-	908	790	0	-	-	-	-			
Stage 2	0	723	-	-	-	0	-	-	-	-			
Platoon blocked, %									-	-			
Mov Cap-1 Maneuver	-	680	1069	859	775	-	-	-	-	-			
Mov Cap-2 Maneuver	-	663	-	831	721	-	-	-	-	-			
Stage 1	-	-	-	908	790	-	-	-	-	-			
Stage 2	-	723	-	-	-	-	-	-	-	-			

Approach	EB	WB	NB
HCM Control Delay, s	9	9.9	
HCM LOS	A	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	927	823
HCM Lane V/C Ratio	-	-	-	0.026	0.111
HCM Control Delay (s)	-	-	-	9	9.9
HCM Lane LOS	-	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	0.4

Intersection	
Int Delay, s/veh	6.6

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	235	5	5	135	50	5	75
Future Vol, veh/h	235	5	5	135	50	5	75
Conflicting Peds, #/hr	0	6	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	67	67	67	67	67	67	67
Heavy Vehicles, %	2	2	10	10	10	23	23
Mvmt Flow	351	7	7	201	75	7	112

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	285	107	112	0	0	276	0
Stage 1	215	-	-	-	-	-	-
Stage 2	70	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.6	-	-	4.56	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.6	-	-	2.43	-
Pot Cap-1 Maneuver	788	*1032	1174	-	-	1238	-
Stage 1	893	-	-	-	-	-	-
Stage 2	945	-	-	-	-	-	-
Platoon blocked, %	1	1		-	-	1	-
Mov Cap-1 Maneuver	778	*1026	1174	-	-	1238	-
Mov Cap-2 Maneuver	768	-	-	-	-	-	-
Stage 1	886	-	-	-	-	-	-
Stage 2	939	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0.2	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	772	1238	-
HCM Lane V/C Ratio	-	-	0.464	0.006	-
HCM Control Delay (s)	0	-	13.6	7.9	0
HCM Lane LOS	A	-	B	A	A
HCM 95th %tile Q(veh)	-	-	2.5	0	-

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

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	5	5	40	60	5	5	5	15	180	345	0	305	5
Future Vol, veh/h	5	5	40	60	5	5	5	15	180	345	0	305	5
Conflicting Peds, #/hr	3	0	1	1	0	3	1	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	6	6	6
Mvmt Flow	8	8	61	91	8	8	8	23	273	523	0	462	8

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	674	1326	238	571	807	140	470	472	0	0	796	0	0
Stage 1	468	468	-	335	335	-	-	-	-	-	-	-	-
Stage 2	206	858	-	236	472	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.58	6.58	6.98	6.46	4.16	-	-	4.22	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.58	5.58	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.58	5.58	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.54	4.04	3.34	2.53	2.23	-	-	2.26	-	-
Pot Cap-1 Maneuver	411	169	763	488	353	*1010	719	1079	-	-	848	-	-
Stage 1	545	560	-	770	712	-	-	-	-	-	-	-	-
Stage 2	931	404	-	740	552	-	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1			-	-	1	-	-
Mov Cap-1 Maneuver	391	163	761	429	341	*1007	940	940	-	-	848	-	-
Mov Cap-2 Maneuver	454	281	-	507	420	-	-	-	-	-	-	-	-
Stage 1	526	559	-	745	690	-	-	-	-	-	-	-	-
Stage 2	882	392	-	671	551	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	13.7	0.3	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	940	-	-	614	518	848	-	-
HCM Lane V/C Ratio	0.032	-	-	0.123	0.205	-	-	-
HCM Control Delay (s)	9	-	-	11.7	13.7	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.8	0	-	-

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	15	0	5	15	555	210	0	390	0
Future Vol, veh/h	0	0	5	15	0	5	15	555	210	0	390	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	1	1	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	5	5	5
Mvmt Flow	0	0	8	23	0	8	23	867	328	0	609	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1094	1856	310	1219	1528	435	614	0	0	1196	0	0
Stage 1	614	614	-	914	914	-	-	-	-	-	-	-
Stage 2	480	1242	-	305	614	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.16	-	-	4.2	-	-
Critical Hdwy Stg 1	6.5	5.54	-	6.5	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.23	-	-	2.25	-	-
Pot Cap-1 Maneuver	*319	90	686	245	161	*847	955	-	-	686	-	-
Stage 1	*449	481	-	513	502	-	-	-	-	-	-	-
Stage 2	*799	325	-	680	481	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*295	82	683	227	147	*847	950	-	-	685	-	-
Mov Cap-2 Maneuver	*353	203	-	348	276	-	-	-	-	-	-	-
Stage 1	*411	479	-	471	461	-	-	-	-	-	-	-
Stage 2	*727	299	-	672	479	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	14.6	0.4	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	950	-	-	683	408	685	-	-
HCM Lane V/C Ratio	0.025	-	-	0.011	0.077	-	-	-
HCM Control Delay (s)	8.9	0.3	-	10.3	14.6	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.2	0	-	-

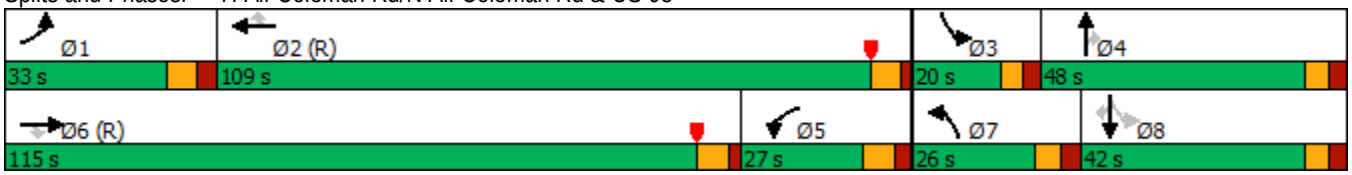
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

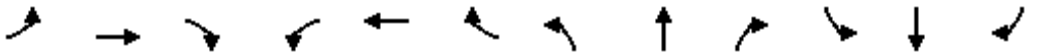
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	2320	190	165	2655	570	275	170	145	225	155	300
Future Volume (vph)	390	2320	190	165	2655	570	275	170	145	225	155	300
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	42.0
Total Split (s)	33.0	115.0	115.0	27.0	109.0	109.0	26.0	48.0	48.0	20.0	42.0	42.0
Total Split (%)	15.7%	54.8%	54.8%	12.9%	51.9%	51.9%	12.4%	22.9%	22.9%	9.5%	20.0%	20.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 30 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd/N Alf Coleman Rd & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	390	2320	190	165	2655	570	275	170	145	225	155	300
Future Volume (veh/h)	390	2320	190	165	2655	570	275	170	145	225	155	300
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	402	2392	182	170	2737	0	284	175	100	232	160	247
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	4	4	4	4	4	4
Cap, veh/h	411	2610	809	447	3258		308	359	304	522	307	259
Arrive On Green	0.16	0.69	0.69	0.34	0.86	0.00	0.09	0.20	0.20	0.06	0.17	0.17
Sat Flow, veh/h	3428	5066	1569	1767	5066	1572	3401	1841	1558	3401	1841	1557
Grp Volume(v), veh/h	402	2392	182	170	2737	0	284	175	100	232	160	247
Grp Sat Flow(s),veh/h/ln	1714	1689	1569	1767	1689	1572	1700	1841	1558	1700	1841	1557
Q Serve(g_s), s	24.5	83.9	9.2	15.4	58.3	0.0	17.4	17.8	9.3	11.8	16.7	33.0
Cycle Q Clear(g_c), s	24.5	83.9	9.2	15.4	58.3	0.0	17.4	17.8	9.3	11.8	16.7	33.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	411	2610	809	447	3258		308	359	304	522	307	259
V/C Ratio(X)	0.98	0.92	0.23	0.38	0.84		0.92	0.49	0.33	0.44	0.52	0.95
Avail Cap(c_a), veh/h	411	2610	809	447	3258		308	359	304	522	307	260
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	88.0	29.2	17.8	57.2	9.6	0.0	94.8	75.2	46.4	66.9	79.9	86.7
Incr Delay (d2), s/veh	38.3	6.5	0.6	0.8	2.8	0.0	32.4	1.5	0.9	0.8	2.1	42.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.6	39.8	6.2	11.0	18.7	0.0	14.1	13.4	6.8	9.1	12.9	23.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	126.3	35.7	18.5	58.0	12.4	0.0	127.1	76.6	47.3	67.8	82.0	129.6
LnGrp LOS	F	D	B	E	B		F	E	D	E	F	F
Approach Vol, veh/h		2976			2907			559			639	
Approach Delay, s/veh		46.9			15.1			97.0			95.2	
Approach LOS		D			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.0	143.9	20.0	48.0	61.9	115.0	26.0	42.0
Change Period (Y+Rc), s	7.8	* 7.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	25.2	* 1E2	13.6	41.0	19.2	108.2	19.0	35.0
Max Q Clear Time (g_c+I1), s	26.5	60.3	13.8	19.8	17.4	85.9	19.4	35.0
Green Ext Time (p_c), s	0.0	38.1	0.0	1.8	0.1	20.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

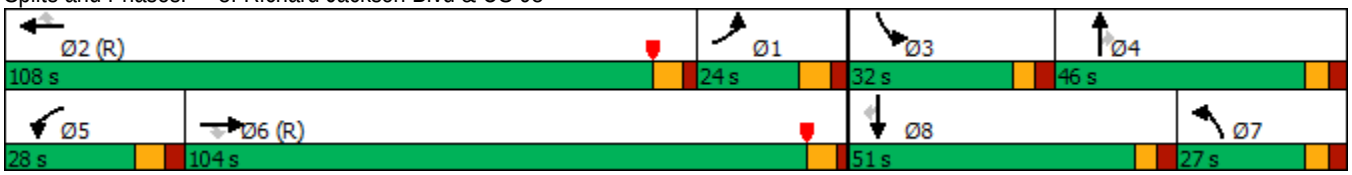
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

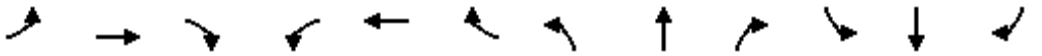
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	2030	195	295	2700	435	290	225	360	485	255	210
Future Volume (vph)	290	2030	195	295	2700	435	290	225	360	485	255	210
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	47.8	47.8	12.8	46.8	46.8	12.0	46.0	46.0	11.4	49.4	49.4
Total Split (s)	24.0	104.0	104.0	28.0	108.0	108.0	27.0	46.0	46.0	32.0	51.0	51.0
Total Split (%)	11.4%	49.5%	49.5%	13.3%	51.4%	51.4%	12.9%	21.9%	21.9%	15.2%	24.3%	24.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	Min	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 14 (7%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 8: Richard Jackson Blvd & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	2030	195	295	2700	435	290	225	360	485	255	210
Future Volume (veh/h)	290	2030	195	295	2700	435	290	225	360	485	255	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	309	2160	179	314	2872	380	309	239	267	516	271	137
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
Percent Heavy Veh, %	5	5	5	6	6	6	2	2	2	4	4	4
Cap, veh/h	324	2378	738	322	2383	740	584	339	285	415	470	207
Arrive On Green	0.13	0.63	0.63	0.13	0.64	0.64	0.17	0.18	0.18	0.12	0.13	0.13
Sat Flow, veh/h	3374	4985	1547	3346	4944	1535	3456	1870	1572	3401	3497	1543
Grp Volume(v), veh/h	309	2160	179	314	2872	380	309	239	267	516	271	137
Grp Sat Flow(s),veh/h/ln	1687	1662	1547	1673	1648	1535	1728	1870	1572	1700	1749	1543
Q Serve(g_s), s	19.1	78.5	6.0	19.6	101.2	18.7	17.1	25.2	35.2	25.6	15.3	17.7
Cycle Q Clear(g_c), s	19.1	78.5	6.0	19.6	101.2	18.7	17.1	25.2	35.2	25.6	15.3	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	2378	738	322	2383	740	584	339	285	415	470	207
V/C Ratio(X)	0.95	0.91	0.24	0.98	1.21	0.51	0.53	0.70	0.94	1.24	0.58	0.66
Avail Cap(c_a), veh/h	324	2378	738	322	2383	740	584	347	292	415	743	328
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	91.1	34.4	7.1	91.3	37.7	11.1	79.6	80.7	84.8	92.2	85.3	86.4
Incr Delay (d2), s/veh	38.0	6.5	0.8	10.1	92.8	0.2	1.2	6.8	36.2	128.9	1.6	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.0	38.6	6.8	10.2	70.1	7.2	12.4	18.8	24.2	28.5	11.5	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	129.1	40.9	7.9	101.4	130.5	11.3	80.8	87.5	120.9	221.1	86.9	91.4
LnGrp LOS	F	D	A	F	F	B	F	F	F	F	F	F
Approach Vol, veh/h		2648			3566			815			924	
Approach Delay, s/veh		49.0			115.3			95.9			162.5	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.1	108.0	32.0	45.1	28.0	108.1	42.5	34.6
Change Period (Y+Rc), s	7.8	6.8	6.4	7.0	7.8	* 7.8	7.0	6.4
Max Green Setting (Gmax), s	16.2	101.2	25.6	39.0	20.2	* 97	20.0	44.6
Max Q Clear Time (g_c+I1), s	21.1	103.2	27.6	37.2	21.6	80.5	19.1	19.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	14.9	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	96.7
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

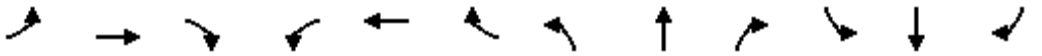
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	110	2710	235	65	3310	80	385	10	125	15	145
Future Volume (vph)	110	2710	235	65	3310	80	385	10	125	15	145
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2	3	7	4	3	8	1
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	3	7	4	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	12.5	12.5	12.5	50.5	11.0	11.0	49.0	11.0	11.1	12.5
Total Split (s)	15.0	135.0	135.0	15.0	135.0	17.0	40.0	43.0	17.0	20.0	15.0
Total Split (%)	7.1%	64.3%	64.3%	7.1%	64.3%	8.1%	19.0%	20.5%	8.1%	9.5%	7.1%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.2	2.0	2.1	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	6.0	6.0	6.2	6.0	6.1	7.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 162 (77%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: Moylan Rd & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	2710	235	65	3310	80	385	10	70	125	15	145
Future Volume (veh/h)	110	2710	235	65	3310	80	385	10	70	125	15	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1811	1811	1811	1811	1811	1811	1870	1870	1870
Adj Flow Rate, veh/h	120	2946	187	71	3598	87	418	11	58	136	16	143
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	6	6	6	6	6	6	2	2	2
Cap, veh/h	160	3274	1016	94	3002	1012	339	35	184	167	56	161
Arrive On Green	0.10	0.87	0.87	0.04	0.81	0.81	0.16	0.14	0.14	0.05	0.03	0.03
Sat Flow, veh/h	1753	5025	1560	1725	4944	1535	1725	251	1322	1781	1870	1585
Grp Volume(v), veh/h	120	2946	187	71	3598	87	418	0	69	136	16	143
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1725	1648	1535	1725	0	1573	1781	1870	1585
Q Serve(g_s), s	9.8	74.6	4.0	3.8	127.5	1.1	34.0	0.0	8.3	11.0	1.8	4.0
Cycle Q Clear(g_c), s	9.8	74.6	4.0	3.8	127.5	1.1	34.0	0.0	8.3	11.0	1.8	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.84	1.00		1.00
Lane Grp Cap(c), veh/h	160	3274	1016	94	3002	1012	339	0	219	167	56	161
V/C Ratio(X)	0.75	0.90	0.18	0.76	1.20	0.09	1.23	0.00	0.31	0.81	0.29	0.89
Avail Cap(c_a), veh/h	160	3274	1016	109	3002	1012	339	0	276	167	124	218
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.11	0.11	0.11	0.40	0.40	0.40	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	91.2	9.9	5.1	47.4	20.2	2.1	84.0	0.0	81.4	96.0	99.7	51.9
Incr Delay (d2), s/veh	2.2	0.5	0.0	9.9	90.8	0.1	127.9	0.0	0.8	25.4	2.8	26.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	13.0	1.9	3.8	74.2	0.9	22.7	0.0	6.2	5.9	1.6	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.4	10.4	5.2	57.3	111.0	2.2	212.0	0.0	82.2	121.5	102.5	78.7
LnGrp LOS	F	B	A	E	F	A	F	A	F	F	F	E
Approach Vol, veh/h		3253			3756			487			295	
Approach Delay, s/veh		13.2			107.5			193.6			99.7	
Approach LOS		B			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.5	135.0	17.0	35.5	13.2	144.3	40.0	12.5
Change Period (Y+Rc), s	7.5	7.5	6.0	* 6.2	7.5	7.5	6.0	* 6.2
Max Green Setting (Gmax), s	7.5	127.5	11.0	* 37	7.5	127.5	34.0	* 14
Max Q Clear Time (g_c+I1), s	11.8	129.5	13.0	10.3	5.8	76.6	36.0	6.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3	0.0	41.6	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	73.2
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	5	2650	230	15	3085	110	50
Future Volume (vph)	5	2650	230	15	3085	110	50
Turn Type	Perm	NA	Perm	pm+pt	NA	pm+pt	Prot
Protected Phases		6		5	2	7	4
Permitted Phases	6		6	2		4	
Detector Phase	6	6	6	5	2	7	4
Switch Phase							
Minimum Initial (s)	17.0	17.0	17.0	5.0	17.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	14.1	24.5	10.7	10.7
Total Split (s)	75.0	75.0	75.0	15.0	90.0	15.0	15.0
Total Split (%)	71.4%	71.4%	71.4%	14.3%	85.7%	14.3%	14.3%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	3.6	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	9.1	7.5	5.7	5.7
Lead/Lag	Lead	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 4 (4%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Allison Ave & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	2650	230	15	3085	0	110	0	50	0	0	0
Future Volume (veh/h)	5	2650	230	15	3085	0	110	0	50	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1841	1841	1841	1796	1796	0	1826	0	1826			
Adj Flow Rate, veh/h	5	2819	245	16	3282	0	117	0	53			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94			
Percent Heavy Veh, %	4	4	4	7	7	0	5	0	5			
Cap, veh/h	105	3102	963	230	3798	0	147	0	131			
Arrive On Green	0.82	0.82	0.82	0.11	1.00	0.00	0.08	0.00	0.08			
Sat Flow, veh/h	59	5025	1560	1711	5065	0	1739	0	1547			
Grp Volume(v), veh/h	5	2819	245	16	3282	0	117	0	53			
Grp Sat Flow(s),veh/h/ln	59	1675	1560	1711	1635	0	1739	0	1547			
Q Serve(g_s), s	1.8	41.6	1.7	0.0	0.0	0.0	6.9	0.0	3.4			
Cycle Q Clear(g_c), s	1.8	41.6	1.7	0.0	0.0	0.0	6.9	0.0	3.4			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	105	3102	963	230	3798	0	147	0	131			
V/C Ratio(X)	0.05	0.91	0.25	0.07	0.86	0.00	0.79	0.00	0.40			
Avail Cap(c_a), veh/h	106	3230	1003	230	3853	0	154	0	137			
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.28	0.28	0.28	0.09	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	3.8	7.3	0.8	32.9	0.0	0.0	47.2	0.0	45.5			
Incr Delay (d2), s/veh	0.2	1.6	0.2	0.0	0.3	0.0	23.5	0.0	2.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	6.6	10.2	0.6	0.2	0.0	7.1	0.0	5.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.0	8.9	1.0	32.9	0.3	0.0	70.7	0.0	47.6			
LnGrp LOS	A	A	A	C	A	A	E	A	D			
Approach Vol, veh/h		3069			3298			170				
Approach Delay, s/veh		8.2			0.4			63.5				
Approach LOS		A			A			E				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		90.4		14.6	18.1	72.3			
Change Period (Y+Rc), s		* 9.1		* 5.7	9.1	* 7.5			
Max Green Setting (Gmax), s		* 83		* 9.3	5.9	* 68			
Max Q Clear Time (g_c+I1), s		2.0		8.9	2.0	43.6			
Green Ext Time (p_c), s		66.9		0.0	0.0	21.2			

Intersection Summary		
HCM 6th Ctrl Delay	5.7	
HCM 6th LOS	A	

Notes

User approved pedestrian interval to be less than phase max green.

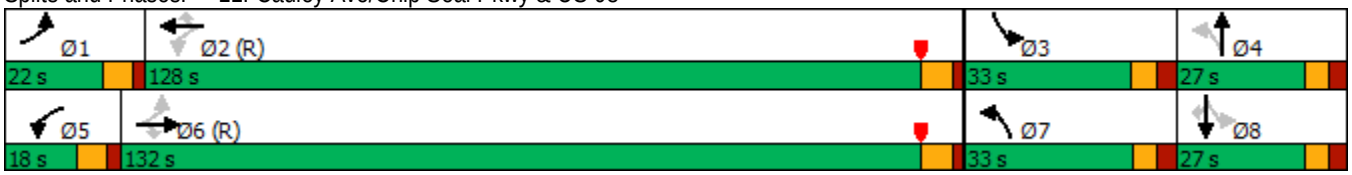
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

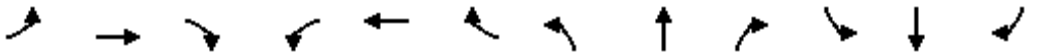
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	210	2560	65	20	3030	295	50	140	230	85	190
Future Volume (vph)	210	2560	65	20	3030	295	50	140	230	85	190
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	44.8	11.7	44.0	12.0	49.0	49.0
Total Split (s)	22.0	132.0	132.0	18.0	128.0	128.0	33.0	27.0	33.0	27.0	27.0
Total Split (%)	10.5%	62.9%	62.9%	8.6%	61.0%	61.0%	15.7%	12.9%	15.7%	12.9%	12.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 40 (19%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	2560	65	20	3030	295	50	140	15	230	85	190
Future Volume (veh/h)	210	2560	65	20	3030	295	50	140	15	230	85	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	233	2844	69	22	3367	297	56	156	11	256	94	139
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
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	163	3229	1002	89	2900	900	209	164	12	261	344	291
Arrive On Green	0.10	0.84	0.84	0.02	0.77	0.77	0.04	0.10	0.10	0.12	0.18	0.18
Sat Flow, veh/h	1781	5106	1585	1753	5025	1560	1781	1726	122	1781	1870	1582
Grp Volume(v), veh/h	233	2844	69	22	3367	297	56	0	167	256	94	139
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1753	1675	1560	1781	0	1848	1781	1870	1582
Q Serve(g_s), s	15.2	71.8	1.5	1.1	121.2	12.4	5.9	0.0	18.9	26.0	9.1	16.5
Cycle Q Clear(g_c), s	15.2	71.8	1.5	1.1	121.2	12.4	5.9	0.0	18.9	26.0	9.1	16.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	163	3229	1002	89	2900	900	209	0	176	261	344	291
V/C Ratio(X)	1.43	0.88	0.07	0.25	1.16	0.33	0.27	0.00	0.95	0.98	0.27	0.48
Avail Cap(c_a), veh/h	163	3229	1002	153	2900	900	366	0	176	261	344	291
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.3	11.8	6.3	28.9	24.4	11.8	81.7	0.0	94.5	74.8	73.7	76.7
Incr Delay (d2), s/veh	211.2	2.2	0.1	3.0	76.7	1.0	0.7	0.0	52.9	49.8	0.4	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	26.4	22.4	1.1	0.9	78.6	7.6	5.0	0.0	17.4	22.8	7.9	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	289.4	14.1	6.3	31.9	101.1	12.7	82.4	0.0	147.4	124.6	74.1	77.9
LnGrp LOS	F	B	A	C	F	B	F	A	F	F	E	E
Approach Vol, veh/h		3146			3686			223			489	
Approach Delay, s/veh		34.3			93.5			131.1			101.6	
Approach LOS		C			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	128.0	33.0	27.0	10.4	139.6	14.4	45.6
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	* 6.7	7.0
Max Green Setting (Gmax), s	15.2	121.2	26.0	20.0	11.2	125.2	* 26	20.0
Max Q Clear Time (g_c+I1), s	17.2	123.2	28.0	20.9	3.1	73.8	7.9	18.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	49.8	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	70.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	5	20	95	5	0	20	30	0	40	0	0	0
Future Vol, veh/h	0	5	20	95	5	0	20	30	0	40	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	1084	841	472
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	62	62	62	62	92	62	62	92	62	92	92	92
Heavy Vehicles, %	2	2	2	14	14	2	20	20	2	20	2	2	2
Mvmt Flow	0	8	32	153	8	0	32	48	0	65	0	0	0

Major/Minor	Minor2			Minor1				Major1					
Conflicting Flow All	-	225	32	116	160	-	-	0	0	0			
Stage 1	-	0	-	96	160	-	-	-	-	-			
Stage 2	-	225	-	20	0	-	-	-	-	-			
Critical Hdwy	-	6.52	6.22	7.24	6.64	-	-	4.3	-	-			
Critical Hdwy Stg 1	-	-	-	6.24	5.64	-	-	-	-	-			
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-	-			
Follow-up Hdwy	-	4.018	3.318	3.626	4.126	-	-	2.38	-	-			
Pot Cap-1 Maneuver	0	674	1042	833	711	0	-	-	-	-			
Stage 1	0	-	-	882	743	0	-	-	-	-			
Stage 2	0	718	-	-	-	0	-	-	-	-			
Platoon blocked, %									-	-			
Mov Cap-1 Maneuver	-	674	1042	800	711	-	-	-	-	-			
Mov Cap-2 Maneuver	-	658	-	813	679	-	-	-	-	-			
Stage 1	-	-	-	882	743	-	-	-	-	-			
Stage 2	-	718	-	-	-	-	-	-	-	-			

Approach	EB	WB	NB
HCM Control Delay, s	9	10.6	
HCM LOS	A	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	933	805
HCM Lane V/C Ratio	-	-	-	0.043	0.2
HCM Control Delay (s)	-	-	-	9	10.6
HCM Lane LOS	-	-	-	A	B
HCM 95th %tile Q(veh)	-	-	-	0.1	0.7

Intersection	
Int Delay, s/veh	9.2

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	175	5	25	65	25	5	105
Future Vol, veh/h	175	5	25	65	25	5	105
Conflicting Peds, #/hr	0	8	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	47	47	47	47	47	47	47
Heavy Vehicles, %	2	2	15	15	15	12	12
Mvmt Flow	372	11	53	138	53	11	223

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	378	77	223	0	0	191	0
Stage 1	244	-	-	-	-	-	-
Stage 2	134	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.7	-	-	4.34	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.65	-	-	2.32	-
Pot Cap-1 Maneuver	630	1032	973	-	-	1349	-
Stage 1	807	-	-	-	-	-	-
Stage 2	878	-	-	-	-	-	-
Platoon blocked, %	1	1		-	-	1	-
Mov Cap-1 Maneuver	586	1024	973	-	-	1349	-
Mov Cap-2 Maneuver	625	-	-	-	-	-	-
Stage 1	758	-	-	-	-	-	-
Stage 2	870	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.1	2.1	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	632	1349	-
HCM Lane V/C Ratio	-	-	0.606	0.008	-
HCM Control Delay (s)	0.3	-	19.1	7.7	0
HCM Lane LOS	A	-	C	A	A
HCM 95th %tile Q(veh)	-	-	4.1	0	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	35	120	0	5	10	40	100	75	5	270	5
Future Vol, veh/h	0	0	35	120	0	5	10	40	100	75	5	270	5
Conflicting Peds, #/hr	7	0	2	2	0	7	2	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	54	54	54	54	54	54	54	54	54	54
Heavy Vehicles, %	2	2	2	2	2	2	8	8	8	8	5	5	5
Mvmt Flow	0	0	65	222	0	9	19	74	185	139	9	500	9

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	810	1034	258	641	899	100	509	510	0	0	324	0	0
Stage 1	524	524	-	371	371	-	-	-	-	-	-	-	-
Stage 2	286	510	-	270	528	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.56	4.26	-	-	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.58	2.28	-	-	2.25	-	-
Pot Cap-1 Maneuver	298	245	741	397	295	1047	659	1010	-	-	1268	-	-
Stage 1	504	528	-	679	655	-	-	-	-	-	-	-	-
Stage 2	764	566	-	713	526	-	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1			-	-	1	-	-
Mov Cap-1 Maneuver	268	217	739	331	262	1040	900	900	-	-	1268	-	-
Mov Cap-2 Maneuver	359	332	-	414	339	-	-	-	-	-	-	-	-
Stage 1	452	522	-	609	587	-	-	-	-	-	-	-	-
Stage 2	674	507	-	643	520	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	23.2	2.1	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	900	-	-	739	424	1268	-	-
HCM Lane V/C Ratio	0.103	-	-	0.088	0.546	0.007	-	-
HCM Control Delay (s)	9.5	-	-	10.3	23.2	7.9	0	-
HCM Lane LOS	A	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	3.2	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	10	105	0	5	10	195	55	0	430	0
Future Vol, veh/h	0	0	10	105	0	5	10	195	55	0	430	0
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	55	55	55	55	55	55	55	55	55
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	4	4	4
Mvmt Flow	0	0	18	191	0	9	18	355	100	0	782	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	996	1273	393	784	1173	178	782	0	0	455	0	0
Stage 1	782	782	-	391	391	-	-	-	-	-	-	-
Stage 2	214	491	-	393	782	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.22	-	-	4.18	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.26	-	-	2.24	-	-
Pot Cap-1 Maneuver	*242	187	606	354	216	*1001	806	-	-	1203	-	-
Stage 1	*353	403	-	746	694	-	-	-	-	-	-	-
Stage 2	*944	623	-	603	403	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*234	181	605	335	210	*1001	806	-	-	1203	-	-
Mov Cap-2 Maneuver	*299	298	-	438	308	-	-	-	-	-	-	-
Stage 1	*342	403	-	724	673	-	-	-	-	-	-	-
Stage 2	*907	604	-	584	403	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	19.3	0.4	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	806	-	-	605	449	1203	-	-
HCM Lane V/C Ratio	0.023	-	-	0.03	0.445	-	-	-
HCM Control Delay (s)	9.6	0.1	-	11.1	19.3	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	2.2	0	-	-

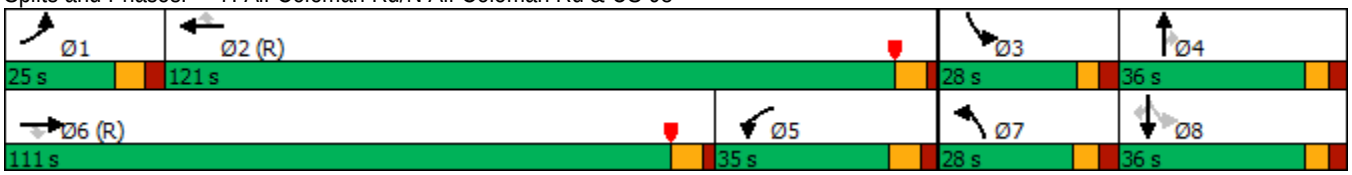
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

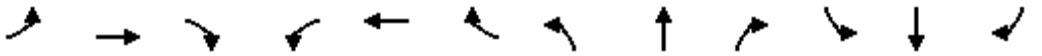
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	2540	250	205	2655	195	270	100	215	260	195	375
Future Volume (vph)	205	2540	250	205	2655	195	270	100	215	260	195	375
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	42.0
Total Split (s)	25.0	111.0	111.0	35.0	121.0	121.0	28.0	36.0	36.0	28.0	36.0	36.0
Total Split (%)	11.9%	52.9%	52.9%	16.7%	57.6%	57.6%	13.3%	17.1%	17.1%	13.3%	17.1%	17.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 34 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd/N Alf Coleman Rd & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	2540	250	205	2655	195	270	100	215	260	195	375
Future Volume (veh/h)	205	2540	250	205	2655	195	270	100	215	260	195	375
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	220	2731	253	220	2855	0	290	108	150	280	210	366
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
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	3	3	3
Cap, veh/h	253	2514	780	242	2826		324	286	238	564	256	213
Arrive On Green	0.10	0.66	0.66	0.18	0.74	0.00	0.09	0.15	0.15	0.08	0.14	0.14
Sat Flow, veh/h	3428	5066	1572	1781	5106	1585	3456	1870	1557	3428	1856	1542
Grp Volume(v), veh/h	220	2731	253	220	2855	0	290	108	150	280	210	366
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1781	1702	1585	1728	1870	1557	1714	1856	1542
Q Serve(g_s), s	13.3	104.2	10.0	25.4	116.2	0.0	17.4	10.9	14.4	14.6	23.1	29.0
Cycle Q Clear(g_c), s	13.3	104.2	10.0	25.4	116.2	0.0	17.4	10.9	14.4	14.6	23.1	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	2514	780	242	2826		324	286	238	564	256	213
V/C Ratio(X)	0.87	1.09	0.32	0.91	1.01		0.90	0.38	0.63	0.50	0.82	1.72
Avail Cap(c_a), veh/h	281	2514	780	242	2826		346	286	238	636	256	213
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	93.7	35.7	9.6	84.8	27.7	0.0	94.1	80.0	47.7	69.7	88.0	90.5
Incr Delay (d2), s/veh	23.8	46.5	1.1	35.0	19.4	0.0	24.4	1.2	6.1	1.0	19.3	342.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.8	63.5	6.4	19.8	54.4	0.0	13.9	9.2	10.2	10.8	18.5	49.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	117.5	82.2	10.7	119.8	47.1	0.0	118.6	81.2	53.9	70.7	107.3	433.2
LnGrp LOS	F	F	B	F	F		F	F	D	E	F	F
Approach Vol, veh/h		3204			3075			548			856	
Approach Delay, s/veh		79.0			52.3			93.5			234.6	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.3	124.0	23.6	39.1	36.3	111.0	26.7	36.0
Change Period (Y+Rc), s	7.8	* 7.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	17.2	* 1.1E2	21.6	29.0	27.2	104.2	21.0	29.0
Max Q Clear Time (g_c+I1), s	15.3	118.2	16.6	16.4	27.4	106.2	19.4	31.0
Green Ext Time (p_c), s	0.2	0.0	0.6	1.2	0.0	0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	86.7
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

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

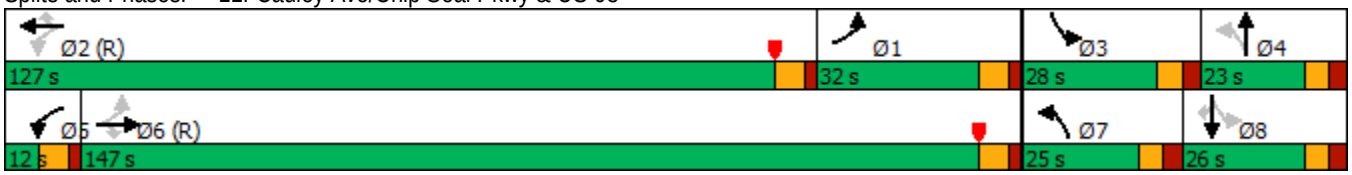
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

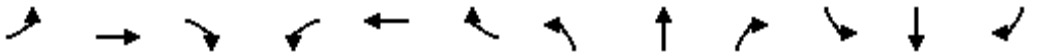
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	75	2580	95	30	2410	80	55	20	145	65	130
Future Volume (vph)	75	2580	95	30	2410	80	55	20	145	65	130
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	44.8	11.7	44.0	12.0	49.0	49.0
Total Split (s)	32.0	147.0	147.0	12.0	127.0	127.0	25.0	23.0	28.0	26.0	26.0
Total Split (%)	15.2%	70.0%	70.0%	5.7%	60.5%	60.5%	11.9%	11.0%	13.3%	12.4%	12.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 102 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	2580	95	30	2410	80	55	20	35	145	65	130
Future Volume (veh/h)	75	2580	95	30	2410	80	55	20	35	145	65	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	82	2804	94	33	2620	84	60	22	29	158	71	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	5	5	5	2	2	2
Cap, veh/h	339	3620	1122	107	2899	899	154	29	38	214	175	148
Arrive On Green	0.22	0.95	0.95	0.03	0.76	0.76	0.04	0.04	0.04	0.09	0.09	0.09
Sat Flow, veh/h	1767	5066	1570	1767	5066	1571	1739	715	942	1781	1870	1585
Grp Volume(v), veh/h	82	2804	94	33	2620	84	60	0	51	158	71	92
Grp Sat Flow(s),veh/h/ln	1767	1689	1570	1767	1689	1571	1739	0	1656	1781	1870	1585
Q Serve(g_s), s	1.5	21.8	0.7	1.8	83.1	1.8	6.9	0.0	6.4	17.5	7.5	8.8
Cycle Q Clear(g_c), s	1.5	21.8	0.7	1.8	83.1	1.8	6.9	0.0	6.4	17.5	7.5	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	339	3620	1122	107	2899	899	154	0	67	214	175	148
V/C Ratio(X)	0.24	0.77	0.08	0.31	0.90	0.09	0.39	0.00	0.76	0.74	0.41	0.62
Avail Cap(c_a), veh/h	339	3620	1122	114	2899	899	234	0	126	226	175	148
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.2	2.0	1.5	23.7	20.6	4.4	91.7	0.0	99.8	84.8	89.7	51.2
Incr Delay (d2), s/veh	0.4	1.7	0.1	3.5	5.2	0.2	1.6	0.0	16.2	11.5	1.5	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	5.2	0.5	1.5	35.6	2.0	5.8	0.0	5.6	13.7	6.8	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	3.7	1.6	27.2	25.8	4.6	93.3	0.0	115.9	96.3	91.2	58.9
LnGrp LOS	E	A	A	C	C	A	F	A	F	F	F	E
Approach Vol, veh/h		2980			2737			111			321	
Approach Delay, s/veh		5.3			25.2			103.7			84.4	
Approach LOS		A			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.9	127.0	26.6	15.5	11.1	156.9	15.4	26.7
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	* 6.7	7.0
Max Green Setting (Gmax), s	25.2	120.2	21.0	16.0	5.2	140.2	* 18	19.0
Max Q Clear Time (g_c+I1), s	3.5	85.1	19.5	8.4	3.8	23.8	8.9	10.8
Green Ext Time (p_c), s	0.2	33.7	0.1	0.1	0.0	107.8	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	3025	125	50	2475	505	100	100	55	565	85	45
Future Volume (vph)	115	3025	125	50	2475	505	100	100	55	565	85	45
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	46.8	46.8	12.8	52.8	52.8	13.4	13.4	13.4	42.0	42.0	42.0
Total Split (s)	16.0	128.0	128.0	13.0	125.0	125.0	21.0	21.0	21.0	48.0	48.0	48.0
Total Split (%)	7.6%	61.0%	61.0%	6.2%	59.5%	59.5%	10.0%	10.0%	10.0%	22.9%	22.9%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	8.4	8.4	8.4	9.0	9.0	9.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 44 (21%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Nautilus St & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	3025	125	50	2475	505	100	100	55	565	85	45
Future Volume (veh/h)	115	3025	125	50	2475	505	100	100	55	565	85	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	119	3119	103	52	2552	453	103	103	39	582	88	23
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	6	6	6
Cap, veh/h	130	2924	906	75	2874	890	106	111	92	612	331	279
Arrive On Green	0.06	0.77	0.77	0.03	0.75	0.75	0.06	0.06	0.06	0.18	0.18	0.18
Sat Flow, veh/h	1753	5025	1558	1781	5106	1581	1767	1856	1533	3346	1811	1522
Grp Volume(v), veh/h	119	3119	103	52	2552	453	103	103	39	582	88	23
Grp Sat Flow(s),veh/h/ln	1753	1675	1558	1781	1702	1581	1767	1856	1533	1673	1811	1522
Q Serve(g_s), s	8.4	122.2	3.4	2.9	78.7	24.4	12.2	11.6	5.2	36.1	8.8	2.6
Cycle Q Clear(g_c), s	8.4	122.2	3.4	2.9	78.7	24.4	12.2	11.6	5.2	36.1	8.8	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	130	2924	906	75	2874	890	106	111	92	612	331	279
V/C Ratio(X)	0.92	1.07	0.11	0.70	0.89	0.51	0.97	0.93	0.42	0.95	0.27	0.08
Avail Cap(c_a), veh/h	130	2924	906	78	2874	890	106	111	92	621	336	283
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.26	0.26	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	94.0	23.7	10.3	50.6	21.4	14.6	98.5	98.2	95.2	84.8	73.7	71.2
Incr Delay (d2), s/veh	54.4	37.8	0.3	6.5	1.3	0.5	78.0	62.1	3.1	24.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.0	61.1	2.3	2.5	29.8	9.7	12.6	12.1	3.9	24.7	7.5	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	148.4	61.5	10.6	57.0	22.7	15.2	176.5	160.3	98.3	109.2	74.1	71.3
LnGrp LOS	F	F	B	E	C	B	F	F	F	F	E	E
Approach Vol, veh/h		3341			3057			245			693	
Approach Delay, s/veh		63.0			22.2			157.2			103.4	
Approach LOS		E			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.6	125.0		21.0	12.6	129.0		47.4				
Change Period (Y+Rc), s	6.8	6.8		* 8.4	7.8	6.8		9.0				
Max Green Setting (Gmax), s	9.2	118.2		* 13	5.2	121.2		39.0				
Max Q Clear Time (g_c+I1), s	10.4	80.7		14.2	4.9	124.2		38.1				
Green Ext Time (p_c), s	0.0	36.3		0.0	0.0	0.0		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	95	3020	400	75	2865	95	270	30	70	15	50
Future Volume (vph)	95	3020	400	75	2865	95	270	30	70	15	50
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	37.8	37.8	12.8	37.8	37.8	10.4	11.4	10.4	43.0	43.0
Total Split (s)	14.0	139.0	139.0	13.0	138.0	138.0	38.0	46.0	12.0	20.0	20.0
Total Split (%)	6.7%	66.2%	66.2%	6.2%	65.7%	65.7%	18.1%	21.9%	5.7%	9.5%	9.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	3.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	5.4	6.4	5.4	6.4	6.4
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 138 (66%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: Clara Ave & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	3020	400	75	2865	95	270	30	45	70	15	50
Future Volume (veh/h)	95	3020	400	75	2865	95	270	30	45	70	15	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1826	1826	1826
Adj Flow Rate, veh/h	97	3082	355	77	2923	0	276	31	42	71	15	38
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	5	5	5
Cap, veh/h	112	3138	974	125	3268		311	39	53	269	72	60
Arrive On Green	0.05	0.84	0.84	0.07	0.86	0.00	0.16	0.06	0.06	0.14	0.04	0.04
Sat Flow, veh/h	1739	4985	1547	1767	5066	1572	1781	712	965	1739	1826	1512
Grp Volume(v), veh/h	97	3082	355	77	2923	0	276	0	73	71	15	38
Grp Sat Flow(s),veh/h/ln	1739	1662	1547	1767	1689	1572	1781	0	1678	1739	1826	1512
Q Serve(g_s), s	5.3	118.9	4.8	4.4	73.9	0.0	32.5	0.0	9.0	3.4	1.7	5.2
Cycle Q Clear(g_c), s	5.3	118.9	4.8	4.4	73.9	0.0	32.5	0.0	9.0	3.4	1.7	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	112	3138	974	125	3268		311	0	92	269	72	60
V/C Ratio(X)	0.87	0.98	0.36	0.61	0.89		0.89	0.00	0.79	0.26	0.21	0.63
Avail Cap(c_a), veh/h	112	3138	974	125	3268		311	0	316	269	118	98
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	16.0	1.3	93.9	10.5	0.0	88.6	0.0	98.0	79.2	97.7	99.3
Incr Delay (d2), s/veh	7.1	2.2	0.1	10.1	4.3	0.0	25.7	0.0	18.9	0.7	2.0	14.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	30.8	4.0	7.8	22.8	0.0	24.3	0.0	8.0	6.3	1.5	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	18.2	1.4	104.0	14.8	0.0	114.3	0.0	116.9	80.0	99.7	114.1
LnGrp LOS	E	B	A	F	B		F	A	F	E	F	F
Approach Vol, veh/h		3534			3000			349			124	
Approach Delay, s/veh		17.6			17.1			114.8			92.8	
Approach LOS		B			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	143.3	34.8	18.0	18.3	139.0	38.0	14.7
Change Period (Y+Rc), s	6.8	* 7.8	6.4	* 6.4	7.8	6.8	5.4	6.4
Max Green Setting (Gmax), s	7.2	* 1.3E2	6.6	* 40	5.2	132.2	32.6	13.6
Max Q Clear Time (g_c+I1), s	7.3	75.9	5.4	11.0	6.4	120.9	34.5	7.2
Green Ext Time (p_c), s	0.0	53.6	0.0	0.5	0.0	11.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

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

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	25	10	0	0	5	15	0	15	0	0	0
Future Vol, veh/h	0	0	25	10	0	0	5	15	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	1084	841	472	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	81	81	81	81	92	81	81	92	81	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	6	6	2	6	2	2	2
Mvmt Flow	0	0	31	12	0	0	6	19	0	19	0	0	0

Major/Minor	Minor2			Minor1			Major1			
Conflicting Flow All	-	69	6	54	50	-	-	0	0	0
Stage 1	-	0	-	38	50	-	-	-	-	-
Stage 2	-	69	-	16	0	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	-	4.16	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	-	2.254	-	-
Pot Cap-1 Maneuver	0	822	1077	944	841	0	-	-	-	-
Stage 1	0	-	-	977	853	0	-	-	-	-
Stage 2	0	837	-	-	-	0	-	-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	822	1077	917	841	-	-	-	-	-
Mov Cap-2 Maneuver	-	822	-	917	841	-	-	-	-	-
Stage 1	-	-	-	977	853	-	-	-	-	-
Stage 2	-	837	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	8.4	9	
HCM LOS	A	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	1077	917
HCM Lane V/C Ratio	-	-	-	0.029	0.013
HCM Control Delay (s)	-	-	-	8.4	9
HCM Lane LOS	-	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	15	0	5	10	0	0	30
Future Vol, veh/h	15	0	5	10	0	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	58	58	58	58	58	58	58
Heavy Vehicles, %	2	2	36	36	36	4	4
Mvmt Flow	26	0	9	17	0	0	52

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	61	9	52	0	0	17	0
Stage 1	35	-	-	-	-	-	-
Stage 2	26	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	7.12	-	-	4.18	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.86	-	-	2.24	-
Pot Cap-1 Maneuver	938	1070	1159	-	-	1584	-
Stage 1	983	-	-	-	-	-	-
Stage 2	993	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	930	1070	1159	-	-	1584	-
Mov Cap-2 Maneuver	871	-	-	-	-	-	-
Stage 1	975	-	-	-	-	-	-
Stage 2	993	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	2.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	871	1584	-
HCM Lane V/C Ratio	-	-	0.03	-	-
HCM Control Delay (s)	0	-	9.3	0	-
HCM Lane LOS	A	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	50	45	5	0	60	20	35	5	25	0
Future Vol, veh/h	0	5	50	45	5	0	60	20	35	5	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	56	50	6	0	67	22	39	6	28	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	188	235	14	185	196	11	28	0	0	61	0	0
Stage 1	40	40	-	156	156	-	-	-	-	-	-	-
Stage 2	148	195	-	29	40	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	768	673	1062	772	707	*1078	1584	-	-	1552	-	-
Stage 1	970	861	-	842	774	-	-	-	-	-	-	-
Stage 2	851	744	-	984	861	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	737	642	1062	701	674	*1078	1584	-	-	1552	-	-
Mov Cap-2 Maneuver	718	632	-	697	654	-	-	-	-	-	-	-
Stage 1	929	858	-	807	742	-	-	-	-	-	-	-
Stage 2	809	713	-	923	858	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	10.7	3.8	1.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1584	-	-	1000	692	1552	-	-
HCM Lane V/C Ratio	0.042	-	-	0.061	0.08	0.004	-	-
HCM Control Delay (s)	7.4	-	-	8.8	10.7	7.3	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	0	-	-

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↰↑	↗		↰↑↱	
Traffic Vol, veh/h	0	0	5	20	0	0	5	95	55	5	95	0
Future Vol, veh/h	0	0	5	20	0	0	5	95	55	5	95	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	23	0	0	6	110	64	6	110	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	194	313	60	189	249	55	115	0	0	174	0	0
Stage 1	127	127	-	122	122	-	-	-	-	-	-	-
Stage 2	67	186	-	67	127	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*845	654	993	852	712	*1047	1472	-	-	1470	-	-
Stage 1	*863	790	-	958	846	-	-	-	-	-	-	-
Stage 2	*987	793	-	936	790	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*835	644	988	841	702	*1047	1465	-	-	1470	-	-
Mov Cap-2 Maneuver	*777	651	-	810	685	-	-	-	-	-	-	-
Stage 1	*854	783	-	953	842	-	-	-	-	-	-	-
Stage 2	*982	789	-	927	783	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	9.6	0.2	0.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1465	-	-	988	810	1470	-	-
HCM Lane V/C Ratio	0.004	-	-	0.006	0.029	0.004	-	-
HCM Control Delay (s)	7.5	0	-	8.7	9.6	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

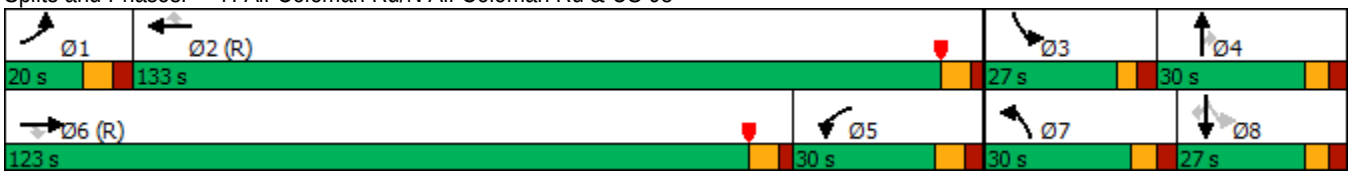
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	3110	225	225	2725	80	335	85	225	110	105	155
Future Volume (vph)	100	3110	225	225	2725	80	335	85	225	110	105	155
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	42.0
Total Split (s)	20.0	123.0	123.0	30.0	133.0	133.0	30.0	30.0	30.0	27.0	27.0	27.0
Total Split (%)	9.5%	58.6%	58.6%	14.3%	63.3%	63.3%	14.3%	14.3%	14.3%	12.9%	12.9%	12.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 34 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd/N Alf Coleman Rd & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	3110	225	225	2725	80	335	85	225	110	105	155
Future Volume (veh/h)	100	3110	225	225	2725	80	335	85	225	110	105	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	3309	220	239	2899	0	356	90	153	117	112	148
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	2825	877	188	3135		378	311	263	422	178	150
Arrive On Green	0.05	0.74	0.74	0.14	0.82	0.00	0.11	0.17	0.17	0.04	0.10	0.10
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	1870	1582	3456	1870	1580
Grp Volume(v), veh/h	106	3309	220	239	2899	0	356	90	153	117	112	148
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1870	1582	1728	1870	1580
Q Serve(g_s), s	6.4	116.2	5.7	22.2	89.3	0.0	21.5	8.9	14.8	6.4	12.1	19.6
Cycle Q Clear(g_c), s	6.4	116.2	5.7	22.2	89.3	0.0	21.5	8.9	14.8	6.4	12.1	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	2825	877	188	3135		378	311	263	422	178	150
V/C Ratio(X)	0.76	1.17	0.25	1.27	0.92		0.94	0.29	0.58	0.28	0.63	0.98
Avail Cap(c_a), veh/h	201	2825	877	188	3135		378	311	263	617	178	150
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	98.4	27.7	5.0	90.2	15.6	0.0	92.8	76.7	50.3	81.0	91.4	94.8
Incr Delay (d2), s/veh	12.8	81.2	0.7	156.1	6.0	0.0	31.6	0.7	3.9	0.5	7.9	68.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	81.5	6.0	27.5	33.5	0.0	16.9	7.8	10.5	5.2	10.5	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.1	108.9	5.7	246.3	21.6	0.0	124.5	77.4	54.2	81.5	99.4	163.1
LnGrp LOS	F	F	A	F	C		F	E	D	F	F	F
Approach Vol, veh/h		3635			3138			599			377	
Approach Delay, s/veh		102.7			38.7			99.5			118.9	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	136.7	15.1	41.9	30.0	123.0	30.0	27.0
Change Period (Y+Rc), s	7.8	* 7.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	12.2	* 1.3E2	20.6	23.0	22.2	116.2	23.0	20.0
Max Q Clear Time (g_c+I1), s	8.4	91.3	8.4	16.8	24.2	118.2	23.5	21.6
Green Ext Time (p_c), s	0.1	33.0	0.4	0.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	77.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

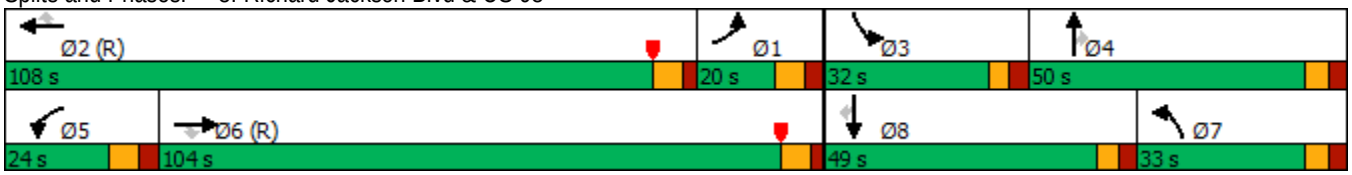
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

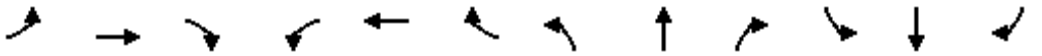
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	2655	310	315	2640	215	535	265	310	325	255	195
Future Volume (vph)	240	2655	310	315	2640	215	535	265	310	325	255	195
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	47.8	47.8	12.8	46.8	46.8	12.0	46.0	46.0	11.4	49.0	49.0
Total Split (s)	20.0	104.0	104.0	24.0	108.0	108.0	33.0	50.0	50.0	32.0	49.0	49.0
Total Split (%)	9.5%	49.5%	49.5%	11.4%	51.4%	51.4%	15.7%	23.8%	23.8%	15.2%	23.3%	23.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	Max	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 18 (9%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 8: Richard Jackson Blvd & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	2655	310	315	2640	215	535	265	310	325	255	195
Future Volume (veh/h)	240	2655	310	315	2640	215	535	265	310	325	255	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	2737	259	325	2722	188	552	273	248	335	263	131
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	2560	795	267	2461	764	579	328	277	374	411	183
Arrive On Green	0.13	0.67	0.67	0.10	0.64	0.64	0.17	0.18	0.18	0.11	0.12	0.12
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	1870	1580	3456	3554	1577
Grp Volume(v), veh/h	247	2737	259	325	2722	188	552	273	248	335	263	131
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1870	1580	1728	1777	1577
Q Serve(g_s), s	14.4	105.3	7.6	16.2	101.2	7.1	33.2	29.6	32.3	20.1	14.8	16.8
Cycle Q Clear(g_c), s	14.4	105.3	7.6	16.2	101.2	7.1	33.2	29.6	32.3	20.1	14.8	16.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	350	2560	795	267	2461	764	579	328	277	374	411	183
V/C Ratio(X)	0.71	1.07	0.33	1.22	1.11	0.25	0.95	0.83	0.90	0.90	0.64	0.72
Avail Cap(c_a), veh/h	350	2560	795	267	2461	764	579	383	323	421	721	320
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	87.8	35.0	5.4	94.2	37.7	9.6	86.6	83.6	84.7	92.5	88.7	89.5
Incr Delay (d2), s/veh	6.9	39.6	1.1	101.9	48.5	0.1	26.2	13.9	24.8	20.7	2.4	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.8	61.6	4.8	13.6	56.4	3.3	23.8	22.1	21.7	15.5	11.4	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.8	74.6	6.5	196.1	86.2	9.7	112.8	97.5	109.5	113.2	91.0	96.8
LnGrp LOS	F	F	A	F	F	A	F	F	F	F	F	F
Approach Vol, veh/h		3243			3235			1073			729	
Approach Delay, s/veh		70.7			92.8			108.2			102.3	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.1	108.0	29.1	43.8	24.0	113.1	42.2	30.7
Change Period (Y+Rc), s	7.8	6.8	6.4	7.0	7.8	* 7.8	7.0	6.4
Max Green Setting (Gmax), s	12.2	101.2	25.6	43.0	16.2	* 97	26.0	42.6
Max Q Clear Time (g_c+I1), s	16.4	103.2	22.1	34.3	18.2	107.3	35.2	18.8
Green Ext Time (p_c), s	0.0	0.0	0.6	2.3	0.0	0.0	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	87.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	185	3115	270	100	3005	190	345	20	100	10	110
Future Volume (vph)	185	3115	270	100	3005	190	345	20	100	10	110
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2	3	7	4	3	8	1
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	3	7	4	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	15.0	5.0
Minimum Split (s)	12.5	22.5	22.5	12.5	50.5	11.0	11.0	49.0	11.0	21.1	12.5
Total Split (s)	20.0	139.0	139.0	15.0	134.0	34.0	34.0	22.0	34.0	22.0	20.0
Total Split (%)	9.5%	66.2%	66.2%	7.1%	63.8%	16.2%	16.2%	10.5%	16.2%	10.5%	9.5%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.2	2.0	2.1	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	6.0	6.0	6.2	6.0	6.1	7.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 122 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: Moylan Rd & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	3115	270	100	3005	190	345	20	100	100	10	110
Future Volume (veh/h)	185	3115	270	100	3005	190	345	20	100	100	10	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	195	3279	235	105	3163	200	363	21	72	105	11	100
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
Percent Heavy Veh, %	3	3	3	2	2	2	3	3	3	2	2	2
Cap, veh/h	139	3172	985	105	3095	1063	354	52	177	242	134	208
Arrive On Green	0.08	0.83	0.83	0.05	0.81	0.81	0.13	0.14	0.14	0.06	0.07	0.07
Sat Flow, veh/h	1767	5066	1572	1781	5106	1585	1767	368	1261	1781	1870	1585
Grp Volume(v), veh/h	195	3279	235	105	3163	200	363	0	93	105	11	100
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1781	1702	1585	1767	0	1629	1781	1870	1585
Q Serve(g_s), s	12.5	131.5	3.1	8.3	127.3	5.2	28.0	0.0	10.9	11.4	1.2	12.3
Cycle Q Clear(g_c), s	12.5	131.5	3.1	8.3	127.3	5.2	28.0	0.0	10.9	11.4	1.2	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	139	3172	985	105	3095	1063	354	0	229	242	134	208
V/C Ratio(X)	1.40	1.03	0.24	1.00	1.02	0.19	1.03	0.00	0.41	0.43	0.08	0.48
Avail Cap(c_a), veh/h	139	3172	985	105	3095	1063	354	0	229	365	142	214
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.65	0.65	0.65	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.5	17.6	1.6	98.1	20.3	6.0	82.7	0.0	82.3	83.3	91.1	84.6
Incr Delay (d2), s/veh	183.1	16.6	0.1	71.7	19.0	0.3	54.7	0.0	1.7	1.2	0.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.1	36.9	2.8	11.3	46.2	3.2	16.8	0.0	8.3	9.2	1.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	257.6	34.2	1.6	169.8	39.3	6.3	137.4	0.0	84.0	84.5	91.4	87.1
LnGrp LOS	F	F	A	F	F	A	F	A	F	F	F	F
Approach Vol, veh/h		3709			3468			456			216	
Approach Delay, s/veh		43.8			41.4			126.5			86.1	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	134.8	19.5	35.7	15.8	139.0	34.0	21.2
Change Period (Y+Rc), s	7.5	7.5	6.0	* 6.2	7.5	7.5	6.0	* 6.2
Max Green Setting (Gmax), s	12.5	126.5	28.0	* 16	7.5	131.5	28.0	* 16
Max Q Clear Time (g_c+I1), s	14.5	129.3	13.4	12.9	10.3	133.5	30.0	14.3
Green Ext Time (p_c), s	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	48.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

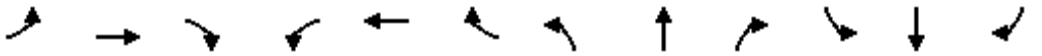
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	5	3000	345	20	2875	125	70
Future Volume (vph)	5	3000	345	20	2875	125	70
Turn Type	Perm	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases		6		5	2	4	4
Permitted Phases	6		6	2			
Detector Phase	6	6	6	5	2	4	4
Switch Phase							
Minimum Initial (s)	17.0	17.0	17.0	4.9	17.0	7.0	7.0
Minimum Split (s)	24.5	24.5	24.5	14.0	24.5	12.7	12.7
Total Split (s)	165.0	165.0	165.0	20.0	185.0	25.0	25.0
Total Split (%)	78.6%	78.6%	78.6%	9.5%	88.1%	11.9%	11.9%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	3.6	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	9.1	7.5	5.7	5.7
Lead/Lag	Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 144 (69%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Allison Ave & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	3000	345	20	2875	0	125	0	70	0	0	0
Future Volume (veh/h)	5	3000	345	20	2875	0	125	0	70	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	0	1826	0	1826			
Adj Flow Rate, veh/h	5	3125	359	21	2995	0	130	0	73			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.92	0.96	0.92	0.96			
Percent Heavy Veh, %	3	3	3	2	2	0	5	0	5			
Cap, veh/h	97	4019	1247	102	4356	0	146	0	130			
Arrive On Green	1.00	1.00	1.00	0.02	1.00	0.00	0.08	0.00	0.08			
Sat Flow, veh/h	79	5066	1572	1781	5274	0	1739	0	1547			
Grp Volume(v), veh/h	5	3125	359	21	2995	0	130	0	73			
Grp Sat Flow(s),veh/h/ln	79	1689	1572	1781	1702	0	1739	0	1547			
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.0	15.5	0.0	9.5			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.5	0.0	0.0	15.5	0.0	9.5			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	97	4019	1247	102	4356	0	146	0	130			
V/C Ratio(X)	0.05	0.78	0.29	0.21	0.69	0.00	0.89	0.00	0.56			
Avail Cap(c_a), veh/h	97	4019	1247	165	4356	0	160	0	142			
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.22	0.22	0.22	0.09	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.5	0.0	0.0	95.2	0.0	92.5			
Incr Delay (d2), s/veh	0.2	0.3	0.1	0.1	0.1	0.0	39.3	0.0	4.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	0.2	0.1	0.3	0.1	0.0	13.5	0.0	13.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.2	0.3	0.1	3.6	0.1	0.0	134.5	0.0	96.6			
LnGrp LOS	A	A	A	A	A	A	F	A	F			
Approach Vol, veh/h		3489			3016			203				
Approach Delay, s/veh		0.3			0.1			120.9				
Approach LOS		A			A			F				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		186.7		23.3	12.6	174.1			
Change Period (Y+Rc), s		7.5		* 5.7	* 9.1	7.5			
Max Green Setting (Gmax), s		177.5		* 19	* 11	157.5			
Max Q Clear Time (g_c+I1), s		2.0		17.5	2.5	2.0			
Green Ext Time (p_c), s		93.1		0.1	0.0	109.3			

Intersection Summary			
HCM 6th Ctrl Delay		3.9	
HCM 6th LOS		A	

Notes

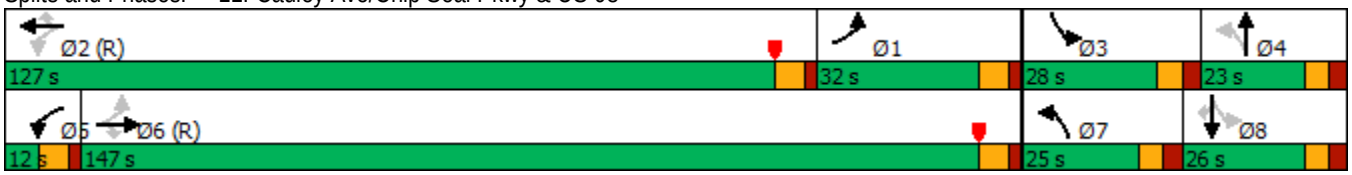
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

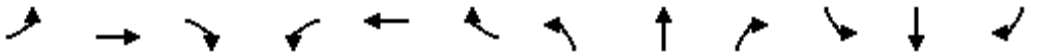
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	245	2885	70	20	2905	415	85	85	190	65	115
Future Volume (vph)	245	2885	70	20	2905	415	85	85	190	65	115
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	44.8	11.7	44.0	12.0	49.0	49.0
Total Split (s)	32.0	147.0	147.0	12.0	127.0	127.0	25.0	23.0	28.0	26.0	26.0
Total Split (%)	15.2%	70.0%	70.0%	5.7%	60.5%	60.5%	11.9%	11.0%	13.3%	12.4%	12.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 102 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	2885	70	20	2905	415	85	85	35	190	65	115
Future Volume (veh/h)	245	2885	70	20	2905	415	85	85	35	190	65	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	266	3136	71	22	3158	396	92	92	25	207	71	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	3458	1071	77	2923	906	226	105	29	225	222	187
Arrive On Green	0.16	0.90	0.90	0.02	0.76	0.76	0.06	0.07	0.07	0.10	0.12	0.12
Sat Flow, veh/h	1781	5106	1582	1781	5106	1583	1781	1415	384	1781	1870	1581
Grp Volume(v), veh/h	266	3136	71	22	3158	396	92	0	117	207	71	97
Grp Sat Flow(s),veh/h/ln	1781	1702	1582	1781	1702	1583	1781	0	1799	1781	1870	1581
Q Serve(g_s), s	25.6	69.9	1.0	1.2	120.2	11.5	9.9	0.0	13.5	21.0	7.3	9.5
Cycle Q Clear(g_c), s	25.6	69.9	1.0	1.2	120.2	11.5	9.9	0.0	13.5	21.0	7.3	9.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	252	3458	1071	77	2923	906	226	0	133	225	222	187
V/C Ratio(X)	1.06	0.91	0.07	0.29	1.08	0.44	0.41	0.00	0.88	0.92	0.32	0.52
Avail Cap(c_a), veh/h	252	3458	1071	91	2923	906	279	0	137	225	222	187
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.2	6.8	3.4	40.0	25.1	4.9	83.6	0.0	96.3	80.8	84.8	53.8
Incr Delay (d2), s/veh	58.3	2.7	0.1	4.2	43.2	1.5	1.2	0.0	42.1	38.9	0.8	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.0	10.1	0.7	1.1	64.8	6.4	8.3	0.0	12.6	6.3	6.5	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	144.5	9.5	3.5	44.3	68.2	6.4	84.8	0.0	138.4	119.7	85.6	56.3
LnGrp LOS	F	A	A	D	F	A	F	A	F	F	F	E
Approach Vol, veh/h		3473			3576			209			375	
Approach Delay, s/veh		19.7			61.2			114.8			96.8	
Approach LOS		B			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.4	127.0	28.0	22.6	10.4	149.0	18.7	31.9
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	* 6.7	7.0
Max Green Setting (Gmax), s	25.2	120.2	21.0	16.0	5.2	140.2	* 18	19.0
Max Q Clear Time (g_c+I1), s	27.6	122.2	23.0	15.5	3.2	71.9	11.9	11.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	67.0	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

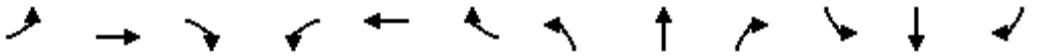
F-4: Opening Year (2030) Build Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1670	70	115	1850	230	75	30	80	390	70	40
Future Volume (vph)	50	1670	70	115	1850	230	75	30	80	390	70	40
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	46.8	46.8	12.8	52.8	52.8	13.4	13.4	13.4	42.0	42.0	42.0
Total Split (s)	12.0	116.0	116.0	26.0	130.0	130.0	20.0	20.0	20.0	48.0	48.0	48.0
Total Split (%)	5.7%	55.2%	55.2%	12.4%	61.9%	61.9%	9.5%	9.5%	9.5%	22.9%	22.9%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	8.4	8.4	8.4	9.0	9.0	9.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 42 (20%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 1: Nautilus St & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1670	70	115	1850	230	75	30	80	390	70	40
Future Volume (veh/h)	50	1670	70	115	1850	230	75	30	80	390	70	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1796	1796	1796	1856	1856	1856	1737	1737	1737
Adj Flow Rate, veh/h	56	1876	63	129	2079	214	59	69	32	438	79	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	7	7	7	3	3	3	11	11	11
Cap, veh/h	195	3006	931	171	2877	890	83	87	72	486	263	221
Arrive On Green	0.07	0.60	0.60	0.05	0.59	0.59	0.05	0.05	0.05	0.15	0.15	0.15
Sat Flow, veh/h	1739	4985	1544	1711	4904	1517	1767	1856	1532	3209	1737	1460
Grp Volume(v), veh/h	56	1876	63	129	2079	214	59	69	32	438	79	19
Grp Sat Flow(s),veh/h/ln	1739	1662	1544	1711	1635	1517	1767	1856	1532	1605	1737	1460
Q Serve(g_s), s	0.0	50.3	3.5	7.6	63.9	14.3	6.9	7.7	4.3	28.2	8.5	2.3
Cycle Q Clear(g_c), s	0.0	50.3	3.5	7.6	63.9	14.3	6.9	7.7	4.3	28.2	8.5	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	3006	931	171	2877	890	83	87	72	486	263	221
V/C Ratio(X)	0.29	0.62	0.07	0.75	0.72	0.24	0.71	0.79	0.45	0.90	0.30	0.09
Avail Cap(c_a), veh/h	195	3006	931	240	2877	890	98	102	85	596	323	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	26.5	17.2	37.3	31.1	20.9	98.7	99.1	97.4	87.6	79.2	76.6
Incr Delay (d2), s/veh	0.8	1.0	0.1	6.0	1.2	0.5	18.0	29.6	4.3	14.9	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.2	27.3	2.4	6.4	32.0	8.4	6.6	8.0	3.2	18.6	7.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	27.5	17.4	43.3	32.3	21.4	116.7	128.7	101.7	102.4	79.9	76.8
LnGrp LOS	E	C	B	D	C	C	F	F	F	F	E	E
Approach Vol, veh/h		1995			2422			160			536	
Approach Delay, s/veh		28.4			31.9			118.9			98.2	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.0	130.0		18.2	17.5	133.5		40.8				
Change Period (Y+Rc), s	6.8	6.8		* 8.4	7.8	6.8		9.0				
Max Green Setting (Gmax), s	5.2	123.2		* 12	18.2	109.2		39.0				
Max Q Clear Time (g_c+I1), s	2.0	65.9		9.7	9.6	52.3		30.2				
Green Ext Time (p_c), s	0.0	48.1		0.1	0.2	41.9		1.5				

Intersection Summary												
HCM 6th Ctrl Delay			40.2									
HCM 6th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	195	1950	160	65	1995	25	125	15	70	15	160
Future Volume (vph)	195	1950	160	65	1995	25	125	15	70	15	160
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4	3	8	1
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	37.8	37.8	12.8	37.8	37.8	10.4	11.4	10.4	43.0	11.8
Total Split (s)	24.0	139.0	139.0	16.0	131.0	131.0	14.0	35.0	20.0	41.0	24.0
Total Split (%)	11.4%	66.2%	66.2%	7.6%	62.4%	62.4%	6.7%	16.7%	9.5%	19.5%	11.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	4.8
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	3.0	2.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	5.4	6.4	5.4	6.4	6.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 164 (78%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 2: Clara Ave & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	1950	160	65	1995	25	125	15	65	70	15	160
Future Volume (veh/h)	195	1950	160	65	1995	25	125	15	65	70	15	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1796	1796	1796	1811	1811	1811	1856	1856	1856
Adj Flow Rate, veh/h	205	2053	135	68	2100	0	132	16	50	74	16	168
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
Percent Heavy Veh, %	6	6	6	7	7	7	6	6	6	3	3	3
Cap, veh/h	427	3690	1145	170	2900		165	20	63	135	111	388
Arrive On Green	0.25	0.99	0.99	0.04	0.79	0.00	0.04	0.05	0.05	0.05	0.06	0.06
Sat Flow, veh/h	1725	4944	1535	1711	4904	1522	1725	386	1207	1767	1856	1572
Grp Volume(v), veh/h	205	2053	135	68	2100	0	132	0	66	74	16	168
Grp Sat Flow(s),veh/h/ln	1725	1648	1535	1711	1635	1522	1725	0	1594	1767	1856	1572
Q Serve(g_s), s	7.2	1.5	0.2	3.8	44.6	0.0	8.6	0.0	8.6	8.3	1.7	1.7
Cycle Q Clear(g_c), s	7.2	1.5	0.2	3.8	44.6	0.0	8.6	0.0	8.6	8.3	1.7	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.76	1.00		1.00
Lane Grp Cap(c), veh/h	427	3690	1145	170	2900		165	0	83	135	111	388
V/C Ratio(X)	0.48	0.56	0.12	0.40	0.72		0.80	0.00	0.79	0.55	0.14	0.43
Avail Cap(c_a), veh/h	427	3690	1145	190	2900		165	0	217	172	306	553
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	0.2	0.2	20.7	13.9	0.0	94.4	0.0	98.4	88.8	93.6	46.3
Incr Delay (d2), s/veh	0.8	0.4	0.1	2.1	1.6	0.0	24.9	0.0	20.9	4.9	0.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.6	0.7	0.2	2.9	18.9	0.0	7.8	0.0	7.4	7.2	1.6	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	0.6	0.3	22.8	15.5	0.0	119.3	0.0	119.3	93.7	94.5	47.4
LnGrp LOS	D	A	A	C	B		F	A	F	F	F	D
Approach Vol, veh/h		2393			2168			198			258	
Approach Delay, s/veh		5.0			15.7			119.3			63.6	
Approach LOS		A			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	46.1	131.0	15.6	17.4	13.5	163.5	14.0	18.9
Change Period (Y+Rc), s	6.8	6.8	5.4	6.4	7.8	6.8	5.4	6.4
Max Green Setting (Gmax), s	17.2	124.2	14.6	28.6	8.2	132.2	8.6	34.6
Max Q Clear Time (g_c+I1), s	9.2	46.6	10.3	10.6	5.8	3.5	10.6	3.7
Green Ext Time (p_c), s	0.5	58.7	0.1	0.4	0.0	84.6	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	5	10	60	5	10	5	15	85	115	10	205	0
Future Vol, veh/h	0	5	10	60	5	10	5	15	85	115	10	205	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	185	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	26	26	2	14	14	2	14	2	2	2
Mvmt Flow	0	5	11	65	5	11	5	16	92	125	11	223	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	440	504	112	260	379	92	223	223	0	0	217	0	0
Stage 1	245	245	-	124	134	-	-	-	-	-	-	-	-
Stage 2	195	259	-	136	245	-	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.69	6.89	6.23	7.11	4.31	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.49	5.89	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.89	5.89	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.747	4.247	3.319	3.233	2.333	-	-	2.219	-	-
Pot Cap-1 Maneuver	514	469	920	629	509	965	791	1269	-	-	1351	-	-
Stage 1	738	703	-	819	736	-	-	-	-	-	-	-	-
Stage 2	806	693	-	794	654	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	493	456	920	603	495	965	1098	1098	-	-	1351	-	-
Mov Cap-2 Maneuver	564	519	-	628	528	-	-	-	-	-	-	-	-
Stage 1	723	697	-	803	721	-	-	-	-	-	-	-	-
Stage 2	775	679	-	772	649	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	11.3	0.8	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1098	-	-	732	650	1351	-	-
HCM Lane V/C Ratio	0.02	-	-	0.022	0.125	0.008	-	-
HCM Control Delay (s)	8.3	-	-	10	11.3	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	230	10	5	205	45	10	265
Future Vol, veh/h	230	10	5	205	45	10	265
Conflicting Peds, #/hr	0	6	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	10	10	10	23	23
Mvmt Flow	247	11	5	220	48	11	285

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	395	116	285	0	0	268	0
Stage 1	230	-	-	-	-	-	-
Stage 2	165	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.6	-	-	4.56	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.6	-	-	2.43	-
Pot Cap-1 Maneuver	730	*1001	909	-	-	1314	-
Stage 1	942	-	-	-	-	-	-
Stage 2	847	-	-	-	-	-	-
Platoon blocked, %	1	1		-	-	1	-
Mov Cap-1 Maneuver	718	*995	909	-	-	1314	-
Mov Cap-2 Maneuver	724	-	-	-	-	-	-
Stage 1	935	-	-	-	-	-	-
Stage 2	839	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0.2	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	732	1314	-
HCM Lane V/C Ratio	-	-	0.353	0.008	-
HCM Control Delay (s)	0	-	12.6	7.8	0
HCM Lane LOS	A	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.6	0	-

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	5	5	30	35	5	30	5	15	220	320	25	470	5
Future Vol, veh/h	5	5	30	35	5	30	5	15	220	320	25	470	5
Conflicting Peds, #/hr	3	0	1	1	0	3	1	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	6	6	6
Mvmt Flow	5	5	32	38	5	32	5	16	237	344	27	505	5

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	730	1187	258	589	845	122	511	512	0	0	581	0	0
Stage 1	564	564	-	279	279	-	-	-	-	-	-	-	-
Stage 2	166	623	-	310	566	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.58	6.58	6.98	6.46	4.16	-	-	4.22	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.58	5.58	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.58	5.58	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.54	4.04	3.34	2.53	2.23	-	-	2.26	-	-
Pot Cap-1 Maneuver	*390	212	741	496	345	*995	677	1043	-	-	1057	-	-
Stage 1	*478	507	-	872	779	-	-	-	-	-	-	-	-
Stage 2	*944	539	-	669	501	-	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1			-	-	1	-	-
Mov Cap-1 Maneuver	*355	199	739	447	324	*992	905	905	-	-	1057	-	-
Mov Cap-2 Maneuver	*407	316	-	503	390	-	-	-	-	-	-	-	-
Stage 1	*466	488	-	851	760	-	-	-	-	-	-	-	-
Stage 2	*882	526	-	609	482	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	11.6	0.3	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	905	-	-	582	621	1057	-	-
HCM Lane V/C Ratio	0.024	-	-	0.074	0.121	0.025	-	-
HCM Control Delay (s)	9.1	-	-	11.7	11.6	8.5	0.1	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	0.1	-	-

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↰↑	↗		↰↑↱	
Traffic Vol, veh/h	0	0	5	0	0	20	10	555	195	15	515	0
Future Vol, veh/h	0	0	5	0	0	20	10	555	195	15	515	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	1	1	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	5	5	5
Mvmt Flow	0	0	5	0	0	22	11	597	210	16	554	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	912	1421	282	929	1211	300	559	0	0	808	0	0
Stage 1	591	591	-	620	620	-	-	-	-	-	-	-
Stage 2	321	830	-	309	591	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.16	-	-	4.2	-	-
Critical Hdwy Stg 1	6.5	5.54	-	6.5	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.23	-	-	2.25	-	-
Pot Cap-1 Maneuver	*468	194	715	*451	*278	*847	1001	-	-	1056	-	-
Stage 1	*463	493	-	*799	*700	-	-	-	-	-	-	-
Stage 2	*799	559	-	*676	*493	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*439	185	712	*433	*264	*847	996	-	-	1055	-	-
Mov Cap-2 Maneuver	*411	314	-	*515	*367	-	-	-	-	-	-	-
Stage 1	*451	480	-	*781	*685	-	-	-	-	-	-	-
Stage 2	*762	547	-	*656	*480	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	9.4	0.2	0.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	996	-	-	712	847	1055	-	-
HCM Lane V/C Ratio	0.011	-	-	0.008	0.025	0.015	-	-
HCM Control Delay (s)	8.7	0.1	-	10.1	9.4	8.5	0.1	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

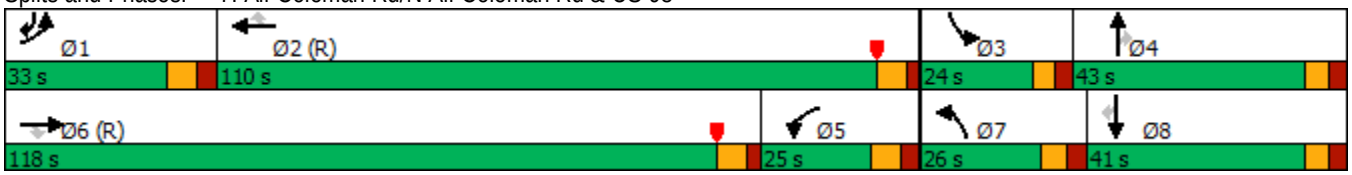
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

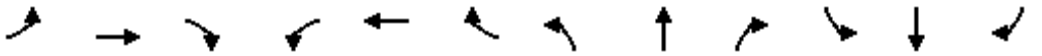
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	1575	125	115	1810	410	200	140	105	190	145	285
Future Volume (vph)	280	1575	125	115	1810	410	200	140	105	190	145	285
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	12.8
Total Split (s)	33.0	118.0	118.0	25.0	110.0	110.0	26.0	43.0	43.0	24.0	41.0	33.0
Total Split (%)	15.7%	56.2%	56.2%	11.9%	52.4%	52.4%	12.4%	20.5%	20.5%	11.4%	19.5%	15.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.8
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 48 (23%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd/N Alf Coleman Rd & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	1575	125	115	1810	410	200	140	105	190	145	285
Future Volume (veh/h)	280	1575	125	115	1810	410	200	140	105	190	145	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	289	1624	115	119	1866	0	206	144	59	196	149	201
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	4	4	4	4	4	4
Cap, veh/h	328	2682	831	231	2836		242	255	215	231	244	355
Arrive On Green	0.13	0.70	0.70	0.17	0.74	0.00	0.07	0.14	0.14	0.07	0.13	0.13
Sat Flow, veh/h	3428	5066	1570	1767	5066	1572	3401	1841	1557	3401	1841	1556
Grp Volume(v), veh/h	289	1624	115	119	1866	0	206	144	59	196	149	201
Grp Sat Flow(s),veh/h/ln	1714	1689	1570	1767	1689	1572	1700	1841	1557	1700	1841	1556
Q Serve(g_s), s	17.4	34.7	3.6	12.8	38.8	0.0	12.6	15.4	5.5	12.0	16.0	24.0
Cycle Q Clear(g_c), s	17.4	34.7	3.6	12.8	38.8	0.0	12.6	15.4	5.5	12.0	16.0	24.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	2682	831	231	2836		242	255	215	231	244	355
V/C Ratio(X)	0.88	0.61	0.14	0.51	0.66		0.85	0.57	0.27	0.85	0.61	0.57
Avail Cap(c_a), veh/h	411	2682	831	231	2836		308	316	267	285	298	401
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	90.4	19.7	7.7	80.7	16.8	0.0	96.4	84.6	47.6	96.8	86.0	71.8
Incr Delay (d2), s/veh	17.8	1.0	0.3	2.7	1.2	0.0	18.1	2.8	1.0	19.2	3.5	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.1	17.7	3.5	9.8	18.6	0.0	10.3	12.1	4.1	10.0	12.7	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.3	20.8	8.1	83.4	18.0	0.0	114.5	87.3	48.6	116.0	89.5	73.9
LnGrp LOS	F	C	A	F	B		F	F	D	F	F	E
Approach Vol, veh/h		2028			1985			409			546	
Approach Delay, s/veh		32.5			21.9			95.4			93.3	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.9	125.4	20.7	36.1	35.3	118.0	22.0	34.8
Change Period (Y+Rc), s	7.8	* 7.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	25.2	* 1E2	17.6	36.0	17.2	111.2	19.0	34.0
Max Q Clear Time (g_c+I1), s	19.4	40.8	14.0	17.4	14.8	36.7	14.6	26.0
Green Ext Time (p_c), s	0.7	33.8	0.3	1.2	0.1	30.4	0.4	1.4

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

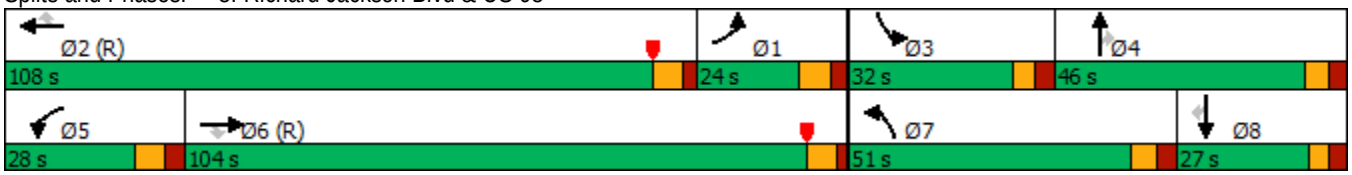
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	1380	145	220	1820	320	215	165	270	360	190	160
Future Volume (vph)	215	1380	145	220	1820	320	215	165	270	360	190	160
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	47.8	47.8	12.8	46.8	46.8	12.0	46.0	46.0	11.4	49.4	49.4
Total Split (s)	24.0	104.0	104.0	28.0	108.0	108.0	51.0	46.0	46.0	32.0	27.0	27.0
Total Split (%)	11.4%	49.5%	49.5%	13.3%	51.4%	51.4%	24.3%	21.9%	21.9%	15.2%	12.9%	12.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	Min	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 30 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 8: Richard Jackson Blvd & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	1380	145	220	1820	320	215	165	270	360	190	160
Future Volume (veh/h)	215	1380	145	220	1820	320	215	165	270	360	190	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	229	1468	126	234	1936	257	229	176	171	383	202	84
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
Percent Heavy Veh, %	5	5	5	6	6	6	2	2	2	4	4	4
Cap, veh/h	417	2595	806	268	2383	740	279	261	219	412	621	275
Arrive On Green	0.16	0.69	0.69	0.11	0.64	0.64	0.08	0.14	0.14	0.12	0.18	0.18
Sat Flow, veh/h	3374	4985	1547	3346	4944	1535	3456	1870	1568	3401	3497	1547
Grp Volume(v), veh/h	229	1468	126	234	1936	257	229	176	171	383	202	84
Grp Sat Flow(s),veh/h/ln	1687	1662	1547	1673	1648	1535	1728	1870	1568	1700	1749	1547
Q Serve(g_s), s	13.1	31.3	5.9	14.5	61.6	10.5	13.7	18.8	22.1	23.4	10.6	7.6
Cycle Q Clear(g_c), s	13.1	31.3	5.9	14.5	61.6	10.5	13.7	18.8	22.1	23.4	10.6	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	417	2595	806	268	2383	740	279	261	219	412	621	275
V/C Ratio(X)	0.55	0.57	0.16	0.87	0.81	0.35	0.82	0.67	0.78	0.93	0.33	0.31
Avail Cap(c_a), veh/h	417	2595	806	322	2383	740	724	347	291	415	621	275
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.48	0.48	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	82.3	20.3	16.4	92.7	30.6	9.3	95.0	85.8	87.2	91.4	75.4	43.8
Incr Delay (d2), s/veh	2.0	0.9	0.4	11.4	1.5	0.6	8.3	4.4	11.2	27.4	0.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	16.2	4.1	9.4	27.5	5.6	10.7	14.5	14.9	17.8	8.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.3	21.2	16.8	104.1	32.1	10.0	103.3	90.1	98.4	118.8	75.8	44.7
LnGrp LOS	F	C	B	F	C	A	F	F	F	F	E	D
Approach Vol, veh/h		1823			2427			576			669	
Approach Delay, s/veh		28.8			36.7			97.8			96.5	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.8	108.0	31.9	36.4	24.6	117.1	23.9	44.3
Change Period (Y+Rc), s	7.8	6.8	6.4	7.0	7.8	* 7.8	7.0	* 7
Max Green Setting (Gmax), s	16.2	101.2	25.6	39.0	20.2	* 97	44.0	* 21
Max Q Clear Time (g_c+I1), s	15.1	63.6	25.4	24.1	16.5	33.3	15.7	12.6
Green Ext Time (p_c), s	0.1	28.0	0.0	1.9	0.4	24.6	1.2	1.3

Intersection Summary	
HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

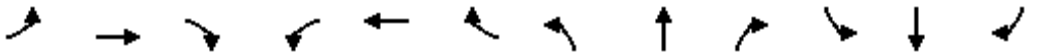
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	105	1880	175	50	2270	80	290	10	125	15	140
Future Volume (vph)	105	1880	175	50	2270	80	290	10	125	15	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2	3	7	4	3	8	1
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	3	7	4	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	12.5	12.5	12.5	50.5	11.0	11.0	49.0	11.0	11.1	12.5
Total Split (s)	16.0	135.0	135.0	15.0	134.0	21.0	40.0	39.0	21.0	20.0	16.0
Total Split (%)	7.6%	64.3%	64.3%	7.1%	63.8%	10.0%	19.0%	18.6%	10.0%	9.5%	7.6%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.2	2.0	2.1	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	6.0	6.0	6.2	6.0	6.1	7.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 160 (76%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: Moylan Rd & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1880	175	50	2270	80	290	10	55	125	15	140
Future Volume (veh/h)	105	1880	175	50	2270	80	290	10	55	125	15	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1811	1811	1811	1811	1811	1811	1870	1870	1870
Adj Flow Rate, veh/h	114	2043	122	54	2467	87	315	11	42	136	16	152
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	6	6	6	6	6	6	2	2	2
Cap, veh/h	281	3283	1019	141	2699	948	340	40	153	204	58	258
Arrive On Green	0.17	0.87	0.87	0.03	0.73	0.73	0.16	0.12	0.12	0.07	0.03	0.03
Sat Flow, veh/h	1753	5025	1560	1725	4944	1535	1725	329	1256	1781	1870	1585
Grp Volume(v), veh/h	114	2043	122	54	2467	87	315	0	53	136	16	152
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1725	1648	1535	1725	0	1585	1781	1870	1585
Q Serve(g_s), s	5.8	24.4	2.4	3.3	85.3	1.2	34.0	0.0	6.4	15.0	1.8	4.2
Cycle Q Clear(g_c), s	5.8	24.4	2.4	3.3	85.3	1.2	34.0	0.0	6.4	15.0	1.8	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	281	3283	1019	141	2699	948	340	0	193	204	58	258
V/C Ratio(X)	0.41	0.62	0.12	0.38	0.91	0.09	0.93	0.00	0.27	0.67	0.27	0.59
Avail Cap(c_a), veh/h	281	3283	1019	161	2978	1034	340	0	248	204	124	313
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.83	0.83	0.83	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.4	6.4	4.9	27.1	24.7	3.3	82.2	0.0	83.8	91.6	99.4	43.5
Incr Delay (d2), s/veh	0.7	0.6	0.2	1.4	5.2	0.2	30.4	0.0	0.8	8.1	2.5	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	8.2	1.6	2.5	35.2	1.0	6.9	0.0	4.8	12.3	1.6	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.1	7.0	5.1	28.6	29.9	3.5	112.5	0.0	84.6	99.6	101.9	45.7
LnGrp LOS	E	A	A	C	C	A	F	A	F	F	F	D
Approach Vol, veh/h		2279			2608			368			304	
Approach Delay, s/veh		10.3			29.0			108.5			72.8	
Approach LOS		B			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.1	122.2	21.0	31.7	12.6	144.7	40.0	12.7
Change Period (Y+Rc), s	7.5	7.5	6.0	* 6.2	7.5	7.5	6.0	* 6.2
Max Green Setting (Gmax), s	8.5	126.5	15.0	* 33	7.5	127.5	34.0	* 14
Max Q Clear Time (g_c+I1), s	7.8	87.3	17.0	8.4	5.3	26.4	36.0	6.2
Green Ext Time (p_c), s	0.0	27.3	0.0	0.2	0.0	29.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

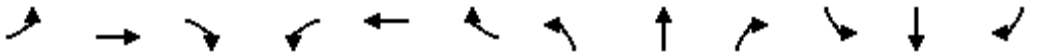
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	5	1840	170	15	2105	80	35
Future Volume (vph)	5	1840	170	15	2105	80	35
Turn Type	Perm	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases		6		5	2	7	4
Permitted Phases	6		6	2			
Detector Phase	6	6	6	5	2	7	4
Switch Phase							
Minimum Initial (s)	17.0	17.0	17.0	5.0	17.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	14.1	24.5	10.7	10.7
Total Split (s)	171.0	171.0	171.0	15.0	186.0	24.0	24.0
Total Split (%)	81.4%	81.4%	81.4%	7.1%	88.6%	11.4%	11.4%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	3.6	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	9.1	7.5	5.7	5.7
Lead/Lag	Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 10: Allison Ave & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1840	170	15	2105	0	80	0	35	0	0	0
Future Volume (veh/h)	5	1840	170	15	2105	0	80	0	35	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1841	1841	1796	1796	0	1826	0	1826			
Adj Flow Rate, veh/h	5	1957	181	16	2239	0	85	0	37			
Peak Hour Factor	0.92	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94			
Percent Heavy Veh, %	2	4	4	7	7	0	5	0	5			
Cap, veh/h	174	4125	1280	207	4309	0	102	0	91			
Arrive On Green	1.00	1.00	1.00	0.02	1.00	0.00	0.06	0.00	0.06			
Sat Flow, veh/h	170	5025	1560	1711	5065	0	1739	0	1547			
Grp Volume(v), veh/h	5	1957	181	16	2239	0	85	0	37			
Grp Sat Flow(s),veh/h/ln	170	1675	1560	1711	1635	0	1739	0	1547			
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.0	10.2	0.0	4.8			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.3	0.0	0.0	10.2	0.0	4.8			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	174	4125	1280	207	4309	0	102	0	91			
V/C Ratio(X)	0.03	0.47	0.14	0.08	0.52	0.00	0.84	0.00	0.41			
Avail Cap(c_a), veh/h	174	4125	1280	231	4309	0	152	0	135			
HCM Platoon Ratio	2.00	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.72	0.72	0.72	0.63	0.63	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	2.6	0.0	0.0	97.9	0.0	95.3			
Incr Delay (d2), s/veh	0.2	0.3	0.2	0.1	0.3	0.0	21.6	0.0	2.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	0.2	15.2	0.2	0.2	0.0	9.0	0.0	7.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.2	0.3	0.2	2.6	0.3	0.0	119.5	0.0	98.3			
LnGrp LOS	A	A	A	A	A	A	F	A	F			
Approach Vol, veh/h		2143			2255			122				
Approach Delay, s/veh		0.3			0.3			113.0				
Approach LOS		A			A			F				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		192.0		18.0	12.1	179.9			
Change Period (Y+Rc), s		7.5		* 5.7	* 9.1	7.5			
Max Green Setting (Gmax), s		178.5		* 18	* 5.9	163.5			
Max Q Clear Time (g_c+I1), s		2.0		12.2	2.3	2.0			
Green Ext Time (p_c), s		37.3		0.1	0.0	29.0			

Intersection Summary		
HCM 6th Ctrl Delay		3.3
HCM 6th LOS		A

Notes

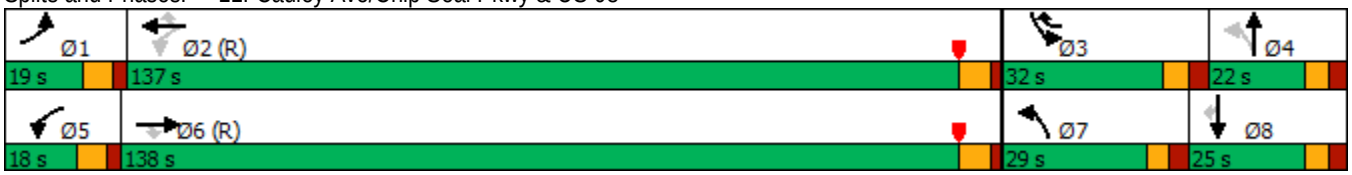
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	150	1785	45	15	2075	395	35	105	285	65	130
Future Volume (vph)	150	1785	45	15	2075	395	35	105	285	65	130
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4	3	8	
Permitted Phases			6	2		2	4				8
Detector Phase	1	6	6	5	2	3	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	12.0	11.7	44.0	12.0	49.0	49.0
Total Split (s)	19.0	138.0	138.0	18.0	137.0	32.0	29.0	22.0	32.0	25.0	25.0
Total Split (%)	9.0%	65.7%	65.7%	8.6%	65.2%	15.2%	13.8%	10.5%	15.2%	11.9%	11.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	7.0	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 170 (81%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1785	45	15	2075	395	35	105	10	285	65	130
Future Volume (veh/h)	150	1785	45	15	2075	395	35	105	10	285	65	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	1983	47	17	2306	408	39	117	5	317	72	72
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
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	198	3472	1078	185	3204	1154	171	127	5	353	277	234
Arrive On Green	0.08	0.90	0.90	0.02	0.85	0.85	0.03	0.07	0.07	0.10	0.15	0.15
Sat Flow, veh/h	3456	5106	1585	1753	5025	1560	1781	1780	76	3456	1870	1582
Grp Volume(v), veh/h	167	1983	47	17	2306	408	39	0	122	317	72	72
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1753	1675	1560	1781	0	1856	1728	1870	1582
Q Serve(g_s), s	10.0	16.1	0.6	0.7	37.6	9.2	4.2	0.0	13.7	19.0	7.2	8.5
Cycle Q Clear(g_c), s	10.0	16.1	0.6	0.7	37.6	9.2	4.2	0.0	13.7	19.0	7.2	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	198	3472	1078	185	3204	1154	171	0	133	353	277	234
V/C Ratio(X)	0.84	0.57	0.04	0.09	0.72	0.35	0.23	0.00	0.92	0.90	0.26	0.31
Avail Cap(c_a), veh/h	201	3472	1078	252	3204	1154	312	0	133	411	277	234
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	96.1	4.0	3.2	12.9	8.6	3.5	87.3	0.0	96.9	93.2	79.2	79.8
Incr Delay (d2), s/veh	23.8	0.6	0.1	0.5	1.4	0.9	0.7	0.0	54.4	19.9	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.5	6.4	0.4	0.6	13.4	4.8	3.6	0.0	13.5	14.7	6.4	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	119.9	4.6	3.3	13.3	10.1	4.3	88.0	0.0	151.3	113.1	79.7	80.5
LnGrp LOS	F	A	A	B	B	A	F	A	F	F	E	F
Approach Vol, veh/h		2197			2731			161			461	
Approach Delay, s/veh		13.3			9.2			136.0			102.8	
Approach LOS		B			A			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	140.7	28.5	22.0	9.9	149.6	12.3	38.1
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	* 6.7	7.0
Max Green Setting (Gmax), s	12.2	130.2	25.0	15.0	11.2	131.2	* 22	18.0
Max Q Clear Time (g_c+I1), s	12.0	39.6	21.0	15.7	2.7	18.1	6.2	10.5
Green Ext Time (p_c), s	0.0	79.4	0.4	0.0	0.0	70.8	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

Intersection	
Int Delay, s/veh	4.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	60	155	60	45	50
Future Vol, veh/h	115	60	155	60	45	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	250	-	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	125	65	168	65	49	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	190	0	526	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	401	-
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	-	-	1384	-	512	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1384	-	450	926
Mov Cap-2 Maneuver	-	-	-	-	450	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.7	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	617	-	-	1384	-
HCM Lane V/C Ratio	0.167	-	-	0.122	-
HCM Control Delay (s)	12	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	45	0	190	30	0
Future Vol, veh/h	120	45	0	190	30	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	-	250	250	-	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	130	49	0	207	33	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	179	0	337	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	207	-
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	-	-	1397	-	658	920
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1397	-	658	920
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	828	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	658	-	-	1397	-
HCM Lane V/C Ratio	0.05	-	-	-	-
HCM Control Delay (s)	10.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	5	15	90	5	5	15	20	30	35	5	165	0
Future Vol, veh/h	0	5	15	90	5	5	15	20	30	35	5	165	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	185	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	14	14	2	20	20	2	20	2	2	2
Mvmt Flow	0	5	16	98	5	5	16	22	33	38	5	179	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	290	336	90	179	298	33	179	179	0	0	71	0	0
Stage 1	189	189	-	77	109	-	-	-	-	-	-	-	-
Stage 2	101	147	-	102	189	-	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.51	6.71	6.23	7.2	4.4	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.31	5.71	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.71	5.71	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.633	4.133	3.319	3.29	2.39	-	-	2.219	-	-
Pot Cap-1 Maneuver	651	584	950	746	590	1040	829	1284	-	-	1528	-	-
Stage 1	795	743	-	900	780	-	-	-	-	-	-	-	-
Stage 2	905	775	-	862	718	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	624	561	950	706	566	1040	1031	1031	-	-	1528	-	-
Mov Cap-2 Maneuver	650	594	-	699	580	-	-	-	-	-	-	-	-
Stage 1	766	741	-	867	751	-	-	-	-	-	-	-	-
Stage 2	861	746	-	838	716	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	11.1	3	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1031	-	-	826	703	1528	-	-
HCM Lane V/C Ratio	0.037	-	-	0.026	0.155	0.004	-	-
HCM Control Delay (s)	8.6	-	-	9.5	11.1	7.4	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	170	5	20	90	25	5	265
Future Vol, veh/h	170	5	20	90	25	5	265
Conflicting Peds, #/hr	0	8	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	15	15	15	12	12
Mvmt Flow	185	5	22	98	27	5	288

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	296	57	288	0	0	125	0
Stage 1	142	-	-	-	-	-	-
Stage 2	154	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.7	-	-	4.34	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.65	-	-	2.32	-
Pot Cap-1 Maneuver	741	*1047	882	-	-	1466	-
Stage 1	941	-	-	-	-	-	-
Stage 2	858	-	-	-	-	-	-
Platoon blocked, %	1	1		-	-	1	-
Mov Cap-1 Maneuver	718	*1039	882	-	-	1466	-
Mov Cap-2 Maneuver	722	-	-	-	-	-	-
Stage 1	915	-	-	-	-	-	-
Stage 2	855	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	1.4	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	728	1466	-
HCM Lane V/C Ratio	-	-	0.261	0.004	-
HCM Control Delay (s)	0.1	-	11.7	7.5	0
HCM Lane LOS	A	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0	-

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

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	25	115	0	5	10	30	115	70	5	420	5
Future Vol, veh/h	0	0	25	115	0	5	10	30	115	70	5	420	5
Conflicting Peds, #/hr	7	0	2	2	0	7	2	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	8	8	8	8	5	5	5
Mvmt Flow	0	0	27	124	0	5	11	32	124	75	5	452	5

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	621	751	232	448	678	69	457	458	0	0	199	0	0
Stage 1	466	466	-	210	210	-	-	-	-	-	-	-	-
Stage 2	155	285	-	238	468	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.56	4.26	-	-	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.58	2.28	-	-	2.25	-	-
Pot Cap-1 Maneuver	411	363	770	551	400	*1047	712	1058	-	-	1416	-	-
Stage 1	546	561	-	849	773	-	-	-	-	-	-	-	-
Stage 2	916	715	-	744	560	-	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1			-	-	1	-	-
Mov Cap-1 Maneuver	390	344	768	510	379	*1040	932	932	-	-	1416	-	-
Mov Cap-2 Maneuver	449	433	-	561	435	-	-	-	-	-	-	-	-
Stage 1	520	558	-	810	738	-	-	-	-	-	-	-	-
Stage 2	863	683	-	713	557	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	13.1	1.6	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	932	-	-	768	572	1416	-	-
HCM Lane V/C Ratio	0.046	-	-	0.035	0.226	0.004	-	-
HCM Control Delay (s)	9	-	-	9.9	13.1	7.6	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.9	0	-	-

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↰↑	↗		↰↑↱	
Traffic Vol, veh/h	0	0	10	100	0	10	5	205	50	5	575	0
Future Vol, veh/h	0	0	10	100	0	10	5	205	50	5	575	0
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	4	4	4
Mvmt Flow	0	0	11	108	0	11	5	220	54	5	618	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	748	912	311	551	858	110	618	0	0	274	0	0
Stage 1	628	628	-	230	230	-	-	-	-	-	-	-
Stage 2	120	284	-	321	628	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.22	-	-	4.18	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.26	-	-	2.24	-	-
Pot Cap-1 Maneuver	*378	317	685	536	342	*1001	931	-	-	1422	-	-
Stage 1	*437	474	-	942	825	-	-	-	-	-	-	-
Stage 2	*944	779	-	665	474	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*371	314	684	522	338	*1001	931	-	-	1422	-	-
Mov Cap-2 Maneuver	*390	394	-	563	401	-	-	-	-	-	-	-
Stage 1	*434	472	-	936	820	-	-	-	-	-	-	-
Stage 2	*928	774	-	650	472	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	12.7	0.2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	931	-	-	684	586	1422	-	-
HCM Lane V/C Ratio	0.006	-	-	0.016	0.202	0.004	-	-
HCM Control Delay (s)	8.9	0	-	10.3	12.7	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0	-	-

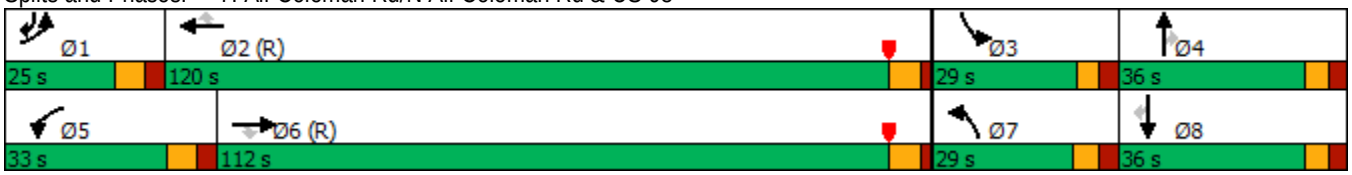
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

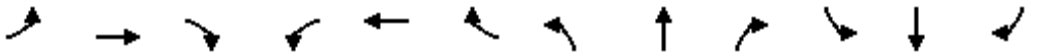
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1760	165	145	1840	140	195	90	155	235	180	355
Future Volume (vph)	150	1760	165	145	1840	140	195	90	155	235	180	355
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	12.8
Total Split (s)	25.0	112.0	112.0	33.0	120.0	120.0	29.0	36.0	36.0	29.0	36.0	25.0
Total Split (%)	11.9%	53.3%	53.3%	15.7%	57.1%	57.1%	13.8%	17.1%	17.1%	13.8%	17.1%	11.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.8
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd/N Alf Coleman Rd & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1760	165	145	1840	140	195	90	155	235	180	355
Future Volume (veh/h)	150	1760	165	145	1840	140	195	90	155	235	180	355
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	161	1892	161	156	1978	0	210	97	86	253	194	199
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
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	3	3	3
Cap, veh/h	196	2838	881	173	3063		250	232	193	292	249	297
Arrive On Green	0.08	0.75	0.75	0.13	0.80	0.00	0.07	0.12	0.12	0.09	0.13	0.13
Sat Flow, veh/h	3428	5066	1572	1781	5106	1585	3456	1870	1551	3428	1856	1541
Grp Volume(v), veh/h	161	1892	161	156	1978	0	210	97	86	253	194	199
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1781	1702	1585	1728	1870	1551	1714	1856	1541
Q Serve(g_s), s	9.7	39.7	6.3	18.1	33.9	0.0	12.6	10.1	10.8	15.3	21.2	25.2
Cycle Q Clear(g_c), s	9.7	39.7	6.3	18.1	33.9	0.0	12.6	10.1	10.8	15.3	21.2	25.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	2838	881	173	3063		250	232	193	292	249	297
V/C Ratio(X)	0.82	0.67	0.18	0.90	0.65		0.84	0.42	0.45	0.87	0.78	0.67
Avail Cap(c_a), veh/h	281	2838	881	214	3063		362	258	214	369	256	303
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	95.9	16.8	12.6	90.5	11.9	0.0	96.2	84.9	85.3	94.9	87.9	78.8
Incr Delay (d2), s/veh	14.5	1.3	0.5	34.0	1.1	0.0	13.4	1.7	2.3	17.5	14.7	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	19.0	4.3	14.9	15.1	0.0	10.2	8.7	8.0	12.2	16.9	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.4	18.1	13.0	124.5	13.0	0.0	109.6	86.6	87.6	112.3	102.5	85.0
LnGrp LOS	F	B	B	F	B		F	F	F	F	F	F
Approach Vol, veh/h		2214			2134			393			646	
Approach Delay, s/veh		24.4			21.1			99.1			101.0	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	132.8	24.3	33.1	28.2	124.4	22.2	35.2
Change Period (Y+Rc), s	7.8	6.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	17.2	113.2	22.6	29.0	25.2	105.2	22.0	29.0
Max Q Clear Time (g_c+I1), s	11.7	35.9	17.3	12.8	20.1	41.7	14.6	27.2
Green Ext Time (p_c), s	0.3	41.4	0.6	0.9	0.2	37.2	0.6	0.5

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

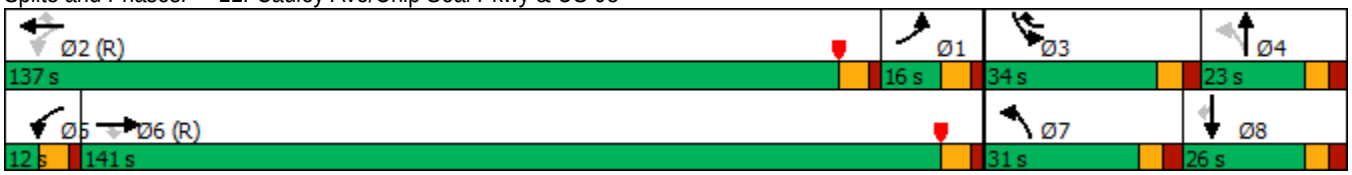
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

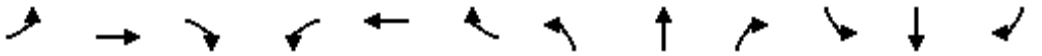
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	60	1830	65	25	1650	205	40	20	205	55	95
Future Volume (vph)	60	1830	65	25	1650	205	40	20	205	55	95
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4	3	8	
Permitted Phases			6	2		2	4				8
Detector Phase	1	6	6	5	2	3	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	12.0	11.7	44.0	12.0	49.0	49.0
Total Split (s)	16.0	141.0	141.0	12.0	137.0	34.0	31.0	23.0	34.0	26.0	26.0
Total Split (%)	7.6%	67.1%	67.1%	5.7%	65.2%	16.2%	14.8%	11.0%	16.2%	12.4%	12.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	7.0	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1830	65	25	1650	205	40	20	30	205	55	95
Future Volume (veh/h)	60	1830	65	25	1650	205	40	20	30	205	55	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	65	1989	62	27	1793	220	43	22	24	223	60	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	5	5	5	2	2	2
Cap, veh/h	464	3731	1157	149	3141	1093	134	30	32	262	157	133
Arrive On Green	0.14	0.74	0.74	0.02	0.62	0.62	0.03	0.04	0.04	0.08	0.08	0.08
Sat Flow, veh/h	3428	5066	1570	1767	5066	1571	1739	798	871	3456	1870	1585
Grp Volume(v), veh/h	65	1989	62	27	1793	220	43	0	46	223	60	54
Grp Sat Flow(s),veh/h/ln	1714	1689	1570	1767	1689	1571	1739	0	1669	1728	1870	1585
Q Serve(g_s), s	3.5	35.8	2.3	1.3	43.7	2.4	5.0	0.0	5.7	13.4	6.4	5.3
Cycle Q Clear(g_c), s	3.5	35.8	2.3	1.3	43.7	2.4	5.0	0.0	5.7	13.4	6.4	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	464	3731	1157	149	3141	1093	134	0	62	262	157	133
V/C Ratio(X)	0.14	0.53	0.05	0.18	0.57	0.20	0.32	0.00	0.74	0.85	0.38	0.41
Avail Cap(c_a), veh/h	464	3731	1157	159	3141	1093	282	0	127	444	169	143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.0	12.0	7.6	21.2	23.5	4.0	93.5	0.0	100.1	95.8	91.1	55.6
Incr Delay (d2), s/veh	0.1	0.5	0.1	1.2	0.8	0.4	1.4	0.0	15.8	7.7	1.5	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	19.0	1.5	1.1	24.3	3.4	4.2	0.0	5.0	10.5	5.8	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.1	12.5	7.7	22.5	24.2	4.5	94.9	0.0	115.9	103.5	92.6	57.6
LnGrp LOS	F	B	A	C	C	A	F	A	F	F	F	E
Approach Vol, veh/h		2116			2040			89			337	
Approach Delay, s/veh		14.5			22.1			105.8			94.2	
Approach LOS		B			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.2	137.0	22.9	14.8	10.8	161.5	13.2	24.6
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	* 6.7	7.0
Max Green Setting (Gmax), s	9.2	130.2	27.0	16.0	5.2	134.2	* 24	19.0
Max Q Clear Time (g_c+I1), s	5.5	45.7	15.4	7.7	3.3	37.8	7.0	8.4
Green Ext Time (p_c), s	0.0	55.2	0.6	0.1	0.0	64.9	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	55	115	50	15	20
Future Vol, veh/h	100	55	115	50	15	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	-	250	250	-	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	109	60	125	54	16	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	169	0	413	109
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	304	-
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	-	-	1409	-	595	945
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1409	-	542	945
Mov Cap-2 Maneuver	-	-	-	-	542	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.4	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	717	-	-	1409	-
HCM Lane V/C Ratio	0.053	-	-	0.089	-
HCM Control Delay (s)	10.3	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	25	0	150	15	0
Future Vol, veh/h	95	25	0	150	15	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	-	250	250	-	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	103	27	0	163	16	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	130	0	266	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	163	-
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	-	-	1455	-	723	952
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1455	-	723	952
Mov Cap-2 Maneuver	-	-	-	-	723	-
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	866	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

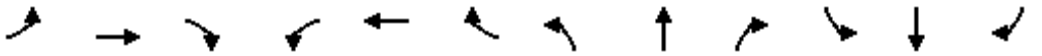
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	723	-	-	1455	-
HCM Lane V/C Ratio	0.023	-	-	-	-
HCM Control Delay (s)	10.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	2245	95	40	1840	375	75	75	40	425	65	35
Future Volume (vph)	85	2245	95	40	1840	375	75	75	40	425	65	35
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	46.8	46.8	12.8	52.8	52.8	13.4	13.4	13.4	42.0	42.0	42.0
Total Split (s)	16.0	128.0	128.0	13.0	125.0	125.0	21.0	21.0	21.0	48.0	48.0	48.0
Total Split (%)	7.6%	61.0%	61.0%	6.2%	59.5%	59.5%	10.0%	10.0%	10.0%	22.9%	22.9%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	8.4	8.4	8.4	9.0	9.0	9.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 44 (21%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 1: Nautilus St & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	2245	95	40	1840	375	75	75	40	425	65	35
Future Volume (veh/h)	85	2245	95	40	1840	375	75	75	40	425	65	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	88	2314	72	41	1897	319	77	77	23	438	67	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	6	6	6
Cap, veh/h	242	3146	975	100	2874	890	94	99	81	491	266	223
Arrive On Green	0.09	0.63	0.63	0.02	0.56	0.56	0.05	0.05	0.05	0.15	0.15	0.15
Sat Flow, veh/h	1753	5025	1558	1781	5106	1581	1767	1856	1528	3346	1811	1519
Grp Volume(v), veh/h	88	2314	72	41	1897	319	77	77	23	438	67	13
Grp Sat Flow(s),veh/h/ln	1753	1675	1558	1781	1702	1581	1767	1856	1528	1673	1811	1519
Q Serve(g_s), s	0.0	67.0	3.8	2.3	54.3	23.2	9.1	8.6	3.0	27.0	6.9	1.5
Cycle Q Clear(g_c), s	0.0	67.0	3.8	2.3	54.3	23.2	9.1	8.6	3.0	27.0	6.9	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	3146	975	100	2874	890	94	99	81	491	266	223
V/C Ratio(X)	0.36	0.74	0.07	0.41	0.66	0.36	0.82	0.78	0.28	0.89	0.25	0.06
Avail Cap(c_a), veh/h	242	3146	975	106	2874	890	106	111	92	621	336	282
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.2	27.2	15.4	38.9	31.9	25.1	98.4	98.2	95.6	88.0	79.4	77.1
Incr Delay (d2), s/veh	0.9	1.6	0.1	1.7	0.8	0.7	34.9	26.5	1.9	12.8	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	35.0	2.6	1.9	28.5	12.9	8.9	8.6	2.3	18.5	5.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	28.8	15.5	40.7	32.7	25.9	133.3	124.7	97.5	100.8	79.9	77.2
LnGrp LOS	E	C	B	D	C	C	F	F	F	F	E	E
Approach Vol, veh/h		2474			2257			177			518	
Approach Delay, s/veh		29.9			31.9			124.9			97.5	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.6	125.0		19.6	12.3	138.3		39.8				
Change Period (Y+Rc), s	6.8	6.8		* 8.4	7.8	6.8		9.0				
Max Green Setting (Gmax), s	9.2	118.2		* 13	5.2	121.2		39.0				
Max Q Clear Time (g_c+I1), s	2.0	56.3		11.1	4.3	69.0		29.0				
Green Ext Time (p_c), s	0.1	48.7		0.1	0.0	46.4		1.5				

Intersection Summary		
HCM 6th Ctrl Delay	40.3	
HCM 6th LOS	D	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	245	2065	300	55	2055	70	200	25	50	15	110
Future Volume (vph)	245	2065	300	55	2055	70	200	25	50	15	110
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4	3	8	1
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	37.8	37.8	12.8	37.8	37.8	10.4	11.4	10.4	43.0	11.8
Total Split (s)	45.0	137.0	137.0	15.0	107.0	107.0	35.0	43.0	15.0	23.0	45.0
Total Split (%)	21.4%	65.2%	65.2%	7.1%	51.0%	51.0%	16.7%	20.5%	7.1%	11.0%	21.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	4.8
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	3.0	2.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	5.4	6.4	5.4	6.4	6.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 174 (83%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: Clara Ave & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	2065	300	55	2055	70	200	25	30	50	15	110
Future Volume (veh/h)	245	2065	300	55	2055	70	200	25	30	50	15	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1826	1826	1826
Adj Flow Rate, veh/h	250	2107	253	56	2097	0	204	26	27	51	15	99
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	5	5	5
Cap, veh/h	271	3091	959	193	2853		256	35	36	288	125	288
Arrive On Green	0.12	0.62	0.62	0.06	0.56	0.00	0.12	0.04	0.04	0.15	0.07	0.07
Sat Flow, veh/h	1739	4985	1547	1767	5066	1572	1781	830	862	1739	1826	1527
Grp Volume(v), veh/h	250	2107	253	56	2097	0	204	0	53	51	15	99
Grp Sat Flow(s),veh/h/ln	1739	1662	1547	1767	1689	1572	1781	0	1693	1739	1826	1527
Q Serve(g_s), s	21.9	58.4	8.1	0.0	64.8	0.0	23.8	0.0	6.5	1.2	1.6	11.8
Cycle Q Clear(g_c), s	21.9	58.4	8.1	0.0	64.8	0.0	23.8	0.0	6.5	1.2	1.6	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	271	3091	959	193	2853		256	0	71	288	125	288
V/C Ratio(X)	0.92	0.68	0.26	0.29	0.74		0.80	0.00	0.74	0.18	0.12	0.34
Avail Cap(c_a), veh/h	381	3091	959	193	2853		285	0	295	288	144	304
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.4	26.3	4.9	61.5	34.2	0.0	90.9	0.0	99.5	76.7	91.9	74.2
Incr Delay (d2), s/veh	16.0	0.7	0.4	1.2	1.7	0.0	14.6	0.0	19.3	0.4	0.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.2	28.7	4.8	5.2	35.1	0.0	17.9	0.0	5.9	4.4	1.4	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.3	27.0	5.3	62.6	35.9	0.0	105.4	0.0	118.8	77.1	92.5	75.2
LnGrp LOS	F	C	A	E	D		F	A	F	E	F	E
Approach Vol, veh/h		2610			2153			257			165	
Approach Delay, s/veh		30.0			36.6			108.2			77.4	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.7	126.1	37.0	15.2	20.7	137.0	31.5	20.8
Change Period (Y+Rc), s	6.8	* 7.8	6.4	* 6.4	7.8	6.8	5.4	6.4
Max Green Setting (Gmax), s	38.2	* 1E2	9.6	* 37	7.2	130.2	29.6	16.6
Max Q Clear Time (g_c+I1), s	23.9	66.8	3.2	8.5	2.0	60.4	25.8	13.8
Green Ext Time (p_c), s	0.9	29.2	0.1	0.3	0.1	57.6	0.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	20	5	0	5	5	10	30	10	5	190	0
Future Vol, veh/h	0	0	20	5	0	5	5	10	30	10	5	190	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	185	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	81	81	81	81	92	81	81	92	81	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	6	6	2	6	2	2	2
Mvmt Flow	0	0	25	6	0	5	6	12	33	12	5	207	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	283	298	104	171	286	33	207	207	0	0	45	0	0
Stage 1	217	217	-	57	69	-	-	-	-	-	-	-	-
Stage 2	66	81	-	114	217	-	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	6.99	4.19	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	3.157	2.257	-	-	2.219	-	-
Pot Cap-1 Maneuver	658	613	931	784	623	1040	834	1337	-	-	1562	-	-
Stage 1	766	723	-	954	837	-	-	-	-	-	-	-	-
Stage 2	944	827	-	879	723	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	644	601	931	751	611	1040	1102	1102	-	-	1562	-	-
Mov Cap-2 Maneuver	644	601	-	751	611	-	-	-	-	-	-	-	-
Stage 1	753	721	-	938	823	-	-	-	-	-	-	-	-
Stage 2	923	813	-	853	721	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9.2	2.4	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1102	-	-	931	863	1562	-	-
HCM Lane V/C Ratio	0.017	-	-	0.027	0.013	0.003	-	-
HCM Control Delay (s)	8.3	-	-	9	9.2	7.3	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	10	5	5	40	0	5	215
Future Vol, veh/h	10	5	5	40	0	5	215
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	58	58	58	58	58	58	58
Heavy Vehicles, %	2	2	36	36	36	4	4
Mvmt Flow	17	9	9	69	0	9	371

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	291	35	371	0	0	69	0
Stage 1	87	-	-	-	-	-	-
Stage 2	204	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	7.12	-	-	4.18	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.86	-	-	2.24	-
Pot Cap-1 Maneuver	676	1030	698	-	-	1515	-
Stage 1	926	-	-	-	-	-	-
Stage 2	810	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	662	1030	698	-	-	1515	-
Mov Cap-2 Maneuver	662	-	-	-	-	-	-
Stage 1	914	-	-	-	-	-	-
Stage 2	804	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	1.2	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	751	1515	-
HCM Lane V/C Ratio	-	-	0.034	0.006	-
HCM Control Delay (s)	0.1	-	10	7.4	0
HCM Lane LOS	A	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	35	40	5	5	45	45	30	5	205	0
Future Vol, veh/h	0	5	35	40	5	5	45	45	30	5	205	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	39	44	6	6	50	50	33	6	228	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	368	423	114	279	390	25	228	0	0	83	0	0
Stage 1	240	240	-	150	150	-	-	-	-	-	-	-
Stage 2	128	183	-	129	240	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	563	521	917	651	544	1045	1337	-	-	1512	-	-
Stage 1	742	706	-	837	772	-	-	-	-	-	-	-
Stage 2	862	747	-	861	706	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	538	499	917	598	521	1045	1337	-	-	1512	-	-
Mov Cap-2 Maneuver	538	499	-	598	521	-	-	-	-	-	-	-
Stage 1	715	702	-	806	743	-	-	-	-	-	-	-
Stage 2	819	719	-	814	702	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	11.4	2.9	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1337	-	-	830	615	1512	-	-
HCM Lane V/C Ratio	0.037	-	-	0.054	0.09	0.004	-	-
HCM Control Delay (s)	7.8	-	-	9.6	11.4	7.4	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↰↑	↗		↰↑↱	
Traffic Vol, veh/h	0	0	5	20	0	5	5	110	50	5	270	0
Future Vol, veh/h	0	0	5	20	0	5	5	110	50	5	270	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	23	0	6	6	128	58	6	314	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	407	529	162	309	471	64	319	0	0	186	0	0
Stage 1	331	331	-	140	140	-	-	-	-	-	-	-
Stage 2	76	198	-	169	331	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*591	490	854	697	530	*1047	1238	-	-	1454	-	-
Stage 1	*656	644	-	935	831	-	-	-	-	-	-	-
Stage 2	*987	783	-	816	644	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*580	483	850	687	522	*1047	1232	-	-	1454	-	-
Mov Cap-2 Maneuver	*580	483	-	687	522	-	-	-	-	-	-	-
Stage 1	*649	638	-	930	826	-	-	-	-	-	-	-
Stage 2	*977	779	-	806	638	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	10.1	0.2	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1232	-	-	850	738	1454	-	-
HCM Lane V/C Ratio	0.005	-	-	0.007	0.039	0.004	-	-
HCM Control Delay (s)	7.9	0	-	9.3	10.1	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

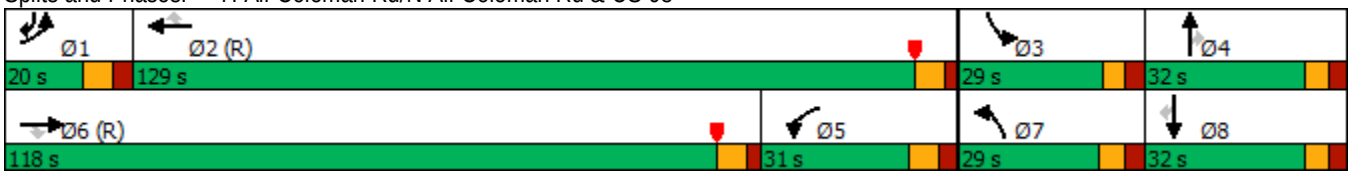
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

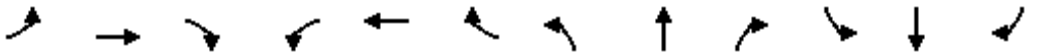
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	2150	150	150	1865	55	240	80	160	130	115	205
Future Volume (vph)	75	2150	150	150	1865	55	240	80	160	130	115	205
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	12.8
Total Split (s)	20.0	118.0	118.0	31.0	129.0	129.0	29.0	32.0	32.0	29.0	32.0	20.0
Total Split (%)	9.5%	56.2%	56.2%	14.8%	61.4%	61.4%	13.8%	15.2%	15.2%	13.8%	15.2%	9.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.8
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 34 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd/N Alf Coleman Rd & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	2150	150	150	1865	55	240	80	160	130	115	205
Future Volume (veh/h)	75	2150	150	150	1865	55	240	80	160	130	115	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	2287	141	160	1984	0	255	85	84	138	122	112
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	2704	839	295	3359		293	225	190	177	156	184
Arrive On Green	0.03	0.53	0.53	0.17	0.66	0.00	0.08	0.12	0.12	0.05	0.08	0.08
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	1870	1581	3456	1870	1579
Grp Volume(v), veh/h	80	2287	141	160	1984	0	255	85	84	138	122	112
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1870	1581	1728	1870	1579
Q Serve(g_s), s	4.8	80.2	6.6	17.3	45.7	0.0	15.3	8.8	7.6	8.3	13.4	14.2
Cycle Q Clear(g_c), s	4.8	80.2	6.6	17.3	45.7	0.0	15.3	8.8	7.6	8.3	13.4	14.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	2704	839	295	3359		293	225	190	177	156	184
V/C Ratio(X)	0.71	0.85	0.17	0.54	0.59		0.87	0.38	0.44	0.78	0.78	0.61
Avail Cap(c_a), veh/h	201	2704	839	295	3359		362	225	190	372	223	240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	100.6	42.1	11.8	80.3	20.1	0.0	94.9	85.2	45.9	98.4	94.3	88.3
Incr Delay (d2), s/veh	11.0	3.5	0.4	2.6	0.8	0.0	18.3	1.5	2.3	10.0	13.5	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	43.4	4.6	12.8	24.9	0.0	12.2	7.8	5.8	7.3	11.6	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.6	45.6	12.2	82.9	20.9	0.0	113.3	86.7	48.2	108.5	107.8	92.9
LnGrp LOS	F	D	B	F	C		F	F	D	F	F	F
Approach Vol, veh/h		2508			2144			424			372	
Approach Delay, s/veh		45.8			25.5			95.0			103.6	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	146.0	17.2	32.2	42.6	118.0	24.8	24.5
Change Period (Y+Rc), s	7.8	* 7.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	12.2	* 1.2E2	22.6	25.0	23.2	111.2	22.0	25.0
Max Q Clear Time (g_c+I1), s	6.8	47.7	10.3	10.8	19.3	82.2	17.3	16.2
Green Ext Time (p_c), s	0.1	40.9	0.5	0.8	0.2	25.1	0.5	0.9

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

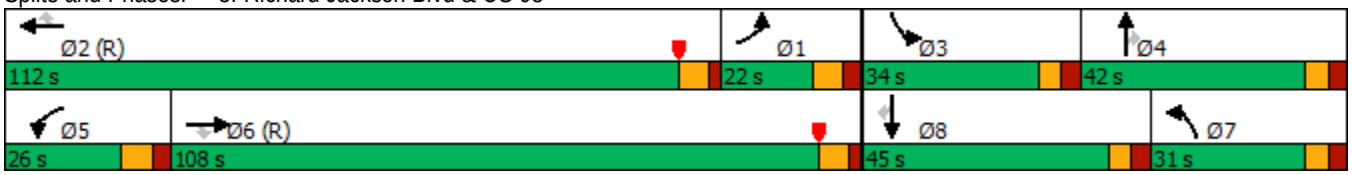
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	1850	230	235	1785	160	400	195	230	240	190	145
Future Volume (vph)	175	1850	230	235	1785	160	400	195	230	240	190	145
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	47.8	47.8	12.8	46.8	46.8	12.0	46.0	46.0	11.4	49.0	49.0
Total Split (s)	22.0	108.0	108.0	26.0	112.0	112.0	31.0	42.0	42.0	34.0	45.0	45.0
Total Split (%)	10.5%	51.4%	51.4%	12.4%	53.3%	53.3%	14.8%	20.0%	20.0%	16.2%	21.4%	21.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	Max	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 18 (9%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 8: Richard Jackson Blvd & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1850	230	235	1785	160	400	195	230	240	190	145
Future Volume (veh/h)	175	1850	230	235	1785	160	400	195	230	240	190	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	1907	176	242	1840	131	412	201	165	247	196	79
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	530	2875	892	299	2558	794	437	239	202	292	305	135
Arrive On Green	0.15	0.56	0.56	0.09	0.50	0.50	0.13	0.13	0.13	0.08	0.09	0.09
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	1870	1578	3456	3554	1574
Grp Volume(v), veh/h	180	1907	176	242	1840	131	412	201	165	247	196	79
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1870	1578	1728	1777	1574
Q Serve(g_s), s	9.8	54.7	6.3	14.4	59.0	6.7	24.8	22.1	21.4	14.8	11.2	10.1
Cycle Q Clear(g_c), s	9.8	54.7	6.3	14.4	59.0	6.7	24.8	22.1	21.4	14.8	11.2	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	530	2875	892	299	2558	794	437	239	202	292	305	135
V/C Ratio(X)	0.34	0.66	0.20	0.81	0.72	0.16	0.94	0.84	0.82	0.85	0.64	0.58
Avail Cap(c_a), veh/h	530	2875	892	299	2558	794	437	312	263	454	653	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.4	32.0	6.8	94.2	40.9	14.2	91.0	89.5	89.2	94.8	92.9	92.4
Incr Delay (d2), s/veh	0.5	1.2	0.5	13.6	1.1	0.3	29.3	16.5	16.3	10.8	3.2	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	30.4	4.3	10.5	31.2	4.7	18.9	17.5	14.9	11.6	9.2	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.9	33.2	7.3	107.7	42.0	14.4	120.3	105.9	105.5	105.6	96.1	98.0
LnGrp LOS	E	C	A	F	D	B	F	F	F	F	F	F
Approach Vol, veh/h		2263			2213			778			522	
Approach Delay, s/veh		34.9			47.5			113.4			100.9	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.0	112.0	24.1	33.8	26.0	126.0	33.6	24.4
Change Period (Y+Rc), s	7.8	6.8	6.4	7.0	7.8	* 7.8	7.0	6.4
Max Green Setting (Gmax), s	14.2	105.2	27.6	35.0	18.2	* 1E2	24.0	38.6
Max Q Clear Time (g_c+I1), s	11.8	61.0	16.8	24.1	16.4	56.7	26.8	13.2
Green Ext Time (p_c), s	0.2	28.5	0.9	1.8	0.2	30.3	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	56.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

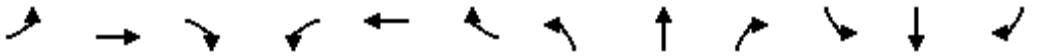
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	180	2195	200	75	2055	140	255	20	100	10	110
Future Volume (vph)	180	2195	200	75	2055	140	255	20	100	10	110
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2	3	7	4	3	8	1
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	3	7	4	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	15.0	5.0
Minimum Split (s)	12.5	22.5	22.5	12.5	50.5	11.0	11.0	49.0	11.0	21.1	12.5
Total Split (s)	26.0	138.0	138.0	15.0	127.0	35.0	35.0	22.0	35.0	22.0	26.0
Total Split (%)	12.4%	65.7%	65.7%	7.1%	60.5%	16.7%	16.7%	10.5%	16.7%	10.5%	12.4%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.2	2.0	2.1	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	6.0	6.0	6.2	6.0	6.1	7.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 122 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: Moylan Rd & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	2195	200	75	2055	140	255	20	75	100	10	110
Future Volume (veh/h)	180	2195	200	75	2055	140	255	20	75	100	10	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	189	2311	162	79	2163	147	268	21	46	105	11	116
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
Percent Heavy Veh, %	3	3	3	2	2	2	3	3	3	2	2	2
Cap, veh/h	205	2862	889	223	2986	1029	366	77	170	250	142	234
Arrive On Green	0.07	0.57	0.57	0.12	0.78	0.78	0.14	0.15	0.15	0.06	0.08	0.08
Sat Flow, veh/h	1767	5066	1572	1781	5106	1585	1767	518	1134	1781	1870	1585
Grp Volume(v), veh/h	189	2311	162	79	2163	147	268	0	67	105	11	116
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1781	1702	1585	1767	0	1651	1781	1870	1585
Q Serve(g_s), s	12.9	76.6	5.6	1.2	45.3	4.2	29.0	0.0	7.6	11.3	1.1	14.1
Cycle Q Clear(g_c), s	12.9	76.6	5.6	1.2	45.3	4.2	29.0	0.0	7.6	11.3	1.1	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	205	2862	889	223	2986	1029	366	0	247	250	142	234
V/C Ratio(X)	0.92	0.81	0.18	0.35	0.72	0.14	0.73	0.00	0.27	0.42	0.08	0.50
Avail Cap(c_a), veh/h	234	3148	977	223	2986	1029	366	0	247	381	142	234
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.88	0.88	0.88	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	36.5	6.3	77.3	14.7	7.3	74.7	0.0	79.1	82.5	90.2	82.3
Incr Delay (d2), s/veh	24.2	1.5	0.3	1.2	1.4	0.3	7.9	0.0	0.8	1.1	0.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	37.5	6.3	6.8	18.5	2.7	20.3	0.0	5.9	9.1	1.0	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	38.0	6.6	78.5	16.1	7.6	82.6	0.0	80.0	83.7	90.6	84.6
LnGrp LOS	E	D	A	E	B	A	F	A	E	F	F	F
Approach Vol, veh/h		2662			2389			335			232	
Approach Delay, s/veh		38.5			17.6			82.1			84.5	
Approach LOS		D			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.6	130.3	19.5	37.6	26.7	126.2	35.0	22.1
Change Period (Y+Rc), s	7.5	7.5	6.0	* 6.2	7.5	7.5	6.0	* 6.2
Max Green Setting (Gmax), s	18.5	119.5	29.0	* 16	7.5	130.5	29.0	* 16
Max Q Clear Time (g_c+I1), s	14.9	47.3	13.3	9.6	3.2	78.6	31.0	16.1
Green Ext Time (p_c), s	0.2	46.3	0.2	0.1	0.1	40.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

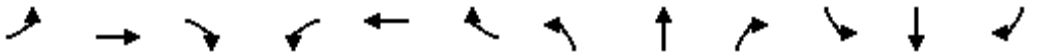
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	5	2110	255	20	1955	90	50
Future Volume (vph)	5	2110	255	20	1955	90	50
Turn Type	Perm	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases		6		5	2	7	4
Permitted Phases	6		6	2			
Detector Phase	6	6	6	5	2	7	4
Switch Phase							
Minimum Initial (s)	17.0	17.0	17.0	4.9	17.0	4.9	7.0
Minimum Split (s)	24.5	24.5	24.5	14.0	24.5	14.0	12.7
Total Split (s)	165.0	165.0	165.0	20.0	185.0	25.0	25.0
Total Split (%)	78.6%	78.6%	78.6%	9.5%	88.1%	11.9%	11.9%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	3.6	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	9.1	7.5	5.7	5.7
Lead/Lag	Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 144 (69%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 10: Allison Ave & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	2110	255	20	1955	0	90	0	50	0	0	0
Future Volume (veh/h)	5	2110	255	20	1955	0	90	0	50	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1856	1856	1870	1870	0	1826	0	1826			
Adj Flow Rate, veh/h	5	2198	266	21	2036	0	94	0	52			
Peak Hour Factor	0.92	0.96	0.96	0.96	0.96	0.92	0.96	0.92	0.96			
Percent Heavy Veh, %	2	3	3	2	2	0	5	0	5			
Cap, veh/h	198	4121	1279	174	4459	0	111	0	99			
Arrive On Green	1.00	1.00	1.00	0.02	0.87	0.00	0.06	0.00	0.06			
Sat Flow, veh/h	208	5066	1572	1781	5274	0	1739	0	1547			
Grp Volume(v), veh/h	5	2198	266	21	2036	0	94	0	52			
Grp Sat Flow(s),veh/h/ln	208	1689	1572	1781	1702	0	1739	0	1547			
Q Serve(g_s), s	0.2	0.0	0.0	0.4	17.6	0.0	11.2	0.0	6.8			
Cycle Q Clear(g_c), s	5.2	0.0	0.0	0.4	17.6	0.0	11.2	0.0	6.8			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	198	4121	1279	174	4459	0	111	0	99			
V/C Ratio(X)	0.03	0.53	0.21	0.12	0.46	0.00	0.85	0.00	0.53			
Avail Cap(c_a), veh/h	198	4121	1279	237	4459	0	160	0	142			
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.66	0.66	0.66	0.69	0.69	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.1	0.0	0.0	2.7	2.8	0.0	97.3	0.0	95.2			
Incr Delay (d2), s/veh	0.2	0.3	0.2	0.2	0.2	0.0	23.6	0.0	4.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	0.2	20.9	0.2	6.6	0.0	9.8	0.0	10.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.2	0.3	0.2	3.0	3.0	0.0	120.9	0.0	99.5			
LnGrp LOS	A	A	A	A	A	A	F	A	F			
Approach Vol, veh/h		2469			2057			146				
Approach Delay, s/veh		0.3			3.0			113.3				
Approach LOS		A			A			F				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		190.9		19.1	12.6	178.3			
Change Period (Y+Rc), s		7.5		* 5.7	* 9.1	7.5			
Max Green Setting (Gmax), s		177.5		* 19	* 11	157.5			
Max Q Clear Time (g_c+I1), s		19.6		13.2	2.4	7.2			
Green Ext Time (p_c), s		28.1		0.2	0.0	40.9			

Intersection Summary	
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A

Notes

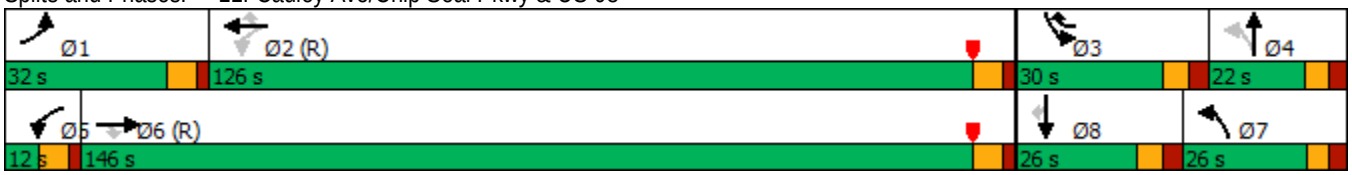
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

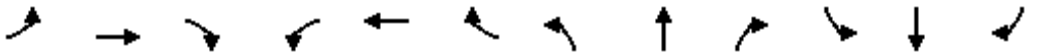
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	170	2040	50	15	1990	475	60	70	250	55	80
Future Volume (vph)	170	2040	50	15	1990	475	60	70	250	55	80
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4	3	8	
Permitted Phases			6	2		2	4				8
Detector Phase	1	6	6	5	2	3	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	12.0	11.7	44.0	12.0	49.0	49.0
Total Split (s)	32.0	146.0	146.0	12.0	126.0	30.0	26.0	22.0	30.0	26.0	26.0
Total Split (%)	15.2%	69.5%	69.5%	5.7%	60.0%	14.3%	12.4%	10.5%	14.3%	12.4%	12.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	7.0	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 166 (79%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	2040	50	15	1990	475	60	70	30	250	55	80
Future Volume (veh/h)	170	2040	50	15	1990	475	60	70	30	250	55	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	185	2217	49	16	2163	461	65	76	20	272	60	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	3584	1110	138	3328	1173	224	90	24	308	85	72
Arrive On Green	0.06	0.70	0.70	0.01	0.65	0.65	0.11	0.06	0.06	0.09	0.05	0.05
Sat Flow, veh/h	3456	5106	1582	1781	5106	1583	1781	1426	375	3456	1870	1575
Grp Volume(v), veh/h	185	2217	49	16	2163	461	65	0	96	272	60	59
Grp Sat Flow(s),veh/h/ln	1728	1702	1582	1781	1702	1583	1781	0	1801	1728	1870	1575
Q Serve(g_s), s	11.1	48.1	0.8	0.6	53.7	22.3	2.9	0.0	11.1	16.3	6.6	6.7
Cycle Q Clear(g_c), s	11.1	48.1	0.8	0.6	53.7	22.3	2.9	0.0	11.1	16.3	6.6	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	223	3584	1110	138	3328	1173	224	0	114	308	85	72
V/C Ratio(X)	0.83	0.62	0.04	0.12	0.65	0.39	0.29	0.00	0.84	0.88	0.70	0.82
Avail Cap(c_a), veh/h	415	3584	1110	157	3328	1173	224	0	129	378	169	142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	97.1	16.5	1.7	15.5	22.1	9.9	84.3	0.0	97.4	94.5	98.8	74.1
Incr Delay (d2), s/veh	6.5	0.7	0.1	0.8	1.0	1.0	0.7	0.0	34.7	18.2	10.0	19.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	24.7	1.3	0.5	28.8	13.0	5.9	0.0	10.5	12.9	6.3	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.6	17.2	1.8	16.3	23.1	10.9	85.0	0.0	132.1	112.7	108.8	93.9
LnGrp LOS	F	B	A	B	C	B	F	A	F	F	F	F
Approach Vol, veh/h		2451			2640			161			391	
Approach Delay, s/veh		23.4			20.9			113.1			109.3	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	143.7	25.7	20.2	9.8	154.2	29.4	16.6
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	7.0	* 7
Max Green Setting (Gmax), s	25.2	119.2	23.0	15.0	5.2	139.2	19.3	* 19
Max Q Clear Time (g_c+I1), s	13.1	55.7	18.3	13.1	2.6	50.1	4.9	8.7
Green Ext Time (p_c), s	0.4	56.3	0.4	0.1	0.0	70.0	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	65	130	60	15	20
Future Vol, veh/h	120	65	130	60	15	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	-	250	250	-	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	130	71	141	65	16	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	201	0	477	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	347	-
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	-	-	1371	-	547	920
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1371	-	491	920
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.4	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	669	-	-	1371	-
HCM Lane V/C Ratio	0.057	-	-	0.103	-
HCM Control Delay (s)	10.7	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	110	25	0	180	5	0
Future Vol, veh/h	110	25	0	180	5	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	-	250	250	-	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	120	27	0	196	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	316	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	196	-
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	-	-	1435	-	677	931
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	837	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1435	-	677	931
Mov Cap-2 Maneuver	-	-	-	-	677	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	837	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	677	-	-	1435	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s)	10.4	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

F-5: Design Year (2050) Build Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	2250	95	155	2490	305	105	40	105	525	90	55
Future Volume (vph)	70	2250	95	155	2490	305	105	40	105	525	90	55
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	46.8	46.8	12.8	52.8	52.8	13.4	13.4	13.4	42.0	42.0	42.0
Total Split (s)	12.0	116.0	116.0	26.0	130.0	130.0	20.0	20.0	20.0	48.0	48.0	48.0
Total Split (%)	5.7%	55.2%	55.2%	12.4%	61.9%	61.9%	9.5%	9.5%	9.5%	22.9%	22.9%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	8.4	8.4	8.4	9.0	9.0	9.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 42 (20%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Nautilus St & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	2250	95	155	2490	305	105	40	105	525	90	55
Future Volume (veh/h)	70	2250	95	155	2490	305	105	40	105	525	90	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1796	1796	1796	1856	1856	1856	1737	1737	1737
Adj Flow Rate, veh/h	79	2528	91	174	2798	299	82	96	60	590	101	36
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	7	7	7	3	3	3	11	11	11
Cap, veh/h	81	2592	803	183	2877	890	98	102	85	596	323	272
Arrive On Green	0.03	0.69	0.69	0.12	0.78	0.78	0.06	0.06	0.06	0.19	0.19	0.19
Sat Flow, veh/h	1739	4985	1544	1711	4904	1517	1767	1856	1538	3209	1737	1463
Grp Volume(v), veh/h	79	2528	91	174	2798	299	82	96	60	590	101	36
Grp Sat Flow(s),veh/h/ln	1739	1662	1544	1711	1635	1517	1767	1856	1538	1605	1737	1463
Q Serve(g_s), s	4.9	100.9	4.1	17.0	109.2	12.3	9.7	10.8	8.1	38.5	10.6	4.3
Cycle Q Clear(g_c), s	4.9	100.9	4.1	17.0	109.2	12.3	9.7	10.8	8.1	38.5	10.6	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	2592	803	183	2877	890	98	102	85	596	323	272
V/C Ratio(X)	0.97	0.98	0.11	0.95	0.97	0.34	0.84	0.94	0.71	0.99	0.31	0.13
Avail Cap(c_a), veh/h	81	2592	803	183	2877	890	98	102	85	596	323	272
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.39	0.39	0.39	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	99.9	31.1	16.2	72.4	21.5	10.9	98.3	98.8	97.5	85.3	73.9	71.4
Incr Delay (d2), s/veh	89.8	12.8	0.3	30.0	5.9	0.4	44.7	68.6	23.3	34.2	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	47.4	2.8	14.0	38.7	5.7	9.6	11.7	6.8	26.0	8.4	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	189.7	43.9	16.5	102.4	27.4	11.3	143.0	167.5	120.8	119.5	74.5	71.6
LnGrp LOS	F	D	B	F	C	B	F	F	F	F	E	E
Approach Vol, veh/h		2698			3271			238			727	
Approach Delay, s/veh		47.2			29.9			147.3			110.9	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	130.0		20.0	26.0	116.0		48.0				
Change Period (Y+Rc), s	6.8	6.8		* 8.4	7.8	6.8		9.0				
Max Green Setting (Gmax), s	5.2	123.2		* 12	18.2	109.2		39.0				
Max Q Clear Time (g_c+I1), s	6.9	111.2		12.8	19.0	102.9		40.5				
Green Ext Time (p_c), s	0.0	11.9		0.0	0.0	6.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		49.2
HCM 6th LOS		D

Notes

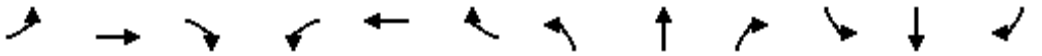
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	265	2630	210	90	2685	35	170	20	90	20	210
Future Volume (vph)	265	2630	210	90	2685	35	170	20	90	20	210
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4	3	8	1
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	37.8	37.8	12.8	37.8	37.8	10.4	11.4	10.4	43.0	11.8
Total Split (s)	24.0	139.0	139.0	16.0	131.0	131.0	14.0	35.0	20.0	41.0	24.0
Total Split (%)	11.4%	66.2%	66.2%	7.6%	62.4%	62.4%	6.7%	16.7%	9.5%	19.5%	11.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	4.8
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	3.0	2.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	5.4	6.4	5.4	6.4	6.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 164 (78%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: Clara Ave & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	2630	210	90	2685	35	170	20	85	90	20	210
Future Volume (veh/h)	265	2630	210	90	2685	35	170	20	85	90	20	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1796	1796	1796	1811	1811	1811	1856	1856	1856
Adj Flow Rate, veh/h	279	2768	188	95	2826	0	179	21	71	95	21	221
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
Percent Heavy Veh, %	6	6	6	7	7	7	6	6	6	3	3	3
Cap, veh/h	315	3515	1091	127	2900		181	25	85	154	162	388
Arrive On Green	0.21	0.95	0.95	0.05	0.79	0.00	0.04	0.07	0.07	0.06	0.09	0.09
Sat Flow, veh/h	1725	4944	1535	1711	4904	1522	1725	363	1227	1767	1856	1572
Grp Volume(v), veh/h	279	2768	188	95	2826	0	179	0	92	95	21	221
Grp Sat Flow(s),veh/h/ln	1725	1648	1535	1711	1635	1522	1725	0	1590	1767	1856	1572
Q Serve(g_s), s	28.0	25.1	1.7	5.4	110.6	0.0	8.6	0.0	12.0	10.4	2.2	2.3
Cycle Q Clear(g_c), s	28.0	25.1	1.7	5.4	110.6	0.0	8.6	0.0	12.0	10.4	2.2	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	315	3515	1091	127	2900		181	0	110	154	162	388
V/C Ratio(X)	0.89	0.79	0.17	0.75	0.97		0.99	0.00	0.84	0.62	0.13	0.57
Avail Cap(c_a), veh/h	315	3515	1091	133	2900		181	0	217	173	306	510
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.16	0.16	0.16	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.5	2.3	1.7	35.8	21.0	0.0	94.5	0.0	96.6	84.4	88.5	48.1
Incr Delay (d2), s/veh	5.5	0.3	0.1	21.7	11.7	0.0	63.6	0.0	20.4	6.9	0.5	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.0	3.8	1.0	6.0	43.8	0.0	14.0	0.0	9.6	8.8	2.0	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.9	2.6	1.8	57.5	32.7	0.0	158.1	0.0	117.0	91.2	89.0	50.0
LnGrp LOS	F	A	A	E	C		F	A	F	F	F	D
Approach Vol, veh/h		3235			2921			271			337	
Approach Delay, s/veh		9.6			33.5			144.1			64.0	
Approach LOS		A			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.3	131.0	17.8	20.9	15.2	156.1	14.0	24.7
Change Period (Y+Rc), s	6.8	6.8	5.4	6.4	7.8	6.8	5.4	6.4
Max Green Setting (Gmax), s	17.2	124.2	14.6	28.6	8.2	132.2	8.6	34.6
Max Q Clear Time (g_c+I1), s	30.0	112.6	12.4	14.0	7.4	27.1	10.6	4.3
Green Ext Time (p_c), s	0.0	11.5	0.1	0.5	0.0	98.3	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	5	15	55	5	15	10	20	115	110	15	275	0
Future Vol, veh/h	0	5	15	55	5	15	10	20	115	110	15	275	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	185	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	26	26	2	14	14	2	14	2	2	2
Mvmt Flow	0	5	16	60	5	16	11	22	125	120	16	299	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	571	642	150	353	522	125	299	299	0	0	245	0	0
Stage 1	331	331	-	169	191	-	-	-	-	-	-	-	-
Stage 2	240	311	-	184	331	-	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.69	6.89	6.23	7.11	4.31	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.49	5.89	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.89	5.89	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.747	4.247	3.319	3.233	2.333	-	-	2.219	-	-
Pot Cap-1 Maneuver	417	392	870	540	418	925	703	1187	-	-	1320	-	-
Stage 1	657	644	-	773	693	-	-	-	-	-	-	-	-
Stage 2	763	658	-	742	596	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	392	374	870	507	399	925	958	958	-	-	1320	-	-
Mov Cap-2 Maneuver	482	457	-	555	455	-	-	-	-	-	-	-	-
Stage 1	635	636	-	747	669	-	-	-	-	-	-	-	-
Stage 2	718	636	-	713	589	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	12	1	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	958	-	-	710	594	1320	-	-
HCM Lane V/C Ratio	0.034	-	-	0.031	0.137	0.012	-	-
HCM Control Delay (s)	8.9	-	-	10.2	12	7.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	230	10	5	230	45	10	330
Future Vol, veh/h	230	10	5	230	45	10	330
Conflicting Peds, #/hr	0	6	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	10	10	10	23	23
Mvmt Flow	247	11	5	247	48	11	355

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	457	130	355	0	0	295	0
Stage 1	257	-	-	-	-	-	-
Stage 2	200	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.6	-	-	4.56	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.6	-	-	2.43	-
Pot Cap-1 Maneuver	*695	*986	819	-	-	1314	-
Stage 1	*930	-	-	-	-	-	-
Stage 2	*814	-	-	-	-	-	-
Platoon blocked, %	1	1		-	-	1	-
Mov Cap-1 Maneuver	*683	*980	819	-	-	1314	-
Mov Cap-2 Maneuver	*696	-	-	-	-	-	-
Stage 1	*924	-	-	-	-	-	-
Stage 2	*806	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0.2	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	705	1314	-
HCM Lane V/C Ratio	-	-	0.366	0.008	-
HCM Control Delay (s)	0	-	13	7.8	0
HCM Lane LOS	A	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.7	0	-

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	5	5	40	25	5	35	5	15	235	310	35	525	5
Future Vol, veh/h	5	5	40	25	5	35	5	15	235	310	35	525	5
Conflicting Peds, #/hr	3	0	1	1	0	3	1	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	6	6	6
Mvmt Flow	5	5	43	27	5	38	5	16	253	333	38	565	5

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	820	1274	288	657	943	130	570	572	0	0	586	0	0
Stage 1	646	646	-	295	295	-	-	-	-	-	-	-	-
Stage 2	174	628	-	362	648	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.58	6.58	6.98	6.46	4.16	-	-	4.22	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.58	5.58	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.58	5.58	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.54	4.04	3.34	2.53	2.23	-	-	2.26	-	-
Pot Cap-1 Maneuver	*348	191	709	462	309	*979	621	990	-	-	1074	-	-
Stage 1	*427	465	-	892	789	-	-	-	-	-	-	-	-
Stage 2	*929	550	-	624	459	-	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1			-	-	1	-	-
Mov Cap-1 Maneuver	*309	176	707	403	284	*976	843	843	-	-	1074	-	-
Mov Cap-2 Maneuver	*362	293	-	457	352	-	-	-	-	-	-	-	-
Stage 1	*415	440	-	869	769	-	-	-	-	-	-	-	-
Stage 2	*862	535	-	548	434	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	11.5	0.3	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	843	-	-	572	620	1074	-	-
HCM Lane V/C Ratio	0.026	-	-	0.094	0.113	0.035	-	-
HCM Control Delay (s)	9.4	-	-	11.9	11.5	8.5	0.2	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.4	0.1	-	-

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↰↑	↗		↰↑↱	
Traffic Vol, veh/h	0	0	5	0	0	25	15	555	190	25	555	0
Future Vol, veh/h	0	0	5	0	0	25	15	555	190	25	555	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	1	1	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	5	5	5
Mvmt Flow	0	0	5	0	0	27	16	597	204	27	597	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	987	1490	304	983	1286	300	602	0	0	802	0	0
Stage 1	656	656	-	630	630	-	-	-	-	-	-	-
Stage 2	331	834	-	353	656	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.16	-	-	4.2	-	-
Critical Hdwy Stg 1	6.5	5.54	-	6.5	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.23	-	-	2.25	-	-
Pot Cap-1 Maneuver	*400	172	692	*404	*245	*847	965	-	-	1063	-	-
Stage 1	*424	460	-	*799	*700	-	-	-	-	-	-	-
Stage 2	*799	557	-	*637	*460	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*365	160	689	*379	*227	*847	960	-	-	1062	-	-
Mov Cap-2 Maneuver	*369	288	-	*472	*332	-	-	-	-	-	-	-
Stage 1	*409	440	-	*773	*678	-	-	-	-	-	-	-
Stage 2	*749	539	-	*608	*440	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	9.4	0.2	0.5
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	960	-	-	689	847	1062	-	-
HCM Lane V/C Ratio	0.017	-	-	0.008	0.032	0.025	-	-
HCM Control Delay (s)	8.8	0.1	-	10.3	9.4	8.5	0.1	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0.1	-	-

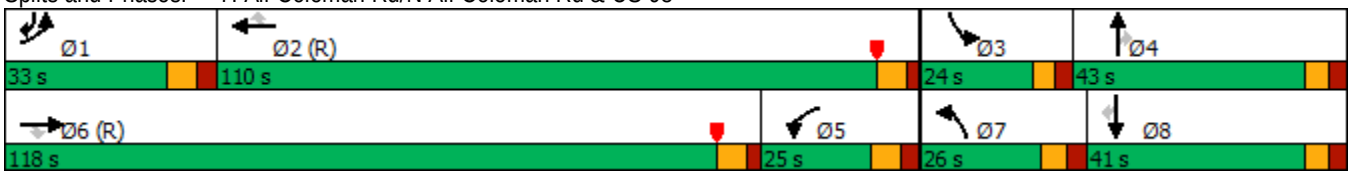
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

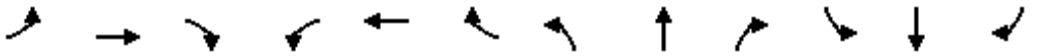
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	2125	165	150	2440	550	265	185	140	255	195	380
Future Volume (vph)	370	2125	165	150	2440	550	265	185	140	255	195	380
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	12.8
Total Split (s)	33.0	118.0	118.0	25.0	110.0	110.0	26.0	43.0	43.0	24.0	41.0	33.0
Total Split (%)	15.7%	56.2%	56.2%	11.9%	52.4%	52.4%	12.4%	20.5%	20.5%	11.4%	19.5%	15.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.8
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 48 (23%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd/N Alf Coleman Rd & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	2125	165	150	2440	550	265	185	140	255	195	380
Future Volume (veh/h)	370	2125	165	150	2440	550	265	185	140	255	195	380
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	381	2191	156	155	2515	0	273	191	95	263	201	353
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	4	4	4	4	4	4
Cap, veh/h	409	2682	831	322	2975		303	313	265	285	298	438
Arrive On Green	0.16	0.70	0.70	0.24	0.78	0.00	0.09	0.17	0.17	0.08	0.16	0.16
Sat Flow, veh/h	3428	5066	1570	1767	5066	1572	3401	1841	1557	3401	1841	1557
Grp Volume(v), veh/h	381	2191	156	155	2515	0	273	191	95	263	201	353
Grp Sat Flow(s),veh/h/ln	1714	1689	1570	1767	1689	1572	1700	1841	1557	1700	1841	1557
Q Serve(g_s), s	23.0	63.2	6.3	15.8	67.2	0.0	16.7	20.2	9.2	16.1	21.6	34.0
Cycle Q Clear(g_c), s	23.0	63.2	6.3	15.8	67.2	0.0	16.7	20.2	9.2	16.1	21.6	34.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	409	2682	831	322	2975		303	313	265	285	298	438
V/C Ratio(X)	0.93	0.82	0.19	0.48	0.85		0.90	0.61	0.36	0.92	0.67	0.81
Avail Cap(c_a), veh/h	411	2682	831	322	2975		308	316	267	285	298	438
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	87.5	24.0	12.1	71.1	16.8	0.0	94.7	80.7	51.1	95.5	82.8	70.1
Incr Delay (d2), s/veh	28.0	2.9	0.5	1.6	3.2	0.0	27.8	4.0	1.2	34.0	6.6	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.1	30.0	4.3	11.4	28.2	0.0	13.4	15.2	6.9	13.4	16.4	26.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.4	26.9	12.6	72.7	20.0	0.0	122.5	84.7	52.3	129.6	89.4	81.2
LnGrp LOS	F	C	B	E	B		F	F	D	F	F	F
Approach Vol, veh/h		2728			2670			559			817	
Approach Delay, s/veh		38.4			23.1			97.6			98.8	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.9	131.8	24.0	42.7	46.6	118.0	25.7	41.0
Change Period (Y+Rc), s	7.8	* 7.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	25.2	* 1E2	17.6	36.0	17.2	111.2	19.0	34.0
Max Q Clear Time (g_c+I1), s	25.0	69.2	18.1	22.2	17.8	65.2	18.7	36.0
Green Ext Time (p_c), s	0.0	30.1	0.0	1.6	0.0	35.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

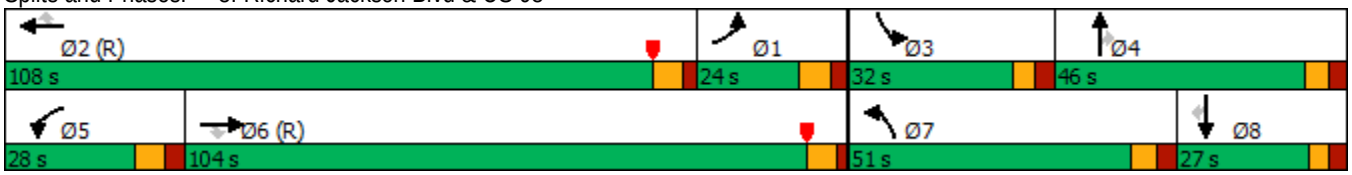
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	1860	195	295	2450	435	290	225	360	485	255	210
Future Volume (vph)	290	1860	195	295	2450	435	290	225	360	485	255	210
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	47.8	47.8	12.8	46.8	46.8	12.0	46.0	46.0	11.4	49.4	49.4
Total Split (s)	24.0	104.0	104.0	28.0	108.0	108.0	51.0	46.0	46.0	32.0	27.0	27.0
Total Split (%)	11.4%	49.5%	49.5%	13.3%	51.4%	51.4%	24.3%	21.9%	21.9%	15.2%	12.9%	12.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	Min	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 30 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 8: Richard Jackson Blvd & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	1860	195	295	2450	435	290	225	360	485	255	210
Future Volume (veh/h)	290	1860	195	295	2450	435	290	225	360	485	255	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1870	1870	1870	1841	1841	1841
Adj Flow Rate, veh/h	309	1979	179	314	2606	380	309	239	267	516	271	137
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
Percent Heavy Veh, %	5	5	5	6	6	6	2	2	2	4	4	4
Cap, veh/h	324	2378	738	322	2383	740	364	339	285	415	683	302
Arrive On Green	0.13	0.63	0.63	0.13	0.64	0.64	0.11	0.18	0.18	0.12	0.20	0.20
Sat Flow, veh/h	3374	4985	1547	3346	4944	1535	3456	1870	1572	3401	3497	1548
Grp Volume(v), veh/h	309	1979	179	314	2606	380	309	239	267	516	271	137
Grp Sat Flow(s),veh/h/ln	1687	1662	1547	1673	1648	1535	1728	1870	1572	1700	1749	1548
Q Serve(g_s), s	19.1	64.6	10.5	19.6	101.2	18.7	18.5	25.2	35.2	25.6	14.2	13.3
Cycle Q Clear(g_c), s	19.1	64.6	10.5	19.6	101.2	18.7	18.5	25.2	35.2	25.6	14.2	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	2378	738	322	2383	740	364	339	285	415	683	302
V/C Ratio(X)	0.95	0.83	0.24	0.98	1.09	0.51	0.85	0.70	0.94	1.24	0.40	0.45
Avail Cap(c_a), veh/h	324	2378	738	322	2383	740	724	347	292	415	683	302
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	91.1	31.9	22.0	91.3	37.7	11.1	92.3	80.7	84.8	92.2	73.7	49.1
Incr Delay (d2), s/veh	38.0	3.6	0.8	10.1	43.0	0.2	7.7	6.8	36.2	128.9	0.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.0	32.0	7.1	10.2	52.8	7.2	13.6	18.8	24.2	28.5	10.8	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	129.1	35.5	22.8	101.4	80.7	11.3	100.0	87.5	120.9	221.1	74.3	50.6
LnGrp LOS	F	D	C	F	F	B	F	F	F	F	E	D
Approach Vol, veh/h		2467			3300			815			924	
Approach Delay, s/veh		46.3			74.7			103.2			152.8	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.1	108.0	32.0	45.1	28.0	108.1	29.1	48.0
Change Period (Y+Rc), s	7.8	6.8	6.4	7.0	7.8	* 7.8	7.0	* 7
Max Green Setting (Gmax), s	16.2	101.2	25.6	39.0	20.2	* 97	44.0	* 21
Max Q Clear Time (g_c+I1), s	21.1	103.2	27.6	37.2	21.6	66.6	20.5	16.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	23.9	1.7	1.2

Intersection Summary	
HCM 6th Ctrl Delay	78.0
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	110	2535	235	65	3060	80	385	10	125	15	145
Future Volume (vph)	110	2535	235	65	3060	80	385	10	125	15	145
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2	3	7	4	3	8	1
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	3	7	4	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.5	12.5	12.5	12.5	50.5	11.0	11.0	49.0	11.0	11.1	12.5
Total Split (s)	16.0	135.0	135.0	15.0	134.0	21.0	40.0	39.0	21.0	20.0	16.0
Total Split (%)	7.6%	64.3%	64.3%	7.1%	63.8%	10.0%	19.0%	18.6%	10.0%	9.5%	7.6%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.2	2.0	2.1	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	6.0	6.0	6.2	6.0	6.1	7.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 160 (76%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: Moylan Rd & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	2535	235	65	3060	80	385	10	70	125	15	145
Future Volume (veh/h)	110	2535	235	65	3060	80	385	10	70	125	15	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1811	1811	1811	1811	1811	1811	1870	1870	1870
Adj Flow Rate, veh/h	120	2755	187	71	3326	87	418	11	58	136	16	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	6	6	6	6	6	6	2	2	2
Cap, veh/h	164	3262	1012	103	2978	1034	341	31	162	204	60	168
Arrive On Green	0.10	0.86	0.86	0.04	0.80	0.80	0.16	0.12	0.12	0.07	0.03	0.03
Sat Flow, veh/h	1753	5025	1560	1725	4944	1535	1725	251	1322	1781	1870	1585
Grp Volume(v), veh/h	120	2755	187	71	3326	87	418	0	69	136	16	158
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1725	1648	1535	1725	0	1573	1781	1870	1585
Q Serve(g_s), s	9.7	58.1	4.1	3.8	126.5	1.0	34.0	0.0	8.5	15.0	1.8	4.4
Cycle Q Clear(g_c), s	9.7	58.1	4.1	3.8	126.5	1.0	34.0	0.0	8.5	15.0	1.8	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.84	1.00		1.00
Lane Grp Cap(c), veh/h	164	3262	1012	103	2978	1034	341	0	193	204	60	168
V/C Ratio(X)	0.73	0.84	0.18	0.69	1.12	0.08	1.22	0.00	0.36	0.67	0.27	0.94
Avail Cap(c_a), veh/h	164	3262	1012	117	2978	1034	341	0	246	204	124	222
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.23	0.23	0.23	0.60	0.60	0.60	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	90.6	9.0	5.3	42.5	20.9	1.9	83.7	0.0	84.5	91.4	99.2	51.7
Incr Delay (d2), s/veh	3.8	0.7	0.1	8.4	55.8	0.1	124.4	0.0	1.1	7.9	2.3	37.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	11.6	2.3	4.0	60.9	0.8	22.5	0.0	6.4	12.3	1.6	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.5	9.7	5.4	50.9	76.7	2.0	208.1	0.0	85.7	99.3	101.6	89.5
LnGrp LOS	F	A	A	D	F	A	F	A	F	F	F	F
Approach Vol, veh/h		3062			3484			487			310	
Approach Delay, s/veh		12.8			74.3			190.8			94.4	
Approach LOS		B			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	134.0	21.0	31.9	13.3	143.8	40.0	12.9
Change Period (Y+Rc), s	7.5	7.5	6.0	* 6.2	7.5	7.5	6.0	* 6.2
Max Green Setting (Gmax), s	8.5	126.5	15.0	* 33	7.5	127.5	34.0	* 14
Max Q Clear Time (g_c+I1), s	11.7	128.5	17.0	10.5	5.8	60.1	36.0	6.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3	0.0	47.1	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	57.2
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	5	2480	230	15	2835	110	50
Future Volume (vph)	5	2480	230	15	2835	110	50
Turn Type	Perm	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases		6		5	2	7	4
Permitted Phases	6		6	2			
Detector Phase	6	6	6	5	2	7	4
Switch Phase							
Minimum Initial (s)	17.0	17.0	17.0	5.0	17.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	14.1	24.5	10.7	10.7
Total Split (s)	171.0	171.0	171.0	15.0	186.0	24.0	24.0
Total Split (%)	81.4%	81.4%	81.4%	7.1%	88.6%	11.4%	11.4%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	3.6	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	9.1	7.5	5.7	5.7
Lead/Lag	Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 10: Allison Ave & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	2480	230	15	2835	0	110	0	50	0	0	0
Future Volume (veh/h)	5	2480	230	15	2835	0	110	0	50	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1841	1841	1796	1796	0	1826	0	1826			
Adj Flow Rate, veh/h	5	2638	245	16	3016	0	117	0	53			
Peak Hour Factor	0.92	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94			
Percent Heavy Veh, %	2	4	4	7	7	0	5	0	5			
Cap, veh/h	97	4034	1252	128	4220	0	133	0	119			
Arrive On Green	1.00	1.00	1.00	0.02	1.00	0.00	0.08	0.00	0.08			
Sat Flow, veh/h	78	5025	1560	1711	5065	0	1739	0	1547			
Grp Volume(v), veh/h	5	2638	245	16	3016	0	117	0	53			
Grp Sat Flow(s),veh/h/ln	78	1675	1560	1711	1635	0	1739	0	1547			
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.0	14.0	0.0	6.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.3	0.0	0.0	14.0	0.0	6.9			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	97	4034	1252	128	4220	0	133	0	119			
V/C Ratio(X)	0.05	0.65	0.20	0.13	0.71	0.00	0.88	0.00	0.45			
Avail Cap(c_a), veh/h	97	4034	1252	151	4220	0	152	0	135			
HCM Platoon Ratio	2.00	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.41	0.41	0.41	0.17	0.17	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.2	0.0	0.0	96.0	0.0	92.7			
Incr Delay (d2), s/veh	0.4	0.3	0.1	0.1	0.2	0.0	37.3	0.0	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	0.2	18.3	0.2	0.1	0.0	12.3	0.0	10.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.4	0.3	0.1	3.3	0.2	0.0	133.3	0.0	95.3			
LnGrp LOS	A	A	A	A	A	A	F	A	F			
Approach Vol, veh/h		2888			3032			170				
Approach Delay, s/veh		0.3			0.2			121.4				
Approach LOS		A			A			F				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		188.2		21.8	12.1	176.1			
Change Period (Y+Rc), s		7.5		* 5.7	* 9.1	7.5			
Max Green Setting (Gmax), s		178.5		* 18	* 5.9	163.5			
Max Q Clear Time (g_c+I1), s		2.0		16.0	2.3	2.0			
Green Ext Time (p_c), s		96.0		0.1	0.0	70.4			

Intersection Summary									
HCM 6th Ctrl Delay			3.6						
HCM 6th LOS			A						

Notes

User approved pedestrian interval to be less than phase max green.

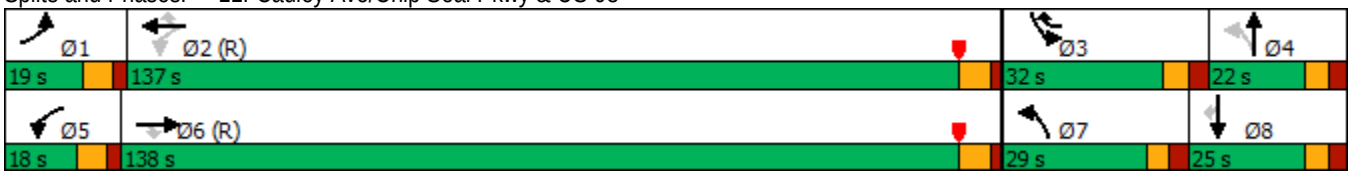
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

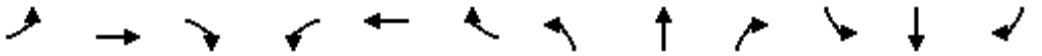
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	180	2405	65	20	2795	500	45	130	370	80	170
Future Volume (vph)	180	2405	65	20	2795	500	45	130	370	80	170
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4	3	8	
Permitted Phases			6	2		2	4				8
Detector Phase	1	6	6	5	2	3	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	12.0	11.7	44.0	12.0	49.0	49.0
Total Split (s)	19.0	138.0	138.0	18.0	137.0	32.0	29.0	22.0	32.0	25.0	25.0
Total Split (%)	9.0%	65.7%	65.7%	8.6%	65.2%	15.2%	13.8%	10.5%	15.2%	11.9%	11.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	7.0	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 170 (81%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	2405	65	20	2795	500	45	130	15	370	80	170
Future Volume (veh/h)	180	2405	65	20	2795	500	45	130	15	370	80	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	200	2672	69	22	3106	525	50	144	11	411	89	117
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
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	201	3375	1048	110	3116	1153	178	123	9	411	296	250
Arrive On Green	0.08	0.88	0.88	0.02	0.82	0.82	0.03	0.07	0.07	0.12	0.16	0.16
Sat Flow, veh/h	3456	5106	1585	1753	5025	1560	1781	1715	131	3456	1870	1582
Grp Volume(v), veh/h	200	2672	69	22	3106	525	50	0	155	411	89	117
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1753	1675	1560	1781	0	1846	1728	1870	1582
Q Serve(g_s), s	12.1	43.7	1.2	1.0	127.9	15.4	5.4	0.0	15.0	25.0	8.8	14.1
Cycle Q Clear(g_c), s	12.1	43.7	1.2	1.0	127.9	15.4	5.4	0.0	15.0	25.0	8.8	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	201	3375	1048	110	3116	1153	178	0	132	411	296	250
V/C Ratio(X)	1.00	0.79	0.07	0.20	1.00	0.46	0.28	0.00	1.18	1.00	0.30	0.47
Avail Cap(c_a), veh/h	201	3375	1048	174	3116	1153	307	0	132	411	296	250
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	96.9	7.0	4.4	17.6	18.2	4.2	86.5	0.0	97.5	92.5	78.1	80.4
Incr Delay (d2), s/veh	52.4	1.4	0.1	1.9	15.4	1.3	0.8	0.0	133.2	44.1	0.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.4	11.0	0.8	0.8	46.4	7.1	4.6	0.0	18.9	19.9	7.8	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	149.3	8.4	4.5	19.5	33.6	5.5	87.3	0.0	230.7	136.6	78.7	81.7
LnGrp LOS	F	A	A	B	C	A	F	A	F	F	E	F
Approach Vol, veh/h		2941			3653			205			617	
Approach Delay, s/veh		17.9			29.5			195.7			117.8	
Approach LOS		B			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	137.0	32.0	22.0	10.4	145.6	13.8	40.2
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	* 6.7	7.0
Max Green Setting (Gmax), s	12.2	130.2	25.0	15.0	11.2	131.2	* 22	18.0
Max Q Clear Time (g_c+I1), s	14.1	129.9	27.0	17.0	3.0	45.7	7.4	16.1
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	78.7	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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

Intersection	
Int Delay, s/veh	5.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	155	85	205	85	55	70
Future Vol, veh/h	155	85	205	85	55	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	250	-	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	168	92	223	92	60	76

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	260	0	706	168
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	538	-
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	-	-	1304	-	402	876
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1304	-	333	876
Mov Cap-2 Maneuver	-	-	-	-	333	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	485	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.9	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	510	-	-	1304	-
HCM Lane V/C Ratio	0.266	-	-	0.171	-
HCM Control Delay (s)	14.6	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0.6	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	60	0	250	35	0
Future Vol, veh/h	160	60	0	250	35	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	-	250	250	-	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	174	65	0	272	38	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	239	0	446	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	272	-
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	-	-	1328	-	570	869
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1328	-	570	869
Mov Cap-2 Maneuver	-	-	-	-	570	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	570	-	-	1328	-
HCM Lane V/C Ratio	0.067	-	-	-	-
HCM Control Delay (s)	11.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	5	20	90	5	5	20	30	30	40	5	190	0
Future Vol, veh/h	0	5	20	90	5	5	20	30	30	40	5	190	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	185	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	14	14	2	20	20	2	20	2	2	2
Mvmt Flow	0	5	22	98	5	5	22	33	33	43	5	207	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	343	403	104	215	360	33	207	207	0	0	76	0	0
Stage 1	217	217	-	99	143	-	-	-	-	-	-	-	-
Stage 2	126	186	-	116	217	-	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.51	6.71	6.23	7.2	4.4	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.31	5.71	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.71	5.71	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.633	4.133	3.319	3.29	2.39	-	-	2.219	-	-
Pot Cap-1 Maneuver	599	535	931	704	544	1040	794	1252	-	-	1522	-	-
Stage 1	766	723	-	875	753	-	-	-	-	-	-	-	-
Stage 2	877	745	-	846	697	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	565	505	931	653	513	1040	1006	1006	-	-	1522	-	-
Mov Cap-2 Maneuver	605	555	-	658	539	-	-	-	-	-	-	-	-
Stage 1	725	721	-	828	712	-	-	-	-	-	-	-	-
Stage 2	819	705	-	817	695	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	11.5	3.7	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1006	-	-	820	663	1522	-	-
HCM Lane V/C Ratio	0.054	-	-	0.033	0.164	0.004	-	-
HCM Control Delay (s)	8.8	-	-	9.5	11.5	7.4	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.6	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	170	5	25	95	25	5	290
Future Vol, veh/h	170	5	25	95	25	5	290
Conflicting Peds, #/hr	0	8	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	15	15	15	12	12
Mvmt Flow	185	5	27	103	27	5	315

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	325	60	315	0	0	130	0
Stage 1	157	-	-	-	-	-	-
Stage 2	168	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.7	-	-	4.34	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.65	-	-	2.32	-
Pot Cap-1 Maneuver	710	*1047	847	-	-	1459	-
Stage 1	924	-	-	-	-	-	-
Stage 2	844	-	-	-	-	-	-
Platoon blocked, %	1	1		-	-	1	-
Mov Cap-1 Maneuver	683	*1039	847	-	-	1459	-
Mov Cap-2 Maneuver	697	-	-	-	-	-	-
Stage 1	893	-	-	-	-	-	-
Stage 2	841	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	1.8	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	704	1459	-
HCM Lane V/C Ratio	-	-	0.27	0.004	-
HCM Control Delay (s)	0.2	-	12	7.5	0
HCM Lane LOS	A	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0	-

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

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	35	115	0	10	10	40	120	70	10	450	5
Future Vol, veh/h	0	0	35	115	0	10	10	40	120	70	10	450	5
Conflicting Peds, #/hr	7	0	2	2	0	7	2	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	8	8	8	8	5	5	5
Mvmt Flow	0	0	38	124	0	11	11	43	129	75	11	484	5

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	690	822	248	503	749	72	489	490	0	0	204	0	0
Stage 1	510	510	-	237	237	-	-	-	-	-	-	-	-
Stage 2	180	312	-	266	512	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.56	4.26	-	-	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.58	2.28	-	-	2.25	-	-
Pot Cap-1 Maneuver	382	338	752	527	374	*1032	679	1028	-	-	1441	-	-
Stage 1	514	536	-	854	774	-	-	-	-	-	-	-	-
Stage 2	924	715	-	716	535	-	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1			-	-	1	-	-
Mov Cap-1 Maneuver	356	315	750	474	349	*1025	919	919	-	-	1441	-	-
Mov Cap-2 Maneuver	417	409	-	524	405	-	-	-	-	-	-	-	-
Stage 1	483	530	-	803	728	-	-	-	-	-	-	-	-
Stage 2	855	673	-	672	529	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	13.8	1.9	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	919	-	-	750	545	1441	-	-
HCM Lane V/C Ratio	0.059	-	-	0.05	0.247	0.007	-	-
HCM Control Delay (s)	9.2	-	-	10.1	13.8	7.5	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	1	0	-	-

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	10	100	0	10	10	210	50	5	600	0
Future Vol, veh/h	0	0	10	100	0	10	10	210	50	5	600	0
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	4	4	4
Mvmt Flow	0	0	11	108	0	11	11	226	54	5	645	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	790	957	325	583	903	113	645	0	0	280	0	0
Stage 1	655	655	-	248	248	-	-	-	-	-	-	-
Stage 2	135	302	-	335	655	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.22	-	-	4.18	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.26	-	-	2.24	-	-
Pot Cap-1 Maneuver	*350	297	671	507	321	*1001	909	-	-	1415	-	-
Stage 1	*421	461	-	918	810	-	-	-	-	-	-	-
Stage 2	*944	764	-	653	461	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*341	291	670	490	314	*1001	909	-	-	1415	-	-
Mov Cap-2 Maneuver	*371	377	-	541	382	-	-	-	-	-	-	-
Stage 1	*415	458	-	905	798	-	-	-	-	-	-	-
Stage 2	*920	754	-	637	458	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	13.1	0.4	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	909	-	-	670	565	1415	-	-
HCM Lane V/C Ratio	0.012	-	-	0.016	0.209	0.004	-	-
HCM Control Delay (s)	9	0.1	-	10.5	13.1	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0	-	-

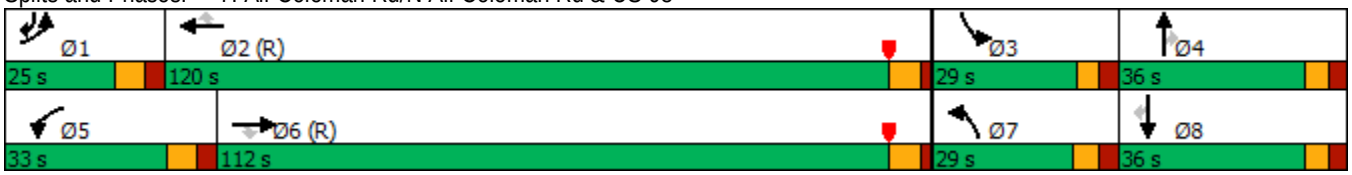
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	2380	230	190	2495	195	260	115	210	305	230	465
Future Volume (vph)	200	2380	230	190	2495	195	260	115	210	305	230	465
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	12.8
Total Split (s)	25.0	112.0	112.0	33.0	120.0	120.0	29.0	36.0	36.0	29.0	36.0	25.0
Total Split (%)	11.9%	53.3%	53.3%	15.7%	57.1%	57.1%	13.8%	17.1%	17.1%	13.8%	17.1%	11.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.8
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd/N Alf Coleman Rd & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	2380	230	190	2495	195	260	115	210	305	230	465
Future Volume (veh/h)	200	2380	230	190	2495	195	260	115	210	305	230	465
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	215	2559	231	204	2683	0	280	124	145	328	247	322
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
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	3	3	3
Cap, veh/h	248	2604	808	214	2868		317	239	198	360	256	327
Arrive On Green	0.10	0.68	0.68	0.16	0.75	0.00	0.09	0.13	0.13	0.10	0.14	0.14
Sat Flow, veh/h	3428	5066	1572	1781	5106	1585	3456	1870	1552	3428	1856	1542
Grp Volume(v), veh/h	215	2559	231	204	2683	0	280	124	145	328	247	322
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1781	1702	1585	1728	1870	1552	1714	1856	1542
Q Serve(g_s), s	13.0	102.3	12.1	23.8	92.7	0.0	16.8	13.0	18.9	19.9	27.8	29.0
Cycle Q Clear(g_c), s	13.0	102.3	12.1	23.8	92.7	0.0	16.8	13.0	18.9	19.9	27.8	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	2604	808	214	2868		317	239	198	360	256	327
V/C Ratio(X)	0.87	0.98	0.29	0.95	0.94		0.88	0.52	0.73	0.91	0.96	0.99
Avail Cap(c_a), veh/h	281	2604	808	214	2868		362	258	214	369	256	327
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	93.9	32.3	18.1	87.7	23.4	0.0	94.3	85.6	88.1	93.0	90.0	82.7
Incr Delay (d2), s/veh	23.0	14.0	0.9	48.8	7.3	0.0	21.2	2.5	12.4	26.4	46.3	45.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.6	49.3	7.9	19.6	40.9	0.0	13.3	10.7	13.1	15.6	23.6	29.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.9	46.3	18.9	136.5	30.6	0.0	115.4	88.0	100.5	119.4	136.3	128.5
LnGrp LOS	F	D	B	F	C		F	F	F	F	F	F
Approach Vol, veh/h		3005			2887			549			897	
Approach Delay, s/veh		49.3			38.1			105.3			127.3	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	124.8	28.4	33.8	33.0	114.8	26.2	36.0
Change Period (Y+Rc), s	7.8	6.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	17.2	113.2	22.6	29.0	25.2	105.2	22.0	29.0
Max Q Clear Time (g_c+I1), s	15.0	94.7	21.9	20.9	25.8	104.3	18.8	31.0
Green Ext Time (p_c), s	0.2	17.6	0.1	1.0	0.0	0.9	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	58.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

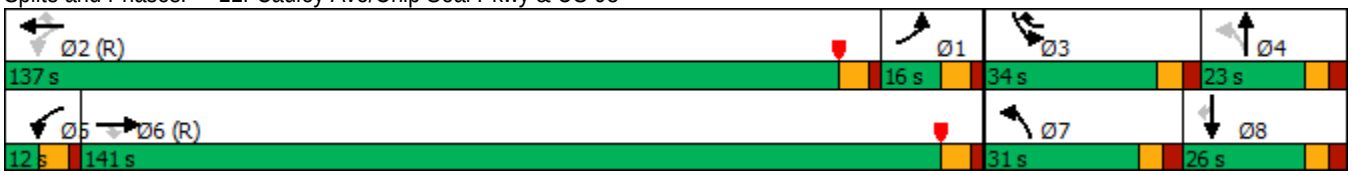
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

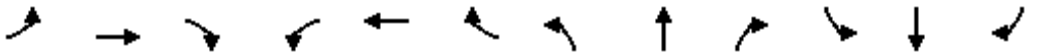
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	65	2475	90	30	2240	245	50	25	250	70	125
Future Volume (vph)	65	2475	90	30	2240	245	50	25	250	70	125
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4	3	8	
Permitted Phases			6	2		2	4				8
Detector Phase	1	6	6	5	2	3	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	12.0	11.7	44.0	12.0	49.0	49.0
Total Split (s)	16.0	141.0	141.0	12.0	137.0	34.0	31.0	23.0	34.0	26.0	26.0
Total Split (%)	7.6%	67.1%	67.1%	5.7%	65.2%	16.2%	14.8%	11.0%	16.2%	12.4%	12.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	7.0	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	2475	90	30	2240	245	50	25	35	250	70	125
Future Volume (veh/h)	65	2475	90	30	2240	245	50	25	35	250	70	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	71	2690	89	33	2435	263	54	27	29	272	76	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	5	5	5	2	2	2
Cap, veh/h	395	3622	1123	117	3141	1116	151	35	37	312	182	154
Arrive On Green	0.15	0.95	0.95	0.03	0.82	0.82	0.04	0.04	0.04	0.09	0.10	0.10
Sat Flow, veh/h	3428	5066	1570	1767	5066	1571	1739	805	865	3456	1870	1585
Grp Volume(v), veh/h	71	2690	89	33	2435	263	54	0	56	272	76	87
Grp Sat Flow(s),veh/h/ln	1714	1689	1570	1767	1689	1571	1739	0	1670	1728	1870	1585
Q Serve(g_s), s	3.8	18.7	0.6	1.6	49.1	1.6	6.2	0.0	7.0	16.3	8.0	8.8
Cycle Q Clear(g_c), s	3.8	18.7	0.6	1.6	49.1	1.6	6.2	0.0	7.0	16.3	8.0	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	395	3622	1123	117	3141	1116	151	0	72	312	182	154
V/C Ratio(X)	0.18	0.74	0.08	0.28	0.78	0.24	0.36	0.00	0.78	0.87	0.42	0.57
Avail Cap(c_a), veh/h	395	3622	1123	125	3141	1116	287	0	127	444	182	154
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.3	1.9	1.5	18.8	11.3	1.5	91.6	0.0	99.5	94.3	89.2	57.9
Incr Delay (d2), s/veh	0.2	1.4	0.1	2.8	1.9	0.5	1.4	0.0	16.2	12.7	1.5	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	4.9	0.5	1.4	18.8	1.6	5.2	0.0	6.1	12.6	7.2	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	3.3	1.6	21.5	13.2	2.0	93.0	0.0	115.7	107.1	90.8	62.7
LnGrp LOS	F	A	A	C	B	A	F	A	F	F	F	E
Approach Vol, veh/h		2850			2731			110			435	
Approach Delay, s/veh		5.2			12.3			104.5			95.4	
Approach LOS		A			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	137.0	25.9	16.1	11.1	156.9	14.6	27.4
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	* 6.7	7.0
Max Green Setting (Gmax), s	9.2	130.2	27.0	16.0	5.2	134.2	* 24	19.0
Max Q Clear Time (g_c+I1), s	5.8	51.1	18.3	9.0	3.6	20.7	8.2	10.8
Green Ext Time (p_c), s	0.0	71.2	0.6	0.1	0.0	102.7	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

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

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	65	130	60	15	20
Future Vol, veh/h	120	65	130	60	15	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	-	250	250	-	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	130	71	141	65	16	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	201	0	477	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	347	-
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	-	-	1371	-	547	920
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1371	-	491	920
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.4	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	669	-	-	1371	-
HCM Lane V/C Ratio	0.057	-	-	0.103	-
HCM Control Delay (s)	10.7	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	110	25	0	180	5	0
Future Vol, veh/h	110	25	0	180	5	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	-	250	250	-	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	120	27	0	196	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	316	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	196	-
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	-	-	1435	-	677	931
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	837	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1435	-	677	931
Mov Cap-2 Maneuver	-	-	-	-	677	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	837	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	677	-	-	1435	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s)	10.4	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	3025	125	50	2475	505	100	100	55	565	85	45
Future Volume (vph)	115	3025	125	50	2475	505	100	100	55	565	85	45
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	46.8	46.8	12.8	52.8	52.8	13.4	13.4	13.4	42.0	42.0	42.0
Total Split (s)	16.0	128.0	128.0	13.0	125.0	125.0	21.0	21.0	21.0	48.0	48.0	48.0
Total Split (%)	7.6%	61.0%	61.0%	6.2%	59.5%	59.5%	10.0%	10.0%	10.0%	22.9%	22.9%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	8.4	8.4	8.4	9.0	9.0	9.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 44 (21%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Nautilus St & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	3025	125	50	2475	505	100	100	55	565	85	45
Future Volume (veh/h)	115	3025	125	50	2475	505	100	100	55	565	85	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1811	1811	1811
Adj Flow Rate, veh/h	119	3119	103	52	2552	453	103	103	39	582	88	23
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	6	6	6
Cap, veh/h	130	2924	906	75	2874	890	106	111	92	612	331	279
Arrive On Green	0.06	0.77	0.77	0.03	0.75	0.75	0.06	0.06	0.06	0.18	0.18	0.18
Sat Flow, veh/h	1753	5025	1558	1781	5106	1581	1767	1856	1533	3346	1811	1522
Grp Volume(v), veh/h	119	3119	103	52	2552	453	103	103	39	582	88	23
Grp Sat Flow(s),veh/h/ln	1753	1675	1558	1781	1702	1581	1767	1856	1533	1673	1811	1522
Q Serve(g_s), s	8.4	122.2	3.4	2.9	78.7	24.4	12.2	11.6	5.2	36.1	8.8	2.6
Cycle Q Clear(g_c), s	8.4	122.2	3.4	2.9	78.7	24.4	12.2	11.6	5.2	36.1	8.8	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	130	2924	906	75	2874	890	106	111	92	612	331	279
V/C Ratio(X)	0.92	1.07	0.11	0.70	0.89	0.51	0.97	0.93	0.42	0.95	0.27	0.08
Avail Cap(c_a), veh/h	130	2924	906	78	2874	890	106	111	92	621	336	283
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	94.0	23.7	10.3	50.6	21.4	14.6	98.5	98.2	95.2	84.8	73.7	71.2
Incr Delay (d2), s/veh	54.4	37.8	0.3	2.3	0.4	0.2	78.0	62.1	3.1	24.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.0	61.1	2.3	2.0	27.8	8.6	12.6	12.1	3.9	24.7	7.5	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	148.4	61.5	10.6	52.9	21.9	14.8	176.5	160.3	98.3	109.2	74.1	71.3
LnGrp LOS	F	F	B	D	C	B	F	F	F	F	E	E
Approach Vol, veh/h		3341			3057			245			693	
Approach Delay, s/veh		63.0			21.4			157.2			103.4	
Approach LOS		E			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.6	125.0		21.0	12.6	129.0		47.4				
Change Period (Y+Rc), s	6.8	6.8		* 8.4	7.8	6.8		9.0				
Max Green Setting (Gmax), s	9.2	118.2		* 13	5.2	121.2		39.0				
Max Q Clear Time (g_c+I1), s	10.4	80.7		14.2	4.9	124.2		38.1				
Green Ext Time (p_c), s	0.0	36.3		0.0	0.0	0.0		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	330	2785	400	75	2765	90	270	30	65	15	150
Future Volume (vph)	330	2785	400	75	2765	90	270	30	65	15	150
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4	3	8	1
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	7	4	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	37.8	37.8	12.8	37.8	37.8	10.4	11.4	10.4	43.0	11.8
Total Split (s)	45.0	137.0	137.0	15.0	107.0	107.0	35.0	43.0	15.0	23.0	45.0
Total Split (%)	21.4%	65.2%	65.2%	7.1%	51.0%	51.0%	16.7%	20.5%	7.1%	11.0%	21.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	4.8
All-Red Time (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	3.0	2.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	7.8	6.8	6.8	5.4	6.4	5.4	6.4	6.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 174 (83%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 2: Clara Ave & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	2785	400	75	2765	90	270	30	40	65	15	150
Future Volume (veh/h)	330	2785	400	75	2765	90	270	30	40	65	15	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1856	1856	1856	1870	1870	1870	1826	1826	1826
Adj Flow Rate, veh/h	337	2842	355	77	2821	0	276	31	37	66	15	153
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	3	3	3	2	2	2	5	5	5
Cap, veh/h	349	3091	959	349	3087		285	40	47	319	144	401
Arrive On Green	0.24	0.82	0.82	0.23	0.81	0.00	0.14	0.05	0.05	0.16	0.08	0.08
Sat Flow, veh/h	1739	4985	1547	1767	5066	1572	1781	769	917	1739	1826	1530
Grp Volume(v), veh/h	337	2842	355	77	2821	0	276	0	68	66	15	153
Grp Sat Flow(s),veh/h/ln	1739	1662	1547	1767	1689	1572	1781	0	1686	1739	1826	1530
Q Serve(g_s), s	36.0	86.9	10.2	1.6	85.5	0.0	29.6	0.0	8.4	2.6	1.6	16.6
Cycle Q Clear(g_c), s	36.0	86.9	10.2	1.6	85.5	0.0	29.6	0.0	8.4	2.6	1.6	16.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	349	3091	959	349	3087		285	0	87	319	144	401
V/C Ratio(X)	0.96	0.92	0.37	0.22	0.91		0.97	0.00	0.78	0.21	0.10	0.38
Avail Cap(c_a), veh/h	351	3091	959	349	3087		285	0	294	319	144	401
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.5	14.6	5.6	64.0	15.9	0.0	91.4	0.0	98.4	73.9	89.8	63.8
Incr Delay (d2), s/veh	7.9	0.6	0.1	0.5	5.4	0.0	44.3	0.0	19.1	0.5	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.1	24.0	3.8	5.9	32.6	0.0	26.0	0.0	7.5	5.6	1.4	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.4	15.2	5.7	64.5	21.3	0.0	135.8	0.0	117.5	74.3	90.2	64.7
LnGrp LOS	E	B	A	E	C		F	A	F	E	F	E
Approach Vol, veh/h		3534			2898			344			234	
Approach Delay, s/veh		20.1			22.4			132.2			69.0	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	44.9	136.6	40.8	17.2	44.5	137.0	35.0	23.0
Change Period (Y+Rc), s	6.8	* 7.8	6.4	* 6.4	7.8	6.8	5.4	6.4
Max Green Setting (Gmax), s	38.2	* 1E2	9.6	* 37	7.2	130.2	29.6	16.6
Max Q Clear Time (g_c+I1), s	38.0	87.5	4.6	10.4	3.6	88.9	31.6	18.6
Green Ext Time (p_c), s	0.0	12.6	0.1	0.5	0.1	40.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

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

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	25	5	0	5	5	15	40	10	5	255	0
Future Vol, veh/h	0	0	25	5	0	5	5	15	40	10	5	255	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	250	185	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	6	6	2	6	2	2	2
Mvmt Flow	0	0	28	6	0	6	6	17	44	11	6	283	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	382	396	142	232	385	44	283	283	0	0	55	0	0
Stage 1	295	295	-	78	90	-	-	-	-	-	-	-	-
Stage 2	87	101	-	154	295	-	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	6.99	4.19	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	3.157	2.257	-	-	2.219	-	-
Pot Cap-1 Maneuver	563	540	880	713	548	1026	743	1252	-	-	1549	-	-
Stage 1	690	668	-	930	820	-	-	-	-	-	-	-	-
Stage 2	920	811	-	833	668	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	549	527	880	677	534	1026	1058	1058	-	-	1549	-	-
Mov Cap-2 Maneuver	586	563	-	684	558	-	-	-	-	-	-	-	-
Stage 1	676	665	-	910	803	-	-	-	-	-	-	-	-
Stage 2	896	794	-	804	665	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.4	2.4	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1058	-	-	880	821	1549	-	-
HCM Lane V/C Ratio	0.021	-	-	0.032	0.014	0.004	-	-
HCM Control Delay (s)	8.5	-	-	9.2	9.4	7.3	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	10	5	5	45	0	5	280
Future Vol, veh/h	10	5	5	45	0	5	280
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	250	-	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	36	36	36	4	4
Mvmt Flow	11	6	6	50	0	6	311

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	230	25	311	0	0	50	0
Stage 1	62	-	-	-	-	-	-
Stage 2	168	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	7.12	-	-	4.18	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.86	-	-	2.24	-
Pot Cap-1 Maneuver	748	1062	768	-	-	1552	-
Stage 1	964	-	-	-	-	-	-
Stage 2	844	-	-	-	-	-	-
Platoon blocked, %	1	1		-	-	1	-
Mov Cap-1 Maneuver	739	1062	768	-	-	1552	-
Mov Cap-2 Maneuver	735	-	-	-	-	-	-
Stage 1	957	-	-	-	-	-	-
Stage 2	840	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	1	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	819	1552	-
HCM Lane V/C Ratio	-	-	0.02	0.004	-
HCM Control Delay (s)	0	-	9.5	7.3	0
HCM Lane LOS	A	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	50	40	5	10	60	50	30	10	270	0
Future Vol, veh/h	0	5	50	40	5	10	60	50	30	10	270	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	250	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	54	43	5	11	65	54	33	11	293	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	475	532	147	355	499	27	293	0	0	87	0	0
Stage 1	315	315	-	184	184	-	-	-	-	-	-	-
Stage 2	160	217	-	171	315	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	480	457	873	585	477	1059	1265	-	-	1518	-	-
Stage 1	671	654	-	811	752	-	-	-	-	-	-	-
Stage 2	837	729	-	814	654	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	449	429	873	519	448	1059	1265	-	-	1518	-	-
Mov Cap-2 Maneuver	518	498	-	565	491	-	-	-	-	-	-	-
Stage 1	637	648	-	770	714	-	-	-	-	-	-	-
Stage 2	780	691	-	750	648	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	11.6	3.4	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1265	-	-	817	608	1518	-	-
HCM Lane V/C Ratio	0.052	-	-	0.073	0.098	0.007	-	-
HCM Control Delay (s)	8	-	-	9.8	11.6	7.4	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	20	0	5	5	115	50	5	330	0
Future Vol, veh/h	0	0	5	20	0	5	5	115	50	5	330	0
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	450	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	22	0	5	5	125	54	5	359	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	447	563	185	325	509	63	364	0	0	179	0	0
Stage 1	374	374	-	135	135	-	-	-	-	-	-	-
Stage 2	73	189	-	190	374	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*552	468	826	679	504	*1047	1191	-	-	1463	-	-
Stage 1	*619	616	-	942	835	-	-	-	-	-	-	-
Stage 2	*987	790	-	794	616	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*543	461	822	670	497	*1047	1185	-	-	1463	-	-
Mov Cap-2 Maneuver	*551	514	-	683	528	-	-	-	-	-	-	-
Stage 1	*613	610	-	937	831	-	-	-	-	-	-	-
Stage 2	*977	786	-	786	610	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	10.1	0.2	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1185	-	-	822	734	1463	-	-
HCM Lane V/C Ratio	0.005	-	-	0.007	0.037	0.004	-	-
HCM Control Delay (s)	8.1	0	-	9.4	10.1	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

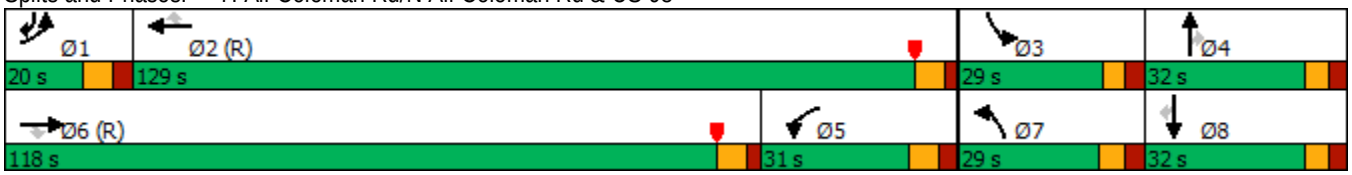
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	2895	200	205	2515	75	325	105	215	175	155	280
Future Volume (vph)	100	2895	200	205	2515	75	325	105	215	175	155	280
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	40.8	40.8	12.8	32.8	32.8	12.0	42.0	42.0	11.4	42.0	12.8
Total Split (s)	20.0	118.0	118.0	31.0	129.0	129.0	29.0	32.0	32.0	29.0	32.0	20.0
Total Split (%)	9.5%	56.2%	56.2%	14.8%	61.4%	61.4%	13.8%	15.2%	15.2%	13.8%	15.2%	9.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	4.0	4.8
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	7.0	7.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 34 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 7: Alf Coleman Rd/N Alf Coleman Rd & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	2895	200	205	2515	75	325	105	215	175	155	280
Future Volume (veh/h)	100	2895	200	205	2515	75	325	105	215	175	155	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	3080	194	218	2676	0	346	112	143	186	165	186
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	2704	839	197	3038		362	301	255	226	223	252
Arrive On Green	0.05	0.70	0.70	0.15	0.79	0.00	0.10	0.16	0.16	0.07	0.12	0.12
Sat Flow, veh/h	3456	5106	1585	1781	5106	1585	3456	1870	1582	3456	1870	1581
Grp Volume(v), veh/h	106	3080	194	218	2676	0	346	112	143	186	165	186
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1585	1728	1870	1582	1728	1870	1581
Q Serve(g_s), s	6.4	111.2	5.8	23.2	75.8	0.0	20.9	11.2	13.7	11.2	17.9	23.5
Cycle Q Clear(g_c), s	6.4	111.2	5.8	23.2	75.8	0.0	20.9	11.2	13.7	11.2	17.9	23.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	2704	839	197	3038		362	301	255	226	223	252
V/C Ratio(X)	0.76	1.14	0.23	1.11	0.88		0.96	0.37	0.56	0.82	0.74	0.74
Avail Cap(c_a), veh/h	201	2704	839	197	3038		362	301	255	372	223	252
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	98.4	31.1	6.5	89.6	16.8	0.0	93.5	78.6	50.0	96.9	89.4	84.1
Incr Delay (d2), s/veh	12.8	67.7	0.6	96.0	4.1	0.0	35.9	1.1	3.5	10.0	13.3	11.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	74.6	6.0	23.1	30.9	0.0	16.7	9.4	9.8	9.2	14.7	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.1	98.7	7.1	185.6	20.9	0.0	129.5	79.7	53.4	106.9	102.7	95.7
LnGrp LOS	F	F	A	F	C		F	E	D	F	F	F
Approach Vol, veh/h		3380			2894			601			537	
Approach Delay, s/veh		93.8			33.3			102.1			101.8	
Approach LOS		F			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	132.7	20.2	40.8	31.0	118.0	29.0	32.0
Change Period (Y+Rc), s	7.8	* 7.8	6.4	7.0	7.8	6.8	7.0	7.0
Max Green Setting (Gmax), s	12.2	* 1.2E2	22.6	25.0	23.2	111.2	22.0	25.0
Max Q Clear Time (g_c+I1), s	8.4	77.8	13.2	15.7	25.2	113.2	22.9	25.5
Green Ext Time (p_c), s	0.1	39.6	0.6	1.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	71.4
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

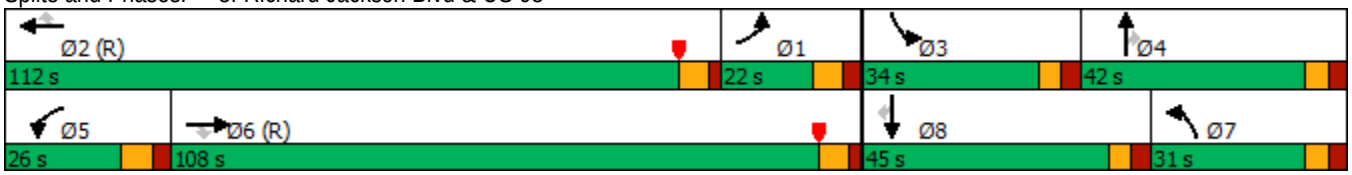
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	2495	310	315	2400	215	535	265	310	325	255	195
Future Volume (vph)	240	2495	310	315	2400	215	535	265	310	325	255	195
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.8	47.8	47.8	12.8	46.8	46.8	12.0	46.0	46.0	11.4	49.0	49.0
Total Split (s)	22.0	108.0	108.0	26.0	112.0	112.0	31.0	42.0	42.0	34.0	45.0	45.0
Total Split (%)	10.5%	51.4%	51.4%	12.4%	53.3%	53.3%	14.8%	20.0%	20.0%	16.2%	21.4%	21.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	3.4	3.4	3.4
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	6.8	6.8	7.8	6.8	6.8	7.0	7.0	7.0	6.4	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	Max	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 18 (9%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 8: Richard Jackson Blvd & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	2495	310	315	2400	215	535	265	310	325	255	195
Future Volume (veh/h)	240	2495	310	315	2400	215	535	265	310	325	255	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	2572	259	325	2474	188	552	273	248	335	263	131
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	2554	793	299	2558	794	560	310	262	378	402	178
Arrive On Green	0.12	0.67	0.67	0.12	0.67	0.67	0.16	0.17	0.17	0.11	0.11	0.11
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	3456	1870	1579	3456	3554	1577
Grp Volume(v), veh/h	247	2572	259	325	2474	188	552	273	248	335	263	131
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1728	1870	1579	1728	1777	1577
Q Serve(g_s), s	14.6	105.1	7.8	18.2	95.5	6.5	33.5	29.9	32.6	20.1	14.9	16.9
Cycle Q Clear(g_c), s	14.6	105.1	7.8	18.2	95.5	6.5	33.5	29.9	32.6	20.1	14.9	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	2554	793	299	2558	794	560	310	262	378	402	178
V/C Ratio(X)	0.79	1.01	0.33	1.09	0.97	0.24	0.99	0.88	0.95	0.89	0.65	0.74
Avail Cap(c_a), veh/h	314	2554	793	299	2558	794	560	312	263	454	653	290
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.16	0.16	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	90.4	35.1	5.7	92.9	33.4	8.2	87.8	85.6	86.7	92.3	89.2	90.1
Incr Delay (d2), s/veh	13.2	19.5	1.1	48.1	2.8	0.1	34.4	24.4	41.5	17.7	2.6	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.2	53.2	5.0	12.5	38.7	3.2	24.6	23.4	23.2	15.3	11.5	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.6	54.6	6.8	141.0	36.2	8.3	122.2	110.0	128.2	110.0	91.8	98.2
LnGrp LOS	F	F	A	F	D	A	F	F	F	F	F	F
Approach Vol, veh/h		3078			2987			1073			729	
Approach Delay, s/veh		54.5			45.9			120.5			101.3	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.9	112.0	29.3	41.8	26.0	112.9	41.0	30.1
Change Period (Y+Rc), s	7.8	6.8	6.4	7.0	7.8	* 7.8	7.0	6.4
Max Green Setting (Gmax), s	14.2	105.2	27.6	35.0	18.2	* 1E2	24.0	38.6
Max Q Clear Time (g_c+I1), s	16.6	97.5	22.1	34.6	20.2	107.1	35.5	18.9
Green Ext Time (p_c), s	0.0	7.4	0.9	0.1	0.0	0.0	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	64.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	185	2955	270	100	2765	145	345	20	100	10	110
Future Volume (vph)	185	2955	270	100	2765	145	345	20	100	10	110
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2	3	7	4	3	8	1
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	3	7	4	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	15.0	5.0
Minimum Split (s)	12.5	22.5	22.5	12.5	50.5	11.0	11.0	49.0	11.0	21.1	12.5
Total Split (s)	26.0	138.0	138.0	15.0	127.0	35.0	35.0	22.0	35.0	22.0	26.0
Total Split (%)	12.4%	65.7%	65.7%	7.1%	60.5%	16.7%	16.7%	10.5%	16.7%	10.5%	12.4%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	4.0	4.0	4.0	4.0	4.0	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.2	2.0	2.1	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	6.0	6.0	6.2	6.0	6.1	7.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 122 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 9: Moylan Rd & US 98

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	2955	270	100	2765	145	345	20	100	100	10	110
Future Volume (veh/h)	185	2955	270	100	2765	145	345	20	100	100	10	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	195	3111	235	105	2911	153	363	21	72	105	11	116
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
Percent Heavy Veh, %	3	3	3	2	2	2	3	3	3	2	2	2
Cap, veh/h	190	3147	977	117	2954	1019	366	55	188	247	141	259
Arrive On Green	0.12	0.83	0.83	0.06	0.77	0.77	0.14	0.15	0.15	0.06	0.08	0.08
Sat Flow, veh/h	1767	5066	1572	1781	5106	1585	1767	368	1261	1781	1870	1585
Grp Volume(v), veh/h	195	3111	235	105	2911	153	363	0	93	105	11	116
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1781	1702	1585	1767	0	1629	1781	1870	1585
Q Serve(g_s), s	18.5	122.4	3.3	8.0	114.1	4.5	29.0	0.0	10.8	11.3	1.1	13.9
Cycle Q Clear(g_c), s	18.5	122.4	3.3	8.0	114.1	4.5	29.0	0.0	10.8	11.3	1.1	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	190	3147	977	117	2954	1019	366	0	243	247	141	259
V/C Ratio(X)	1.03	0.99	0.24	0.90	0.99	0.15	0.99	0.00	0.38	0.42	0.08	0.45
Avail Cap(c_a), veh/h	190	3148	977	117	2954	1019	366	0	243	379	142	260
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.72	0.72	0.72	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.7	17.5	1.8	96.5	23.4	7.8	81.5	0.0	80.6	82.6	90.3	79.2
Incr Delay (d2), s/veh	26.7	2.9	0.1	43.2	11.0	0.2	44.6	0.0	1.4	1.2	0.3	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.1	30.7	2.9	10.6	43.9	3.0	15.6	0.0	8.2	9.1	1.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.4	20.4	1.9	139.7	34.4	8.0	126.1	0.0	82.0	83.7	90.6	81.0
LnGrp LOS	F	C	A	F	C	A	F	A	F	F	F	F
Approach Vol, veh/h		3541			3169			456			232	
Approach Delay, s/veh		23.7			36.6			117.1			82.7	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	129.0	19.5	37.6	17.1	137.9	35.0	22.1
Change Period (Y+Rc), s	7.5	7.5	6.0	* 6.2	7.5	7.5	6.0	* 6.2
Max Green Setting (Gmax), s	18.5	119.5	29.0	* 16	7.5	130.5	29.0	* 16
Max Q Clear Time (g_c+I1), s	20.5	116.1	13.3	12.8	10.0	124.4	31.0	15.9
Green Ext Time (p_c), s	0.0	3.3	0.2	0.1	0.0	6.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

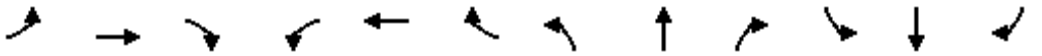
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	5	2840	345	20	2635	125	70
Future Volume (vph)	5	2840	345	20	2635	125	70
Turn Type	Perm	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases		6		5	2	7	4
Permitted Phases	6		6	2			
Detector Phase	6	6	6	5	2	7	4
Switch Phase							
Minimum Initial (s)	17.0	17.0	17.0	4.9	17.0	4.9	7.0
Minimum Split (s)	24.5	24.5	24.5	14.0	24.5	14.0	12.7
Total Split (s)	165.0	165.0	165.0	20.0	185.0	25.0	25.0
Total Split (%)	78.6%	78.6%	78.6%	9.5%	88.1%	11.9%	11.9%
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	3.6	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	9.1	7.5	5.7	5.7
Lead/Lag	Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 144 (69%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Allison Ave & US 98



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	2840	345	20	2635	0	125	0	70	0	0	0
Future Volume (veh/h)	5	2840	345	20	2635	0	125	0	70	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1856	1856	1870	1870	0	1826	0	1826			
Adj Flow Rate, veh/h	5	2958	359	21	2745	0	130	0	73			
Peak Hour Factor	0.92	0.96	0.96	0.96	0.96	0.92	0.96	0.92	0.96			
Percent Heavy Veh, %	2	3	3	2	2	0	5	0	5			
Cap, veh/h	116	4019	1247	109	4356	0	146	0	130			
Arrive On Green	1.00	1.00	1.00	0.02	1.00	0.00	0.08	0.00	0.08			
Sat Flow, veh/h	103	5066	1572	1781	5274	0	1739	0	1547			
Grp Volume(v), veh/h	5	2958	359	21	2745	0	130	0	73			
Grp Sat Flow(s),veh/h/ln	103	1689	1572	1781	1702	0	1739	0	1547			
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.0	15.5	0.0	9.5			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.5	0.0	0.0	15.5	0.0	9.5			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	116	4019	1247	109	4356	0	146	0	130			
V/C Ratio(X)	0.04	0.74	0.29	0.19	0.63	0.00	0.89	0.00	0.56			
Avail Cap(c_a), veh/h	116	4019	1247	172	4356	0	160	0	142			
HCM Platoon Ratio	2.00	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.32	0.32	0.32	0.24	0.24	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.5	0.0	0.0	95.2	0.0	92.5			
Incr Delay (d2), s/veh	0.2	0.4	0.2	0.2	0.2	0.0	39.3	0.0	4.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	0.3	25.3	0.3	0.1	0.0	13.5	0.0	13.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.2	0.4	0.2	3.7	0.2	0.0	134.5	0.0	96.6			
LnGrp LOS	A	A	A	A	A	A	F	A	F			
Approach Vol, veh/h		3322			2766			203				
Approach Delay, s/veh		0.4			0.2			120.9				
Approach LOS		A			A			F				

Timer - Assigned Phs		2		4	5	6			
Phs Duration (G+Y+Rc), s		186.7		23.3	12.6	174.1			
Change Period (Y+Rc), s		7.5		* 5.7	* 9.1	7.5			
Max Green Setting (Gmax), s		177.5		* 19	* 11	157.5			
Max Q Clear Time (g_c+I1), s		2.0		17.5	2.5	2.0			
Green Ext Time (p_c), s		70.8		0.1	0.0	97.3			

Intersection Summary	
HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Notes

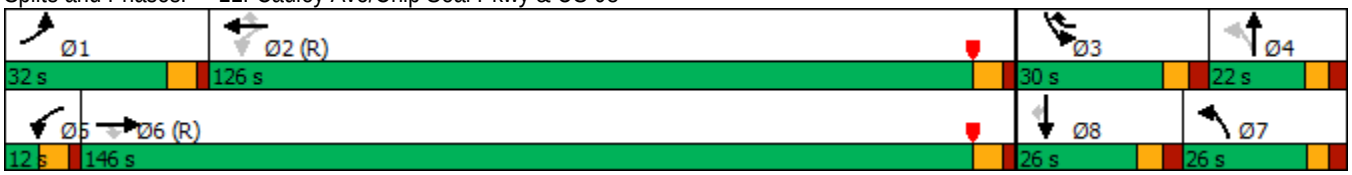
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

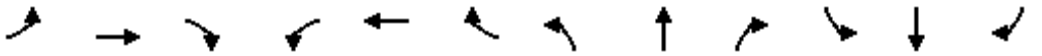
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	225	2745	65	20	2680	640	80	90	330	70	105
Future Volume (vph)	225	2745	65	20	2680	640	80	90	330	70	105
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4	3	8	
Permitted Phases			6	2		2	4				8
Detector Phase	1	6	6	5	2	3	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	32.8	32.8	11.8	44.8	12.0	11.7	44.0	12.0	49.0	49.0
Total Split (s)	32.0	146.0	146.0	12.0	126.0	30.0	26.0	22.0	30.0	26.0	26.0
Total Split (%)	15.2%	69.5%	69.5%	5.7%	60.0%	14.3%	12.4%	10.5%	14.3%	12.4%	12.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	7.0	6.7	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 210
Actuated Cycle Length: 210
Offset: 166 (79%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 11: Cauley Ave/Chip Seal Pkwy & US 98





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	2745	65	20	2680	640	80	90	35	330	70	105
Future Volume (veh/h)	225	2745	65	20	2680	640	80	90	35	330	70	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	2984	66	22	2913	641	87	98	25	359	76	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	3423	1060	94	3094	1133	252	103	26	378	110	93
Arrive On Green	0.11	0.89	0.89	0.02	0.81	0.81	0.12	0.07	0.07	0.11	0.06	0.06
Sat Flow, veh/h	3456	5106	1582	1781	5106	1583	1781	1436	366	3456	1870	1577
Grp Volume(v), veh/h	245	2984	66	22	2913	641	87	0	123	359	76	86
Grp Sat Flow(s),veh/h/ln	1728	1702	1582	1781	1702	1583	1781	0	1803	1728	1870	1577
Q Serve(g_s), s	14.7	59.7	0.4	1.0	96.4	25.8	5.2	0.0	14.3	21.7	8.4	9.6
Cycle Q Clear(g_c), s	14.7	59.7	0.4	1.0	96.4	25.8	5.2	0.0	14.3	21.7	8.4	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	282	3423	1060	94	3094	1133	252	0	129	378	110	93
V/C Ratio(X)	0.87	0.87	0.06	0.23	0.94	0.57	0.35	0.00	0.96	0.95	0.69	0.93
Avail Cap(c_a), veh/h	415	3423	1060	108	3094	1133	252	0	129	378	169	143
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.5	7.0	0.7	22.1	17.4	6.0	82.2	0.0	97.2	92.9	96.9	70.0
Incr Delay (d2), s/veh	8.2	2.1	0.1	2.7	7.3	2.1	0.8	0.0	65.4	33.1	7.5	41.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	11.4	0.7	0.9	37.4	10.9	7.8	0.0	14.1	17.1	7.8	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.7	9.1	0.8	24.8	24.7	8.0	83.0	0.0	162.5	126.1	104.4	111.2
LnGrp LOS	F	A	A	C	C	A	F	A	F	F	F	F
Approach Vol, veh/h		3295			3576			210			521	
Approach Delay, s/veh		15.8			21.7			129.6			120.4	
Approach LOS		B			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	134.0	30.0	22.0	10.4	147.6	32.6	19.4
Change Period (Y+Rc), s	6.8	6.8	7.0	7.0	6.8	6.8	7.0	* 7
Max Green Setting (Gmax), s	25.2	119.2	23.0	15.0	5.2	139.2	19.3	* 19
Max Q Clear Time (g_c+I1), s	16.7	98.4	23.7	16.3	3.0	61.7	7.2	11.6
Green Ext Time (p_c), s	0.5	20.7	0.0	0.0	0.0	75.0	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

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

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	85	175	80	20	20
Future Vol, veh/h	160	85	175	80	20	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	-	250	250	-	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	174	92	190	87	22	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	266	0	641	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	467	-
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	-	-	1298	-	439	869
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	631	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1298	-	375	869
Mov Cap-2 Maneuver	-	-	-	-	375	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.7	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	524	-	-	1298	-
HCM Lane V/C Ratio	0.083	-	-	0.147	-
HCM Control Delay (s)	12.5	-	-	8.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	35	0	245	10	0
Future Vol, veh/h	145	35	0	245	10	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	-	250	250	-	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	158	38	0	266	11	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	196	0	424	158
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	266	-
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	-	-	1377	-	587	887
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1377	-	587	887
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	779	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	587	-	-	1377	-
HCM Lane V/C Ratio	0.019	-	-	-	-
HCM Control Delay (s)	11.2	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Appendix G: SIDRA Output Reports

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Powerline Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Powerline Rd
Site Category: Existing (2023) AM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	384	2.0	384	2.0	0.301	5.2	LOS A	1.7	44.2	0.17	0.05	0.17	27.8
WBT	T1	All MCs	5	2.0	5	2.0	0.301	5.2	LOS A	1.7	44.2	0.17	0.05	0.17	28.7
WBR	R2	All MCs	4	2.0	4	2.0	0.301	5.2	LOS A	1.7	44.2	0.17	0.05	0.17	28.4
Approach			393	2.0	393	2.0	0.301	5.2	LOS A	1.7	44.2	0.17	0.05	0.17	27.9
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	7	17.0	7	17.0	0.014	5.0	LOS A	0.0	1.3	0.46	0.30	0.46	34.6
SBR	R2	All MCs	4	17.0	4	17.0	0.014	5.0	LOS A	0.0	1.3	0.46	0.30	0.46	34.2
Approach			11	17.0	11	17.0	0.014	5.0	LOS A	0.0	1.3	0.46	0.30	0.46	34.4
NorthWest: Powerline Rd															
EBL	L2	All MCs	2	4.0	2	4.0	0.016	4.0	LOS A	0.1	1.4	0.42	0.27	0.42	33.7
EBR	R2	All MCs	39	4.0	39	4.0	0.016	1.4	LOS A	0.1	1.4	0.14	0.09	0.14	35.9
Approach			40	4.0	40	4.0	0.016	1.5	LOS A	0.1	1.4	0.15	0.10	0.15	35.8
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	12	18.0	12	18.0	0.025	3.2	LOS A	0.1	2.7	0.02	0.00	0.02	33.1
NBT	T1	All MCs	18	18.0	18	18.0	0.025	3.2	LOS A	0.1	2.7	0.02	0.00	0.02	34.2
Approach			30	18.0	30	18.0	0.025	3.2	LOS A	0.1	2.7	0.02	0.00	0.02	33.7
All Vehicles			474	3.5	474	3.5	0.301	4.7	LOS A	1.7	44.2	0.17	0.06	0.17	29.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Powerline Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Powerline Rd
Site Category: Existing (2023) MD
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	313	2.0	313	2.0	0.258	5.0	LOS A	1.4	35.1	0.23	0.09	0.23	28.0
WBT	T1	All MCs	10	2.0	10	2.0	0.258	5.0	LOS A	1.4	35.1	0.23	0.09	0.23	28.9
WBR	R2	All MCs	3	2.0	3	2.0	0.258	5.0	LOS A	1.4	35.1	0.23	0.09	0.23	28.5
Approach			325	2.0	325	2.0	0.258	5.0	LOS A	1.4	35.1	0.23	0.09	0.23	28.0
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	40	2.0	40	2.0	0.045	4.3	LOS A	0.2	4.6	0.44	0.31	0.44	35.2
SBR	R2	All MCs	3	2.0	3	2.0	0.045	4.3	LOS A	0.2	4.6	0.44	0.31	0.44	34.9
Approach			43	2.0	43	2.0	0.045	4.3	LOS A	0.2	4.6	0.44	0.31	0.44	35.2
NorthWest: Powerline Rd															
EBL	L2	All MCs	3	2.0	3	2.0	0.013	3.7	LOS A	0.0	1.2	0.40	0.25	0.40	33.7
EBR	R2	All MCs	33	2.0	33	2.0	0.013	1.2	LOS A	0.0	1.2	0.13	0.08	0.13	35.9
Approach			35	2.0	35	2.0	0.013	1.4	LOS A	0.0	1.2	0.15	0.09	0.15	35.7
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	28	2.0	28	2.0	0.048	2.9	LOS A	0.2	5.3	0.03	0.00	0.03	33.7
NBT	T1	All MCs	38	2.0	38	2.0	0.048	2.9	LOS A	0.2	5.3	0.03	0.00	0.03	34.4
Approach			65	2.0	65	2.0	0.048	2.9	LOS A	0.2	5.3	0.03	0.00	0.03	34.1
All Vehicles			468	2.0	468	2.0	0.258	4.4	LOS A	1.4	35.1	0.22	0.10	0.22	30.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Powerline Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Powerline Rd
Site Category: Existing (2023) PM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	3	2.0	3	2.0	0.007	4.3	LOS A	0.0	0.7	0.48	0.31	0.48	29.8
WBT	T1	All MCs	1	2.0	1	2.0	0.007	4.3	LOS A	0.0	0.7	0.48	0.31	0.48	30.9
WBR	R2	All MCs	1	2.0	1	2.0	0.007	4.3	LOS A	0.0	0.7	0.48	0.31	0.48	30.5
Approach			6	2.0	6	2.0	0.007	4.3	LOS A	0.0	0.7	0.48	0.31	0.48	30.2
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	101	2.0	101	2.0	0.084	3.4	LOS A	0.4	9.5	0.14	0.04	0.14	35.7
SBR	R2	All MCs	7	2.0	7	2.0	0.084	3.4	LOS A	0.4	9.5	0.14	0.04	0.14	35.4
Approach			109	2.0	109	2.0	0.084	3.4	LOS A	0.4	9.5	0.14	0.04	0.14	35.7
NorthWest: Powerline Rd															
EBL	L2	All MCs	6	2.0	6	2.0	0.008	2.9	LOS A	0.0	0.8	0.21	0.08	0.21	33.0
EBR	R2	All MCs	18	2.0	18	2.0	0.008	0.7	LOS A	0.0	0.8	0.05	0.02	0.05	35.9
Approach			24	2.0	24	2.0	0.008	1.3	LOS A	0.0	0.8	0.09	0.03	0.09	35.1
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	35	2.0	35	2.0	0.328	4.6	LOS A	2.0	50.8	0.06	0.01	0.06	34.0
NBT	T1	All MCs	406	2.0	406	2.0	0.328	4.6	LOS A	2.0	50.8	0.06	0.01	0.06	34.8
Approach			441	2.0	441	2.0	0.328	4.6	LOS A	2.0	50.8	0.06	0.01	0.06	34.7
All Vehicles			579	2.0	579	2.0	0.328	4.2	LOS A	2.0	50.8	0.08	0.02	0.08	34.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Powerline Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Powerline Rd
Site Category: No Build (2030) AM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	386	2.0	386	2.0	0.468	10.0	LOS B	3.1	78.4	0.67	0.57	0.82	25.4
WBT	T1	All MCs	9	2.0	9	2.0	0.468	10.0	LOS B	3.1	78.4	0.67	0.57	0.82	26.2
WBR	R2	All MCs	9	2.0	9	2.0	0.468	10.0	LOS B	3.1	78.4	0.67	0.57	0.82	25.9
Approach			404	2.0	404	2.0	0.468	10.0	LOS B	3.1	78.4	0.67	0.57	0.82	25.5
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	175	17.0	175	17.0	0.254	7.9	LOS A	1.0	27.5	0.56	0.42	0.56	33.3
SBR	R2	All MCs	9	17.0	9	17.0	0.254	7.9	LOS A	1.0	27.5	0.56	0.42	0.56	32.9
Approach			184	17.0	184	17.0	0.254	7.9	LOS A	1.0	27.5	0.56	0.42	0.56	33.2
NorthWest: Powerline Rd															
EBL	L2	All MCs	9	4.0	9	4.0	0.026	4.9	LOS A	0.1	2.3	0.51	0.40	0.51	32.4
EBR	R2	All MCs	53	4.0	53	4.0	0.026	1.0	LOS A	0.1	2.3	0.11	0.08	0.11	35.9
Approach			61	4.0	61	4.0	0.026	1.6	LOS A	0.1	2.3	0.16	0.13	0.16	35.3
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	18	18.0	18	18.0	0.307	5.1	LOS A	1.6	45.3	0.08	0.01	0.08	33.4
NBT	T1	All MCs	342	18.0	342	18.0	0.307	5.1	LOS A	1.6	45.3	0.08	0.01	0.08	34.5
Approach			360	18.0	360	18.0	0.307	5.1	LOS A	1.6	45.3	0.08	0.01	0.08	34.4
All Vehicles			1009	10.6	1009	10.6	0.468	7.4	LOS A	3.1	78.4	0.41	0.32	0.47	31.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Powerline Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Powerline Rd
Site Category: No Build (2030) MD
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	313	2.0	313	2.0	0.425	9.9	LOS A	2.5	62.7	0.68	0.59	0.81	25.6
WBT	T1	All MCs	13	2.0	13	2.0	0.425	9.9	LOS A	2.5	62.7	0.68	0.59	0.81	26.3
WBR	R2	All MCs	13	2.0	13	2.0	0.425	9.9	LOS A	2.5	62.7	0.68	0.59	0.81	26.0
Approach			338	2.0	338	2.0	0.425	9.9	LOS A	2.5	62.7	0.68	0.59	0.81	25.6
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	525	2.0	525	2.0	0.572	11.7	LOS B	5.2	132.4	0.72	0.63	0.99	31.7
SBR	R2	All MCs	3	2.0	3	2.0	0.572	11.7	LOS B	5.2	132.4	0.72	0.63	0.99	31.4
Approach			528	2.0	528	2.0	0.572	11.7	LOS B	5.2	132.4	0.72	0.63	0.99	31.7
NorthWest: Powerline Rd															
EBL	L2	All MCs	3	2.0	3	2.0	0.018	6.0	LOS A	0.1	1.5	0.58	0.49	0.58	32.5
EBR	R2	All MCs	38	2.0	38	2.0	0.018	1.4	LOS A	0.1	1.5	0.13	0.11	0.13	35.9
Approach			40	2.0	40	2.0	0.018	1.6	LOS A	0.1	1.5	0.16	0.13	0.16	35.7
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	38	2.0	38	2.0	0.370	4.7	LOS A	2.4	61.4	0.04	0.00	0.04	34.0
NBT	T1	All MCs	463	2.0	463	2.0	0.370	4.7	LOS A	2.4	61.4	0.04	0.00	0.04	34.8
Approach			500	2.0	500	2.0	0.370	4.7	LOS A	2.4	61.4	0.04	0.00	0.04	34.7
All Vehicles			1405	2.0	1405	2.0	0.572	8.5	LOS A	5.2	132.4	0.45	0.38	0.58	31.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Powerline Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Powerline Rd
Site Category: No Build (2030) PM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	7	2.0	7	2.0	0.027	6.4	LOS A	0.1	2.5	0.61	0.53	0.61	28.6
WBT	T1	All MCs	1	2.0	1	2.0	0.027	6.4	LOS A	0.1	2.5	0.61	0.53	0.61	29.6
WBR	R2	All MCs	7	2.0	7	2.0	0.027	6.4	LOS A	0.1	2.5	0.61	0.53	0.61	29.2
Approach			16	2.0	16	2.0	0.027	6.4	LOS A	0.1	2.5	0.61	0.53	0.61	28.9
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	397	2.0	397	2.0	0.321	5.5	LOS A	1.9	47.9	0.22	0.08	0.22	34.6
SBR	R2	All MCs	15	2.0	15	2.0	0.321	5.5	LOS A	1.9	47.9	0.22	0.08	0.22	34.3
Approach			412	2.0	412	2.0	0.321	5.5	LOS A	1.9	47.9	0.22	0.08	0.22	34.6
NorthWest: Powerline Rd															
EBL	L2	All MCs	7	2.0	7	2.0	0.011	3.9	LOS A	0.0	1.0	0.43	0.27	0.43	32.3
EBR	R2	All MCs	22	2.0	22	2.0	0.011	0.6	LOS A	0.0	1.0	0.07	0.04	0.07	36.1
Approach			29	2.0	29	2.0	0.011	1.4	LOS A	0.0	1.0	0.16	0.10	0.16	35.0
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	44	2.0	44	2.0	0.574	6.4	LOS A	5.5	139.6	0.11	0.02	0.11	33.2
NBT	T1	All MCs	728	2.0	728	2.0	0.574	6.4	LOS A	5.5	139.6	0.11	0.02	0.11	33.9
Approach			772	2.0	772	2.0	0.574	6.4	LOS A	5.5	139.6	0.11	0.02	0.11	33.9
All Vehicles			1229	2.0	1229	2.0	0.574	6.0	LOS A	5.5	139.6	0.16	0.05	0.16	34.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Powerline Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Powerline Rd
Site Category: No Build (2050) AM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	386	2.0	386	2.0	0.473	10.2	LOS B	3.2	80.4	0.68	0.59	0.85	25.3
WBT	T1	All MCs	9	2.0	9	2.0	0.473	10.2	LOS B	3.2	80.4	0.68	0.59	0.85	26.1
WBR	R2	All MCs	9	2.0	9	2.0	0.473	10.2	LOS B	3.2	80.4	0.68	0.59	0.85	25.8
Approach			404	2.0	404	2.0	0.473	10.2	LOS B	3.2	80.4	0.68	0.59	0.85	25.4
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	175	17.0	175	17.0	0.257	8.0	LOS A	1.0	27.7	0.56	0.43	0.56	33.2
SBR	R2	All MCs	9	17.0	9	17.0	0.257	8.0	LOS A	1.0	27.7	0.56	0.43	0.56	32.8
Approach			184	17.0	184	17.0	0.257	8.0	LOS A	1.0	27.7	0.56	0.43	0.56	33.2
NorthWest: Powerline Rd															
EBL	L2	All MCs	9	4.0	9	4.0	0.030	5.0	LOS A	0.1	2.6	0.51	0.40	0.51	32.5
EBR	R2	All MCs	61	4.0	61	4.0	0.030	1.1	LOS A	0.1	2.6	0.11	0.09	0.11	35.8
Approach			70	4.0	70	4.0	0.030	1.6	LOS A	0.1	2.6	0.16	0.13	0.16	35.4
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	26	18.0	26	18.0	0.314	5.2	LOS A	1.6	46.9	0.08	0.01	0.08	33.3
NBT	T1	All MCs	342	18.0	342	18.0	0.314	5.2	LOS A	1.6	46.9	0.08	0.01	0.08	34.4
Approach			368	18.0	368	18.0	0.314	5.2	LOS A	1.6	46.9	0.08	0.01	0.08	34.3
All Vehicles			1026	10.6	1026	10.6	0.473	7.4	LOS A	3.2	80.4	0.41	0.32	0.47	31.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Powerline Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Powerline Rd
Site Category: No Build (2050) MD
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	313	2.0	313	2.0	0.442	10.5	LOS B	2.7	67.5	0.70	0.64	0.88	25.3
WBT	T1	All MCs	13	2.0	13	2.0	0.442	10.5	LOS B	2.7	67.5	0.70	0.64	0.88	26.0
WBR	R2	All MCs	13	2.0	13	2.0	0.442	10.5	LOS B	2.7	67.5	0.70	0.64	0.88	25.7
Approach			338	2.0	338	2.0	0.442	10.5	LOS B	2.7	67.5	0.70	0.64	0.88	25.3
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	538	2.0	538	2.0	0.594	12.3	LOS B	5.7	145.3	0.74	0.68	1.07	31.4
SBR	R2	All MCs	3	2.0	3	2.0	0.594	12.3	LOS B	5.7	145.3	0.74	0.68	1.07	31.1
Approach			540	2.0	540	2.0	0.594	12.3	LOS B	5.7	145.3	0.74	0.68	1.07	31.4
NorthWest: Powerline Rd															
EBL	L2	All MCs	2	2.0	2	2.0	0.023	6.1	LOS A	0.1	2.0	0.58	0.51	0.58	32.6
EBR	R2	All MCs	50	2.0	50	2.0	0.023	1.4	LOS A	0.1	2.0	0.14	0.12	0.14	35.9
Approach			53	2.0	53	2.0	0.023	1.7	LOS A	0.1	2.0	0.16	0.14	0.16	35.7
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	50	2.0	50	2.0	0.398	4.8	LOS A	2.7	69.0	0.04	0.00	0.04	33.8
NBT	T1	All MCs	488	2.0	488	2.0	0.398	4.8	LOS A	2.7	69.0	0.04	0.00	0.04	34.6
Approach			538	2.0	538	2.0	0.398	4.8	LOS A	2.7	69.0	0.04	0.00	0.04	34.5
All Vehicles			1468	2.0	1468	2.0	0.594	8.8	LOS A	5.7	145.3	0.45	0.40	0.62	31.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Powerline Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Powerline Rd
Site Category: No Build (2050) PM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	7	2.0	7	2.0	0.034	7.9	LOS A	0.1	3.0	0.65	0.61	0.65	27.7
WBT	T1	All MCs	1	2.0	1	2.0	0.034	7.9	LOS A	0.1	3.0	0.65	0.61	0.65	28.6
WBR	R2	All MCs	7	2.0	7	2.0	0.034	7.9	LOS A	0.1	3.0	0.65	0.61	0.65	28.2
Approach			16	2.0	16	2.0	0.034	7.9	LOS A	0.1	3.0	0.65	0.61	0.65	28.0
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	441	2.0	441	2.0	0.362	6.1	LOS A	2.2	56.4	0.27	0.10	0.27	34.3
SBR	R2	All MCs	15	2.0	15	2.0	0.362	6.1	LOS A	2.2	56.4	0.27	0.10	0.27	34.0
Approach			456	2.0	456	2.0	0.362	6.1	LOS A	2.2	56.4	0.27	0.10	0.27	34.3
NorthWest: Powerline Rd															
EBL	L2	All MCs	15	2.0	15	2.0	0.017	4.1	LOS A	0.1	1.6	0.45	0.31	0.45	31.5
EBR	R2	All MCs	29	2.0	29	2.0	0.017	0.1	LOS A	0.1	1.6	0.02	0.01	0.02	36.7
Approach			44	2.0	44	2.0	0.017	1.5	LOS A	0.1	1.6	0.16	0.11	0.16	34.7
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	59	2.0	59	2.0	0.716	8.8	LOS A	10.0	254.2	0.25	0.05	0.25	32.1
NBT	T1	All MCs	897	2.0	897	2.0	0.716	8.8	LOS A	10.0	254.2	0.25	0.05	0.25	32.8
Approach			956	2.0	956	2.0	0.716	8.8	LOS A	10.0	254.2	0.25	0.05	0.25	32.7
All Vehicles			1472	2.0	1472	2.0	0.716	7.7	LOS A	10.0	254.2	0.25	0.08	0.25	33.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Philip Griffitts Sr Pkwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Philip Griffitts Sr Pkwy
Site Category: Build (2030) AM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	244	2.0	244	2.0	0.312	7.9	LOS A	1.5	37.1	0.61	0.48	0.61	26.5
WBT	T1	All MCs	6	2.0	6	2.0	0.312	7.9	LOS A	1.5	37.1	0.61	0.48	0.61	27.2
WBR	R2	All MCs	6	2.0	6	2.0	0.312	7.9	LOS A	1.5	37.1	0.61	0.48	0.61	26.9
Approach			256	2.0	256	2.0	0.312	7.9	LOS A	1.5	37.1	0.61	0.48	0.61	26.5
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	111	17.0	111	17.0	0.171	7.2	LOS A	0.6	17.0	0.55	0.43	0.55	33.6
SBR	R2	All MCs	6	17.0	6	17.0	0.171	7.2	LOS A	0.6	17.0	0.55	0.43	0.55	33.2
Approach			117	17.0	117	17.0	0.171	7.2	LOS A	0.6	17.0	0.55	0.43	0.55	33.6
NorthWest: Philip Griffitts Sr Pkwy															
EBL	L2	All MCs	6	4.0	6	4.0	0.067	4.4	LOS A	0.2	6.4	0.43	0.31	0.43	33.6
EBR	R2	All MCs	167	4.0	167	4.0	0.067	1.5	LOS A	0.2	6.4	0.15	0.11	0.15	35.8
Approach			172	4.0	172	4.0	0.067	1.6	LOS A	0.2	6.4	0.16	0.11	0.16	35.7
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	189	18.0	189	18.0	0.345	5.2	LOS A	1.9	53.9	0.06	0.01	0.06	32.1
NBT	T1	All MCs	217	18.0	217	18.0	0.345	5.2	LOS A	1.9	53.9	0.06	0.01	0.06	33.0
Approach			406	18.0	406	18.0	0.345	5.2	LOS A	1.9	53.9	0.06	0.01	0.06	32.6
All Vehicles			950	11.0	950	11.0	0.345	5.5	LOS A	1.9	53.9	0.29	0.21	0.29	31.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Philip Griffitts Sr Pkwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Philip Griffitts Sr Pkwy
Site Category: Build (2030) MD
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	139	2.0	139	2.0	0.169	5.7	LOS A	0.7	18.6	0.51	0.38	0.51	27.7
WBT	T1	All MCs	6	2.0	6	2.0	0.169	5.7	LOS A	0.7	18.6	0.51	0.38	0.51	28.5
WBR	R2	All MCs	6	2.0	6	2.0	0.169	5.7	LOS A	0.7	18.6	0.51	0.38	0.51	28.2
Approach			150	2.0	150	2.0	0.169	5.7	LOS A	0.7	18.6	0.51	0.38	0.51	27.7
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	233	2.0	233	2.0	0.248	6.3	LOS A	1.2	29.6	0.51	0.36	0.51	34.2
SBR	R2	All MCs	1	2.0	1	2.0	0.248	6.3	LOS A	1.2	29.6	0.51	0.36	0.51	33.9
Approach			234	2.0	234	2.0	0.248	6.3	LOS A	1.2	29.6	0.51	0.36	0.51	34.2
NorthWest: Philip Griffitts Sr Pkwy															
EBL	L2	All MCs	1	2.0	1	2.0	0.049	4.1	LOS A	0.2	4.6	0.42	0.30	0.42	34.0
EBR	R2	All MCs	128	2.0	128	2.0	0.049	1.5	LOS A	0.2	4.6	0.15	0.11	0.15	35.9
Approach			129	2.0	129	2.0	0.049	1.5	LOS A	0.2	4.6	0.16	0.11	0.16	35.9
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	194	2.0	194	2.0	0.296	4.2	LOS A	1.7	43.9	0.02	0.00	0.02	32.9
NBT	T1	All MCs	206	2.0	206	2.0	0.296	4.2	LOS A	1.7	43.9	0.02	0.00	0.02	33.6
Approach			400	2.0	400	2.0	0.296	4.2	LOS A	1.7	43.9	0.02	0.00	0.02	33.2
All Vehicles			913	2.0	913	2.0	0.296	4.6	LOS A	1.7	43.9	0.25	0.17	0.25	33.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Philip Griffitts Sr Pkwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Philip Griffitts Sr Pkwy
Site Category: Build (2030) PM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	5	2.0	5	2.0	0.020	6.3	LOS A	0.1	1.8	0.60	0.51	0.60	28.7
WBT	T1	All MCs	1	2.0	1	2.0	0.020	6.3	LOS A	0.1	1.8	0.60	0.51	0.60	29.6
WBR	R2	All MCs	5	2.0	5	2.0	0.020	6.3	LOS A	0.1	1.8	0.60	0.51	0.60	29.3
Approach			12	2.0	12	2.0	0.020	6.3	LOS A	0.1	1.8	0.60	0.51	0.60	29.0
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	293	2.0	293	2.0	0.288	6.2	LOS A	1.5	37.4	0.45	0.28	0.45	34.2
SBR	R2	All MCs	11	2.0	11	2.0	0.288	6.2	LOS A	1.5	37.4	0.45	0.28	0.45	33.9
Approach			304	2.0	304	2.0	0.288	6.2	LOS A	1.5	37.4	0.45	0.28	0.45	34.2
NorthWest: Philip Griffitts Sr Pkwy															
EBL	L2	All MCs	5	2.0	5	2.0	0.053	3.9	LOS A	0.2	5.0	0.38	0.25	0.38	33.9
EBR	R2	All MCs	136	2.0	136	2.0	0.053	1.4	LOS A	0.2	5.0	0.14	0.09	0.14	35.9
Approach			141	2.0	141	2.0	0.053	1.5	LOS A	0.2	5.0	0.15	0.10	0.15	35.8
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	228	2.0	228	2.0	0.569	6.2	LOS A	5.4	136.9	0.09	0.01	0.09	32.5
NBT	T1	All MCs	538	2.0	538	2.0	0.569	6.2	LOS A	5.4	136.9	0.09	0.01	0.09	33.2
Approach			766	2.0	766	2.0	0.569	6.2	LOS A	5.4	136.9	0.09	0.01	0.09	33.0
All Vehicles			1224	2.0	1224	2.0	0.569	5.6	LOS A	5.4	136.9	0.19	0.09	0.19	33.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Philip Griffitts Sr Pkwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Philip Griffitts Sr Pkwy
Site Category: Build (2050) AM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	244	2.0	244	2.0	0.339	8.8	LOS A	1.6	39.8	0.65	0.54	0.65	26.0
WBT	T1	All MCs	6	2.0	6	2.0	0.339	8.8	LOS A	1.6	39.8	0.65	0.54	0.65	26.7
WBR	R2	All MCs	6	2.0	6	2.0	0.339	8.8	LOS A	1.6	39.8	0.65	0.54	0.65	26.5
Approach			256	2.0	256	2.0	0.339	8.8	LOS A	1.6	39.8	0.65	0.54	0.65	26.0
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	111	17.0	111	17.0	0.188	8.1	LOS A	0.6	18.3	0.59	0.48	0.59	33.2
SBR	R2	All MCs	6	17.0	6	17.0	0.188	8.1	LOS A	0.6	18.3	0.59	0.48	0.59	32.8
Approach			117	17.0	117	17.0	0.188	8.1	LOS A	0.6	18.3	0.59	0.48	0.59	33.1
NorthWest: Philip Griffitts Sr Pkwy															
EBL	L2	All MCs	6	4.0	6	4.0	0.087	4.6	LOS A	0.3	8.3	0.43	0.31	0.43	33.6
EBR	R2	All MCs	217	4.0	217	4.0	0.087	1.6	LOS A	0.3	8.3	0.15	0.11	0.15	35.8
Approach			222	4.0	222	4.0	0.087	1.7	LOS A	0.3	8.3	0.16	0.12	0.16	35.7
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	256	18.0	256	18.0	0.401	5.5	LOS A	2.4	68.7	0.07	0.01	0.07	31.7
NBT	T1	All MCs	217	18.0	217	18.0	0.401	5.5	LOS A	2.4	68.7	0.07	0.01	0.07	32.6
Approach			472	18.0	472	18.0	0.401	5.5	LOS A	2.4	68.7	0.07	0.01	0.07	32.1
All Vehicles			1067	11.1	1067	11.1	0.401	5.8	LOS A	2.4	68.7	0.28	0.21	0.28	31.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Philip Griffitts Sr Pkwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Philip Griffitts Sr Pkwy
Site Category: Build (2050) MD
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	139	2.0	139	2.0	0.177	6.0	LOS A	0.8	19.2	0.54	0.41	0.54	27.5
WBT	T1	All MCs	6	2.0	6	2.0	0.177	6.0	LOS A	0.8	19.2	0.54	0.41	0.54	28.4
WBR	R2	All MCs	6	2.0	6	2.0	0.177	6.0	LOS A	0.8	19.2	0.54	0.41	0.54	28.0
Approach			150	2.0	150	2.0	0.177	6.0	LOS A	0.8	19.2	0.54	0.41	0.54	27.6
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	239	2.0	239	2.0	0.261	6.6	LOS A	1.2	31.2	0.53	0.39	0.53	34.0
SBR	R2	All MCs	1	2.0	1	2.0	0.261	6.6	LOS A	1.2	31.2	0.53	0.39	0.53	33.8
Approach			240	2.0	240	2.0	0.261	6.6	LOS A	1.2	31.2	0.53	0.39	0.53	34.0
NorthWest: Philip Griffitts Sr Pkwy															
EBL	L2	All MCs	1	2.0	1	2.0	0.056	4.2	LOS A	0.2	5.3	0.43	0.31	0.43	34.0
EBR	R2	All MCs	144	2.0	144	2.0	0.056	1.5	LOS A	0.2	5.3	0.16	0.11	0.16	35.9
Approach			146	2.0	146	2.0	0.056	1.6	LOS A	0.2	5.3	0.16	0.11	0.16	35.9
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	222	2.0	222	2.0	0.324	4.3	LOS A	2.0	50.2	0.02	0.00	0.02	32.7
NBT	T1	All MCs	217	2.0	217	2.0	0.324	4.3	LOS A	2.0	50.2	0.02	0.00	0.02	33.4
Approach			439	2.0	439	2.0	0.324	4.3	LOS A	2.0	50.2	0.02	0.00	0.02	33.1
All Vehicles			974	2.0	974	2.0	0.324	4.7	LOS A	2.0	50.2	0.25	0.18	0.25	33.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

MOVEMENT SUMMARY

Site: 12 [Chip Seal Pkwy and Philip Griffitts Sr Pkwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Chip Seal Pkwy and Philip Griffitts Sr Pkwy
Site Category: Build (2050) PM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
SouthEast: School Driveway															
WBL	L2	All MCs	5	2.0	5	2.0	0.025	7.8	LOS A	0.1	2.2	0.65	0.60	0.65	27.7
WBT	T1	All MCs	1	2.0	1	2.0	0.025	7.8	LOS A	0.1	2.2	0.65	0.60	0.65	28.6
WBR	R2	All MCs	5	2.0	5	2.0	0.025	7.8	LOS A	0.1	2.2	0.65	0.60	0.65	28.3
Approach			12	2.0	12	2.0	0.025	7.8	LOS A	0.1	2.2	0.65	0.60	0.65	28.0
NorthEast: Chip Seal Pkwy															
SBT	T1	All MCs	326	2.0	326	2.0	0.346	7.3	LOS A	1.8	45.7	0.54	0.37	0.54	33.7
SBR	R2	All MCs	11	2.0	11	2.0	0.346	7.3	LOS A	1.8	45.7	0.54	0.37	0.54	33.4
Approach			337	2.0	337	2.0	0.346	7.3	LOS A	1.8	45.7	0.54	0.37	0.54	33.7
NorthWest: Philip Griffitts Sr Pkwy															
EBL	L2	All MCs	11	2.0	11	2.0	0.072	4.2	LOS A	0.3	6.9	0.40	0.28	0.40	33.6
EBR	R2	All MCs	179	2.0	179	2.0	0.072	1.4	LOS A	0.3	6.9	0.14	0.10	0.14	35.8
Approach			190	2.0	190	2.0	0.072	1.6	LOS A	0.3	6.9	0.15	0.11	0.15	35.7
SouthWest: Chip Seal Pkwy															
NBL	L2	All MCs	304	2.0	304	2.0	0.722	8.3	LOS A	10.4	263.9	0.21	0.04	0.21	31.6
NBT	T1	All MCs	663	2.0	663	2.0	0.722	8.3	LOS A	10.4	263.9	0.21	0.04	0.21	32.2
Approach			967	2.0	967	2.0	0.722	8.3	LOS A	10.4	263.9	0.21	0.04	0.21	32.0
All Vehicles			1507	2.0	1507	2.0	0.722	7.2	LOS A	10.4	263.9	0.28	0.13	0.28	32.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).