FINAL TECHNICAL MEMORANDUM

Districtwide Design Traffic
For PD&E and Design

Project Traffic
Existing & Future Conditions

For SR 483 (Clyde Morris Boulevard)
From SR 400 (Beville Road) to SR 600 (US 92/International Speedway Boulevard)
Volusia County

Financial Project ID: 408178-1
Financial Nos: 241114-1-32-11 and 405859-1-12-02
Roadway ID: 79270000

Prepared by:
Ghyabi & Associates
August 2005

Prepared for:
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 5- DeLand

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DISTRICT Five - DeLAND

CERTIFICATION

By

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE

"I have reviewed the Traffic Forecasting Procedure adopted by the Florida Department of Transportation (FDOT) and have arrived at the projected design traffic volumes. I have found these to be consistent with the historical data and other available information."

Don Davies

_____

Florida Department of Transportation
Planning and Public Transportation

_____

Date

CERTIFICATION

By

Ghyabi & Associates

I, John Arrieta, Florida P.E. Number 61370, have prepared and reviewed the Design Traffic estimates for the above referenced FLORIDA DEPARTMENT OF TRANSPORTATION project. I have specifically followed the "Design Traffic (Traffic Forecasting and 18 KIP Equivalent Single Axle Loading) Procedure" as adopted by the Florida Department of Transportation. Based on traffic count information, general data sources, and other pertinent information, the Design Traffic and 18 KIP Equivalent Single Axle Load estimates have been prepared using current traffic engineering, transportation planning, and Florida Department of Transportation practices and procedures.

John Arrieta, P.E. # 61370

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Ghyabi & Associates

_____

Date

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SECTION 1 – GENERAL PROJECT INFORMATION

INTRODUCTION

Ghyabi & Associates has been retained by the Florida Department of Transportation District Five to provide transportation engineering services associated with the Districtwide Design Traffic for the PD&E and Design contract. This Technical Memorandum for Evaluation of Existing and Future Conditions was prepared as part of the services covered under this contract pursuant to the Letter of Authorization for Work Order Number 152, dated May 2004.

STUDY OBJECTIVE

The objective of this project is to provide relevant Project Traffic information to the Florida Department of Transportation District Five for the PD&E and Design of the proposed widening from four to six travel lanes of SR 483 (Clyde Morris Boulevard) between SR 400 (Beville Road) and SR 600 (US 92/International Speedway Boulevard) in Volusia County, Florida. The scope of this Technical Memorandum includes the development of existing and future Design Traffic Volumes, along with evaluation of the characteristics and basic operational conditions of the corridor.

METHODOLOGY

The methodology utilized to prepare this Technical Memorandum is consistent with the Design Traffic Procedure (Topic No. 525-030-120-g) published by the Florida Department of Transportation. The methodology covers the following topics:

- Collection of relevant roadway and traffic information from the FDOT historical traffic count records and Roadway Characteristics Inventory (RCI), actual field count data (raw counts), previous studies, and other available data.
- Estimation of recommended design characteristics for the corridor based on the collected data. These characteristics include Design Hour Factor (K_{30}), Design Directional Factor (D_{30}), and truck factor T_{daily}.
- Estimation of the existing AADT, DDHV, and Design Hour Turning Movements for the corridor and the intersections within it, based on the collected data and the recommended design characteristics.

- Development of design year traffic volume forecasts for the No-Build and Build conditions for the corridor based on a trend analysis of historical traffic counts and the adopted Central Florida Regional Planning Model II (CFRPM II).
- Evaluation of the existing and future traffic condition based on capacity to determine constrained or operations.
- Level of Service analysis for the corridor and intersections for existing and future (No-Build and Build) conditions.
- Recommendations for improvements to accommodate the anticipated travel demand within the corridor based on the Level of Service analysis.

SECTION 2 - PROJECT INFORMATION

PROJECT LOCATION AND LIMITS

SR 483 (Clyde Morris Boulevard), within the study limits of the project, traverses north-south in the eastern portion of Volusia County. SR 483 provides access to Daytona Beach International Airport. Financial Project Numbers 241114-1-32-11 and 405859-1-12-02 are the administrative references for the evaluation of potential improvements to SR 483 in Volusia County, Florida. This technical memorandum involves the development of project traffic design characteristics and evaluation of existing and future traffic conditions along SR 483 in Volusia County, Florida. The project begins at Beville Road (MP 0.000) and ends at US 92 (MP 2.179). The study corridor is approximately 2.179 miles long.

Figure 1 is a project location map illustrating the limits of this project and the surrounding roadway network.

STUDY AREA

In Volusia County, the FDOT classifies SR 483, section 79270000, as an urban principal arterial from (MP 0.000) to (MP 2.179). Within the project limits, SR 483 functions as a four-lane urban principal arterial, undivided from MP 0.388 – MP 0.603, MP 0.780 – MP 0.890 and MP 1.072 – MP 1.385. It functions as a four-lane divided urban principal arterial over the remaining segments.

The surrounding land use varies throughout the study area with commercial and residential land uses. The posted speed limit varies from 40 mph – 45 mph within the project limits.

As a part of the existing and future conditions analysis for the SR 483 corridor, general operating conditions on the study area roadways were evaluated. Based on anticipated traffic impacts of the proposed widening of SR 483, the following roadways and signalized intersections were included in this study:

Roadways

- Beville Road (SR 400)
- Bellevue Avenue Ext
- Bellevue Avenue

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Project Location Map

PROJECT NUMBER:	2434-152	FIGURE:	1

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- Embry Riddle Drive
- Richard Petty Boulevard; and
- US 92 (SR 600)

Intersections

- SR 483 @ Beville Road (SR 400)
- SR 483 @ Bellevue Avenue Ext
- SR 483 @ Bellevue Avenue
- SR 483 @ Embry Riddle Drive
- SR 483 @ Richard Petty Boulevard
- SR 483 @ US 92 (SR 600)

DESIGN PERIOD

Based on information provided by FDOT, the following periods were used to provide project traffic forecasts for the segments along the SR 483 corridor.

- Opening Year 2010
- Mid-Design Year 2020
- Design Year - 2030

ANALYSIS SCENARIOS

Project traffic volumes were developed for two traffic conditions, No-Build and Build. The No-Build condition assumes that the subject facility will maintain existing roadway segment and intersection configurations plus all other planned and programmed improvements. The evaluation of the Build condition involves the widening of SR 483 from four (4) to six (6) lanes and corresponding additional lanes at intersections within the study area to accommodate the 6-lane roadway sections and future intersection capacity demands.

IMPROVEMENTS WITHIN THE STUDY CORRIDOR

The Volusia County MPO 2025 Long Range Plan was reviewed to determine improvement projects located within the study area. These improvements are included in Department's current CFRPM II model.

DATA COLLECTION

Data information for the study area was obtained from the Florida Department of Transportation, Volusia County and other sources. The Department provided historical traffic counts and the most current CFRPM II (FSUTMS) model. In addition, Ghyabi & Associates collected traffic counts for this project during April and May 2004. An available 72-hour Classification Count for SR 483/Clyde Morris Boulevard, North of Beville Road collected on February 2004 was also utilized. Additional data collection was conducted on March and April 2005 to analyze the potential downstream effects of improving SR 483 at SR 600 and SR 483 at SR 400 intersections with Single Point Urban Interchanges (SPUI).

SECTION 3 – EXISTING TRAFFIC CONDITION

This section describes the existing traffic characteristics in the SR 483 study corridor. This section also includes analysis of traffic flow operating conditions at the study intersections and roadway segments.

In analyzing the existing conditions of the roadway system and intersections, traffic counts were collected and recommended traffic characteristics were established. Also, the existing design hour volumes were developed and LOS analysis was conducted based on existing roadway and intersection geometry. The following sub-sections describe the overall process.

TRAFFIC COUNT INFORMATION

Table 1 provides the location and type of traffic count information collected for this study. All existing traffic counts were collected during the months of February, April and May 2004 and were adjusted to average annual conditions based on the most current FDOT seasonal and axle adjustment factors for Volusia County. The data included:

- 24-hour volume counts (5 locations)
- 4-hour (AM/PM) intersection turning movement counts (6 intersections)
- 72-hour classification counts (2 locations)

Copies of all traffic count data and FDOT seasonal and axle adjustment tables are provided in Appendix A.

Table 1: Traffic Count Data Inventory

Roadway	Location	Type of Count	Date of Count
SR 483/ Clyde Morris Boulevard	North of Beville Road (SR 400)	24-Hour Volume	Wk. of 4/26/2004
	North of Bellevue Avenue EXT	24-Hour Volume	Wk. of 4/26/2004
	South of Embry Riddle Drive	24-Hour Volume	Wk. of 4/26/2004
	South of Richard Petty Blvd	24-Hour Volume	Wk. of 4/26/2004
	South of US 92 (SR 600)	24-Hour Volume	Wk. of 4/26/2004
	@ Beville Road (SR 400)	4-Hour Turning Movement Count	Wk. of 4/26/2004
	@ Bellevue Avenue EXT	4-Hour Turning Movement Count	Wk. of 4/26/2004
	@ Bellevue Avenue	4-Hour Turning Movement count	Wk. of 4/26/2004
	@ Embry Riddle Drive	4-Hour Turning Movement Count	Wk. of 4/19/2004
	@ Richard Petty Boulevard	4-Hour Turning Movement Count	Wk. of 4/19/2004
	@ US 92 (SR 600)	4-Hour Turning Movement Count	Wk. of 4/26/2004
	North of Beville Road (SR 400)	72-hour Classification Count	Wk. of 2/16/2004
	North of Bellevue Avenue	72-hour Classification Count	Wk. of 5/17/2004

DESIGN CHARACTERISTICS

This section of the report discusses design characteristics recommended for the development of design traffic and operational analysis of this facility under each condition. These design characteristics include Design Hour Factor (K_{30}), Directional Distribution Factor (D_{30}), and Daily Truck Factor (T_{daily}).

Existing travel characteristics and data from the traffic counts were used to develop Design Characteristics. Based on 24-hour volume, measured K and peak traffic direction (D measured) were evaluated. The Truck (T) percentage was taken based on the FDOT RCI data and the 72-hour classification counts performed by Ghyabi & Associates; all characteristics are shown in Table 2. Using measured peak-to-daily ratios, an estimated value for K_{30} (demand during the 30th highest hour of the design

year) was developed based on the ratios of the median seasonal factor for the highest 13 weeks (peak season) and the median seasonal factor for the lowest 13 weeks (non-peak season). For this study, an adjustment factor of 1.05 was used for Volusia County.

Table 2: Roadway Characteristic Summary

Roadway		**SR 483**				
Segment		North of Beville Road (SR 400)	North of Bellevue Avenue EXT	South of Embry Riddle Drive	South of Richard Petty Blvd	South of US 92 (SR 600)
K Measured		8.20%	8.60%	8.30%	8.30%	8.70%
K_{30} Adj. Factor		1.05	1.05	1.05	1.05	1.05
K_{30} Estimated		8.61%	9.03%	8.72%	8.72%	9.14%
D Measured		65.5%	64.5%	61.9%	59.4%	50.6%
T_{daily} Measured		3.9%	N/A	4.1%	N/A	N/A
T_{peak} Measured		3.6%	N/A	4.3%	N/A	N/A
FDOT RCI Database	**K_{30}**	10.19%	10.19%	10.19%	10.19%	10.19%
	D_{30}	55.15%	55.15%	55.15%	55.15%	55.15%
	T_{daily}	4.29%	4.29%	3.89%	3.89%	3.89%

The RCI data was obtained from portable counters; therefore, the K_{30}, D_{30} and T_{daily} values are estimated values for several roadways with similar characteristics. The K_{30} value from the FDOT RCI database was averaged with the K_{30} estimate from the traffic counts to obtain a better representation of the existing and future Design Hour Factor for the study area. The recommended K_{30} value of 9.50 is within acceptable FDOT limits for an urban arterial. Traffic counts showed a variation on the directional distribution factor for north and south of Bellevue Avenue within the study area. The D measured values from traffic counts were averaged to develop the D_{30} factors for this two segments of SR 483 within the study area.

The recommended design characteristics provided in Table 3 represent current and future travel patterns along SR 483 throughout the project area, and provide the best indication of travel patterns for the future conditions.

Table 3: Recommended Design Characteristics

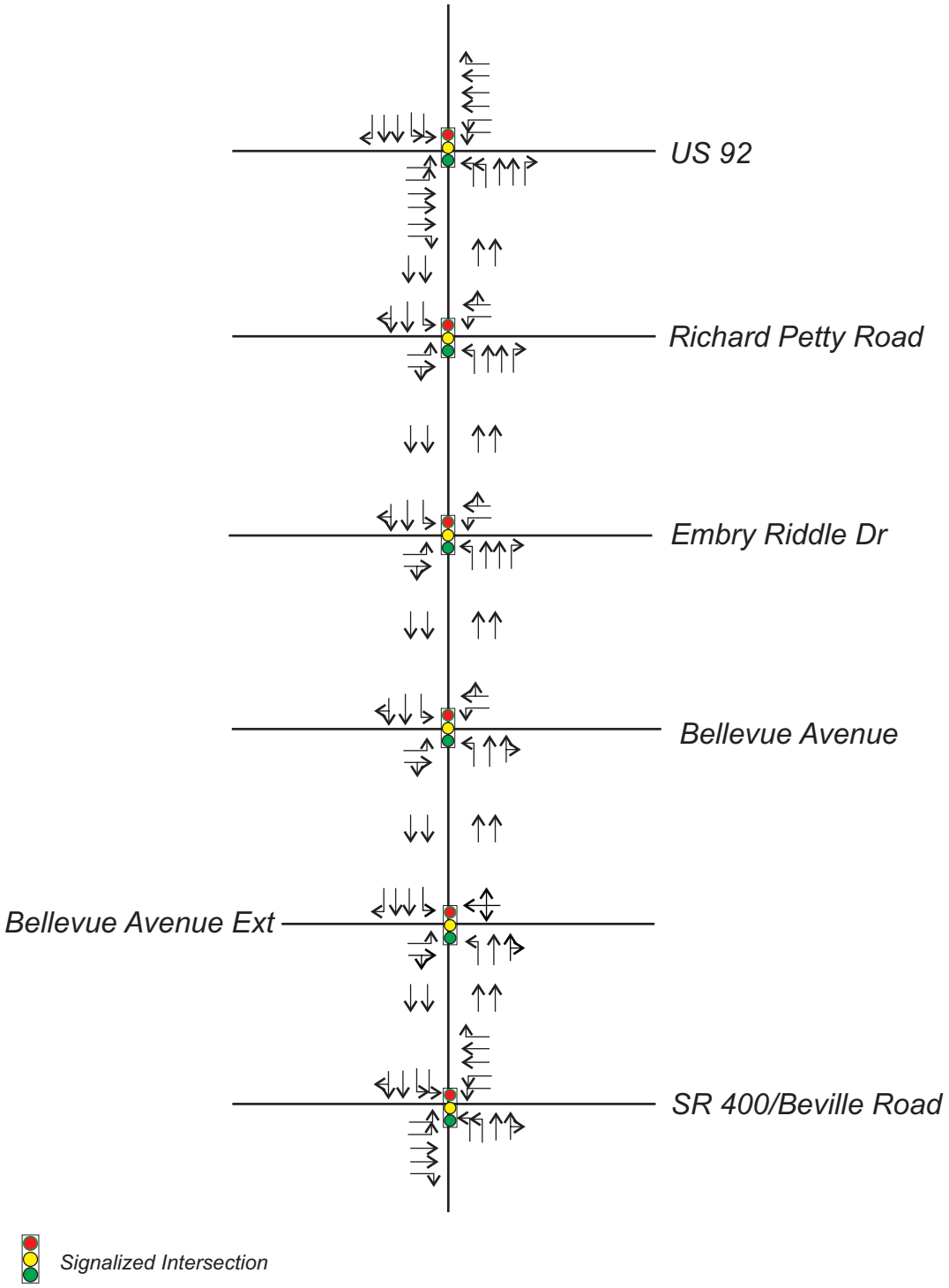
Average Existing Roadway Characteristics	
K (Measured)	8.42%
D (Measured)	60.38%
K_{30} (Estimated)	8.84%
Recommended Design Characteristics	
K_{30}	9.50%
D_{30}	Beville Road – Bellevue Avenue: 65.00% Bellevue Avenue – US 92: 60.00%
T_{daily}	Beville Road – Bellevue Avenue: 4.29% Bellevue Avenue – US 92: 3.89%

EXISTING GEOMETRY

Figure 2 provides the existing geometry for the corridor and intersections to be evaluated in this study. The roadway geometry information was collected during the traffic count data collection phase. The existing geometry plays a vital role in assessing the corridor and intersection level of service (LOS). The existing geometry will be considered as one of the factors in determining potential improvements to accommodate the existing and projected travel demand.

TRAFFIC VOLUMES

Figure 3 provides calculated Existing Year 2004 AADT's and the corresponding Directional Design Hour Volumes (DDHVs) for all roadway links. The DDHVs for the various roadway links were obtained using the recommended design characteristics shown in Table 3. Figure 4 provides the Existing Year 2004 intersection design hour volumes.



PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

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Existing Year (2004) Roadway Network Geometry

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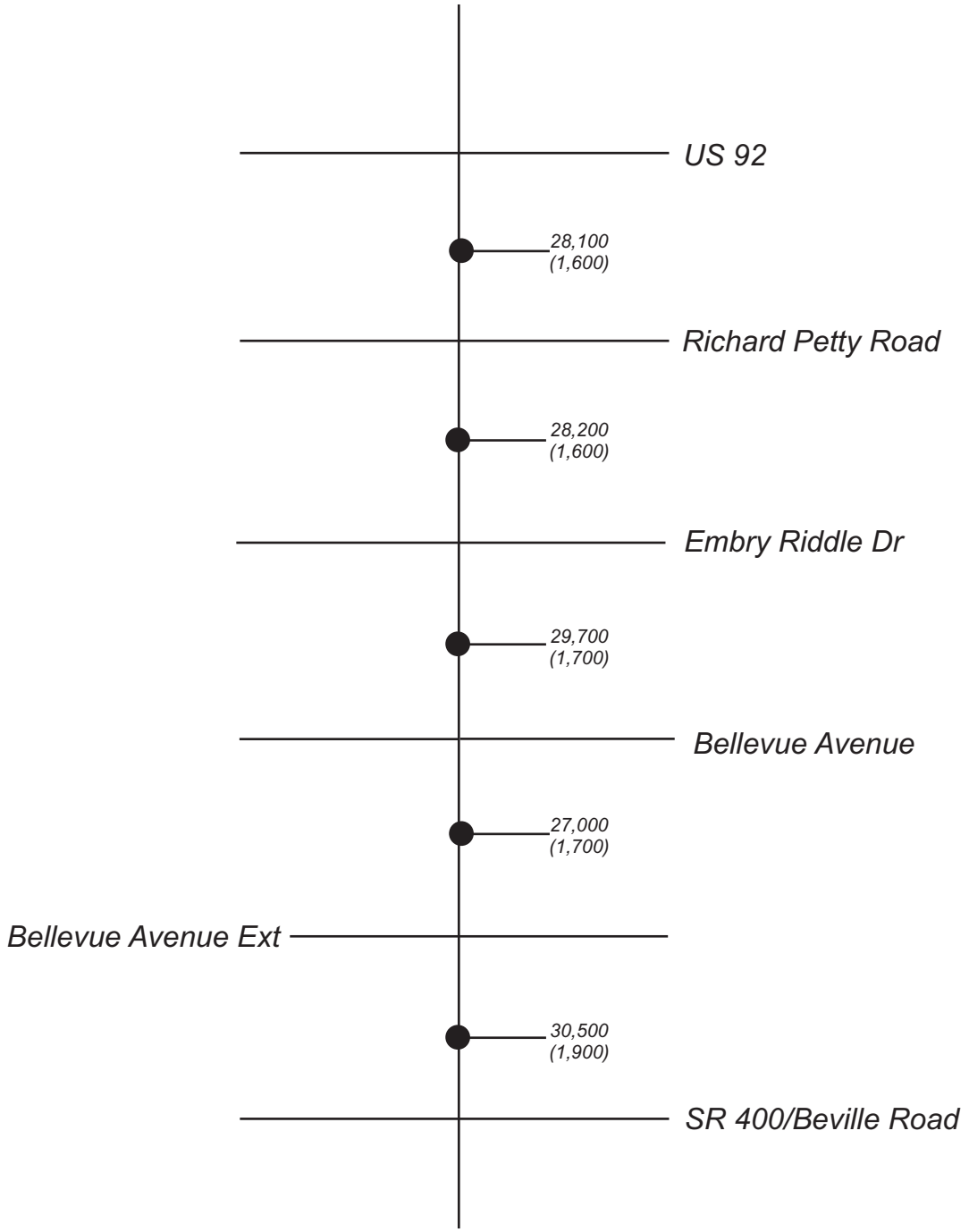

XXX - Annual Average Daily Traffic (AADT)
(XXX) - Directional Design Hourly Volume (DDHV)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN	N	*Existing Year 2004 AADT and DDHV*		*Ghyabi & Associates, Inc.*
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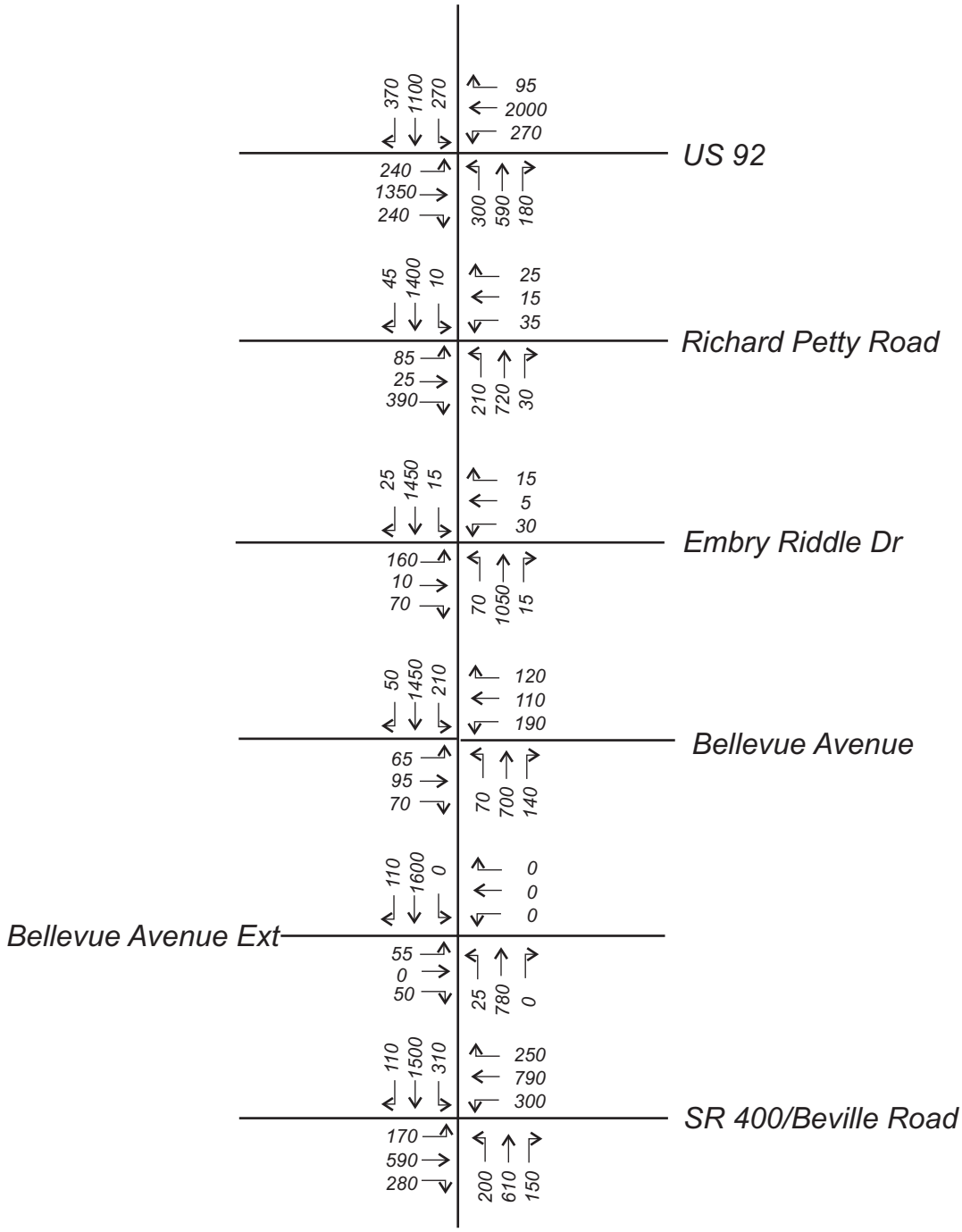

XXX - Design Hourly Volume (DHV)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

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Existing Year (2004) Design Hour Volume (DHV)

PROJECT NUMBER: 2434-152 FIGURE: 4

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To reflect the uncertainty of estimates and forecasts, volumes were calculated according to the following rounding standards:

Table 4: Rounding Standard

Forecast Volume	Round to Nearest-Highest Multiple of:
< 100	5
100 to 999	10
1,000 to 9,999	50
10,000 to 99,999	100
> 99,999	500

NOTE: This rounding standard was selected over the AASTHO standard due to the lower potential difference caused by rounding. The AASTHO standard could create a difference of over 20% due to rounding. The selected standard would create less than a 10% difference due to rounding.

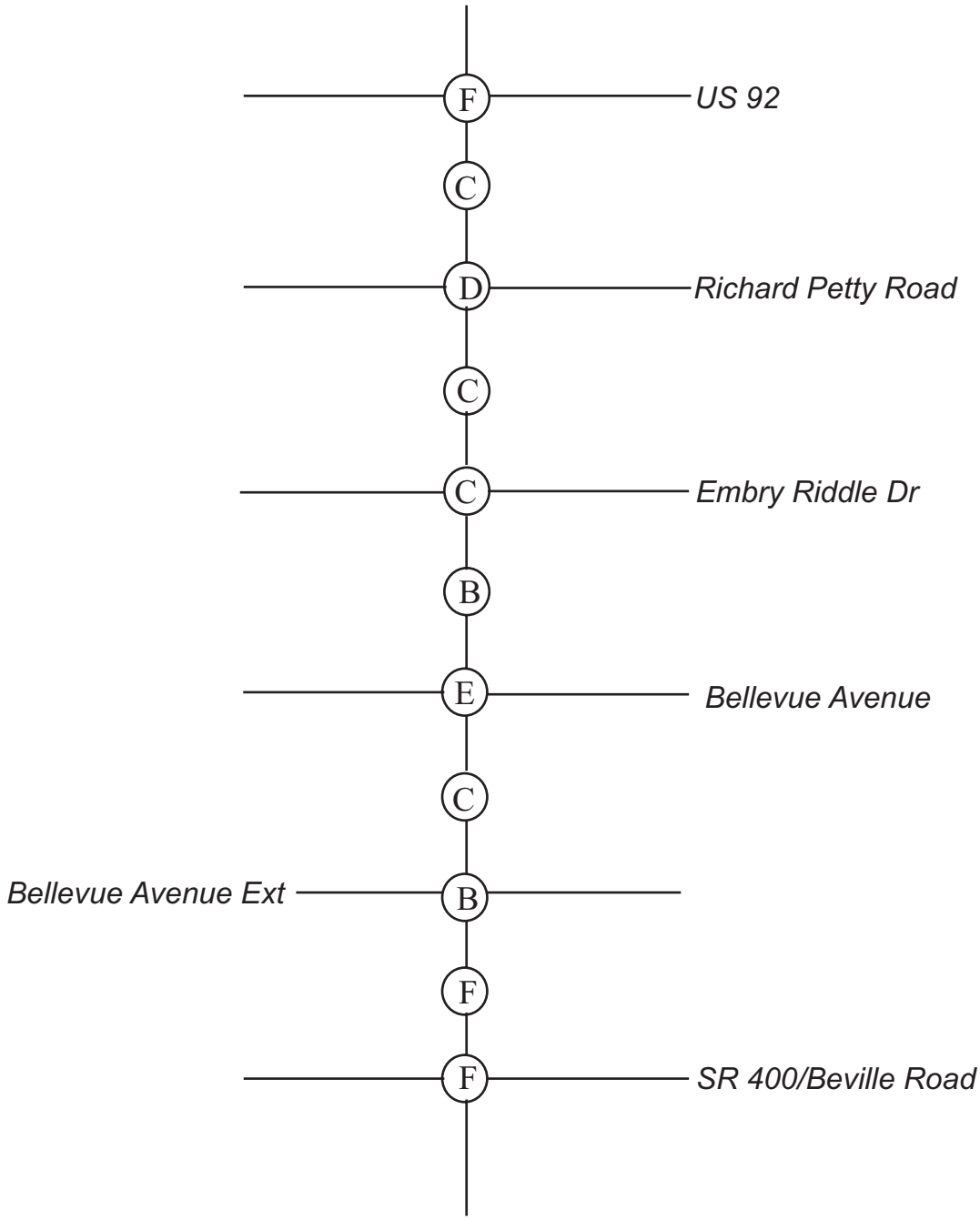
ROADWAY SEGMENT LOS ANALYSIS

Operational analyses for the basic arterial segments were performed utilizing ARTPLAN. As shown in Figure 5, SR 483 from Beville Road (SR 400) to US 92 (SR 600) will operate at LOS C or better for all the segments with the exception of the segment between Beville Road and Bellevue Ave EXT, which operates at a LOS F. The ARTPLAN printouts for the Existing Year 2004 Conditions are included in Appendix B.

INTERSECTION LOS ANALYSIS

Intersection operational analyses were performed based on the design peak period. All the signalized intersections were analyzed using the most current adopted procedures as outlined in the Transportation Research Board's Special Report 209 - Highway Capacity Manual (HCM). Intersection signal timing and phasing provided by Volusia County were used in analyzing signalized intersections.

Figure 5 shows that the Beville Road (SR 400), Bellevue Avenue, and US 92 (SR 600) intersections with SR 483 operate at unacceptable LOS E or worse during the design hour of the existing year. Appendix C presents the intersection capacity worksheets.



(X) - Level of Service (LOS)

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Existing Year (2004) Design Hour LOS

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SECTION 4 – FUTURE TRAFFIC VOLUMES

FUTURE CORRIDOR TRAVEL DEMAND

The development of traffic projections for SR 483 requires the examination of historical traffic growth, proposed development within the corridor vicinity, and a basic understanding of the traffic circulation patterns and characteristics of the corridor. In arriving at the volume forecasts for SR 483, various growth rates were examined. The following sections discuss the resulting growth rates from various methodologies and the recommended growth factors used in this analysis.

TRENDS ANALYSIS

There are two FDOT count stations on SR 483 within the project limits. Trend analyses were performed at these stations and the results have been summarized in Table 5. The trend analysis worksheets are included in Appendix D.

Table 5: Trend Growth Rates

Location	FDOT Station	Location	2003 AADT	R^2 (%)	Annual Growth Rate (%)
1	795183	SR 483- 0.499 Mi. S of SR 600/US 92	31,000	44.4	1.83
2	795193	SR 483- 0.52 Mi. N of SR 400 (Beville Road)	32,000	41.7	1.75

FLORIDA STANDARD URBAN TRANSPORTATION MODEL STRUCTURE (FSUTMS)

As included in the methodology, in addition to the historical count-based trend analysis, the evaluation of No-Build and Build conditions were performed using the approved CFRPM II model provided by the Department for this study. The model has a base year 1999 validation and a long-range forecasting application for the year 2025.

Based on discussions with the Department, the No-Build condition assumes that SR 483 will maintain existing roadway segment (four-lanes) and intersection configurations. The Build condition widens SR 483 to six-lanes throughout the study area. Model plots showing the number of lanes and Year 2025 model volumes for the No-Build and Build conditions are included in the Appendix E.

FSUTMS TRAFFIC GROWTH RATES

Annual simple growth rates were calculated between 1999 AADT volumes and the 2025 model forecast for both the No-Build condition (4-lane condition) and the Build condition (6-lane condition). In this case the growth rates were calculated along the different segments of the study corridor – SR 483/Clyde Morris Boulevard (from SR 400/Beville Road to SR 600/US 92) and their average was considered. The resulting overall average simple annual growth rate for the No-Build condition was 4.80% and for the Build condition the annual simple growth rate was 5.24%. Table 6 provides a summary of the growth rates used obtained based on the CFRPM II model.

Table 6: CFRPM II Model Growth Rates

Roadway	Segment	2025 Growth Rates	
		No-Build	Build
SR 483	Beville Road/SR 400 – Bellevue Avenue EXT	4.16%	4.56%
	Bellevue Avenue EXT – Bellevue Avenue	4.33%	4.65%
	Bellevue Avenue – Embry Riddle Drive	5.00%	5.54%
	Embry Riddle Drive – Richard Petty Boulevard	5.24%	5.74%
	Richard Petty Boulevard – US 92/SR 600	5.24%	5.71%
	Average	**4.80%**	**5.24%**

TRAFFIC FORECASTS UTILIZED FOR ANALYSIS

As with other studies, it is necessary to utilize various methods to develop future traffic forecasts. For this study, trend analysis and application of the CFRPM II FSUTMS model were used as a base for comparison. In addition other factors such as existing access, travel patterns/mix, and driver perception influence the development of the future traffic forecasts.

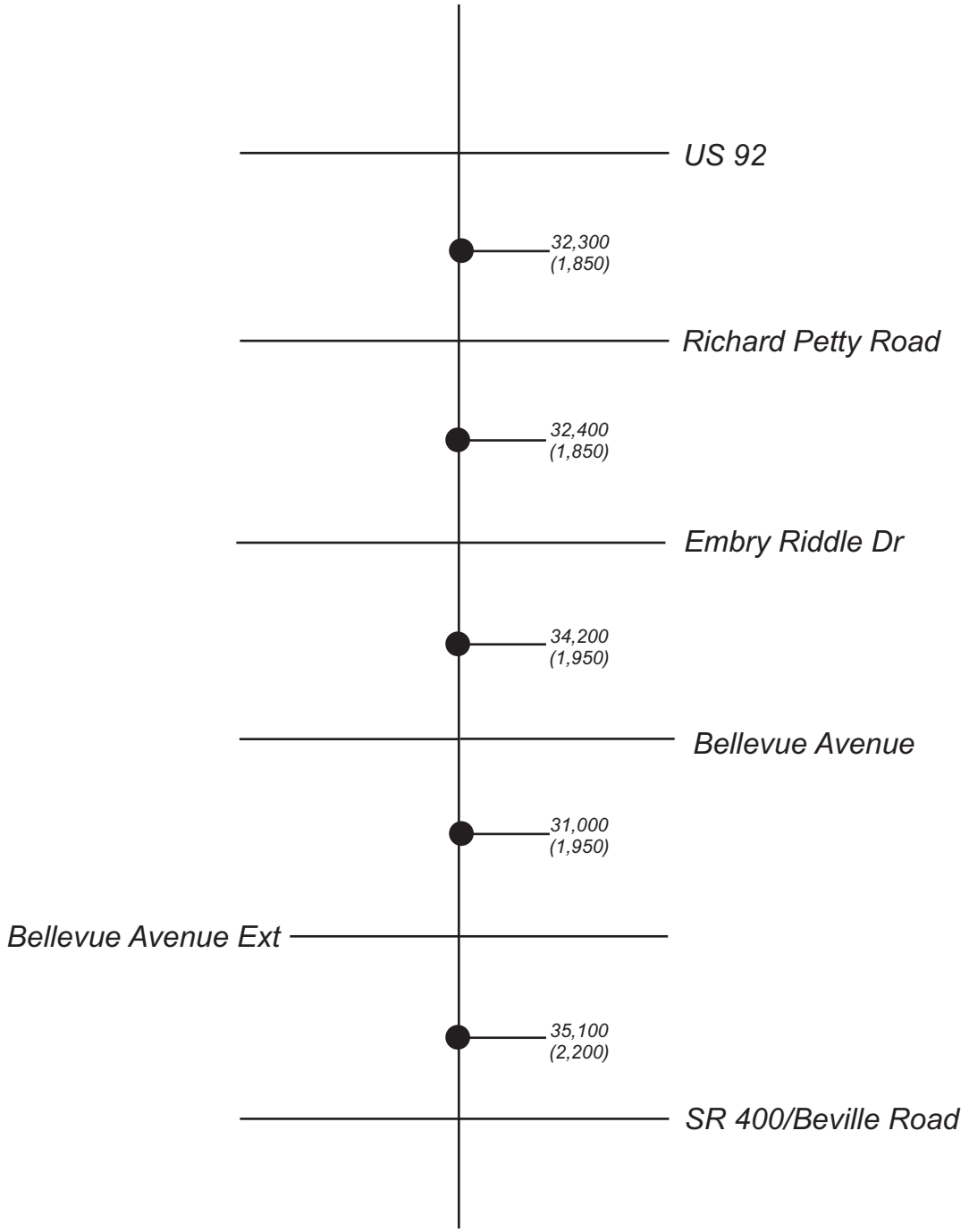
Before accepting the model results as appropriate for use in the design traffic report, the results of the transportation model for this study area were reviewed to determine the accuracy of the model output. This information was then used in conjunction with other data to develop future forecasts of travel demand. In addition, previous completed studies along the study corridor were reviewed for consistency with the forecasts developed for this study. Table 6 shows a projected growth rate of 4.80 percent per year

for No-Build conditions and 5.24 percent for Build conditions, which appear too high for a developed corridor to sustain over the design period; therefore, a reasonable growth rate of 2.50 percent was used to develop the future forecasts, based on trend analysis performed for SR 483 and compared to Nova Road, which is adjacent, parallel and has similar characteristics to SR 483. Trend analysis resulted on growth rates of 2.15% and 1.36% for Nova Road.

As suggested by the CFRPM II model and the buildout characteristics of the area, traffic volumes in this corridor will not be significantly affected by the improvements in the Build condition. Therefore, one set of traffic forecasts were developed and used for the analysis of the No-Build and Build conditions. Figure 6, 7 and 8 provides the AADT and DDHV forecasts for the opening year 2010, the mid-design year 2020 and the design year 2030 for both the No-Build and Build conditions, respectively.

DESIGN TRAFFIC FORECASTS FOR DESIGN HOUR

The recommended AADTs along with the recommended design characteristics and existing counts were used to develop design hour turning movements at the intersections. The design hour turning movements were developed based on the existing PM peak hour turning movement percentages. Figure 9, 10 and 11 provides the design hour turning movements for the opening year 2010, the mid-design year 2020 and the design year 2030 for both the No-Build and Build conditions. To reflect the uncertainty of estimates and forecasts, volumes were adjusted according to the rounding standards shown on Table 4 of the previous section.



XXX - Annual Average Daily Traffic (AADT)
(XXX) - Directional Design Hourly Volume (DDHV)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN	N	**Opening Year 2010 AADT and DDHV**		**Ghyabi & Associates, Inc.** Engineering & Planning
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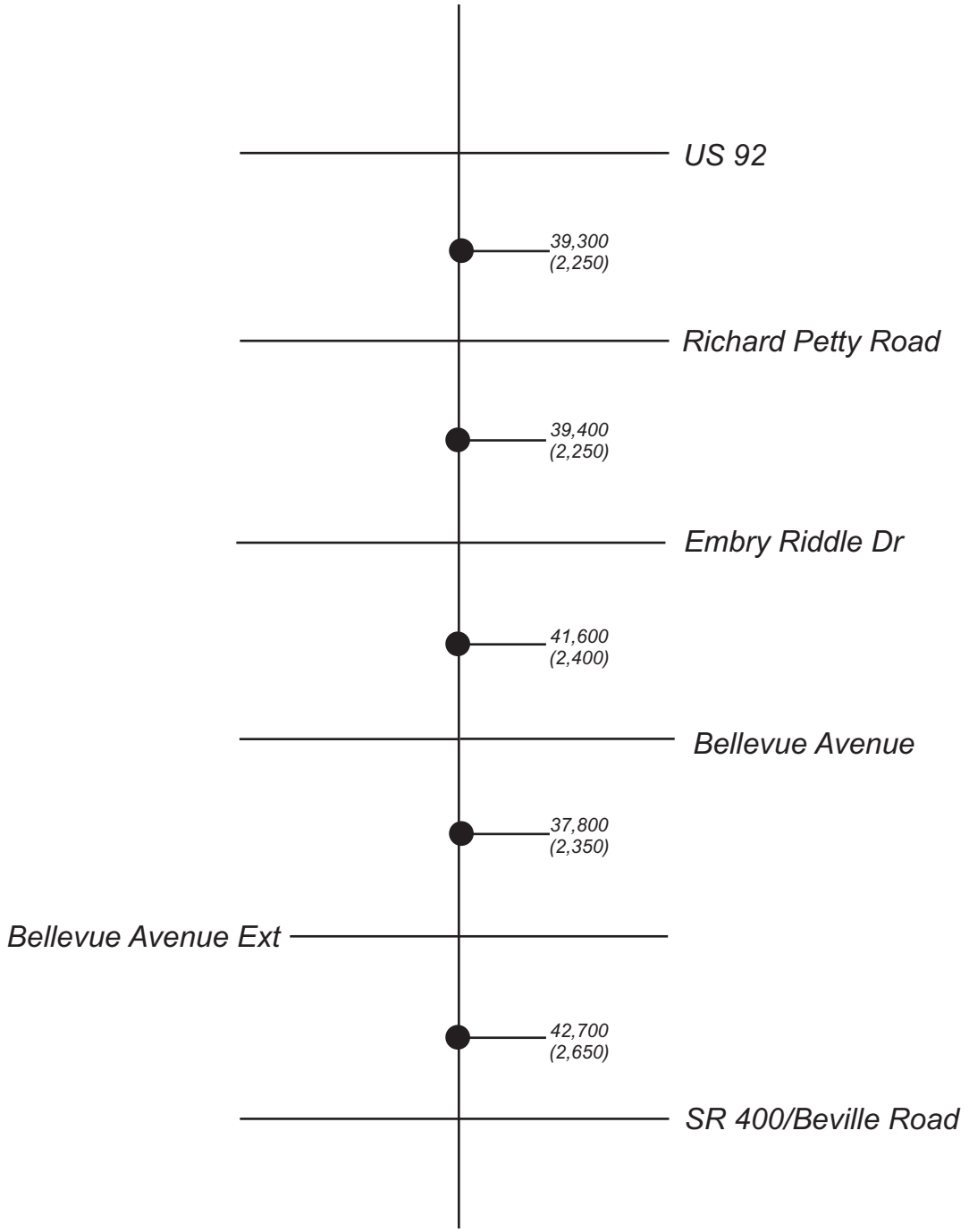

XXX - Annual Average Daily Traffic (AADT)
(XXX) - Directional Design Hourly Volume (DDHV)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

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Mid-Desig Year 2020 AADT and DDHV

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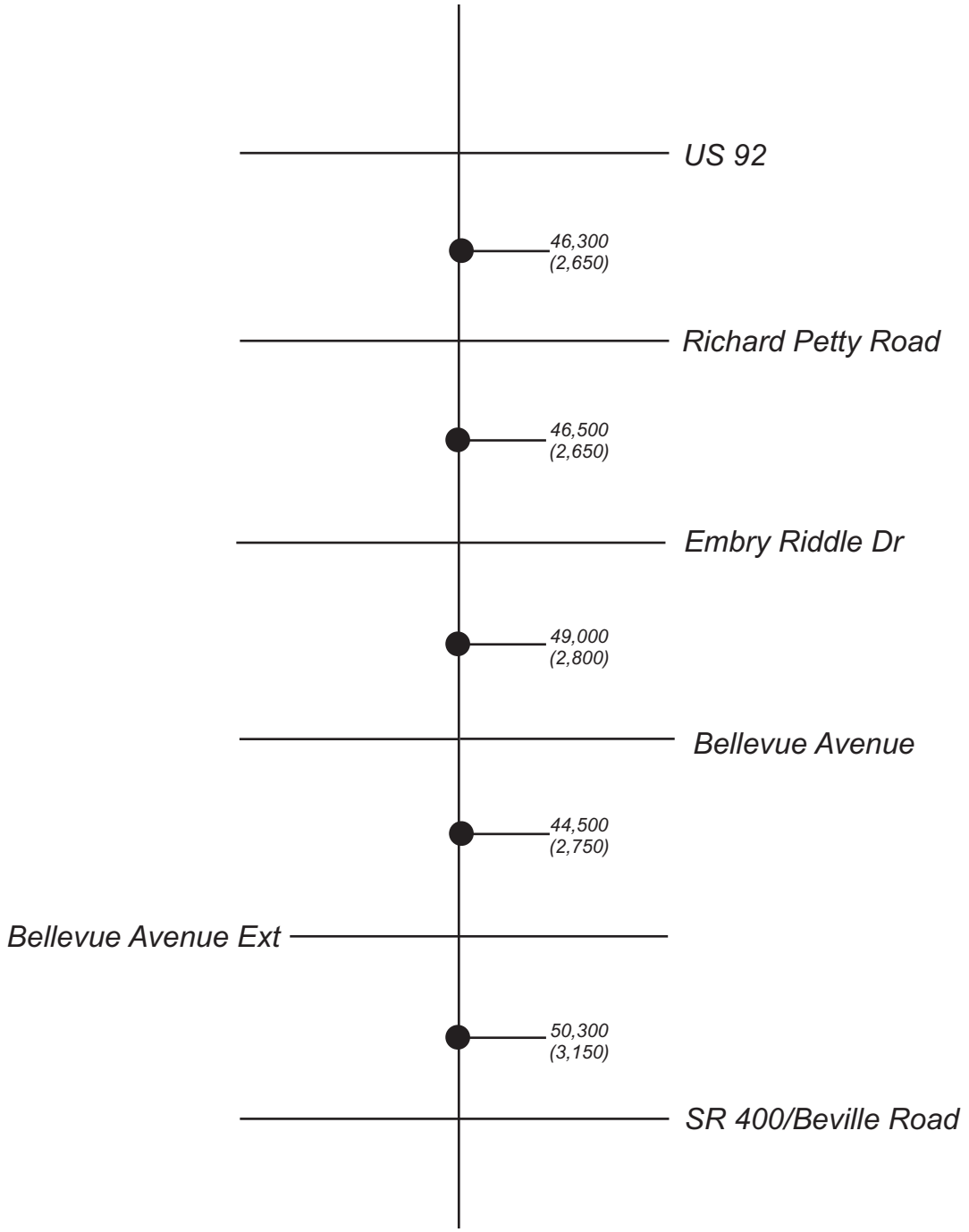

XXX - Annual Average Daily Traffic (AADT)
(XXX) - Directional Design Hourly Volume (DDHV)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Design Year 2030 AADT and DDHV

PROJECT NUMBER: 2434-152 FIGURE: 8

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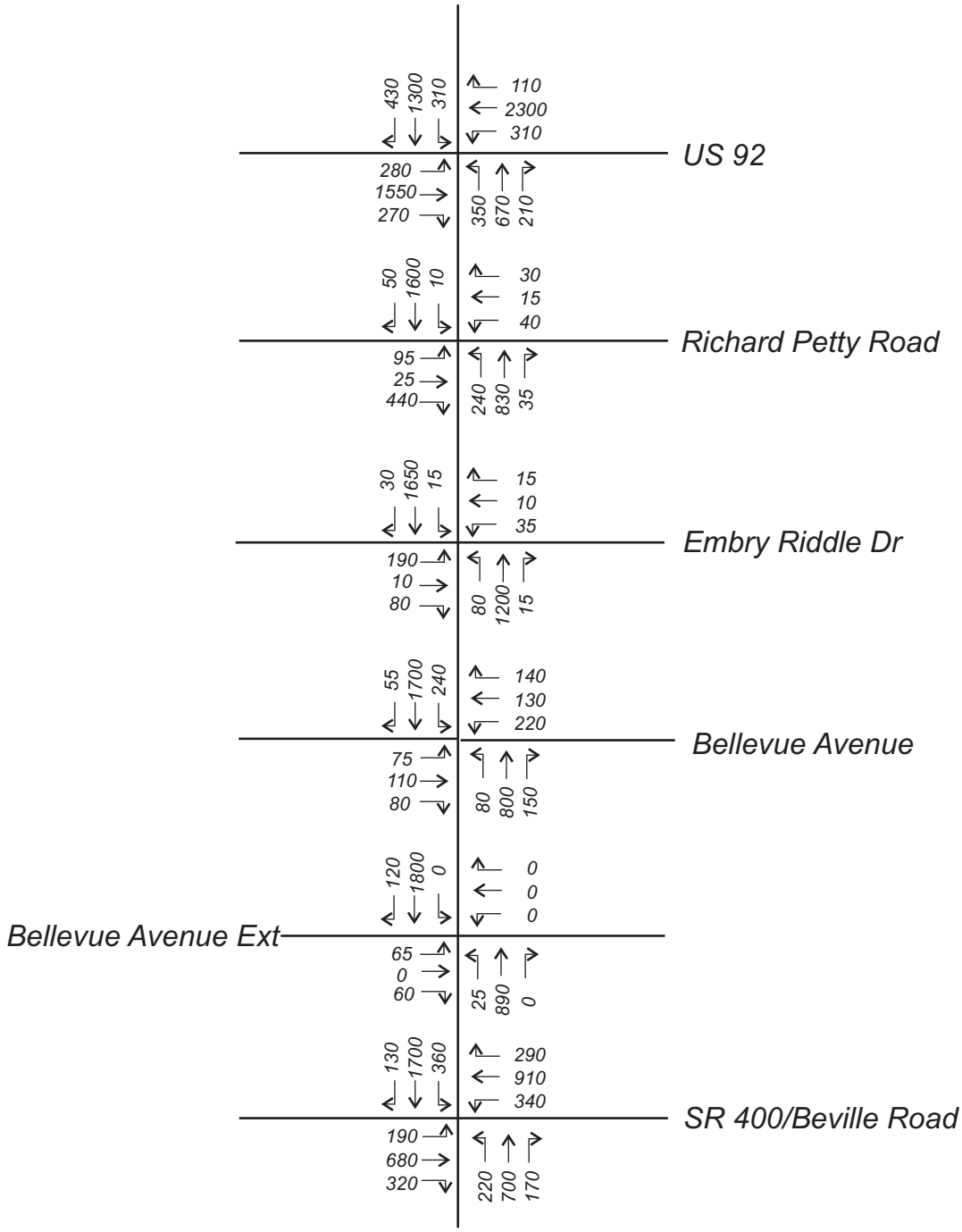
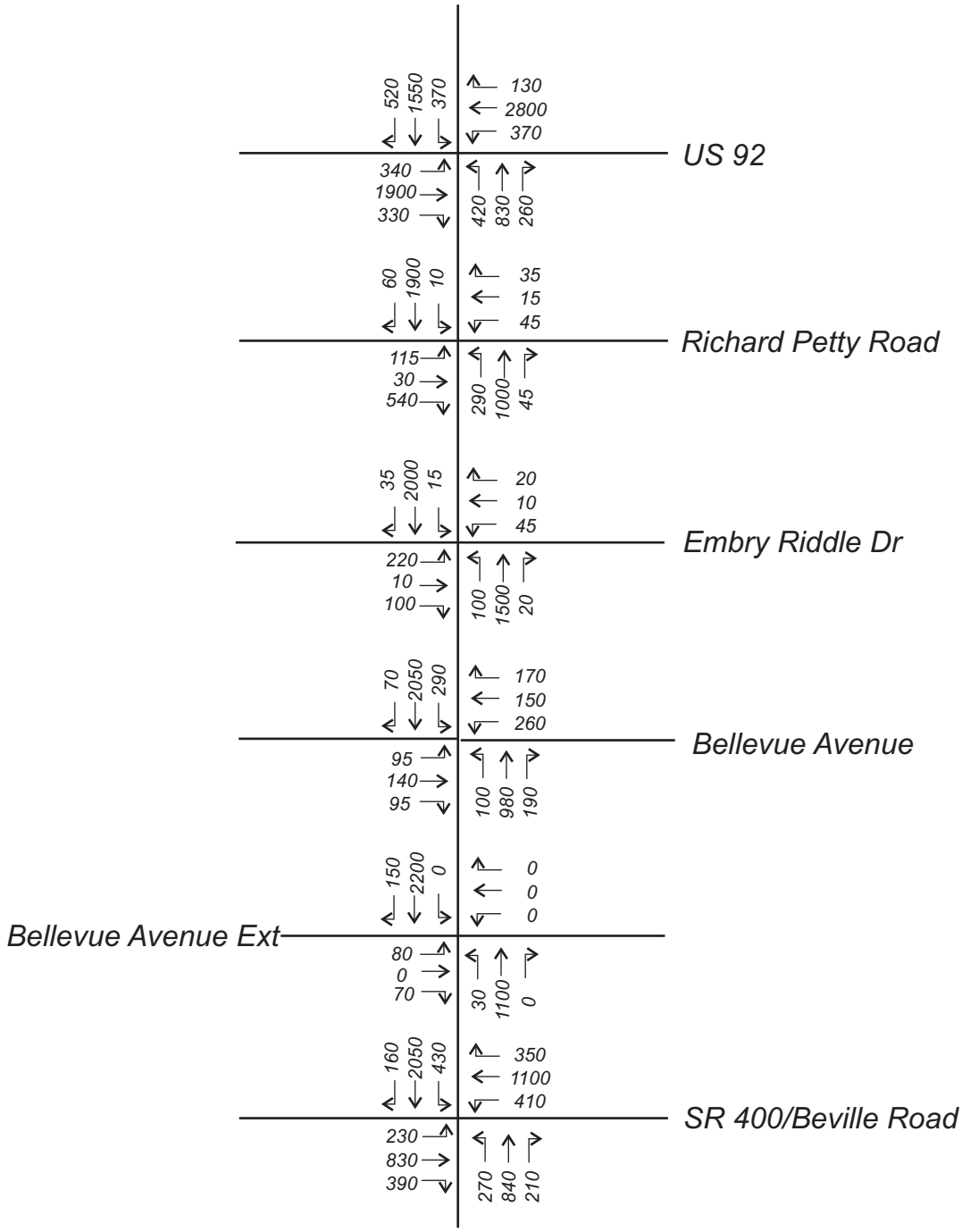
Engineering & Planning
214 E. New York Avenue Deland, FL 32724
Telephone: (386) 469-0006 Fax: (386) 469-0017



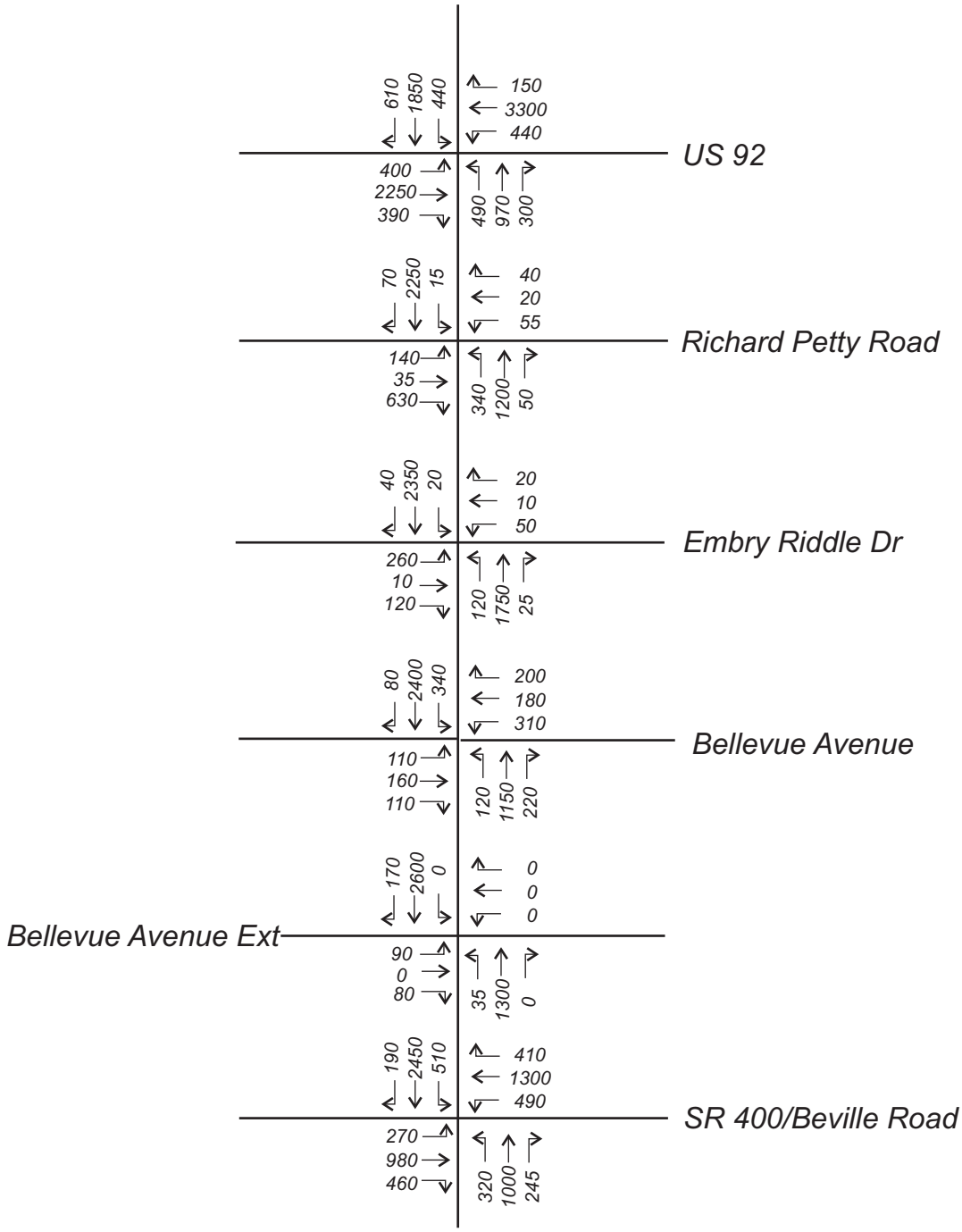
XXX - Design Hourly Volume (DHV)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN	N	*Opening Year (2010) Design Hour Volume (DHV)*	*Ghyabi & Associates, Inc.* Engineering & Planning
		PROJECT NUMBER: 2434-152 FIGURE: 9	214 E. New York Avenue Deland, FL 32724 Telephone: (386) 469-0006 Fax: (386) 469-0017



XXX - Design Hourly Volume (DHV)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN	N	*Mid-Design Year (2020) Design Hour Volume (DHV)*	*Ghyabi & Associates, Inc.* Engineering & Planning
		PROJECT NUMBER: 2434-152 FIGURE: 10	214 E. New York Avenue Deland, FL 32724 Telephone: (386) 469-0006 Fax: (386) 469-0017



XXX - Design Hourly Volume (DHV)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN	N	*Design Year (2030) Design Hour Volume (DHV)*	*Ghyabi & Associates, Inc.* Engineering & Planning
		PROJECT NUMBER: 2434-152 FIGURE: 11	214 E. New York Avenue Deland, FL 32724 Telephone: (386) 469-0006 Fax: (386) 469-0017

SECTION 5 - LEVEL OF SERVICE ANALYSIS

This section presents the results of the operational analyses for the future No-Build and Build conditions. Intersection operational analyses were performed based on the design peak period. All the signalized intersections were analyzed using the most current adopted planning procedures as outlined in the Transportation Research Board's Special Report 209 - Highway Capacity Manual (HCM). The Highway Capacity Software (HCS2000 Version 4.1d) was utilized to apply HCM procedures. Operational analysis for the basic arterial segments was performed utilizing ARTPLAN version 5.1.0 (6/4/03) procedures.

NO-BUILD SCENARIO

The No-Build geometry for SR 483 over the different years from Beville Road (SR 400) to US 92 (SR 600) is consistent with the existing roadway condition. Figure 12 shows the No-Build geometry utilized for the Level of Service analysis for the design years.

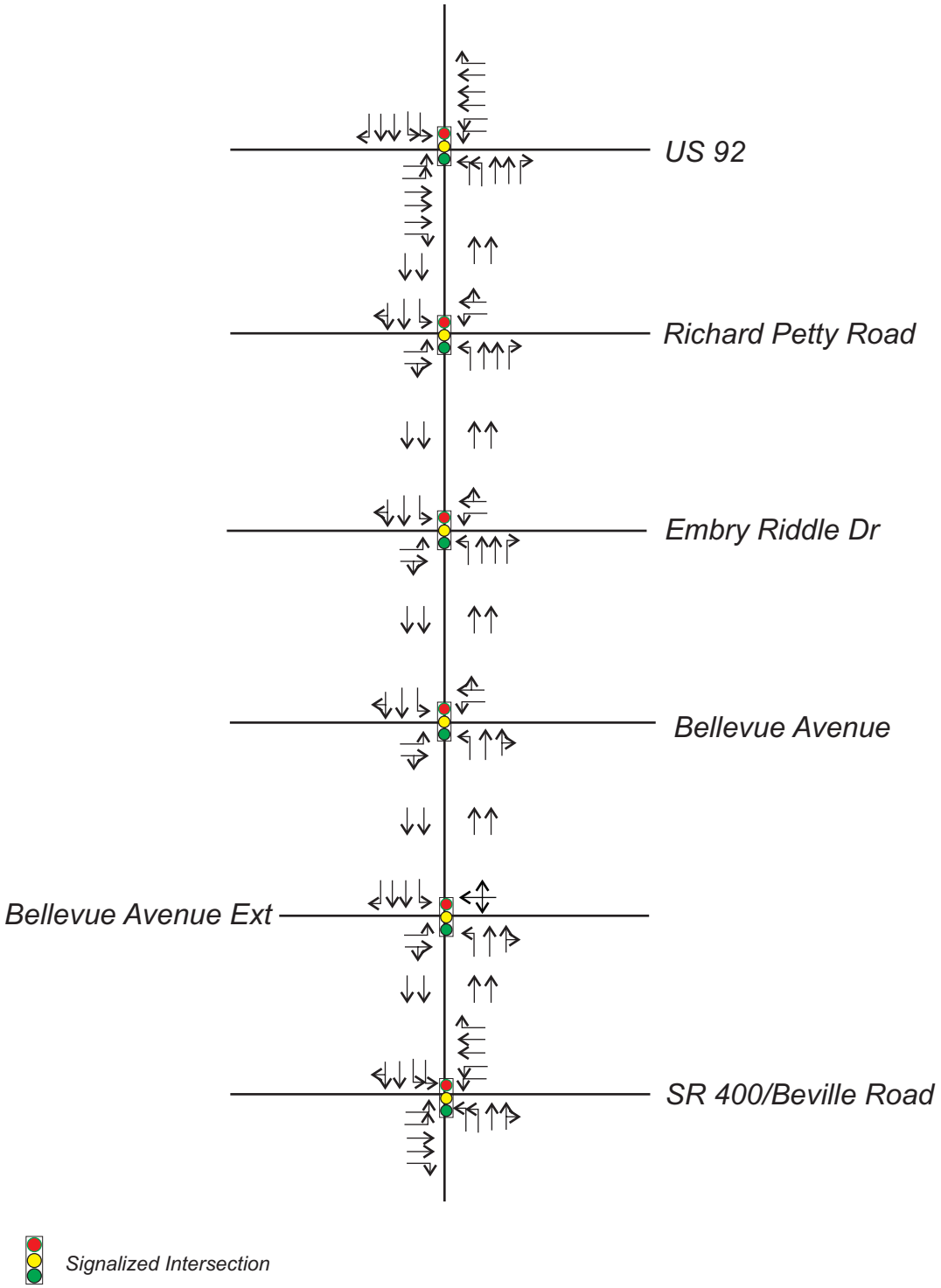
ROADWAY SEGMENT ANALYSIS

Table 7 summarizes the Design Hour No-Build Condition Level of Service for the segments along SR 483 within the project limits. The ARTPLAN printouts for the opening year 2010, the mid-design year 2020 and the design year 2030 for the No-Build conditions are included in Appendix F.

Table 7: Roadway Segment Level of Service Summary – No-Build Condition

Location within SR 483	Existing Year 2004	Opening Year 2010	Mid-Design Year 2020	Design Year 2030
Beville Road to Bellevue Avenue Ext	F	F	F	F
Bellevue Avenue Ext to Bellevue Avenue	C	C	F	F
Bellevue Avenue to Embry Riddle Drive	B	C	F	F
Embry Riddle Drive to Richard Petty Blvd	C	C	F	F
Richard Petty Blvd to US 92	C	D	F	F

Exceeds LOS "D" Standard



PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Design Year (2030) Roadway Network Geometry - No Build Condition

PROJECT NUMBER: 2434-152 FIGURE: 12

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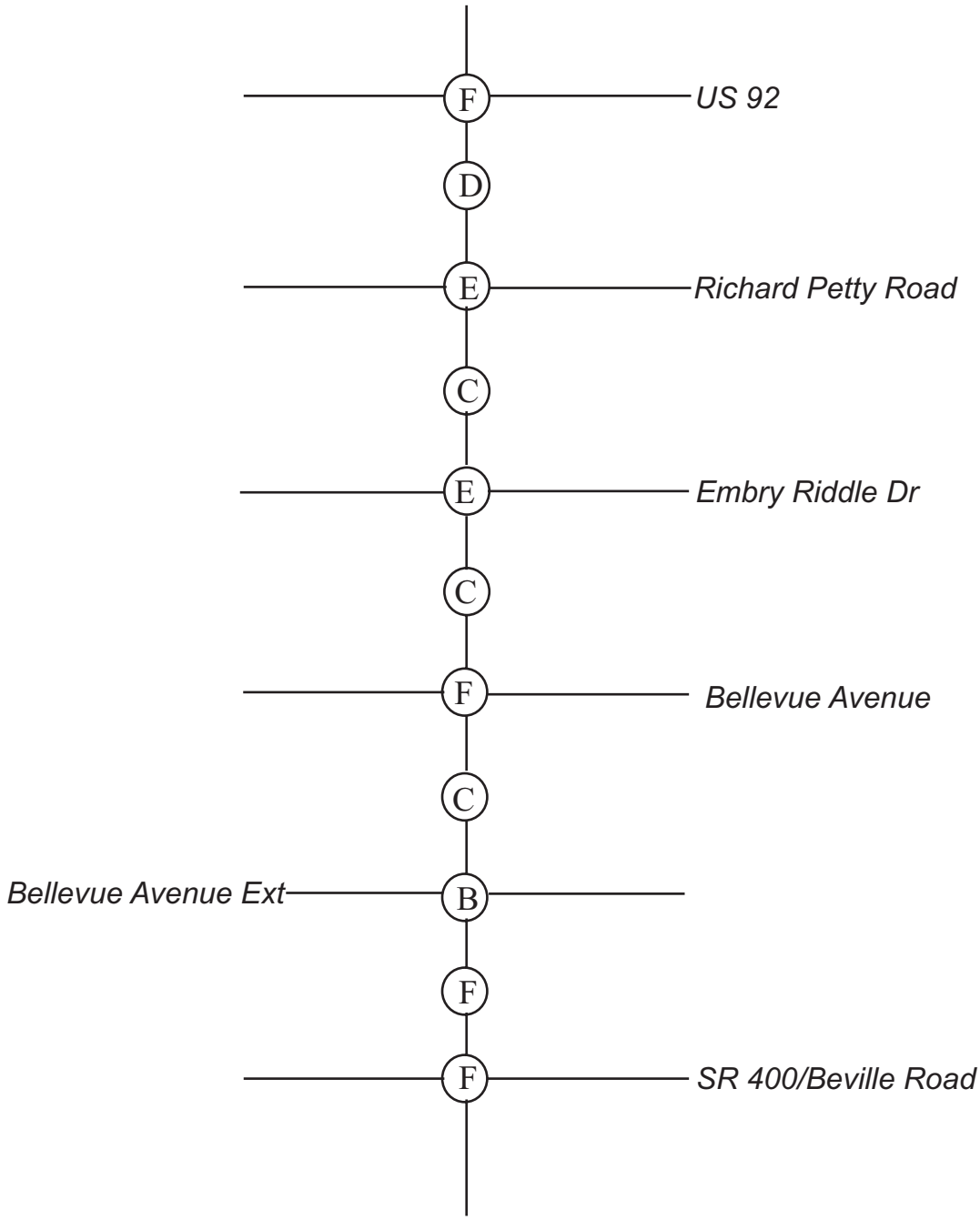
INTERSECTION ANALYSIS

Intersection signal timing and phasing provided by Volusia County were used in analyzing signalized intersections for the No-Build conditions. Figures 13, 14 and 15 show the LOS at the studied intersections within SR 483 for the No-Build Condition. The HCS analysis sheets for the No-Build design year are included in Appendix G. Table 8 below summarizes the LOS at the intersections during the Design Hour over the analysis years for the No-Build Condition. As shown on Tables 8, the intersections would be operating at unacceptable LOS for the No-Build conditions.

Table 8: Intersection Level of Service Summary – No-Build Condition

Intersection with SR 483	Intersection Control	Opening Year 2010		Mid-Design Year 2020		Design Year 2030	
		LOS	Delay	LOS	Delay	LOS	Delay
Design Hour/ No-Build Conditions							
Beville Road (SR 400)	Signalized	F	139.4	F	210.7	F	304.0
Bellevue Avenue Ext	Signalized	B	19.5	E	58.7	F	115.9
Bellevue Avenue	Signalized	F	99.3	F	203.8	F	303.5
Embry Riddle Drive	Signalized	E	55.8	F	118.0	F	198.7
Richard Petty Blvd	Signalized	E	66.6	F	125.0	F	196.1
US 92 (SR 600)	Signalized	F	214.1	F	294.7	F	392.8

Exceeds LOS "D" Standard



(X) - Level of Service (LOS)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Opening Year (2010) Design Hour LOS -No Build Condition

PROJECT NUMBER: 2434-152 FIGURE: 13

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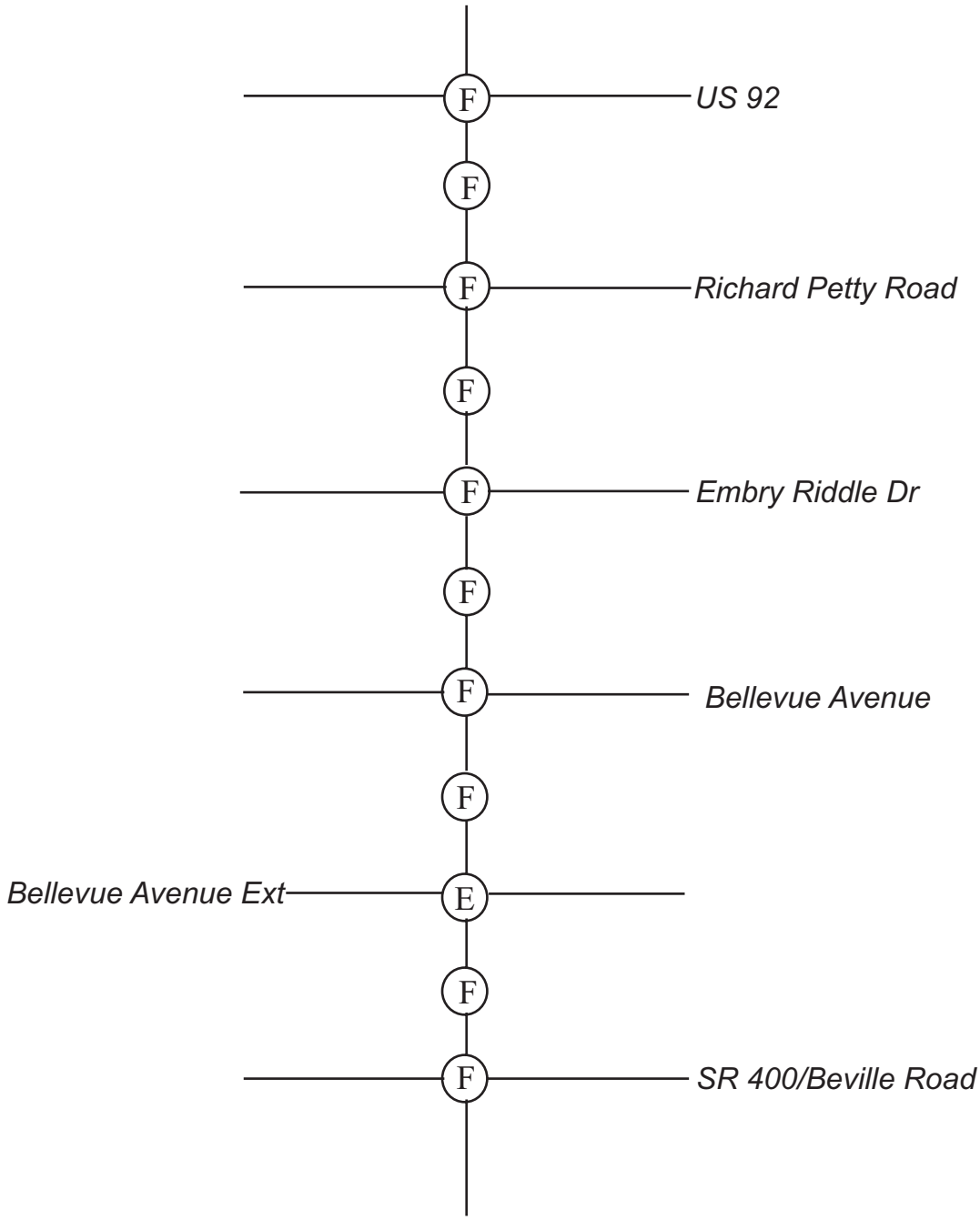

(X) - Level of Service (LOS)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Mid-Design Year (2020) Design Hour LOS -No Build Condition

PROJECT NUMBER: 2434-152 FIGURE: 14

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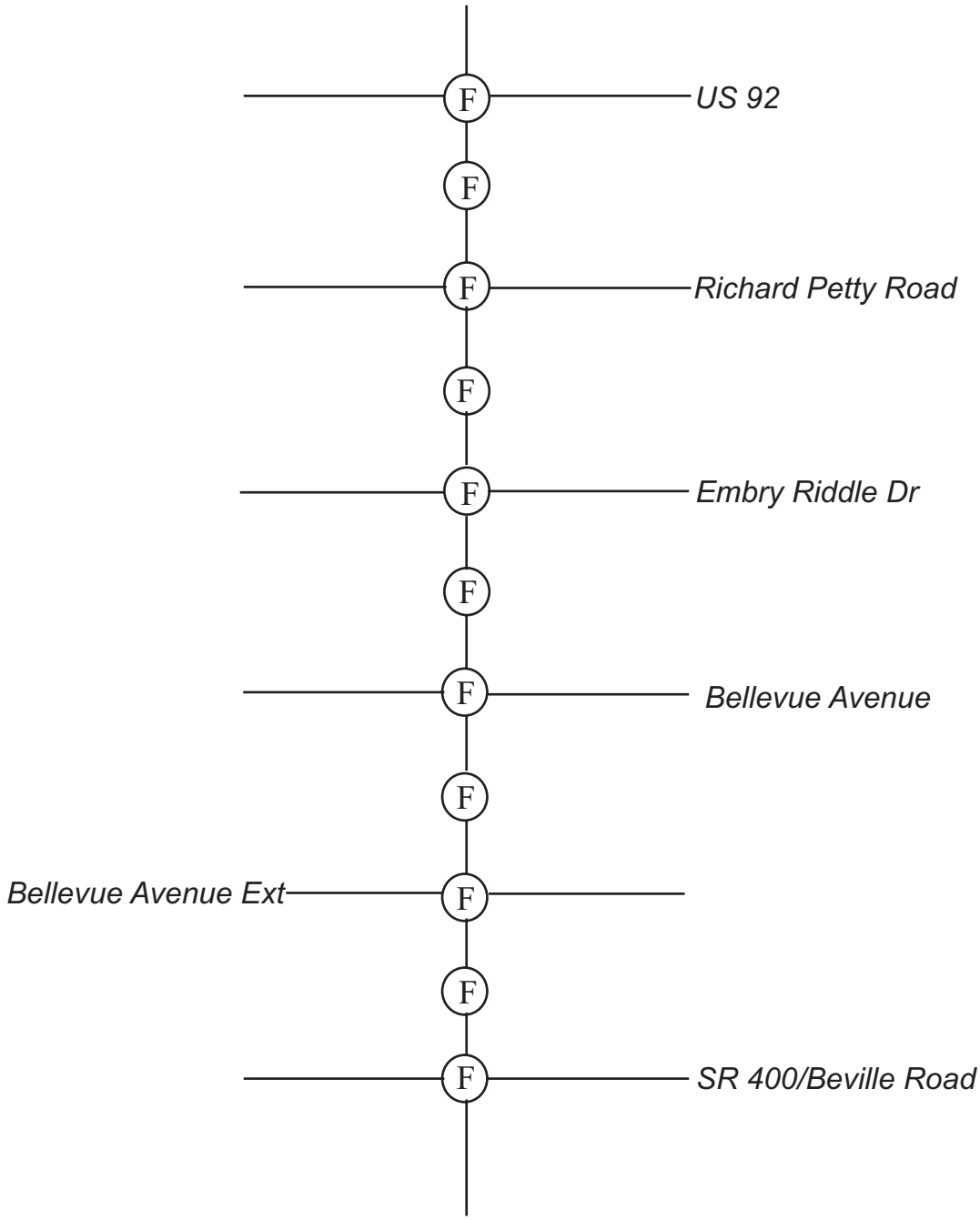

(X) - Level of Service (LOS)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Design Year (2030) Design Hour LOS -No Build Condition

PROJECT NUMBER: 2434-152 FIGURE: 15

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BUILD SCENARIO

The Build Scenario includes two Alternatives:

- Alternative 1 – Involves corridor improvements and intersection improvements.

The Build geometry for SR 483 over the different years from SR 400 (Beville Road) to SR 600 (US 92) consists of an additional through lane on each direction along SR 483 and some intersection improvements.

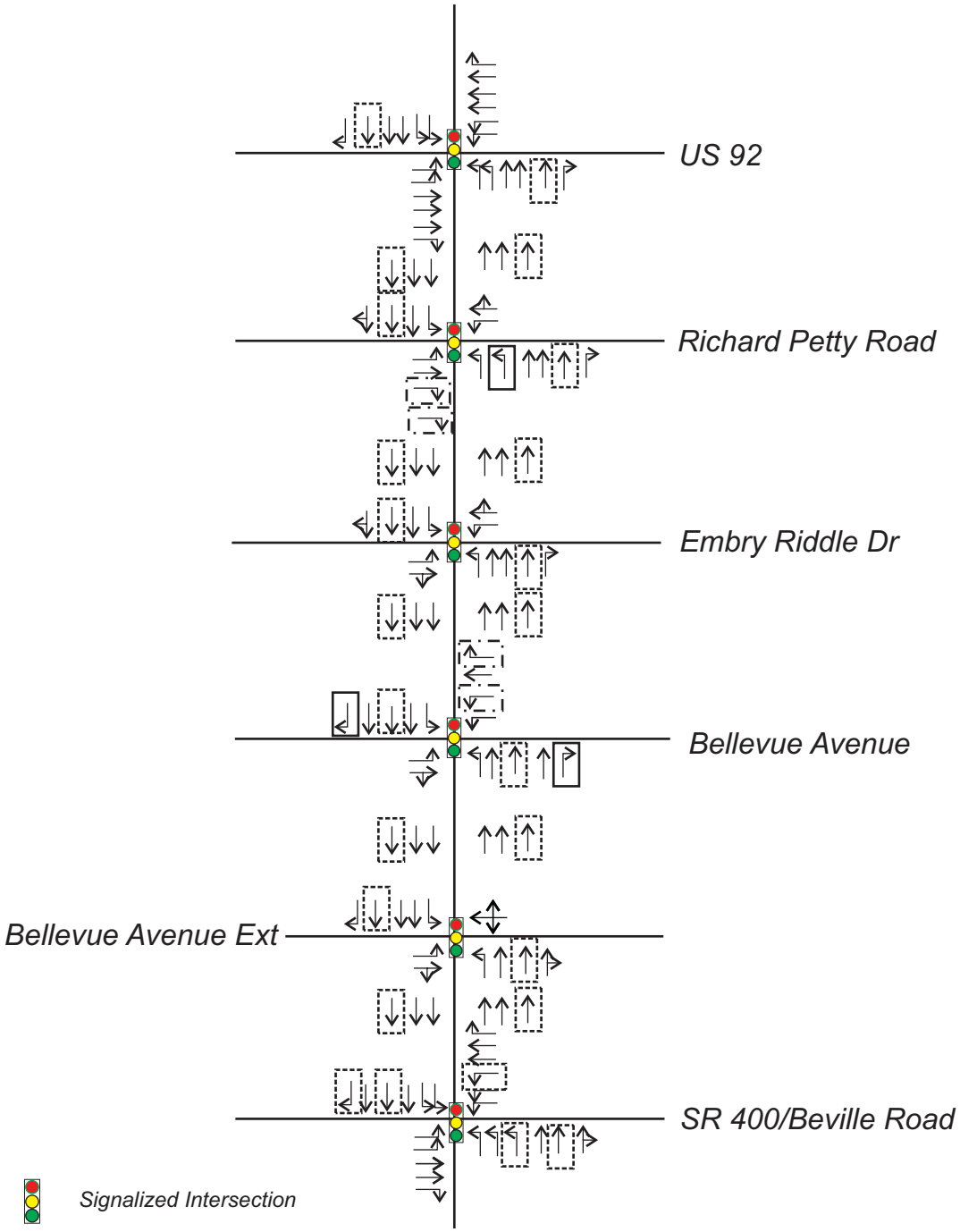
- Alternative 2 – Considers Interchanges at the end intersections of the study corridor i.e., at SR 483 and SR 600 and at SR 483 and SR 400.

It should be noted that Alternative 2 is considered as an option because Alternative 1 is not sufficient to provide adequate LOS at the end intersections of SR 483 @ SR 600 and SR 483 @ SR 400 throughout all the design years.

Figure 16 through Figure 19 show the Build geometry for SR 483 over the different years from Beville Road (SR 400) to US 92 (SR 600) pertaining to Alternative 1 and Alternative 2. Alternative 2 presents the preferred configuration based on the capacity analysis. For ease of reference and completeness, analyses for alternative configurations are appended to this report as an independent Technical Memorandum.

ROADWAY SEGMENT ANALYSIS

Table 9 summarizes the Build Condition Level of Service for the segments along SR 483 within the project limits. The ARTPLAN printouts for the opening year 2010, the mid-design year 2020 and the design year 2030 for the Build conditions are included in Appendix H. For the roadway segment analysis, it was assumed that SR 483 was widened from 4 to 6 lanes. As shown on Table 9, for Alternative 1, the roadway segments would be operating at acceptable LOS D or better for all the design years under the Build conditions with the exception of the segment between Beville Road and Bellevue Avenue Extension, which operates at a LOS F during the Design Year 2030. In Alternative 2, all the roadway segments of the study corridor operate at an acceptable LOS D or better.



PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Design Year (2030) Roadway Network Geometry - Build Condition (ALTERNATIVE 1)

PROJECT NUMBER: 2434-152 FIGURE: 16

Ghyabi & Associates, Inc.
Engineering & Planning
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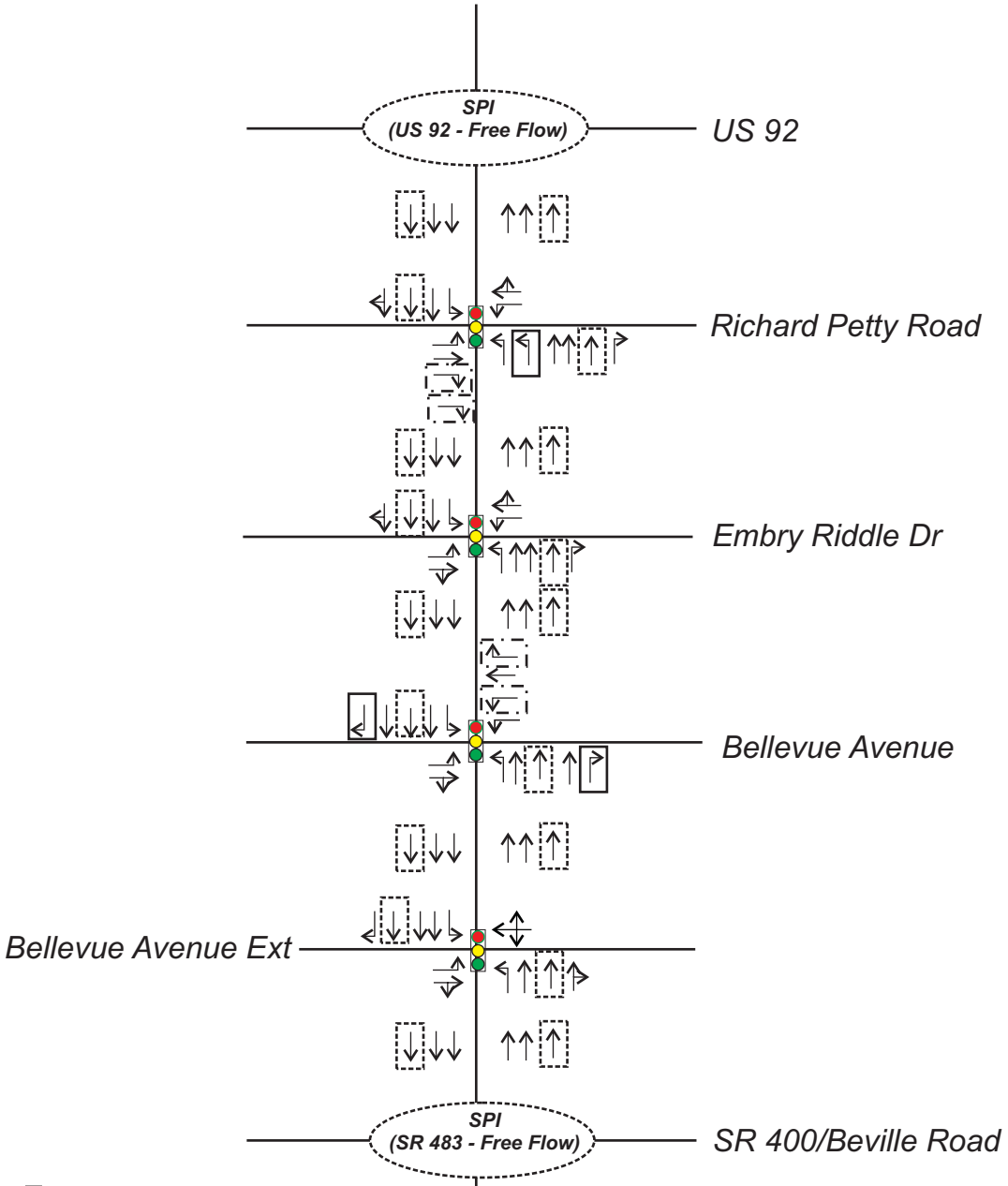

Signalized Intersection

Potential Roadway Improvements from the Year 2010

Potential Roadway Improvements from the Year 2020

Potential Roadway Improvements from the Year 2030

SPI Single Point Interchange

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Design Year (2030) Roadway Network Geometry - Build Condition (ALTERNATIVE 2)

PROJECT NUMBER: 2434-152 FIGURE: 17

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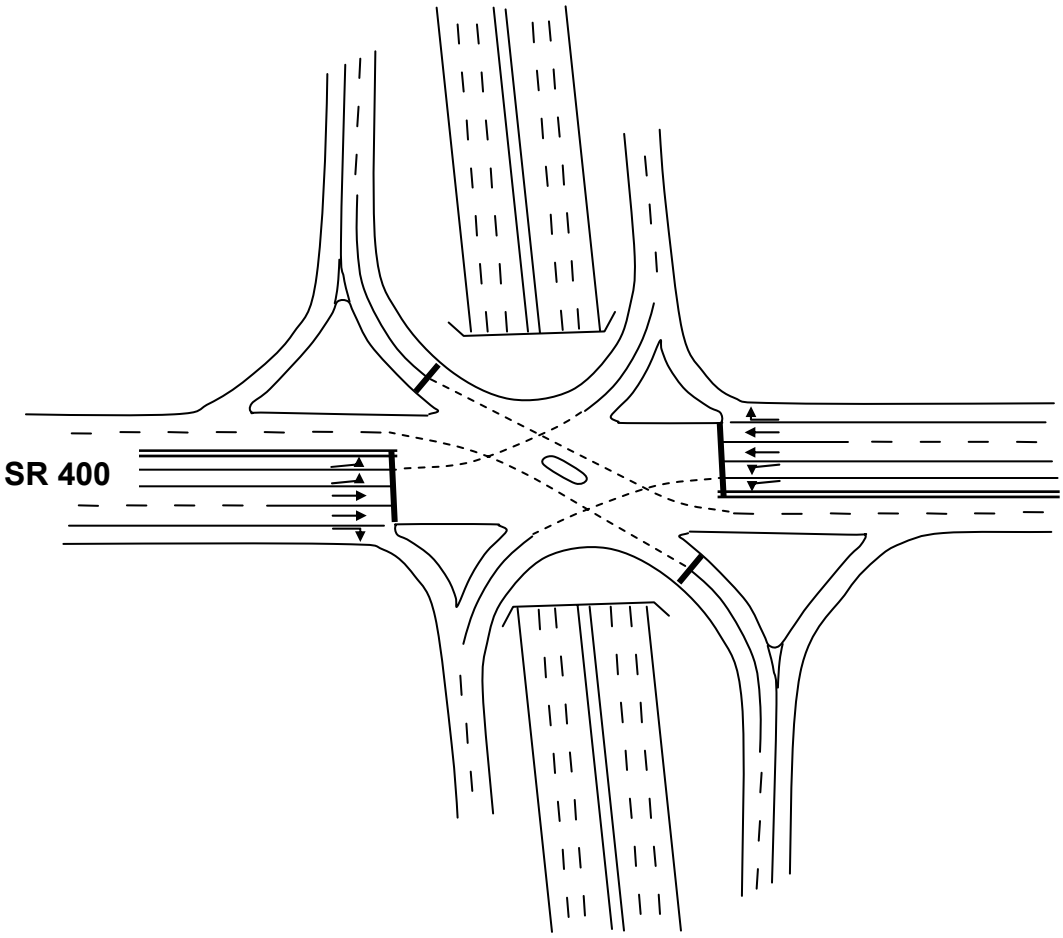

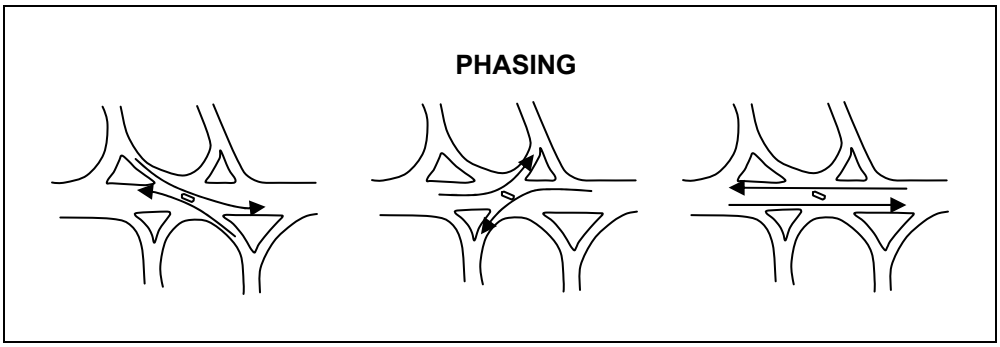

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

SPI Configuration SR 483 and SR 400

PROJECT NUMBER: 2434-152 FIGURE: 18

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Engineering & Planning
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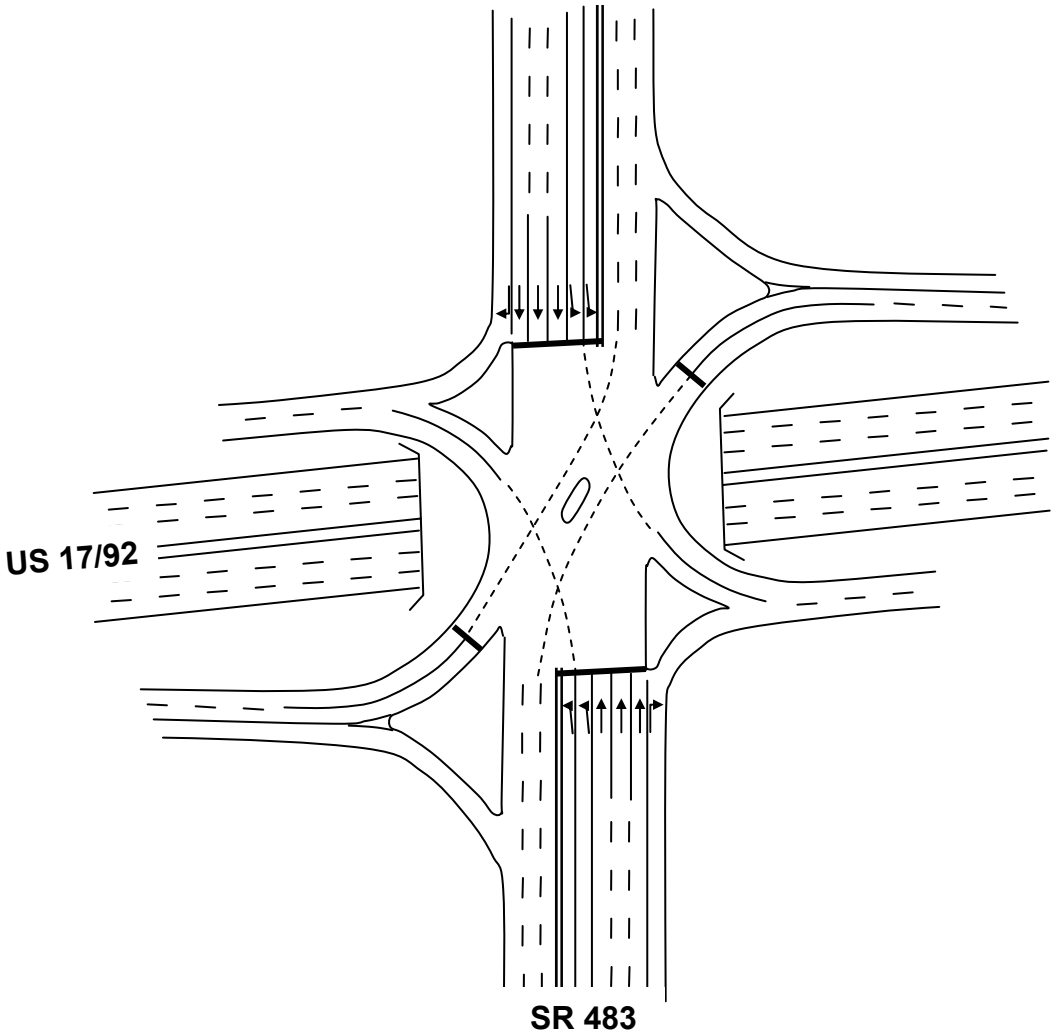

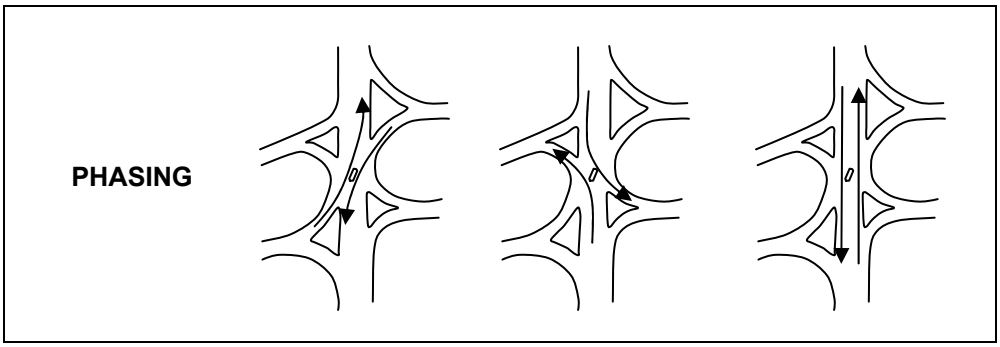

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

SPI Configuration SR 483 and US 92

PROJECT NUMBER: 2434-152 FIGURE: 19

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Table 9: Roadway Segment Level of Service Summary – Build Condition

Location within SR 483	Existing Year 2004	Opening Year 2010		Mid-Design Year 2020		Design Year 2030	
		Alternative 1	Alternative 2	Alternative 1	Alternative 2	Alternative 1	Alternative 2
Beville Road to Bellevue Avenue Ext	F	D	A	D	A	F	A
Bellevue Avenue Ext to Bellevue Avenue	C	C	C	C	C	C	C
Bellevue Avenue to Embry Riddle Drive	B	B	B	C	C	B*	B*
Embry Riddle Drive to Richard Petty Blvd	C	C	C	C	C	D	D
Richard Petty Blvd to US 92	C	C	C	D	D	D	D

Exceeds LOS "D" Standard

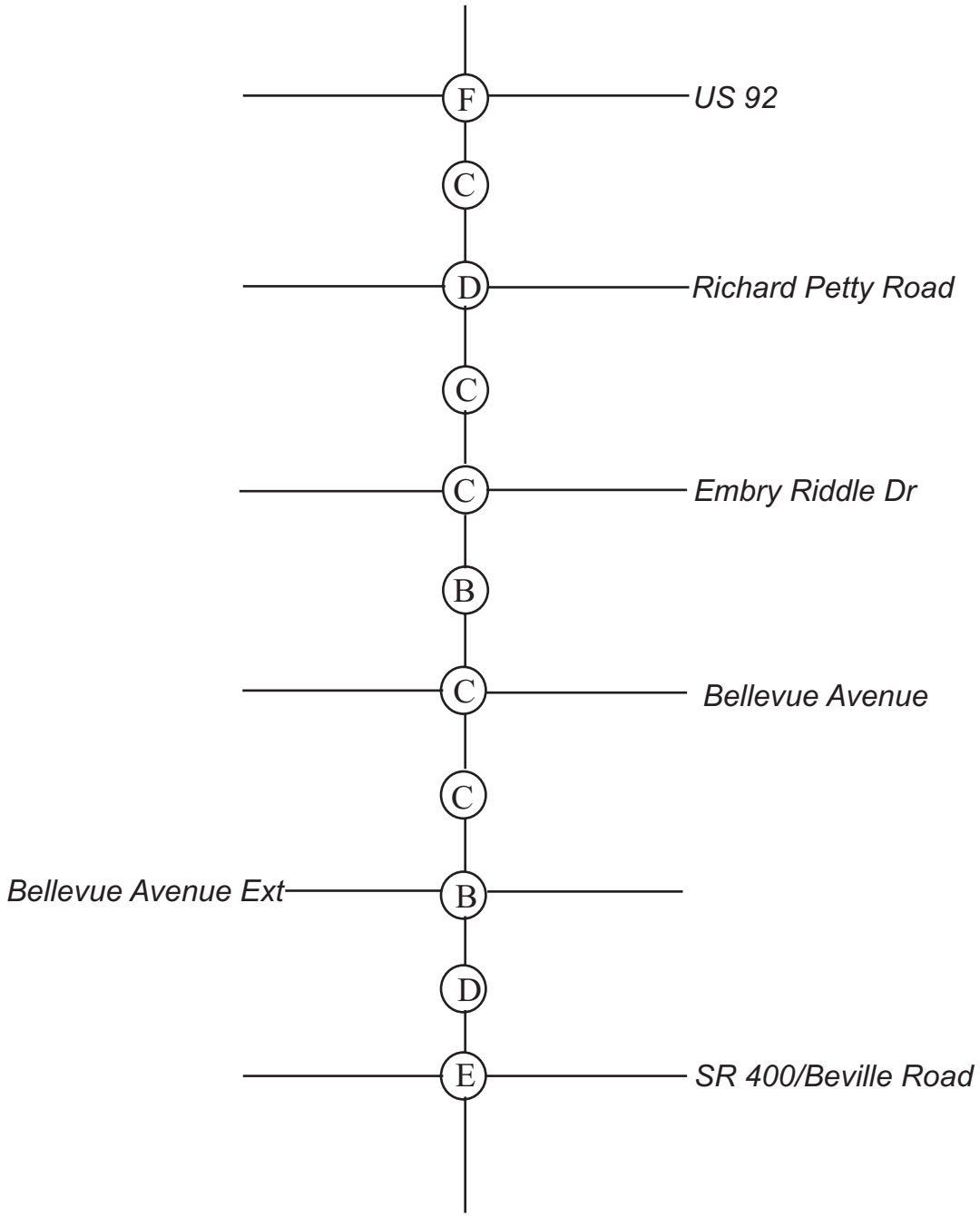
* The Design Year 2030 Roadway Segment LOS improves over the Mid-Design Year 2020 due to recommended roadway improvements (i.e., additional exclusive rifgt and left-turn lanes) at the intersection of SR 483 and Bellevue Avenue.

INTERSECTION ANALYSIS

Intersection signal timing and phasing provided by Volusia County were optimized to analyze the build conditions. Figures 20 through 25 show the LOS at the studied intersections within SR 483 for the Build Condition. The HCS analysis sheets for the Build design year are included in Appendix I. Table 10 on page 43 summarizes the LOS at the intersections over the analysis years for the Build Condition. As shown on Table 10, the intersections would be operating at acceptable LOS D or better for the Build conditions with the exception of the end intersections of SR 483 and SR 400 and SR 483 and SR 600.

Table 10 shows that the end intersections of SR 483 @ SR 400 and SR 483 @ SR 600 do not meet the standard LOS through the design year 2030 under Alternative 1.

Thus, a second alternative of having single point interchanges (SPUI) at the end intersections of the study corridor was considered. Figures 18 and 19 showed the SPUI configuration for SR 483 and SR 400; and SR 483 and SR 600. Under this configuration Alternative 2), all intersections and interchanges would operate at acceptable LOS D or better.



X - Level of Service (LOS)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Opening Year (2010) Design Hour LOS - Build Condition (ALTERNATIVE 1)

PROJECT NUMBER: 2434-152 FIGURE: 20

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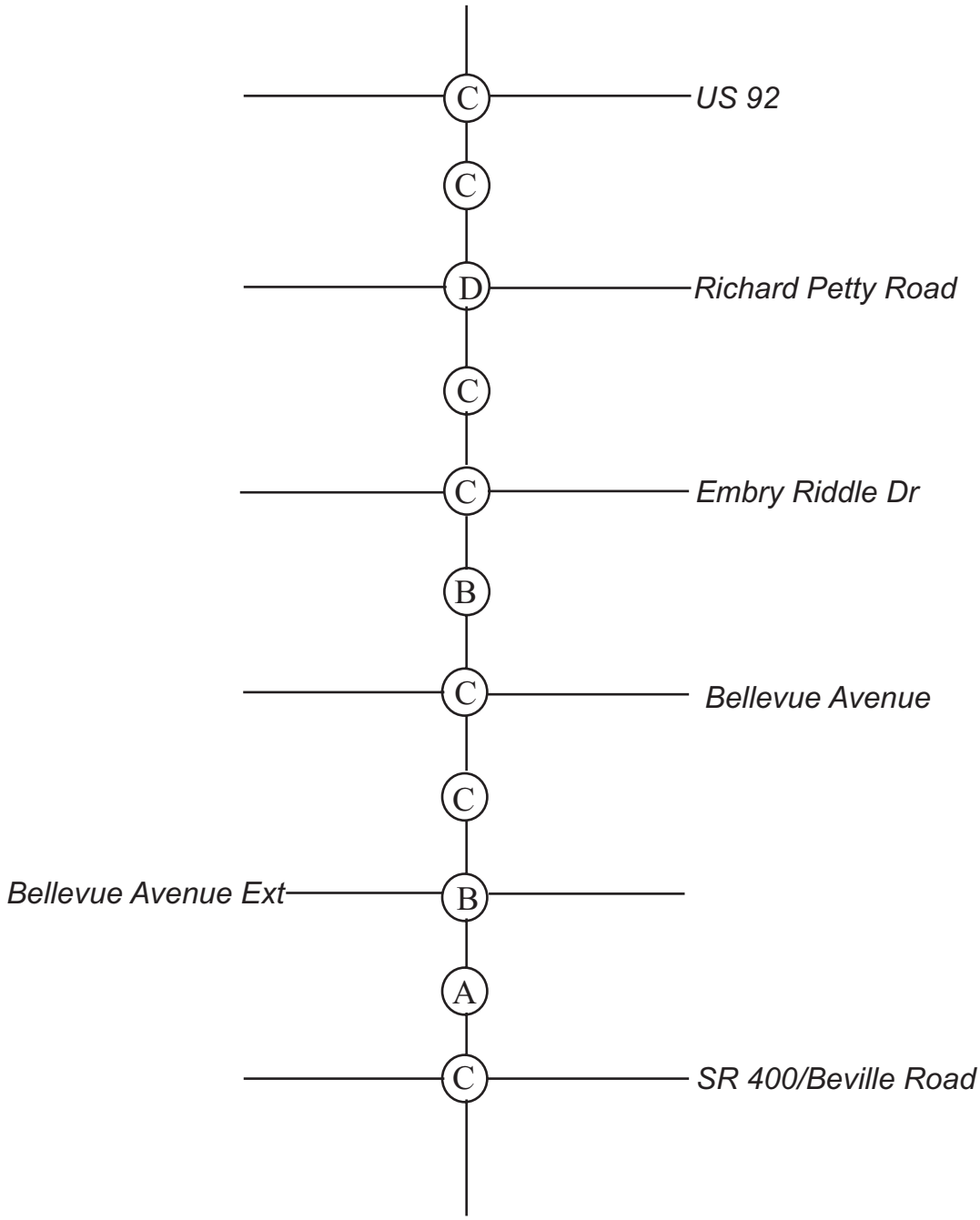

(X) - Level of Service (LOS)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Opening Year (2010) Design Hour LOS - Build Condition (ALTERNATIVE 2)

PROJECT NUMBER: 2434-152 FIGURE: 21

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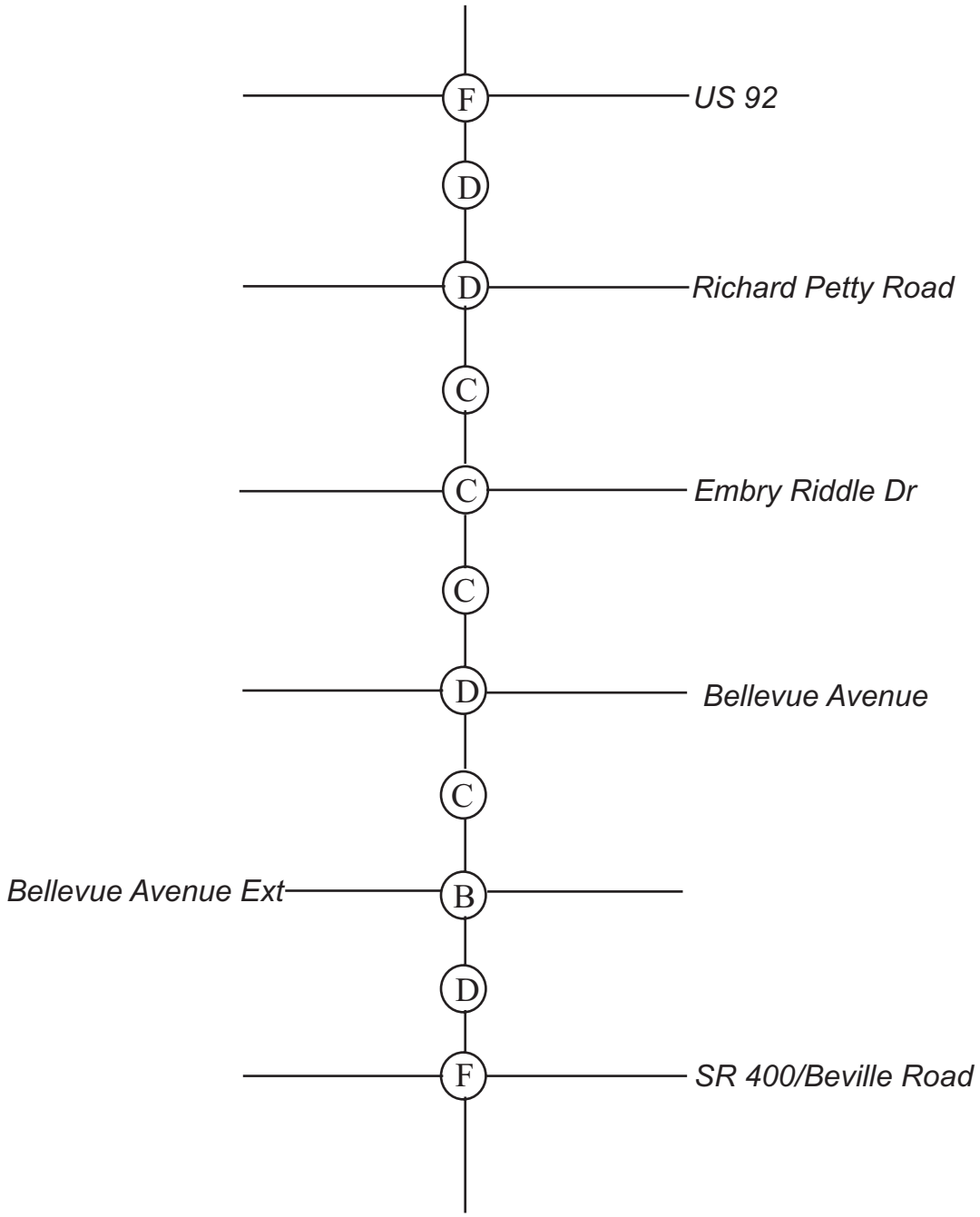

(X) - Level of Service (LOS)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Mid-Design Year (2020) Design Hour LOS - Build Condition (ALTERNATIVE 1)

PROJECT NUMBER: 2434-152 FIGURE: 22

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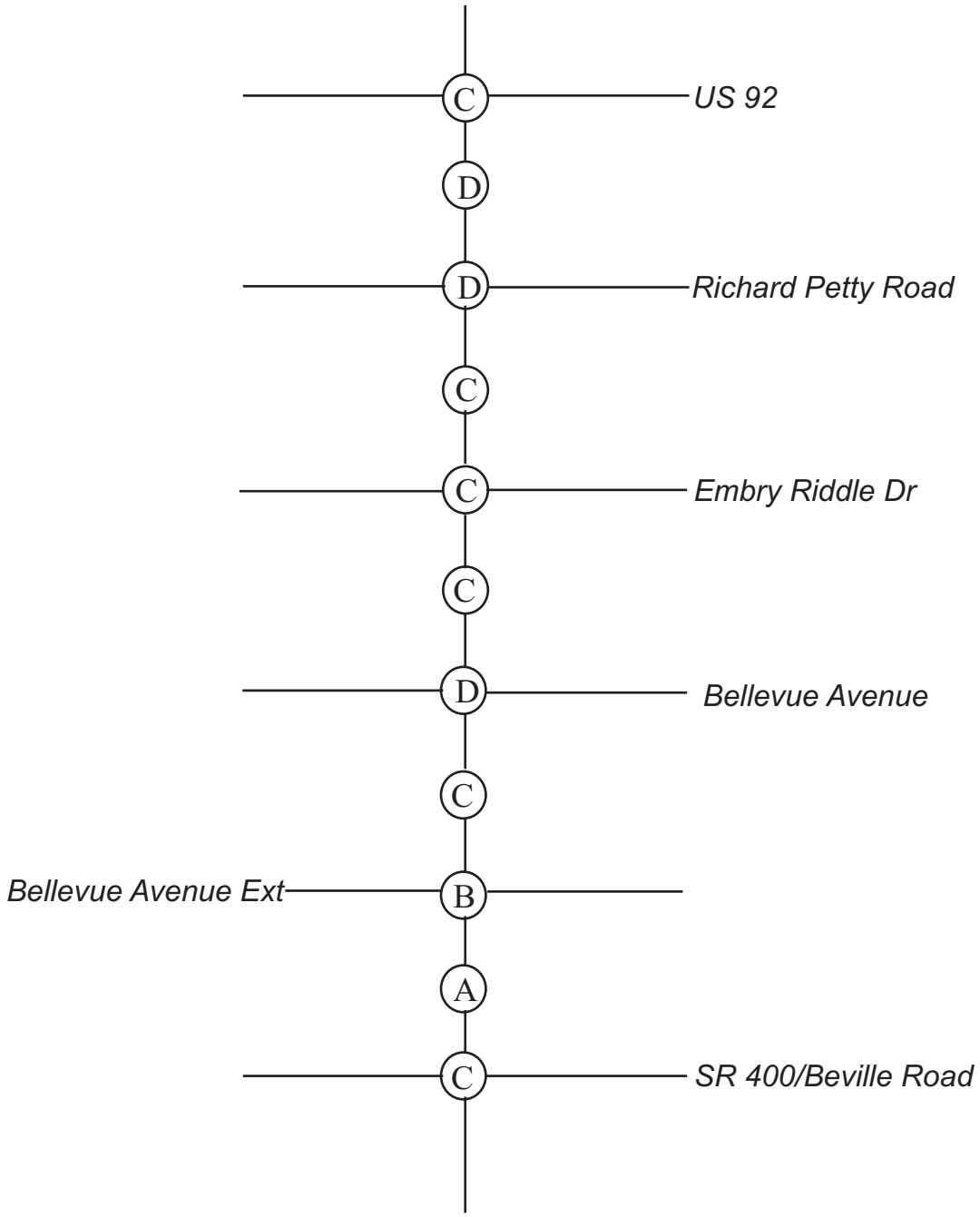

X - Level of Service (LOS)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Mid-Design Year (2020) Design Hour LOS - Build Condition (ALTERNATIVE 2)

PROJECT NUMBER: 2434-152 FIGURE: 23

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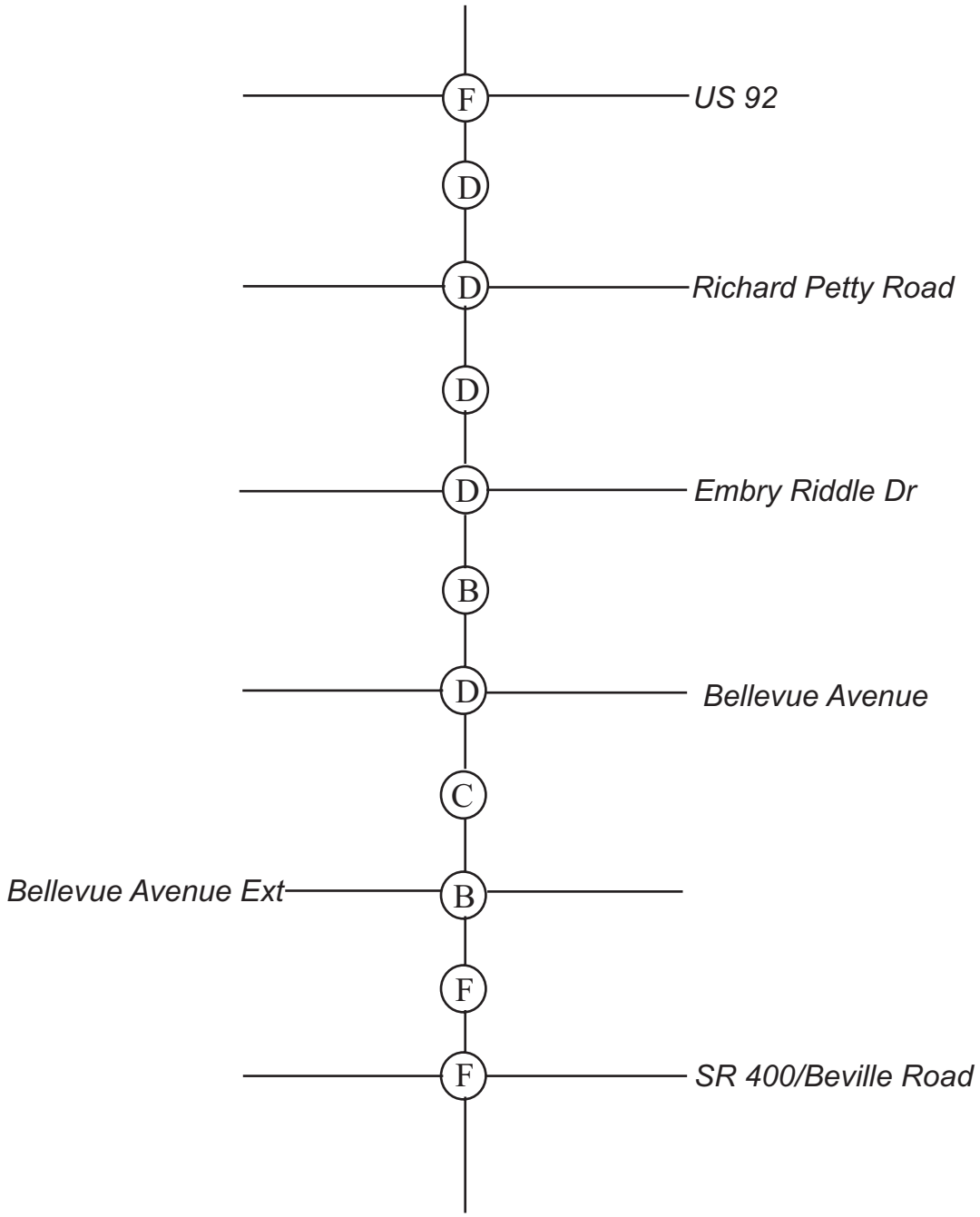
Telephone: (386) 469-0006 Fax: (386) 469-0017



(X) - Level of Service (LOS)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Design Year (2030) Design Hour LOS - Build Condition (ALTERNATIVE 1)

PROJECT NUMBER: 2434-152 FIGURE: 24

Ghyabi & Associates, Inc.
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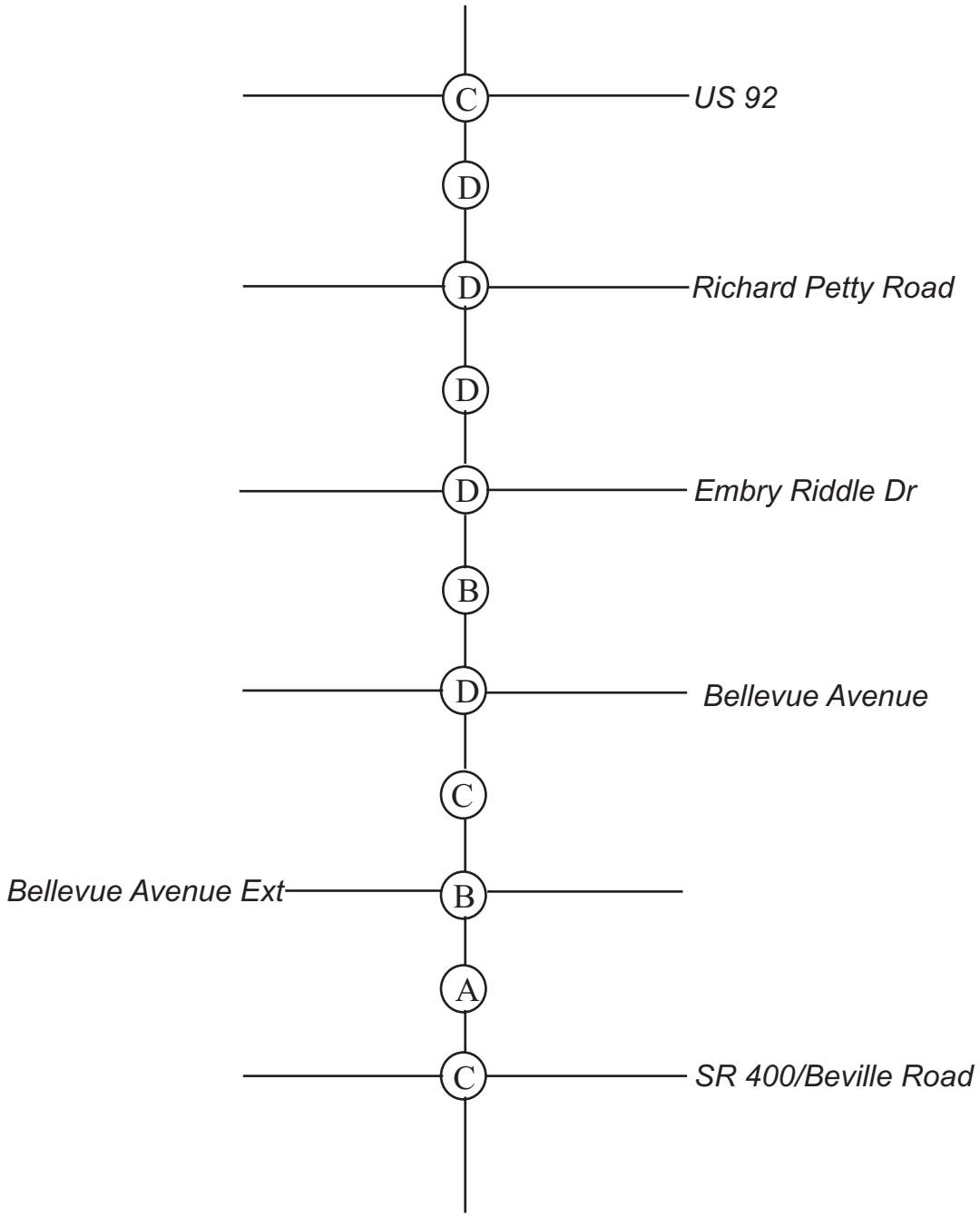

(X) - Level of Service (LOS)

PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Design Year (2030) Design Hour LOS - Build Condition (ALTERNATIVE 2)

PROJECT NUMBER: 2434-152 FIGURE: 25

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Table 10: Intersection Level of Service Summary – Build Condition

Intersection with SR 483	Intersection Control	Opening Year 2010		Mid-Design Year 2020		Design Year 2030	
		LOS	Delay	LOS	Delay	LOS	Delay
Design Hour / Build Conditions							
Beville Road (SR 400)	Alternative 1 - Signalized	D	53.3	F	120.0	F	181.3
	Alternative 2 - Signalized	C	26.0	C	28.4	C	34.7
Bellevue Avenue Ext	Signalized	B	11.8	B	13.8	B	18.8
Bellevue Avenue	Signalized	C	32.4	D	54.9	D	50.2
Embry Riddle Drive	Signalized	C	20.6	C	28.9	D	41.2
Richard Petty Blvd	Signalized	D	53.3	D	45.2	D	41.9
US 92 (SR 600)	Alternative 1 - Signalized	F	112.1	F	170.3	F	240.9
	Alternative 2 - Signalized	C	26.2	C	27.7	C	31.6

Exceeds LOS D Standard

Analyses have been done to compare the effect of the interchanges on the downstream intersections. But no significant effect was observed. A discussion of this assessment is included as Appendix J. Appendix J also includes analysis for alternative interchange configurations and at grade improvements for the intersections of SR 483 and SR 400 and also, SR 483 and SR 600.

Storage length requirements have been calculated for the signalized intersections under the design year conditions. Whenever feasible, taper areas to exclusive lanes should be provided a sufficient distance upstream of the projected through traffic queuing to allow access to the exclusive lanes. FDOT Storage Length calculation worksheets are included in Appendix K.

SECTION 6 - RECOMMENDED IMPROVEMENTS

The Build Condition Geometry for both the options: Alternative 1 and Alternative 2, are shown in Figure 16 and Figure 17, respectively. Also, the recommended improvements to SR 483 for both of the build geometry options are given in the table below.

Table 11: Recommended Roadway/Intersection Improvements

Location	Improvements		
	Opening Year 2010	**Mid-Design Year 2020**	**Design Year 2030**
Arterial Segments along SR 483/Clyde Morris Boulevard			
Beville Road to Bellevue Avenue Ext	Widened to 6-Lanes	Widened to 6-Lanes	Widened to 6-Lanes
Bellevue Avenue Ext to Bellevue Avenue	Widened to 6-Lanes	Widened to 6-Lanes	Widened to 6-Lanes
Bellevue Avenue to Embry Riddle Drive	Widened to 6-Lanes	Widened to 6-Lanes	Widened to 6-Lanes
Embry Riddle Drive to Richard Petty Blvd	Widened to 6-Lanes	Widened to 6-Lanes	Widened to 6-Lanes
Richard Petty Blvd to US 92	Widened to 6-Lanes	Widened to 6-Lanes	Widened to 6-Lanes
Intersections - Signal Timing Plans for all the intersections along the study corridor of SR 483 should be revised for all the years			
Intersections - Geometry (Improvements in addition to through lanes for the northbound and southbound approaches along SR 483/Clyde Morris Boulevard) **Provide Storage Length as calculated in Appendix K**			
SR 483 @ Beville Road (SR 400)	Alternative 1 - Add 1 SB right-turn lane and 1 NB left-turn lane and 1 WB left-turn lane OR Alternative 2 - Single Point Interchange (SR 483 - Free Flow)	Alternative 2 - Single Point Interchange (SR 483 - Free Flow)	-
SR 483 @ Bellevue Avenue Extension	-	-	-
SR 483 @ Bellevue Avenue	-	Alternative 1 & 2 - Add 1 right-turn lane in both NB& SB directions	Alternative 1 & 2 - Add 1 WB right-turn lane and 1 WB left-turn lane
SR 483 @ Embry Riddle Drive	-	-	-
SR 483 @ Richard Petty Blvd	-	Alternative 1 & 2 - Add 1 NB left-turn lane	Alternative 1 & 2 - Add 2 EB right-turn lanes
SR 483 @ US 92 (SR 600)	Alternative 2 - Single Point Interchange (SPUI) (US 92 - Free Flow)	-	-

It should be noted that in order to get a minimum standard LOS D under Alternative 1, the improvements needed at the intersection of SR 483 and SR 600 for the year 2010 is adding 1 SB thru lane, 1 WB thru lane and 1 SB left-turn lane. For the years 2020 and 2030, additional improvements will be needed to maintain LOS D. These improvements are neither economic nor practically feasible. Similar is the case with the intersection of SR 483 and SR 400. In the year 2010 to maintain a minimum standard LOS D, the improvements needed have been shown in Table 11. But from 2020, in order to maintain LOS D, improvements involving addition of thru lanes will be required. Under Alternative 2, with interchanges at both the intersections of SR 483 @ SR 400 and SR 483 @ SR 600 from the opening year 2010, the entire study corridor operates at an acceptable LOS D or better with some minor improvements at the intermediate intersections, throughout the design year.

SECTION 7 - CONCLUSION

The objective of this project is to develop Project Traffic Volumes for use by the Department in the PD&E and Design of SR 483 between Beville Road (SR 400) and US 92 (SR 600) in Volusia County. The scope of this Technical Memorandum entails the development of existing and future forecast for No-Build and Build conditions, and evaluation of the basic characteristics and operational conditions of the study corridor during the service life of the roadway improvement project.

Based on the traffic forecasts developed for this technical memorandum, level of service analyses were undertaken to evaluate operational characteristics for existing and the future No-Build and Build conditions. This analysis indicates that the current SR 483 geometry will not provide adequate level of service into the future. Based upon the roadway and intersection analyses, it is recommended that SR 483 be widened to six lanes between SR 400 and SR 600 with SPUI at each end of the study area. These recommendations (also depicted on Figures 16 through 19) result in a significant improvement in level of service to acceptable levels through the study area.

APPENDIX

Appendix A
Traffic Count Data

Ghyabi & Associates
VOLUME SUMMARY
WED 04/28/2004

Site Reference: 000024872818
Site ID: 000024872818
Location: Clyde Morris Bl north of Beville Ave

File: Ave.prn
City:
County:

TIME	1 NORTH	2 SOUTH	Total
01:00	306	146	452
02:00	890	414	1304
03:00	1487	616	2103
04:00	1156	677	1833
05:00	1063	820	1883
06:00	957	979	1936
07:00	1021	1214	2235
08:00	1148	1107	2255
09:00	959	1147	2106
10:00	1010	1365	2375
11:00	913	1561	2474
12:00	925	1758	2683
13:00	815	1278	2093
14:00	680	983	1663
15:00	520	801	1321
16:00	433	750	1183
17:00	350	495	845
18:00	268	432	700
19:00	195	262	457
20:00	103	138	241
21:00	74	100	174
22:00	45	89	134
23:00	72	62	134
24:00	112	60	172
DAY TOTAL	15502	17254	32756
PERCENTS	47.4%	52.6%	100%
AM Times	02:15	11:15	
AM Peaks	1487	1758	
PM Times	12:30	12:15	
PM Peaks	817	1278	

TRAFFIC COUNT DATA

DISTRICTWIDE PD&E

STATE PROJECT NO.:
WORK PROGRAM NO.: 152
LOCATION CODE:
COUNT LOCATION: Clyde Morris Blvd - North of Beville

TYPE OF COUNT:

24 HOUR Approach Count

TIME OF COUNT:

Start Date: Apr 28, 2004 Start Time: 1:00
End Date: Apr 28, 2004 End Time: 24:00

VOLUMES:

Average Daily : 32756 Average Peak Hour: 2683
Peak Hour Ends: 12:00

TRAVEL CHARACTERISTICS:

Peak to Daily Ratio:
K= 0.082 D= 65.5%

07/01/2004

HOURLY DISTRIBUTION OF TRAFFIC VOLUMES

STATE PROJECT NO.:
WORK PROGRAM NO.: 152
LOCATION CODE:
COUNT LOCATION: Clyde Morris Blvd - North of Beville

HOUR END AT	HOURLY VOLUME DIRECTION (SB or EB)	HOURLY VOLUME DIRECTION (NB or WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (SB or EB)	DISTRIBUTION PERCENT DIRECTION (NB or WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00	146	306	452	0.8462%	1.9739%	1.3799%
2:00	414	890	1,304	2.3994%	5.7412%	3.9810%
3:00	616	1,487	2,103	3.5702%	9.5923%	6.4202%
4:00	677	1,156	1,833	3.9237%	7.4571%	5.5959%
5:00	820	1,063	1,883	4.7525%	6.8572%	5.7486%
6:00	979	957	1,936	5.6740%	6.1734%	5.9104%
7:00	1,214	1,021	2,235	7.0360%	6.5862%	6.8232%
8:00	1,107	1,148	2,255	6.4159%	7.4055%	6.8842%
9:00	1,147	959	2,106	6.6477%	6.1863%	6.4294%
10:00	1,365	1,010	2,375	7.9112%	6.5153%	7.2506%
11:00	1,561	913	2,474	9.0472%	5.8896%	7.5528%
NOON	1,758	925	2,683	10.1889%	5.9670%	8.1909%
1:00	1,278	815	2,093	7.4070%	5.2574%	6.3897%
2:00	983	680	1,663	5.6972%	4.3865%	5.0769%
3:00	801	520	1,321	4.6424%	3.3544%	4.0328%
4:00	750	433	1,183	4.3468%	2.7932%	3.6116%
5:00	495	350	845	2.8689%	2.2578%	2.5797%
6:00	432	268	700	2.5038%	1.7288%	2.1370%
7:00	262	195	457	1.5185%	1.2579%	1.3952%
8:00	138	103	241	0.7998%	0.6644%	0.7357%
9:00	100	74	174	0.5796%	0.4774%	0.5312%
10:00	89	45	134	0.5158%	0.2903%	0.4091%
11:00	62	72	134	0.3593%	0.4645%	0.4091%
MIDNIGHT	60	112	172	0.3477%	0.7225%	0.5251%
TOTALS	17,254	15,502	32,756	100.0000%	100.0000%	100.0000%

Ghyabi & Associates
VOLUME SUMMARY
TUE 04/27/2004

Site Reference: 000000012533
Site ID: 000000012533
Location: Clyde Morris Bl north of Bellevue Ave Ex

File: Ext.prn
City:
County:

TIME	1 NORTH	2 SOUTH	Total
01:00	68	148	216
02:00	70	107	177
03:00	46	82	128
04:00	46	43	89
05:00	81	33	114
06:00	276	108	384
07:00	923	271	1194
08:00	1026	556	1582
09:00	1041	605	1646
10:00	971	659	1630
11:00	1002	844	1846
12:00	962	1059	2021
13:00	978	1079	2057
14:00	951	1037	1988
15:00	935	1242	2177
16:00	964	1357	2321
17:00	846	1673	2519
18:00	739	1241	1980
19:00	654	1029	1683
20:00	704	795	1499
21:00	419	643	1062
22:00	210	500	710
23:00	146	223	369
24:00	118	75	193
DAY TOTAL	14176	15409	29585
PERCENTS	48.0%	52.0%	100%
AM Times	07:45	11:15	
AM Peaks	1072	1059	
PM Times	14:45	16:15	
PM Peaks	985	1673	

TRAFFIC COUNT DATA

DISTRICTWIDE PD&E

STATE PROJECT NO.:
WORK PROGRAM NO.: 152
LOCATION CODE:
COUNT LOCATION: Clyde Morris Blvd - North of Bellevue Ave Ext

TYPE OF COUNT:

24 HOUR Approach Count

TIME OF COUNT:

Start Date: Apr 27, 2004 Start Time: 1:00
End Date: Apr 27, 2004 End Time: 24:00

VOLUMES:

Average Daily : 29585 Average Peak Hour: 2545
Peak Hour Ends: 16:45

TRAVEL CHARACTERISTICS:

Peak to Daily Ratio:
K= 0.086 D= 64.5%

07/01/2004

HOURLY DISTRIBUTION OF TRAFFIC VOLUMES

STATE PROJECT NO.:
WORK PROGRAM NO.: 152
LOCATION CODE:
COUNT LOCATION: Clyde Morris Blvd - North of Bellevue Ave Ext

HOUR END AT	HOURLY VOLUME DIRECTION (SB or EB)	HOURLY VOLUME DIRECTION (NB or WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (SB or EB)	DISTRIBUTION PERCENT DIRECTION (NB or WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00	148	68	216	0.9605%	0.4797%	0.7301%
2:00	107	70	177	0.6944%	0.4938%	0.5983%
3:00	82	46	128	0.5322%	0.3245%	0.4327%
4:00	43	46	89	0.2791%	0.3245%	0.3008%
5:00	33	81	114	0.2142%	0.5714%	0.3853%
6:00	108	276	384	0.7009%	1.9470%	1.2980%
7:00	271	923	1,194	1.7587%	6.5110%	4.0358%
8:00	556	1,026	1,582	3.6083%	7.2376%	5.3473%
9:00	605	1,041	1,646	3.9263%	7.3434%	5.5636%
10:00	659	971	1,630	4.2767%	6.8496%	5.5095%
11:00	844	1,002	1,846	5.4773%	7.0683%	6.2396%
NOON	1,059	962	2,021	6.8726%	6.7861%	6.8312%
1:00	1,079	978	2,057	7.0024%	6.8990%	6.9528%
2:00	1,037	951	1,988	6.7298%	6.7085%	6.7196%
3:00	1,242	935	2,177	8.0602%	6.5957%	7.3585%
4:00	1,357	964	2,321	8.8065%	6.8002%	7.8452%
5:00	1,673	846	2,519	10.8573%	5.9678%	8.5144%
6:00	1,241	739	1,980	8.0537%	5.2130%	6.6926%
7:00	1,029	654	1,683	6.6779%	4.6134%	5.6887%
8:00	795	704	1,499	5.1593%	4.9661%	5.0668%
9:00	643	419	1,062	4.1729%	2.9557%	3.5897%
10:00	500	210	710	3.2449%	1.4814%	2.3999%
11:00	223	146	369	1.4472%	1.0299%	1.2473%
MIDNIGHT	75	118	193	0.4867%	0.8324%	0.6524%
TOTALS	15,409	14,176	29,585	100.0000%	100.0000%	100.0000%

Ghyabi & Associates
VOLUME SUMMARY
WED 04/28/2004

Site Reference: 000024930421
Site ID: 000024930421
Location: Clyde Morris Bl south of Embry Riddle

File: Riddle.prn
City:
County:

TIME	1 NORTH	2 SOUTH	Total
01:00	128	175	303
02:00	79	104	183
03:00	62	81	143
04:00	48	34	82
05:00	84	49	133
06:00	172	96	268
07:00	670	189	859
08:00	1315	436	1751
09:00	1263	494	1757
10:00	1133	687	1820
11:00	1031	888	1919
12:00	1033	1049	2082
13:00	1119	1199	2318
14:00	1134	1066	2200
15:00	1001	1200	2201
16:00	1068	1471	2539
17:00	963	1420	2383
18:00	933	1518	2451
19:00	753	969	1722
20:00	554	868	1422
21:00	456	765	1221
22:00	357	538	895
23:00	317	427	744
24:00	200	321	521
DAY TOTAL	15873	16044	31917
PERCENTS	49.8%	50.2%	100%
AM Times	07:45	11:15	
AM Peaks	1479	1049	
PM Times	12:45	17:00	
PM Peaks	1147	1644	

TRAFFIC COUNT DATA

DISTRICTWIDE PD&E

STATE PROJECT NO.:
WORK PROGRAM NO.: 152
LOCATION CODE:
COUNT LOCATION: Clyde Morris Blvd - South of Embry Riddle

TYPE OF COUNT:

24 HOUR Approach Count

TIME OF COUNT:

Start Date: Apr 28, 2004 Start Time: 1:00
End Date: Apr 28, 2004 End Time: 24:00

VOLUMES:

Average Daily : 31917 Average Peak Hour: 2638
Peak Hour Ends: 17:30

TRAVEL CHARACTERISTICS:

Peak to Daily Ratio:
K= 0.083 D= 61.9%

07/01/2004

HOURLY DISTRIBUTION OF TRAFFIC VOLUMES

STATE PROJECT NO.:
WORK PROGRAM NO.: 152
LOCATION CODE:
COUNT LOCATION: Clyde Morris Blvd - South of Embry Riddle

HOUR END AT	HOURLY VOLUME DIRECTION (SB or EB)	HOURLY VOLUME DIRECTION (NB or WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (SB or EB)	DISTRIBUTION PERCENT DIRECTION (NB or WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00	175	128	303	1.0908%	0.8064%	0.9493%
2:00	104	79	183	0.6482%	0.4977%	0.5734%
3:00	81	62	143	0.5049%	0.3906%	0.4480%
4:00	34	48	82	0.2119%	0.3024%	0.2569%
5:00	49	84	133	0.3054%	0.5292%	0.4167%
6:00	96	172	268	0.5984%	1.0836%	0.8397%
7:00	189	670	859	1.1780%	4.2210%	2.6914%
8:00	436	1,315	1,751	2.7175%	8.2845%	5.4861%
9:00	494	1,263	1,757	3.0790%	7.9569%	5.5049%
10:00	687	1,133	1,820	4.2820%	7.1379%	5.7023%
11:00	888	1,031	1,919	5.5348%	6.4953%	6.0125%
NOON	1,049	1,033	2,082	6.5383%	6.5079%	6.5232%
1:00	1,199	1,119	2,318	7.4732%	7.0497%	7.2626%
2:00	1,066	1,134	2,200	6.6442%	7.1442%	6.8929%
3:00	1,200	1,001	2,201	7.4794%	6.3063%	6.8960%
4:00	1,471	1,068	2,539	9.1685%	6.7284%	7.9550%
5:00	1,420	963	2,383	8.8507%	6.0669%	7.4662%
6:00	1,518	933	2,451	9.4615%	5.8779%	7.6793%
7:00	969	753	1,722	6.0396%	4.7439%	5.3952%
8:00	868	554	1,422	5.4101%	3.4902%	4.4553%
9:00	765	456	1,221	4.7681%	2.8728%	3.8255%
10:00	538	357	895	3.3533%	2.2491%	2.8041%
11:00	427	317	744	2.6614%	1.9971%	2.3310%
MIDNIGHT	321	200	521	2.0007%	1.2600%	1.6324%
TOTALS	16,044	15,873	31,917	100.0000%	100.0000%	100.0000%

Ghyabi & Associates
VOLUME SUMMARY
TUE 04/27/2004

Site Reference: 000024000122
Site ID: 000024000122
Location: Clyde Morris Blvd south of Richard Petty

File: Bl.prn
City:
County:

TIME	1 NORTH	2 SOUTH	Total
01:00	104	156	260
02:00	63	86	149
03:00	44	58	102
04:00	46	39	85
05:00	67	45	112
06:00	167	110	277
07:00	627	183	810
08:00	1132	550	1682
09:00	1196	563	1759
10:00	1098	718	1816
11:00	1037	826	1863
12:00	1011	1030	2041
13:00	1157	1038	2195
14:00	1137	1055	2192
15:00	1108	1162	2270
16:00	1051	1294	2345
17:00	1048	1407	2455
18:00	1001	1401	2402
19:00	739	893	1632
20:00	570	804	1374
21:00	423	611	1034
22:00	336	564	900
23:00	275	371	646
24:00	182	304	486
DAY TOTAL	15619	15268	30887
PERCENTS	50.6%	49.4%	100%
AM Times	07:45	11:15	
AM Peaks	1343	1030	
PM Times	13:00	17:00	
PM Peaks	1159	1520	

TRAFFIC COUNT DATA

DISTRICTWIDE PD&E

STATE PROJECT NO.:
WORK PROGRAM NO.: 152
LOCATION CODE:
COUNT LOCATION: Clyde Morris Blvd - South of Richard Petty

TYPE OF COUNT:

24 HOUR Approach Count

TIME OF COUNT:

Start Date: Apr 27, 2004 Start Time: 1:00
End Date: Apr 27, 2004 End Time: 24:00

VOLUMES:

Average Daily : 30887 Average Peak Hour: 2561
Peak Hour Ends: 17:45

TRAVEL CHARACTERISTICS:

Peak to Daily Ratio:
K= 0.083 D= 59.4%

07/01/2004

HOURLY DISTRIBUTION OF TRAFFIC VOLUMES

STATE PROJECT NO.:
WORK PROGRAM NO.: 152
LOCATION CODE:
COUNT LOCATION: Clyde Morris Blvd - South of Richard Petty

HOUR END AT	HOURLY VOLUME DIRECTION (SB or EB)	HOURLY VOLUME DIRECTION (NB or WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (SB or EB)	DISTRIBUTION PERCENT DIRECTION (NB or WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00	156	104	260	1.0217%	0.6659%	0.8418%
2:00	86	63	149	0.5633%	0.4034%	0.4824%
3:00	58	44	102	0.3799%	0.2817%	0.3302%
4:00	39	46	85	0.2554%	0.2945%	0.2752%
5:00	45	67	112	0.2947%	0.4290%	0.3626%
6:00	110	167	277	0.7205%	1.0692%	0.8968%
7:00	183	627	810	1.1986%	4.0143%	2.6225%
8:00	550	1,132	1,682	3.6023%	7.2476%	5.4457%
9:00	563	1,196	1,759	3.6875%	7.6573%	5.6950%
10:00	718	1,098	1,816	4.7026%	7.0299%	5.8795%
11:00	826	1,037	1,863	5.4100%	6.6393%	6.0317%
NOON	1,030	1,011	2,041	6.7461%	6.4729%	6.6080%
1:00	1,038	1,157	2,195	6.7985%	7.4076%	7.1065%
2:00	1,055	1,137	2,192	6.9099%	7.2796%	7.0968%
3:00	1,162	1,108	2,270	7.6107%	7.0939%	7.3494%
4:00	1,294	1,051	2,345	8.4752%	6.7290%	7.5922%
5:00	1,407	1,048	2,455	9.2154%	6.7098%	7.9483%
6:00	1,401	1,001	2,402	9.1761%	6.4089%	7.7767%
7:00	893	739	1,632	5.8488%	4.7314%	5.2838%
8:00	804	570	1,374	5.2659%	3.6494%	4.4485%
9:00	611	423	1,034	4.0018%	2.7082%	3.3477%
10:00	564	336	900	3.6940%	2.1512%	2.9138%
11:00	371	275	646	2.4299%	1.7607%	2.0915%
MIDNIGHT	304	182	486	1.9911%	1.1652%	1.5735%
TOTALS	15,268	15,619	30,887	100.0000%	100.0000%	100.0000%

Ghyabi & Associates
VOLUME SUMMARY
WED 04/28/2004

Site Reference: 000000012523
Site ID: 000000012523
Location: Clyde Morris Blvd south of US 92

File: 92.prn
City:
County:

TIME	1 NORTH	2 SOUTH	Total
01:00	111	124	235
02:00	66	71	137
03:00	45	58	103
04:00	39	37	76
05:00	45	67	112
06:00	134	101	235
07:00	603	347	950
08:00	1176	1202	2378
09:00	1020	708	1728
10:00	933	786	1719
11:00	957	988	1945
12:00	988	1082	2070
13:00	953	1081	2034
14:00	1031	991	2022
15:00	1148	1202	2350
16:00	1112	1331	2443
17:00	893	1284	2177
18:00	825	1187	2012
19:00	628	824	1452
20:00	465	670	1135
21:00	409	630	1039
22:00	308	453	761
23:00	262	334	596
24:00	166	252	418
DAY TOTAL	14317	15810	30127
PERCENTS	47.6%	52.4%	100%
AM Times	07:30	07:15	
AM Peaks	1194	1202	
PM Times	14:45	15:30	
PM Peaks	1329	1383	

TRAFFIC COUNT DATA

DISTRICTWIDE PD&E

STATE PROJECT NO.:
WORK PROGRAM NO.: 152
LOCATION CODE:
COUNT LOCATION: Clyde Morris Blvd - South of US 92

TYPE OF COUNT:

24 HOUR Approach Count

TIME OF COUNT:

Start Date: Apr 28, 2004 Start Time: 1:00
End Date: Apr 28, 2004 End Time: 24:00

VOLUMES:

Average Daily : 30127 Average Peak Hour: 2628
Peak Hour Ends: 15:30

TRAVEL CHARACTERISTICS:

Peak to Daily Ratio:
K= 0.087 D= 50.6%

07/01/2004

HOURLY DISTRIBUTION OF TRAFFIC VOLUMES

STATE PROJECT NO.:
WORK PROGRAM NO.: 152
LOCATION CODE:
COUNT LOCATION: Clyde Morris Blvd - South of US 92

HOUR END AT	HOURLY VOLUME DIRECTION (SB or EB)	HOURLY VOLUME DIRECTION (NB or WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (SB or EB)	DISTRIBUTION PERCENT DIRECTION (NB or WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00	124	111	235	0.7843%	0.7753%	0.7800%
2:00	71	66	137	0.4491%	0.4610%	0.4547%
3:00	58	45	103	0.3669%	0.3143%	0.3419%
4:00	37	39	76	0.2340%	0.2724%	0.2523%
5:00	67	45	112	0.4238%	0.3143%	0.3718%
6:00	101	134	235	0.6388%	0.9360%	0.7800%
7:00	347	603	950	2.1948%	4.2118%	3.1533%
8:00	1,202	1,176	2,378	7.6028%	8.2140%	7.8933%
9:00	708	1,020	1,728	4.4782%	7.1244%	5.7357%
10:00	786	933	1,719	4.9715%	6.5167%	5.7058%
11:00	988	957	1,945	6.2492%	6.6844%	6.4560%
NOON	1,082	988	2,070	6.8438%	6.9009%	6.8709%
1:00	1,081	953	2,034	6.8374%	6.6564%	6.7514%
2:00	991	1,031	2,022	6.2682%	7.2012%	6.7116%
3:00	1,202	1,148	2,350	7.6028%	8.0184%	7.8003%
4:00	1,331	1,112	2,443	8.4187%	7.7670%	8.1090%
5:00	1,284	893	2,177	8.1214%	6.2373%	7.2261%
6:00	1,187	825	2,012	7.5079%	5.7624%	6.6784%
7:00	824	628	1,452	5.2119%	4.3864%	4.8196%
8:00	670	465	1,135	4.2378%	3.2479%	3.7674%
9:00	630	409	1,039	3.9848%	2.8567%	3.4487%
10:00	453	308	761	2.8653%	2.1513%	2.5260%
11:00	334	262	596	2.1126%	1.8300%	1.9783%
MIDNIGHT	252	166	418	1.5939%	1.1595%	1.3875%
TOTALS	15,810	14,317	30,127	100.0000%	100.0000%	100.0000%

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ US 92
VOLUSIA COUNTY, FLORIDA

Counter:D-2987/D-2988/D-2980
Counted By:SV/DM/DS
Weather:Clear
Other:Thursday

File Name : clyde @ us 92
Site Code : 00000000
Start Date : 4/29/2004
Page No : 1

Groups Printed- Automobiles - Commercial

	Clyde Morris Blvd From North					US 92 From East					Clyde Morris Blvd From South					US 92 From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	17	120	26	0	163	23	143	17	0	183	21	235	18	0	274	58	157	15	0	230	850
07:15 AM	25	149	30	0	204	34	158	26	0	218	23	244	27	0	294	49	189	19	0	257	973
07:30 AM	23	144	37	0	204	28	149	38	0	215	54	231	31	0	316	37	272	17	0	326	1061
07:45 AM	25	172	39	0	236	44	230	24	0	298	55	253	26	0	334	80	372	25	0	477	1345
Total	90	585	132	0	807	129	680	105	0	914	153	963	102	0	1218	224	990	76	0	1290	4229
08:00 AM	26	107	38	0	171	31	188	32	0	251	64	185	27	0	276	104	289	21	0	414	1112
08:15 AM	24	106	49	0	179	24	174	28	0	226	36	183	21	0	240	47	190	27	0	264	909
08:30 AM	25	81	34	0	140	44	260	25	0	329	59	203	26	0	288	61	164	15	0	240	997
08:45 AM	26	89	29	0	144	33	251	18	0	302	44	220	38	0	302	49	181	14	0	244	992
Total	101	383	150	0	634	132	873	103	0	1108	203	791	112	0	1106	261	824	77	0	1162	4010
04:00 PM	67	163	59	0	289	28	369	19	0	416	48	135	24	0	207	38	258	36	0	332	1244
04:15 PM	65	190	69	0	324	32	348	21	0	401	52	158	30	0	240	33	217	30	0	280	1245
04:30 PM	53	230	73	0	356	54	415	18	0	487	74	133	41	0	248	63	270	43	0	376	1467
04:45 PM	61	240	70	0	371	61	370	16	0	447	69	173	45	0	287	43	276	47	0	366	1471
Total	246	823	271	0	1340	175	1502	74	0	1751	243	599	140	0	982	177	1021	156	0	1354	5427
05:00 PM	55	233	91	0	379	45	422	18	0	485	94	131	45	0	270	55	311	58	0	424	1558
05:15 PM	49	205	70	0	324	56	437	23	0	516	75	181	58	0	314	36	259	46	0	341	1495
05:30 PM	36	172	42	0	250	36	451	24	0	511	70	159	47	0	276	29	246	49	0	324	1361
05:45 PM	29	162	33	0	224	29	400	11	0	440	50	154	32	0	236	37	240	37	0	314	1214
Total	169	772	236	0	1177	166	1710	76	0	1952	289	625	182	0	1096	157	1056	190	0	1403	5628
Grand Total	606	2563	789	0	3958	602	4765	358	0	5725	888	2978	536	0	4402	819	3891	499	0	5209	19294
Apprch %	15.3	64.8	19.9	0.0		10.5	83.2	6.3	0.0		20.2	67.7	12.2	0.0		15.7	74.7	9.6	0.0		
Total %	3.1	13.3	4.1	0.0	20.5	3.1	24.7	1.9	0.0	29.7	4.6	15.4	2.8	0.0	22.8	4.2	20.2	2.6	0.0	27.0	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ US 92
VOLUSIA COUNTY, FLORIDA

File Name : clyde @ us 92
Site Code : 00000000
Start Date : 4/29/2004
Page No : 2

	Clyde Morris Blvd From North					US 92 From East					Clyde Morris Blvd From South					US 92 From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	99	572	144	0	815	137	725	120	0	982	196	913	111	0	1220	270	1122	82	0	1474	4491
Percent	12.1	70.2	17.7	0.0		14.0	73.8	12.2	0.0		16.1	74.8	9.1	0.0		18.3	76.1	5.6	0.0		
07:45 Volume	25	172	39	0	236	44	230	24	0	298	55	253	26	0	334	80	372	25	0	477	1345
Peak Factor																					0.835
High Int.	07:45 AM					07:45 AM					07:45 AM					07:45 AM					
Volume	25	172	39	0	236	44	230	24	0	298	55	253	26	0	334	80	372	25	0	477	
Peak Factor					0.863					0.824					0.913					0.773	
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	218	908	304	0	1430	216	1644	75	0	1935	312	618	189	0	1119	197	1116	194	0	1507	5991
Percent	15.2	63.5	21.3	0.0		11.2	85.0	3.9	0.0		27.9	55.2	16.9	0.0		13.1	74.1	12.9	0.0		
05:00 Volume	55	233	91	0	379	45	422	18	0	485	94	131	45	0	270	55	311	58	0	424	1558
Peak Factor																					0.961
High Int.	05:00 PM					05:15 PM					05:15 PM					05:00 PM					
Volume	55	233	91	0	379	56	437	23	0	516	75	181	58	0	314	55	311	58	0	424	
Peak Factor					0.943					0.938					0.891					0.889	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ US 92
VOLUSIA COUNTY, FLORIDA

Counter:D-2987/D-2988/D-2980
Counted By:SV/DM/DS
Weather:Clear
Other:Thursday

File Name : clyde @ us 92
Site Code : 00000000
Start Date : 4/29/2004
Page No : 3

Groups Printed- Automobiles

	Clyde Morris Blvd From North					US 92 From East					Clyde Morris Blvd From South					US 92 From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	16	115	24	0	155	21	132	16	0	169	19	227	16	0	262	54	142	13	0	209	795
07:15 AM	24	141	29	0	194	31	142	24	0	197	22	235	24	0	281	45	165	16	0	226	898
07:30 AM	22	135	35	0	192	26	135	35	0	196	51	225	26	0	302	35	256	15	0	306	996
07:45 AM	25	165	36	0	226	41	215	21	0	277	53	245	24	0	322	75	356	21	0	452	1277
Total	87	556	124	0	767	119	624	96	0	839	145	932	90	0	1167	209	919	65	0	1193	3966
08:00 AM	26	98	36	0	160	27	170	32	0	229	63	176	22	0	261	101	268	19	0	388	1038
08:15 AM	22	101	44	0	167	22	153	26	0	201	34	176	19	0	229	45	175	22	0	242	839
08:30 AM	25	75	32	0	132	41	245	24	0	310	56	195	23	0	274	57	145	13	0	215	931
08:45 AM	24	85	27	0	136	31	235	16	0	282	42	215	35	0	292	47	165	11	0	223	933
Total	97	359	139	0	595	121	803	98	0	1022	195	762	99	0	1056	250	753	65	0	1068	3741
04:00 PM	65	156	57	0	278	27	354	19	0	400	46	126	22	0	194	35	245	34	0	314	1186
04:15 PM	65	182	69	0	316	31	337	21	0	389	48	150	28	0	226	32	201	26	0	259	1190
04:30 PM	52	224	71	0	347	52	402	18	0	472	71	126	35	0	232	61	256	41	0	358	1409
04:45 PM	61	235	68	0	364	61	356	16	0	433	67	165	40	0	272	42	265	44	0	351	1420
Total	243	797	265	0	1305	171	1449	74	0	1694	232	567	125	0	924	170	967	145	0	1282	5205
05:00 PM	53	225	91	0	369	45	401	18	0	464	91	126	41	0	258	53	299	56	0	408	1499
05:15 PM	46	198	67	0	311	55	426	23	0	504	72	175	54	0	301	34	245	45	0	324	1440
05:30 PM	36	163	42	0	241	34	435	24	0	493	68	151	45	0	264	26	235	47	0	308	1306
05:45 PM	27	154	31	0	212	27	387	11	0	425	45	145	31	0	221	35	225	35	0	295	1153
Total	162	740	231	0	1133	161	1649	76	0	1886	276	597	171	0	1044	148	1004	183	0	1335	5398
Grand Total	589	2452	759	0	3800	572	4525	344	0	5441	848	2858	485	0	4191	777	3643	458	0	4878	18310
Apprch %	15.5	64.5	20.0	0.0		10.5	83.2	6.3	0.0		20.2	68.2	11.6	0.0		15.9	74.7	9.4	0.0		
Total %	3.2	13.4	4.1	0.0	20.8	3.1	24.7	1.9	0.0	29.7	4.6	15.6	2.6	0.0	22.9	4.2	19.9	2.5	0.0	26.6	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ US 92
VOLUSIA COUNTY, FLORIDA

Counter:D-2987/D-2988/D-2980
Counted By:SV/DM/DS
Weather:Clear
Other:Thursday

File Name : clyde @ us 92
Site Code : 00000000
Start Date : 4/29/2004
Page No : 4

Groups Printed- Commercial

	Clyde Morris Blvd From North					US 92 From East					Clyde Morris Blvd From South					US 92 From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	1	5	2	0	8	2	11	1	0	14	2	8	2	0	12	4	15	2	0	21	55
07:15 AM	1	8	1	0	10	3	16	2	0	21	1	9	3	0	13	4	24	3	0	31	75
07:30 AM	1	9	2	0	12	2	14	3	0	19	3	6	5	0	14	2	16	2	0	20	65
07:45 AM	0	7	3	0	10	3	15	3	0	21	2	8	2	0	12	5	16	4	0	25	68
Total	3	29	8	0	40	10	56	9	0	75	8	31	12	0	51	15	71	11	0	97	263
08:00 AM	0	9	2	0	11	4	18	0	0	22	1	9	5	0	15	3	21	2	0	26	74
08:15 AM	2	5	5	0	12	2	21	2	0	25	2	7	2	0	11	2	15	5	0	22	70
08:30 AM	0	6	2	0	8	3	15	1	0	19	3	8	3	0	14	4	19	2	0	25	66
08:45 AM	2	4	2	0	8	2	16	2	0	20	2	5	3	0	10	2	16	3	0	21	59
Total	4	24	11	0	39	11	70	5	0	86	8	29	13	0	50	11	71	12	0	94	269
04:00 PM	2	7	2	0	11	1	15	0	0	16	2	9	2	0	13	3	13	2	0	18	58
04:15 PM	0	8	0	0	8	1	11	0	0	12	4	8	2	0	14	1	16	4	0	21	55
04:30 PM	1	6	2	0	9	2	13	0	0	15	3	7	6	0	16	2	14	2	0	18	58
04:45 PM	0	5	2	0	7	0	14	0	0	14	2	8	5	0	15	1	11	3	0	15	51
Total	3	26	6	0	35	4	53	0	0	57	11	32	15	0	58	7	54	11	0	72	222
05:00 PM	2	8	0	0	10	0	21	0	0	21	3	5	4	0	12	2	12	2	0	16	59
05:15 PM	3	7	3	0	13	1	11	0	0	12	3	6	4	0	13	2	14	1	0	17	55
05:30 PM	0	9	0	0	9	2	16	0	0	18	2	8	2	0	12	3	11	2	0	16	55
05:45 PM	2	8	2	0	12	2	13	0	0	15	5	9	1	0	15	2	15	2	0	19	61
Total	7	32	5	0	44	5	61	0	0	66	13	28	11	0	52	9	52	7	0	68	230
Grand Total	17	111	30	0	158	30	240	14	0	284	40	120	51	0	211	42	248	41	0	331	984
Apprch %	10.8	70.3	19.0	0.0		10.6	84.5	4.9	0.0		19.0	56.9	24.2	0.0		12.7	74.9	12.4	0.0		
Total %	1.7	11.3	3.0	0.0	16.1	3.0	24.4	1.4	0.0	28.9	4.1	12.2	5.2	0.0	21.4	4.3	25.2	4.2	0.0	33.6	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ RICHARD PETTY BLVD
VOLUSIA COUNTY, FLORIDA

Counter:D-3557/D-3456
Counted By:TB/SV
Weather:Clear
Other:Thursday

File Name : Clyde @ Richard Petty
Site Code : 00000001
Start Date : 4/22/2004
Page No : 1

Groups Printed- Automobiles - Commercial

	Clyde Morris Blvd From North					Richard Petty Blvd From East					Clyde Morris Blvd From South					Richard Petty Blvd From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	1	129	4	0	134	2	1	1	0	4	20	205	0	0	225	3	1	3	0	7	370
07:15 AM	7	143	17	0	167	3	3	1	0	7	35	275	3	0	313	5	2	15	0	22	509
07:30 AM	12	164	15	0	191	4	2	4	0	10	73	344	14	0	431	7	2	21	0	30	662
07:45 AM	19	154	41	0	214	3	1	2	0	6	117	281	26	0	424	9	3	19	0	31	675
Total	39	590	77	0	706	12	7	8	0	27	245	1105	43	0	1393	24	8	58	0	90	2216
08:00 AM	8	129	11	0	148	1	0	0	0	1	47	298	6	0	351	7	0	19	0	26	526
08:15 AM	4	123	15	0	142	4	3	4	0	11	42	207	6	0	255	8	1	21	0	30	438
08:30 AM	8	136	8	0	152	3	2	4	0	9	47	259	5	0	311	10	3	29	0	42	514
08:45 AM	4	132	5	0	141	2	1	3	0	6	29	249	4	0	282	10	1	25	0	36	465
Total	24	520	39	0	583	10	6	11	0	27	165	1013	21	0	1199	35	5	94	0	134	1943
04:00 PM	4	291	10	0	305	12	3	14	0	29	55	193	0	0	248	21	6	75	0	102	684
04:15 PM	2	252	4	0	258	6	9	6	0	21	49	209	2	0	260	31	4	94	0	129	668
04:30 PM	1	322	13	0	336	5	2	1	0	8	49	202	2	0	253	16	5	100	0	121	718
04:45 PM	2	272	11	0	285	9	4	12	0	25	68	166	29	0	263	28	8	94	0	130	703
Total	9	1137	38	0	1184	32	18	33	0	83	221	770	33	0	1024	96	23	363	0	482	2773
05:00 PM	3	370	8	0	381	13	2	8	0	23	59	245	3	0	307	32	6	125	0	163	874
05:15 PM	0	276	5	0	281	6	4	6	0	16	66	228	1	0	295	24	3	78	0	105	697
05:30 PM	2	234	6	0	242	5	1	7	0	13	39	214	2	0	255	22	4	101	0	127	637
05:45 PM	2	226	6	0	234	6	1	5	0	12	27	201	2	0	230	16	3	98	0	117	593
Total	7	1106	25	0	1138	30	8	26	0	64	191	888	8	0	1087	94	16	402	0	512	2801
Grand Total	79	3353	179	0	3611	84	39	78	0	201	822	3776	105	0	4703	249	52	917	0	1218	9733
Apprch %	2.2	92.9	5.0	0.0		41.8	19.4	38.8	0.0		17.5	80.3	2.2	0.0		20.4	4.3	75.3	0.0		
Total %	0.8	34.4	1.8	0.0	37.1	0.9	0.4	0.8	0.0	2.1	8.4	38.8	1.1	0.0	48.3	2.6	0.5	9.4	0.0	12.5	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ RICHARD PETTY BLVD
VOLUSIA COUNTY, FLORIDA

File Name : Clyde @ Richard Petty
Site Code : 00000001
Start Date : 4/22/2004
Page No : 2

	Clyde Morris Blvd From North					Richard Petty Blvd From East					Clyde Morris Blvd From South					Richard Petty Blvd From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	46	590	84	0	720	11	6	7	0	24	272	1198	49	0	1519	28	7	74	0	109	2372
Percent	6.4	81.9	11.7	0.0		45.8	25.0	29.2	0.0		17.9	78.9	3.2	0.0		25.7	6.4	67.9	0.0		
07:45 Volume	19	154	41	0	214	3	1	2	0	6	117	281	26	0	424	9	3	19	0	31	675
Peak Factor																					0.879
High Int.	07:45 AM					07:30 AM					07:30 AM					07:45 AM					
Volume	19	154	41	0	214	4	2	4	0	10	73	344	14	0	431	9	3	19	0	31	
Peak Factor					0.841					0.600					0.881					0.879	
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	6	1240	37	0	1283	33	12	27	0	72	242	841	35	0	1118	100	22	397	0	519	2992
Percent	0.5	96.6	2.9	0.0		45.8	16.7	37.5	0.0		21.6	75.2	3.1	0.0		19.3	4.2	76.5	0.0		
05:00 Volume	3	370	8	0	381	13	2	8	0	23	59	245	3	0	307	32	6	125	0	163	874
Peak Factor																					0.856
High Int.	05:00 PM					04:45 PM					05:00 PM					05:00 PM					
Volume	3	370	8	0	381	9	4	12	0	25	59	245	3	0	307	32	6	125	0	163	
Peak Factor					0.842					0.720					0.910					0.796	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ RICHARD PETTY BLVD
VOLUSIA COUNTY, FLORIDA

Counter:D-3557/D-3456
Counted By:TB/SV
Weather:Clear
Other:Thursday

File Name : Clyde @ Richard Petty
Site Code : 00000001
Start Date : 4/22/2004
Page No : 3

Groups Printed- Automobiles

	Clyde Morris Blvd From North					Richard Petty Blvd From East					Clyde Morris Blvd From South					Richard Petty Blvd From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	1	127	4	0	132	2	1	1	0	4	20	205	0	0	225	3	1	3	0	7	368
07:15 AM	7	135	17	0	159	3	3	1	0	7	34	272	3	0	309	5	2	14	0	21	496
07:30 AM	12	164	15	0	191	4	2	4	0	10	72	342	14	0	428	7	2	18	0	27	656
07:45 AM	19	150	41	0	210	2	1	2	0	5	115	277	25	0	417	9	3	19	0	31	663
Total	39	576	77	0	692	11	7	8	0	26	241	1096	42	0	1379	24	8	54	0	86	2183
08:00 AM	8	128	11	0	147	1	0	0	0	1	47	289	6	0	342	7	0	19	0	26	516
08:15 AM	4	121	15	0	140	4	3	4	0	11	41	203	6	0	250	7	1	20	0	28	429
08:30 AM	8	130	8	0	146	3	2	4	0	9	47	258	5	0	310	10	3	29	0	42	507
08:45 AM	4	127	5	0	136	2	1	3	0	6	29	246	4	0	279	9	1	25	0	35	456
Total	24	506	39	0	569	10	6	11	0	27	164	996	21	0	1181	33	5	93	0	131	1908
04:00 PM	4	290	10	0	304	12	3	14	0	29	55	188	0	0	243	21	6	75	0	102	678
04:15 PM	2	252	4	0	258	6	8	6	0	20	47	207	2	0	256	30	3	94	0	127	661
04:30 PM	1	320	13	0	334	4	2	1	0	7	49	198	2	0	249	16	5	100	0	121	711
04:45 PM	2	271	11	0	284	9	4	12	0	25	67	165	29	0	261	27	8	94	0	129	699
Total	9	1133	38	0	1180	31	17	33	0	81	218	758	33	0	1009	94	22	363	0	479	2749
05:00 PM	3	368	8	0	379	13	2	8	0	23	59	242	3	0	304	32	6	125	0	163	869
05:15 PM	0	275	5	0	280	6	4	6	0	16	66	227	1	0	294	24	3	78	0	105	695
05:30 PM	2	232	6	0	240	5	1	7	0	13	39	213	2	0	254	22	4	101	0	127	634
05:45 PM	2	224	6	0	232	6	1	5	0	12	27	198	2	0	227	16	3	98	0	117	588
Total	7	1099	25	0	1131	30	8	26	0	64	191	880	8	0	1079	94	16	402	0	512	2786
Grand Total	79	3314	179	0	3572	82	38	78	0	198	814	3730	104	0	4648	245	51	912	0	1208	9626
Apprch %	2.2	92.8	5.0	0.0		41.4	19.2	39.4	0.0		17.5	80.2	2.2	0.0		20.3	4.2	75.5	0.0		
Total %	0.8	34.4	1.9	0.0	37.1	0.9	0.4	0.8	0.0	2.1	8.5	38.7	1.1	0.0	48.3	2.5	0.5	9.5	0.0	12.5	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ RICHARD PETTY BLVD
VOLUSIA COUNTY, FLORIDA

Counter:D-3557/D-3456
Counted By:TB/SV
Weather:Clear
Other:Thursday

File Name : Clyde @ Richard Petty
Site Code : 00000001
Start Date : 4/22/2004
Page No : 4

Groups Printed- Commercial

	Clyde Morris Blvd From North					Richard Petty Blvd From East					Clyde Morris Blvd From South					Richard Petty Blvd From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	8	0	0	8	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	13
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	3	0	3	6
07:45 AM	0	4	0	0	4	1	0	0	0	1	2	4	1	0	7	0	0	0	0	0	12
Total	0	14	0	0	14	1	0	0	0	1	4	9	1	0	14	0	0	4	0	4	33
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	10
08:15 AM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	1	0	1	0	2	9
08:30 AM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
08:45 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	9
Total	0	14	0	0	14	0	0	0	0	0	1	17	0	0	18	2	0	1	0	3	35
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	1	0	0	1	2	2	0	0	4	1	1	0	0	2	7
04:30 PM	0	2	0	0	2	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	7
04:45 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	4
Total	0	4	0	0	4	1	1	0	0	2	3	12	0	0	15	2	1	0	0	3	24
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
Grand Total	0	39	0	0	39	2	1	0	0	3	8	46	1	0	55	4	1	5	0	10	107
Apprch %	0.0	100.0	0.0	0.0		66.7	33.3	0.0	0.0		14.5	83.6	1.8	0.0		40.0	10.0	50.0	0.0		
Total %	0.0	36.4	0.0	0.0	36.4	1.9	0.9	0.0	0.0	2.8	7.5	43.0	0.9	0.0	51.4	3.7	0.9	4.7	0.0	9.3	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ EMBRY RIDDLE DR
VOLUSIA COUNTY, FLORIDA

Counter:D-2983/T-2674
Counted By:TN/IL
Weather:Clear
Other:Thursday

File Name : Clyde @ Embry Riddle
Site Code : 00000002
Start Date : 4/22/2004
Page No : 1

Groups Printed- Automobiles - Commercial

	Clyde Morris Blvd From North					Embry Riddle Blvd From East					Clyde Morris Blvd From South					Embry Riddle Blvd From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	0	111	9	0	120	0	0	0	0	0	11	225	0	0	236	1	2	1	0	4	360
07:15 AM	0	119	11	0	130	0	0	0	0	0	33	295	1	0	329	1	2	3	0	6	465
07:30 AM	1	142	27	0	170	2	2	0	0	4	67	326	0	0	393	7	0	2	0	9	576
07:45 AM	2	148	33	0	183	0	2	0	0	2	119	455	10	0	584	13	7	4	0	24	793
Total	3	520	80	0	603	2	4	0	0	6	230	1301	11	0	1542	22	11	10	0	43	2194
08:00 AM	3	111	33	3	150	0	3	0	0	3	37	253	27	0	317	6	3	1	0	10	480
08:15 AM	5	248	32	0	285	0	3	1	0	4	40	255	18	0	313	9	4	1	0	14	616
08:30 AM	4	135	18	0	157	0	0	0	0	0	13	262	7	0	282	11	2	5	0	18	457
08:45 AM	4	117	19	0	140	3	3	0	0	6	25	240	9	0	274	13	2	5	0	20	440
Total	16	611	102	3	732	3	9	1	0	13	115	1010	61	0	1186	39	11	12	0	62	1993
04:00 PM	3	320	11	0	334	4	2	3	0	9	12	207	6	0	225	40	1	26	0	67	635
04:15 PM	4	363	7	0	374	4	4	3	0	11	17	209	1	0	227	45	2	15	0	62	674
04:30 PM	2	370	9	0	381	10	2	0	0	12	12	286	5	0	303	36	1	21	0	58	754
04:45 PM	3	297	5	0	305	9	0	3	0	12	19	207	1	0	227	40	0	22	0	62	606
Total	12	1350	32	0	1394	27	8	9	0	44	60	909	13	0	982	161	4	84	0	249	2669
05:00 PM	3	524	4	0	531	15	0	7	0	22	18	296	5	0	319	53	4	31	0	88	960
05:15 PM	2	328	11	0	341	4	0	5	0	9	7	209	4	0	220	36	0	21	0	57	627
05:30 PM	6	343	7	0	356	3	1	6	0	10	7	224	1	0	232	35	0	10	0	45	643
05:45 PM	4	231	4	0	239	6	5	5	0	16	9	186	0	0	195	22	4	10	0	36	486
Total	15	1426	26	0	1467	28	6	23	0	57	41	915	10	0	966	146	8	72	0	226	2716
Grand Total	46	3907	240	3	4196	60	27	33	0	120	446	4135	95	0	4676	368	34	178	0	580	9572
Apprch %	1.1	93.1	5.7	0.1		50.0	22.5	27.5	0.0		9.5	88.4	2.0	0.0		63.4	5.9	30.7	0.0		
Total %	0.5	40.8	2.5	0.0	43.8	0.6	0.3	0.3	0.0	1.3	4.7	43.2	1.0	0.0	48.9	3.8	0.4	1.9	0.0	6.1	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ EMBRY RIDDLE DR
VOLUSIA COUNTY, FLORIDA

File Name : Clyde @ Embry Riddle
Site Code : 00000002
Start Date : 4/22/2004
Page No : 2

	Clyde Morris Blvd From North					Embry Riddle Blvd From East					Clyde Morris Blvd From South					Embry Riddle Blvd From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	11	649	125	3	788	2	10	1	0	13	263	1289	55	0	1607	35	14	8	0	57	2465
Percent	1.4	82.4	15.9	0.4		15.4	76.9	7.7	0.0		16.4	80.2	3.4	0.0		61.4	24.6	14.0	0.0		
07:45 Volume	2	148	33	0	183	0	2	0	0	2	119	455	10	0	584	13	7	4	0	24	793
Peak Factor																					0.777
High Int.	08:15 AM					07:30 AM					07:45 AM					07:45 AM					
Volume	5	248	32	0	285	2	2	0	0	4	119	455	10	0	584	13	7	4	0	24	
Peak Factor					0.691					0.812					0.688					0.594	
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	12	1554	25	0	1591	38	6	13	0	57	66	998	12	0	1076	174	7	89	0	270	2994
Percent	0.8	97.7	1.6	0.0		66.7	10.5	22.8	0.0		6.1	92.8	1.1	0.0		64.4	2.6	33.0	0.0		
05:00 Volume	3	524	4	0	531	15	0	7	0	22	18	296	5	0	319	53	4	31	0	88	960
Peak Factor																					0.780
High Int.	05:00 PM					05:00 PM					05:00 PM					05:00 PM					
Volume	3	524	4	0	531	15	0	7	0	22	18	296	5	0	319	53	4	31	0	88	
Peak Factor					0.749					0.648					0.843					0.767	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ EMBRY RIDDLE DR
VOLUSIA COUNTY, FLORIDA

Counter:D-2983/T-2674
Counted By:TN/IL
Weather:Clear
Other:Thursday

File Name : Clyde @ Embry Riddle
Site Code : 00000002
Start Date : 4/22/2004
Page No : 3

Groups Printed- Automobiles

	Clyde Morris Blvd From North					Embry Riddle Blvd From East					Clyde Morris Blvd From South					Embry Riddle Blvd From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	0	111	9	0	120	0	0	0	0	0	11	225	0	0	236	1	2	1	0	4	360
07:15 AM	0	112	11	0	123	0	0	0	0	0	33	293	1	0	327	1	2	3	0	6	456
07:30 AM	1	137	26	0	164	2	2	0	0	4	67	322	0	0	389	5	0	2	0	7	564
07:45 AM	2	146	33	0	181	0	2	0	0	2	118	449	10	0	577	13	7	4	0	24	784
Total	3	506	79	0	588	2	4	0	0	6	229	1289	11	0	1529	20	11	10	0	41	2164
08:00 AM	3	110	33	3	149	0	3	0	0	3	37	249	27	0	313	5	3	1	0	9	474
08:15 AM	5	244	32	0	281	0	3	1	0	4	40	253	18	0	311	8	4	1	0	13	609
08:30 AM	4	134	15	0	153	0	0	0	0	0	13	257	7	0	277	11	2	5	0	18	448
08:45 AM	4	114	18	0	136	3	3	0	0	6	25	237	9	0	271	12	2	5	0	19	432
Total	16	602	98	3	719	3	9	1	0	13	115	996	61	0	1172	36	11	12	0	59	1963
04:00 PM	3	320	11	0	334	3	2	3	0	8	11	203	5	0	219	38	1	26	0	65	626
04:15 PM	4	363	7	0	374	4	4	3	0	11	17	206	1	0	224	45	2	14	0	61	670
04:30 PM	2	370	8	0	380	10	2	0	0	12	11	283	5	0	299	35	1	21	0	57	748
04:45 PM	3	296	5	0	304	9	0	3	0	12	19	206	1	0	226	40	0	22	0	62	604
Total	12	1349	31	0	1392	26	8	9	0	43	58	898	12	0	968	158	4	83	0	245	2648
05:00 PM	3	524	4	0	531	15	0	7	0	22	18	294	5	0	317	53	4	31	0	88	958
05:15 PM	2	328	11	0	341	4	0	5	0	9	7	209	4	0	220	36	0	21	0	57	627
05:30 PM	6	342	7	0	355	3	1	6	0	10	7	223	1	0	231	35	0	10	0	45	641
05:45 PM	4	230	4	0	238	6	5	4	0	15	9	184	0	0	193	22	4	10	0	36	482
Total	15	1424	26	0	1465	28	6	22	0	56	41	910	10	0	961	146	8	72	0	226	2708
Grand Total	46	3881	234	3	4164	59	27	32	0	118	443	4093	94	0	4630	360	34	177	0	571	9483
Apprch %	1.1	93.2	5.6	0.1		50.0	22.9	27.1	0.0		9.6	88.4	2.0	0.0		63.0	6.0	31.0	0.0		
Total %	0.5	40.9	2.5	0.0	43.9	0.6	0.3	0.3	0.0	1.2	4.7	43.2	1.0	0.0	48.8	3.8	0.4	1.9	0.0	6.0	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ EMBRY RIDDLE DR
VOLUSIA COUNTY, FLORIDA

Counter:D-2983/T-2674
Counted By:TN/IL
Weather:Clear
Other:Thursday

File Name : Clyde @ Embry Riddle
Site Code : 00000002
Start Date : 4/22/2004
Page No : 4

Groups Printed- Commercial

	Clyde Morris Blvd From North					Embry Riddle Blvd From East					Clyde Morris Blvd From South					Embry Riddle Blvd From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:15 AM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
07:30 AM	0	5	1	0	6	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	12
07:45 AM	0	2	0	0	2	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	9
Total	0	14	1	0	15	0	0	0	0	0	1	12	0	0	13	2	0	0	0	2	30
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	6
08:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	7
08:30 AM	0	1	3	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
08:45 AM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
Total	0	9	4	0	13	0	0	0	0	0	0	14	0	0	14	3	0	0	0	3	30
04:00 PM	0	0	0	0	0	1	0	0	0	1	1	4	1	0	6	2	0	0	0	2	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
04:30 PM	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	6
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	1	0	2	1	0	0	0	1	2	11	1	0	14	3	0	1	0	4	21
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
Total	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	8
Grand Total	0	26	6	0	32	1	0	1	0	2	3	42	1	0	46	8	0	1	0	9	89
Apprch %	0.0	81.2	18.8	0.0		50.0	0.0	50.0	0.0		6.5	91.3	2.2	0.0		88.9	0.0	11.1	0.0		
Total %	0.0	29.2	6.7	0.0	36.0	1.1	0.0	1.1	0.0	2.2	3.4	47.2	1.1	0.0	51.7	9.0	0.0	1.1	0.0	10.1	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ BELLEVUE AVE
VOLUSIA COUNTY, FLORIDA

Counter:D-2984/D-2448
Counted By:TB/SG
Weather:Clear
Other:Tuesday

File Name : Clyde @ Bellevue
Site Code : 00000002
Start Date : 4/27/2004
Page No : 1

Groups Printed- Automobiles - Commercial

	Clyde Morris Blvd From North					Bellevue Ave From East					Clyde Morris Blvd From South					Bellevue Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	9	95	4	0	108	20	3	50	0	73	6	171	31	0	208	3	2	3	0	8	397
07:15 AM	12	86	2	0	100	37	2	59	0	98	3	240	40	1	284	0	1	5	0	6	488
07:30 AM	18	99	2	0	119	28	3	94	0	125	9	374	68	0	451	4	2	7	0	13	708
07:45 AM	16	118	6	0	140	18	6	94	0	118	13	422	67	0	502	1	2	4	0	7	767
Total	55	398	14	0	467	103	14	297	0	414	31	1207	206	1	1445	8	7	19	0	34	2360
08:00 AM	20	97	6	0	123	28	14	44	0	86	12	261	52	0	325	6	2	4	0	12	546
08:15 AM	16	96	8	0	120	29	5	43	1	78	12	253	53	0	318	2	9	6	0	17	533
08:30 AM	13	131	8	0	152	13	13	34	0	60	19	241	40	0	300	4	5	7	0	16	528
08:45 AM	18	119	6	0	143	21	11	45	0	77	20	252	34	0	306	11	5	12	0	28	554
Total	67	443	28	0	538	91	43	166	1	301	63	1007	179	0	1249	23	21	29	0	73	2161
04:00 PM	79	476	15	0	570	58	83	22	0	163	37	286	12	0	335	26	88	12	0	126	1194
04:15 PM	31	359	18	0	408	40	14	40	0	94	17	166	50	0	233	14	3	23	0	40	775
04:30 PM	50	386	9	0	445	76	20	34	0	130	9	192	41	0	242	13	6	21	0	40	857
04:45 PM	66	407	11	0	484	57	7	25	0	89	18	166	49	0	233	14	11	27	0	52	858
Total	226	1628	53	0	1907	231	124	121	0	476	81	810	152	0	1043	67	108	83	0	258	3684
05:00 PM	80	563	7	0	650	111	11	26	0	148	5	207	31	0	243	15	14	26	0	55	1096
05:15 PM	61	370	4	0	435	65	4	22	0	91	17	161	44	0	222	11	2	10	0	23	771
05:30 PM	51	322	3	0	376	48	5	33	0	86	5	204	53	0	262	9	2	6	0	17	741
05:45 PM	27	243	10	0	280	35	15	19	0	69	2	177	33	0	212	4	3	7	0	14	575
Total	219	1498	24	0	1741	259	35	100	0	394	29	749	161	0	939	39	21	49	0	109	3183
Grand Total	567	3967	119	0	4653	684	216	684	1	1585	204	3773	698	1	4676	137	157	180	0	474	11388
Apprch %	12.2	85.3	2.6	0.0		43.2	13.6	43.2	0.1		4.4	80.7	14.9	0.0		28.9	33.1	38.0	0.0		
Total %	5.0	34.8	1.0	0.0	40.9	6.0	1.9	6.0	0.0	13.9	1.8	33.1	6.1	0.0	41.1	1.2	1.4	1.6	0.0	4.2	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ BELLEVUE AVE
VOLUSIA COUNTY, FLORIDA

File Name : Clyde @ Bellevue
Site Code : 00000002
Start Date : 4/27/2004
Page No : 2

	Clyde Morris Blvd From North					Bellevue Ave From East					Clyde Morris Blvd From South					Bellevue Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	70	410	22	0	502	103	28	275	1	407	46	1310	240	0	1596	13	15	21	0	49	2554
Percent	13.9	81.7	4.4	0.0		25.3	6.9	67.6	0.2		2.9	82.1	15.0	0.0		26.5	30.6	42.9	0.0		
07:45 Volume	16	118	6	0	140	18	6	94	0	118	13	422	67	0	502	1	2	4	0	7	767
Peak Factor																					0.832
High Int.	07:45 AM					07:30 AM					07:45 AM					08:15 AM					
Volume	16	118	6	0	140	28	3	94	0	125	13	422	67	0	502	2	9	6	0	17	
Peak Factor					0.896					0.814					0.795					0.721	
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	226	1628	53	0	1907	231	124	121	0	476	81	810	152	0	1043	67	108	83	0	258	3684
Percent	11.9	85.4	2.8	0.0		48.5	26.1	25.4	0.0		7.8	77.7	14.6	0.0		26.0	41.9	32.2	0.0		
04:00 Volume	79	476	15	0	570	58	83	22	0	163	37	286	12	0	335	26	88	12	0	126	1194
Peak Factor																					0.771
High Int.	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
Volume	79	476	15	0	570	58	83	22	0	163	37	286	12	0	335	26	88	12	0	126	
Peak Factor					0.836					0.730					0.778					0.512	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ BELLEVUE AVE
VOLUSIA COUNTY, FLORIDA

Counter:D-2984/D-2448
Counted By:TB/SG
Weather:Clear
Other:Tuesday

File Name : Clyde @ Bellevue
Site Code : 00000002
Start Date : 4/27/2004
Page No : 3

Groups Printed- Automobiles

	Clyde Morris Blvd From North					Bellevue Ave From East					Clyde Morris Blvd From South					Bellevue Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	9	92	4	0	105	17	3	49	0	69	6	169	28	0	203	3	2	3	0	8	385
07:15 AM	12	83	2	0	97	34	2	57	0	93	3	238	40	0	281	0	0	4	0	4	475
07:30 AM	18	96	1	0	115	28	3	93	0	124	8	372	66	0	446	3	1	5	0	9	694
07:45 AM	16	117	6	0	139	16	6	94	0	116	13	419	65	0	497	0	2	4	0	6	758
Total	55	388	13	0	456	95	14	293	0	402	30	1198	199	0	1427	6	5	16	0	27	2312
08:00 AM	19	90	6	0	115	25	13	44	0	82	12	255	49	0	316	6	2	4	0	12	525
08:15 AM	16	91	8	0	115	26	5	43	0	74	12	250	50	0	312	2	7	6	0	15	516
08:30 AM	13	126	8	0	147	12	12	34	0	58	19	237	38	0	294	4	5	6	0	15	514
08:45 AM	17	113	5	0	135	20	11	43	0	74	20	251	33	0	304	11	5	12	0	28	541
Total	65	420	27	0	512	83	41	164	0	288	63	993	170	0	1226	23	19	28	0	70	2096
04:00 PM	79	475	15	0	569	57	83	22	0	162	35	284	12	0	331	25	87	11	0	123	1185
04:15 PM	31	355	18	0	404	39	14	39	0	92	17	163	44	0	224	13	3	23	0	39	759
04:30 PM	50	384	9	0	443	73	20	34	0	127	9	186	39	0	234	13	6	21	0	40	844
04:45 PM	66	405	10	0	481	56	7	25	0	88	17	164	45	0	226	14	11	27	0	52	847
Total	226	1619	52	0	1897	225	124	120	0	469	78	797	140	0	1015	65	107	82	0	254	3635
05:00 PM	80	562	7	0	649	109	11	25	0	145	5	203	29	0	237	15	14	25	0	54	1085
05:15 PM	59	366	4	0	429	63	4	20	0	87	17	157	41	0	215	11	2	10	0	23	754
05:30 PM	51	321	3	0	375	48	5	33	0	86	5	201	50	0	256	9	2	6	0	17	734
05:45 PM	27	241	10	0	278	34	15	19	0	68	2	175	33	0	210	4	3	7	0	14	570
Total	217	1490	24	0	1731	254	35	97	0	386	29	736	153	0	918	39	21	48	0	108	3143
Grand Total	563	3917	116	0	4596	657	214	674	0	1545	200	3724	662	0	4586	133	152	174	0	459	11186
Apprch %	12.2	85.2	2.5	0.0		42.5	13.9	43.6	0.0		4.4	81.2	14.4	0.0		29.0	33.1	37.9	0.0		
Total %	5.0	35.0	1.0	0.0	41.1	5.9	1.9	6.0	0.0	13.8	1.8	33.3	5.9	0.0	41.0	1.2	1.4	1.6	0.0	4.1	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ BELLEVUE AVE
VOLUSIA COUNTY, FLORIDA

Counter:D-2984/D-2448
Counted By:TB/SG
Weather:Clear
Other:Tuesday

File Name : Clyde @ Bellevue
Site Code : 00000002
Start Date : 4/27/2004
Page No : 4

Groups Printed- Commercial

	Clyde Morris Blvd From North					Bellevue Ave From East					Clyde Morris Blvd From South					Bellevue Ave From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	0	3	0	0	3	3	0	1	0	4	0	2	3	0	5	0	0	0	0	0	12
07:15 AM	0	3	0	0	3	3	0	2	0	5	0	2	0	1	3	0	1	1	0	2	13
07:30 AM	0	3	1	0	4	0	0	1	0	1	1	2	2	0	5	1	1	2	0	4	14
07:45 AM	0	1	0	0	1	2	0	0	0	2	0	3	2	0	5	1	0	0	0	1	9
Total	0	10	1	0	11	8	0	4	0	12	1	9	7	1	18	2	2	3	0	7	48
08:00 AM	1	7	0	0	8	3	1	0	0	4	0	6	3	0	9	0	0	0	0	0	21
08:15 AM	0	5	0	0	5	3	0	0	1	4	0	3	3	0	6	0	2	0	0	2	17
08:30 AM	0	5	0	0	5	1	1	0	0	2	0	4	2	0	6	0	0	1	0	1	14
08:45 AM	1	6	1	0	8	1	0	2	0	3	0	1	1	0	2	0	0	0	0	0	13
Total	2	23	1	0	26	8	2	2	1	13	0	14	9	0	23	0	2	1	0	3	65
04:00 PM	0	1	0	0	1	1	0	0	0	1	2	2	0	0	4	1	1	1	0	3	9
04:15 PM	0	4	0	0	4	1	0	1	0	2	0	3	6	0	9	1	0	0	0	1	16
04:30 PM	0	2	0	0	2	3	0	0	0	3	0	6	2	0	8	0	0	0	0	0	13
04:45 PM	0	2	1	0	3	1	0	0	0	1	1	2	4	0	7	0	0	0	0	0	11
Total	0	9	1	0	10	6	0	1	0	7	3	13	12	0	28	2	1	1	0	4	49
05:00 PM	0	1	0	0	1	2	0	1	0	3	0	4	2	0	6	0	0	1	0	1	11
05:15 PM	2	4	0	0	6	2	0	2	0	4	0	4	3	0	7	0	0	0	0	0	17
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	7
05:45 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
Total	2	8	0	0	10	5	0	3	0	8	0	13	8	0	21	0	0	1	0	1	40
Grand Total	4	50	3	0	57	27	2	10	1	40	4	49	36	1	90	4	5	6	0	15	202
Apprch %	7.0	87.7	5.3	0.0		67.5	5.0	25.0	2.5		4.4	54.4	40.0	1.1		26.7	33.3	40.0	0.0		
Total %	2.0	24.8	1.5	0.0	28.2	13.4	1.0	5.0	0.5	19.8	2.0	24.3	17.8	0.5	44.6	2.0	2.5	3.0	0.0	7.4	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ BELLEVUE AVE EXT
VOLUSIA COUNTY, FLORIDA

Counter:D-2989/D-2890
Counted By:TS/SV
Weather:Clear
Other:Tuesday

File Name : Clyde @ Bellevue Ext
Site Code : 00000001
Start Date : 4/27/2004
Page No : 1

Groups Printed- Automobiles - Commercial

	Clyde Morris Blvd From North					N/A From East					Clyde Morris Blvd From South					Bellevue Ave Ext From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	0	95	13	0	108	0	0	0	0	0	4	204	0	0	208	14	0	3	0	17	333
07:15 AM	0	81	19	0	100	0	0	0	0	0	5	278	0	0	283	25	0	3	0	28	411
07:30 AM	0	101	18	0	119	0	0	0	0	0	23	428	0	0	451	30	0	7	0	37	607
07:45 AM	0	120	20	0	140	0	0	0	0	0	14	488	0	0	502	31	0	5	0	36	678
Total	0	397	70	0	467	0	0	0	0	0	46	1398	0	0	1444	100	0	18	0	118	2029
08:00 AM	0	107	16	0	123	0	0	0	0	0	9	316	0	0	325	13	0	4	0	17	465
08:15 AM	0	103	17	0	120	0	0	0	0	0	2	316	0	0	318	12	0	9	0	21	459
08:30 AM	0	149	3	0	152	0	0	0	0	0	3	297	0	0	300	5	0	2	0	7	459
08:45 AM	0	136	7	0	143	0	0	0	0	0	3	303	0	0	306	4	0	6	0	10	459
Total	0	495	43	0	538	0	0	0	0	0	17	1232	0	0	1249	34	0	21	0	55	1842
04:00 PM	0	562	8	0	570	0	0	0	0	0	0	335	2	0	337	0	0	3	0	3	910
04:15 PM	0	392	16	0	408	0	0	0	0	0	2	231	0	0	233	28	0	12	0	40	681
04:30 PM	0	410	35	0	445	0	0	0	0	0	8	234	0	0	242	29	0	19	0	48	735
04:45 PM	0	457	27	0	484	0	0	0	0	0	7	226	0	0	233	8	0	14	0	22	739
Total	0	1821	86	0	1907	0	0	0	0	0	17	1026	2	0	1045	65	0	48	0	113	3065
05:00 PM	0	599	51	0	650	0	0	0	0	0	7	236	0	0	243	13	0	16	0	29	922
05:15 PM	0	423	12	0	435	0	0	0	0	0	3	219	0	0	222	17	0	9	0	26	683
05:30 PM	0	371	5	0	376	0	0	0	0	0	2	260	0	0	262	17	1	2	0	20	658
05:45 PM	0	274	6	0	280	0	0	0	0	0	2	210	0	0	212	1	0	3	0	4	496
Total	0	1667	74	0	1741	0	0	0	0	0	14	925	0	0	939	48	1	30	0	79	2759
Grand Total	0	4380	273	0	4653	0	0	0	0	0	94	4581	2	0	4677	247	1	117	0	365	9695
Apprch %	0.0	94.1	5.9	0.0		0.0	0.0	0.0	0.0		2.0	97.9	0.0	0.0		67.7	0.3	32.1	0.0		
Total %	0.0	45.2	2.8	0.0	48.0	0.0	0.0	0.0	0.0	0.0	1.0	47.3	0.0	0.0	48.2	2.5	0.0	1.2	0.0	3.8	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ BELLEVUE AVE EXT
VOLUSIA COUNTY, FLORIDA

File Name : Clyde @ Bellevue Ext
Site Code : 00000001
Start Date : 4/27/2004
Page No : 2

	Clyde Morris Blvd From North					N/A From East					Clyde Morris Blvd From South					Bellevue Ave Ext From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	0	431	71	0	502	0	0	0	0	0	48	1548	0	0	1596	86	0	25	0	111	2209
Percent	0.0	85.9	14.1	0.0		0.0	0.0	0.0	0.0		3.0	97.0	0.0	0.0		77.5	0.0	22.5	0.0		
07:45 Volume	0	120	20	0	140	0	0	0	0	0	14	488	0	0	502	31	0	5	0	36	678
Peak Factor																					0.815
High Int.	07:45 AM					6:45:00 AM					07:45 AM					07:30 AM					
Volume	0	120	20	0	140	0	0	0	0	0	14	488	0	0	502	30	0	7	0	37	
Peak Factor					0.896										0.795					0.750	
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	0	1889	125	0	2014	0	0	0	0	0	25	915	0	0	940	67	0	58	0	125	3079
Percent	0.0	93.8	6.2	0.0		0.0	0.0	0.0	0.0		2.7	97.3	0.0	0.0		53.6	0.0	46.4	0.0		
05:00 Volume	0	599	51	0	650	0	0	0	0	0	7	236	0	0	243	13	0	16	0	29	922
Peak Factor																					0.835
High Int.	05:00 PM										05:00 PM					04:30 PM					
Volume	0	599	51	0	650	0	0	0	0	0	7	236	0	0	243	29	0	19	0	48	
Peak Factor					0.775										0.967					0.651	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ BELLEVUE AVE EXT
VOLUSIA COUNTY, FLORIDA

Counter:D-2989/D-2890
Counted By:TS/SV
Weather:Clear
Other:Tuesday

File Name : Clyde @ Bellevue Ext
Site Code : 00000001
Start Date : 4/27/2004
Page No : 3

Groups Printed- Automobiles

	Clyde Morris Blvd From North					N/A From East					Clyde Morris Blvd From South					Bellevue Ave Ext From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	0	93	12	0	105	0	0	0	0	0	4	199	0	0	203	13	0	3	0	16	324
07:15 AM	0	78	19	0	97	0	0	0	0	0	5	276	0	0	281	25	0	3	0	28	406
07:30 AM	0	99	16	0	115	0	0	0	0	0	22	424	0	0	446	28	0	6	0	34	595
07:45 AM	0	120	19	0	139	0	0	0	0	0	13	484	0	0	497	29	0	4	0	33	669
Total	0	390	66	0	456	0	0	0	0	0	44	1383	0	0	1427	95	0	16	0	111	1994
08:00 AM	0	100	15	0	115	0	0	0	0	0	9	307	0	0	316	12	0	4	0	16	447
08:15 AM	0	99	16	0	115	0	0	0	0	0	2	310	0	0	312	12	0	7	0	19	446
08:30 AM	0	145	2	0	147	0	0	0	0	0	3	291	0	0	294	5	0	2	0	7	448
08:45 AM	0	128	7	0	135	0	0	0	0	0	2	302	0	0	304	4	0	6	0	10	449
Total	0	472	40	0	512	0	0	0	0	0	16	1210	0	0	1226	33	0	19	0	52	1790
04:00 PM	0	561	8	0	569	0	0	0	0	0	0	331	2	0	333	0	0	3	0	3	905
04:15 PM	0	389	15	0	404	0	0	0	0	0	2	222	0	0	224	27	0	9	0	36	664
04:30 PM	0	409	34	0	443	0	0	0	0	0	7	227	0	0	234	27	0	19	0	46	723
04:45 PM	0	455	26	0	481	0	0	0	0	0	5	221	0	0	226	6	0	13	0	19	726
Total	0	1814	83	0	1897	0	0	0	0	0	14	1001	2	0	1017	60	0	44	0	104	3018
05:00 PM	0	599	50	0	649	0	0	0	0	0	6	231	0	0	237	11	0	16	0	27	913
05:15 PM	0	417	12	0	429	0	0	0	0	0	3	212	0	0	215	16	0	9	0	25	669
05:30 PM	0	370	5	0	375	0	0	0	0	0	2	254	0	0	256	15	1	2	0	18	649
05:45 PM	0	272	6	0	278	0	0	0	0	0	2	208	0	0	210	1	0	3	0	4	492
Total	0	1658	73	0	1731	0	0	0	0	0	13	905	0	0	918	43	1	30	0	74	2723
Grand Total	0	4334	262	0	4596	0	0	0	0	0	87	4499	2	0	4588	231	1	109	0	341	9525
Apprch %	0.0	94.3	5.7	0.0		0.0	0.0	0.0	0.0		1.9	98.1	0.0	0.0		67.7	0.3	32.0	0.0		
Total %	0.0	45.5	2.8	0.0	48.3	0.0	0.0	0.0	0.0	0.0	0.9	47.2	0.0	0.0	48.2	2.4	0.0	1.1	0.0	3.6	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ BELLEVUE AVE EXT
VOLUSIA COUNTY, FLORIDA

Counter:D-2989/D-2890
Counted By:TS/SV
Weather:Clear
Other:Tuesday

File Name : Clyde @ Bellevue Ext
Site Code : 00000001
Start Date : 4/27/2004
Page No : 4

Groups Printed- Commercial

	Clyde Morris Blvd From North					N/A From East					Clyde Morris Blvd From South					Bellevue Ave Ext From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	9
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
07:30 AM	0	2	2	0	4	0	0	0	0	0	1	4	0	0	5	2	0	1	0	3	12
07:45 AM	0	0	1	0	1	0	0	0	0	0	1	4	0	0	5	2	0	1	0	3	9
Total	0	7	4	0	11	0	0	0	0	0	2	15	0	0	17	5	0	2	0	7	35
08:00 AM	0	7	1	0	8	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	18
08:15 AM	0	4	1	0	5	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	13
08:30 AM	0	4	1	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
08:45 AM	0	8	0	0	8	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	10
Total	0	23	3	0	26	0	0	0	0	0	1	22	0	0	23	1	0	2	0	3	52
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
04:15 PM	0	3	1	0	4	0	0	0	0	0	0	9	0	0	9	1	0	3	0	4	17
04:30 PM	0	1	1	0	2	0	0	0	0	0	1	7	0	0	8	2	0	0	0	2	12
04:45 PM	0	2	1	0	3	0	0	0	0	0	2	5	0	0	7	2	0	1	0	3	13
Total	0	7	3	0	10	0	0	0	0	0	3	25	0	0	28	5	0	4	0	9	47
05:00 PM	0	0	1	0	1	0	0	0	0	0	1	5	0	0	6	2	0	0	0	2	9
05:15 PM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	14
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	9
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	9	1	0	10	0	0	0	0	0	1	20	0	0	21	5	0	0	0	5	36
Grand Total	0	46	11	0	57	0	0	0	0	0	7	82	0	0	89	16	0	8	0	24	170
Apprch %	0.0	80.7	19.3	0.0		0.0	0.0	0.0	0.0		7.9	92.1	0.0	0.0		66.7	0.0	33.3	0.0		
Total %	0.0	27.1	6.5	0.0	33.5	0.0	0.0	0.0	0.0	0.0	4.1	48.2	0.0	0.0	52.4	9.4	0.0	4.7	0.0	14.1	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ BEVILLE RD
VOLUSIA COUNTY, FLORIDA

Counter:D-2986/D-2989
Counted By:SV/TS
Weather:Clear
Other:Thursday

File Name : Clyde @ Beville
Site Code : 00000000
Start Date : 4/29/2004
Page No : 1

Groups Printed- Automobiles - Commercial

	Clyde Morris Blvd From North					Beville Road From East					Clyde Morris Blvd From South					Beville Road From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	31	80	10	0	121	17	96	29	0	142	33	185	36	0	254	36	141	15	0	192	709
07:15 AM	30	86	13	0	129	21	99	54	0	174	31	222	49	0	302	45	158	22	0	225	830
07:30 AM	38	101	11	0	150	22	115	75	0	212	50	307	71	0	428	82	188	22	0	292	1082
07:45 AM	39	81	14	0	134	27	117	74	0	218	42	276	48	0	366	93	202	31	0	326	1044
Total	138	348	48	0	534	87	427	232	0	746	156	990	204	0	1350	256	689	90	0	1035	3665
08:00 AM	36	97	18	0	151	20	133	70	0	223	43	194	67	0	304	65	206	26	0	297	975
08:15 AM	40	73	13	0	126	18	130	53	0	201	34	207	35	0	276	75	151	30	0	256	859
08:30 AM	40	77	13	0	130	15	125	52	0	192	39	199	48	0	286	62	181	23	0	266	874
08:45 AM	31	75	10	0	116	11	101	47	0	159	38	193	40	0	271	41	183	24	0	248	794
Total	147	322	54	0	523	64	489	222	0	775	154	793	190	0	1137	243	721	103	0	1067	3502
04:00 PM	85	414	32	0	531	37	162	48	0	247	36	164	21	0	221	24	141	42	0	207	1206
04:15 PM	80	409	39	0	528	57	200	57	0	314	43	173	28	0	244	28	129	50	0	207	1293
04:30 PM	71	404	32	0	507	67	167	60	0	294	55	165	34	0	254	36	146	49	0	231	1286
04:45 PM	73	416	34	0	523	85	188	59	0	332	50	150	37	0	237	46	144	71	0	261	1353
Total	309	1643	137	0	2089	246	717	224	0	1187	184	652	120	0	956	134	560	212	0	906	5138
05:00 PM	83	488	28	0	599	65	247	68	0	380	53	156	42	0	251	46	170	99	0	315	1545
05:15 PM	115	320	28	0	463	89	226	74	0	389	43	160	42	0	245	43	159	72	8	282	1379
05:30 PM	74	268	27	0	369	76	207	60	0	343	56	151	41	0	248	37	181	69	0	287	1247
05:45 PM	80	214	21	0	315	64	169	37	0	270	53	121	44	0	218	37	139	48	0	224	1027
Total	352	1290	104	0	1746	294	849	239	0	1382	205	588	169	0	962	163	649	288	8	1108	5198
Grand Total	946	3603	343	0	4892	691	2482	917	0	4090	699	3023	683	0	4405	796	2619	693	8	4116	17503
Apprch %	19.3	73.7	7.0	0.0		16.9	60.7	22.4	0.0		15.9	68.6	15.5	0.0		19.3	63.6	16.8	0.2		
Total %	5.4	20.6	2.0	0.0	27.9	3.9	14.2	5.2	0.0	23.4	4.0	17.3	3.9	0.0	25.2	4.5	15.0	4.0	0.0	23.5	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ BEVILLE RD
VOLUSIA COUNTY, FLORIDA

File Name : Clyde @ Beville
Site Code : 00000000
Start Date : 4/29/2004
Page No : 2

	Clyde Morris Blvd From North					Beville Road From East					Clyde Morris Blvd From South					Beville Road From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	153	352	56	0	561	87	495	272	0	854	169	984	221	0	1374	315	747	109	0	1171	3960
Percent	27.3	62.7	10.0	0.0		10.2	58.0	31.9	0.0		12.3	71.6	16.1	0.0		26.9	63.8	9.3	0.0		
07:30 Volume	38	101	11	0	150	22	115	75	0	212	50	307	71	0	428	82	188	22	0	292	1082
Peak Factor																					0.915
High Int.	08:00 AM					08:00 AM					07:30 AM					07:45 AM					
Volume	36	97	18	0	151	20	133	70	0	223	50	307	71	0	428	93	202	31	0	326	
Peak Factor					0.929					0.957					0.803					0.898	
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	342	1628	122	0	2092	306	828	261	0	1395	201	631	155	0	987	171	619	291	8	1089	5563
Percent	16.3	77.8	5.8	0.0		21.9	59.4	18.7	0.0		20.4	63.9	15.7	0.0		15.7	56.8	26.7	0.7		
05:00 Volume	83	488	28	0	599	65	247	68	0	380	53	156	42	0	251	46	170	99	0	315	1545
Peak Factor																					0.900
High Int.	05:00 PM					05:15 PM					04:30 PM					05:00 PM					
Volume	83	488	28	0	599	89	226	74	0	389	55	165	34	0	254	46	170	99	0	315	
Peak Factor					0.873					0.897					0.971					0.864	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ BEVILLE RD
VOLUSIA COUNTY, FLORIDA

Counter:D-2986/D-2989
Counted By:SV/TS
Weather:Clear
Other:Thursday

File Name : Clyde @ Beville
Site Code : 00000000
Start Date : 4/29/2004

Groups Printed- Automobiles

	Clyde Morris Blvd From North					Beville Road From East					Clyde Morris Blvd From South					Beville Road From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	26	69	8	0	103	15	87	25	0	127	31	176	35	0	242	35	133	11	0	179	651
07:15 AM	24	75	9	0	108	21	91	51	0	163	27	214	44	0	285	45	149	16	0	210	766
07:30 AM	35	87	11	0	133	22	107	72	0	201	45	301	65	0	411	81	177	18	0	276	1021
07:45 AM	36	68	12	0	116	25	110	72	0	207	36	263	45	0	344	91	189	29	0	309	976
Total	121	299	40	0	460	83	395	220	0	698	139	954	189	0	1282	252	648	74	0	974	3414
08:00 AM	31	82	14	0	127	19	125	68	0	212	41	183	65	0	289	65	197	20	0	282	910
08:15 AM	36	65	13	0	114	16	124	52	0	192	29	198	35	0	262	75	141	26	0	242	810
08:30 AM	35	71	11	0	117	15	119	48	0	182	35	191	48	0	274	61	168	18	0	247	820
08:45 AM	29	64	8	0	101	11	98	45	0	154	36	187	35	0	258	39	177	21	0	237	750
Total	131	282	46	0	459	61	466	213	0	740	141	759	183	0	1083	240	683	85	0	1008	3290
04:00 PM	81	405	27	0	513	35	158	46	0	239	35	156	19	0	210	22	135	38	0	195	1157
04:15 PM	75	401	35	0	511	56	198	52	0	306	41	164	24	0	229	26	124	48	0	198	1244
04:30 PM	65	398	26	0	489	65	165	56	0	286	52	159	34	0	245	35	142	46	0	223	1243
04:45 PM	68	405	29	0	502	82	187	54	0	323	48	145	36	0	229	46	139	68	0	253	1307
Total	289	1609	117	0	2015	238	708	208	0	1154	176	624	113	0	913	129	540	200	0	869	4951
05:00 PM	78	475	26	0	579	65	245	65	0	375	51	148	41	0	240	44	168	95	0	307	1501
05:15 PM	110	305	27	0	442	87	224	72	0	383	42	153	42	0	237	41	153	70	8	272	1334
05:30 PM	68	254	22	0	344	75	206	56	0	337	54	143	39	0	236	35	175	65	0	275	1192
05:45 PM	74	201	17	0	292	63	168	35	0	266	52	115	41	0	208	35	135	46	0	216	982
Total	330	1235	92	0	1657	290	843	228	0	1361	199	559	163	0	921	155	631	276	8	1070	5009
Grand Total	871	3425	295	0	4591	672	2412	869	0	3953	655	2896	648	0	4199	776	2502	635	8	3921	16664
Apprch %	19.0	74.6	6.4	0.0		17.0	61.0	22.0	0.0		15.6	69.0	15.4	0.0		19.8	63.8	16.2	0.2		
Total %	5.2	20.6	1.8	0.0	27.6	4.0	14.5	5.2	0.0	23.7	3.9	17.4	3.9	0.0	25.2	4.7	15.0	3.8	0.0	23.5	

GHYABI & ASSOCIATES
TURNING MOVEMENT COUNTS
CLYDE MORRIS BLVD @ BEVILLE RD
VOLUSIA COUNTY, FLORIDA

Counter:D-2986/D-2989
Counted By:SV/TS
Weather:Clear
Other:Thursday

File Name : Clyde @ Beville
Site Code : 00000000
Start Date : 4/29/2004

Groups Printed- Commercial

	Clyde Morris Blvd From North					Beville Road From East					Clyde Morris Blvd From South					Beville Road From West					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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		
07:00 AM	5	11	2	0	18	2	9	4	0	15	2	9	1	0	12	1	8	4	0	13	58
07:15 AM	6	11	4	0	21	0	8	3	0	11	4	8	5	0	17	0	9	6	0	15	64
07:30 AM	3	14	0	0	17	0	8	3	0	11	5	6	6	0	17	1	11	4	0	16	61
07:45 AM	3	13	2	0	18	2	7	2	0	11	6	13	3	0	22	2	13	2	0	17	68
Total	17	49	8	0	74	4	32	12	0	48	17	36	15	0	68	4	41	16	0	61	251
08:00 AM	5	15	4	0	24	1	8	2	0	11	2	11	2	0	15	0	9	6	0	15	65
08:15 AM	4	8	0	0	12	2	6	1	0	9	5	9	0	0	14	0	10	4	0	14	49
08:30 AM	5	6	2	0	13	0	6	4	0	10	4	8	0	0	12	1	13	5	0	19	54
08:45 AM	2	11	2	0	15	0	3	2	0	5	2	6	5	0	13	2	6	3	0	11	44
Total	16	40	8	0	64	3	23	9	0	35	13	34	7	0	54	3	38	18	0	59	212
04:00 PM	4	9	5	0	18	2	4	2	0	8	1	8	2	0	11	2	6	4	0	12	49
04:15 PM	5	8	4	0	17	1	2	5	0	8	2	9	4	0	15	2	5	2	0	9	49
04:30 PM	6	6	6	0	18	2	2	4	0	8	3	6	0	0	9	1	4	3	0	8	43
04:45 PM	5	11	5	0	21	3	1	5	0	9	2	5	1	0	8	0	5	3	0	8	46
Total	20	34	20	0	74	8	9	16	0	33	8	28	7	0	43	5	20	12	0	37	187
05:00 PM	5	13	2	0	20	0	2	3	0	5	2	8	1	0	11	2	2	4	0	8	44
05:15 PM	5	15	1	0	21	2	2	2	0	6	1	7	0	0	8	2	6	2	0	10	45
05:30 PM	6	14	5	0	25	1	1	4	0	6	2	8	2	0	12	2	6	4	0	12	55
05:45 PM	6	13	4	0	23	1	1	2	0	4	1	6	3	0	10	2	4	2	0	8	45
Total	22	55	12	0	89	4	6	11	0	21	6	29	6	0	41	8	18	12	0	38	189
Grand Total	75	178	48	0	301	19	70	48	0	137	44	127	35	0	206	20	117	58	0	195	839
Apprch %	24.9	59.1	15.9	0.0		13.9	51.1	35.0	0.0		21.4	61.7	17.0	0.0		10.3	60.0	29.7	0.0		
Total %	8.9	21.2	5.7	0.0	35.9	2.3	8.3	5.7	0.0	16.3	5.2	15.1	4.2	0.0	24.6	2.4	13.9	6.9	0.0	23.2	

Ghyabi & Associates
CLASSIFICATION SUMMARY
TUE 05/18/2004

Site Reference: 000000012524
Site ID: 000000012524
Location: Clyde Morris Blvd north of Bellevue Ave
Direction: NORTH
Lane: 1

File: Ave.prn
City:
County:

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	108	7	0	1	0	0	0	1	0	0	0	0	0	0	117
02:00	0	53	5	0	0	0	0	0	0	0	0	0	0	0	0	58
03:00	0	37	1	0	0	0	0	0	0	0	0	0	0	0	0	38
04:00	0	24	0	0	2	0	0	1	0	0	0	0	0	0	0	27
05:00	0	37	11	0	0	0	0	0	0	0	0	0	0	0	0	48
06:00	0	84	17	0	0	0	0	0	0	0	0	0	0	0	0	101
07:00	0	176	26	1	2	0	0	1	0	0	1	0	0	0	0	207
08:00	0	399	58	2	3	2	0	1	2	0	3	0	0	0	0	470
09:00	0	401	63	4	12	1	0	2	1	0	3	0	0	0	0	487
10:00	1	471	91	1	9	3	0	6	2	0	4	1	0	0	0	589
11:00	0	596	83	2	4	1	0	5	2	0	4	1	0	0	0	698
12:00	2	760	120	0	4	5	0	2	6	0	11	2	0	0	0	912
13:00	0	770	109	3	5	0	1	2	6	0	10	1	0	0	0	907
14:00	1	801	113	3	6	4	0	3	11	0	7	1	0	0	0	950
15:00	1	897	115	1	3	3	0	2	7	0	6	1	0	0	0	1036
16:00	1	1080	163	3	5	3	0	1	8	0	5	3	0	0	0	1272
17:00	1	1095	144	4	7	4	2	4	9	0	10	1	0	0	0	1281
18:00	1	1098	107	3	7	2	0	3	11	0	13	1	0	0	0	1246
19:00	0	718	78	4	3	0	0	1	6	0	5	0	0	0	0	815
20:00	1	592	56	1	2	2	0	0	6	0	5	0	0	0	0	665
21:00	0	511	56	0	0	0	0	1	2	1	5	2	0	0	0	578
22:00	0	445	33	2	2	0	0	0	3	0	1	0	0	0	0	486
23:00	0	285	26	1	1	1	0	0	0	0	0	0	0	0	0	314
24:00	0	197	26	1	1	0	0	0	0	0	1	0	0	0	0	226
DAY TOTAL	9	11635	1508	36	79	31	3	35	83	1	94	14	0	0	0	13528
PERCENTS	0.1%	86.1%	11.2%	0.3%	0.6%	0.2%	0.0%	0.2%	0.6%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 97.2% Trucks & Buses 2.7%

AM Times	11:15	11:15	11:15	08:15	08:30	11:00	09:15	11:15	11:00	11:15	11:15
AM Peaks	2	760	120	4	14	5	6	6	12	2	912
PM Times	14:45	16:45	15:15	17:30	15:45	14:00	16:00	16:45	16:45	19:45	16:30	15:15	16:45
PM Peaks	2	1220	163	5	8	5	2	5	15	1	16	3	1423

Ghyabi & Associates
CLASSIFICATION SUMMARY
WED 05/19/2004

Site Reference: 000000012524
Site ID: 000000012524
Location: Clyde Morris Blvd north of Bellevue Ave
Direction: NORTH
Lane: 1

File: Ave.prn
City:
County:

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	111	9	0	1	0	0	0	0	0	0	0	0	0	0	121
02:00	0	60	4	0	0	0	0	0	0	0	0	0	0	0	0	64
03:00	0	44	3	0	0	0	0	0	0	0	0	0	0	0	0	47
04:00	0	33	5	0	2	0	0	0	0	0	0	0	0	0	0	40
05:00	0	40	9	0	1	0	0	0	0	0	0	0	0	0	0	50
06:00	0	76	16	1	1	0	0	1	0	0	0	0	0	0	0	95
07:00	0	185	33	0	3	0	0	1	1	0	0	0	0	0	0	223
08:00	1	362	68	0	8	0	0	2	0	0	3	0	0	0	0	444
09:00	0	366	78	4	13	0	0	2	3	0	3	0	0	0	0	469
10:00	2	486	99	1	7	1	0	2	3	0	0	1	0	0	0	602
11:00	1	639	99	0	4	3	0	1	3	0	8	2	0	0	0	760
12:00	0	734	110	1	6	6	0	4	6	0	3	0	0	0	0	870
13:00	0	804	112	2	5	1	0	1	8	0	9	1	0	0	0	943
14:00	1	875	114	0	6	2	0	1	5	0	7	2	0	0	0	1013
15:00	2	907	146	1	8	4	0	2	8	0	7	3	0	0	0	1088
16:00	2	1075	163	2	10	3	0	2	8	0	10	4	0	0	0	1279
17:00	1	1185	146	4	6	2	0	0	11	0	10	3	0	0	0	1368
18:00	0	1073	113	2	6	4	0	2	7	0	7	4	0	0	0	1218
19:00	0	661	79	1	2	0	0	1	3	0	4	2	0	0	0	753
20:00	0	593	63	0	3	4	0	0	2	0	7	2	0	0	0	674
21:00	4	513	57	1	0	1	0	1	1	0	2	0	0	0	0	580
22:00	0	532	63	1	1	0	0	0	1	0	3	1	0	0	0	602
23:00	0	352	43	0	0	1	0	1	0	0	0	0	0	0	0	397
24:00	0	233	16	0	0	1	0	0	0	0	1	0	0	0	0	251
DAY TOTAL	14	11939	1648	21	93	33	0	24	70	0	84	25	0	0	0	13951
PERCENTS	0.2%	85.6%	11.9%	0.2%	0.6%	0.2%	0.0%	0.1%	0.5%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 97.4% Trucks & Buses 2.5%

AM Times	09:30	11:15	11:15	08:30	08:30	11:15	11:00	10:45	10:15	09:45	11:15
AM Peaks	3	734	110	5	16	6	4	7	8	2	870
PM Times	15:00	16:30	14:45	15:45	15:30	16:30	12:45	16:30	16:30	17:30	16:30
PM Peaks	4	1297	163	4	11	6	2	14	13	5	1487

Ghyabi & Associates
CLASSIFICATION SUMMARY
THU 05/20/2004

Site Reference: 000000012524
Site ID: 000000012524
Location: Clyde Morris Blvd north of Bellevue Ave
Direction: NORTH
Lane: 1

File: Ave.prn
City:
County:

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	95	6	1	1	0	0	1	0	0	0	0	0	0	0	104
02:00	0	67	9	0	0	0	0	0	0	0	0	0	0	0	0	76
03:00	0	58	5	0	2	0	0	0	0	0	0	0	0	0	0	65
04:00	0	35	4	0	1	0	0	0	0	0	0	0	0	0	0	40
05:00	0	35	6	0	0	0	0	0	0	0	0	0	0	0	0	41
06:00	0	87	14	0	0	0	0	0	0	0	0	0	0	0	0	101
07:00	0	161	28	1	5	0	0	0	0	0	2	0	0	0	0	197
08:00	0	376	66	0	2	0	0	4	1	0	3	1	0	0	0	453
09:00	0	388	94	3	11	1	0	1	3	0	4	0	0	0	0	505
10:00	0	481	101	0	4	2	0	5	2	1	3	0	0	0	0	599
11:00	1	623	92	1	2	3	0	3	2	0	3	0	0	0	0	730
12:00	2	779	110	0	5	2	0	2	10	0	4	4	0	0	0	918
13:00	2	892	133	4	5	7	0	2	5	0	6	2	0	0	0	1058
14:00	2	825	120	1	7	3	0	0	7	0	14	0	0	0	0	979
15:00	1	874	134	1	5	4	0	2	10	1	18	3	0	0	0	1053
16:00	0	1107	146	3	8	3	0	2	7	0	5	2	0	0	0	1283
17:00	0	1155	138	0	12	3	0	1	9	0	18	2	0	0	0	1338
18:00	1	1042	103	4	6	2	0	1	8	0	6	1	0	0	0	1174
19:00	0	701	66	0	5	1	0	0	6	0	4	0	0	0	0	783
20:00	0	595	69	0	3	3	0	0	2	0	6	0	0	0	0	678
21:00	0	521	63	1	1	1	0	0	0	0	0	0	0	0	0	587
22:00	1	498	58	1	2	1	0	2	1	0	0	1	0	0	0	565
23:00	0	331	42	0	1	0	0	1	1	0	0	0	0	0	0	376
24:00	0	281	30	1	2	0	0	0	1	0	0	0	0	0	0	315
DAY TOTAL	10	12007	1637	22	90	36	0	27	75	2	96	16	0	0	0	14018
PERCENTS	0.1%	85.7%	11.7%	0.2%	0.7%	0.3%	0.0%	0.1%	0.5%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 97.4% Trucks & Buses 2.5%

AM Times	11:15	11:15	09:00	08:15	08:15	10:30	09:15	11:00	08:45	08:00	11:15					11:15
AM Peaks	2	779	114	3	11	4	5	10	1	5	4					918
PM Times	12:30	16:30	15:00	12:15	15:45	12:15	14:30	16:45	13:30	13:45	14:30					16:30
PM Peaks	3	1280	152	4	13	7	3	15	1	18	4					1468

Ghyabi & Associates
CLASSIFICATION SUMMARY
WED 05/19/2004

Site Reference: 000000012533
Site ID: 000000012533
Location: Clyde Morris Blvd north of Bellevue Ave
Direction: SOUTH
Lane: 1

File: Ave.prn
City:
County:

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	69	1	0	1	0	1	0	0	0	0	0	0	0	0	72
02:00	0	46	3	0	1	0	0	0	0	0	0	0	0	0	0	50
03:00	0	20	0	0	0	0	0	0	1	0	0	0	0	0	0	21
04:00	0	33	6	0	0	0	0	0	0	0	0	0	0	0	0	39
05:00	1	64	15	1	0	0	0	0	0	0	0	0	0	0	0	81
06:00	3	175	27	1	8	0	1	2	0	0	0	0	0	0	0	217
07:00	1	526	80	4	17	1	9	4	3	8	5	0	0	0	0	658
08:00	0	876	113	5	6	0	12	4	5	28	12	1	0	0	0	1062
09:00	1	733	89	3	3	1	11	2	4	29	7	3	0	0	0	886
10:00	0	656	94	3	5	1	24	2	5	21	18	1	0	0	0	830
11:00	1	684	90	2	4	1	10	0	7	14	10	2	0	0	0	825
12:00	1	621	83	1	3	1	11	0	1	14	8	0	0	0	0	744
13:00	1	674	101	0	4	4	15	0	6	16	3	1	0	0	0	825
14:00	0	687	102	7	14	3	6	3	4	13	9	2	0	0	0	850
15:00	0	677	89	2	9	1	13	1	5	6	5	1	0	0	0	809
16:00	2	622	88	2	2	0	11	1	3	9	6	1	0	0	0	747
17:00	0	583	68	2	2	0	17	0	4	9	6	0	0	0	0	691
18:00	0	547	60	2	3	0	18	0	3	7	8	0	0	0	0	648
19:00	0	458	45	1	1	1	9	0	1	3	4	1	0	0	0	524
20:00	0	349	45	1	1	0	7	0	0	1	3	0	0	0	0	407
21:00	0	306	35	0	0	0	3	1	1	2	2	0	0	0	0	350
22:00	0	243	27	1	0	0	2	0	1	1	0	0	0	0	0	275
23:00	0	200	13	0	0	0	0	0	1	0	0	0	0	0	0	214
24:00	0	113	12	0	0	0	0	0	0	0	0	0	0	0	0	125
DAY TOTAL	11	9962	1286	38	84	14	180	20	55	181	106	13	0	0	0	11950
PERCENTS	0.1%	83.4%	10.8%	0.4%	0.8%	0.1%	1.5%	0.1%	0.4%	1.5%	0.8%	0.1%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 94.2% Trucks & Buses 5.7%

AM Times	05:45	07:30	07:00	07:15	06:00	06:00	09:15	06:00	07:30	07:45	09:15	08:00	07:30
AM Peaks	4	907	118	5	20	1	24	6	7	36	18	3	1099
PM Times	15:15	13:00	12:30	13:15	13:30	12:30	16:45	13:15	12:45	12:15	13:15	12:45	12:30
PM Peaks	2	691	123	7	15	5	25	3	7	16	9	3	863

Ghyabi & Associates
CLASSIFICATION SUMMARY
THU 05/20/2004

Site Reference: 000000012533
Site ID: 000000012533
Location: Clyde Morris Blvd north of Bellevue Ave
Direction: SOUTH
Lane: 1

File: Ave.prn
City:
County:

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	76	7	0	0	0	0	0	0	0	0	0	0	0	0	83
02:00	0	44	2	0	1	0	0	0	0	0	0	0	0	0	0	47
03:00	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22
04:00	0	36	7	0	0	0	0	1	0	0	0	0	0	0	0	44
05:00	0	62	10	0	0	0	0	0	0	0	0	0	0	0	0	72
06:00	2	151	27	1	8	1	3	0	0	0	0	0	0	0	0	193
07:00	1	527	94	2	10	1	12	2	1	1	1	0	0	0	0	652
08:00	0	913	98	1	4	2	17	2	6	27	9	0	0	0	0	1079
09:00	0	740	94	1	7	2	16	2	5	21	9	0	0	0	0	897
10:00	2	645	87	4	4	1	12	1	3	19	11	0	0	0	0	789
11:00	0	675	88	3	6	0	12	1	3	9	4	1	0	0	0	802
12:00	1	675	91	1	6	1	6	2	5	12	2	1	0	0	0	803
13:00	1	701	89	3	4	2	7	3	2	10	14	0	0	0	0	836
14:00	0	708	91	2	14	3	13	2	7	9	1	0	0	0	0	850
15:00	0	719	103	2	11	1	13	1	0	13	7	0	0	0	0	870
16:00	1	633	89	0	0	1	14	4	2	17	7	0	0	0	0	768
17:00	1	590	64	3	5	1	9	1	1	16	3	1	0	0	0	695
18:00	0	556	82	2	4	0	15	1	4	13	5	2	0	0	0	684
19:00	1	507	64	2	1	1	6	0	0	6	4	0	0	0	0	592
20:00	2	380	39	1	2	0	6	1	0	2	1	0	0	0	0	434
21:00	2	328	27	0	2	0	5	1	1	1	0	1	0	0	0	368
22:00	0	221	26	1	1	0	3	0	2	1	1	0	0	0	0	256
23:00	0	222	26	0	0	0	1	0	0	0	0	0	0	0	0	249
24:00	0	125	11	0	0	0	1	0	0	0	0	0	0	0	0	137
DAY TOTAL	14	10255	1317	29	90	17	171	25	42	177	79	6	0	0	0	12222
PERCENTS	0.2%	84.0%	10.8%	0.3%	0.8%	0.1%	1.3%	0.2%	0.3%	1.4%	0.6%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 94.7% Trucks & Buses 5.2%

AM Times	06:00	07:15	07:30	09:15	06:00	06:30	08:00	07:45	08:00	07:15	07:30	10:45	07:15
AM Peaks	3	913	104	4	16	2	19	3	7	27	14	2	1079
PM Times	19:00	14:30	14:00	12:45	13:00	13:15	15:00	14:45	13:15	16:30	12:15	17:00	14:30
PM Peaks	2	722	105	4	14	3	16	4	7	18	14	2	883

Ghyabi & Associates
CLASSIFICATION SUMMARY
FRI 05/21/2004

Site Reference: 000000012533
Site ID: 000000012533
Location: Clyde Morris Blvd north of Bellevue Ave
Direction: SOUTH
Lane: 1

File: Ave.prn
City:
County:

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	78	5	0	0	0	0	0	0	0	0	0	0	0	0	83
02:00	0	44	6	0	1	0	0	0	0	0	0	0	0	0	0	51
03:00	0	32	4	0	1	0	0	0	0	0	0	0	0	0	0	37
04:00	0	34	9	0	0	0	0	1	0	0	0	0	0	0	0	44
05:00	1	69	8	0	1	0	0	0	0	0	0	0	0	0	0	79
06:00	1	142	28	1	7	0	1	1	0	0	0	0	0	0	0	181
07:00	0	475	82	5	9	2	15	3	1	5	4	1	0	0	0	602
08:00	3	931	101	2	5	2	15	2	4	23	13	3	0	0	0	1104
09:00	0	679	86	1	4	1	25	1	3	17	15	0	0	0	0	832
10:00	0	709	99	4	7	1	15	4	3	16	17	1	0	0	0	876
11:00	1	704	78	0	4	0	12	2	5	12	9	2	0	0	0	829
12:00	1	693	85	1	4	2	10	1	4	9	8	0	0	0	0	818
13:00	0	791	101	0	3	4	10	1	4	11	9	0	0	0	0	934
14:00	2	604	86	3	13	4	17	2	2	22	7	0	0	0	0	762
15:00	1	639	94	5	8	1	24	0	8	22	12	0	0	0	0	814
16:00	0	578	71	0	5	0	10	3	3	14	2	1	0	0	0	687
17:00	1	599	56	2	2	0	11	1	2	18	7	1	0	0	0	700
18:00	0	555	50	2	0	0	18	1	3	16	6	1	0	0	0	652
19:00	1	439	58	3	2	0	11	0	2	15	5	3	0	0	0	539
20:00	0	427	46	3	2	1	3	0	0	6	2	0	0	0	0	490
21:00	1	334	32	0	3	0	5	1	1	4	2	1	0	0	0	384
22:00	1	255	22	1	1	0	1	0	0	0	2	1	0	0	0	284
23:00	0	239	26	0	0	0	2	0	1	2	1	0	0	0	0	271
24:00	0	158	8	0	0	0	0	0	0	0	0	0	0	0	0	166
DAY TOTAL	14	10208	1241	33	82	18	205	24	46	212	121	15	0	0	0	12219
PERCENTS	0.2%	83.6%	10.2%	0.3%	0.7%	0.2%	1.7%	0.1%	0.3%	1.7%	0.9%	0.1%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 93.8% Trucks & Buses 6.1%

AM Times	07:15	07:30	08:30	06:30	05:45	06:30	08:15	06:30	07:30	07:15	08:00	07:00	07:30
AM Peaks	3	938	106	6	11	3	25	4	5	23	19	3	1107
PM Times	13:15	12:15	12:15	14:15	13:00	12:30	14:15	15:00	14:15	13:30	14:30	18:15	12:15
PM Peaks	2	791	101	5	15	6	24	3	8	23	13	3	934

TRAFFIC COUNT DATA

DISTRICTWIDE PD&E

STATE PROJECT NO.:
WORK PROGRAM NO.: 152
LOCATION CODE:
COUNT LOCATION: Clyde Morris Blvd- North of Bellevue Avenue

TYPE OF COUNT:

72 HOUR Classification Count

TIME OF COUNT:

Start Date:	May 18, 2004	Start Time:	0:00
End Date:	May 21, 2004	End Time:	24:00

VOLUMES:

Average Daily :	25963	Average Peak Hour:	2150
Daily Truck Avg:	1058	Peak Hour Truck Avg:	94

TRAVEL CHARACTERISTICS:

Peak to Daily Ratio:

K= 0.083 D= 67.9%

T peak	4.3%	T daily	4.1%
T med	0.7%	T med	0.9%
T heavy	3.7%	T heavy	3.2%
T (NB)	2.2%	T (NB)	1.4%
T (SB)	2.1%	T (SB)	2.7%
T NB med	0.5%	T NB med	0.4%
T SB med	0.2%	T SB med	0.5%
T NB heavy	1.8%	T NB heavy	1.0%
T SB heavy	1.9%	T SB heavy	2.2%

HOURLY DISTRIBUTION OF TRAFFIC VOLUMES

STATE PROJECT NO.:
WORK PROGRAM NO.: 152
LOCATION CODE:
COUNT LOCATION: Clyde Morris Blvd- North of Bellevue Avenue

HOUR END AT	HOURLY VOLUME DIRECTION (SB or EB)	HOURLY VOLUME DIRECTION (NB or WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (SB or EB)	DISTRIBUTION PERCENT DIRECTION (NB or WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00	79	114	193	0.6540%	0.8242%	0.7446%
2:00	49	66	115	0.4067%	0.4772%	0.4442%
3:00	27	50	77	0.2198%	0.3615%	0.2953%
4:00	42	36	78	0.3490%	0.2579%	0.3004%
5:00	77	46	124	0.6375%	0.3350%	0.4763%
6:00	197	99	296	1.6241%	0.7157%	1.1401%
7:00	637	209	846	5.2542%	1.5110%	3.2598%
8:00	1,082	456	1,537	8.9173%	3.2943%	5.9212%
9:00	872	487	1,359	7.1860%	3.5208%	5.2331%
10:00	832	597	1,428	6.8563%	4.3137%	5.5014%
11:00	819	729	1,548	6.7491%	5.2728%	5.9623%
NOON	788	900	1,688	6.4990%	6.5067%	6.5028%
1:00	865	969	1,834	7.1311%	7.0079%	7.0652%
2:00	821	981	1,801	6.7656%	7.0898%	6.9381%
3:00	831	1,059	1,890	6.8508%	7.6562%	7.2796%
4:00	734	1,278	2,012	6.0511%	9.2394%	7.7495%
5:00	695	1,329	2,024	5.7323%	9.6082%	7.7970%
6:00	661	1,213	1,874	5.4520%	8.7671%	7.2180%
7:00	552	784	1,335	4.5480%	5.6656%	5.1432%
8:00	444	672	1,116	3.6576%	4.8607%	4.2984%
9:00	367	582	949	3.0283%	4.2052%	3.6552%
10:00	272	551	823	2.2396%	3.9835%	3.1686%
11:00	245	362	607	2.0170%	2.6195%	2.3379%
MIDNIGHT	143	264	407	1.1761%	1.9086%	1.5663%
TOTALS	12,130	13,832	25,963	100.0027%	100.0000%	100.0000%

Ghyabi & Associates
CLASSIFICATION SUMMARY
TUE 02/17/2004

Site Reference: 000000012538
Site ID: 000000012538
Location: Clyde Morris Blvd-north of Beville Rd
Direction: NORTH
Lane: 1

File: Rd.prn
City:
County:

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	83	1	2	0	0	0	0	0	0	0	0	0	0	0	86
02:00	0	50	5	0	0	0	0	0	0	0	0	0	0	0	0	55
03:00	0	28	0	0	1	0	0	0	0	0	0	0	0	0	0	29
04:00	0	33	2	0	0	0	1	0	0	0	0	0	0	0	0	36
05:00	0	74	3	0	0	0	5	0	0	0	1	0	0	0	0	83
06:00	0	285	68	2	0	1	7	1	2	1	6	0	0	0	0	373
07:00	1	696	232	2	1	6	1	0	3	19	13	3	0	0	0	977
08:00	3	829	253	4	2	5	2	0	9	5	20	4	0	0	0	1136
09:00	0	815	233	3	2	4	1	4	8	3	20	9	0	0	0	1102
10:00	0	831	219	1	4	6	1	1	8	5	26	4	0	0	0	1106
11:00	0	874	254	4	4	4	11	4	7	4	20	4	0	0	0	1190
12:00	1	820	239	3	2	4	2	4	4	8	19	2	0	0	0	1108
13:00	0	846	240	1	2	5	2	3	7	3	27	6	0	0	0	1142
14:00	1	811	242	5	5	4	10	3	7	2	19	4	0	0	0	1113
15:00	1	815	241	4	2	7	0	3	8	0	14	3	0	0	0	1098
16:00	0	868	250	7	1	5	0	5	9	2	17	2	0	0	0	1166
17:00	1	787	261	3	4	3	5	3	5	0	6	3	0	0	0	1081
18:00	0	405	168	3	0	2	0	0	5	2	19	2	0	0	0	606
19:00	2	358	93	2	1	1	1	0	5	4	12	0	0	0	0	479
20:00	0	329	86	2	0	2	8	0	1	7	11	1	0	0	0	447
21:00	2	258	29	1	0	1	0	0	2	0	5	0	0	0	0	298
22:00	0	215	28	2	0	3	1	0	1	2	0	0	0	0	0	252
23:00	3	175	6	1	2	1	0	0	1	0	0	0	0	0	0	189
24:00	1	110	7	0	0	0	0	0	0	0	2	0	0	0	0	120
DAY TOTAL	16	11395	3160	52	33	64	58	31	92	67	257	47	0	0	0	15272
PERCENTS	0.2%	74.7%	20.7%	0.4%	0.2%	0.4%	0.3%	0.2%	0.6%	0.4%	1.6%	0.3%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 95.4% Trucks & Buses 4.5%

AM Times	06:30	10:15	08:00	10:30	09:30	09:00	10:00	10:30	07:15	06:30	09:45	08:15	10:15
AM Peaks	3	874	261	5	6	7	12	5	9	20	31	9	1190
PM Times	21:45	12:30	16:15	14:45	13:15	15:00	13:15	14:30	13:45	18:45	12:30	12:15	12:30
PM Peaks	3	870	261	9	5	8	10	6	11	10	30	6	1175

Ghyabi & Associates
CLASSIFICATION SUMMARY
WED 02/18/2004

Site Reference: 000000012538
Site ID: 000000012538
Location: Clyde Morris Blvd-north of Beville Rd
Direction: NORTH
Lane: 1

File: Rd.prn
City:
County:

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	1	60	1	0	0	0	0	0	0	0	0	0	0	0	0	62
02:00	0	43	4	0	0	0	0	0	0	0	0	0	0	0	0	47
03:00	2	41	1	0	0	0	0	0	0	0	0	0	0	0	0	44
04:00	1	35	2	0	0	0	0	0	0	0	0	0	0	0	0	38
05:00	1	76	3	0	0	0	0	0	0	0	3	0	0	0	0	83
06:00	2	180	45	0	1	6	4	0	0	6	4	0	0	0	0	248
07:00	11	448	203	2	1	7	16	1	6	4	9	3	0	0	0	711
08:00	13	829	190	4	3	6	2	5	16	1	17	6	0	0	0	1092
09:00	2	778	220	3	1	5	2	2	3	1	23	2	0	0	0	1042
10:00	1	763	151	1	3	6	0	2	3	2	22	0	0	0	0	954
11:00	2	775	223	4	2	3	6	7	8	0	12	3	0	0	0	1045
12:00	3	764	191	3	3	3	5	3	2	1	16	1	0	0	0	995
13:00	1	772	141	2	1	2	8	2	2	2	23	3	0	0	0	959
14:00	2	801	140	4	1	8	4	2	4	1	17	3	0	0	0	987
15:00	2	754	173	6	2	5	5	4	4	2	23	3	0	0	0	983
16:00	2	779	94	1	1	2	0	4	4	0	13	3	0	0	0	903
17:00	2	736	95	4	2	0	10	4	6	2	7	0	0	0	0	868
18:00	1	633	77	2	1	3	0	1	1	2	15	2	0	0	0	738
19:00	5	615	68	1	1	1	5	1	2	7	14	1	0	0	0	721
20:00	7	660	46	1	0	0	0	2	3	12	7	2	0	0	0	740
21:00	16	316	24	2	1	0	0	2	0	15	6	0	0	0	0	382
22:00	4	204	23	0	0	2	0	0	0	6	4	0	0	0	0	243
23:00	5	170	22	1	0	1	0	0	3	0	2	0	0	0	0	204
24:00	2	117	4	1	0	0	0	0	0	0	0	0	0	0	0	124
DAY TOTAL	88	11349	2141	42	24	60	67	42	67	64	237	32	0	0	0	14213
PERCENTS	0.7%	79.9%	15.1%	0.3%	0.2%	0.5%	0.5%	0.2%	0.4%	0.4%	1.6%	0.2%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 95.5% Trucks & Buses 4.4%

AM Times	07:00	07:30	10:45	10:45	11:00	06:00	05:45	10:00	07:15	05:30	08:00	07:00	07:30
AM Peaks	16	848	228	6	4	13	16	7	16	7	23	6	1113
PM Times	20:15	13:15	14:15	13:45	15:45	13:15	15:45	15:30	15:45	19:45	14:30	13:00	13:00
PM Peaks	16	801	173	7	3	8	10	7	7	19	28	5	991

Ghyabi & Associates
CLASSIFICATION SUMMARY
THU 02/19/2004

Site Reference: 000000012538
Site ID: 000000012538
Location: Clyde Morris Blvd-north of Beville Rd
Direction: NORTH
Lane: 1

File: Rd.prn
City:
County:

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	2	57	2	0	1	0	0	0	0	0	0	0	0	0	0	62
02:00	3	42	2	0	0	0	0	0	0	0	1	0	0	0	0	48
03:00	0	28	1	0	0	0	2	0	0	0	0	0	0	0	0	31
04:00	0	38	1	0	0	0	1	0	0	0	0	0	0	0	0	40
05:00	1	74	3	0	0	0	2	0	1	0	1	0	0	0	0	82
06:00	3	280	64	0	0	1	1	0	0	2	3	0	0	0	0	354
07:00	13	740	185	7	2	4	2	0	5	12	14	2	0	0	0	986
08:00	15	802	171	8	3	7	2	0	9	13	13	1	0	0	0	1044
09:00	4	813	182	6	6	4	0	3	4	10	21	2	0	0	0	1055
10:00	1	774	132	2	3	4	8	2	4	0	14	3	0	0	0	947
11:00	2	801	110	4	1	1	2	3	5	9	17	4	0	0	0	959
12:00	1	784	153	3	4	0	11	2	2	9	12	0	0	0	0	981
13:00	2	791	201	4	3	1	2	5	4	10	18	1	0	0	0	1042
14:00	2	908	135	3	3	3	12	5	3	5	23	5	0	0	0	1107
15:00	6	876	213	7	10	2	2	2	7	14	6	2	0	0	0	1147
16:00	1	1024	129	6	7	5	0	3	3	10	9	1	0	0	0	1198
17:00	0	895	46	2	12	0	0	1	8	5	12	2	0	0	0	983
18:00	5	773	59	2	1	4	0	2	2	9	11	1	0	0	0	869
19:00	1	589	70	1	2	2	0	2	3	9	16	1	0	0	0	696
20:00	7	311	43	2	2	0	7	1	3	0	4	0	0	0	0	380
21:00	10	249	26	2	0	2	0	0	1	0	5	1	0	0	0	296
22:00	7	174	35	0	0	1	0	0	1	0	7	2	0	0	0	227
23:00	3	185	19	0	1	0	0	0	2	3	3	0	0	0	0	216
24:00	0	122	8	2	0	0	0	0	1	0	0	0	0	0	0	133
DAY TOTAL	89	12130	1990	61	61	41	54	31	68	120	210	28	0	0	0	14883
PERCENTS	0.6%	81.6%	13.4%	0.5%	0.5%	0.2%	0.3%	0.2%	0.4%	0.8%	1.4%	0.1%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 95.4% Trucks & Buses 4.5%

AM Times	06:45	07:30	08:30	07:00	08:45	07:30	11:15	10:00	07:00	06:30	08:15	08:30	07:30
AM Peaks	21	838	215	10	7	8	11	4	11	18	21	4	1065
PM Times	19:45	15:30	14:15	14:15	14:30	15:15	13:00	12:45	15:45	14:30	12:45	13:30	15:00
PM Peaks	12	1029	213	7	13	5	12	7	9	22	29	6	1207

Ghyabi & Associates
CLASSIFICATION SUMMARY
TUE 02/17/2004

Site Reference: 000000012524
Site ID: 000000012524
Location: Clyde Morris Blvd-north of Beville Rd
Direction: SOUTH
Lane: 1

File: Rd.prn
City:
County:

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	128	5	0	1	0	0	1	0	0	0	0	0	0	0	135
02:00	0	75	4	0	0	0	0	0	0	0	0	0	0	0	0	79
03:00	0	39	6	0	1	0	0	0	0	0	0	0	0	0	0	46
04:00	1	24	2	0	3	0	0	0	0	0	0	0	0	0	0	30
05:00	0	22	8	0	0	0	0	0	0	0	0	0	0	0	0	30
06:00	0	96	16	0	9	0	0	1	0	0	0	0	0	0	0	122
07:00	0	222	25	0	19	1	1	4	0	0	0	0	0	0	0	272
08:00	0	420	65	0	2	3	0	4	2	0	2	1	0	0	0	499
09:00	0	435	75	0	6	0	0	2	1	0	2	0	0	0	0	521
10:00	0	589	95	0	5	2	0	1	3	0	4	0	0	0	0	699
11:00	1	728	85	0	10	5	2	3	9	0	4	0	0	0	0	847
12:00	1	926	108	2	5	3	0	5	14	0	5	1	0	0	0	1070
13:00	0	1044	109	0	8	1	3	2	9	1	10	1	0	0	0	1188
14:00	2	934	127	4	23	5	1	5	12	0	8	2	0	0	0	1123
15:00	2	1017	124	3	8	7	0	3	17	0	14	7	0	0	0	1202
16:00	4	1239	112	3	8	10	1	2	19	0	15	5	0	0	0	1418
17:00	0	1321	147	2	8	6	0	11	8	1	10	4	0	0	0	1518
18:00	1	1233	102	4	7	8	3	2	12	4	18	11	0	0	0	1405
19:00	1	838	72	0	1	1	1	3	4	0	6	1	0	0	0	928
20:00	1	679	70	0	2	2	1	1	2	0	5	0	0	0	0	763
21:00	1	612	51	0	2	3	1	0	1	0	2	2	0	0	0	675
22:00	0	537	40	0	0	0	0	3	1	0	2	0	0	0	0	583
23:00	0	319	22	0	1	0	0	0	1	0	0	0	0	0	0	343
24:00	0	257	15	0	2	0	0	0	0	0	0	0	0	0	0	274
DAY TOTAL	15	13734	1485	18	131	57	14	53	115	6	107	35	0	0	0	15770
PERCENTS	0.1%	87.1%	9.5%	0.2%	0.9%	0.4%	0.0%	0.3%	0.7%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 96.6% Trucks & Buses 3.3%

AM Times	02:30	11:15	11:00	10:30	05:45	10:30	10:00	06:30	10:45	09:00	06:30	11:15
AM Peaks	1	926	108	2	21	6	2	6	14	5	1	1070
PM Times	15:00	16:15	16:15	16:45	13:00	14:45	12:15	16:15	15:00	16:45	15:30	16:45	16:15
PM Peaks	4	1321	147	6	26	10	3	11	26	5	18	15	1518

Ghyabi & Associates
CLASSIFICATION SUMMARY
WED 02/18/2004

Site Reference: 000000012524
Site ID: 000000012524
Location: Clyde Morris Blvd-north of Beville Rd
Direction: SOUTH
Lane: 1

File: Rd.prn
City:
County:

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	134	5	0	1	0	0	0	0	0	0	0	0	0	0	140
02:00	0	58	2	0	0	0	0	0	0	0	0	0	0	0	0	60
03:00	0	55	2	0	0	0	0	0	0	0	0	0	0	0	0	57
04:00	0	30	3	0	3	0	0	1	0	0	0	0	0	0	0	37
05:00	0	28	5	0	1	1	0	0	0	0	0	0	0	0	0	35
06:00	0	88	19	0	9	0	0	0	0	0	0	0	0	0	0	116
07:00	0	227	28	0	20	3	0	6	0	0	0	0	0	0	0	284
08:00	0	456	66	1	3	1	0	5	2	0	1	0	0	0	0	535
09:00	0	454	64	0	4	0	0	4	1	0	1	0	0	0	0	528
10:00	0	557	81	0	4	4	0	6	1	0	4	0	0	0	0	657
11:00	0	707	105	0	4	0	0	3	4	0	6	0	0	0	0	829
12:00	1	926	94	0	5	2	2	5	3	1	6	1	0	0	0	1046
13:00	2	942	106	2	1	6	1	2	9	1	8	4	0	0	0	1084
14:00	1	927	98	0	34	7	1	3	7	0	6	0	0	0	0	1084
15:00	3	1072	114	1	9	12	1	3	11	1	14	3	0	0	0	1244
16:00	1	1219	125	2	9	6	1	4	11	0	15	2	0	0	0	1395
17:00	2	1382	122	1	5	6	1	4	13	1	12	4	0	0	0	1553
18:00	1	1213	103	3	9	11	1	6	18	4	14	5	0	0	0	1388
19:00	1	896	86	2	4	2	0	0	11	0	5	0	0	0	0	1007
20:00	0	720	40	4	2	2	0	1	4	0	7	1	0	0	0	781
21:00	0	650	49	2	2	2	0	0	4	0	2	1	0	0	0	712
22:00	1	540	28	0	0	1	0	0	6	0	2	0	0	0	0	578
23:00	0	379	14	0	0	0	0	2	1	0	1	0	0	0	0	397
24:00	0	270	15	0	2	1	0	1	1	0	1	0	0	0	0	291
DAY TOTAL	13	13930	1374	18	131	67	8	56	107	8	105	21	0	0	0	15838
PERCENTS	0.1%	88.0%	8.7%	0.2%	0.9%	0.5%	0.0%	0.3%	0.6%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 96.7% Trucks & Buses 3.2%

AM Times	10:30	11:15	10:15	07:00	06:00	08:45	11:15	09:00	10:15	10:45	10:00	11:00	11:15
AM Peaks	1	926	105	1	21	4	2	8	4	1	8	1	1046
PM Times	12:30	16:45	15:30	17:30	13:15	14:00	14:30	17:00	15:45	16:30	14:45	16:45	16:45
PM Peaks	3	1390	136	4	34	12	2	8	19	4	17	5	1574

Ghyabi & Associates
CLASSIFICATION SUMMARY
THU 02/19/2004

Site Reference: 000000012524
Site ID: 000000012524
Location: Clyde Morris Blvd-north of Beville Rd
Direction: SOUTH
Lane: 1

File: Rd.prn
City:
County:

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	149	2	0	2	0	0	0	0	0	0	0	0	0	0	153
02:00	0	61	2	0	0	0	0	0	0	0	0	0	0	0	0	63
03:00	0	41	3	0	1	0	0	0	0	0	0	0	0	0	0	45
04:00	0	37	3	0	1	0	0	0	0	0	0	0	0	0	0	41
05:00	0	29	12	0	2	0	0	1	0	0	0	0	0	0	0	44
06:00	0	89	17	0	11	0	0	2	0	0	0	0	0	0	0	119
07:00	0	184	27	0	17	3	0	3	0	0	1	0	0	0	0	235
08:00	0	448	52	0	4	2	1	3	3	0	3	0	0	0	0	516
09:00	0	446	70	0	5	2	0	2	2	1	8	0	0	0	0	536
10:00	1	538	71	0	5	3	1	5	3	0	1	2	0	0	0	630
11:00	1	714	87	1	8	1	0	3	4	0	5	0	0	0	0	824
12:00	1	855	93	0	7	5	0	3	7	0	5	3	0	0	0	979
13:00	6	986	87	2	4	6	1	2	4	4	8	1	0	0	0	1111
14:00	2	882	96	1	28	5	1	5	12	1	12	2	0	0	0	1047
15:00	1	977	91	0	12	6	0	2	12	0	11	6	0	0	0	1118
16:00	3	1232	131	4	3	2	1	3	17	1	13	3	0	0	0	1413
17:00	4	1232	119	1	4	10	0	1	16	0	16	2	0	0	0	1405
18:00	3	1273	108	2	2	8	0	4	19	5	10	5	0	0	0	1439
19:00	0	890	73	0	2	4	0	5	6	0	5	1	0	0	0	986
20:00	0	747	57	0	0	1	1	4	4	0	7	1	0	0	0	822
21:00	1	599	35	1	1	6	0	0	3	0	2	1	0	0	0	649
22:00	0	581	40	1	1	1	1	0	3	0	1	0	0	0	0	629
23:00	1	326	17	0	1	3	0	1	0	0	0	1	0	0	0	350
24:00	1	287	20	0	0	0	0	1	0	0	0	0	0	0	0	309
DAY TOTAL	25	13603	1313	13	121	68	7	50	115	12	108	28	0	0	0	15463
PERCENTS	0.2%	88.0%	8.5%	0.1%	0.8%	0.5%	0.1%	0.4%	0.7%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 96.6% Trucks & Buses 3.3%

AM Times	08:45	11:00	11:00	10:15	06:00	11:00	07:00	09:30	10:45	08:15	10:45	11:15	11:00
AM Peaks	1	868	96	1	20	6	1	6	8	1	9	3	997
PM Times	12:30	16:45	15:15	15:15	13:30	16:30	12:30	18:30	16:45	17:00	16:30	14:45	16:45
PM Peaks	7	1382	131	4	29	12	2	8	24	5	18	8	1576

TRAFFIC COUNT DATA

DISTRICTWIDE PD&E

STATE PROJECT NO.:
WORK PROGRAM NO.: 152
LOCATION CODE:
COUNT LOCATION: Clyde Morris Blvd- North of Beville Rd

TYPE OF COUNT:

72 HOUR Classification Count

TIME OF COUNT:

Start Date:	Feb 17, 2004	Start Time:	0:00
End Date:	Feb 19, 2004	End Time:	24:00

VOLUMES:

Average Daily :	30480	Average Peak Hour:	2550
Daily Truck Avg:	1196	Peak Hour Truck Avg:	92

TRAVEL CHARACTERISTICS:

Peak to Daily Ratio:

K= 0.084 D= 58.0%

T peak	3.6%	T daily	3.9%
T med	0.5%	T med	0.8%
T heavy	3.0%	T heavy	3.1%
T (NB)	1.5%	T (NB)	2.2%
T (SB)	2.0%	T (SB)	1.7%
T NB med	0.3%	T NB med	0.3%
T SB med	0.2%	T SB med	0.5%
T NB heavy	1.2%	T NB heavy	1.9%
T SB heavy	1.8%	T SB heavy	1.2%

HOURLY DISTRIBUTION OF TRAFFIC VOLUMES

STATE PROJECT NO.:
WORK PROGRAM NO.: 152
LOCATION CODE:
COUNT LOCATION: Clyde Morris Blvd- North of Beville Rd

HOUR END AT	HOURLY VOLUME DIRECTION (SB or EB)	HOURLY VOLUME DIRECTION (NB or WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (SB or EB)	DISTRIBUTION PERCENT DIRECTION (NB or WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00	143	70	213	0.9093%	0.4733%	0.6977%
2:00	67	50	117	0.4291%	0.3381%	0.3850%
3:00	49	35	84	0.3144%	0.2344%	0.2756%
4:00	36	38	74	0.2294%	0.2569%	0.2428%
5:00	36	83	119	0.2316%	0.5590%	0.3904%
6:00	119	325	444	0.7584%	2.1976%	1.4567%
7:00	264	891	1,155	1.6805%	6.0270%	3.7894%
8:00	517	1,091	1,607	3.2930%	7.3749%	5.2734%
9:00	528	1,066	1,595	3.3673%	7.2103%	5.2318%
10:00	662	1,002	1,664	4.2192%	6.7776%	5.4604%
11:00	833	1,065	1,898	5.3112%	7.1990%	6.2270%
NOON	1,032	1,028	2,060	6.5753%	6.9511%	6.7574%
1:00	1,128	1,048	2,175	7.1872%	7.0841%	7.1369%
2:00	1,085	1,069	2,154	6.9131%	7.2283%	7.0658%
3:00	1,188	1,076	2,264	7.5717%	7.2757%	7.4278%
4:00	1,409	1,089	2,498	8.9781%	7.3636%	8.1944%
5:00	1,492	977	2,469	9.5092%	6.6085%	8.1015%
6:00	1,411	738	2,148	8.9909%	4.9879%	7.0483%
7:00	974	632	1,606	6.2057%	4.2734%	5.2679%
8:00	789	522	1,311	5.0266%	3.5319%	4.3012%
9:00	679	325	1,004	4.3255%	2.1998%	3.2940%
10:00	597	241	837	3.8028%	1.6273%	2.7472%
11:00	363	203	566	2.3157%	1.3726%	1.8580%
MIDNIGHT	291	126	417	1.8568%	0.8497%	1.3681%
TOTALS	15,690	14,789	30,480	100.0021%	100.0000%	100.0000%

Appendix B
ARTPLAN
Existing Year 2004

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	AP_2004.xml	**Date Prepared**	6/25/2004		
Program	ARTPLAN	**Version**	5.1.1		
Analyst	Arpita Guha	**Agency**	Ghyabi and Assoc.	**District**	Five
Arterial Name	SR 483	**Begin Intersection**	US 92	**End Intersection**	Beville Rd
Study Period	K30	**Peak Direction**	Southbound		
User Notes	Existing Year 2004 - Peak Hour Analysis				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	**AADT**	28100	**Arrival Type**	3	**Paved Shoulder/Bike Lane**	No
Class	2	**K**	0.095	**Signals/Mile**	3.00	**Outside Lane Width**	Typical
Posted Speed	40	**D**	0.65	**Cycle Length**	175	**Pavement Condition**	Typical
# Thru Lanes	4	**PHF**	0.95	**Through g/C**	0.17	**Sidewalk**	Yes
Median Type	Non-Restrictive	**% Turns Excl. Lanes**	16	**Control Type**	Actuated	**Sidewalk/Roadway Separation**	Typical
Left Turn Lanes	Yes	**% Heavy Vehicles**	4.3			**Sidewalk/Roadway Protective Barrier**	No
		Base Sat Flow Rate	1850			**Obstacle to Bus Stop**	No
		Local Adj. Factor	1			**Bus Freq**	1
		Adjusted Sat Flow Rate	1774			**Bus Span Of Service**	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to Richard Petty Blvd)	85	0.53	3	1	2	0.41288	25911	1600	40	Non-Restrictive
2 (to Embry Riddle Univ.)	85	0.6	3	1	2	0.29886	25911	1600	40	Non-Restrictive
3 (to Bellevue Ave)	85	0.54	3	12	2	0.48883	27530	1700	45	Non-Restrictive
4 (to Bellevue Ave EXT)	85	0.64	3	0	2	0.28693	27530	1700	45	Non-Restrictive
5 (to Beville Rd)	140	0.4	3	16	2	0.69091	30769	1900	45	Non-Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to Richard Petty Blvd)	1667	0.89	19.72	B	23.9	C
2 (to Embry Riddle Univ.)	1667	0.78	13.51	B	24.1	C
3 (to Bellevue Ave)	1575	0.82	17.79	B	28.2	B
4 (to Bellevue Ave EXT)	1789	0.79	12.01	B	26.5	C
5 (to Beville Rd)	1680	1.18	129.83	F	12.9	F

Arterial Length	**2.2**	**Auto Speed**	*******	**Auto LOS**	**D**

Automobile Service Volume Tables

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	530	840	***	***
2	**	1090	1690	***	***
3	**	1660	2530	***	***
4	**	2230	3380	***	***
*	**	1090	1690	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	810	1290	***	***
4	**	1680	2600	***	***
6	**	2550	3900	***	***
8	**	3430	5200	***	***
*	**	1680	2600	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	8600	13600	***	***
4	**	17700	27400	***	***
6	**	26900	41000	***	***
8	**	36100	54700	***	***
*	**	17700	27400	***	***

Appendix C
HCS- Intersections
Existing Year 2004

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2004*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	240	1350	240	270	2000	95	300	590	180	270	1100	370
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		43	0		17	0		32	0		67
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 20.5	G = 5.5	G = 74.0	G =	G = 18.5	G = 3.5	G = 23.0	G =
	Y = 4.5	Y = 4.5	Y = 6	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *175.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	250	1406	205	281	2083	81	313	615	154	281	1146	316
Lane group cap.	611	2484	808	411	2189	909	531	641	531	371	476	549
v/c ratio	0.41	0.57	0.25	0.68	0.95	0.09	0.59	0.96	0.29	0.76	2.41	0.58
Green ratio	0.17	0.48	0.50	0.12	0.42	0.56	0.15	0.18	0.33	0.11	0.13	0.34
Unif. delay d1	64.2	32.5	25.1	74.1	48.8	17.6	69.2	71.4	43.6	76.1	76.0	47.4
Delay factor k	0.11	0.16	0.11	0.25	0.46	0.11	0.18	0.47	0.11	0.31	0.50	0.17
Increm. delay d2	0.4	0.3	0.2	4.6	10.2	0.0	1.7	25.8	0.3	8.7	639.8	1.5
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	64.7	32.8	25.2	78.8	59.0	17.6	70.9	97.2	43.9	84.8	715.8	48.9
Lane group LOS	E	C	C	E	E	B	E	F	D	F	F	D
Apprch. delay	36.2			59.9			82.0			493.2		
Approach LOS	D			E			F			F		
Intersec. delay	163.0			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Richard Petty Blvd
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2004

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	2	1	1	2	0
Lane group	L	TR		L	TR		L	T	R	L	TR	
Volume (vph)	85	25	390	35	15	25	210	720	30	10	1400	45
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3		3	3		3	3	3	3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		70	0		5	0		5	0		8
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 15.0	G =	G =	G =	G = 10.0	G = 5.0	G = 35.0	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y = 5	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 85.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	99	401		41	40		244	837	29	12	1671	
Lane group cap.	245	289		89	306		301	1490	665	605	1908	
v/c ratio	0.40	1.39		0.46	0.13		0.81	0.56	0.04	0.02	0.88	
Green ratio	0.18	0.18		0.18	0.18		0.53	0.41	0.41	0.71	0.53	
Unif. delay d1	31.0	35.0		31.4	29.5		17.1	19.1	15.0	5.3	17.5	
Delay factor k	0.11	0.50		0.11	0.11		0.35	0.16	0.11	0.11	0.40	
Increm. delay d2	1.1	194.4		3.7	0.2		15.3	0.5	0.0	0.0	4.9	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	32.1	229.4		35.1	29.7		32.4	19.6	15.0	5.3	22.5	
Lane group LOS	C	F		D	C		C	B	B	A	C	
Apprch. delay	190.3			32.4			22.3			22.4		
Approach LOS	F			C			C			C		
Intersec. delay	47.5			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Embry Riddle Drive
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:15pm - 5:15pm	Analysis Year	2004

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	2	1	1	2	0
Lane group	L	TR		L	TR		L	T	R	L	TR	
Volume (vph)	160	10	70	30	5	15	70	1050	15	15	1450	25
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3		3	3		3	3	3	3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		13	0		3	0		3	0		5
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = 15.0	G =	G =	G =	G = 10.0	G = 45.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	205	86		38	21		90	1346	15	19	1885	
Lane group cap.	249	293		235	299		301	1915	855	317	1911	
v/c ratio	0.82	0.29		0.16	0.07		0.30	0.70	0.02	0.06	0.99	
Green ratio	0.18	0.18		0.18	0.18		0.69	0.53	0.53	0.69	0.53	
Unif. delay d1	33.7	30.4		29.7	29.2		16.7	15.0	9.5	8.2	19.7	
Delay factor k	0.36	0.11		0.11	0.11		0.11	0.27	0.11	0.11	0.49	
Increm. delay d2	19.6	0.6		0.3	0.1		0.6	1.2	0.0	0.1	17.4	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	53.3	31.0		30.0	29.3		17.2	16.2	9.5	8.2	37.1	
Lane group LOS	D	C		C	C		B	B	A	A	D	
Apprch. delay	46.7			29.7			16.2			36.8		
Approach LOS	D			C			B			D		
Intersec. delay	29.4			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Bellevue Ave*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:00pm - 5:00pm*	Analysis Year	*2004*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Lane group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	65	95	70	190	110	120	70	700	140	210	1450	50
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		13	0		22	0		25	0		9
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0		0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	SB Only	NS Perm	NS Perm
Timing	G = 15.0	G =	G =	G =	G = 8.0	G = 5.0	G = 35.0	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 6	Y = 6	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *91.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	84	197		247	270		91	1058		273	1936	
Lane group cap.	84	296		141	291		242	1362		448	1821	
v/c ratio	1.00	0.67		1.75	0.93		0.38	0.78		0.61	1.06	
Green ratio	0.16	0.16		0.16	0.16		0.47	0.38		0.65	0.51	
Unif. delay d1	38.0	35.6		38.0	37.5		18.9	24.6		17.8	22.5	
Delay factor k	0.50	0.24		0.50	0.44		0.11	0.33		0.20	0.50	
Increm. delay d2	98.2	5.6		365.8	34.3		1.0	2.9		2.4	40.2	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	136.2	41.2		403.8	71.8		19.9	27.5		20.2	62.7	
Lane group LOS	F	D		F	E		B	C		C	E	
Apprch. delay	69.6			230.4			26.9			57.4		
Approach LOS	E			F			C			E		
Intersec. delay	71.3			Intersection LOS						E		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Bellevue Ave EXT
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2004

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	0	1	0	1	2	0	1	2	1
Lane group	L	TR			LTR		L	TR		L	T	R
Volume (vph)	55	0	50	0	1	0	25	780	0	0	1600	110
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Ext. eff. green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Arrival type	3	3			3		3	3		3	3	3
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		9	0		0	0		0	0		0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0			0		0	0		0	0	0
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0

Phasing	EW Perm	02	03	04	SB Only	NS Perm	07	08
Timing	G = 20.0	G =	G =	G =	G = 6.0	G = 42.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 6	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	65	49			1		30	929		0	1905	131
Lane group cap.	339	380			447		89	1788		347	2298	1026
v/c ratio	0.19	0.13			0.00		0.34	0.52		0.00	0.83	0.13
Green ratio	0.24	0.24			0.24		0.49	0.49		0.64	0.64	0.64
Unif. delay d1	26.0	25.6			24.9		13.1	14.6		0.0	11.9	6.2
Delay factor k	0.11	0.11			0.11		0.11	0.13		0.11	0.37	0.11
Increm. delay d2	0.3	0.2			0.0		2.2	0.3		0.0	2.7	0.1
PF factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	1.000
Control delay	26.3	25.8			24.9		15.3	14.9		0.0	14.6	6.2
Lane group LOS	C	C			C		B	B		A	B	A
Apprch. delay	26.1			24.9			14.9			14.1		
Approach LOS	C			C			B			B		
Intersec. delay	14.8			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Beville Rd*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2004*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	1	2	2	1	2	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	170	590	280	300	790	250	200	610	150	310	1500	110
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		50	0		45	0		27	0		20
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08
Timing	G = 10.5	G = 3.5	G = 31.0	G =	G = 16.5	G = 6.5	G = 45.0	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y = 4.5	Y = 5	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	189	656	256	333	878	228	222	815		344	1767	
Lane group cap.	463	1008	450	263	801	358	413	1133		688	1435	
v/c ratio	0.41	0.65	0.57	1.27	1.10	0.64	0.54	0.72		0.50	1.23	
Green ratio	0.13	0.28	0.28	0.08	0.22	0.22	0.12	0.32		0.20	0.40	
Unif. delay d1	55.7	44.5	43.3	64.8	54.5	49.4	58.2	41.9		50.1	42.0	
Delay factor k	0.11	0.23	0.16	0.50	0.50	0.22	0.14	0.28		0.11	0.50	
Increm. delay d2	0.6	1.5	1.7	146.4	61.3	3.7	1.4	2.2		0.6	110.4	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control delay	56.3	46.0	45.0	211.2	115.8	53.1	59.6	44.2		50.7	152.4	
Lane group LOS	E	D	D	F	F	D	E	D		D	F	
Apprch. delay	47.5			128.0			47.5			135.8		
Approach LOS	D			F			D			F		
Intersec. delay	100.6			Intersection LOS						F		

Appendix D
Trend Analysis

Florida Department of Transportation
Transportation Statistics Office

2003 Historical AADT Report

County: 79 - VOLUSIA

Site: 5183 Description: ON SR-483, 0.499 MI. S OF US-92 (UC)

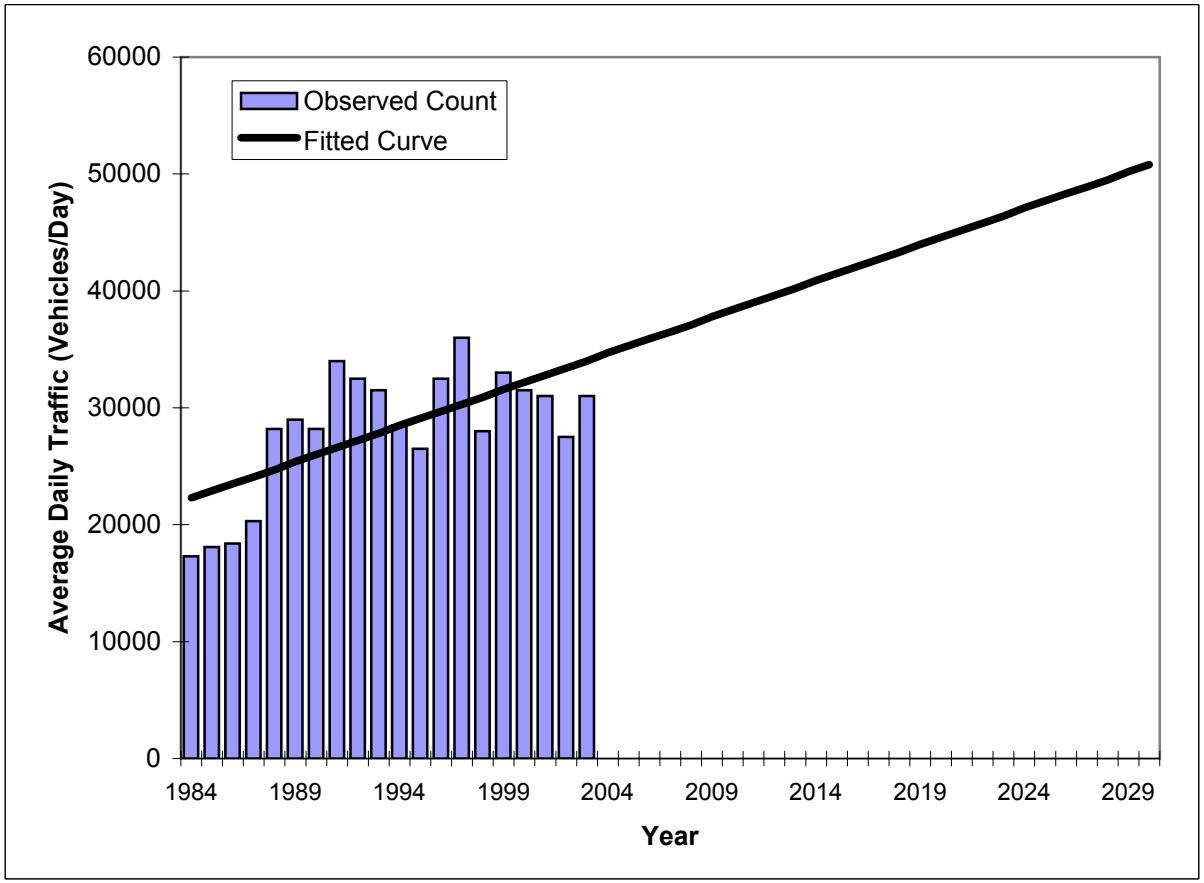
Year		AADT	Direction 1		Direction 2	
2003	C	31,000	N	15,500	S	15,500
2002	C	27,500	N	0	S	0
2001	C	31,000	N	0	S	0
2000	C	31,500	N	0	S	0
1999	C	33,000	N	0	S	0
1998	C	28,000	N	0	S	0
1997	C	36,000	N	18,000	S	18,000
1996	C	32,500	N	0	S	0
1995	C	26,500	N	0	S	0
1994	C	28,500	N	0	S	0
1993	C	31,500	N	0	S	0
1992	C	32,500	N	0	S	0
1991		34,002	N	0	S	0
1990		28,205	N	0	S	0
1989		29,022	N	0	S	0
1988		29,725	N	0	S	0
1987		21,320	N	0	S	0
1986		19,325	N	0	S	0
1985		19,073	N	0	S	0
1984		18,210	N	0	S	0
1983		19,372	N	0	S	0
1982		20,569	N	0	S	0

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est;
S = Second Year Est; T = Third Year Est; X = Unknown

TRAFFIC TRENDS

SR 483 (Clyde Morris Blvd) -- 0.499 Mi S of SR 600/US 92

County:	79
Station #:	5183
Highway:	SR 483 (Clyde Morris Blvd)



Year	Traffic (ADT/AADT) Count*	Trend**
1984	17300	22300
1985	18100	22900
1986	18400	23500
1987	20300	24100
1988	28200	24700
1989	29000	25400
1990	28200	26000
1991	34000	26600
1992	32500	27200
1993	31500	27800
1994	28500	28500
1995	26500	29100
1996	32500	29700
1997	36000	30300
1998	28000	30900
1999	33000	31600
2000	31500	32200
2001	31000	32800
2002	27500	33400
2003	31000	34000
2010 Opening Year Trend		
2010	N/A	38400
2020 Mid-Year Trend		
2020	N/A	44600
2030 Design Year Trend		
2030	N/A	50800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	620
Trend R-squared:	44.4%
Trend Annual Historic Growth Rate:	2.76%
Trend Growth Rate (2003 to Design Year):	1.83%
Printed:	29-Jun-04

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office

2003 Historical AADT Report

County: 79 - VOLUSIA

Site: 5193 Description: ON SR-483, 0.52 MI. N OF SR-400 (UC)

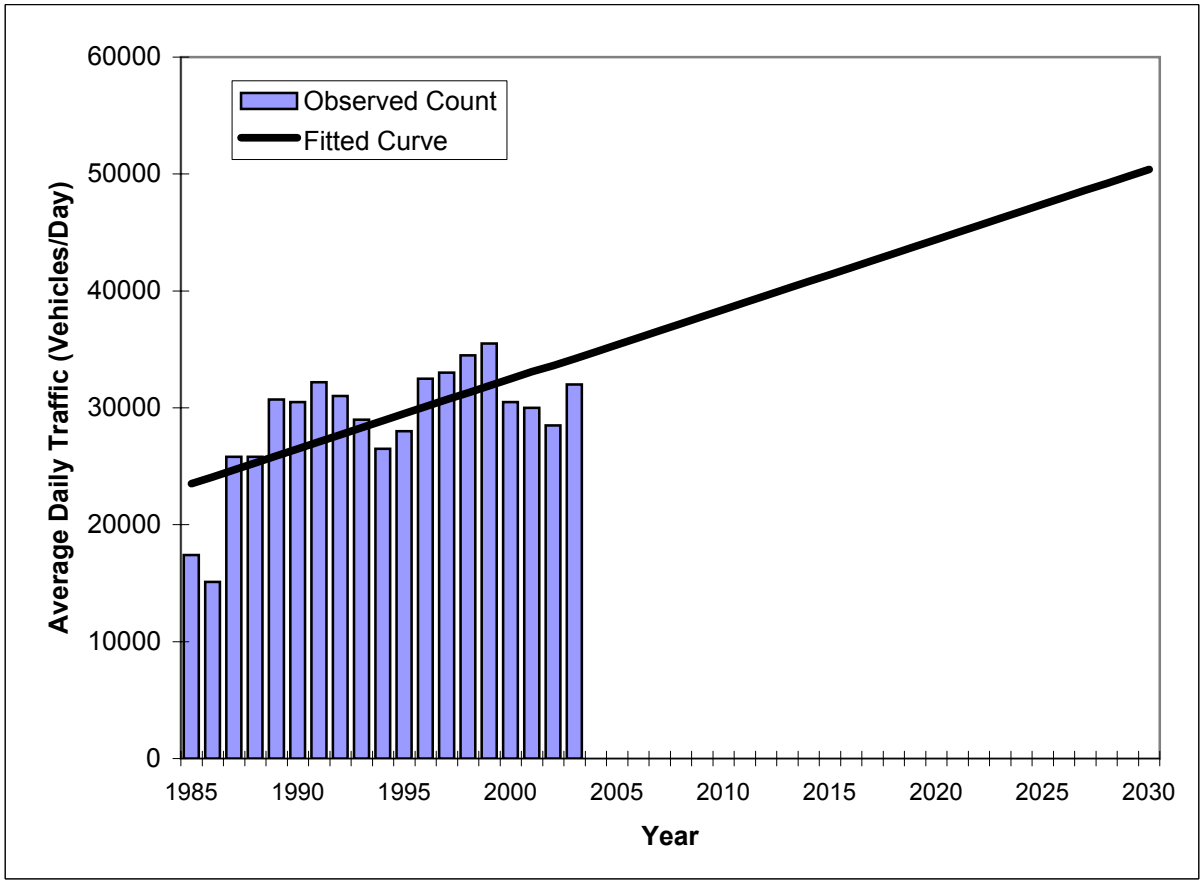
Year		AADT	Direction 1		Direction 2	
2003	C	32,000	N	16,000	S	16,000
2002	C	28,500	N	0	S	0
2001	C	30,000	N	0	S	0
2000	C	30,500	N	0	S	0
1999	C	35,500	N	0	S	0
1998	C	34,500	N	0	S	0
1997	C	33,000	N	0	S	0
1996	C	32,500	N	0	S	0
1995	C	28,000	N	0	S	0
1994	C	26,500	N	0	S	0
1993	C	29,000	N	0	S	0
1992	C	31,000	N	0	S	0
1991		32,169	N	0	S	0
1990		30,502	N	0	S	0
1989		30,675	N	0	S	0
1988		27,166	N	0	S	0
1987		27,129	N	0	S	0
1986		15,938	N	0	S	0
1985		18,289	N	0	S	0

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est;
S = Second Year Est; T = Third Year Est; X = Unknown

TRAFFIC TRENDS

SR 483 (Clyde Morris Blvd) -- 0.52 Mi N of SR 400 (Beville Rd)

County:	79
Station #:	5193
Highway:	SR 483 (Clyde Morris Blvd)



Year	Traffic (ADT/AADT) Count*	Trend**
1985	17400	23500
1986	15100	24100
1987	25800	24700
1988	25800	25300
1989	30700	25900
1990	30500	26500
1991	32200	27100
1992	31000	27700
1993	29000	28300
1994	26500	28900
1995	28000	29500
1996	32500	30100
1997	33000	30700
1998	34500	31300
1999	35500	31900
2000	30500	32500
2001	30000	33100
2002	28500	33600
2003	32000	34200
2010 Opening Year Trend		
2010	N/A	38400
2020 Mid-Year Trend		
2020	N/A	44400
2030 Design Year Trend		
2030	N/A	50400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	598
Trend R-squared:	41.7%
Trend Annual Historic Growth Rate:	2.53%
Trend Growth Rate (2003 to Design Year):	1.75%
Printed:	29-Jun-04

Straight Line Growth Option

***Axle-Adjusted**

Florida Department of Transportation
Transportation Statistics Office

2003 Historical AADT Report

County: 79 - VOLUSIA

Site: 0348 Description: ON SR-5A(NOVA RD), 0.412 MI. N OF SR-400 (UVL)

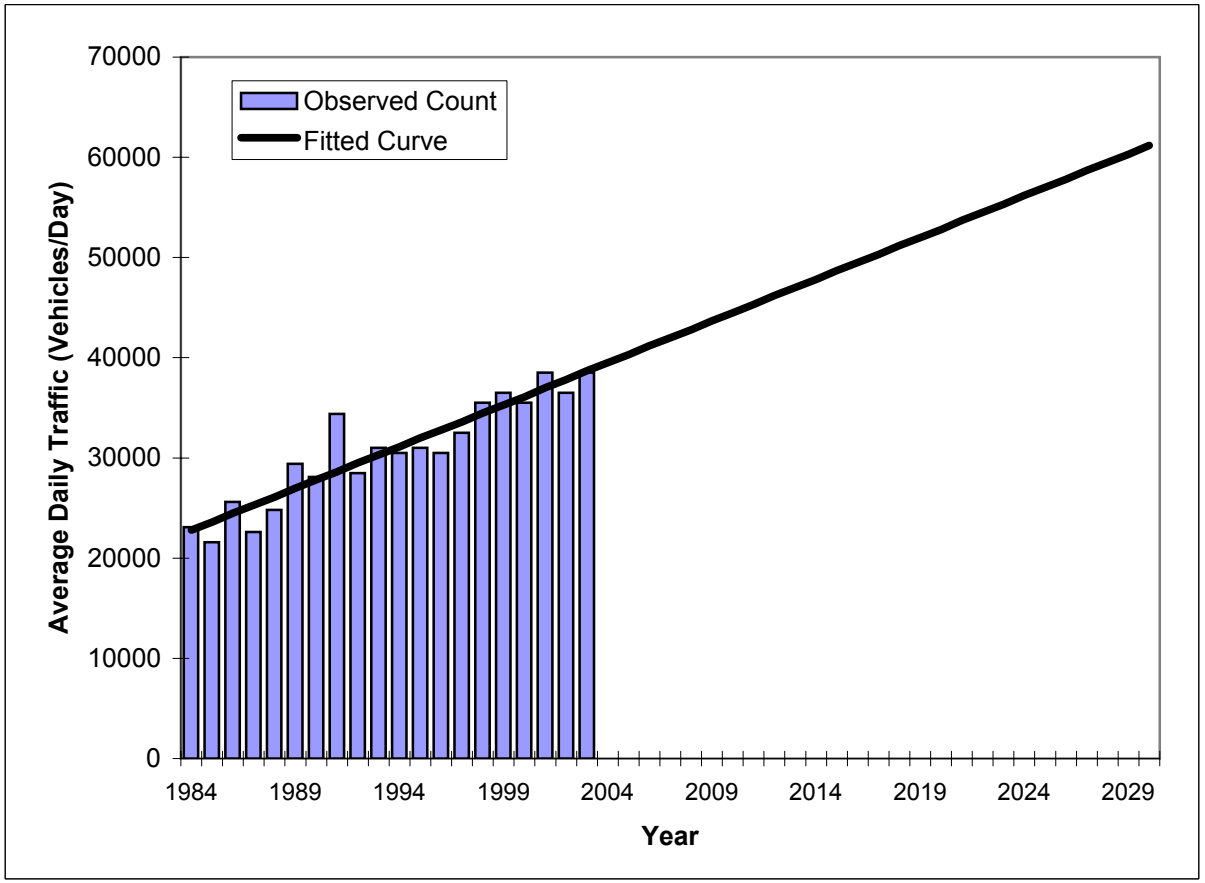
Year		AADT	Direction 1	Direction 2
2003	C	38,500	N 19,500	S 19,000
2002	C	36,500	N 18,500	S 18,000
2001	C	38,500	N 19,500	S 19,000
2000	C	35,500	N 18,000	S 17,500
1999	C	36,500	N 18,500	S 18,000
1998	C	35,500	N 18,000	S 17,500
1997	C	32,500	N 16,000	S 16,500
1996	C	30,500	N 15,000	S 15,500
1995	C	31,000	N 14,500	S 16,500
1994	C	30,500	N 15,000	S 15,500
1993	C	31,000	N 14,500	S 16,500
1992	C	28,500	N 13,500	S 15,000
1991		34,374	N 16,697	S 17,677
1990		28,093	N 13,643	S 14,450
1989		29,386	N 14,707	S 14,679
1988		26,130	N 12,839	S 13,291
1987		23,781	N 12,198	S 11,583
1986		26,944	N 13,517	S 13,427
1985		22,700	N 11,150	S 11,550
1984		24,312	N 12,191	S 12,121
1983		22,825	N 11,392	S 11,433
1982		21,713	N 10,926	S 10,787
1981		22,143	N 10,930	S 11,213
1980		20,956	N 10,321	S 10,635
1979		21,918	N 10,981	S 10,937
1978		19,099	N 9,547	S 9,552
1977		15,138	N 0	S 0
1976		15,550	N 0	S 0
1975		14,117	N 0	S 0
1974		11,790	N 0	S 0
1973		11,244	N 0	S 0
1972		10,214	N 0	S 0
1971		8,731	N 0	S 0
1970		8,798	N 0	S 0

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est;
S = Second Year Est; T = Third Year Est; X = Unknown

TRAFFIC TRENDS

SR 5A (Nova Road) -- 0.412 Mi N of SR 400

County:	79
Station #:	348
Highway:	SR 5A (Nova Road)



Year	Traffic (ADT/AADT) Count*	Trend**
1984	23100	22800
1985	21600	23600
1986	25600	24500
1987	22600	25300
1988	24800	26100
1989	29400	27000
1990	28100	27800
1991	34400	28600
1992	28500	29500
1993	31000	30300
1994	30500	31100
1995	31000	32000
1996	30500	32800
1997	32500	33600
1998	35500	34500
1999	36500	35300
2000	35500	36100
2001	38500	37000
2002	36500	37800
2003	38500	38700
2010 Opening Year Trend		
2010	N/A	44500
2020 Mid-Year Trend		
2020	N/A	52800
2030 Design Year Trend		
2030	N/A	61200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	834
Trend R-squared:	86.8%
Trend Annual Historic Growth Rate:	3.67%
Trend Growth Rate (2003 to Design Year):	2.15%
Printed:	30-Jun-04

Straight Line Growth Option

Florida Department of Transportation
Transportation Statistics Office

2003 Historical AADT Report

County: 79 - VOLUSIA

Site: 5090 Description: ON SR-5A(NOVA RD), 0.166 MI. S OF US-92 (UVL)

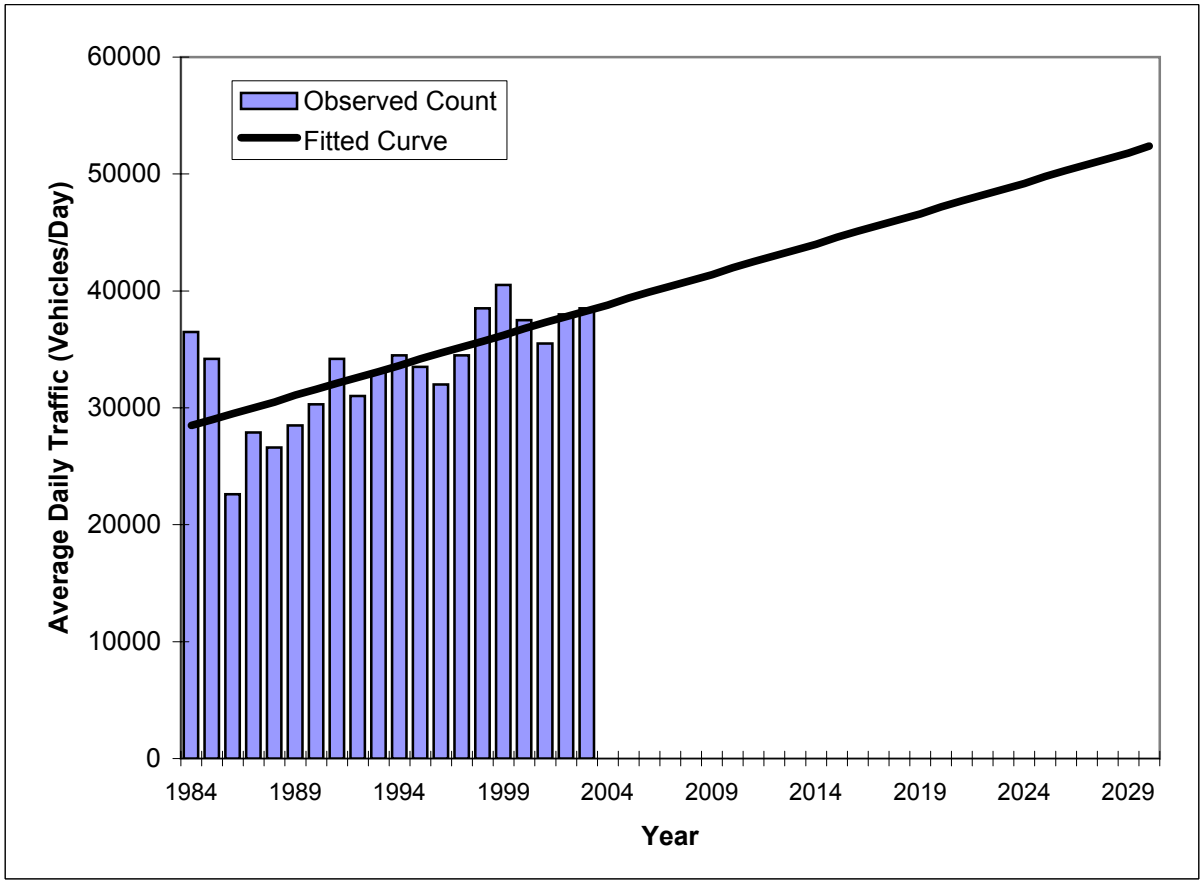
Year		AADT	Direction 1	Direction 2
2003	C	38,500	N 19,500	S 19,000
2002	C	38,000	N 19,000	S 19,000
2001	C	35,500	N 18,000	S 17,500
2000	C	37,500	N 19,000	S 18,500
1999	F	40,500	N 20,500	S 20,000
1998	C	38,500	N 19,500	S 19,000
1997	C	34,500	N 17,500	S 17,000
1996	C	32,000	N 16,000	S 16,000
1995	C	33,500	N 17,000	S 16,500
1994	C	34,500	N 17,000	S 17,500
1993	C	33,000	N 17,000	S 16,000
1992	C	31,000	N 15,500	S 15,500
1991		34,240	N 17,246	S 16,994
1990		30,250	N 15,573	S 14,677
1989		28,525	N 14,863	S 13,662
1988		27,948	N 13,772	S 14,176
1987		29,409	N 13,809	S 15,600
1986		23,833	N 12,389	S 11,444
1985		36,046	N 18,137	S 17,909
1984		38,418	N 19,596	S 18,822
1983		33,433	N 17,258	S 16,175
1982		27,353	N 13,989	S 13,364
1981		25,050	N 12,811	S 12,239
1980		25,304	N 12,823	S 12,481
1979		23,680	N 12,312	S 11,368
1978		24,572	N 12,885	S 11,687
1977		22,032	N 10,930	S 11,102
1976		21,851	N 10,048	S 11,803
1975		18,436	N 9,075	S 9,361
1974		16,920	N 8,283	S 8,637

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est;
S = Second Year Est; T = Third Year Est; X = Unknown

TRAFFIC TRENDS

SR 5A (Nova Road) -- 0.166 Mi S of US 92

County:	79
Station #:	5090
Highway:	SR 5A (Nova Road)



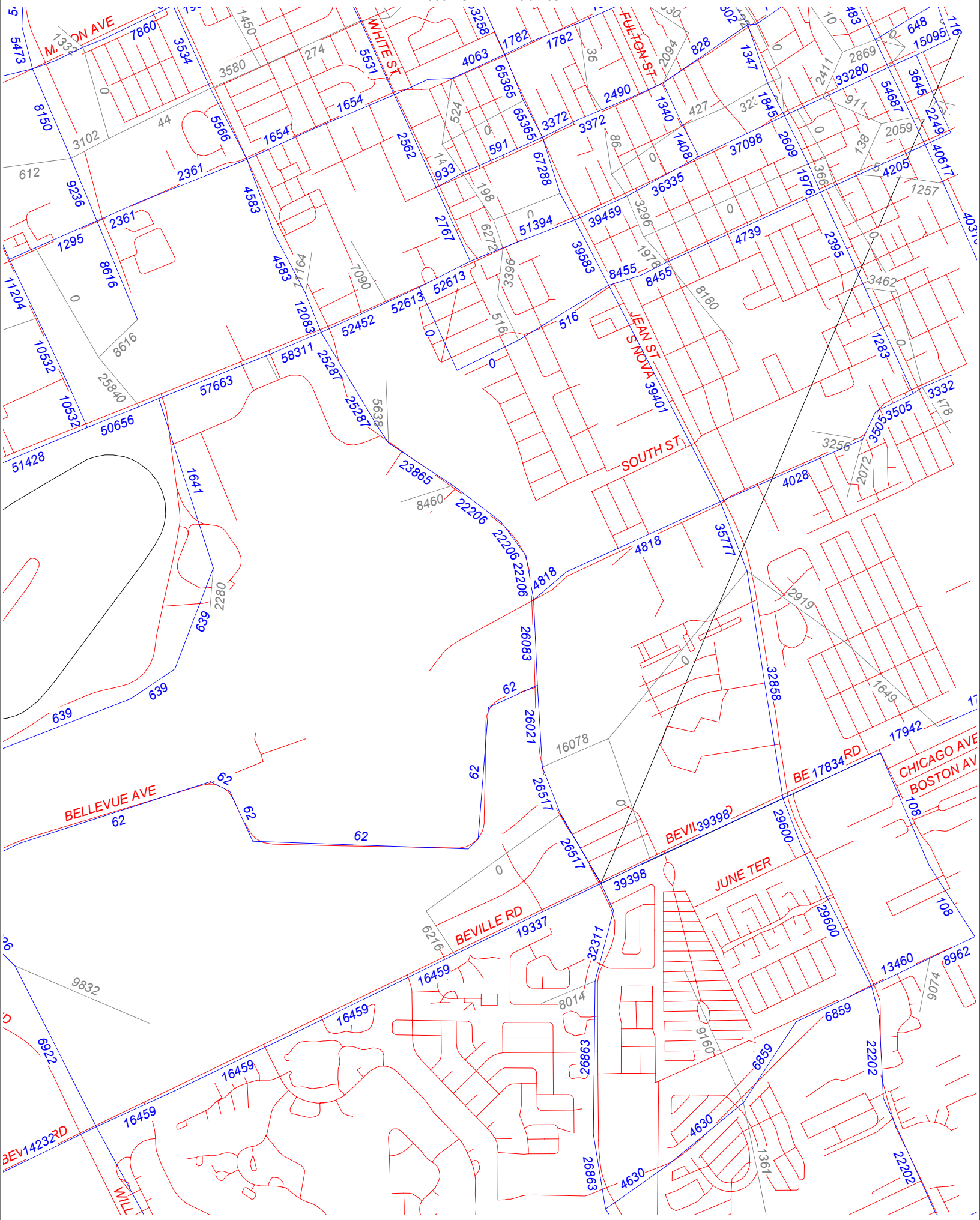
Year	Traffic (ADT/AADT) Count*	Trend**
1984	36500	28500
1985	34200	29000
1986	22600	29500
1987	27900	30000
1988	26600	30500
1989	28500	31100
1990	30300	31600
1991	34200	32100
1992	31000	32600
1993	33000	33100
1994	34500	33600
1995	33500	34200
1996	32000	34700
1997	34500	35200
1998	38500	35700
1999	40500	36200
2000	37500	36800
2001	35500	37300
2002	38000	37800
2003	38500	38300
2010 Opening Year Trend		
2010	N/A	42000
2020 Mid-Year Trend		
2020	N/A	47200
2030 Design Year Trend		
2030	N/A	52400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

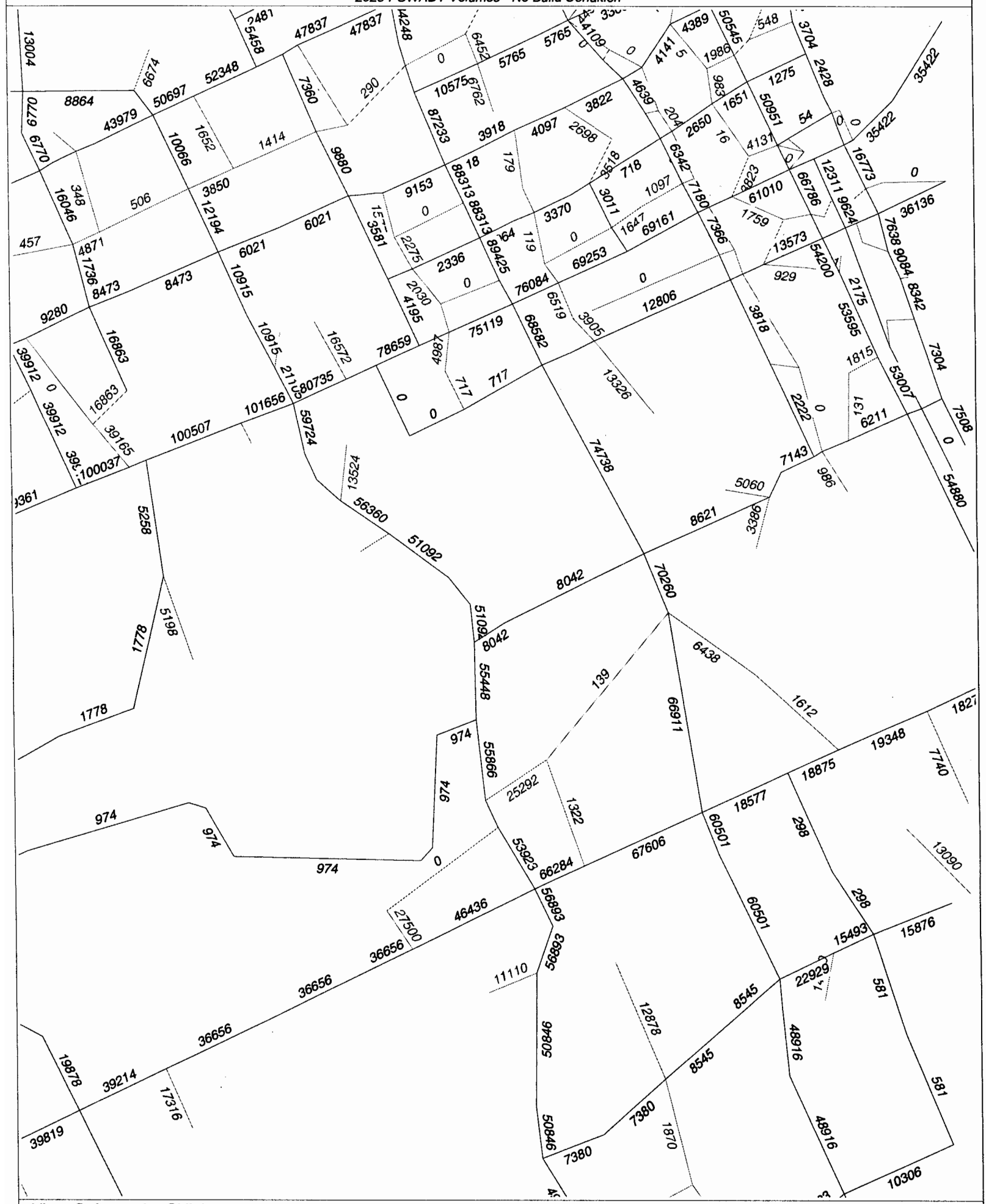
** Annual Trend Increase:	520
Trend R-squared:	45.7%
Trend Annual Historic Growth Rate:	1.81%
Trend Growth Rate (2003 to Design Year):	1.36%
Printed:	30-Jun-04

Straight Line Growth Option

Appendix E
Model Plots

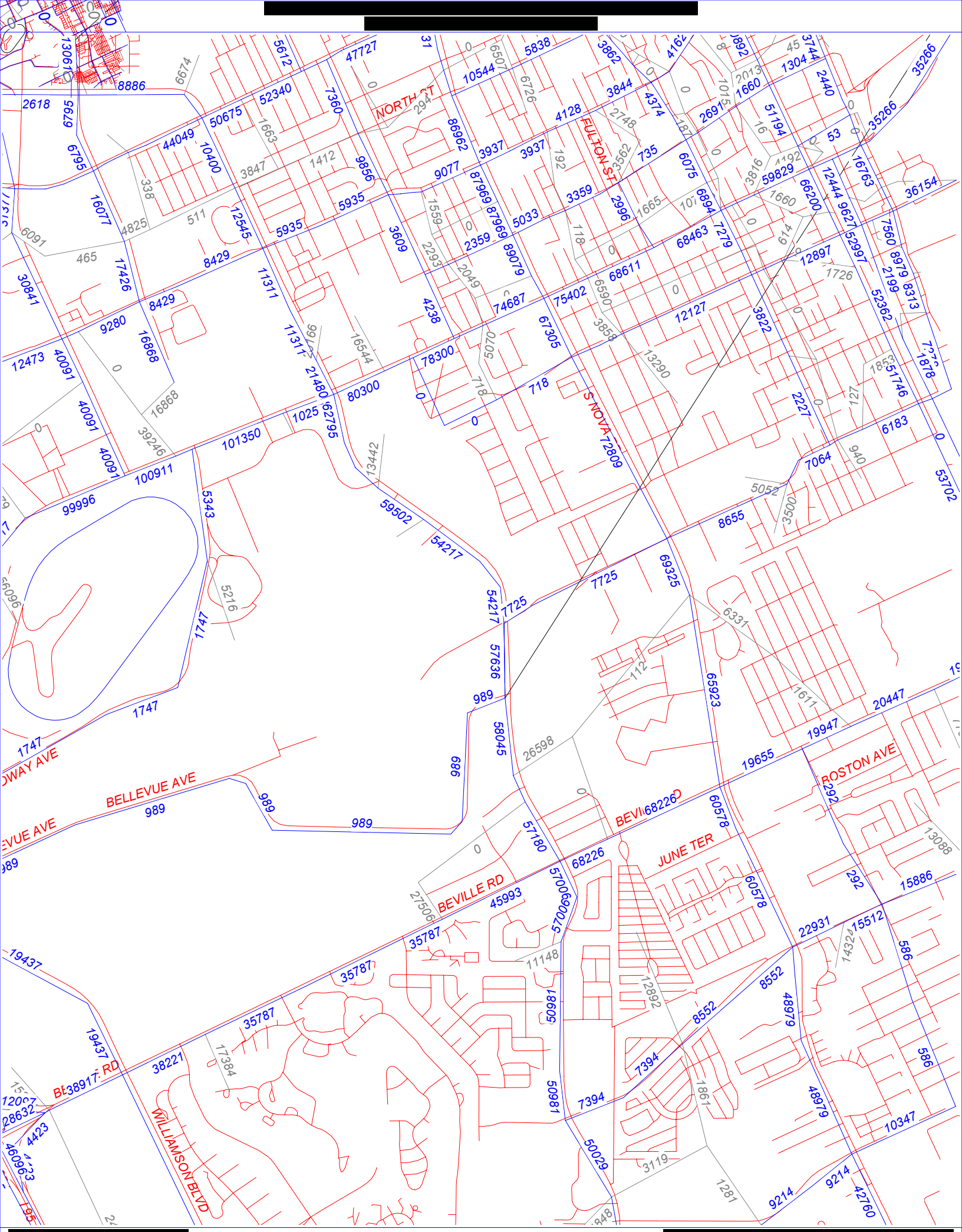

WHITE ST
FULTON ST
JEAN ST
S NOVA
SOUTH ST
BELLEVUE AVE
BEVILLE RD
JUNE TER
CHICAGO AVE
BOSTON AV

SR 483 (Clyde Morris Boulevard) from SR 400 (Beville Road) to SR 600/US 92
2025 PSWADT Volumes - No Build Condition



Viper Software by Citilabs

Licensed to Ghyabi Lassiter & Associates


NORTH ST
FULTON ST
S NOVA
BELLEVUE AVE
BEVILLE RD
JUNE TER
ROSTON AVE
WILLIAMSON BLVD

Appendix F
ARTPLAN
Future Years
No Build Condition

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	AP_2010 - No Build.xml	**Date Prepared**	6/25/2004		
Program	ARTPLAN	**Version**	5.1.1		
Analyst	Arpita Guha	**Agency**	Ghyabi and Assoc.	**District**	Five
Arterial Name	SR 483	**Begin Intersection**	US 92	**End Intersection**	Beville Rd
Study Period	K30	**Peak Direction**	Southbound		
User Notes	Opening Year 2010 - Peak Hour Analysis for No-Build Condition				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	**AADT**	32300	**Arrival Type**	3	**Paved Shoulder/Bike Lane**	No
Class	2	**K**	0.095	**Signals/Mile**	3.00	**Outside Lane Width**	Typical
Posted Speed	40	**D**	0.65	**Cycle Length**	175	**Pavement Condition**	Typical
# Thru Lanes	4	**PHF**	0.95	**Through g/C**	0.17	**Sidewalk**	Yes
Median Type	Non-Restrictive	**% Turns Excl. Lanes**	15	**Control Type**	Actuated	**Sidewalk/Roadway Separation**	Typical
Left Turn Lanes	Yes	**% Heavy Vehicles**	4.3			**Sidewalk/Roadway Protective Barrier**	No
		Base Sat Flow Rate	1850			**Obstacle to Bus Stop**	No
		Local Adj. Factor	1			**Bus Freq**	1
		Adjusted Sat Flow Rate	1774			**Bus Span Of Service**	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to Richard Petty Blvd)	85	0.53	3	1	2	0.41288	29960	1850	40	Non-Restrictive
2 (to Embry Riddle Univ.)	85	0.6	3	1	2	0.29886	29960	1850	40	Non-Restrictive
3 (to Bellevue Ave)	85	0.54	3	12	2	0.48883	31579	1950	45	Non-Restrictive
4 (to Bellevue Ave EXT)	85	0.64	3	0	2	0.28693	31579	1950	45	Non-Restrictive
5 (to Beville Rd)	140	0.4	3	16	2	0.69091	30769	2200	45	Non-Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to Richard Petty Blvd)	1928	1.03	34.25	C	19.2	D
2 (to Embry Riddle Univ.)	1928	0.91	15.51	B	22.8	C
3 (to Bellevue Ave)	1806	0.94	22.03	C	26.2	C
4 (to Bellevue Ave EXT)	2053	0.9	14.45	B	24.7	C
5 (to Beville Rd)	1945	1.37	210.95	F	9.1	F

Arterial Length	**2.2**	**Auto Speed**	*******	**Auto LOS**	**E**

Automobile Service Volume Tables

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	530	840	***	***
2	**	1090	1690	***	***
3	**	1660	2530	***	***
4	**	2230	3380	***	***
*	**	1090	1690	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	810	1290	***	***
4	**	1680	2600	***	***
6	**	2550	3900	***	***
8	**	3430	5200	***	***
*	**	1680	2600	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	8600	13600	***	***
4	**	17700	27400	***	***
6	**	26900	41000	***	***
8	**	36100	54700	***	***
*	**	17700	27400	***	***

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	AP_2020 - No Build.xml	**Date Prepared**	6/25/2004		
Program	ARTPLAN	**Version**	5.1.1		
Analyst	Arpita Guha	**Agency**	Ghyabi and Assoc.	**District**	Five
Arterial Name	SR 483	**Begin Intersection**	US 92	**End Intersection**	Beville Rd
Study Period	K30	**Peak Direction**	Southbound		
User Notes	Mid-Design Year 2020 - Peak Hour Analysis for No-Build Condition				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	**AADT**	39300	**Arrival Type**	3	**Paved Shoulder/Bike Lane**	No
Class	2	**K**	0.095	**Signals/Mile**	3.00	**Outside Lane Width**	Typical
Posted Speed	40	**D**	0.65	**Cycle Length**	175	**Pavement Condition**	Typical
# Thru Lanes	4	**PHF**	0.95	**Through g/C**	0.17	**Sidewalk**	Yes
Median Type	Non-Restrictive	**% Turns Excl. Lanes**	15	**Control Type**	Actuated	**Sidewalk/Roadway Separation**	Typical
Left Turn Lanes	Yes	**% Heavy Vehicles**	4.3			**Sidewalk/Roadway Protective Barrier**	No
		Base Sat Flow Rate	1850			**Obstacle to Bus Stop**	No
		Local Adj. Factor	1			**Bus Freq**	1
		Adjusted Sat Flow Rate	1774			**Bus Span Of Service**	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to Richard Petty Blvd)	85	0.53	3	1	2	0.41288	36437	2250	40	Non-Restrictive
2 (to Embry Riddle Univ.)	85	0.6	3	1	2	0.29886	36437	2250	40	Non-Restrictive
3 (to Bellevue Ave)	85	0.54	3	12	2	0.48883	38866	2400	45	Non-Restrictive
4 (to Bellevue Ave EXT)	85	0.64	3	0	2	0.28693	38057	2350	45	Non-Restrictive
5 (to Beville Rd)	140	0.4	3	16	2	0.69091	42915	2650	45	Non-Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to Richard Petty Blvd)	2345	1.25	131.75	F	8.5	F
2 (to Embry Riddle Univ.)	2345	1.1	63.64	E	11.2	F
3 (to Bellevue Ave)	2223	1.16	92.43	F	12.8	F
4 (to Bellevue Ave EXT)	2474	1.09	56.55	E	12.3	F
5 (to Beville Rd)	2343	1.65	335.5	F	6.2	F

Arterial Length	**2.2**	**Auto Speed**	*******	**Auto LOS**	**F**

Automobile Service Volume Tables

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	530	840	***	***
2	**	1090	1690	***	***
3	**	1660	2530	***	***
4	**	2230	3380	***	***
*	**	1090	1690	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	810	1290	***	***
4	**	1680	2600	***	***
6	**	2550	3900	***	***
8	**	3430	5200	***	***
*	**	1680	2600	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	8600	13600	***	***
4	**	17700	27400	***	***
6	**	26900	41000	***	***
8	**	36100	54700	***	***
*	**	17700	27400	***	***

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	AP_2030 - No Build.xml	**Date Prepared**	6/25/2004		
Program	ARTPLAN	**Version**	5.1.1		
Analyst	Arpita Guha	**Agency**	Ghyabi and Assoc.	**District**	Five
Arterial Name	SR 483	**Begin Intersection**	US 92	**End Intersection**	Beville Rd
Study Period	K30	**Peak Direction**	Southbound		
User Notes	Design Year 2030 - Peak Hour Analysis for No-Build Condition				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	**AADT**	46300	**Arrival Type**	3	**Paved Shoulder/Bike Lane**	No
Class	2	**K**	0.095	**Signals/Mile**	3.00	**Outside Lane Width**	Typical
Posted Speed	40	**D**	0.65	**Cycle Length**	175	**Pavement Condition**	Typical
# Thru Lanes	4	**PHF**	0.95	**Through g/C**	0.17	**Sidewalk**	Yes
Median Type	Non-Restrictive	**% Turns Excl. Lanes**	15	**Control Type**	Actuated	**Sidewalk/Roadway Separation**	Typical
Left Turn Lanes	Yes	**% Heavy Vehicles**	4.3			**Sidewalk/Roadway Protective Barrier**	No
		Base Sat Flow Rate	1850			**Obstacle to Bus Stop**	No
		Local Adj. Factor	1			**Bus Freq**	1
		Adjusted Sat Flow Rate	1774			**Bus Span Of Service**	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to Richard Petty Blvd)	85	0.53	3	1	2	0.41288	42915	2650	40	Non-Restrictive
2 (to Embry Riddle Univ.)	85	0.6	3	1	2	0.29886	42915	2650	40	Non-Restrictive
3 (to Bellevue Ave)	85	0.54	3	12	2	0.48883	45344	2800	45	Non-Restrictive
4 (to Bellevue Ave EXT)	85	0.64	3	0	2	0.28693	44534	2750	45	Non-Restrictive
5 (to Beville Rd)	140	0.4	3	16	2	0.69091	51012	3150	45	Non-Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to Richard Petty Blvd)	2762	1.47	231.4	F	5.4	F
2 (to Embry Riddle Univ.)	2762	1.3	151.33	F	5.9	F
3 (to Bellevue Ave)	2594	1.35	179.31	F	7.8	F
4 (to Bellevue Ave EXT)	2895	1.27	139.49	F	6.2	F
5 (to Beville Rd)	2785	1.96	475.65	F	4.6	F

Arterial Length	**2.2**	**Auto Speed**	*******	**Auto LOS**	**F**

Automobile Service Volume Tables

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	530	840	***	***
2	**	1090	1690	***	***
3	**	1660	2530	***	***
4	**	2230	3380	***	***
*	**	1090	1690	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	810	1290	***	***
4	**	1680	2600	***	***
6	**	2550	3900	***	***
8	**	3430	5200	***	***
*	**	1680	2600	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	8600	13600	***	***
4	**	17700	27400	***	***
6	**	26900	41000	***	***
8	**	36100	54700	***	***
*	**	17700	27400	***	***

Appendix G
HCS- Intersections
Future Years
No Build Condition

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2010 - No Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	280	1550	270	310	2300	110	350	670	210	310	1300	430
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		49	0		20	0		38	0		77
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 20.5	G = 5.5	G = 74.0	G =	G = 18.5	G = 3.5	G = 23.0	G =
	Y = 4.5	Y = 4.5	Y = 6	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *175.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	292	1615	230	323	2396	94	365	698	179	323	1354	368
Lane group cap.	611	2484	1075	411	2189	909	531	641	531	371	476	549
v/c ratio	0.48	0.65	0.21	0.79	1.09	0.10	0.69	1.09	0.34	0.87	2.84	0.67
Green ratio	0.17	0.48	0.67	0.12	0.42	0.56	0.15	0.18	0.33	0.11	0.13	0.34
Unif. delay d1	65.1	34.4	11.4	75.1	50.5	17.8	70.3	72.0	44.4	77.1	76.0	49.4
Delay factor k	0.11	0.23	0.11	0.33	0.50	0.11	0.26	0.50	0.11	0.40	0.50	0.24
Increm. delay d2	0.6	0.6	0.1	9.7	50.6	0.1	3.7	62.2	0.4	19.5	835.8	3.2
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	65.7	35.0	11.5	84.8	101.1	17.8	74.0	134.2	44.7	96.6	911.8	52.5
Lane group LOS	E	D	B	F	F	B	E	F	D	F	F	D
Apprch. delay	36.7			96.4			103.6			628.4		
Approach LOS	D			F			F			F		
Intersec. delay	214.1			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Richard Petty Blvd
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2010 - No Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	2	1	1	2	0
Lane group	L	TR		L	TR		L	T	R	L	TR	
Volume (vph)	95	25	440	40	15	30	240	830	35	10	1600	50
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3		3	3		3	3	3	3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		79	0		5	0		6	0		9
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 15.0	G =	G =	G =	G = 10.0	G = 5.0	G = 35.0	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y = 5	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 85.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	110	449		47	46		279	965	34	12	1908	
Lane group cap.	244	288		89	304		301	1490	665	561	1908	
v/c ratio	0.45	1.56		0.53	0.15		0.93	0.65	0.05	0.02	1.00	
Green ratio	0.18	0.18		0.18	0.18		0.53	0.41	0.41	0.71	0.53	
Unif. delay d1	31.3	35.0		31.8	29.6		22.0	20.1	15.0	6.0	20.0	
Delay factor k	0.11	0.50		0.13	0.11		0.44	0.23	0.11	0.11	0.50	
Increm. delay d2	1.3	267.9		5.8	0.2		33.4	1.0	0.0	0.0	20.6	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	32.6	302.9		37.6	29.8		55.3	21.0	15.1	6.0	40.6	
Lane group LOS	C	F		D	C		E	C	B	A	D	
Apprch. delay	249.7			33.8			28.4			40.4		
Approach LOS	F			C			C			D		
Intersec. delay	66.6			Intersection LOS						E		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Embry Riddle Drive
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:15pm - 5:15pm	Analysis Year	2010 - No Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	2	1	1	2	0
Lane group	L	TR		L	TR		L	T	R	L	TR	
Volume (vph)	190	10	80	35	10	15	80	1200	15	15	1650	30
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3		3	3		3	3	3	3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		14	0		3	0		3	0		5
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = 15.0	G =	G =	G =	G = 10.0	G = 45.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	244	98		45	28		103	1538	15	19	2147	
Lane group cap.	248	292		233	308		301	1915	855	301	1911	
v/c ratio	0.98	0.34		0.19	0.09		0.34	0.80	0.02	0.06	1.12	
Green ratio	0.18	0.18		0.18	0.18		0.69	0.53	0.53	0.69	0.53	
Unif. delay d1	34.9	30.6		29.8	29.3		16.8	16.4	9.5	10.5	20.0	
Delay factor k	0.49	0.11		0.11	0.11		0.11	0.35	0.11	0.11	0.50	
Increm. delay d2	52.5	0.7		0.4	0.1		0.7	2.6	0.0	0.1	63.1	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	87.3	31.3		30.2	29.4		17.5	19.0	9.5	10.6	83.1	
Lane group LOS	F	C		C	C		B	B	A	B	F	
Apprch. delay	71.3			29.9			18.8			82.5		
Approach LOS	E			C			B			F		
Intersec. delay	55.8			Intersection LOS						E		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Bellevue Ave*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:00pm - 5:00pm*	Analysis Year	*2010 - No Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Lane group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	75	110	80	220	130	140	80	800	150	240	1700	55
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		14	0		25	0		27	0		10
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0		0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 15.0	G =	G =	G =	G = 8.0	G = 5.0	G = 35.0	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 6	Y = 6	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *85.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	97	229		286	318		104	1199		312	2266	
Lane group cap.	89	316		135	312		259	1460		471	1950	
v/c ratio	1.09	0.72		2.12	1.02		0.40	0.82		0.66	1.16	
Green ratio	0.18	0.18		0.18	0.18		0.51	0.41		0.69	0.54	
Unif. delay d1	35.0	33.1		35.0	35.0		17.0	22.2		19.2	19.5	
Delay factor k	0.50	0.29		0.50	0.50		0.11	0.36		0.24	0.50	
Increm. delay d2	121.9	8.0		527.4	55.9		1.0	3.9		3.5	79.0	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	156.9	41.1		562.4	90.9		18.0	26.1		22.7	98.5	
Lane group LOS	F	D		F	F		B	C		C	F	
Apprch. delay	75.5			314.2			25.5			89.3		
Approach LOS	E			F			C			F		
Intersec. delay	99.3			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst		Intersection	SR 483 @ Bellevue Ave EXT
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2010 - No Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	0	1	0	1	2	0	1	2	1
Lane group	L	TR			LTR		L	TR		L	T	R
Volume (vph)	65	0	60	0	1	0	25	890	0	0	1800	120
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Ext. eff. green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Arrival type	3	3			3		3	3		3	3	3
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		11	0		0	0		0	0		22
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0			0		0	0		0	0	0
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0

Phasing	EW Perm	02	03	04	SB Only	NS Perm	07	08
Timing	G = 20.0	G =	G =	G =	G = 6.0	G = 42.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 6	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	77	58			1		30	1060		0	2143	117
Lane group cap.	339	380			447		89	1788		301	2298	1026
v/c ratio	0.23	0.15			0.00		0.34	0.59		0.00	0.93	0.11
Green ratio	0.24	0.24			0.24		0.49	0.49		0.64	0.64	0.64
Unif. delay d1	26.3	25.8			24.9		13.1	15.4		0.0	13.9	6.1
Delay factor k	0.11	0.11			0.11		0.11	0.18		0.11	0.45	0.11
Increm. delay d2	0.3	0.2			0.0		2.2	0.5		0.0	7.7	0.0
PF factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	1.000
Control delay	26.6	26.0			24.9		15.3	15.9		0.0	21.6	6.1
Lane group LOS	C	C			C		B	B		A	C	A
Apprch. delay	26.3			24.9			15.9			20.8		
Approach LOS	C			C			B			C		
Intersec. delay	19.5			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Beville Rd*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2010 - No Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	1	2	2	1	2	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	190	680	320	340	910	290	220	700	170	360	1700	130
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		58	0		52	0		31	0		23
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08
Timing	G = 10.5	G = 3.5	G = 31.0	G =	G = 16.5	G = 6.5	G = 45.0	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y = 4.5	Y = 5	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *140.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	211	756	291	378	1011	264	244	932		400	2008	
Lane group cap.	463	1008	450	263	801	358	413	1134		688	1434	
v/c ratio	0.46	0.75	0.65	1.44	1.26	0.74	0.59	0.82		0.58	1.40	
Green ratio	0.13	0.28	0.28	0.08	0.22	0.22	0.12	0.32		0.20	0.40	
Unif. delay d1	56.1	46.1	44.4	64.8	54.5	50.7	58.5	43.8		51.0	42.0	
Delay factor k	0.11	0.31	0.22	0.50	0.50	0.30	0.18	0.36		0.17	0.50	
Increm. delay d2	0.7	3.2	3.2	217.2	128.0	7.8	2.2	5.0		1.3	184.4	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control delay	56.8	49.2	47.7	281.9	182.5	58.5	60.8	48.8		52.3	226.4	
Lane group LOS	E	D	D	F	F	E	E	D		D	F	
Apprch. delay	50.1			185.4			51.3			197.5		
Approach LOS	D			F			D			F		
Intersec. delay	139.4			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2020 - No Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	340	1900	330	370	2800	130	420	830	260	370	1550	520
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		59	0		23	0		47	0		94
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 20.5	G = 5.5	G = 74.0	G =	G = 18.5	G = 3.5	G = 23.0	G =
	Y = 4.5	Y = 4.5	Y = 6	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *175.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	354	1979	282	385	2917	111	438	865	222	385	1615	444
Lane group cap.	611	2484	1075	411	2189	909	531	641	531	371	476	549
v/c ratio	0.58	0.80	0.26	0.94	1.33	0.12	0.82	1.35	0.42	1.04	3.39	0.81
Green ratio	0.17	0.48	0.67	0.12	0.42	0.56	0.15	0.18	0.33	0.11	0.13	0.34
Unif. delay d1	66.4	38.3	11.8	76.6	50.5	18.0	72.0	72.0	45.7	78.3	76.0	52.6
Delay factor k	0.17	0.34	0.11	0.45	0.50	0.11	0.36	0.50	0.11	0.50	0.50	0.35
Increm. delay d2	1.4	1.9	0.1	29.0	152.9	0.1	10.3	167.4	0.5	56.8	1082	8.8
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	67.7	40.2	12.0	105.6	203.4	18.0	82.3	239.4	46.3	135.1	1158	61.4
Lane group LOS	E	D	B	F	F	B	F	F	D	F	F	E
Apprch. delay	40.9			186.3			166.2			797.7		
Approach LOS	D			F			F			F		
Intersec. delay	294.7			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Richard Petty Blvd
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2020 - No Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	2	1	1	2	0
Lane group	L	TR		L	TR		L	T	R	L	TR	
Volume (vph)	115	30	540	45	15	35	290	1000	45	10	1900	60
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3		3	3		3	3	3	3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		97	0		6	0		8	0		11
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 15.0	G =	G =	G =	G = 10.0	G = 5.0	G = 35.0	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y = 5	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 85.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	134	550		52	51		337	1163	43	12	2266	
Lane group cap.	243	288		89	302		301	1490	665	514	1908	
v/c ratio	0.55	1.91		0.58	0.17		1.12	0.78	0.06	0.02	1.19	
Green ratio	0.18	0.18		0.18	0.18		0.53	0.41	0.41	0.71	0.53	
Unif. delay d1	31.9	35.0		32.1	29.7		23.5	21.7	15.1	7.7	20.0	
Delay factor k	0.15	0.50		0.18	0.11		0.50	0.33	0.11	0.11	0.50	
Increm. delay d2	2.7	422.1		9.5	0.3		88.0	2.7	0.0	0.0	90.0	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	34.6	457.1		41.6	30.0		111.6	24.4	15.1	7.7	110.0	
Lane group LOS	C	F		D	C		F	C	B	A	F	
Apprch. delay	374.3			35.9			43.2			109.5		
Approach LOS	F			D			D			F		
Intersec. delay	125.0			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Embry Riddle Drive
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:15pm - 5:15pm	Analysis Year	2020 - No Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	2	1	1	2	0
Lane group	L	TR		L	TR		L	T	R	L	TR	
Volume (vph)	220	10	100	45	10	20	100	1500	20	15	2000	35
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3		3	3		3	3	3	3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		18	0		4	0		4	0		6
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = 15.0	G =	G =	G =	G = 10.0	G = 45.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 6	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 85.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	282	118		58	34		128	1923	21	19	2601	
Lane group cap.	246	290		228	304		301	1915	855	301	1911	
v/c ratio	1.15	0.41		0.25	0.11		0.43	1.00	0.02	0.06	1.36	
Green ratio	0.18	0.18		0.18	0.18		0.69	0.53	0.53	0.69	0.53	
Unif. delay d1	35.0	31.1		30.2	29.4		17.1	20.0	9.5	16.1	20.0	
Delay factor k	0.50	0.11		0.11	0.11		0.11	0.50	0.11	0.11	0.50	
Increm. delay d2	102.6	0.9		0.6	0.2		1.0	21.6	0.0	0.1	166.0	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	137.6	32.0		30.8	29.6		18.0	41.6	9.5	16.1	186.0	
Lane group LOS	F	C		C	C		B	D	A	B	F	
Apprch. delay	106.5			30.3			39.8			184.7		
Approach LOS	F			C			D			F		
Intersec. delay	118.0			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Bellevue Ave*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:00pm - 5:00pm*	Analysis Year	*2020 - No Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Lane group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	95	140	95	260	150	170	100	980	190	290	2050	70
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		17	0		31	0		34	0		13
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0		0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 15.0	G =	G =	G =	G = 8.0	G = 5.0	G = 35.0	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 6	Y = 6	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	123	283		338	376		130	1476		377	2736	
Lane group cap.	89	317		91	311		259	1459		471	1950	
v/c ratio	1.38	0.89		3.71	1.21		0.50	1.01		0.80	1.40	
Green ratio	0.18	0.18		0.18	0.18		0.51	0.41		0.69	0.54	
Unif. delay d1	35.0	34.2		35.0	35.0		17.3	25.0		23.2	19.5	
Delay factor k	0.50	0.42		0.50	0.50		0.11	0.50		0.34	0.50	
Increm. delay d2	227.3	25.7		1248	120.2		1.6	26.5		9.5	184.5	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	262.3	59.9		1283	155.2		18.8	51.5		32.7	204.0	
Lane group LOS	F	E		F	F		B	D		C	F	
Apprch. delay	121.2			689.1			48.8			183.3		
Approach LOS	F			F			D			F		
Intersec. delay	203.8			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Bellevue Ave EXT
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2020 - No Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	0	1	0	1	2	0	1	2	1
Lane group	L	TR			LTR		L	TR		L	T	R
Volume (vph)	80	0	70	0	1	0	30	1100	0	0	2200	150
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Ext. eff. green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Arrival type	3	3			3		3	3		3	3	3
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		13	0		0	0		0	0		27
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0			0		0	0		0	0	0
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0

Phasing	EW Perm	02	03	04	SB Only	NS Perm	07	08
Timing	G = 20.0	G =	G =	G =	G = 6.0	G = 42.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 6	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	95	68			1		36	1310		0	2619	146
Lane group cap.	339	380			447		89	1788		228	2298	1026
v/c ratio	0.28	0.18			0.00		0.40	0.73		0.00	1.14	0.14
Green ratio	0.24	0.24			0.24		0.49	0.49		0.64	0.64	0.64
Unif. delay d1	26.6	25.9			24.9		13.6	17.0		0.0	15.5	6.2
Delay factor k	0.11	0.11			0.11		0.11	0.29		0.11	0.50	0.11
Increm. delay d2	0.5	0.2			0.0		3.0	1.6		0.0	68.7	0.1
PF factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	1.000
Control delay	27.1	26.2			24.9		16.6	18.6		0.0	84.2	6.3
Lane group LOS	C	C			C		B	B		A	F	A
Apprch. delay	26.7			24.9			18.6			80.1		
Approach LOS	C			C			B			F		
Intersec. delay	58.7			Intersection LOS						E		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Beville Rd*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2020 - No Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	1	2	2	1	2	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	230	830	390	410	1100	350	270	840	210	430	2050	160
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		70	0		63	0		38	0		29
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08
Timing	G = 10.5	G = 3.5	G = 31.0	G =	G = 16.5	G = 6.5	G = 45.0	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y = 4.5	Y = 5	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *140.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	256	922	356	456	1222	319	300	1124		478	2424	
Lane group cap.	463	1008	450	263	801	358	413	1133		688	1434	
v/c ratio	0.55	0.91	0.79	1.73	1.53	0.89	0.73	0.99		0.69	1.69	
Green ratio	0.13	0.28	0.28	0.08	0.22	0.22	0.12	0.32		0.20	0.40	
Unif. delay d1	56.9	48.9	46.7	64.8	54.5	52.9	59.6	47.3		52.3	42.0	
Delay factor k	0.15	0.43	0.34	0.50	0.50	0.42	0.29	0.49		0.26	0.50	
Increm. delay d2	1.4	12.5	9.3	345.7	242.9	23.2	6.3	24.7		3.1	313.7	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control delay	58.3	61.4	56.0	410.4	297.4	76.0	65.9	72.1		55.4	355.7	
Lane group LOS	E	E	E	F	F	E	E	E		E	F	
Apprch. delay	59.6			287.8			70.8			306.2		
Approach LOS	E			F			E			F		
Intersec. delay	210.7			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2030 - No Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	3	1	2	3	1	2	2	1	2	2	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	400	2250	390	440	3300	150	490	970	300	440	1850	610
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		70	0		27	0		54	0		110
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 20.5	G = 5.5	G = 74.0	G =	G = 18.5	G = 3.5	G = 23.0	G =
	Y = 4.5	Y = 4.5	Y = 6	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *175.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	417	2344	333	458	3438	128	510	1010	256	458	1927	521
Lane group cap.	611	2484	1075	411	2189	909	531	641	531	371	476	549
v/c ratio	0.68	0.94	0.31	1.11	1.57	0.14	0.96	1.58	0.48	1.23	4.05	0.95
Green ratio	0.17	0.48	0.67	0.12	0.42	0.56	0.15	0.18	0.33	0.11	0.13	0.34
Unif. delay d1	67.7	43.2	12.3	77.3	50.5	18.2	73.7	72.0	46.9	78.3	76.0	56.3
Delay factor k	0.25	0.46	0.11	0.50	0.50	0.11	0.47	0.50	0.11	0.50	0.50	0.46
Increm. delay d2	3.1	8.3	0.2	79.2	259.0	0.1	29.2	266.5	0.7	126.8	1377	26.2
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	70.8	51.6	12.5	156.4	309.5	18.2	103.0	338.5	47.6	205.0	1453	82.5
Lane group LOS	E	D	B	F	F	B	F	F	D	F	F	F
Apprch. delay	50.0			282.8			228.9			1010		
Approach LOS	D			F			F			F		
Intersec. delay	392.8			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Richard Petty Blvd
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2030 - No Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	2	1	1	2	0
Lane group	L	TR		L	TR		L	T	R	L	TR	
Volume (vph)	140	35	630	55	20	40	340	1200	50	15	2250	70
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3		3	3		3	3	3	3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		113	0		7	0		9	0		13
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 15.0	G =	G =	G =	G = 10.0	G = 5.0	G = 35.0	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y = 5	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 85.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	163	642		64	61		395	1395	48	17	2682	
Lane group cap.	241	288		89	304		301	1490	665	514	1908	
v/c ratio	0.68	2.23		0.72	0.20		1.31	0.94	0.07	0.03	1.41	
Green ratio	0.18	0.18		0.18	0.18		0.53	0.41	0.41	0.71	0.53	
Unif. delay d1	32.7	35.0		33.0	29.9		23.5	23.9	15.2	10.7	20.0	
Delay factor k	0.25	0.50		0.28	0.11		0.50	0.45	0.11	0.11	0.50	
Increm. delay d2	7.4	564.2		24.4	0.3		162.3	11.4	0.0	0.0	185.8	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	40.1	599.2		57.4	30.2		185.8	35.4	15.2	10.8	205.8	
Lane group LOS	D	F		E	C		F	D	B	B	F	
Apprch. delay	486.0			44.1			67.2			204.5		
Approach LOS	F			D			E			F		
Intersec. delay	196.1			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Embry Riddle Drive
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:15pm - 5:15pm	Analysis Year	2030 - No Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	2	1	1	2	0
Lane group	L	TR		L	TR		L	T	R	L	TR	
Volume (vph)	260	10	120	50	10	20	120	1750	25	20	2350	40
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3		3	3		3	3	3	3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		22	0		4	0		5	0		7
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = 15.0	G =	G =	G =	G = 10.0	G = 45.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	333	139		64	34		154	2244	26	26	3055	
Lane group cap.	246	290		211	304		301	1915	855	301	1911	
v/c ratio	1.35	0.48		0.30	0.11		0.51	1.17	0.03	0.09	1.60	
Green ratio	0.18	0.18		0.18	0.18		0.69	0.53	0.53	0.69	0.53	
Unif. delay d1	35.0	31.5		30.5	29.4		17.3	20.0	9.6	16.1	20.0	
Delay factor k	0.50	0.11		0.11	0.11		0.12	0.50	0.11	0.11	0.50	
Increm. delay d2	183.4	1.3		0.8	0.2		1.5	83.3	0.0	0.1	271.9	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	218.4	32.7		31.3	29.6		18.8	103.3	9.6	16.2	291.9	
Lane group LOS	F	C		C	C		B	F	A	B	F	
Apprch. delay	163.8			30.7			96.9			289.6		
Approach LOS	F			C			F			F		
Intersec. delay	198.7			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Bellevue Ave*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:00pm - 5:00pm*	Analysis Year	*2030 - No Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Lane group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	110	160	110	310	180	200	120	1150	220	340	2400	80
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		20	0		36	0		40	0		14
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0		0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 15.0	G =	G =	G =	G = 8.0	G = 5.0	G = 35.0	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 6	Y = 6	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *85.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	143	325		403	447		156	1728		442	3203	
Lane group cap.	89	317		89	311		259	1459		471	1950	
v/c ratio	1.61	1.03		4.53	1.44		0.60	1.18		0.94	1.64	
Green ratio	0.18	0.18		0.18	0.18		0.51	0.41		0.69	0.54	
Unif. delay d1	35.0	35.0		35.0	35.0		17.5	25.0		25.5	19.5	
Delay factor k	0.50	0.50		0.50	0.50		0.19	0.50		0.45	0.50	
Increm. delay d2	318.9	57.2		1613	214.3		3.9	90.3		26.8	291.5	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	353.9	92.2		1648	249.3		21.4	115.3		52.3	311.0	
Lane group LOS	F	F		F	F		C	F		D	F	
Apprch. delay	172.1			912.5			107.5			279.6		
Approach LOS	F			F			F			F		
Intersec. delay	303.5			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Bellevue Ave EXT
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2030 - No Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	0	1	0	1	2	0	1	2	1
Lane group	L	TR			LTR		L	TR		L	T	R
Volume (vph)	90	0	80	0	1	0	35	1300	0	0	2600	170
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Ext. eff. green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Arrival type	3	3			3		3	3		3	3	3
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		14	0		0	0		0	0		31
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0			0		0	0		0	0	0
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0

Phasing	EW Perm	02	03	04	SB Only	NS Perm	07	08
Timing	G = 20.0	G =	G =	G =	G = 6.0	G = 42.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 6	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	107	79			1		42	1548		0	3095	165
Lane group cap.	339	380			447		89	1788		216	2298	1026
v/c ratio	0.32	0.21			0.00		0.47	0.87		0.00	1.35	0.16
Green ratio	0.24	0.24			0.24		0.49	0.49		0.64	0.64	0.64
Unif. delay d1	26.8	26.1			24.9		14.2	19.0		0.0	15.5	6.3
Delay factor k	0.11	0.11			0.11		0.11	0.40		0.11	0.50	0.11
Increm. delay d2	0.5	0.3			0.0		3.9	4.8		0.0	159.1	0.1
PF factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	1.000
Control delay	27.4	26.4			24.9		18.1	23.8		0.0	174.6	6.4
Lane group LOS	C	C			C		B	C		A	F	A
Apprch. delay	27.0			24.9			23.6			166.0		
Approach LOS	C			C			C			F		
Intersec. delay	115.9			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Beville Rd*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2030 - No Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	1	2	2	1	2	2	0	2	2	0
Lane group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	270	980	460	490	1300	410	320	1000	245	510	2450	190
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		83	0		74	0		8	0		34
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08
Timing	G = 10.5	G = 3.5	G = 31.0	G =	G = 16.5	G = 6.5	G = 45.0	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y = 4.5	Y = 5	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *140.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	300	1089	419	544	1444	373	356	1374		567	2895	
Lane group cap.	463	1008	450	263	801	358	413	1129		688	1434	
v/c ratio	0.65	1.08	0.93	2.07	1.80	1.04	0.86	1.22		0.82	2.02	
Green ratio	0.13	0.28	0.28	0.08	0.22	0.22	0.12	0.32		0.20	0.40	
Unif. delay d1	57.7	50.5	49.2	64.8	54.5	54.5	60.6	47.5		53.9	42.0	
Delay factor k	0.23	0.50	0.45	0.50	0.50	0.50	0.39	0.50		0.36	0.50	
Increm. delay d2	3.2	52.6	26.2	493.7	366.2	58.9	16.8	105.9		8.1	460.9	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control delay	60.8	103.1	75.4	558.5	420.7	113.4	77.4	153.4		62.0	502.9	
Lane group LOS	E	F	E	F	F	F	E	F		E	F	
Apprch. delay	89.7			403.9			137.8			430.7		
Approach LOS	F			F			F			F		
Intersec. delay	304.0			Intersection LOS						F		

Appendix H
ARTPLAN
Future Years
Build Condition

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	AP_2010 - Build.xml	**Date Prepared**	6/25/2004		
Program	ARTPLAN	**Version**	5.1.1		
Analyst	Arpita Guha	**Agency**	Ghyabi and Assoc.	**District**	Five
Arterial Name	SR 483	**Begin Intersection**	US 92	**End Intersection**	Beville Rd
Study Period	K30	**Peak Direction**	Southbound		
User Notes	Opening Year 2010- Peak Hour Analysis for the Build Condition-Option1				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	**AADT**	32300	**Arrival Type**	3	**Paved Shoulder/Bike Lane**	No
Class	2	**K**	0.095	**Signals/Mile**	3.00	**Outside Lane Width**	Typical
Posted Speed	40	**D**	0.65	**Cycle Length**	175	**Pavement Condition**	Typical
# Thru Lanes	6	**PHF**	0.95	**Through g/C**	0.23	**Sidewalk**	Yes
Median Type	Non-Restrictive	**% Turns Excl. Lanes**	15	**Control Type**	Actuated	**Sidewalk/Roadway Separation**	Typical
Left Turn Lanes	Yes	**% Heavy Vehicles**	4.3			**Sidewalk/Roadway Protective Barrier**	No
		Base Sat Flow Rate	1850			**Obstacle to Bus Stop**	No
		Local Adj. Factor	1			**Bus Freq**	1
		Adjusted Sat Flow Rate	1774			**Bus Span Of Service**	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to Richard Petty Blvd)	85	0.53	3	1	3	0.41288	29960	1850	40	Non-Restrictive
2 (to Embry Riddle Univ.)	85	0.6	3	1	3	0.29886	29960	1850	40	Non-Restrictive
3 (to Bellevue Ave)	90	0.5	3	12	3	0.48883	31579	1950	45	Non-Restrictive
4 (to Bellevue Ave EXT)	85	0.56	3	0	3	0.28693	31579	1950	45	Non-Restrictive
5 (to Beville Rd)	125	0.36	3	16	3	0.69091	35628	2200	45	Non-Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to Richard Petty Blvd)	1928	0.68	15.19	B	26.3	C
2 (to Embry Riddle Univ.)	1928	0.6	10.88	B	26.2	C
3 (to Bellevue Ave)	1806	0.68	17.57	B	28.9	B
4 (to Bellevue Ave EXT)	2053	0.69	13.86	B	25.9	C
5 (to Beville Rd)	1945	1.02	60.85	E	20.4	D

Arterial Length	**2.2**	**Auto Speed**	**24.5**	**Auto LOS**	**C**

Automobile Service Volume Tables

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	460	750	760	***
2	**	940	1520	***	***
3	**	1430	2280	***	***
4	**	1910	3040	***	***
*	**	1430	2280	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	700	1160	1170	***
4	**	1440	2340	***	***
6	**	2190	3510	***	***
8	**	2940	4680	***	***
*	**	2190	3510	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	7400	12200	12300	***
4	**	15200	24600	***	***
6	**	23100	36900	***	***
8	**	31000	49200	***	***
*	**	23100	36900	***	***

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	AP_2020 - Build.xml	**Date Prepared**	6/25/2004		
Program	ARTPLAN	**Version**	5.1.1		
Analyst	Arpita Guha	**Agency**	Ghyabi and Assoc.	**District**	Five
Arterial Name	SR 483	**Begin Intersection**	US 92	**End Intersection**	Beville Rd
Study Period	K30	**Peak Direction**	Southbound		
User Notes	Mid-Design Year 2020-Peak Hour Analysis for the Build ConditionOption1				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	**AADT**	39300	**Arrival Type**	3	**Paved Shoulder/Bike Lane**	No
Class	2	**K**	0.095	**Signals/Mile**	3.00	**Outside Lane Width**	Typical
Posted Speed	40	**D**	0.65	**Cycle Length**	175	**Pavement Condition**	Typical
# Thru Lanes	6	**PHF**	0.95	**Through g/C**	0.23	**Sidewalk**	Yes
Median Type	Non-Restrictive	**% Turns Excl. Lanes**	15	**Control Type**	Actuated	**Sidewalk/Roadway Separation**	Typical
Left Turn Lanes	Yes	**% Heavy Vehicles**	4.3			**Sidewalk/Roadway Protective Barrier**	No
		Base Sat Flow Rate	1850			**Obstacle to Bus Stop**	No
		Local Adj. Factor	1			**Bus Freq**	1
		Adjusted Sat Flow Rate	1774			**Bus Span Of Service**	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to Richard Petty Blvd)	85	0.45	3	1	3	0.41288	36437	2250	40	Non-Restrictive
2 (to Embry Riddle Univ.)	85	0.6	3	1	3	0.29886	36437	2250	40	Non-Restrictive
3 (to Bellevue Ave)	135	0.54	3	12	3	0.48883	38866	2400	45	Non-Restrictive
4 (to Bellevue Ave EXT)	85	0.64	3	0	3	0.28693	38057	2350	45	Non-Restrictive
5 (to Beville Rd)	150	0.42	3	16	3	0.69091	35628	2650	45	Non-Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to Richard Petty Blvd)	2345	0.98	26.47	C	21.6	D
2 (to Embry Riddle Univ.)	2345	0.73	12.28	B	24.9	C
3 (to Bellevue Ave)	2223	0.77	25.36	C	25.3	C
4 (to Bellevue Ave EXT)	2474	0.73	10.73	B	27.7	C
5 (to Beville Rd)	2343	1.05	73.54	E	18.3	D

Arterial Length	2.2	Auto Speed	22.1	Auto LOS	C

Automobile Service Volume Tables

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	420	790	810	***
2	**	860	1610	***	***
3	**	1300	2420	***	***
4	**	1740	3230	***	***
*	**	1300	2420	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	650	1220	1240	***
4	**	1320	2470	***	***
6	**	2000	3720	***	***
8	**	2670	4960	***	***
*	**	2000	3720	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	6800	12800	13100	***
4	**	13900	26000	***	***
6	**	21000	39200	***	***
8	**	28100	52200	***	***
*	**	21000	39200	***	***

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	AP_2030 - Build.xml	**Date Prepared**	6/25/2004		
Program	ARTPLAN	**Version**	5.1.1		
Analyst	Arpita Guha	**Agency**	Ghyabi and Assoc.	**District**	Five
Arterial Name	SR 483	**Begin Intersection**	US 92	**End Intersection**	Beville Rd
Study Period	K30	**Peak Direction**	Southbound		
User Notes	Design Year 2030 - Peak Hour Analysis for the Build Condition Option1				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	**AADT**	46300	**Arrival Type**	3	**Paved Shoulder/Bike Lane**	No
Class	2	**K**	0.095	**Signals/Mile**	3.00	**Outside Lane Width**	Typical
Posted Speed	40	**D**	0.65	**Cycle Length**	175	**Pavement Condition**	Typical
# Thru Lanes	6	**PHF**	0.95	**Through g/C**	0.23	**Sidewalk**	Yes
Median Type	Non-Restrictive	**% Turns Excl. Lanes**	15	**Control Type**	Actuated	**Sidewalk/Roadway Separation**	Typical
Left Turn Lanes	Yes	**% Heavy Vehicles**	4.3			**Sidewalk/Roadway Protective Barrier**	No
		Base Sat Flow Rate	1850			**Obstacle to Bus Stop**	No
		Local Adj. Factor	1			**Bus Freq**	1
		Adjusted Sat Flow Rate	1774			**Bus Span Of Service**	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to Richard Petty Blvd)	120	0.51	3	1	3	0.41288	42915	2650	40	Non-Restrictive
2 (to Embry Riddle Univ.)	165	0.66	3	1	3	0.29886	42915	2650	40	Non-Restrictive
3 (to Bellevue Ave)	90	0.61	3	12	3	0.48883	45344	2800	45	Non-Restrictive
4 (to Bellevue Ave EXT)	85	0.64	3	0	3	0.28693	44534	2750	45	Non-Restrictive
5 (to Beville Rd)	140	0.42	3	16	3	0.69091	51012	3150	45	Non-Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to Richard Petty Blvd)	2762	1.02	39.98	D	17.9	D
2 (to Embry Riddle Univ.)	2762	0.79	19.94	B	20.9	D
3 (to Bellevue Ave)	2594	0.8	14.14	B	29.8	B
4 (to Bellevue Ave EXT)	2895	0.85	13.21	B	25.6	C
5 (to Beville Rd)	2785	1.25	153.55	F	11.5	F

Arterial Length	**2.2**	**Auto Speed**	*******	**Auto LOS**	**D**

Automobile Service Volume Tables

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	480	850	890	***
2	**	980	1740	1770	***
3	**	1490	2620	2660	***
4	**	1990	3510	3550	***
*	**	1490	2620	2660	***
Lanes	**Hourly Volume In Both Directions**				
2	**	740	1300	1360	***
4	**	1510	2670	2730	***
6	**	2290	4040	4090	***
8	**	3070	5400	5460	***
*	**	2290	4040	4090	***
Lanes	**Annual Average Daily Traffic**				
2	**	7800	13700	14400	***
4	**	15900	28100	28700	***
6	**	24100	42500	43100	***
8	**	32300	56800	57500	***
*	**	24100	42500	43100	***

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	N:\2434-152 \Artplan\New\Option 2\AP_2010 Build - Option 2.xml	**Date Prepared**	6/25/2004		
Program	ARTPLAN	**Version**	5.1.1		
Analyst	Arpita Guha	**Agency**	Ghyabi and Assoc.	**District**	Five
Arterial Name	SR 483	**Begin Intersection**	US 92	**End Intersection**	Beville Rd
Study Period	K30	**Peak Direction**	Southbound		
User Notes	Opening Year 2010 - Peak Hour Analysis for the Build Condition-Option2				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	**AADT**	32300	**Arrival Type**	3	**Paved Shoulder/Bike Lane**	No
Class	2	**K**	0.095	**Signals/Mile**	3.00	**Outside Lane Width**	Typical
Posted Speed	40	**D**	0.65	**Cycle Length**	110	**Pavement Condition**	Typical
# Thru Lanes	6	**PHF**	0.95	**Through g/C**	0.5	**Sidewalk**	Yes
Median Type	Non-Restrictive	**% Turns Excl. Lanes**	15	**Control Type**	Actuated	**Sidewalk/Roadway Separation**	Typical
Left Turn Lanes	Yes	**% Heavy Vehicles**	4.3			**Sidewalk/Roadway Protective Barrier**	No
		Base Sat Flow Rate	1850			**Obstacle to Bus Stop**	No
		Local Adj. Factor	1			**Bus Freq**	1
		Adjusted Sat Flow Rate	1774			**Bus Span Of Service**	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to Richard Petty Blvd)	85	0.53	3	1	3	0.41288	29960	1850	40	Non-Restrictive
2 (to Embry Riddle Univ.)	85	0.6	3	1	3	0.29886	29960	1850	40	Non-Restrictive
3 (to Bellevue Ave)	90	0.5	3	12	3	0.48883	31579	1950	45	Non-Restrictive
4 (to Bellevue Ave EXT)	85	0.56	3	0	3	0.28693	31579	1950	45	Non-Restrictive
5 (to Beville Rd)	100	1	3	16	3	0.69091	35628	2200	45	Non-Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to Richard Petty Blvd)	1928	0.68	15.19	B	26.3	C
2 (to Embry Riddle Univ.)	1928	0.6	10.88	B	26.2	C
3 (to Bellevue Ave)	1806	0.68	17.57	B	28.9	B
4 (to Bellevue Ave EXT)	2053	0.69	13.86	B	25.9	C
5 (to Beville Rd)	1945	0.37	0	A	40.5	A

Arterial Length	**2.2**	**Auto Speed**	**30.2**	**Auto LOS**	**B**

Automobile Service Volume Tables

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	770	950	***	***
2	140	1620	1900	***	***
3	200	2480	2850	***	***
4	270	3340	3800	***	***
*	200	2480	2850	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	1180	1460	***	***
4	210	2490	2920	***	***
6	310	3810	4380	***	***
8	420	5140	5840	***	***
*	310	3810	4380	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	12500	15400	***	***
4	2200	26200	30800	***	***
6	3300	40100	46100	***	***
8	4400	54100	61500	***	***
*	3300	40100	46100	***	***

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	AP_2020 Build - Option 2.xml	**Date Prepared**	6/25/2004		
Program	ARTPLAN	**Version**	5.1.1		
Analyst	Arpita Guha	**Agency**	Ghyabi and Assoc.	**District**	Five
Arterial Name	SR 483	**Begin Intersection**	US 92	**End Intersection**	Beville Rd
Study Period	K30	**Peak Direction**	Southbound		
User Notes	Mid-Design Year 2020-Peak Hour Analysis for the Build ConditionOption2				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	**AADT**	39300	**Arrival Type**	3	**Paved Shoulder/Bike Lane**	No
Class	2	**K**	0.095	**Signals/Mile**	3.00	**Outside Lane Width**	Typical
Posted Speed	40	**D**	0.65	**Cycle Length**	110	**Pavement Condition**	Typical
# Thru Lanes	6	**PHF**	0.95	**Through g/C**	0.5	**Sidewalk**	Yes
Median Type	Non-Restrictive	**% Turns Excl. Lanes**	15	**Control Type**	Actuated	**Sidewalk/Roadway Separation**	Typical
Left Turn Lanes	Yes	**% Heavy Vehicles**	4.3			**Sidewalk/Roadway Protective Barrier**	No
		Base Sat Flow Rate	1850			**Obstacle to Bus Stop**	No
		Local Adj. Factor	1			**Bus Freq**	1
		Adjusted Sat Flow Rate	1774			**Bus Span Of Service**	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to Richard Petty Blvd)	85	0.45	3	1	3	0.41288	36437	2250	40	Non-Restrictive
2 (to Embry Riddle Univ.)	85	0.6	3	1	3	0.29886	36437	2250	40	Non-Restrictive
3 (to Bellevue Ave)	135	0.54	3	12	3	0.48883	38866	2400	45	Non-Restrictive
4 (to Bellevue Ave EXT)	85	0.64	3	0	3	0.28693	38057	2350	45	Non-Restrictive
5 (to Beville Rd)	100	1	3	16	3	0.69091	35628	2650	45	Non-Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to Richard Petty Blvd)	2345	0.98	26.47	C	21.6	D
2 (to Embry Riddle Univ.)	2345	0.73	12.28	B	24.9	C
3 (to Bellevue Ave)	2223	0.77	25.36	C	25.3	C
4 (to Bellevue Ave EXT)	2474	0.73	10.73	B	27.7	C
5 (to Beville Rd)	2343	0.44	0	A	39.8	A

Arterial Length	**2.2**	**Auto Speed**	**27.9**	**Auto LOS**	**C**

Automobile Service Volume Tables

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	720	810	***	***
2	**	1500	1610	***	***
3	**	2270	2420	***	***
4	**	3050	3230	***	***
*	**	2270	2420	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	1110	1240	***	***
4	**	2300	2480	***	***
6	**	3500	3720	***	***
8	**	4690	4960	***	***
*	**	3500	3720	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	11700	13100	***	***
4	**	24200	26100	***	***
6	**	36800	39200	***	***
8	**	49400	52200	***	***
*	**	36800	39200	***	***

ARTPLAN 2002 Conceptual Planning Analysis

Description/File Information

Filename	AP_2030 Build - Option 2.xml	**Date Prepared**	6/25/2004		
Program	ARTPLAN	**Version**	5.1.1		
Analyst	Arpita Guha	**Agency**	Ghyabi and Assoc.	**District**	Five
Arterial Name	SR 483	**Begin Intersection**	US 92	**End Intersection**	Beville Rd
Study Period	K30	**Peak Direction**	Southbound		
User Notes	Design Year 2030 - Peak Hour Analysis for the Build ConditionOption2				

Facility Data

Roadway Variables		Traffic Variables		Control Variables		Multimodal Variables	
Area Type	Urbanized	**AADT**	46300	**Arrival Type**	3	**Paved Shoulder/Bike Lane**	No
Class	2	**K**	0.095	**Signals/Mile**	3.00	**Outside Lane Width**	Typical
Posted Speed	40	**D**	0.65	**Cycle Length**	110	**Pavement Condition**	Typical
# Thru Lanes	6	**PHF**	0.95	**Through g/C**	0.5	**Sidewalk**	Yes
Median Type	Non-Restrictive	**% Turns Excl. Lanes**	15	**Control Type**	Actuated	**Sidewalk/Roadway Separation**	Typical
Left Turn Lanes	Yes	**% Heavy Vehicles**	4.3			**Sidewalk/Roadway Protective Barrier**	No
		Base Sat Flow Rate	1850			**Obstacle to Bus Stop**	No
		Local Adj. Factor	1			**Bus Freq**	1
		Adjusted Sat Flow Rate	1774			**Bus Span Of Service**	15

Automobile Segment Data

Segment #	Cycle Length	g/C	Arr. Type	% Turns	# Dir. Lanes	Length	AADT	Hourly Vol.	FFS	Median Type
1 (to Richard Petty Blvd)	120	0.51	3	1	3	0.41288	42915	2650	40	Non-Restrictive
2 (to Embry Riddle Univ.)	165	0.66	3	1	3	0.29886	42915	2650	40	Non-Restrictive
3 (to Bellevue Ave)	90	0.61	3	12	3	0.48883	45344	2800	45	Non-Restrictive
4 (to Bellevue Ave EXT)	85	0.64	3	0	3	0.28693	44534	2750	45	Non-Restrictive
5 (to Beville Rd)	100	1	3	16	3	0.69091	51012	3150	45	Non-Restrictive

Automobile LOS

Segment #	Thru Mvmt Flow Rate	v/c	Control Delay	Int. Approach LOS	Speed (mph)	Segment LOS
1 (to Richard Petty Blvd)	2762	1.02	39.98	D	17.9	D
2 (to Embry Riddle Univ.)	2762	0.79	19.94	B	20.9	D
3 (to Bellevue Ave)	2594	0.8	14.14	B	29.8	B
4 (to Bellevue Ave EXT)	2895	0.85	13.21	B	25.6	C
5 (to Beville Rd)	2785	0.52	0	A	39.4	A

Arterial Length	2.2	Auto Speed	26.4	Auto LOS	C

Automobile Service Volume Tables

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	780	910	***	***
2	100	1620	1830	***	***
3	120	2470	2740	***	***
4	160	3310	3660	***	***
*	120	2470	2740	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	1200	1410	***	***
4	150	2490	2810	***	***
6	180	3790	4220	***	***
8	240	5100	5620	***	***
*	180	3790	4220	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	12600	14800	***	***
4	1600	26300	29600	***	***
6	1900	39900	44400	***	***
8	2500	53700	59200	***	***
*	1900	39900	44400	***	***

Appendix I
HCS- Intersections
Future Years
Build Condition

SHORT REPORT

General Information		Site Information	
Analyst		Intersection	*SR 483 @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2010 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	3	1	2	3	1	2	3	1	2	3	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	280	1550	270	310	2300	110	350	670	210	310	1300	430
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		49	0		20	0		38	0		77
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 20.3	G = 5.5	G = 70.6	G =	G = 11.1	G = 3.0	G = 34.5	G =
	Y = 4.5	Y = 4.5	Y = 6	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 175.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	292	1615	230	323	2396	94	365	698	179	323	1354	368
Lane group cap.	607	2384	971	407	2088	809	373	1242	630	222	1020	653
v/c ratio	0.48	0.68	0.24	0.79	1.15	0.12	0.98	0.56	0.28	1.45	1.33	0.56
Green ratio	0.17	0.46	0.60	0.12	0.40	0.50	0.11	0.24	0.39	0.06	0.20	0.40
Unif. delay d1	65.3	37.0	16.2	75.3	52.2	23.1	78.0	58.4	36.6	81.9	70.3	40.2
Delay factor k	0.11	0.25	0.11	0.34	0.50	0.11	0.48	0.16	0.11	0.50	0.50	0.16
Increm. delay d2	0.6	0.8	0.1	10.4	72.5	0.1	40.8	0.6	0.2	228.0	154.2	1.1
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	65.9	37.8	16.4	85.7	124.7	23.2	118.8	59.0	36.8	310.0	224.4	41.3
Lane group LOS	E	D	B	F	F	C	F	E	D	F	F	D
Apprch. delay	39.3			116.8			73.4			205.0		
Approach LOS	D			F			E			F		
Intersec. delay	112.1			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	JA	Intersection	SR 483 @ US 92
Agency or Co.	GA	Area Type	All other areas
Date Performed	6/24/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2010 - Build Condition92Free

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	0	1	2	0	1	2	3	1	2	3	1
Lane group	L		R	L		R	L	T	R	L	T	R
Volume (vph)	280		270	310		110	350	670	210	310	1300	430
% Heavy veh	0		0	0		0	0	0	0	0	0	0
PHF	0.96		0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A			A			A	A	A	A	A	A
Startup lost time	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3		3	3		3	3	3	3	3	3	3
Unit Extension	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		49	0		20	0		38	0		77
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0		0	0		0	0	0	0	0	0	0
Unit Extension	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	02	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 18.5	G =	G =	G =	G = 20.5	G = 2.5	G = 49.0	G =
	Y = 4.5	Y =	Y =	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 110.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	292		230	323		94	365	698	179	323	1354	368
Lane group cap.	589		404	589		301	876	2635	1182	653	2306	1079
v/c ratio	0.50		0.57	0.55		0.31	0.42	0.26	0.15	0.49	0.59	0.34
Green ratio	0.17		0.25	0.17		0.19	0.25	0.51	0.73	0.19	0.45	0.67
Unif. delay d1	41.5		36.1	41.9		38.7	34.5	15.3	4.4	40.1	22.9	7.8
Delay factor k	0.11		0.16	0.15		0.11	0.11	0.11	0.11	0.11	0.18	0.11
Increm. delay d2	0.7		1.9	1.1		0.6	0.3	0.1	0.1	0.6	0.4	0.2
PF factor	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	42.2		38.0	43.0		39.3	34.9	15.4	4.5	40.7	23.3	8.0
Lane group LOS	D		D	D		D	C	B	A	D	C	A
Apprch. delay	40.3			42.2			19.5			23.3		
Approach LOS	D			D			B			C		
Intersec. delay	26.2			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Richard Petty Blvd
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2010 - Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	3	1	1	3	0
Lane group	L	TR		L	TR		L	T	R	L	TR	
Volume (vph)	95	25	440	40	15	30	240	830	35	10	1600	50
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3		3	3		3	3	3	3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		79	0		5	0		6	0		9
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 15.0	G =	G =	G =	G = 10.0	G = 5.0	G = 35.0	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y = 5	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 85.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	110	449		47	46		279	965	34	12	1908	
Lane group cap.	244	288		89	304		301	2131	665	601	2730	
v/c ratio	0.45	1.56		0.53	0.15		0.93	0.45	0.05	0.02	0.70	
Green ratio	0.18	0.18		0.18	0.18		0.53	0.41	0.41	0.71	0.53	
Unif. delay d1	31.3	35.0		31.8	29.6		18.0	18.1	15.0	4.6	14.9	
Delay factor k	0.11	0.50		0.13	0.11		0.44	0.11	0.11	0.11	0.27	
Increm. delay d2	1.3	267.9		5.8	0.2		33.4	0.2	0.0	0.0	0.8	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	32.6	302.9		37.6	29.8		51.4	18.2	15.1	4.6	15.7	
Lane group LOS	C	F		D	C		D	B	B	A	B	
Apprch. delay	249.7			33.8			25.4			15.7		
Approach LOS	F			C			C			B		
Intersec. delay	53.3			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Embry Riddle Drive
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:15pm - 5:15pm	Analysis Year	2010 - Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	3	1	1	3	0
Lane group	L	TR		L	TR		L	T	R	L	TR	
Volume (vph)	190	10	80	35	10	15	80	1200	15	15	1650	30
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3		3	3		3	3	3	3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		14	0		3	0		3	0		5
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = 15.0	G =	G =	G =	G = 10.0	G = 45.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	244	98		45	28		103	1538	15	19	2147	
Lane group cap.	248	292		233	308		301	2740	855	319	2734	
v/c ratio	0.98	0.34		0.19	0.09		0.34	0.56	0.02	0.06	0.79	
Green ratio	0.18	0.18		0.18	0.18		0.69	0.53	0.53	0.69	0.53	
Unif. delay d1	34.9	30.6		29.8	29.3		11.8	13.4	9.5	6.1	16.1	
Delay factor k	0.49	0.11		0.11	0.11		0.11	0.16	0.11	0.11	0.33	
Increm. delay d2	52.5	0.7		0.4	0.1		0.7	0.3	0.0	0.1	1.6	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	87.3	31.3		30.2	29.4		12.4	13.7	9.5	6.2	17.7	
Lane group LOS	F	C		C	C		B	B	A	A	B	
Apprch. delay	71.3			29.9			13.5			17.6		
Approach LOS	E			C			B			B		
Intersec. delay	20.6			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Bellevue Ave*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:00pm - 5:00pm*	Analysis Year	*2010 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Lane group	L	TR		L	TR		L	TR		L	TR	
Volume (vph)	75	110	80	220	130	140	80	800	150	240	1700	55
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		14	0		25	0		27	0		10
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0		0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 23.2	G =	G =	G =	G = 5.6	G = 4.5	G = 34.7	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 6	Y = 6	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *90.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	97	229		286	318		104	1199		312	2266	
Lane group cap.	166	462		240	455		196	1956		410	2589	
v/c ratio	0.58	0.50		1.19	0.70		0.53	0.61		0.76	0.88	
Green ratio	0.26	0.26		0.26	0.26		0.45	0.39		0.62	0.50	
Unif. delay d1	29.2	28.4		33.4	30.2		16.7	22.2		17.7	19.9	
Delay factor k	0.18	0.11		0.50	0.27		0.13	0.20		0.31	0.40	
Increm. delay d2	5.2	0.8		119.8	4.7		2.7	0.6		8.1	3.7	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	34.4	29.3		153.2	34.9		19.4	22.8		25.9	23.6	
Lane group LOS	C	C		F	C		B	C		C	C	
Apprch. delay	30.8			90.9			22.6			23.9		
Approach LOS	C			F			C			C		
Intersec. delay	32.4			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Bellevue Ave EXT
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2010 - Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Lane group	L	TR			LTR		L	TR		L	T	R
Volume (vph)	65	0	60	0	1	0	25	890	0	0	1800	120
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Ext. eff. green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Arrival type	3	3			3		3	3		3	3	3
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		11	0		0	0		0	0		22
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0			0		0	0		0	0	0
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0

Phasing	EW Perm	02	03	04	SB Only	NS Perm	07	08
Timing	G = 20.0	G =	G =	G =	G = 6.0	G = 42.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 6	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	77	58			1		30	1060		0	2143	117
Lane group cap.	339	380			447		89	2558		335	3288	1026
v/c ratio	0.23	0.15			0.00		0.34	0.41		0.00	0.65	0.11
Green ratio	0.24	0.24			0.24		0.49	0.49		0.64	0.64	0.64
Unif. delay d1	26.3	25.8			24.9		13.1	13.7		0.0	9.6	6.1
Delay factor k	0.11	0.11			0.11		0.11	0.11		0.11	0.23	0.11
Increm. delay d2	0.3	0.2			0.0		2.2	0.1		0.0	0.5	0.0
PF factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	1.000
Control delay	26.6	26.0			24.9		15.3	13.8		0.0	10.1	6.1
Lane group LOS	C	C			C		B	B		A	B	A
Apprch. delay	26.3			24.9			13.8			9.9		
Approach LOS	C			C			B			A		
Intersec. delay	11.8			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Beville Rd*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2010 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	1	3	2	1	3	3	0	2	3	1
Lane group	L	T	R	L	T	R	L	TR		L	T	R
Volume (vph)	190	680	320	340	910	290	220	700	170	360	1700	130
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival type	3	3	3	3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		58	0		52	0		31	0		23
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08
Timing	G = 9.6	G = 2.5	G = 35.0	G =	G = 8.0	G = 6.0	G = 36.9	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y = 4.5	Y = 5	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *125.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	211	756	291	378	1011	264	244	932		400	1889	119
Lane group cap.	465	1216	543	378	1013	452	315	1490		519	1963	612
v/c ratio	0.45	0.62	0.54	1.00	1.00	0.58	0.77	0.63		0.77	0.96	0.19
Green ratio	0.13	0.34	0.34	0.08	0.28	0.28	0.06	0.30		0.15	0.38	0.38
Unif. delay d1	50.0	34.8	33.6	57.7	45.0	38.7	57.6	38.1		51.2	37.9	26.0
Delay factor k	0.11	0.20	0.14	0.50	0.50	0.18	0.32	0.21		0.32	0.47	0.11
Increm. delay d2	0.7	1.0	1.1	46.3	27.8	1.9	11.4	0.8		7.0	12.6	0.2
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control delay	50.7	35.8	34.7	104.0	72.7	40.7	69.1	38.9		58.2	50.6	26.2
Lane group LOS	D	D	C	F	E	D	E	D		E	D	C
Apprch. delay	38.1			74.8			45.2			50.6		
Approach LOS	D			E			D			D		
Intersec. delay	53.3			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	JA	Intersection	SR 483 @ Beville Rd
Agency or Co.	GA	Area Type	All other areas
Date Performed	6/24/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2010 - Build Condition SPI483F

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	1	2	2	1	2	0	1	2	0	1
Lane group	L	T	R	L	T	R	L		R	L		R
Volume (vph)	190	680	320	340	910	290	220		170	360		130
% Heavy veh	0	0	0	0	0	0	0		0	0		0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90		0.90
Actuated (P/A)	A	A	A	A	A	A	A			A		
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Arrival type	3	3	3	3	3	3	3		3	3		3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Ped/Bike/RTOR Volume	0		58	0		52	0		31	0		23
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0		0	0		0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	06	07	08
Timing	G = 17.0	G = 2.6	G = 45.2	G =	G = 17.7	G =	G =	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	211	756	291	378	1011	264	244		154	400		119
Lane group cap.	845	1892	845	596	1635	730	620		275	620		275
v/c ratio	0.25	0.40	0.34	0.63	0.62	0.36	0.39		0.56	0.65		0.43
Green ratio	0.24	0.52	0.52	0.17	0.45	0.45	0.18		0.17	0.18		0.17
Unif. delay d1	30.6	14.4	13.9	38.6	20.8	17.9	36.4		38.1	38.2		37.2
Delay factor k	0.11	0.11	0.11	0.21	0.20	0.11	0.11		0.16	0.22		0.11
Increm. delay d2	0.2	0.1	0.2	2.2	0.7	0.3	0.4		2.6	2.3		1.1
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000
Control delay	30.8	14.5	14.1	40.8	21.6	18.3	36.8		40.6	40.6		38.3
Lane group LOS	C	B	B	D	C	B	D		D	D		D
Apprch. delay	17.2			25.4			38.3			40.0		
Approach LOS	B			C			D			D		
Intersec. delay	26.0			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2020 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	3	1	2	3	1	2	3	1	2	3	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	340	1900	330	370	2800	130	420	830	260	370	1550	520
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		59	0		23	0		47	0		94
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 20.3	G = 5.5	G = 70.2	G =	G = 11.9	G = 2.6	G = 34.5	G =
	Y = 4.5	Y = 4.5	Y = 6	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 175.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	354	1979	282	385	2917	111	438	865	222	385	1615	444
Lane group cap.	607	2372	971	407	2076	813	381	1230	627	238	1020	653
v/c ratio	0.58	0.83	0.29	0.95	1.41	0.14	1.15	0.70	0.35	1.62	1.58	0.68
Green ratio	0.17	0.46	0.60	0.12	0.40	0.50	0.11	0.24	0.39	0.07	0.20	0.40
Unif. delay d1	66.5	41.6	16.9	76.8	52.4	23.2	78.0	61.1	38.0	81.6	70.3	42.8
Delay factor k	0.17	0.37	0.11	0.46	0.50	0.11	0.50	0.27	0.11	0.50	0.50	0.25
Increm. delay d2	1.4	2.7	0.2	31.1	185.3	0.1	93.5	1.8	0.3	296.5	267.2	2.9
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	68.0	44.3	17.0	107.9	237.7	23.2	171.5	62.9	38.3	378.1	337.5	45.7
Lane group LOS	E	D	B	F	F	C	F	E	D	F	F	D
Apprch. delay	44.6			216.0			90.5			290.8		
Approach LOS	D			F			F			F		
Intersec. delay	170.3			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	JA	Intersection	SR 483 @ US 92
Agency or Co.	GA	Area Type	All other areas
Date Performed	6/24/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2020 - Build Condition92 Free

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	0	1	2	0	1	2	3	1	2	3	1
Lane group	L		R	L		R	L	T	R	L	T	R
Volume (vph)	340		330	370		130	420	830	260	370	1550	520
% Heavy veh	0		0	0		0	0	0	0	0	0	0
PHF	0.96		0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A			A			A	A	A	A	A	A
Startup lost time	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3		3	3		3	3	3	3	3	3	3
Unit Extension	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		59	0		23	0		47	0		94
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0		0	0		0	0	0	0	0	0	0
Unit Extension	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	02	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 18.5	G =	G =	G =	G = 20.5	G = 2.5	G = 49.0	G =
	Y = 4.5	Y =	Y =	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 110.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	354		282	385		111	438	865	222	385	1615	444
Lane group cap.	589		404	589		301	876	2635	1182	653	2306	1079
v/c ratio	0.60		0.70	0.65		0.37	0.50	0.33	0.19	0.59	0.70	0.41
Green ratio	0.17		0.25	0.17		0.19	0.25	0.51	0.73	0.19	0.45	0.67
Unif. delay d1	42.3		37.5	42.8		39.1	35.4	15.9	4.6	40.9	24.6	8.4
Delay factor k	0.19		0.26	0.23		0.11	0.11	0.11	0.11	0.18	0.27	0.11
Increm. delay d2	1.7		5.2	2.6		0.8	0.5	0.1	0.1	1.4	1.0	0.3
PF factor	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	44.1		42.7	45.4		39.9	35.8	16.0	4.7	42.3	25.5	8.6
Lane group LOS	D		D	D		D	D	B	A	D	C	A
Apprch. delay	43.5			44.1			20.0			25.1		
Approach LOS	D			D			C			C		
Intersec. delay	27.7			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Richard Petty Blvd*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2020 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	2	3	1	1	3	0
Lane group	L	TR		L	TR		L	T	R	L	TR	
Volume (vph)	115	30	540	45	15	35	290	1000	45	10	1900	60
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3		3	3		3	3	3	3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		97	0		6	0		8	0		11
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 23.9	G =	G =	G =	G = 7.7	G = 9.4	G = 24.0	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y = 5	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *85.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	134	550		52	51		337	1163	43	12	2266	
Lane group cap.	387	459		89	481		923	1461	456	558	2329	
v/c ratio	0.35	1.20		0.58	0.11		0.37	0.80	0.09	0.02	0.97	
Green ratio	0.28	0.28		0.28	0.28		0.37	0.28	0.28	0.60	0.45	
Unif. delay d1	24.3	30.5		26.3	22.6		20.0	28.2	22.5	9.0	22.8	
Delay factor k	0.11	0.50		0.18	0.11		0.11	0.34	0.11	0.11	0.48	
Increm. delay d2	0.5	108.7		9.5	0.1		0.2	3.2	0.1	0.0	12.9	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	24.9	139.2		35.8	22.7		20.3	31.4	22.6	9.0	35.7	
Lane group LOS	C	F		D	C		C	C	C	A	D	
Apprch. delay	116.8			29.3			28.7			35.6		
Approach LOS	F			C			C			D		
Intersec. delay	45.2			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Embry Riddle Drive*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:15pm - 5:15pm*	Analysis Year	*2020 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	3	1	1	3	0
Lane group	L	TR		L	TR		L	T	R	L	TR	
Volume (vph)	220	10	100	45	10	20	100	1500	20	15	2000	35
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3		3	3		3	3	3	3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		18	0		4	0		4	0		6
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = 15.0	G =	G =	G =	G = 10.0	G = 45.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 6	Y =	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *85.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	282	118		58	34		128	1923	21	19	2601	
Lane group cap.	246	290		228	304		301	2740	855	301	2734	
v/c ratio	1.15	0.41		0.25	0.11		0.43	0.70	0.02	0.06	0.95	
Green ratio	0.18	0.18		0.18	0.18		0.69	0.53	0.53	0.69	0.53	
Unif. delay d1	35.0	31.1		30.2	29.4		17.1	15.0	9.5	8.2	19.0	
Delay factor k	0.50	0.11		0.11	0.11		0.11	0.27	0.11	0.11	0.46	
Increm. delay d2	102.6	0.9		0.6	0.2		1.0	0.8	0.0	0.1	8.6	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	137.6	32.0		30.8	29.6		18.0	15.8	9.5	8.3	27.5	
Lane group LOS	F	C		C	C		B	B	A	A	C	
Apprch. delay	106.5			30.3			15.9			27.4		
Approach LOS	F			C			B			C		
Intersec. delay	28.9			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Bellevue Ave*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:00pm - 5:00pm*	Analysis Year	*2020 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	3	1	1	3	1
Lane group	L	TR		L	TR		L	T	R	L	T	R
Volume (vph)	95	140	95	260	150	170	100	980	190	290	2050	70
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3		3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		17	0		31	0		34	0		13
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	0
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

Phasing	EW Perm	02	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 40.5	G =	G =	G =	G = 5.0	G = 16.8	G = 50.7	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 6	Y = 6	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *135.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	123	283		338	376		130	1273	203	377	2662	74
Lane group cap.	156	539		230	529		123	1944	607	437	2818	879
v/c ratio	0.79	0.53		1.47	0.71		1.06	0.65	0.33	0.86	0.94	0.08
Green ratio	0.30	0.30		0.30	0.30		0.41	0.38	0.38	0.62	0.54	0.54
Unif. delay d1	43.3	39.3		47.3	42.0		48.4	34.9	30.1	36.1	28.8	14.7
Delay factor k	0.34	0.13		0.50	0.27		0.50	0.23	0.11	0.39	0.46	0.11
Increm. delay d2	23.2	1.0		233.5	4.4		97.2	0.8	0.3	16.1	7.6	0.0
PF factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control delay	66.5	40.2		280.7	46.5		145.6	35.7	30.4	52.2	36.5	14.7
Lane group LOS	E	D		F	D		F	D	C	D	D	B
Apprch. delay	48.2			157.4			43.9			37.9		
Approach LOS	D			F			D			D		
Intersec. delay	54.9			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Bellevue Ave EXT
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2020 - Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Lane group	L	TR			LTR		L	TR		L	T	R
Volume (vph)	80	0	70	0	1	0	30	1100	0	0	2200	150
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Ext. eff. green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Arrival type	3	3			3		3	3		3	3	3
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		13	0		0	0		0	0		27
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0			0		0	0		0	0	0
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0

Phasing	EW Perm	02	03	04	SB Only	NS Perm	07	08
Timing	G = 20.0	G =	G =	G =	G = 6.0	G = 42.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 6	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	95	68			1		36	1310		0	2619	146
Lane group cap.	339	380			447		89	2558		270	3288	1026
v/c ratio	0.28	0.18			0.00		0.40	0.51		0.00	0.80	0.14
Green ratio	0.24	0.24			0.24		0.49	0.49		0.64	0.64	0.64
Unif. delay d1	26.6	25.9			24.9		13.6	14.6		0.0	11.4	6.2
Delay factor k	0.11	0.11			0.11		0.11	0.12		0.11	0.34	0.11
Increm. delay d2	0.5	0.2			0.0		3.0	0.2		0.0	1.4	0.1
PF factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	1.000
Control delay	27.1	26.2			24.9		16.6	14.7		0.0	12.9	6.3
Lane group LOS	C	C			C		B	B		A	B	A
Apprch. delay	26.7			24.9			14.8			12.5		
Approach LOS	C			C			B			B		
Intersec. delay	13.8			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Beville Rd*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2020 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	1	2	2	1	2	3	0	2	3	0
Lane group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	230	830	390	410	1100	350	270	840	210	430	2050	160
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		70	0		63	0		38	0		29
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08
Timing	G = 16.8	G = 3.5	G = 34.7	G =	G = 10.2	G = 11.8	G = 46.0	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y = 4.5	Y = 5	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *150.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	256	922	356	456	1222	319	300	1124		478	2424	
Lane group cap.	579	1030	460	393	837	374	238	1547		619	2130	
v/c ratio	0.44	0.90	0.77	1.16	1.46	0.85	1.26	0.73		0.77	1.14	
Green ratio	0.17	0.28	0.28	0.11	0.23	0.23	0.07	0.31		0.18	0.42	
Unif. delay d1	56.4	51.5	49.2	66.6	57.6	55.2	69.9	46.4		58.9	43.8	
Delay factor k	0.11	0.42	0.32	0.50	0.50	0.39	0.50	0.29		0.32	0.50	
Increm. delay d2	0.5	10.3	8.0	96.8	213.6	17.1	146.5	1.7		6.0	68.4	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control delay	56.9	61.8	57.3	163.4	271.3	72.3	216.4	48.1		64.9	112.3	
Lane group LOS	E	E	E	F	F	E	F	D		E	F	
Apprch. delay	59.9			214.9			83.6			104.5		
Approach LOS	E			F			F			F		
Intersec. delay	120.0			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	JA	Intersection	SR 483 @ Beville Rd
Agency or Co.	GA	Area Type	All other areas
Date Performed	6/24/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2020 - Build Condition SPI483F

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	1	2	2	1	2	0	1	2	0	1
Lane group	L	T	R	L	T	R	L		R	L		R
Volume (vph)	230	830	390	410	1100	350	270		210	430		160
% Heavy veh	0	0	0	0	0	0	0		0	0		0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90		0.90
Actuated (P/A)	A	A	A	A	A	A	A			A		
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Arrival type	3	3	3	3	3	3	3		3	3		3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Ped/Bike/RTOR Volume	0		70	0		63	0		38	0		29
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0		0	0		0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	06	07	08
Timing	G = 17.0	G = 2.6	G = 45.2	G =	G = 17.7	G =	G =	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	256	922	356	456	1222	319	300		191	478		146
Lane group cap.	845	1892	845	596	1635	730	620		275	620		275
v/c ratio	0.30	0.49	0.42	0.77	0.75	0.44	0.48		0.69	0.77		0.53
Green ratio	0.24	0.52	0.52	0.17	0.45	0.45	0.18		0.17	0.18		0.17
Unif. delay d1	31.1	15.3	14.6	39.6	22.7	18.7	37.0		39.1	39.2		37.9
Delay factor k	0.11	0.11	0.11	0.32	0.30	0.11	0.11		0.26	0.32		0.13
Increm. delay d2	0.2	0.2	0.3	5.9	1.9	0.4	0.6		7.4	5.9		2.0
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000
Control delay	31.3	15.5	14.9	45.5	24.6	19.1	37.6		46.4	45.2		39.8
Lane group LOS	C	B	B	D	C	B	D		D	D		D
Apprch. delay	18.0			28.5			41.1			43.9		
Approach LOS	B			C			D			D		
Intersec. delay	28.4			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2030 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	3	1	2	3	1	2	3	1	2	3	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	400	2250	390	440	3300	150	490	970	300	440	1850	610
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		70	0		27	0		54	0		110
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 20.3	G = 5.5	G = 70.2	G =	G = 11.9	G = 2.6	G = 34.5	G =
	Y = 4.5	Y = 4.5	Y = 6	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 175.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	417	2344	333	458	3438	128	510	1010	256	458	1927	521
Lane group cap.	607	2372	971	407	2076	813	381	1230	627	238	1020	653
v/c ratio	0.69	0.99	0.34	1.13	1.66	0.16	1.34	0.82	0.41	1.92	1.89	0.80
Green ratio	0.17	0.46	0.60	0.12	0.40	0.50	0.11	0.24	0.39	0.07	0.20	0.40
Unif. delay d1	67.9	46.9	17.5	77.3	52.4	23.4	78.0	63.2	38.9	81.6	70.3	45.8
Delay factor k	0.26	0.49	0.11	0.50	0.50	0.11	0.50	0.36	0.11	0.50	0.50	0.34
Increm. delay d2	3.3	15.7	0.2	83.3	297.4	0.1	169.2	4.6	0.4	431.2	403.9	6.9
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	71.2	62.7	17.7	160.6	349.8	23.5	247.2	67.8	39.4	512.7	474.1	52.7
Lane group LOS	E	E	B	F	F	C	F	E	D	F	F	D
Apprch. delay	59.0			317.9			115.2			404.6		
Approach LOS	E			F			F			F		
Intersec. delay	240.9			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	JA	Intersection	SR 483 @ US 92
Agency or Co.	GA	Area Type	All other areas
Date Performed	6/24/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2030 - Build Condition92Free

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	0	1	2	0	1	2	3	1	2	3	1
Lane group	L		R	L		R	L	T	R	L	T	R
Volume (vph)	400		390	440		150	490	970	300	440	1850	610
% Heavy veh	0		0	0		0	0	0	0	0	0	0
PHF	0.96		0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A			A			A	A	A	A	A	A
Startup lost time	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3		3	3		3	3	3	3	3	3	3
Unit Extension	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		293	0		113	0		225	0		458
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0		0	0		0	0	0	0	0	0	0
Unit Extension	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	02	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 18.5	G =	G =	G =	G = 20.5	G = 2.5	G = 49.0	G =
	Y = 4.5	Y =	Y =	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 110.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	417		101	458		39	510	1010	78	458	1927	158
Lane group cap.	589		404	589		301	876	2635	1182	653	2306	1079
v/c ratio	0.71		0.25	0.78		0.13	0.58	0.38	0.07	0.70	0.84	0.15
Green ratio	0.17		0.25	0.17		0.19	0.25	0.51	0.73	0.19	0.45	0.67
Unif. delay d1	43.2		33.0	43.8		37.3	36.2	16.5	4.2	41.9	26.9	6.7
Delay factor k	0.27		0.11	0.33		0.11	0.17	0.11	0.11	0.27	0.37	0.11
Increm. delay d2	3.9		0.3	6.5		0.2	1.0	0.1	0.0	3.4	2.8	0.1
PF factor	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	47.1		33.3	50.3		37.5	37.2	16.6	4.2	45.3	29.8	6.8
Lane group LOS	D		C	D		D	D	B	A	D	C	A
Apprch. delay	44.4			49.3			22.5			31.1		
Approach LOS	D			D			C			C		
Intersec. delay	31.6			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Richard Petty Blvd
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2030 - Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	2	1	1	0	2	3	1	1	3	0
Lane group	L	T	R	L	TR		L	T	R	L	TR	
Volume (vph)	140	35	630	55	20	40	340	1200	50	15	2250	70
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3	3	3	3		3	3	3	3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		113	0		7	0		9	0		13
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0		0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 29.4	G =	G =	G =	G = 13.9	G = 7.2	G = 49.5	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y = 5	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 120.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	163	41	601	64	61		395	1395	48	17	2682	
Lane group cap.	334	466	700	340	422		1218	2135	666	469	2651	
v/c ratio	0.49	0.09	0.86	0.19	0.14		0.32	0.65	0.07	0.04	1.01	
Green ratio	0.25	0.25	0.25	0.25	0.25		0.53	0.41	0.41	0.67	0.51	
Unif. delay d1	38.8	35.0	43.3	35.9	35.5		23.8	28.4	21.3	10.0	29.2	
Delay factor k	0.11	0.11	0.39	0.11	0.11		0.11	0.23	0.11	0.11	0.50	
Increm. delay d2	1.1	0.1	10.5	0.3	0.2		0.2	0.7	0.0	0.0	20.4	
PF factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	40.0	35.0	53.8	36.1	35.6		24.0	29.1	21.4	10.0	49.6	
Lane group LOS	D	D	D	D	D		C	C	C	B	D	
Apprch. delay	50.0			35.9			27.8			49.3		
Approach LOS	D			D			C			D		
Intersec. delay	41.9			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Embry Riddle Drive
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:15pm - 5:15pm	Analysis Year	2030 - Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	3	1	1	3	0
Lane group	L	TR		L	TR		L	T	R	L	TR	
Volume (vph)	260	10	120	50	10	20	120	1750	25	20	2350	40
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3		3	3		3	3	3	3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		22	0		4	0		5	0		7
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = 32.2	G =	G =	G =	G = 15.3	G = 102.5	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 165.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	333	139		64	34		154	2244	26	26	3055	
Lane group cap.	272	320		201	336		213	3215	1003	213	3209	
v/c ratio	1.22	0.43		0.32	0.10		0.72	0.70	0.03	0.12	0.95	
Green ratio	0.20	0.20		0.20	0.20		0.74	0.62	0.62	0.74	0.62	
Unif. delay d1	66.4	58.4		57.0	54.5		57.3	20.9	12.0	16.1	29.0	
Delay factor k	0.50	0.11		0.11	0.11		0.28	0.26	0.11	0.11	0.46	
Increm. delay d2	129.1	0.9		0.9	0.1		11.5	0.7	0.0	0.3	7.6	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	195.5	59.3		57.9	54.7		68.8	21.6	12.0	16.3	36.6	
Lane group LOS	F	E		E	D		E	C	B	B	D	
Apprch. delay	155.4			56.8			24.5			36.4		
Approach LOS	F			E			C			D		
Intersec. delay	41.2			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Bellevue Ave*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:00pm - 5:00pm*	Analysis Year	*2030 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	2	1	1	1	3	1	1	3	1
Lane group	L	TR		L	T	R	L	T	R	L	T	R
Volume (vph)	110	160	110	310	180	200	120	1150	220	340	2400	80
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3		3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		20	0		36	0		40	0		14
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0	0	0	0	0	0	0	0
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	EW Perm	02	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 14.1	G =	G =	G =	G = 5.1	G = 5.0	G = 43.8	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 6	Y = 6	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	143	325		403	234	213	156	1494	234	442	3117	86
Lane group cap.	100	282		342	298	253	187	2519	786	404	3152	983
v/c ratio	1.43	1.15		1.18	0.79	0.84	0.83	0.59	0.30	1.09	0.99	0.09
Green ratio	0.16	0.16		0.16	0.16	0.16	0.54	0.49	0.49	0.72	0.61	0.61
Unif. delay d1	38.0	38.0		38.0	36.5	36.9	19.8	16.7	13.9	25.6	17.3	7.3
Delay factor k	0.50	0.50		0.50	0.33	0.38	0.37	0.18	0.11	0.50	0.49	0.11
Increm. delay d2	241.5	101.3		106.5	13.0	21.8	26.5	0.4	0.2	72.6	13.5	0.0
PF factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	279.4	139.2		144.4	49.4	58.7	46.3	17.0	14.1	98.1	30.8	7.3
Lane group LOS	F	F		F	D	E	D	B	B	F	C	A
Apprch. delay	182.1			96.8			19.1			38.4		
Approach LOS	F			F			B			D		
Intersec. delay	50.2			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	SR 483 @ Bellevue Ave EXT
Agency or Co.	GA	Area Type	All other areas
Date Performed	5/26/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2030 - Build Condition

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Lane group	L	TR			LTR		L	TR		L	T	R
Volume (vph)	90	0	80	0	1	0	35	1300	0	0	2600	170
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Ext. eff. green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Arrival type	3	3			3		3	3		3	3	3
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		14	0		0	0		0	0		31
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0			0		0	0		0	0	0
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0

Phasing	EW Perm	02	03	04	SB Only	NS Perm	07	08
Timing	G = 20.0	G =	G =	G =	G = 6.0	G = 42.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 6	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 85.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	107	79			1		42	1548		0	3095	165
Lane group cap.	339	380			447		89	2558		224	3288	1026
v/c ratio	0.32	0.21			0.00		0.47	0.61		0.00	0.94	0.16
Green ratio	0.24	0.24			0.24		0.49	0.49		0.64	0.64	0.64
Unif. delay d1	26.8	26.1			24.9		14.2	15.5		0.0	14.1	6.3
Delay factor k	0.11	0.11			0.11		0.11	0.19		0.11	0.45	0.11
Increm. delay d2	0.5	0.3			0.0		3.9	0.4		0.0	6.4	0.1
PF factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	1.000
Control delay	27.4	26.4			24.9		18.1	15.9		0.0	20.5	6.4
Lane group LOS	C	C			C		B	B		A	C	A
Apprch. delay	27.0			24.9			16.0			19.8		
Approach LOS	C			C			B			B		
Intersec. delay	18.8			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Beville Rd*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2030 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	1	2	2	1	2	3	0	2	3	0
Lane group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	270	980	460	490	1300	410	320	1000	245	510	2450	190
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		83	0		74	0		8	0		34
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08
Timing	G = 10.2	G = 2.8	G = 36.4	G =	G = 9.6	G = 10.9	G = 43.1	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y = 4.5	Y = 5	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *140.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	300	1089	419	544	1444	373	356	1374		567	2895	
Lane group cap.	438	1129	504	255	941	420	240	1548		626	2143	
v/c ratio	0.68	0.96	0.83	2.13	1.53	0.89	1.48	0.89		0.91	1.35	
Green ratio	0.13	0.31	0.31	0.07	0.26	0.26	0.07	0.31		0.18	0.42	
Unif. delay d1	58.6	47.4	44.7	64.9	51.8	49.8	65.2	46.1		56.3	40.8	
Delay factor k	0.25	0.47	0.37	0.50	0.50	0.41	0.50	0.41		0.43	0.50	
Increm. delay d2	4.4	18.8	11.3	523.0	245.9	20.1	238.5	6.7		16.9	161.1	
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control delay	63.0	66.2	56.0	587.9	297.7	69.9	303.7	52.8		73.2	201.8	
Lane group LOS	E	E	E	F	F	E	F	D		E	F	
Apprch. delay	63.3			328.6			104.5			180.8		
Approach LOS	E			F			F			F		
Intersec. delay	181.3			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	JA	Intersection	SR 483 @ Beville Rd
Agency or Co.	GA	Area Type	All other areas
Date Performed	6/24/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2030 - Build Condition SPI483F

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	1	2	2	1	2	0	1	2	0	1
Lane group	L	T	R	L	T	R	L		R	L		R
Volume (vph)	270	980	460	490	1300	410	320		245	510		190
% Heavy veh	0	0	0	0	0	0	0		0	0		0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90		0.90
Actuated (P/A)	A	A	A	A	A	A	A			A		
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Arrival type	3	3	3	3	3	3	3		3	3		3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Ped/Bike/RTOR Volume	0		83	0		74	0		8	0		34
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0		0	0		0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	06	07	08
Timing	G = 18.0	G = 2.5	G = 44.5	G =	G = 17.5	G =	G =	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	300	1089	419	544	1444	373	356		263	567		173
Lane group cap.	876	1863	832	631	1610	719	613		291	613		291
v/c ratio	0.34	0.58	0.50	0.86	0.90	0.52	0.58		0.90	0.92		0.59
Green ratio	0.25	0.51	0.51	0.18	0.44	0.44	0.17		0.18	0.17		0.18
Unif. delay d1	30.8	16.8	15.9	39.8	25.6	20.0	37.9		40.2	40.6		37.6
Delay factor k	0.11	0.18	0.11	0.39	0.42	0.12	0.17		0.42	0.44		0.18
Increm. delay d2	0.2	0.5	0.5	11.8	7.1	0.7	1.4		29.4	20.1		3.3
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000
Control delay	31.0	17.3	16.4	51.6	32.7	20.7	39.3		69.6	60.7		40.9
Lane group LOS	C	B	B	D	C	C	D		E	E		D
Apprch. delay	19.4			35.2			52.1			56.0		
Approach LOS	B			D			D			E		
Intersec. delay	34.7			Intersection LOS						C		

Appendix J
Impact of SPUI on the Downstream Intersections

Ref: 2434-207

TECHNICAL MEMORANDUM

To: Mr. Daniel Kristoff

From: John Arrieta, PE

Date: April 18, 2005

Re: PD&E Preliminary Design Traffic Assessment SR483 and SR600 SPUI Downstream Impact.

This memorandum presents the traffic operational assessment for the downstream impacts of the proposed Single Point Urban Interchange (SPUI) at SR 483 and SR 600 and at SR 400. These preliminary assessments were performed as part Financial Nos. 241114-1-32-11 and 405859-1-12-02. The analyzed downstream intersections are Hagen Terrace at SR 600 to the West, White Street/Tarragona Way at SR 600 to the East and SR 483 at Halifax Medical Center Entrance to the North with respect to SR 483 at SR 600; and, Wal-Mart Entrance at SR 400 to the East of SR 483 at SR 400 in Volusia County.

Ghyabi & Associates has conducted the traffic volume, classification, and roadway network data collection. Existing Year Design Hour Volume (DHV) are presented in Figure A for the subject intersections.

A simple growth factor rate of 2.5% per year was developed for the roadways within the study area. This growth factor rate is based on the assessment of the trend analysis of historic counts, FSUTMS model forecasts, proposed roadway improvements, and existing and future development activity along the corridors.

Design Year 2030 DHV were developed by applying the simple growth factor rate of 2.5% per year for a period of twenty-six years to the Existing Year DHV for each intersection. Design Year 2030 DHV are presented in Figure B.

The potential effects downstream of the SPUI versus a signal control at SR 483 and SR 600 and SR 483 and SR 400 intersections respectively, are related to the platoon characteristics. Traffic departs a signalized intersection in well-structured platoons. These platoons begin to disperse as they travel downstream from the signalized intersection. When they arrive at a downstream intersection, the platoon may remain somewhat intact, depending on the distance from the signalized intersection upstream. When well-structured platoons exist, there is a potential to increase intersection capacity by coordinating adjacent signals.

The SR 483 is approximately 1550 feet and 2880 feet from Hagen Terrace and White Street/Tarragona Way, respectively. Providing a SPUI with unimpeded through traffic along SR 600, increases the distance between traffic signals to the total distance of the two intersections (i.e., approximately 4430 feet). The distance between SR 483 and the Wal-Mart Entrance Driveway is approximately 2480 feet.

The Highway Capacity Manual has been used through this analysis. Different Arrival Types and the Upstream Filtering or Metering Adjustment Factor, (I) have been utilized for each condition. An Arrival Type 3 and an Upstream Filtering or Metering Adjustment Factor, (I) of 1.00 have been used for the SPUI scenario. These are the default values for isolated intersections and will have a lower capacity. The intersections of Hagen Terrace at SR 600 and White Street/Tarragona Way at SR 600 will be isolated due to the distance between them created by providing a SPUI with unimpeded through traffic along SR 600. Similar conditions will occur at the intersection of SR 400 and Wal-Mart Entrance Driveway under a SPUI with free flow along SR 400 scenario. Under the Non-SPUI scenario, an Arrival Type 5 was used for the Westbound and Eastbound approaches along SR 600 for its intersection with Hagen Terrace and White Street/Tarragona Way, respectively; and, an Arrival Type 4 was used for the Northbound and Eastbound approaches at the intersection of SR 483 and Halifax Medical Center Entrance and Wal-Mart Entrance and SR 400 respectively. Similarly, an Upstream Filtering or Metering Adjustment Factor, (I) of 0.090, 0.293, 0.690 and 0.470 have been used for the intersections of Hagen Terrace and SR 600, White Street/Tarragona Way and SR 600, SR 483 and Halifax Medical Center Entrance and Wal-Mart Entrance and SR 400 respectively, for the Non-SPUI scenario. These factors are based on existing conditions and are expected to best describe the conditions likely to occur in the future under the Non-SPUI scenario.

Level of Service (LOS) was developed under the different scenarios and is summarized below in Table 1 for comparison. The lane configurations are appended as Figures C, D and E. The HCS worksheets are appended to this memorandum in Attachment A

Table 1: Intersection Level of Service Summary – Design Hour

Intersections	Intersection Control	Existing Year		Opening Year 2010		Mid-Design Year 2020		Design Year 2030	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
SPUI Conditions									
Hagen Terrace @ SR 600	Signalized	A	9.4	A	9.8	B	11.6	B	14.3
SR 483 @ SR 600	SPUI	-	-	C	26.2	C	27.7	C	31.6
Tarragona Way @ SR 600	Signalized	C	22.2	C	26.4	D	41.8	E	59.1
SR 483 @ Halifax Medical Center Entrance	Signalized	B	11.6	B	13.9	C	32.2	F	92.5
SR 483 @ SR 400	SPUI	-	-	C	26.0	C	28.4	C	34.7
Wal-Mart Entrance @ SR 400	Signalized	C	34.2	D	43.5	F	92.5	F	171.4
Non-SPUI Conditions									
Hagen Terrace @ SR 600	Signalized	A	6.1	A	6.3	A	7.5	A	9.2
SR 483 @ SR 600	Signalized	F	163.0	F	93.1	F	146.5	F	209.2
Tarragona Way @ SR 600	Signalized	C	20.9	C	24.5	D	39.2	E	55.8
SR 483 @ Halifax Medical Center Entrance	Signalized	B	10.6	B	12.6	C	30.0	F	90.5
SR 483 @ SR 400	Signalized	F	100.6	E	60.2	F	86.0	F	134.2
Wal-Mart Entrance @ SR 400	Signalized	C	32.5	D	41.1	F	89.5	F	169.4

A segment analysis was also conducted for the two scenarios. The level of service is summarized below. The HCS worksheets are appended as Attachment B.

Table 2: Segment Level of Service Summary – Design Hour

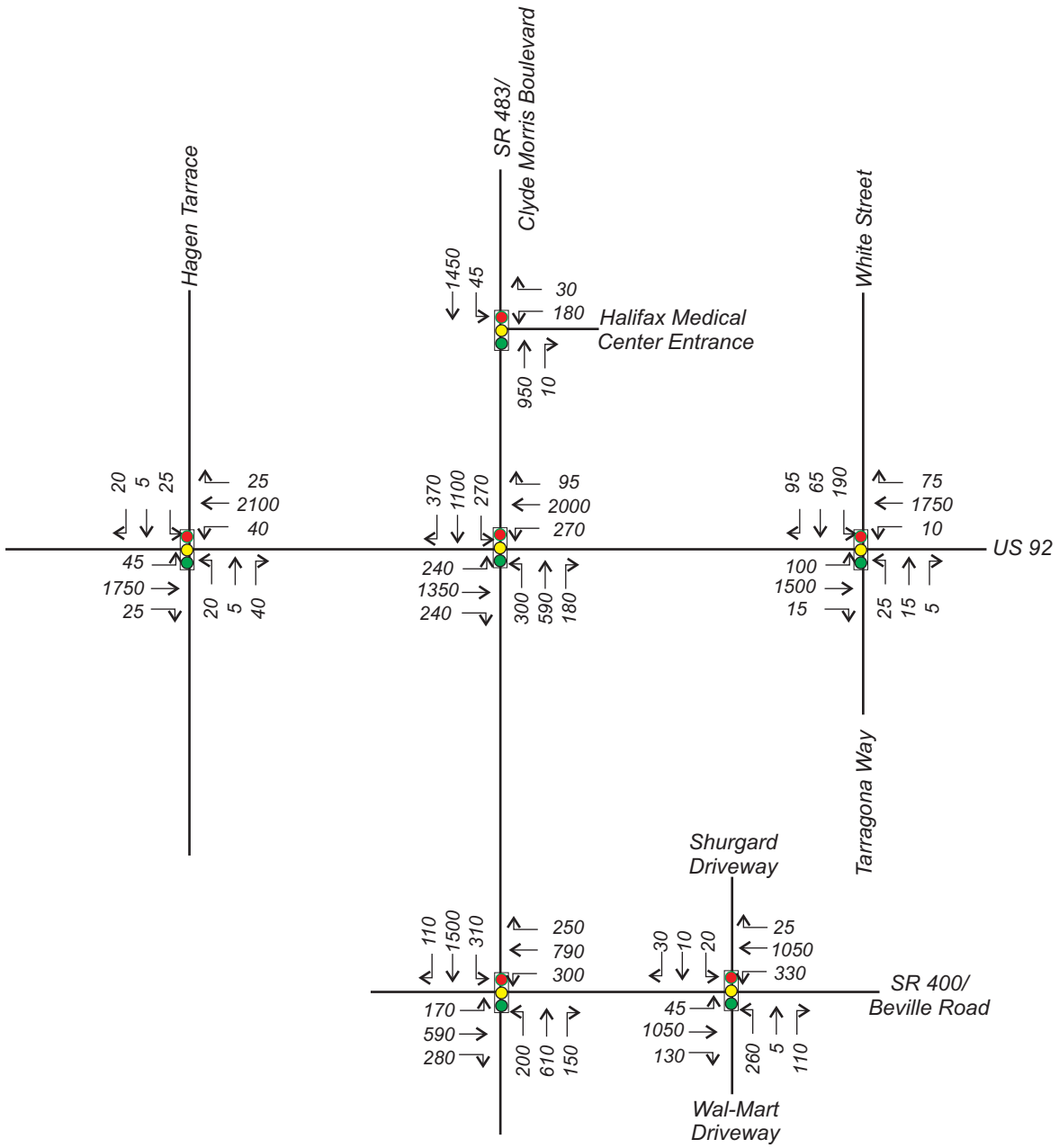
Segments	SPUI Condition Design Year 2030		Intersection Condition Design Year 2030	
	Eastbound	Westbound	Eastbound	Westbound
SR 600 - Hagen Terrace to SR 483	LOS B 30.7 mph	LOS A 36.0 mph	LOS E 13.6 mph	LOS B 34.7 mph
SR 600 - SR 483 to White Street	LOS A 38.7 mph	LOS B 34.7 mph	LOS A 38.7 mph	LOS F 5.2 mph
Total	LOS A 35.3 mph	LOS A 35.5 mph	LOS C 23.5 mph	LOS F 7.4 mph
SR 400 – SR 483 to Wal-Mart Entrance	LOS F 7.4 mph	LOS C 22.5 mph	LOS F 7.6 mph	LOS F 6.6 mph

In addition, HCS analyses were performed for SR 600 and SR 483 SPUI allowing unimpeded movements along SR 483; and, SR 400 and SR 483 SPUI allowing unimpeded traffic flow along SR 400. The lane configurations are appended as Figure F and G. The HCS worksheet is presented on Attachment C. These analyses resulted on a LOS F with an intersection delay of 94.4 seconds per vehicle and a LOS E with an intersection delay of 59.5 seconds per vehicle, respectively. These configurations do not meet adopted standard acceptable LOS D.

The intersection analysis indicates that the impact of the SPUI on downstream signalized intersection will not be significant. The roadway segment analysis indicates that the benefits obtained by the corridor including the downstream intersections out waits the impacts at the subject intersections. Most important, the analysis of the SR 483 and SR 600 intersection and SR 483 and SR 400 intersection indicates that the other alternatives will not meet acceptable LOS D standards.

Based on the forth-going capacity analysis, the SPUI at SR 483 and SR 600 (unimpeded flow along SR 600) and the SPUI at SR 483 and SR 400 (unimpeded flow along SR 483) represents the most effective alternatives.

FIGURES



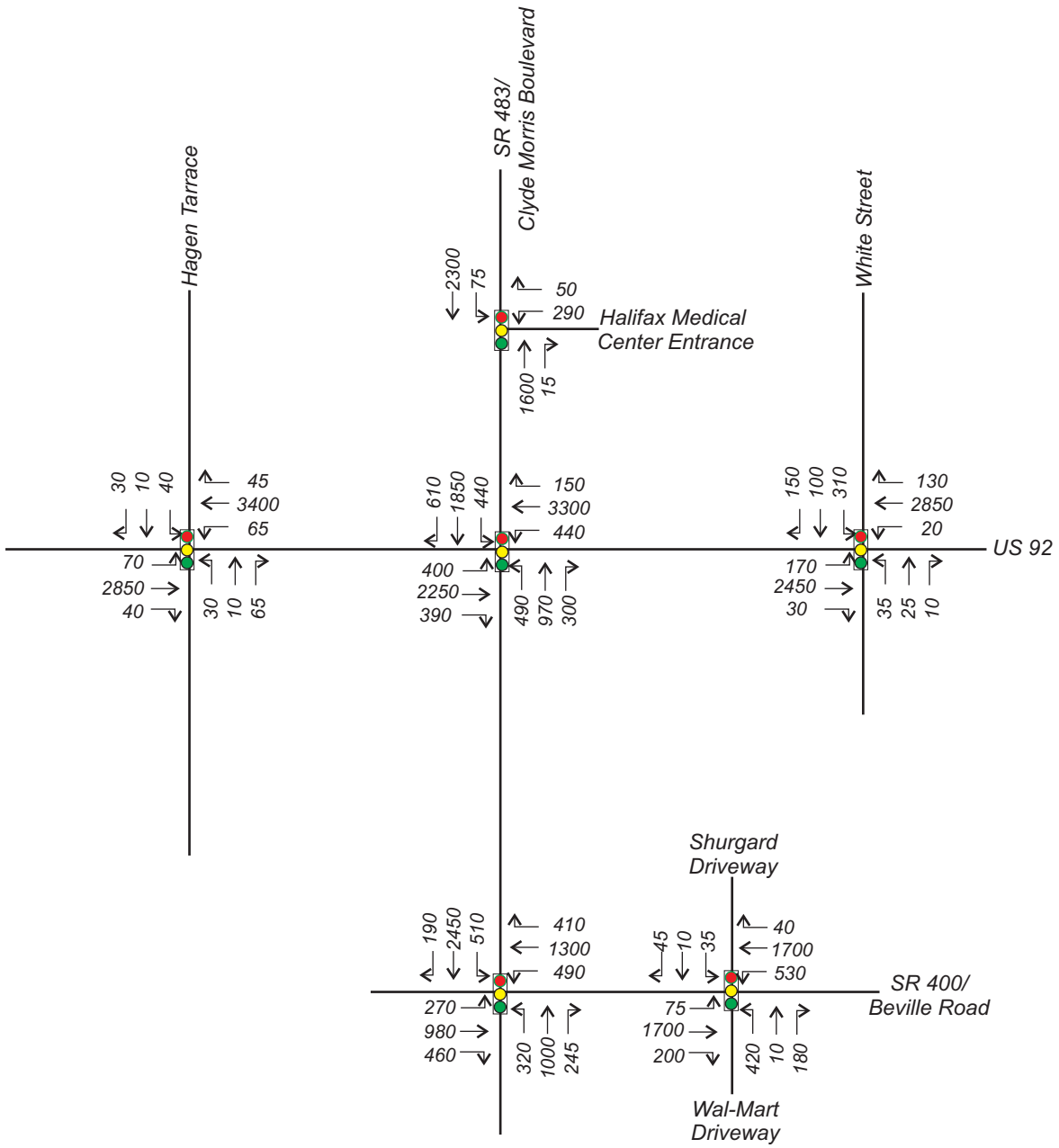
PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Existing Year
PM Peak
Design Hour Volumes

PROJECT NUMBER: 2434-152 FIGURE: A

Ghyabi & Associates, Inc.
Engineering & Planning
214 E. New York Avenue Deland, FL 32724
Telephone: (386) 469-0006 Fax: (386) 469-0017



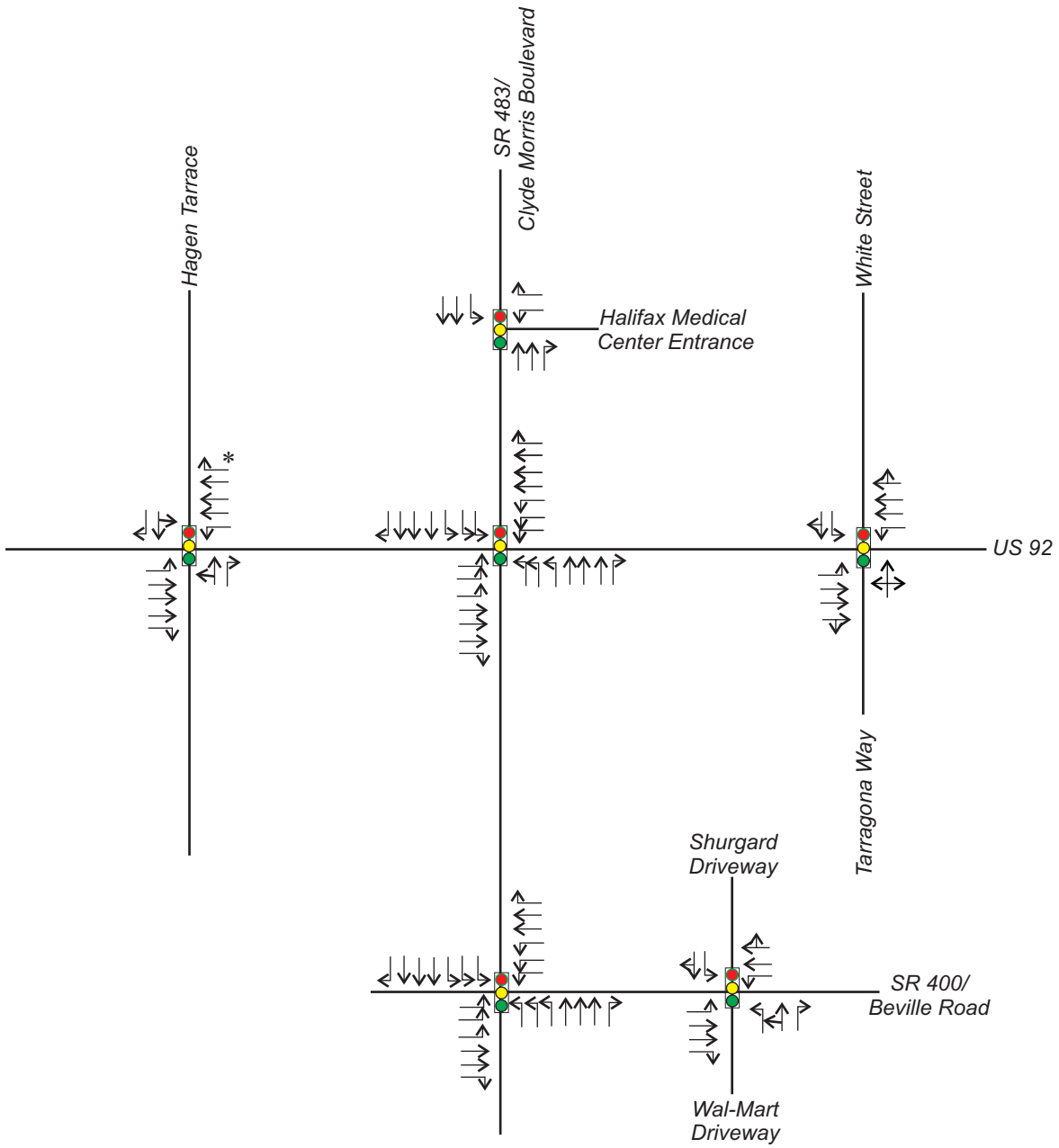
PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN

N

Design Year 2030
PM Peak
Design Hour Volumes

PROJECT NUMBER: 2434-152 FIGURE: B

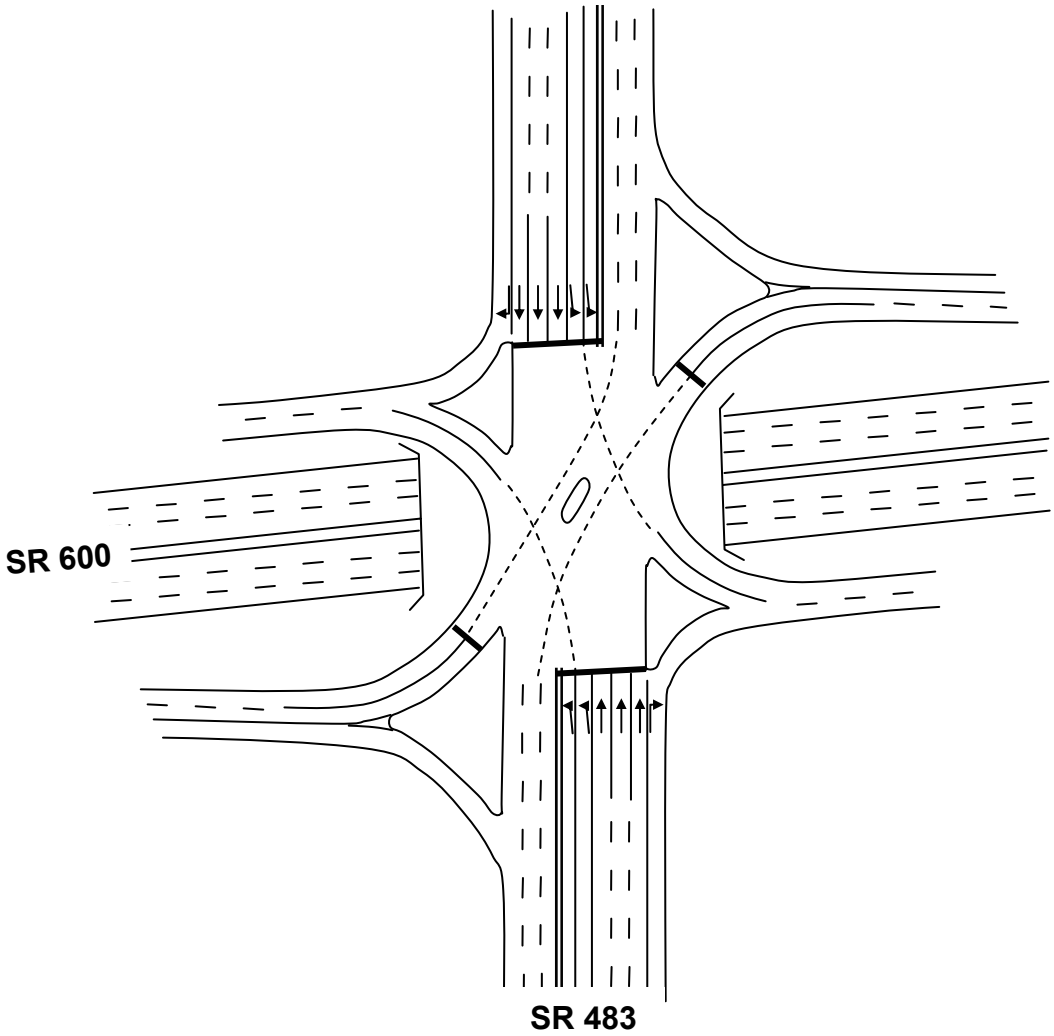
Ghyabi & Associates, Inc.
Engineering & Planning
214 E. New York Avenue Deland, FL 32724
Telephone: (386) 469-0006 Fax: (386) 469-0017

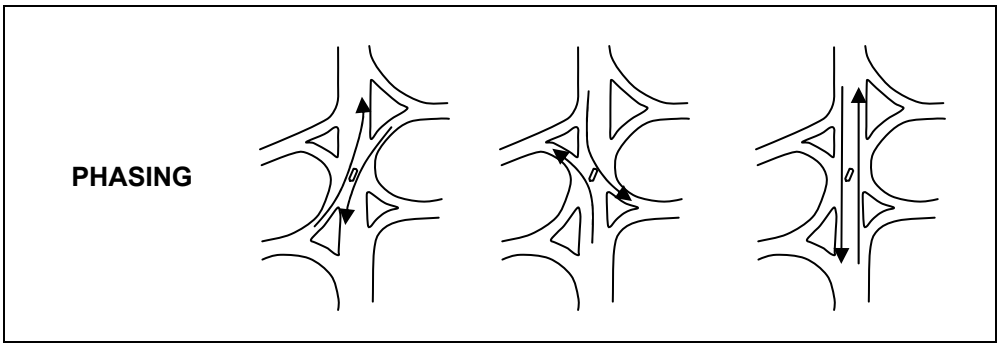


See separate figures for SPUI conditions

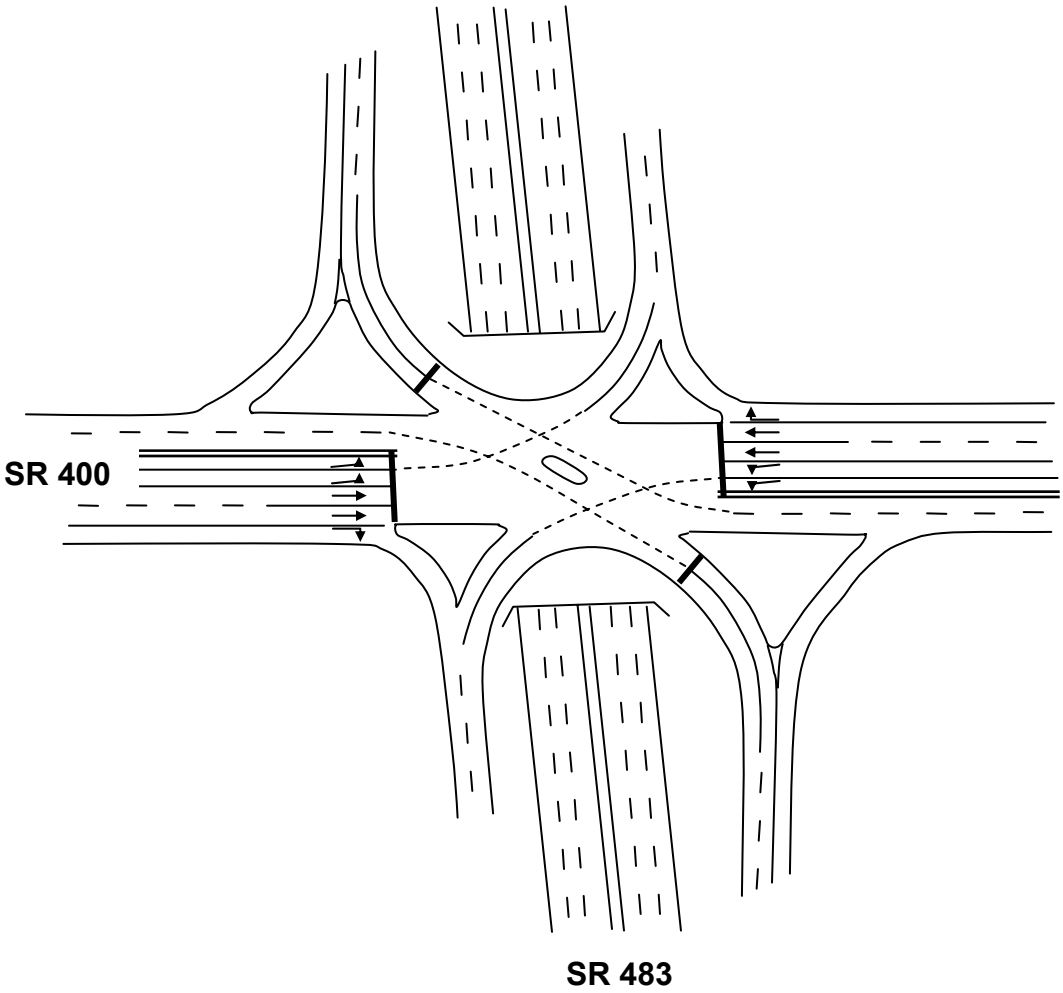
* In the Field, it was observed that the Exclusive Right Turn Lane was used as a Through/Right share Lane. The analysis was done using the defacto (i,e., Through/Right) share lane configuration.

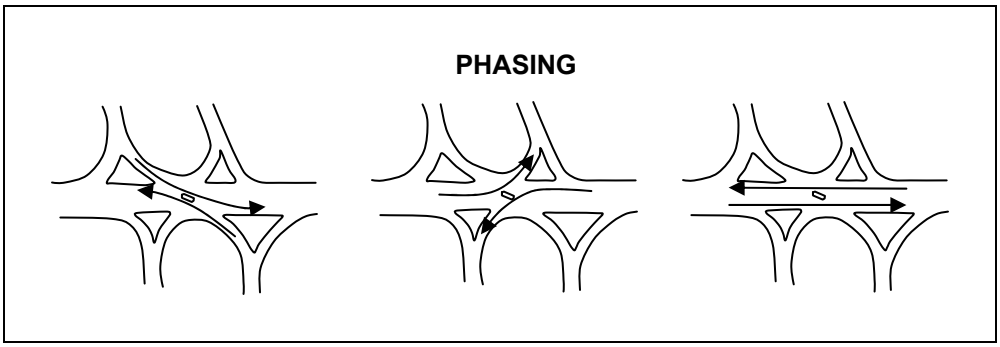
PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN	N	*Intersection Configurations*	*Ghyabi & Associates, Inc.*
		PROJECT NUMBER: 2434-152 FIGURE: C	Engineering & Planning
			214 E. New York Avenue Deland, FL 32724 Telephone: (386) 469-0006 Fax: (386) 469-0017



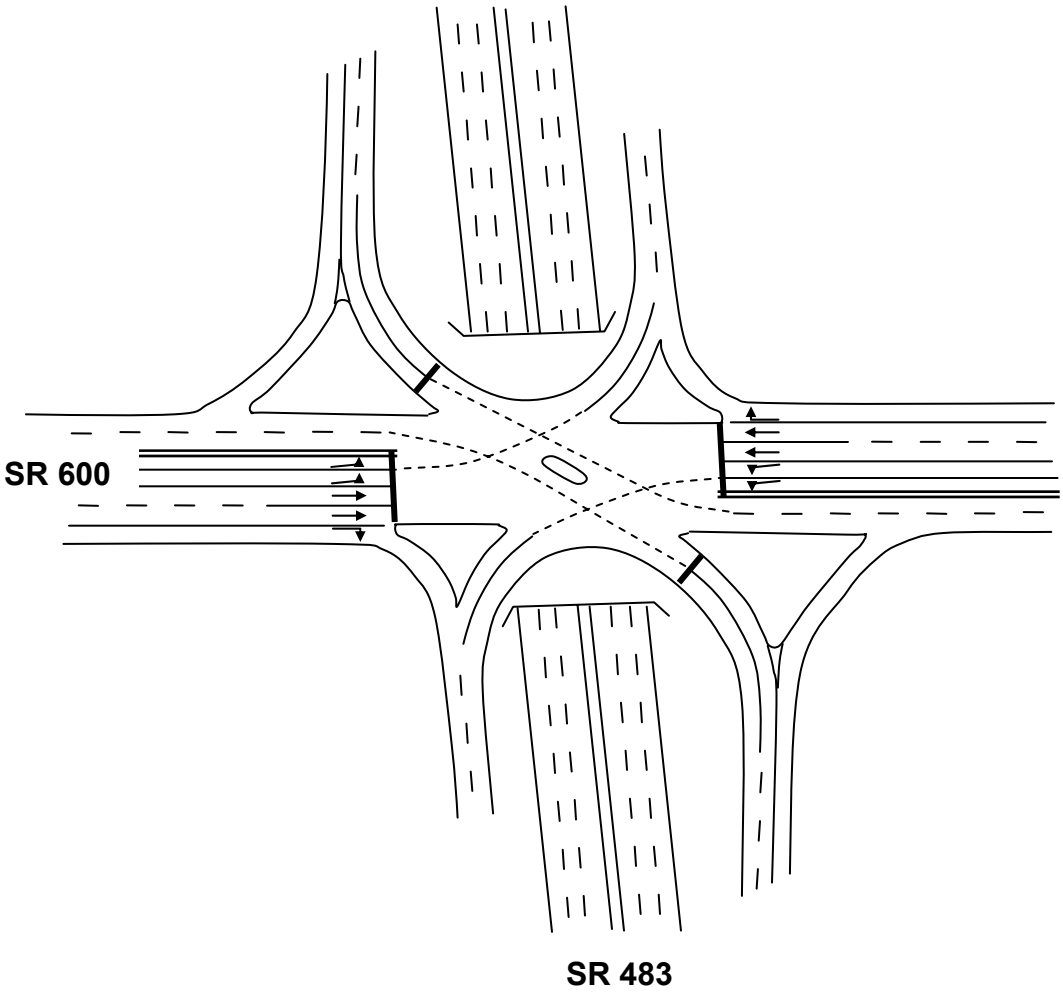


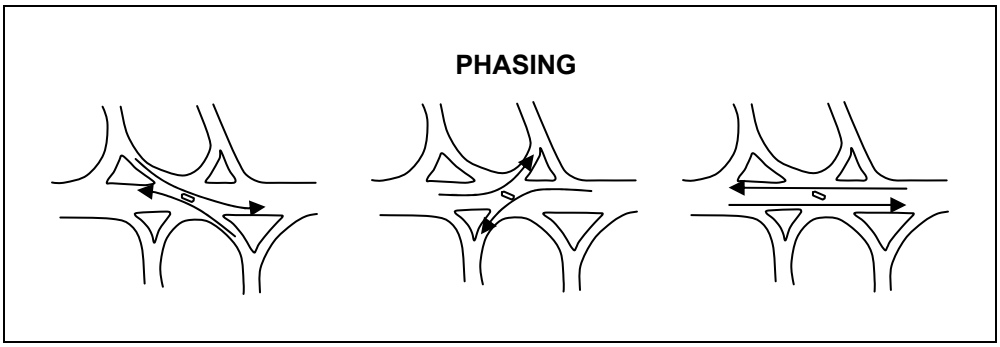
PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN	N	***SPUI Configuration SR483 and SR600 SR600 - Free Flow***		***Ghyabi & Associates, Inc.***
		PROJECT NUMBER: 2434-152	FIGURE: D	Engineering & Planning
				214 E. New York Avenue Deland, FL 32724 Telephone: (386) 469-0006 Fax: (386) 469-0017



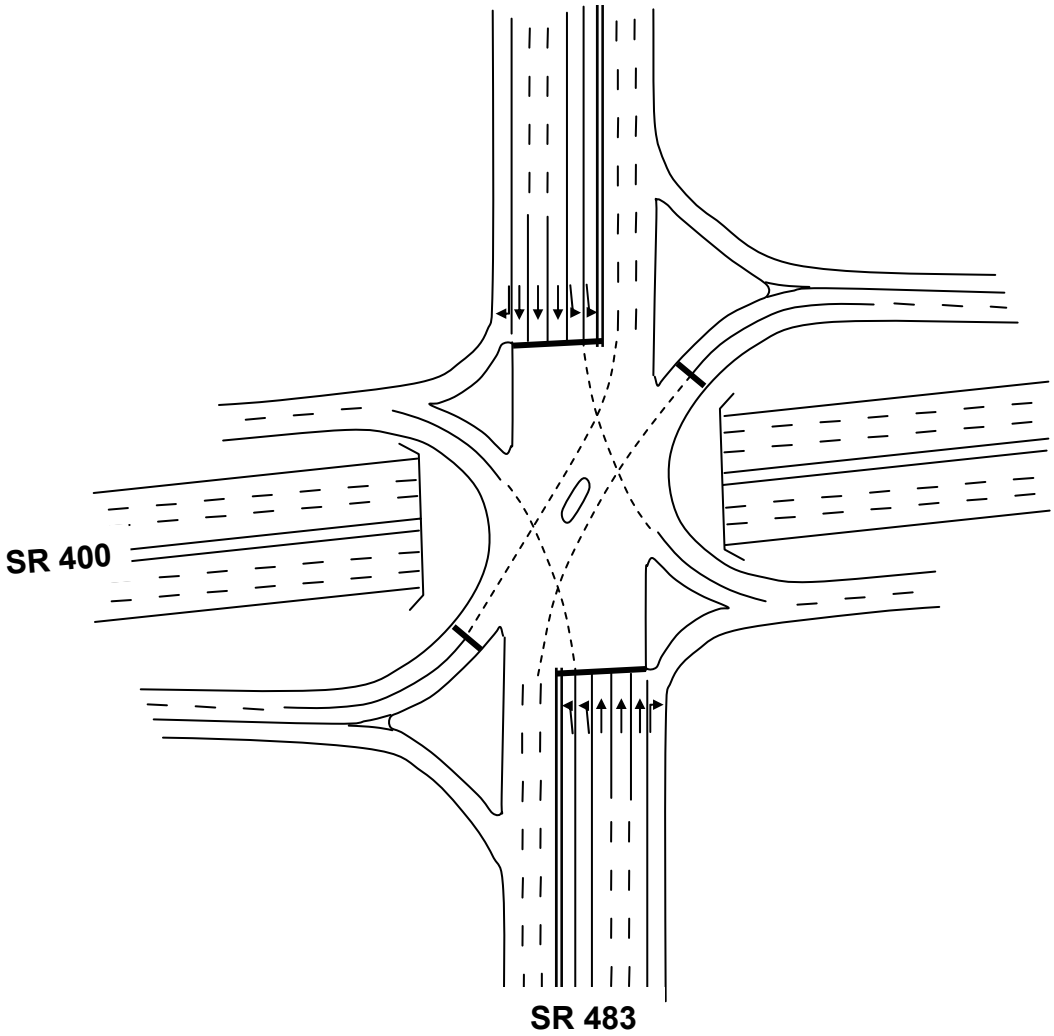


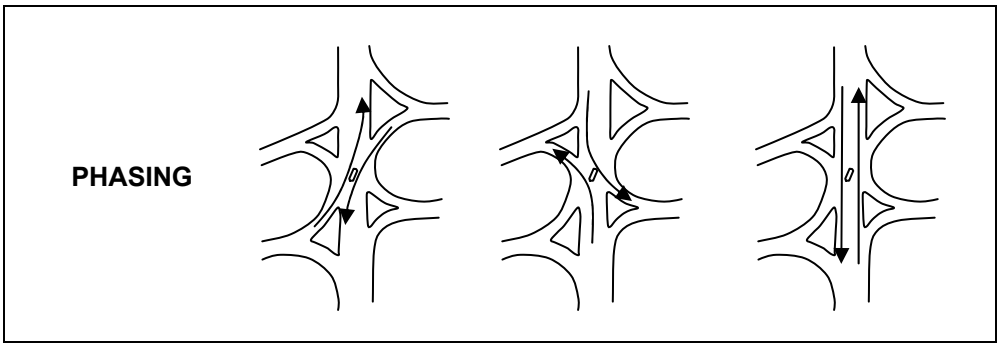
PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN	N	***SPUI Configuration SR483 and SR400 SR483 - Free Flow***		***Ghyabi & Associates, Inc.***
		PROJECT NUMBER: 2434-152	FIGURE: E	Engineering & Planning
				214 E. New York Avenue Deland, FL 32724 Telephone: (386) 469-0006 Fax: (386) 469-0017





PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN	N	***SPUI Configuration SR483 and SR600 SR483 - Free Flow***		***Ghyabi & Associates, Inc.***
		PROJECT NUMBER: 2434-152	FIGURE: F	Engineering & Planning
				214 E. New York Avenue Deland, FL 32724 Telephone: (386) 469-0006 Fax: (386) 469-0017





PROJECT TRAFFIC FOR SR 483 PD&E AND DESIGN	N	***SPUI Configuration SR483 and SR400 SR400 - Free Flow***		***Ghyabi & Associates, Inc.***
		PROJECT NUMBER: 2434-152	FIGURE: G	Engineering & Planning
				214 E. New York Avenue Deland, FL 32724 Telephone: (386) 469-0006 Fax: (386) 469-0017

ATTACHMENT A

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Hagen Terrace @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2005*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	1	1	4	0	0	1	1	0	1	1
Lane group	L	T	R	L	TR			LT	R		LT	R
Volume (vph)	45	1750	25	40	2100	25	20	5	40	25	5	20
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Arrival type	3	3	3	5	5			3	3		3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0			0	0		0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 12.0	G = 111.0	G =	G =	G = 12.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	47	1842	26	42	2237			26	42		31	21
Lane group cap.	243	3755	1171	270	4998			112	127		111	127
v/c ratio	0.19	0.49	0.02	0.16	0.45			0.23	0.33		0.28	0.17
Green ratio	0.85	0.74	0.74	0.85	0.74			0.08	0.08		0.08	0.08
Unif. delay d1	1.8	8.0	5.2	4.0	7.6			64.7	65.2		64.9	64.3
Delay factor k	0.11	0.11	0.11	0.11	0.11			0.11	0.11		0.11	0.11
Increm. delay d2	0.4	0.1	0.0	0.0	0.0			1.1	1.5		1.4	0.6
PF factor	1.000	1.000	1.000	0.341	0.192			1.000	1.000		1.000	1.000
Control delay	2.2	8.1	5.2	1.4	1.5			65.7	66.7		66.3	64.9
Lane group LOS	A	A	A	A	A			E	E		E	E
Apprch. delay	7.9			1.5			66.4			65.8		
Approach LOS	A			A			E			E		
Intersec. delay	6.1			Intersection LOS						A		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Hagen Terrace @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2010*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	1	1	4	0	0	1	1	0	1	1
Lane group	L	T	R	L	TR			LT	R		LT	R
Volume (vph)	50	1950	25	45	2350	30	20	5	45	25	5	20
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Arrival type	3	3	3	5	5			3	3		3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0			0	0		0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 12.0	G = 111.0	G =	G =	G = 12.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	53	2053	26	47	2506			26	47		31	21
Lane group cap.	216	3755	1171	239	4997			112	127		111	127
v/c ratio	0.25	0.55	0.02	0.20	0.50			0.23	0.37		0.28	0.17
Green ratio	0.85	0.74	0.74	0.85	0.74			0.08	0.08		0.08	0.08
Unif. delay d1	1.8	8.5	5.2	5.3	8.1			64.7	65.4		64.9	64.3
Delay factor k	0.11	0.15	0.11	0.11	0.11			0.11	0.11		0.11	0.11
Increm. delay d2	0.6	0.2	0.0	0.0	0.0			1.1	1.8		1.4	0.6
PF factor	1.000	1.000	1.000	0.341	0.192			1.000	1.000		1.000	1.000
Control delay	2.4	8.7	5.2	1.9	1.6			65.7	67.2		66.3	64.9
Lane group LOS	A	A	A	A	A			E	E		E	E
Apprch. delay	8.5			1.6			66.7			65.8		
Approach LOS	A			A			E			E		
Intersec. delay	6.3			Intersection LOS						A		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Hagen Terrace @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2020*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	1	1	4	0	0	1	1	0	1	1
Lane group	L	T	R	L	TR			LT	R		LT	R
Volume (vph)	60	2400	35	55	2850	35	25	5	55	35	10	25
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Arrival type	3	3	3	5	5			3	3		3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0			0	0		0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 12.0	G = 111.0	G =	G =	G = 12.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	63	2526	37	58	3037			31	58		48	26
Lane group cap.	191	3755	1171	191	4997			108	127		112	127
v/c ratio	0.33	0.67	0.03	0.30	0.61			0.29	0.46		0.43	0.20
Green ratio	0.85	0.74	0.74	0.85	0.74			0.08	0.08		0.08	0.08
Unif. delay d1	3.1	10.1	5.2	15.4	9.2			65.0	65.9		65.7	64.5
Delay factor k	0.11	0.24	0.11	0.11	0.19			0.11	0.11		0.11	0.11
Increm. delay d2	1.0	0.5	0.0	0.1	0.0			1.5	2.6		2.6	0.8
PF factor	1.000	1.000	1.000	0.341	0.192			1.000	1.000		1.000	1.000
Control delay	4.1	10.6	5.2	5.3	1.8			66.4	68.5		68.4	65.3
Lane group LOS	A	B	A	A	A			E	E		E	E
Apprch. delay	10.3			1.9			67.8			67.3		
Approach LOS	B			A			E			E		
Intersec. delay	7.5			Intersection LOS						A		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Hagen Terrace @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2030*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	1	1	4	0	0	1	1	0	1	1
Lane group	L	T	R	L	TR			LT	R		LT	R
Volume (vph)	70	2850	40	65	3400	45	30	10	65	40	10	30
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Arrival type	3	3	3	5	5			3	3		3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0			0	0		0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 12.0	G = 111.0	G =	G =	G = 12.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *150.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	74	3000	42	68	3626			43	68		53	32
Lane group cap.	191	3755	1171	191	4996			111	127		110	127
v/c ratio	0.39	0.80	0.04	0.36	0.73			0.39	0.54		0.48	0.25
Green ratio	0.85	0.74	0.74	0.85	0.74			0.08	0.08		0.08	0.08
Unif. delay d1	11.9	12.4	5.2	27.7	11.0			65.5	66.3		66.0	64.8
Delay factor k	0.11	0.34	0.11	0.11	0.29			0.11	0.14		0.11	0.11
Increm. delay d2	1.3	1.3	0.0	0.1	0.0			2.2	4.4		3.3	1.0
PF factor	1.000	1.000	1.000	0.341	0.192			1.000	1.000		1.000	1.000
Control delay	13.2	13.7	5.2	9.6	2.2			67.7	70.7		69.3	65.8
Lane group LOS	B	B	A	A	A			E	E		E	E
Apprch. delay	13.6			2.3			69.6			68.0		
Approach LOS	B			A			E			E		
Intersec. delay	9.2			Intersection LOS						A		

SHORT REPORT

General Information		Site Information	
Analyst	JA	Intersection	SR 483 @ US 92
Agency or Co.	GA	Area Type	All other areas
Date Performed	6/24/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2010 - Build Condition92Free

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	0	1	2	0	1	2	3	1	2	3	1
Lane group	L		R	L		R	L	T	R	L	T	R
Volume (vph)	280		270	310		110	350	670	210	310	1300	430
% Heavy veh	0		0	0		0	0	0	0	0	0	0
PHF	0.96		0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A			A			A	A	A	A	A	A
Startup lost time	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3		3	3		3	3	3	3	3	3	3
Unit Extension	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		49	0		20	0		38	0		77
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0		0	0		0	0	0	0	0	0	0
Unit Extension	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	02	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 18.5	G =	G =	G =	G = 20.5	G = 2.5	G = 49.0	G =
	Y = 4.5	Y =	Y =	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 110.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	292		230	323		94	365	698	179	323	1354	368
Lane group cap.	589		404	589		301	876	2635	1182	653	2306	1079
v/c ratio	0.50		0.57	0.55		0.31	0.42	0.26	0.15	0.49	0.59	0.34
Green ratio	0.17		0.25	0.17		0.19	0.25	0.51	0.73	0.19	0.45	0.67
Unif. delay d1	41.5		36.1	41.9		38.7	34.5	15.3	4.4	40.1	22.9	7.8
Delay factor k	0.11		0.16	0.15		0.11	0.11	0.11	0.11	0.11	0.18	0.11
Increm. delay d2	0.7		1.9	1.1		0.6	0.3	0.1	0.1	0.6	0.4	0.2
PF factor	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	42.2		38.0	43.0		39.3	34.9	15.4	4.5	40.7	23.3	8.0
Lane group LOS	D		D	D		D	C	B	A	D	C	A
Apprch. delay	40.3			42.2			19.5			23.3		
Approach LOS	D			D			B			C		
Intersec. delay	26.2			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	JA	Intersection	SR 483 @ US 92
Agency or Co.	GA	Area Type	All other areas
Date Performed	6/24/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2020 - Build Condition92 Free

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	0	1	2	0	1	2	3	1	2	3	1
Lane group	L		R	L		R	L	T	R	L	T	R
Volume (vph)	340		330	370		130	420	830	260	370	1550	520
% Heavy veh	0		0	0		0	0	0	0	0	0	0
PHF	0.96		0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A			A			A	A	A	A	A	A
Startup lost time	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3		3	3		3	3	3	3	3	3	3
Unit Extension	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		59	0		23	0		47	0		94
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0		0	0		0	0	0	0	0	0	0
Unit Extension	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	02	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 18.5	G =	G =	G =	G = 20.5	G = 2.5	G = 49.0	G =
	Y = 4.5	Y =	Y =	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 110.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	354		282	385		111	438	865	222	385	1615	444
Lane group cap.	589		404	589		301	876	2635	1182	653	2306	1079
v/c ratio	0.60		0.70	0.65		0.37	0.50	0.33	0.19	0.59	0.70	0.41
Green ratio	0.17		0.25	0.17		0.19	0.25	0.51	0.73	0.19	0.45	0.67
Unif. delay d1	42.3		37.5	42.8		39.1	35.4	15.9	4.6	40.9	24.6	8.4
Delay factor k	0.19		0.26	0.23		0.11	0.11	0.11	0.11	0.18	0.27	0.11
Increm. delay d2	1.7		5.2	2.6		0.8	0.5	0.1	0.1	1.4	1.0	0.3
PF factor	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	44.1		42.7	45.4		39.9	35.8	16.0	4.7	42.3	25.5	8.6
Lane group LOS	D		D	D		D	D	B	A	D	C	A
Apprch. delay	43.5			44.1			20.0			25.1		
Approach LOS	D			D			C			C		
Intersec. delay	27.7			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	JA	Intersection	SR 483 @ US 92
Agency or Co.	GA	Area Type	All other areas
Date Performed	6/24/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2030 - Build Condition92Free

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	0	1	2	0	1	2	3	1	2	3	1
Lane group	L		R	L		R	L	T	R	L	T	R
Volume (vph)	400		390	440		150	490	970	300	440	1850	610
% Heavy veh	0		0	0		0	0	0	0	0	0	0
PHF	0.96		0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A			A			A	A	A	A	A	A
Startup lost time	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3		3	3		3	3	3	3	3	3	3
Unit Extension	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		293	0		113	0		225	0		458
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0		0	0		0	0	0	0	0	0	0
Unit Extension	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	02	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 18.5	G =	G =	G =	G = 20.5	G = 2.5	G = 49.0	G =
	Y = 4.5	Y =	Y =	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 110.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	417		101	458		39	510	1010	78	458	1927	158
Lane group cap.	589		404	589		301	876	2635	1182	653	2306	1079
v/c ratio	0.71		0.25	0.78		0.13	0.58	0.38	0.07	0.70	0.84	0.15
Green ratio	0.17		0.25	0.17		0.19	0.25	0.51	0.73	0.19	0.45	0.67
Unif. delay d1	43.2		33.0	43.8		37.3	36.2	16.5	4.2	41.9	26.9	6.7
Delay factor k	0.27		0.11	0.33		0.11	0.17	0.11	0.11	0.27	0.37	0.11
Increm. delay d2	3.9		0.3	6.5		0.2	1.0	0.1	0.0	3.4	2.8	0.1
PF factor	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	47.1		33.3	50.3		37.5	37.2	16.6	4.2	45.3	29.8	6.8
Lane group LOS	D		C	D		D	D	B	A	D	C	A
Apprch. delay	44.4			49.3			22.5			31.1		
Approach LOS	D			D			C			C		
Intersec. delay	31.6			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Tarragona Way @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2005*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	0	1	3	0	0	1	0	1	1	0
Lane group	L	TR		L	TR			LTR		L	TR	
Volume (vph)	100	1500	15	10	1750	75	25	15	5	190	65	95
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival type	5	5		3	3			3		3	3	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0		0	0	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 15.0	G = 117.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 3	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 165.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	104	1579		10	1901			47		198	167	
Lane group cap.	267	4145		196	3576			65		167	206	
v/c ratio	0.39	0.38		0.05	0.53			0.72		1.19	0.81	
Green ratio	0.82	0.82		0.71	0.71			0.12		0.12	0.12	
Unif. delay d1	8.9	4.0		7.2	11.2			69.8		72.5	70.7	
Delay factor k	0.11	0.11		0.11	0.13			0.28		0.50	0.35	
Increm. delay d2	0.3	0.0		0.1	0.2			32.6		128.3	21.1	
PF factor	0.275	0.275		1.000	1.000			1.000		1.000	1.000	
Control delay	2.7	1.1		7.4	11.4			102.4		200.8	91.8	
Lane group LOS	A	A		A	B			F		F	F	
Apprch. delay	1.2			11.3			102.4			150.9		
Approach LOS	A			B			F			F		
Intersec. delay	20.9			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Tarragona Way @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2010*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	0	1	3	0	0	1	0	1	1	0
Lane group	L	TR		L	TR			LTR		L	TR	
Volume (vph)	120	1700	20	15	2000	85	25	15	5	210	70	110
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival type	5	5		3	3			3		3	3	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0		0	0	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 15.0	G = 117.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 3	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *165.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	125	1792		16	2172			47		219	188	
Lane group cap.	233	4144		156	3576			59		167	205	
v/c ratio	0.54	0.43		0.10	0.61			0.80		1.31	0.92	
Green ratio	0.82	0.82		0.71	0.71			0.12		0.12	0.12	
Unif. delay d1	28.0	4.2		7.5	12.3			70.5		72.5	71.7	
Delay factor k	0.14	0.11		0.11	0.19			0.34		0.50	0.44	
Increm. delay d2	0.7	0.0		0.3	0.3			52.0		176.2	40.5	
PF factor	0.275	0.275		1.000	1.000			1.000		1.000	1.000	
Control delay	8.4	1.2		7.8	12.6			122.5		248.7	112.2	
Lane group LOS	A	A		A	B			F		F	F	
Apprch. delay	1.7			12.5			122.5			185.7		
Approach LOS	A			B			F			F		
Intersec. delay	24.5			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Tarragona Way @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2020*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	0	1	3	0	0	1	0	1	1	0
Lane group	L	TR		L	TR			LTR		L	TR	
Volume (vph)	140	2100	25	15	2450	110	30	20	10	260	90	130
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival type	5	5		3	3			3		3	3	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0		0	0	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 15.0	G = 117.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 3	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 165.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	146	2214		16	2667			62		271	229	
Lane group cap.	206	4144		99	3575			48		157	206	
v/c ratio	0.71	0.53		0.16	0.75			1.29		1.73	1.11	
Green ratio	0.82	0.82		0.71	0.71			0.12		0.12	0.12	
Unif. delay d1	51.9	4.8		7.9	14.8			72.5		72.5	72.5	
Delay factor k	0.27	0.14		0.11	0.30			0.50		0.50	0.50	
Increm. delay d2	3.3	0.0		0.8	0.9			227.2		352.0	95.8	
PF factor	0.275	0.275		1.000	1.000			1.000		1.000	1.000	
Control delay	17.6	1.4		8.7	15.7			299.7		424.5	168.3	
Lane group LOS	B	A		A	B			F		F	F	
Apprch. delay	2.4			15.7			299.7			307.2		
Approach LOS	A			B			F			F		
Intersec. delay	39.2			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Tarragona Way @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2030*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	0	1	3	0	0	1	0	1	1	0
Lane group	L	TR		L	TR			LTR		L	TR	
Volume (vph)	170	2450	30	20	2850	130	35	25	10	310	100	150
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival type	5	5		3	3			3		3	3	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0		0	0	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 15.0	G = 117.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 3	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 165.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	177	2583		21	3104			72		323	260	
Lane group cap.	206	4144		65	3575			39		152	205	
v/c ratio	0.86	0.62		0.32	0.87			1.85		2.13	1.27	
Green ratio	0.82	0.82		0.71	0.71			0.12		0.12	0.12	
Unif. delay d1	59.7	5.6		9.1	18.2			72.5		72.5	72.5	
Delay factor k	0.39	0.21		0.11	0.40			0.50		0.50	0.50	
Increm. delay d2	10.5	0.1		2.9	2.5			463.5		527.7	153.4	
PF factor	0.275	0.275		1.000	1.000			1.000		1.000	1.000	
Control delay	26.9	1.6		11.9	20.7			536.0		600.2	225.9	
Lane group LOS	C	A		B	C			F		F	F	
Apprch. delay	3.2			20.6			536.0			433.3		
Approach LOS	A			C			F			F		
Intersec. delay	55.8			Intersection LOS						E		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Sr 483 @ Hospital Entrance*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2005*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Lane group				L		R		T	R	L	T	
Volume (vph)				180		30		950	10	45	1450	
% Heavy veh				2		2		2	2	2	2	
PHF				0.83		0.83		0.83	0.83	0.83	0.83	
Actuated (P/A)				A		A		A	A	A	A	
Startup lost time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext. eff. green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type				3		3		4	4	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0		0		0	0	0	0	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 11.0	G =	G =	G =	G = 7.0	G = 29.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 3	Y = 5	Y =	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate				217		36		1145	12	54	1747	
Lane group cap.				325		290		1714	765	355	2306	
v/c ratio				0.67		0.12		0.67	0.02	0.15	0.76	
Green ratio				0.18		0.18		0.48	0.48	0.65	0.65	
Unif. delay d1				22.8		20.5		11.8	8.1	5.3	7.2	
Delay factor k				0.24		0.11		0.24	0.11	0.11	0.31	
Increm. delay d2				5.2		0.2		0.7	0.0	0.2	1.5	
PF factor				1.000		1.000		0.791	0.791	1.000	1.000	
Control delay				28.0		20.7		10.1	6.4	5.5	8.7	
Lane group LOS				C		C		B	A	A	A	
Apprch. delay				26.9			10.0			8.6		
Approach LOS				C			B			A		
Intersec. delay	10.6			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Sr 483 @ Hospital Entrance*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2010*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Lane group				L		R		T	R	L	T	
Volume (vph)				200		35		1100	10	50	1600	
% Heavy veh				2		2		2	2	2	2	
PHF				0.83		0.83		0.83	0.83	0.83	0.83	
Actuated (P/A)				A		A		A	A	A	A	
Startup lost time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext. eff. green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type				3		3		4	4	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0		0		0	0	0	0	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 11.0	G =	G =	G =	G = 7.0	G = 29.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 3	Y = 5	Y =	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate				241		42		1325	12	60	1928	
Lane group cap.				325		290		1714	765	331	2306	
v/c ratio				0.74		0.14		0.77	0.02	0.18	0.84	
Green ratio				0.18		0.18		0.48	0.48	0.65	0.65	
Unif. delay d1				23.2		20.6		12.8	8.1	6.5	8.0	
Delay factor k				0.30		0.11		0.32	0.11	0.11	0.37	
Increm. delay d2				8.8		0.2		1.6	0.0	0.3	2.9	
PF factor				1.000		1.000		0.791	0.791	1.000	1.000	
Control delay				32.0		20.8		11.7	6.4	6.8	10.9	
Lane group LOS				C		C		B	A	A	B	
Apprch. delay				30.3			11.6			10.8		
Approach LOS				C			B			B		
Intersec. delay	12.6			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Sr 483 @ Hospital Entrance*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2020*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Lane group				L		R		T	R	L	T	
Volume (vph)				250		45		1350	10	60	1950	
% Heavy veh				2		2		2	2	2	2	
PHF				0.83		0.83		0.83	0.83	0.83	0.83	
Actuated (P/A)				A		A		A	A	A	A	
Startup lost time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext. eff. green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type				3		3		4	4	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0		0		0	0	0	0	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 11.0	G =	G =	G =	G = 7.0	G = 29.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 3	Y = 5	Y =	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate				301		54		1627	12	72	2349	
Lane group cap.				325		290		1714	765	331	2306	
v/c ratio				0.93		0.19		0.95	0.02	0.22	1.02	
Green ratio				0.18		0.18		0.48	0.48	0.65	0.65	
Unif. delay d1				24.1		20.7		14.8	8.1	10.5	10.5	
Delay factor k				0.44		0.11		0.46	0.11	0.11	0.50	
Increm. delay d2				31.5		0.3		9.0	0.0	0.3	23.6	
PF factor				1.000		1.000		0.791	0.791	1.000	1.000	
Control delay				55.6		21.0		20.7	6.4	10.8	34.1	
Lane group LOS				E		C		C	A	B	C	
Apprch. delay				50.4			20.6			33.4		
Approach LOS				D			C			C		
Intersec. delay	30.0			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Sr 483 @ Hospital Entrance*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2030*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Lane group				L		R		T	R	L	T	
Volume (vph)				290		50		1600	15	75	2300	
% Heavy veh				2		2		2	2	2	2	
PHF				0.83		0.83		0.83	0.83	0.83	0.83	
Actuated (P/A)				A		A		A	A	A	A	
Startup lost time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext. eff. green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type				3		3		4	4	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0		0		0	0	0	0	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 11.0	G =	G =	G =	G = 7.0	G = 29.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 3	Y = 5	Y =	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate				349		60		1928	18	90	2771	
Lane group cap.				325		290		1714	765	331	2306	
v/c ratio				1.07		0.21		1.12	0.02	0.27	1.20	
Green ratio				0.18		0.18		0.48	0.48	0.65	0.65	
Unif. delay d1				24.5		20.8		15.5	8.1	10.7	10.5	
Delay factor k				0.50		0.11		0.50	0.11	0.11	0.50	
Increm. delay d2				71.0		0.4		62.1	0.0	0.4	95.2	
PF factor				1.000		1.000		0.791	0.791	1.000	1.000	
Control delay				95.5		21.2		74.4	6.4	11.2	105.7	
Lane group LOS				F		C		E	A	B	F	
Apprch. delay				84.6			73.7			102.7		
Approach LOS				F			E			F		
Intersec. delay	90.5			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	JA	Intersection	SR 483 @ Beville Rd
Agency or Co.	GA	Area Type	All other areas
Date Performed	6/24/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2010 - Build Condition SPI483F

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	1	2	2	1	2	0	1	2	0	1
Lane group	L	T	R	L	T	R	L		R	L		R
Volume (vph)	190	680	320	340	910	290	220		170	360		130
% Heavy veh	0	0	0	0	0	0	0		0	0		0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90		0.90
Actuated (P/A)	A	A	A	A	A	A	A			A		
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Arrival type	3	3	3	3	3	3	3		3	3		3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Ped/Bike/RTOR Volume	0		58	0		52	0		31	0		23
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0		0	0		0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	06	07	08
Timing	G = 17.0	G = 2.6	G = 45.2	G =	G = 17.7	G =	G =	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	211	756	291	378	1011	264	244		154	400		119
Lane group cap.	845	1892	845	596	1635	730	620		275	620		275
v/c ratio	0.25	0.40	0.34	0.63	0.62	0.36	0.39		0.56	0.65		0.43
Green ratio	0.24	0.52	0.52	0.17	0.45	0.45	0.18		0.17	0.18		0.17
Unif. delay d1	30.6	14.4	13.9	38.6	20.8	17.9	36.4		38.1	38.2		37.2
Delay factor k	0.11	0.11	0.11	0.21	0.20	0.11	0.11		0.16	0.22		0.11
Increm. delay d2	0.2	0.1	0.2	2.2	0.7	0.3	0.4		2.6	2.3		1.1
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000
Control delay	30.8	14.5	14.1	40.8	21.6	18.3	36.8		40.6	40.6		38.3
Lane group LOS	C	B	B	D	C	B	D		D	D		D
Apprch. delay	17.2			25.4			38.3			40.0		
Approach LOS	B			C			D			D		
Intersec. delay	26.0			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	JA	Intersection	SR 483 @ Beville Rd
Agency or Co.	GA	Area Type	All other areas
Date Performed	6/24/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2020 - Build Condition SPI483F

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	1	2	2	1	2	0	1	2	0	1
Lane group	L	T	R	L	T	R	L		R	L		R
Volume (vph)	230	830	390	410	1100	350	270		210	430		160
% Heavy veh	0	0	0	0	0	0	0		0	0		0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90		0.90
Actuated (P/A)	A	A	A	A	A	A	A			A		
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Arrival type	3	3	3	3	3	3	3		3	3		3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Ped/Bike/RTOR Volume	0		70	0		63	0		38	0		29
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0		0	0		0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	06	07	08
Timing	G = 17.0	G = 2.6	G = 45.2	G =	G = 17.7	G =	G =	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	256	922	356	456	1222	319	300		191	478		146
Lane group cap.	845	1892	845	596	1635	730	620		275	620		275
v/c ratio	0.30	0.49	0.42	0.77	0.75	0.44	0.48		0.69	0.77		0.53
Green ratio	0.24	0.52	0.52	0.17	0.45	0.45	0.18		0.17	0.18		0.17
Unif. delay d1	31.1	15.3	14.6	39.6	22.7	18.7	37.0		39.1	39.2		37.9
Delay factor k	0.11	0.11	0.11	0.32	0.30	0.11	0.11		0.26	0.32		0.13
Increm. delay d2	0.2	0.2	0.3	5.9	1.9	0.4	0.6		7.4	5.9		2.0
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000
Control delay	31.3	15.5	14.9	45.5	24.6	19.1	37.6		46.4	45.2		39.8
Lane group LOS	C	B	B	D	C	B	D		D	D		D
Apprch. delay	18.0			28.5			41.1			43.9		
Approach LOS	B			C			D			D		
Intersec. delay	28.4			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	JA	Intersection	SR 483 @ Beville Rd
Agency or Co.	GA	Area Type	All other areas
Date Performed	6/24/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2030 - Build Condition SPI483F

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	1	2	2	1	2	0	1	2	0	1
Lane group	L	T	R	L	T	R	L		R	L		R
Volume (vph)	270	980	460	490	1300	410	320		245	510		190
% Heavy veh	0	0	0	0	0	0	0		0	0		0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90		0.90
Actuated (P/A)	A	A	A	A	A	A	A			A		
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Arrival type	3	3	3	3	3	3	3		3	3		3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Ped/Bike/RTOR Volume	0		83	0		74	0		8	0		34
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0		0	0		0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	06	07	08
Timing	G = 18.0	G = 2.5	G = 44.5	G =	G = 17.5	G =	G =	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	300	1089	419	544	1444	373	356		263	567		173
Lane group cap.	876	1863	832	631	1610	719	613		291	613		291
v/c ratio	0.34	0.58	0.50	0.86	0.90	0.52	0.58		0.90	0.92		0.59
Green ratio	0.25	0.51	0.51	0.18	0.44	0.44	0.17		0.18	0.17		0.18
Unif. delay d1	30.8	16.8	15.9	39.8	25.6	20.0	37.9		40.2	40.6		37.6
Delay factor k	0.11	0.18	0.11	0.39	0.42	0.12	0.17		0.42	0.44		0.18
Increm. delay d2	0.2	0.5	0.5	11.8	7.1	0.7	1.4		29.4	20.1		3.3
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000
Control delay	31.0	17.3	16.4	51.6	32.7	20.7	39.3		69.6	60.7		40.9
Lane group LOS	C	B	B	D	C	C	D		E	E		D
Apprch. delay	19.4			35.2			52.1			56.0		
Approach LOS	B			D			D			E		
Intersec. delay	34.7			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	Wal-Mart Entrance @ SR 400
Agency or Co.	GA	Area Type	All other areas
Date Performed	4/1/2005	Jurisdiction	
Time Period	PM Peak Period	Analysis Year	2005

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	1	1	2	0	1	1	1	1	1	0
Lane group	L	T	R	L	TR		L	LT	R	L	TR	
Volume (vph)	45	1050	130	330	1050	25	260	5	110	20	10	30
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	4	4	4	3	3		3	3	3	3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0		0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	Excl. Left	EW Perm	03	04	NB Only	SB Only	07	08
Timing	G = 20.0	G = 38.0	G =	G =	G = 20.0	G = 5.0	G =	G =
	Y = 2	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 100.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	47	1105	137	347	1131		274	5	116	21	43	
Lane group cap.	428	1348	602	428	1343		354	373	317	89	83	
v/c ratio	0.11	0.82	0.23	0.81	0.84		0.77	0.01	0.37	0.24	0.52	
Green ratio	0.60	0.38	0.38	0.60	0.38		0.20	0.20	0.20	0.05	0.05	
Unif. delay d1	13.2	27.9	21.0	26.3	28.3		37.9	32.1	34.5	45.7	46.3	
Delay factor k	0.11	0.36	0.11	0.35	0.38		0.32	0.11	0.11	0.11	0.12	
Increm. delay d2	0.1	2.0	0.1	11.2	5.0		10.2	0.0	0.7	1.4	5.6	
PF factor	0.575	0.915	0.915	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	7.6	27.5	19.3	37.5	33.3		48.1	32.1	35.2	47.0	52.0	
Lane group LOS	A	C	B	D	C		D	C	D	D	D	
Apprch. delay	25.9			34.3			44.1			50.3		
Approach LOS	C			C			D			D		
Intersec. delay	32.5			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	Wal-Mart Entrance @ SR 400
Agency or Co.	GA	Area Type	All other areas
Date Performed	4/1/2005	Jurisdiction	
Time Period	PM Peak Period	Analysis Year	2010

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	1	1	2	0	1	1	1	1	1	0
Lane group	L	T	R	L	TR		L	LT	R	L	TR	
Volume (vph)	50	1150	140	370	1200	30	290	5	130	25	10	35
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	4	4	4	3	3		3	3	3	3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0		0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	Excl. Left	EW Perm	03	04	NB Only	SB Only	07	08
Timing	G = 20.0	G = 38.0	G =	G =	G = 20.0	G = 5.0	G =	G =
	Y = 2	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 100.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	53	1211	147	389	1295		305	5	137	26	48	
Lane group cap.	428	1348	602	428	1343		354	373	317	89	82	
v/c ratio	0.12	0.90	0.24	0.91	0.96		0.86	0.01	0.43	0.29	0.59	
Green ratio	0.60	0.38	0.38	0.60	0.38		0.20	0.20	0.20	0.05	0.05	
Unif. delay d1	14.9	29.2	21.2	28.9	30.3		38.7	32.1	35.0	45.8	46.5	
Delay factor k	0.11	0.42	0.11	0.43	0.47		0.39	0.11	0.11	0.11	0.18	
Increm. delay d2	0.1	4.3	0.1	23.0	16.7		19.0	0.0	0.9	1.8	10.4	
PF factor	0.575	0.915	0.915	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	8.6	31.0	19.5	51.9	47.1		57.7	32.1	36.0	47.6	56.9	
Lane group LOS	A	C	B	D	D		E	C	D	D	E	
Apprch. delay	28.9			48.2			50.7			53.6		
Approach LOS	C			D			D			D		
Intersec. delay	41.1			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Wal-Mart Entrance @ SR 400*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2020*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	1	1	2	0	1	1	1	1	1	0
Lane group	L	T	R	L	TR		L	LT	R	L	TR	
Volume (vph)	65	1400	170	450	1450	35	350	10	160	30	10	40
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	4	4	4	3	3		3	3	3	3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0		0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	Excl. Left	EW Perm	03	04	NB Only	SB Only	07	08
Timing	G = 20.0	G = 38.0	G =	G =	G = 20.0	G = 5.0	G =	G =
	Y = 2	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	68	1474	179	474	1563		368	11	168	32	53	
Lane group cap.	428	1348	602	428	1343		354	373	317	89	82	
v/c ratio	0.16	1.09	0.30	1.11	1.16		1.04	0.03	0.53	0.36	0.65	
Green ratio	0.60	0.38	0.38	0.60	0.38		0.20	0.20	0.20	0.05	0.05	
Unif. delay d1	15.0	31.0	21.7	31.0	31.0		40.0	32.2	35.8	46.0	46.6	
Delay factor k	0.11	0.50	0.11	0.50	0.50		0.50	0.11	0.13	0.11	0.22	
Increm. delay d2	0.1	48.4	0.1	76.0	82.2		58.5	0.0	1.7	2.5	16.3	
PF factor	0.575	0.915	0.915	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	8.7	76.8	20.0	106.9	113.2		98.5	32.2	37.5	48.4	62.9	
Lane group LOS	A	E	B	F	F		F	C	D	D	E	
Apprch. delay	68.2			111.8			78.4			57.5		
Approach LOS	E			F			E			E		
Intersec. delay	89.5			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	Wal-Mart Entrance @ SR 400
Agency or Co.	GA	Area Type	All other areas
Date Performed	4/1/2005	Jurisdiction	
Time Period	PM Peak Period	Analysis Year	2030

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	1	1	2	0	1	1	1	1	1	0
Lane group	L	T	R	L	TR		L	LT	R	L	TR	
Volume (vph)	75	1700	200	530	1700	40	420	10	180	35	10	45
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	4	4	4	3	3		3	3	3	3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0		0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	Excl. Left	EW Perm	03	04	NB Only	SB Only	07	08
Timing	G = 20.0	G = 38.0	G =	G =	G = 20.0	G = 5.0	G =	G =
	Y = 2	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	79	1789	211	558	1831		442	11	189	37	58	
Lane group cap.	428	1348	602	428	1343		354	373	317	89	82	
v/c ratio	0.18	1.33	0.35	1.30	1.36		1.25	0.03	0.60	0.42	0.71	
Green ratio	0.60	0.38	0.38	0.60	0.38		0.20	0.20	0.20	0.05	0.05	
Unif. delay d1	15.1	31.0	22.2	31.0	31.0		40.0	32.2	36.3	46.1	46.8	
Delay factor k	0.11	0.50	0.11	0.50	0.50		0.50	0.11	0.19	0.11	0.27	
Increm. delay d2	0.1	149.7	0.2	152.8	168.4		133.3	0.0	3.1	3.1	24.3	
PF factor	0.575	0.915	0.915	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	8.8	178.1	20.5	183.8	199.4		173.3	32.2	39.4	49.2	71.1	
Lane group LOS	A	F	C	F	F		F	C	D	D	E	
Apprch. delay	155.7			195.7			131.5			62.6		
Approach LOS	F			F			F			E		
Intersec. delay	169.4			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Hagen Terrace @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2005*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	1	1	4	0	0	1	1	0	1	1
Lane group	L	T	R	L	TR			LT	R		LT	R
Volume (vph)	45	1750	25	40	2100	25	20	5	40	25	5	20
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Arrival type	3	3	3	3	3			3	3		3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0			0	0		0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 12.0	G = 111.0	G =	G =	G = 12.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	47	1842	26	42	2237			26	42		31	21
Lane group cap.	229	3755	1171	270	4998			112	127		111	127
v/c ratio	0.21	0.49	0.02	0.16	0.45			0.23	0.33		0.28	0.17
Green ratio	0.85	0.74	0.74	0.85	0.74			0.08	0.08		0.08	0.08
Unif. delay d1	3.8	8.0	5.2	4.0	7.6			64.7	65.2		64.9	64.3
Delay factor k	0.11	0.11	0.11	0.11	0.11			0.11	0.11		0.11	0.11
Increm. delay d2	0.4	0.1	0.0	0.3	0.1			1.1	1.5		1.4	0.6
PF factor	1.000	1.000	1.000	1.000	1.000			1.000	1.000		1.000	1.000
Control delay	4.2	8.1	5.2	4.2	7.6			65.7	66.7		66.3	64.9
Lane group LOS	A	A	A	A	A			E	E		E	E
Apprch. delay	7.9			7.6			66.4			65.8		
Approach LOS	A			A			E			E		
Intersec. delay	9.4			Intersection LOS						A		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Hagen Terrace @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2010*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	1	1	4	0	0	1	1	0	1	1
Lane group	L	T	R	L	TR			LT	R		LT	R
Volume (vph)	50	1950	25	45	2350	30	20	5	45	25	5	20
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Arrival type	3	3	3	3	3			3	3		3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0			0	0		0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 12.0	G = 111.0	G =	G =	G = 12.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	53	2053	26	47	2506			26	47		31	21
Lane group cap.	204	3755	1171	239	4997			112	127		111	127
v/c ratio	0.26	0.55	0.02	0.20	0.50			0.23	0.37		0.28	0.17
Green ratio	0.85	0.74	0.74	0.85	0.74			0.08	0.08		0.08	0.08
Unif. delay d1	5.8	8.5	5.2	5.3	8.1			64.7	65.4		64.9	64.3
Delay factor k	0.11	0.15	0.11	0.11	0.11			0.11	0.11		0.11	0.11
Increm. delay d2	0.7	0.2	0.0	0.4	0.1			1.1	1.8		1.4	0.6
PF factor	1.000	1.000	1.000	1.000	1.000			1.000	1.000		1.000	1.000
Control delay	6.5	8.7	5.2	5.7	8.1			65.7	67.2		66.3	64.9
Lane group LOS	A	A	A	A	A			E	E		E	E
Apprch. delay	8.6			8.1			66.7			65.8		
Approach LOS	A			A			E			E		
Intersec. delay	9.8			Intersection LOS						A		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Hagen Terrace @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2020*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	1	1	4	0	0	1	1	0	1	1
Lane group	L	T	R	L	TR			LT	R		LT	R
Volume (vph)	60	2400	35	55	2850	35	25	5	55	35	10	25
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Arrival type	3	3	3	3	3			3	3		3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0			0	0		0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 12.0	G = 111.0	G =	G =	G = 12.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	63	2526	37	58	3037			31	58		48	26
Lane group cap.	191	3755	1171	191	4997			108	127		112	127
v/c ratio	0.33	0.67	0.03	0.30	0.61			0.29	0.46		0.43	0.20
Green ratio	0.85	0.74	0.74	0.85	0.74			0.08	0.08		0.08	0.08
Unif. delay d1	14.3	10.1	5.2	15.4	9.2			65.0	65.9		65.7	64.5
Delay factor k	0.11	0.24	0.11	0.11	0.19			0.11	0.11		0.11	0.11
Increm. delay d2	1.0	0.5	0.0	0.9	0.2			1.5	2.6		2.6	0.8
PF factor	1.000	1.000	1.000	1.000	1.000			1.000	1.000		1.000	1.000
Control delay	15.3	10.6	5.2	16.3	9.4			66.4	68.5		68.4	65.3
Lane group LOS	B	B	A	B	A			E	E		E	E
Apprch. delay	10.6			9.6			67.8			67.3		
Approach LOS	B			A			E			E		
Intersec. delay	11.6			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Hagen Terrace @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2030*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	1	1	4	0	0	1	1	0	1	1
Lane group	L	T	R	L	TR			LT	R		LT	R
Volume (vph)	70	2850	40	65	3400	45	30	10	65	40	10	30
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0			2.0	2.0		2.0	2.0
Arrival type	3	3	3	3	3			3	3		3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0			0	0		0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 12.0	G = 111.0	G =	G =	G = 12.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	74	3000	42	68	3626			43	68		53	32
Lane group cap.	191	3755	1171	191	4996			111	127		110	127
v/c ratio	0.39	0.80	0.04	0.36	0.73			0.39	0.54		0.48	0.25
Green ratio	0.85	0.74	0.74	0.85	0.74			0.08	0.08		0.08	0.08
Unif. delay d1	26.4	12.4	5.2	27.7	11.0			65.5	66.3		66.0	64.8
Delay factor k	0.11	0.34	0.11	0.11	0.29			0.11	0.14		0.11	0.11
Increm. delay d2	1.3	1.3	0.0	1.1	0.5			2.2	4.4		3.3	1.0
PF factor	1.000	1.000	1.000	1.000	1.000			1.000	1.000		1.000	1.000
Control delay	27.7	13.7	5.2	28.9	11.5			67.7	70.7		69.3	65.8
Lane group LOS	C	B	A	C	B			E	E		E	E
Apprch. delay	13.9			11.8			69.6			68.0		
Approach LOS	B			B			E			E		
Intersec. delay	14.3			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2010 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	3	3	1	3	3	1	3	3	1	3	3	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	280	1550	270	310	2300	110	350	670	210	310	1300	430
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		70	0		27	0		54	0		110
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 12.3	G = 10.1	G = 75.0	G =	G = 11.2	G = 2.6	G = 38.8	G =
	Y = 4.5	Y = 4.5	Y = 6	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 180.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	292	1615	208	323	2396	86	365	698	163	323	1354	333
Lane group cap.	735	2576	1022	336	2157	827	500	1320	576	306	1116	643
v/c ratio	0.40	0.63	0.20	0.96	1.11	0.10	0.73	0.53	0.28	1.06	1.21	0.52
Green ratio	0.15	0.50	0.63	0.07	0.42	0.51	0.10	0.25	0.36	0.06	0.22	0.40
Unif. delay d1	69.2	33.0	13.9	83.6	52.5	22.6	78.5	57.7	41.4	84.4	70.6	41.0
Delay factor k	0.11	0.21	0.11	0.47	0.50	0.11	0.29	0.13	0.11	0.50	0.50	0.12
Increm. delay d2	0.4	0.5	0.1	38.8	57.2	0.1	5.4	0.4	0.3	66.8	104.4	0.7
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	69.6	33.5	14.0	122.4	109.7	22.7	83.8	58.1	41.7	151.2	175.0	41.8
Lane group LOS	E	C	B	F	F	C	F	E	D	F	F	D
Apprch. delay	36.6			108.5			63.6			149.1		
Approach LOS	D			F			E			F		
Intersec. delay	93.1			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2020 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	3	3	1	3	3	1	3	3	1	3	3	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	340	1900	330	370	2800	130	420	830	260	370	1550	520
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		70	0		27	0		54	0		110
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 12.3	G = 10.1	G = 75.0	G =	G = 11.2	G = 2.6	G = 38.8	G =
	Y = 4.5	Y = 4.5	Y = 6	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 180.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	354	1979	271	385	2917	107	438	865	215	385	1615	427
Lane group cap.	735	2576	1022	336	2157	827	500	1320	576	306	1116	643
v/c ratio	0.48	0.77	0.27	1.15	1.35	0.13	0.88	0.66	0.37	1.26	1.45	0.66
Green ratio	0.15	0.50	0.63	0.07	0.42	0.51	0.10	0.25	0.36	0.06	0.22	0.40
Unif. delay d1	70.2	36.8	14.6	83.8	52.5	22.9	79.7	60.0	43.0	84.4	70.6	44.3
Delay factor k	0.11	0.32	0.11	0.50	0.50	0.11	0.40	0.23	0.11	0.50	0.50	0.24
Increm. delay d2	0.5	1.5	0.1	94.8	161.7	0.1	16.0	1.2	0.4	140.0	206.3	2.6
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	70.7	38.2	14.7	178.6	214.2	23.0	95.7	61.2	43.4	224.4	276.9	46.9
Lane group LOS	E	D	B	F	F	C	F	E	D	F	F	D
Apprch. delay	40.2			204.2			68.6			228.1		
Approach LOS	D			F			E			F		
Intersec. delay	146.5			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2030 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	3	3	1	3	3	1	3	3	1	3	3	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	400	2250	390	440	3300	150	490	970	300	440	1850	610
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		70	0		27	0		54	0		110
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 12.3	G = 10.1	G = 75.0	G =	G = 11.2	G = 2.6	G = 38.8	G =
	Y = 4.5	Y = 4.5	Y = 6	Y =	Y = 4.5	Y = 4.5	Y = 6	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 180.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	417	2344	333	458	3438	128	510	1010	256	458	1927	521
Lane group cap.	735	2576	1022	336	2157	827	500	1320	576	306	1116	643
v/c ratio	0.57	0.91	0.33	1.36	1.59	0.15	1.02	0.77	0.44	1.50	1.73	0.81
Green ratio	0.15	0.50	0.63	0.07	0.42	0.51	0.10	0.25	0.36	0.06	0.22	0.40
Unif. delay d1	71.1	41.5	15.3	83.8	52.5	23.3	80.8	62.1	44.3	84.4	70.6	48.1
Delay factor k	0.16	0.43	0.11	0.50	0.50	0.11	0.50	0.32	0.11	0.50	0.50	0.35
Increm. delay d2	1.0	5.4	0.2	181.5	269.5	0.1	45.4	2.7	0.5	240.0	330.8	7.7
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	72.2	46.9	15.5	265.3	322.0	23.3	126.2	64.8	44.8	324.4	401.4	55.8
Lane group LOS	E	D	B	F	F	C	F	E	D	F	F	E
Apprch. delay	46.9			306.0			79.6			327.3		
Approach LOS	D			F			E			F		
Intersec. delay	209.2			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Tarragona Way @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2005*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	0	1	3	0	0	1	0	1	1	0
Lane group	L	TR		L	TR			LTR		L	TR	
Volume (vph)	100	1500	15	10	1750	75	25	15	5	190	65	95
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival type	3	3		3	3			3		3	3	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0		0	0	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 15.0	G = 117.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 3	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 165.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	104	1579		10	1901			47		198	167	
Lane group cap.	267	4145		196	3576			65		167	206	
v/c ratio	0.39	0.38		0.05	0.53			0.72		1.19	0.81	
Green ratio	0.82	0.82		0.71	0.71			0.12		0.12	0.12	
Unif. delay d1	8.9	4.0		7.2	11.2			69.8		72.5	70.7	
Delay factor k	0.11	0.11		0.11	0.13			0.28		0.50	0.35	
Increm. delay d2	0.9	0.1		0.1	0.2			32.6		128.3	21.1	
PF factor	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Control delay	9.8	4.0		7.4	11.4			102.4		200.8	91.8	
Lane group LOS	A	A		A	B			F		F	F	
Apprch. delay	4.4			11.3			102.4			150.9		
Approach LOS	A			B			F			F		
Intersec. delay	22.2			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Tarragona Way @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2010*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	0	1	3	0	0	1	0	1	1	0
Lane group	L	TR		L	TR			LTR		L	TR	
Volume (vph)	120	1700	20	15	2000	85	25	15	5	210	70	110
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival type	3	3		3	3			3		3	3	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0		0	0	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 15.0	G = 117.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 3	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 165.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	125	1792		16	2172			47		219	188	
Lane group cap.	233	4144		156	3576			59		167	205	
v/c ratio	0.54	0.43		0.10	0.61			0.80		1.31	0.92	
Green ratio	0.82	0.82		0.71	0.71			0.12		0.12	0.12	
Unif. delay d1	28.0	4.2		7.5	12.3			70.5		72.5	71.7	
Delay factor k	0.14	0.11		0.11	0.19			0.34		0.50	0.44	
Increm. delay d2	2.4	0.1		0.3	0.3			52.0		176.2	40.5	
PF factor	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Control delay	30.5	4.3		7.8	12.6			122.5		248.7	112.2	
Lane group LOS	C	A		A	B			F		F	F	
Apprch. delay	6.0			12.5			122.5			185.7		
Approach LOS	A			B			F			F		
Intersec. delay	26.4			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Tarragona Way @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2020*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	0	1	3	0	0	1	0	1	1	0
Lane group	L	TR		L	TR			LTR		L	TR	
Volume (vph)	140	2100	25	15	2450	110	30	20	10	260	90	130
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival type	3	3		3	3			3		3	3	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0		0	0	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 15.0	G = 117.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 3	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 165.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	146	2214		16	2667			62		271	229	
Lane group cap.	206	4144		97	3575			48		157	206	
v/c ratio	0.71	0.53		0.16	0.75			1.29		1.73	1.11	
Green ratio	0.82	0.82		0.71	0.71			0.12		0.12	0.12	
Unif. delay d1	51.9	4.8		7.9	14.8			72.5		72.5	72.5	
Delay factor k	0.27	0.14		0.11	0.30			0.50		0.50	0.50	
Increm. delay d2	10.7	0.1		0.8	0.9			227.2		352.0	95.8	
PF factor	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Control delay	62.6	5.0		8.7	15.7			299.7		424.5	168.3	
Lane group LOS	E	A		A	B			F		F	F	
Apprch. delay	8.5			15.7			299.7			307.2		
Approach LOS	A			B			F			F		
Intersec. delay	41.8			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Tarragona Way @ US 92*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2030*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	0	1	3	0	0	1	0	1	1	0
Lane group	L	TR		L	TR			LTR		L	TR	
Volume (vph)	170	2450	30	20	2850	130	35	25	10	310	100	150
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival type	3	3		3	3			3		3	3	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0			0		0	0	
Unit Extension	3.0	3.0		3.0	3.0			3.0		3.0	3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 15.0	G = 117.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 3	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 165.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	177	2583		21	3104			72		323	260	
Lane group cap.	206	4144		60	3575			39		152	205	
v/c ratio	0.86	0.62		0.35	0.87			1.85		2.13	1.27	
Green ratio	0.82	0.82		0.71	0.71			0.12		0.12	0.12	
Unif. delay d1	59.7	5.6		9.3	18.2			72.5		72.5	72.5	
Delay factor k	0.39	0.21		0.11	0.40			0.50		0.50	0.50	
Increm. delay d2	28.7	0.3		3.5	2.5			463.5		527.7	153.4	
PF factor	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Control delay	88.4	5.9		12.8	20.7			536.0		600.2	225.9	
Lane group LOS	F	A		B	C			F		F	F	
Apprch. delay	11.2			20.6			536.0			433.3		
Approach LOS	B			C			F			F		
Intersec. delay	59.1			Intersection LOS						E		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Sr 483 @ Hospital Entrance*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2005*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Lane group				L		R		T	R	L	T	
Volume (vph)				180		30		950	10	45	1450	
% Heavy veh				2		2		2	2	2	2	
PHF				0.83		0.83		0.83	0.83	0.83	0.83	
Actuated (P/A)				A		A		A	A	A	A	
Startup lost time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext. eff. green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type				3		3		3	3	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0		0		0	0	0	0	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 11.0	G =	G =	G =	G = 7.0	G = 29.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 3	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate				217		36		1145	12	54	1747	
Lane group cap.				325		290		1714	765	334	2306	
v/c ratio				0.67		0.12		0.67	0.02	0.16	0.76	
Green ratio				0.18		0.18		0.48	0.48	0.65	0.65	
Unif. delay d1				22.8		20.5		11.8	8.1	6.1	7.2	
Delay factor k				0.24		0.11		0.24	0.11	0.11	0.31	
Increm. delay d2				5.2		0.2		1.0	0.0	0.2	1.5	
PF factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control delay				28.0		20.7		12.8	8.1	6.3	8.7	
Lane group LOS				C		C		B	A	A	A	
Apprch. delay				26.9			12.8			8.7		
Approach LOS				C			B			A		
Intersec. delay	11.6			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Sr 483 @ Hospital Entrance*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2010*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Lane group				L		R		T	R	L	T	
Volume (vph)				200		35		1100	10	50	1600	
% Heavy veh				2		2		2	2	2	2	
PHF				0.83		0.83		0.83	0.83	0.83	0.83	
Actuated (P/A)				A		A		A	A	A	A	
Startup lost time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext. eff. green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type				3		3		3	3	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0		0		0	0	0	0	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 11.0	G =	G =	G =	G = 7.0	G = 29.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 3	Y = 5	Y =	Y =

Duration of Analysis (hrs) = *0.25*

Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate				241		42		1325	12	60	1928	
Lane group cap.				325		290		1714	765	331	2306	
v/c ratio				0.74		0.14		0.77	0.02	0.18	0.84	
Green ratio				0.18		0.18		0.48	0.48	0.65	0.65	
Unif. delay d1				23.2		20.6		12.8	8.1	7.3	8.0	
Delay factor k				0.30		0.11		0.32	0.11	0.11	0.37	
Increm. delay d2				8.8		0.2		2.3	0.0	0.3	2.9	
PF factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control delay				32.0		20.8		15.0	8.1	7.6	10.9	
Lane group LOS				C		C		B	A	A	B	
Apprch. delay				30.3			15.0			10.8		
Approach LOS				C			B			B		
Intersec. delay	13.9			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Sr 483 @ Hospital Entrance*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2020*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Lane group				L		R		T	R	L	T	
Volume (vph)				250		45		1350	10	60	1950	
% Heavy veh				2		2		2	2	2	2	
PHF				0.83		0.83		0.83	0.83	0.83	0.83	
Actuated (P/A)				A		A		A	A	A	A	
Startup lost time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext. eff. green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type				3		3		3	3	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0		0		0	0	0	0	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 11.0	G =	G =	G =	G = 7.0	G = 29.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 3	Y = 5	Y =	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate				301		54		1627	12	72	2349	
Lane group cap.				325		290		1714	765	331	2306	
v/c ratio				0.93		0.19		0.95	0.02	0.22	1.02	
Green ratio				0.18		0.18		0.48	0.48	0.65	0.65	
Unif. delay d1				24.1		20.7		14.8	8.1	10.6	10.5	
Delay factor k				0.44		0.11		0.46	0.11	0.11	0.50	
Increm. delay d2				31.5		0.3		11.9	0.0	0.3	23.6	
PF factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control delay				55.6		21.0		26.7	8.1	11.0	34.1	
Lane group LOS				E		C		C	A	B	C	
Apprch. delay				50.4			26.6			33.4		
Approach LOS				D			C			C		
Intersec. delay	32.2			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Sr 483 @ Hospital Entrance*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2030*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	2	1	1	2	0
Lane group				L		R		T	R	L	T	
Volume (vph)				290		50		1600	15	75	2300	
% Heavy veh				2		2		2	2	2	2	
PHF				0.83		0.83		0.83	0.83	0.83	0.83	
Actuated (P/A)				A		A		A	A	A	A	
Startup lost time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext. eff. green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival type				3		3		3	3	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr				0		0		0	0	0	0	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 11.0	G =	G =	G =	G = 7.0	G = 29.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 3	Y = 5	Y =	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate				349		60		1928	18	90	2771	
Lane group cap.				325		290		1714	765	331	2306	
v/c ratio				1.07		0.21		1.12	0.02	0.27	1.20	
Green ratio				0.18		0.18		0.48	0.48	0.65	0.65	
Unif. delay d1				24.5		20.8		15.5	8.1	10.7	10.5	
Delay factor k				0.50		0.11		0.50	0.11	0.11	0.50	
Increm. delay d2				71.0		0.4		64.4	0.0	0.4	95.2	
PF factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control delay				95.5		21.2		79.9	8.1	11.2	105.7	
Lane group LOS				F		C		E	A	B	F	
Apprch. delay				84.6			79.3			102.7		
Approach LOS				F			E			F		
Intersec. delay	92.5			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Beville Rd*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2010 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	3	2	1	3	2	1	3	3	1	3	3	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	190	680	320	340	910	290	220	700	170	360	1700	130
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		83	0		74	0		8	0		34
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08
Timing	G = *11.4*	G = *1.5*	G = *48.0*	G =	G = *7.0*	G = *11.7*	G = *53.4*	G =
	Y = *4.5*	Y = *4.5*	Y = *4*	Y =	Y = *4.5*	Y = *4.5*	Y = *5*	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *160.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	211	756	263	378	1011	240	244	778	180	400	1889	107
Lane group cap.	535	1221	545	350	1085	485	215	1727	539	713	2252	703
v/c ratio	0.39	0.62	0.48	1.08	0.93	0.49	1.13	0.45	0.33	0.56	0.84	0.15
Green ratio	0.11	0.34	0.34	0.07	0.30	0.30	0.04	0.33	0.33	0.15	0.44	0.44
Unif. delay d1	66.4	44.4	41.9	74.3	54.4	46.0	76.5	41.8	40.0	63.7	40.2	27.3
Delay factor k	0.11	0.20	0.11	0.50	0.45	0.11	0.50	0.11	0.11	0.16	0.37	0.11
Increm. delay d2	0.5	1.0	0.7	71.1	13.9	0.8	102.4	0.2	0.4	1.0	3.0	0.1
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	66.9	45.4	42.6	145.4	68.3	46.8	178.9	42.0	40.3	64.7	43.2	27.4
Lane group LOS	E	D	D	F	E	D	F	D	D	E	D	C
Apprch. delay	48.5			83.1			69.5			46.1		
Approach LOS	D			F			E			D		
Intersec. delay	60.2			Intersection LOS						E		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Beville Rd*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2020 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	3	2	1	3	2	1	3	3	1	3	3	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	230	830	390	410	1100	350	270	840	210	430	2050	160
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		83	0		74	0		8	0		34
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08
Timing	G = 11.4	G = 1.5	G = 48.0	G =	G = 7.0	G = 11.7	G = 53.4	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y = 4.5	Y = 5	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *160.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	256	922	341	456	1222	307	300	933	224	478	2278	140
Lane group cap.	535	1221	545	350	1085	485	215	1727	539	713	2252	703
v/c ratio	0.48	0.76	0.63	1.30	1.13	0.63	1.40	0.54	0.42	0.67	1.01	0.20
Green ratio	0.11	0.34	0.34	0.07	0.30	0.30	0.04	0.33	0.33	0.15	0.44	0.44
Unif. delay d1	67.0	47.1	44.5	74.3	56.0	48.4	76.5	43.3	41.2	64.8	45.2	28.0
Delay factor k	0.11	0.31	0.21	0.50	0.50	0.21	0.50	0.14	0.11	0.24	0.50	0.11
Increm. delay d2	0.7	2.7	2.3	155.7	69.0	2.7	203.7	0.3	0.5	2.5	21.8	0.1
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	67.7	49.9	46.8	230.0	125.0	51.1	280.2	43.7	41.8	67.2	67.0	28.1
Lane group LOS	E	D	D	F	F	D	F	D	D	E	E	C
Apprch. delay	52.2			137.7			92.1			65.2		
Approach LOS	D			F			F			E		
Intersec. delay	86.0			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*SR 483 @ Beville Rd*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*5/26/2004*	Jurisdiction	
Time Period	*4:30pm - 5:30pm*	Analysis Year	*2030 - Build Condition*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	3	2	1	3	2	1	3	3	1	3	3	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	270	980	460	490	1300	410	320	1000	245	510	2450	190
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		83	0		74	0		8	0		34
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08
Timing	G = 11.4	G = 1.5	G = 48.0	G =	G = 7.0	G = 11.7	G = 53.4	G =
	Y = 4.5	Y = 4.5	Y = 4	Y =	Y = 4.5	Y = 4.5	Y = 5	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 160.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	300	1089	419	544	1444	373	356	1111	263	567	2722	173
Lane group cap.	535	1221	545	350	1085	485	215	1727	539	713	2252	703
v/c ratio	0.56	0.89	0.77	1.55	1.33	0.77	1.66	0.64	0.49	0.80	1.21	0.25
Green ratio	0.11	0.34	0.34	0.07	0.30	0.30	0.04	0.33	0.33	0.15	0.44	0.44
Unif. delay d1	67.7	50.2	47.4	74.3	56.0	51.0	76.5	45.2	42.4	66.1	45.2	28.6
Delay factor k	0.16	0.42	0.32	0.50	0.50	0.32	0.50	0.22	0.11	0.34	0.50	0.11
Increm. delay d2	1.3	8.6	6.6	263.1	155.3	7.4	314.9	0.8	0.7	6.2	98.3	0.2
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	69.0	58.8	54.0	337.4	211.3	58.3	391.4	46.0	43.1	72.4	143.5	28.8
Lane group LOS	E	E	D	F	F	E	F	D	D	E	F	C
Apprch. delay	59.4			216.2			116.7			126.1		
Approach LOS	E			F			F			F		
Intersec. delay	134.2			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	AG	Intersection	Wal-Mart Entrance @ SR 400
Agency or Co.	GA	Area Type	All other areas
Date Performed	4/1/2005	Jurisdiction	
Time Period	PM Peak Period	Analysis Year	2005

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	1	1	2	0	1	1	1	1	1	0
Lane group	L	T	R	L	TR		L	LT	R	L	TR	
Volume (vph)	45	1050	130	330	1050	25	260	5	110	20	10	30
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3	3	3	3		3	3	3	3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0		0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	Excl. Left	EW Perm	03	04	NB Only	SB Only	07	08
Timing	G = 20.0	G = 38.0	G =	G =	G = 20.0	G = 5.0	G =	G =
	Y = 2	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	47	1105	137	347	1131		274	5	116	21	43	
Lane group cap.	428	1348	602	428	1343		354	373	317	89	83	
v/c ratio	0.11	0.82	0.23	0.81	0.84		0.77	0.01	0.37	0.24	0.52	
Green ratio	0.60	0.38	0.38	0.60	0.38		0.20	0.20	0.20	0.05	0.05	
Unif. delay d1	13.2	27.9	21.0	26.5	28.3		37.9	32.1	34.5	45.7	46.3	
Delay factor k	0.11	0.36	0.11	0.35	0.38		0.32	0.11	0.11	0.11	0.12	
Increm. delay d2	0.1	4.2	0.2	11.2	5.0		10.2	0.0	0.7	1.4	5.6	
PF factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	13.3	32.1	21.2	37.7	33.3		48.1	32.1	35.2	47.0	52.0	
Lane group LOS	B	C	C	D	C		D	C	D	D	D	
Apprch. delay	30.2			34.3			44.1			50.3		
Approach LOS	C			C			D			D		
Intersec. delay	34.2			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Wal-Mart Entrance @ SR 400*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2010*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	1	1	2	0	1	1	1	1	1	0
Lane group	L	T	R	L	TR		L	LT	R	L	TR	
Volume (vph)	50	1150	140	370	1200	30	290	5	130	25	10	35
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3	3	3	3		3	3	3	3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0		0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	Excl. Left	EW Perm	03	04	NB Only	SB Only	07	08
Timing	G = 20.0	G = 38.0	G =	G =	G = 20.0	G = 5.0	G =	G =
	Y = 2	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	53	1211	147	389	1295		305	5	137	26	48	
Lane group cap.	428	1348	602	428	1343		354	373	317	89	82	
v/c ratio	0.12	0.90	0.24	0.91	0.96		0.86	0.01	0.43	0.29	0.59	
Green ratio	0.60	0.38	0.38	0.60	0.38		0.20	0.20	0.20	0.05	0.05	
Unif. delay d1	14.9	29.2	21.2	29.0	30.3		38.7	32.1	35.0	45.8	46.5	
Delay factor k	0.11	0.42	0.11	0.43	0.47		0.39	0.11	0.11	0.11	0.18	
Increm. delay d2	0.1	8.4	0.2	23.0	16.7		19.0	0.0	0.9	1.8	10.4	
PF factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	15.0	37.6	21.4	52.0	47.1		57.7	32.1	36.0	47.6	56.9	
Lane group LOS	B	D	C	D	D		E	C	D	D	E	
Apprch. delay	35.0			48.2			50.7			53.6		
Approach LOS	D			D			D			D		
Intersec. delay	43.5			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Wal-Mart Entrance @ SR 400*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2020*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	1	1	2	0	1	1	1	1	1	0
Lane group	L	T	R	L	TR		L	LT	R	L	TR	
Volume (vph)	65	1400	170	450	1450	35	350	10	160	30	10	40
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3	3	3	3		3	3	3	3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0		0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	Excl. Left	EW Perm	03	04	NB Only	SB Only	07	08
Timing	G = 20.0	G = 38.0	G =	G =	G = 20.0	G = 5.0	G =	G =
	Y = 2	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	68	1474	179	474	1563		368	11	168	32	53	
Lane group cap.	428	1348	602	428	1343		354	373	317	89	82	
v/c ratio	0.16	1.09	0.30	1.11	1.16		1.04	0.03	0.53	0.36	0.65	
Green ratio	0.60	0.38	0.38	0.60	0.38		0.20	0.20	0.20	0.05	0.05	
Unif. delay d1	15.0	31.0	21.7	31.0	31.0		40.0	32.2	35.8	46.0	46.6	
Delay factor k	0.11	0.50	0.11	0.50	0.50		0.50	0.11	0.13	0.11	0.22	
Increm. delay d2	0.2	54.2	0.3	76.0	82.2		58.5	0.0	1.7	2.5	16.3	
PF factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	15.2	85.2	21.9	106.9	113.2		98.5	32.2	37.5	48.4	62.9	
Lane group LOS	B	F	C	F	F		F	C	D	D	E	
Apprch. delay	75.8			111.8			78.4			57.5		
Approach LOS	E			F			E			E		
Intersec. delay	92.5			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	*AG*	Intersection	*Wal-Mart Entrance @ SR 400*
Agency or Co.	*GA*	Area Type	*All other areas*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period*	Analysis Year	*2030*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	1	1	2	0	1	1	1	1	1	0
Lane group	L	T	R	L	TR		L	LT	R	L	TR	
Volume (vph)	75	1700	200	530	1700	40	420	10	180	35	10	45
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	3	3	3	3	3		3	3	3	3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0		0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	

Phasing	Excl. Left	EW Perm	03	04	NB Only	SB Only	07	08
Timing	G = 20.0	G = 38.0	G =	G =	G = 20.0	G = 5.0	G =	G =
	Y = 2	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	79	1789	211	558	1831		442	11	189	37	58	
Lane group cap.	428	1348	602	428	1343		354	373	317	89	82	
v/c ratio	0.18	1.33	0.35	1.30	1.36		1.25	0.03	0.60	0.42	0.71	
Green ratio	0.60	0.38	0.38	0.60	0.38		0.20	0.20	0.20	0.05	0.05	
Unif. delay d1	15.1	31.0	22.2	31.0	31.0		40.0	32.2	36.3	46.1	46.8	
Delay factor k	0.11	0.50	0.11	0.50	0.50		0.50	0.11	0.19	0.11	0.27	
Increm. delay d2	0.2	152.4	0.4	152.8	168.4		133.3	0.0	3.1	3.1	24.3	
PF factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control delay	15.4	183.4	22.5	183.8	199.4		173.3	32.2	39.4	49.2	71.1	
Lane group LOS	B	F	C	F	F		F	C	D	D	E	
Apprch. delay	160.7			195.7			131.5			62.6		
Approach LOS	F			F			F			E		
Intersec. delay	171.4			Intersection LOS						F		

ATTACHMENT B

URBAN STREET WORKSHEET #1

General Information		Site Information	
Analyst	*AG*	Urban Street	*US 92/SR 600*
Agency/Co.	*GA*	Direction of Travel	*East-bound*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period - Interchange*	Analysis Year	*Design Year - 2030*

Project Description: *2434-152: SR 483 PD&E Study*

Input Parameters

Analysis Period(h) T = *0.25*	Segments							
	1	2	3	4	5	6	7	8
Cycle length, C (s)	*110.0*	*165.0*						
Eff. green to cycle ratio, g/C	*1.000*	*0.818*						
v/c ratio for lane group, X	*0.010*	*0.623*						
Cap of lane group, c (veh/h)	*1*	*4144*						
Pct Veh on Grn., PVG								
Arrival type, AT	*3*	*5*						
Unit Extension, UE (sec)	*3.0*	*3.0*						
Length of segment, L (mi)	*0.29*	*0.54*						
Initial Queue, Qb (veh)	*0*	*0*						
Urban street class, SC	*2*	*2*						
Free-flow speed, FSS (mi/h)	*40*	*40*						
Running Time, TR (s)	*30.0*	*50.1*						
Other delay, (s)	*0.0*	*0.0*						

Delay Computation

Uniform delay, d1 (s)	*0.0*	*5.6*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*
Incremental delay adj, k	*0.11*	*0.21*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Upstream filtering adj factor, I	*1.000*	*0.293*						
Incremental delay, d2 (s)	*4.0*	*0.1*	*3.3*	*3.4*	*3.4*	*3.4*	*3.4*	*3.4*
Initial queue delay, d3 (s)	*0*	*0*						
Progression adj factor, PF	*0.000*	*0.000*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*
Control delay, d (s)	*4.0*	*0.1*						

Segment LOS Determination

Travel time, ST (s)	*34.0*	*50.2*						
Travel speed, SA (mi/h)	*30.7*	*38.7*						
Segment LOS	*B*	*A*						

Urban Street LOS Determination

Total travel time (s)	*84.2*
Total length (mi)	*0.83*
Total travel speed, SA (mi/h)	*35.5*
Total urban street LOS	*A*

URBAN STREET WORKSHEET #1

General Information		Site Information	
Analyst	*AG*	Urban Street	*US 92/SR 600*
Agency/Co.	*GA*	Direction of Travel	*West-bound*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period - Interchange*	Analysis Year	*Design Year - 2030*

Project Description: *2434-152: SR 483 PD&E Study*

Input Parameters

Analysis Period(h) T = *0.25*	Segments							
	1	2	3	4	5	6	7	8
Cycle length, C (s)	*110.0*	*150.0*						
Eff. green to cycle ratio, g/C	*1.000*	*0.740*						
v/c ratio for lane group, X	*0.010*	*0.726*						
Cap of lane group, c (veh/h)	*1*	*4996*						
Pct Veh on Grn., PVG								
Arrival type, AT	*3*	*5*						
Unit Extension, UE (sec)	*3.0*	*3.0*						
Length of segment, L (mi)	*0.54*	*0.29*						
Initial Queue, Qb (veh)	*0*	*0*						
Urban street class, SC	*2*	*2*						
Free-flow speed, FSS (mi/h)	*40*	*40*						
Running Time, TR (s)	*50.1*	*30.0*						
Other delay, (s)	*0.0*	*0.0*						
Delay Computation								
Uniform delay, d1 (s)	*0.0*	*11.0*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*
Incremental delay adj, k	*0.11*	*0.29*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Upstream filtering adj factor, I	*1.000*	*0.090*						
Incremental delay, d2 (s)	*4.0*	*0.0*	*2.7*	*3.4*	*3.4*	*3.4*	*3.4*	*3.4*
Initial queue delay, d3 (s)	*0*	*0*						
Progression adj factor, PF	*0.000*	*0.000*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*
Control delay, d (s)	*4.0*	*0.0*						
Segment LOS Determination								
Travel time, ST (s)	*54.1*	*30.1*						
Travel speed, SA (mi/h)	*36.0*	*34.7*						
Segment LOS	*A*	*B*						

Urban Street LOS Determination

Total travel time (s)	*84.1*
Total length (mi)	*0.83*
Total travel speed, SA (mi/h)	*35.5*
Total urban street LOS	*A*

URBAN STREET WORKSHEET #1

General Information		Site Information	
Analyst	*AG*	Urban Street	*SR 400*
Agency/Co.	*GA*	Direction of Travel	*East-bound*
Date Performed	*4/7/2005*	Jurisdiction	
Time Period	*PM peak Period - Interchange*	Analysis Year	*Design Year - 2030*

Project Description: *2434-152*

Input Parameters

Analysis Period(h) T = *0.25*	Segments							
	1	2	3	4	5	6	7	8
Cycle length, C (s)	*100.0*							
Eff. green to cycle ratio, g/C	*0.380*							
v/c ratio for lane group, X	*1.327*							
Cap of lane group, c (veh/h)	*1348*							
Pct Veh on Grn., PVG								
Arrival type, AT	*3*							
Unit Extension, UE (sec)	*3.0*							
Length of segment, L (mi)	*0.47*							
Initial Queue, Qb (veh)	*0*							
Urban street class, SC	*2*							
Free-flow speed, FSS (mi/h)	*40*							
Running Time, TR (s)	*44.1*							
Other delay, (s)	*0.0*							
Delay Computation								
Uniform delay, d1 (s)	*31.0*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*
Incremental delay adj, k	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Upstream filtering adj factor, I	*1.000*							
Incremental delay, d2 (s)	*152.4*	*0.4*	*3.4*	*3.4*	*3.4*	*3.4*	*3.4*	*3.4*
Initial queue delay, d3 (s)	*0*							
Progression adj factor, PF	*1.000*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*
Control delay, d (s)	*183.4*							
Segment LOS Determination								
Travel time, ST (s)	*227.6*							
Travel speed, SA (mi/h)	*7.4*							
Segment LOS	*F*							

Urban Street LOS Determination

Total travel time (s)	*227.6*
Total length (mi)	*0.47*
Total travel speed, SA (mi/h)	*7.4*
Total urban street LOS	*F*

URBAN STREET WORKSHEET #1

General Information		Site Information	
Analyst	*AG*	Urban Street	*SR 400*
Agency/Co.	*GA*	Direction of Travel	*West-bound*
Date Performed	*4/7/2005*	Jurisdiction	
Time Period	*PM peak Period - Interchange*	Analysis Year	*Design Year - 2030*

Project Description: *2434-152*

Input Parameters

Analysis Period(h) T = *0.25*	Segments							
	1	2	3	4	5	6	7	8
Cycle length, C (s)	*100.0*							
Eff. green to cycle ratio, g/C	*0.452*							
v/c ratio for lane group, X	*0.885*							
Cap of lane group, c (veh/h)	*1632*							
Pct Veh on Grn., PVG								
Arrival type, AT	*3*							
Unit Extension, UE (sec)	*3.0*							
Length of segment, L (mi)	*0.47*							
Initial Queue, Qb (veh)	*0*							
Urban street class, SC	*2*							
Free-flow speed, FSS (mi/h)	*40*							
Running Time, TR (s)	*44.1*							
Other delay, (s)	*0.0*							
Delay Computation								
Uniform delay, d1 (s)	*25.0*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*
Incremental delay adj, k	*0.41*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Upstream filtering adj factor, I	*1.000*							
Incremental delay, d2 (s)	*6.2*	*1.5*	*3.4*	*3.4*	*3.4*	*3.4*	*3.4*	*3.4*
Initial queue delay, d3 (s)	*0*							
Progression adj factor, PF	*1.000*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*
Control delay, d (s)	*31.2*							
Segment LOS Determination								
Travel time, ST (s)	*75.4*							
Travel speed, SA (mi/h)	*22.5*							
Segment LOS	*C*							

Urban Street LOS Determination

Total travel time (s)	*75.4*
Total length (mi)	*0.47*
Total travel speed, SA (mi/h)	*22.5*
Total urban street LOS	*C*

URBAN STREET WORKSHEET #1

General Information		Site Information	
Analyst	*AG*	Urban Street	*US 92/SR 600*
Agency/Co.	*GA*	Direction of Travel	*East-bound*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period - Intersection*	Analysis Year	*Design Year - 2030*

Project Description: *2434-152: SR 483 PD&E Study*

Input Parameters

Analysis Period(h) T = *0.25*	Segments							
	1	2	3	4	5	6	7	8
Cycle length, C (s)	*180.0*	*165.0*						
Eff. green to cycle ratio, g/C	*0.498*	*0.818*						
v/c ratio for lane group, X	*0.910*	*0.623*						
Cap of lane group, c (veh/h)	*2576*	*4144*						
Pct Veh on Grn., PVG								
Arrival type, AT	*3*	*5*						
Unit Extension, UE (sec)	*3.0*	*3.0*						
Length of segment, L (mi)	*0.29*	*0.54*						
Initial Queue, Qb (veh)	*0*	*0*						
Urban street class, SC	*2*	*2*						
Free-flow speed, FSS (mi/h)	*40*	*40*						
Running Time, TR (s)	*30.0*	*50.1*						
Other delay, (s)	*0.0*	*0.0*						
Delay Computation								
Uniform delay, d1 (s)	*41.5*	*5.6*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*
Incremental delay adj, k	*0.43*	*0.21*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Upstream filtering adj factor, I	*1.000*	*0.293*						
Incremental delay, d2 (s)	*5.4*	*0.1*	*3.3*	*3.4*	*3.4*	*3.4*	*3.4*	*3.4*
Initial queue delay, d3 (s)	*0*	*0*						
Progression adj factor, PF	*1.000*	*0.000*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*
Control delay, d (s)	*46.9*	*0.1*						
Segment LOS Determination								
Travel time, ST (s)	*76.9*	*50.2*						
Travel speed, SA (mi/h)	*13.6*	*38.7*						
Segment LOS	*E*	*A*						

Urban Street LOS Determination

Total travel time (s)	*127.1*
Total length (mi)	*0.83*
Total travel speed, SA (mi/h)	*23.5*
Total urban street LOS	*C*

URBAN STREET WORKSHEET #1

General Information		Site Information	
Analyst	*AG*	Urban Street	*US 92/SR 600*
Agency/Co.	*GA*	Direction of Travel	*West-bound*
Date Performed	*4/1/2005*	Jurisdiction	
Time Period	*PM Peak Period - Intersection*	Analysis Year	*Design Year - 2030*

Project Description: *2434-152: SR 483 PD&E Study*

Input Parameters

Analysis Period(h) T = *0.25*	Segments							
	1	2	3	4	5	6	7	8
Cycle length, C (s)	*180.0*	*150.0*						
Eff. green to cycle ratio, g/C	*0.417*	*0.740*						
v/c ratio for lane group, X	*1.594*	*0.726*						
Cap of lane group, c (veh/h)	*2157*	*4996*						
Pct Veh on Grn., PVG								
Arrival type, AT	*3*	*5*						
Unit Extension, UE (sec)	*3.0*	*3.0*						
Length of segment, L (mi)	*0.54*	*0.29*						
Initial Queue, Qb (veh)	*0*	*0*						
Urban street class, SC	*2*	*2*						
Free-flow speed, FSS (mi/h)	*40*	*40*						
Running Time, TR (s)	*50.1*	*30.0*						
Other delay, (s)	*0.0*	*0.0*						
Delay Computation								
Uniform delay, d1 (s)	*52.5*	*11.0*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*
Incremental delay adj, k	*0.50*	*0.29*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Upstream filtering adj factor, I	*1.000*	*0.090*						
Incremental delay, d2 (s)	*269.5*	*0.0*	*2.7*	*3.4*	*3.4*	*3.4*	*3.4*	*3.4*
Initial queue delay, d3 (s)	*0*	*0*						
Progression adj factor, PF	*1.000*	*0.000*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*
Control delay, d (s)	*322.0*	*0.0*						
Segment LOS Determination								
Travel time, ST (s)	*372.1*	*30.1*						
Travel speed, SA (mi/h)	*5.2*	*34.7*						
Segment LOS	*F*	*B*						

Urban Street LOS Determination

Total travel time (s)	*402.2*
Total length (mi)	*0.83*
Total travel speed, SA (mi/h)	*7.4*
Total urban street LOS	*F*

URBAN STREET WORKSHEET #1

General Information		Site Information	
Analyst	*AG*	Urban Street	*SR 400*
Agency/Co.	*GA*	Direction of Travel	*East-bound*
Date Performed	*4/7/2005*	Jurisdiction	
Time Period	*PM peak Period - Intersection*	Analysis Year	*Design Year - 2030*

Project Description: *2434-152*

Input Parameters

Analysis Period(h) T = *0.25*	Segments							
	1	2	3	4	5	6	7	8
Cycle length, C (s)	*100.0*							
Eff. green to cycle ratio, g/C	*0.380*							
v/c ratio for lane group, X	*1.327*							
Cap of lane group, c (veh/h)	*1348*							
Pct Veh on Grn., PVG								
Arrival type, AT	*4*							
Unit Extension, UE (sec)	*3.0*							
Length of segment, L (mi)	*0.47*							
Initial Queue, Qb (veh)	*0*							
Urban street class, SC	*2*							
Free-flow speed, FSS (mi/h)	*40*							
Running Time, TR (s)	*44.1*							
Other delay, (s)	*0.0*							
Delay Computation								
Uniform delay, d1 (s)	*31.0*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*
Incremental delay adj, k	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Upstream filtering adj factor, I	*0.470*							
Incremental delay, d2 (s)	*149.7*	*0.4*	*3.4*	*3.4*	*3.4*	*3.4*	*3.4*	*3.4*
Initial queue delay, d3 (s)	*0*							
Progression adj factor, PF	*0.915*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*
Control delay, d (s)	*178.1*							
Segment LOS Determination								
Travel time, ST (s)	*222.2*							
Travel speed, SA (mi/h)	*7.6*							
Segment LOS	*F*							

Urban Street LOS Determination

Total travel time (s)	*222.2*
Total length (mi)	*0.47*
Total travel speed, SA (mi/h)	*7.6*
Total urban street LOS	*F*

URBAN STREET WORKSHEET #1

General Information		Site Information	
Analyst	*AG*	Urban Street	*SR 400*
Agency/Co.	*GA*	Direction of Travel	*West-bound*
Date Performed	*4/7/2005*	Jurisdiction	
Time Period	*PM peak Period - Intersection*	Analysis Year	*Design Year - 2030*

Project Description: *2434-152*

Input Parameters

Analysis Period(h) T = *0.25*	Segments							
	1	2	3	4	5	6	7	8
Cycle length, C (s)	*160.0*							
Eff. green to cycle ratio, g/C	*0.300*							
v/c ratio for lane group, X	*1.331*							
Cap of lane group, c (veh/h)	*1085*							
Pct Veh on Grn., PVG								
Arrival type, AT	*3*							
Unit Extension, UE (sec)	*3.0*							
Length of segment, L (mi)	*0.47*							
Initial Queue, Qb (veh)	*0*							
Urban street class, SC	*2*							
Free-flow speed, FSS (mi/h)	*40*							
Running Time, TR (s)	*44.1*							
Other delay, (s)	*0.0*							
Delay Computation								
Uniform delay, d1 (s)	*56.0*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*	*5.4*
Incremental delay adj, k	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Upstream filtering adj factor, I	*1.000*							
Incremental delay, d2 (s)	*155.3*	*0.4*	*3.4*	*3.4*	*3.4*	*3.4*	*3.4*	*3.4*
Initial queue delay, d3 (s)	*0*							
Progression adj factor, PF	*1.000*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*	*0.256*
Control delay, d (s)	*211.3*							
Segment LOS Determination								
Travel time, ST (s)	*255.4*							
Travel speed, SA (mi/h)	*6.6*							
Segment LOS	*F*							

Urban Street LOS Determination

Total travel time (s)	*255.4*
Total length (mi)	*0.47*
Total travel speed, SA (mi/h)	*6.6*
Total urban street LOS	*F*

ATTACHMENT C

SHORT REPORT

General Information		Site Information	
Analyst	JA	Intersection	SR 483 @ US 92
Agency or Co.	GA	Area Type	All other areas
Date Performed	6/24/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2030 - Build Condition SPI483F

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	3	1	2	3	1	2	0	1	2	0	1
Lane group	L	T	R	L	T	R	L		R	L		R
Volume (vph)	400	2250	390	440	3300	150	490		300	440		610
% Heavy veh	0	0	0	0	0	0	0		0	0		0
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96		0.96
Actuated (P/A)	A	A	A	A	A	A	A			A		
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Arrival type	3	3	3	3	3	3	3		3	3		3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Ped/Bike/RTOR Volume	0		70	0		27	0		54	0		110
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0	0	0	0	0	0		0	0		0
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0

Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	06	07	08
Timing	G = 24.6	G = 5.5	G = 99.9	G =	G = 20.5	G =	G =	G =
	Y = 4.5	Y = 4.5	Y = 6	Y =	Y = 4.5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 170.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	417	2344	333	458	3438	128	510		256	458		521
Lane group cap.	713	3346	1296	507	3042	1201	423		234	423		329
v/c ratio	0.58	0.70	0.26	0.90	1.13	0.11	1.21		1.09	1.08		1.58
Green ratio	0.20	0.65	0.80	0.14	0.59	0.74	0.12		0.14	0.12		0.20
Unif. delay d1	61.2	19.4	4.2	71.5	35.0	6.1	74.8		72.7	74.8		67.7
Delay factor k	0.18	0.27	0.11	0.42	0.50	0.11	0.50		0.50	0.50		0.50
Increm. delay d2	1.2	0.7	0.1	19.5	63.3	0.0	113.0		86.2	67.8		276.7
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000
Control delay	62.5	20.1	4.3	91.0	98.4	6.1	187.7		158.9	142.6		344.4
Lane group LOS	E	C	A	F	F	A	F		F	F		F
Apprch. delay	24.1			94.6			178.1			250.0		
Approach LOS	C			F			F			F		
Intersec. delay	94.4			Intersection LOS						F		

SHORT REPORT

General Information		Site Information	
Analyst	JA	Intersection	SR 483 @ Beville Rd
Agency or Co.	GA	Area Type	All other areas
Date Performed	6/24/2004	Jurisdiction	
Time Period	4:30pm - 5:30pm	Analysis Year	2030 - Build Condition SPI400F

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	0	1	2	0	1	2	3	1	2	3	1
Lane group	L		R	L		R	L	T	R	L	T	R
Volume (vph)	270		460	490		410	320	1000	245	510	2450	190
% Heavy veh	0		0	0		0	0	0	0	0	0	0
PHF	0.90		0.90	0.90		0.90	0.90	0.90	0.90	0.90	0.90	0.90
Actuated (P/A)	A			A			A	A	A	A	A	A
Startup lost time	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Ext. eff. green	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type	3		3	3		3	3	3	3	3	3	3
Unit Extension	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		83	0		74	0		8	0		34
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0		0	0		0	0	0	0	0	0	0
Unit Extension	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0

Phasing	Excl. Left	02	03	04	Excl. Left	SB Only	Thru & RT	08
Timing	G = 17.7	G =	G =	G =	G = 26.8	G = 5.6	G = 61.4	G =
	Y = 4.5	Y =	Y =	Y =	Y = 4.5	Y = 4.5	Y = 5	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	300		419	544		373	356	1111	263	567	2722	173
Lane group cap.	477		333	477		333	723	2445	763	995	2847	888
v/c ratio	0.63		1.26	1.14		1.12	0.49	0.45	0.34	0.57	0.96	0.19
Green ratio	0.14		0.21	0.14		0.21	0.21	0.47	0.47	0.28	0.55	0.55
Unif. delay d1	53.0		51.6	56.2		51.6	45.6	23.0	21.6	39.8	27.8	14.7
Delay factor k	0.21		0.50	0.50		0.50	0.11	0.11	0.11	0.16	0.47	0.11
Increm. delay d2	2.7		138.3	85.8		85.8	0.5	0.1	0.3	0.8	8.9	0.1
PF factor	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	55.7		189.9	141.9		137.4	46.1	23.2	21.9	40.6	36.6	14.9
Lane group LOS	E		F	F		F	D	C	C	D	D	B
Apprch. delay	133.9			140.1			27.7			36.2		
Approach LOS	F			F			C			D		
Intersec. delay	58.3			Intersection LOS						E		

Appendix K
FDOT – Recommended Storage Length Worksheet

RECOMMENDED STORAGE LENGTH

INTERSECTION SR 483 & US 92 Intersection
DESIGN YEAR 2030

Street Name	Movement	Volume (Veh/Hr)	G/C	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Adjustment Factor	Calc'd Queue Length (Ft)	Rec'd Queue Length (Ft)
US 92	EB Left	400	0.15	180.0	3	133	3.0%	1.50	218.9	225
	EB Thru	2250	0.50	180.0	3	750	3.0%	1.50	724.2	725
	EB Right	390	0.63	180.0	1	390	3.0%	1.50	278.7	300
US 92	WB Left	440	0.07	180.0	3	147	3.0%	1.50	263.4	275
	WB Thru	3300	0.42	180.0	3	1,100	3.0%	1.50	1232.1	1250
	WB Right	150	0.51	180.0	1	150	3.0%	1.50	141.9	150
SR 483	NB Left	490	0.10	180.0	3	163	3.0%	1.50	283.9	300
	NB Thru	970	0.25	180.0	3	323	3.0%	1.50	468.3	475
	NB Right	300	0.36	180.0	1	300	3.0%	1.50	370.8	375
SR 483	SB Left	440	0.06	180.0	3	147	3.0%	1.50	266.3	275
	SB Thru	1850	0.22	180.0	3	617	3.0%	1.50	928.9	950
	SB Right	610	0.40	180.0	1	610	3.0%	1.50	706.8	725

Storage Length calculation based on Optimized Signal Timing

Storage Lengths are calculated based on the following formula:

$$L = (25)\,(DHV)\,(1-G/C)\,(T+1)\,(F) / (3600/C) / (N)$$

where: L = storage length
DHV = design hour volume, in vph
G/C = ratio of green time to cycle length
T = percent of heavy vehicles
F = adjustment factor (1.25 to 2)
C = cycle length
N = # of lanes

RECOMMENDED STORAGE LENGTH

INTERSECTION SR 483 & US 92 Interchange - SR 483 Free
DESIGN YEAR 2030

Street Name	Movement	Volume (Veh/Hr)	G/C	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Adjustment Factor	Calc'd Queue Length (Ft)	Rec'd Queue Length (Ft)
US 92	EB Left	400	0.20	170.0	2	200	3.0%	1.50	291.8	300
	EB Thru	2250	0.65	170.0	3	750	3.0%	1.50	478.8	500
	EB Right	390	0.80	170.0	1	390	3.0%	1.50	142.3	150
US 92	WB Left	440	0.14	170.0	2	220	3.0%	1.50	345.1	350
	WB Thru	3300	0.59	170.0	3	1,100	3.0%	1.50	822.6	825
	WB Right	150	0.74	170.0	1	150	3.0%	1.50	71.1	75
SR 483	NB Left	490	0.12	170.0	2	245	3.0%	1.50	393.2	400
	NB Thru	0	0.00	170.0	0					
	NB Right	300	0.14	170.0	1	300	3.0%	1.50	470.6	475
SR 483	SB Left	440	0.12	170.0	2	220	3.0%	1.50	353.1	375
	SB Thru	0	0.00	170.0	0					
	SB Right	610	0.20	170.0	1	610	3.0%	1.50	890.1	900

Storage Length calculation based on Optimized Signal Timing

Storage Lengths are calculated based on the following formula:

$$L = (25)\,(DHV)\,(1-G/C)\,(T+1)\,(F) / (3600/C) / (N)$$

where: L = storage length
DHV = design hour volume, in vph
G/C = ratio of green time to cycle length
T = percent of heavy vehicles
F = adjustment factor (1.25 to 2)
C = cycle length
N = # of lanes

RECOMMENDED STORAGE LENGTH

INTERSECTION SR 483 & US 92 Interchange - US 92 Free
DESIGN YEAR 2030

Street Name	Movement	Volume (Veh/Hr)	G/C	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Adjustment Factor	Calc'd Queue Length (Ft)	Rec'd Queue Length (Ft)
US 92	EB Left	400	0.17	110.0	2	200	3.0%	1.50	195.9	200
	EB Thru	0	0.00		0					
	EB Right	390	0.25	110.0	1	390	3.0%	1.50	345.2	350
US 92	WB Left	440	0.17	110.0	2	220	3.0%	1.50	215.5	225
	WB Thru	0	0.00		0					
	WB Right	150	0.19	110.0	1	150	3.0%	1.50	143.4	150
SR 483	NB Left	490	0.25	110.0	2	245	3.0%	1.50	216.9	225
	NB Thru	970	0.51	110.0	3	323	3.0%	1.50	187.0	200
	NB Right	300	0.73	110.0	1	300	3.0%	1.50	95.6	100
SR 483	SB Left	440	0.19	110.0	2	220	3.0%	1.50	210.3	225
	SB Thru	1850	0.45	110.0	3	617	3.0%	1.50	400.3	425
	SB Right	610	0.67	110.0	1	610	3.0%	1.50	237.6	250

Storage Length calculation based on Optimized Signal Timing

Storage Lengths are calculated based on the following formula:

$$L = (25)\ (DHV)\ (1-G/C)\ (T+1)\ (F)\ /\ (3600/C)\ /\ (N)$$

where: L = storage length
DHV = design hour volume, in vph
G/C = ratio of green time to cycle length
T = percent of heavy vehicles
F = adjustment factor (1.25 to 2)
C = cycle length
N = # of lanes

RECOMMENDED STORAGE LENGTH

INTERSECTION **SR 483 & Richard Petty Blvd**
DESIGN YEAR **2030**

Street Name	Movement	Volume (Veh/Hr)	G/C	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Adjustment Factor	Calc'd Queue Length (Ft)	Rec'd Queue Length (Ft)
Richard Petty Blvd	EB Left	140	0.25	120.0	1	140	3.0%	1.50	135.2	150
	EB Thru	35	0.25	120.0	1	35	3.0%	1.50	33.8	50
	EB Right	630	0.25	120.0	2	315	3.0%	1.50	304.2	325
Richard Petty Blvd	WB Left	55	0.25	120.0	1	55	3.0%	1.50	53.1	75
	WB Thru	60	0.25	120.0	1	60	3.0%	1.50	57.9	75
	WB Right	40	0.00	120.0	0					
SR 483	NB Left	340	0.53	120.0	2	170	3.0%	1.50	102.9	125
	NB Thru	1200	0.41	120.0	3	400	3.0%	1.50	303.9	325
	NB Right	50	0.41	120.0	1	50	3.0%	1.50	38.0	50
SR 483	SB Left	15	0.67	120.0	1	15	3.0%	1.50	6.4	50
	SB Thru	2320	0.51	120.0	3	773	3.0%	1.50	487.9	500
	SB Right	70	0.00	120.0	0					

Storage Length calculation based on Optimized Signal Timing

Storage Lengths are calculated based on the following formula:

$$L = (25)\ (DHV)\ (1-G/C)\ (T+1)\ (F)\ /\ (3600/C)\ /\ (N)$$

where: L = storage length
DHV = design hour volume, in vph
G/C = ratio of green time to cycle length
T = percent of heavy vehicles
F = adjustment factor (1.25 to 2)
C = cycle length
N = # of lanes

RECOMMENDED STORAGE LENGTH

INTERSECTION **SR 483 & Embry Riddle**
DESIGN YEAR **2030**

Street Name	Movement	Volume (Veh/Hr)	G/C	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Adjustment Factor	Calc'd Queue Length (Ft)	Rec'd Queue Length (Ft)
Embry Riddle	EB Left	260	0.20	165.0	1	260	3.0%	1.50	368.2	375
	EB Thru	130	0.20	165.0	1	130	3.0%	1.50	184.1	200
	EB Right	120	0.00	165.0	0					
Embry Riddle	WB Left	50	0.20	165.0	1	50	3.0%	1.50	70.8	75
	WB Thru	30	0.20	165.0	1	30	3.0%	1.50	42.5	50
	WB Right	20	0.00	165.0	0					
SR 483	NB Left	120	0.74	165.0	1	120	3.0%	1.50	55.2	75
	NB Thru	1750	0.62	165.0	3	583	3.0%	1.50	392.4	400
	NB Right	25	0.62	165.0	1	25	3.0%	1.50	16.8	50
SR 483	SB Left	20	0.74	165.0	1	20	3.0%	1.50	9.2	50
	SB Thru	2390	0.62	165.0	3	797	3.0%	1.50	535.9	550
	SB Right	40	0.00	165.0	0					

Storage Length calculation based on Optimized Signal Timing

Storage Lengths are calculated based on the following formula:

$$L = (25)\ (DHV)\ (1-G/C)\ (T+1)\ (F)\ /\ (3600/C)\ /\ (N)$$

where: L = storage length
DHV = design hour volume, in vph
G/C = ratio of green time to cycle length
T = percent of heavy vehicles
F = adjustment factor (1.25 to 2)
C = cycle length
N = # of lanes

RECOMMENDED STORAGE LENGTH

INTERSECTION **SR 483 & Bellevue Avenue**
DESIGN YEAR **2030**

Street Name	Movement	Volume (Veh/Hr)	G/C	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Adjustment Factor	Calc'd Queue Length (Ft)	Rec'd Queue Length (Ft)
Bellevue Avenue	EB Left	110	0.16	90.0	1	110	3.0%	1.50	89.2	100
	EB Thru	270	0.16	90.0	1	270	3.0%	1.50	219.0	225
	EB Right	110	0.00	90.0	0					
Bellevue Avenue	WB Left	310	0.16	90.0	2	155	3.0%	1.50	125.7	150
	WB Thru	180	0.16	90.0	1	180	3.0%	1.50	146.0	150
	WB Right	200	0.16	90.0	1	200	3.0%	1.50	162.2	175
SR 483	NB Left	120	0.54	90.0	1	120	3.0%	1.50	53.3	75
	NB Thru	1150	0.49	90.0	3	383	3.0%	1.50	188.8	200
	NB Right	220	0.49	90.0	1	220	3.0%	1.50	108.3	125
SR 483	SB Left	340	0.72	90.0	1	340	3.0%	1.50	91.9	100
	SB Thru	2400	0.61	90.0	3	800	3.0%	1.50	301.3	325
	SB Right	80	0.61	90.0	1	80	3.0%	1.50	30.1	50

Storage Length calculation based on Optimized Signal Timing

Storage Lengths are calculated based on the following formula:

$$L = (25)\ (DHV)\ (1-G/C)\ (T+1)\ (F)\ /\ (3600/C)\ /\ (N)$$

where: L = storage length
DHV = design hour volume, in vph
G/C = ratio of green time to cycle length
T = percent of heavy vehicles
F = adjustment factor (1.25 to 2)
C = cycle length
N = # of lanes

RECOMMENDED STORAGE LENGTH

INTERSECTION **SR 483 & Bellevue Avenue Ext**
DESIGN YEAR **2030**

Street Name	Movement	Volume (Veh/Hr)	G/C	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Adjustment Factor	Calc'd Queue Length (Ft)	Rec'd Queue Length (Ft)
Bellevue Avenue Ext	EB Left	90	0.24	85.0	1	90	3.0%	1.50	62.4	75
	EB Thru	80	0.24	85.0	1	80	3.0%	1.50	55.4	75
	EB Right	80	0.00	85.0	0					
Bellevue Avenue Ext	WB Left	0	0.00	85.0	0					
	WB Thru	1	0.24	85.0	1	1	3.0%	1.50	0.7	50
	WB Right	0	0.00	85.0	0					
SR 483	NB Left	35	0.49	85.0	1	35	3.0%	1.50	16.3	50
	NB Thru	1300	0.49	85.0	3	433	3.0%	1.50	201.5	225
	NB Right	0	0.00	85.0	0					
SR 483	SB Left	0	0.64	85.0	1	0	3.0%	1.50	0.0	50
	SB Thru	2600	0.64	85.0	3	867	3.0%	1.50	284.5	300
	SB Right	170	0.64	85.0	1	170	3.0%	1.50	55.8	75

Storage Length calculation based on Optimized Signal Timing

Storage Lengths are calculated based on the following formula:

$$L = (25)\ (DHV)\ (1-G/C)\ (T+1)\ (F)\ /\ (3600/C)\ /\ (N)$$

where: L = storage length
DHV = design hour volume, in vph
G/C = ratio of green time to cycle length
T = percent of heavy vehicles
F = adjustment factor (1.25 to 2)
C = cycle length
N = # of lanes

RECOMMENDED STORAGE LENGTH

INTERSECTION SR 483 & Beville Rd Interchange - SR 483 Free
DESIGN YEAR 2030

Street Name	Movement	Volume (Veh/Hr)	G/C	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Adjustment Factor	Calc'd Queue Length (Ft)	Rec'd Queue Length (Ft)
Beville Road	EB Left	270	0.25	100.0	2	135	3.0%	1.50	108.6	125
	EB Thru	980	0.51	100.0	2	490	3.0%	1.50	257.6	275
	EB Right	460	0.51	100.0	1	460	3.0%	1.50	241.8	250
Beville Road	WB Left	490	0.18	100.0	2	245	3.0%	1.50	215.5	225
	WB Thru	1300	0.44	100.0	2	650	3.0%	1.50	390.5	400
	WB Right	410	0.44	100.0	1	410	3.0%	1.50	246.3	250
SR 483	NB Left	320	0.17	100.0	2	160	3.0%	1.50	142.5	150
	NB Thru	0	0.00	100.0	0					
	NB Right	45	0.18	100.0	1	45	3.0%	1.50	39.6	50
SR 483	SB Left	510	0.17	100.0	2	255	3.0%	1.50	227.1	250
	SB Thru	0	0.00	100.0	0					
	SB Right	190	0.18	100.0	1	190	3.0%	1.50	167.2	175

Storage Length calculation based on Optimized Signal Timing

Storage Lengths are calculated based on the following formula:

$$L = (25)\ (DHV)\ (1-G/C)\ (T+1)\ (F)\ /\ (3600/C)\ /\ (N)$$

where: L = storage length
DHV = design hour volume, in vph
G/C = ratio of green time to cycle length
T = percent of heavy vehicles
F = adjustment factor (1.25 to 2)
C = cycle length
N = # of lanes

RECOMMENDED STORAGE LENGTH

INTERSECTION SR 483 & Beville Rd Interchange - SR 400 Free
DESIGN YEAR 2030

Street Name	Movement	Volume (Veh/Hr)	G/C	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Adjustment Factor	Calc'd Queue Length (Ft)	Rec'd Queue Length (Ft)
Beville Road	EB Left	270	0.14	130.0	2	135	3.0%	1.50	161.9	175
	EB Thru	0	0.00	130.0	0					
	EB Right	460	0.21	130.0	1	460	3.0%	1.50	506.9	525
Beville Road	WB Left	490	0.14	130.0	2	245	3.0%	1.50	293.9	300
	WB Thru	0	0.00	130.0	0					
	WB Right	410	0.21	130.0	1	410	3.0%	1.50	451.8	475
SR 483	NB Left	320	0.21	130.0	2	160	3.0%	1.50	176.3	200
	NB Thru	1000	0.47	130.0	3	333	3.0%	1.50	246.4	250
	NB Right	45	0.47	130.0	1	45	3.0%	1.50	33.3	50
SR 483	SB Left	510	0.28	130.0	2	255	3.0%	1.50	256.1	275
	SB Thru	2450	0.55	130.0	3	817	3.0%	1.50	512.6	525
	SB Right	190	0.55	130.0	1	190	3.0%	1.50	119.3	125

Storage Length calculation based on Optimized Signal Timing

Storage Lengths are calculated based on the following formula:

$$L = (25)\ (DHV)\ (1-G/C)\ (T+1)\ (F)\ /\ (3600/C)\ /\ (N)$$

where: L = storage length
DHV = design hour volume, in vph
G/C = ratio of green time to cycle length
T = percent of heavy vehicles
F = adjustment factor (1.25 to 2)
C = cycle length
N = # of lanes

RECOMMENDED STORAGE LENGTH

INTERSECTION SR 483 & Beville Rd Intersection
DESIGN YEAR 2030

Street Name	Movement	Volume (Veh/Hr)	G/C	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Adjustment Factor	Calc'd Queue Length (Ft)	Rec'd Queue Length (Ft)
Beville Road	EB Left	270	0.11	160.0	3	90	3.0%	1.50	137.5	150
	EB Thru	980	0.34	160.0	2	490	3.0%	1.50	555.2	575
	EB Right	460	0.34	160.0	1	460	3.0%	1.50	521.2	525
Beville Road	WB Left	490	0.07	160.0	3	163	3.0%	1.50	260.8	275
	WB Thru	1300	0.30	160.0	2	650	3.0%	1.50	781.1	800
	WB Right	410	0.30	160.0	1	410	3.0%	1.50	492.7	500
SR 483	NB Left	320	0.04	160.0	3	107	3.0%	1.50	175.8	200
	NB Thru	1000	0.33	160.0	3	333	3.0%	1.50	383.4	400
	NB Right	45	0.33	160.0	1	45	3.0%	1.50	51.8	75
SR 483	SB Left	510	0.15	160.0	3	170	3.0%	1.50	248.1	250
	SB Thru	2450	0.44	160.0	3	817	3.0%	1.50	785.1	800
	SB Right	190	0.44	160.0	1	190	3.0%	1.50	182.7	200

Storage Length calculation based on Optimized Signal Timing

Storage Lengths are calculated based on the following formula:

$$L = (25)\ (DHV)\ (1-G/C)\ (T+1)\ (F)\ /\ (3600/C)\ /\ (N)$$

where: L = storage length
DHV = design hour volume, in vph
G/C = ratio of green time to cycle length
T = percent of heavy vehicles
F = adjustment factor (1.25 to 2)
C = cycle length
N = # of lanes