



(TENATIVE) BOARD OF COMMISSIONERS REGULAR MEETING

County
Effingham
Georgia
Board of Commissioners

August 01, 2023 – 5:00 PM

Effingham County Administrative Complex
Meeting Chambers

804 South Laurel Street, Springfield GA 31329

The Georgia Conflict of Interest in Zoning Action Statute (O.C.G.A. §§ 36-67A-1 et seq.) requires disclosure of certain campaign contributions made by applicants for rezoning actions and by opponents of rezoning application. A rezoning applicant or opponent of a rezoning application must disclose contributions or gifts which in aggregate total \$250.00 or more if made within the last two years to a current member of Effingham County Planning Board, Board of Commissioners, or other Effingham County official who will consider the application. The campaign contribution disclosure requirement applies to an opponent of a rezoning application who publishes his or her opposition by appearance before the Planning Board or Board of Commissioners or by any other oral or written communication to a member or members of the Planning Board or Board of Commissioners. Disclosure must be reported to the Board of Commissioners by applicants within ten (10) days after the rezoning application is filed and by opponents at least five (5) days prior to the first hearing by the Planning Board. Any person knowing failing to comply with these requirements shall be guilty of a misdemeanor.

“Individuals with disabilities who require special needs to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities should contact the County Clerk at 912-754-2123 promptly to afford the County time to create reasonable accommodations for those persons.”

****PLEASE TURN OFF YOUR CELL PHONE**

Agenda

Watch us live on our YouTube page:

<https://www.youtube.com/channel/UC9wRzS6f2pHHZG3IgRk3OUQ>

- I. Call to Order**
- II. Roll Call**
- III. Invocation**
- IV. Pledge to the American Flag**
- V. Agenda Approval** - Consideration of a resolution to approve the agenda.
- VI. Minutes**- Consideration to approve the July 12, 2023 Special Called meeting minutes and the July 18, 2023 work session and regular meeting minutes
- VII. Public Comments** - Comments shall pertain to the agenda items only. Should you wish to make remarks, clearly state your full name into the microphone before commencing to speak.
- VIII. Correspondence** - Documents from this meeting are located in the Clerk's Office and on the Board of Commissioner's website.
- IX. Consent Agenda** - This section shall include all routine items for which there will be no discussion. Should a need arise for a debate, the item can be moved to the appropriate area of the agenda.

1. **[2023-400 Agreement]**

Consideration to approve to renew the Rescue Monitoring and Commercial Fire Monitoring Agreements for Administration Building

2. [2023-401 Purchase]

Consideration to ratify and affirm approval of Enterprise vehicle orders for multiple departments

3. [2023-402 Agreement]

Consideration to approve to ratify and affirm a Purchase Agreement for 3 Fire Engines

4. [2023-403 Job Description]

Consideration to approve and publish a new Job Description for EMS

5. [2023-404 Job Description]

Consideration to approve and publish Job Descriptions as part of the reorganization of the Parks and Landscape Department

X. Unfinished Business - Contains items held from a previous agenda.

1. [2023-371 Ordinance]

Consideration to approve the Second Reading to amend **Part II - Appendix C, Article II - Definitions, Article III - General Provisions** of the Effingham County Code of Ordinances [in response to Title 36 of the Official Code of Georgia] (1st reading approved - 07/18/2023)

XI. New Business

1. [2023-405 Resolution] *Steve Candler*

Consideration to approve Resolution# 023-018 to amend the Schedule of Fees

2. [2023-406 Quote/Purchase] *Alison Bruton*

Consideration to approve a Quote from SealMaster for the purchase of an Aggregate Chip Spreader for the Public Works Department

3. [2023-407 Quote] *Alison Bruton*

Consideration to approve Quote #2022-549153 from Evoqua for replacement equipment needed at the Wastewater Treatment Plant

4. [2023-408 Quote] *Alison Bruton*

Consideration to approve Quote # C220561 from Goforth Williamson, Inc for installation of the Grundfos Remote Management System at 8 water wells

5. [2023-409 Resolution] *Alison Bruton*

Consideration to approve Resolution# 023-017 for the surplus of various items

6. [2023-410 Change Order] *Alison Bruton*

Consideration to approve a Change Order# 1 for StageFront for the AV upgrades at the Judicial Complex

7. [2023-411 Contract] *Alison Bruton*

Consideration to approve to award Contracts for disaster debris removal services with Ceres Environmental Services, Inc. and CrowderGulf, LLC.

8. [2023-412 Contract] *Alison Bruton*

Consideration to approve Contract 23-REQ-034 with Cartee Construction and Utilities for a force main relocation

9. [2023-413 Agreement] *Alison Bruton*

Consideration to approve Amendment #4 to the Lease Agreement between Effingham County and Renasant Bank

10. [2023-414 Agreement] *Alison Bruton*

Consideration to approve to ratify and affirm an Agreement with GENESYS Health Alliance to provide Inmate Medical Services at the Effingham County Prison/Jail

11. [2023-415 Quote/Design] *Tim Callanan*

Consideration to approve the Goshen Road Traffic Analysis and Concept Design and Quote as submitted by POND Company

12. [2023-416 Ordinance] *Chelsie Fernald*

Consideration to approve the First Reading to amend **Part II – Official Code: Chapter 14 – Building and Building Regulations – Articles II – Construction Codes, Division 2 – Administration and Enforcement, Section 14-56**, of the Code of Ordinances to clarify site plan requirements for issuance of permits

13. [2023-417 Plat] *Chelsie Fernald*

Consideration to approve a Final Plat for GITC Commercial, a seven-lot subdivision on Commerce Avenue **Map # 466D Parcel # 4** (Second District)

14. [2023-418 Form] *Stephanie Johnson*

Consideration to approve a Delegate Form for a member to participate as Voting Delegate at the 2023 ACCG Legislative Conference

XII. Reports from Commissioners & Administrative Staff

XIII. Executive Session - Discussion of Personnel, Property and Pending Litigation

XIV. Executive Session Minutes - Consideration to approve the July 12, 2023 and the July 18, 2023 executive session minutes

XV. Planning Board - 6:00 PM

1. [2023-419 Public Hearing] *Katie Dunnigan*

The Planning Board recommends approving an application by **James R. Presnell** as Agent for **Donald & Clara Spayd** request to **rezone** 5.59 acres located at 638 Kolic Helmey Road from **AR-1** to **AR-2** to allow for division of the property **Map# 417 Parcel# 10**, in the **Second District**

2. [2023-420 Second Reading]

Consideration to approve the Second Reading of an application by **James R. Presnell** as Agent for **Donald & Clara Spayd** request to **rezone** 5.59 acres located at 638 Kolic Helmey Road from **AR-1** to **AR-2** to allow for division of the property **Map# 417 Parcel# 10**, in the **Second District**

3. [2023-421 Public Hearing] *Katie Dunnigan*

The Planning Board recommends approving an application by **Lennon Godoy** as Agent for **Adolfo Mitchell** to **rezone** 1 acre located off of Goshen Road from **R-1** to **AR-2** to allow for the placement of a mobile home **Map# 434 Parcel# 7** in the **Second District**

4. [2023-422 Second Reading]

Consideration to approve a Second Reading of an application by **Lennon Godoy** as Agent for **Adolfo Mitchell** to **rezone** 1 acre located off of Goshen Road from **R-1** to **AR-2** to allow for the placement of a mobile home **Map# 434 Parcel# 7** in the **Second District**

5. [2023-423 Public Hearing] *Katie Dunnigan*

The Planning Board recommends approving an application by **Jessica Collins** as Agent for **Kenneth Hales & Sheryl Foote** requests to **rezone** 4.4 acres located at 639 Archer Road from **AR-1** to **AR-2** to allow for division of the parcel **Map# 271 Parcel# 28** in the **Third District**

6. [2023-424 Second Reading]

Consideration to approve a Second Reading of an application by **Jessica Collins** as Agent for **Kenneth Hales & Sheryl Foote** requests to **rezone** 4.4 acres located at 639 Archer Road from **AR-1** to **AR-2** to allow for division of the parcel **Map# 271 Parcel# 28** in the **Third District**

7. [2023-425 Public Hearing] *Katie Dunnigan*

The Planning Board recommends approving an application by **Randy Parrish** requests to **rezone** 5.6 acres located at 974 Arnsdorff Road from **AR-1** to **AR-2** to allow for the creation of two additional home sites **Map# 343 Parcel# 4** in the **Third District**

8. [2023-426 Second Reading]

Consideration to approve a Second Reading of an application by **Randy Parrish** requests to **rezone** 5.6 acres located at 974 Arnsdorff Road from **AR-1** to **AR-2** to allow for the creation of two additional home sites **Map# 343 Parcel# 4** in the **Third District**

9. [2023-427 Public Hearing] *Katie Dunnigan*

The Planning Board recommends approving an application by **Charles Alan Writch** requests to **rezone** 3.06 of 21.02 acres located at 101 Wheeler Cemetery Road from **AR-1** to **AR-2** to allow for the creation of a home site **Map# 383 Parcel# 15** in the **Third District**

10. [2023-428 Second Reading]

Consideration to approve the Second Reading of an application by **Charles Alan Writch** requests to **rezone** 3.06 of 21.02 acres located at 101 Wheeler Cemetery Road from **AR-1** to **AR-2** to allow for the creation of a home site **Map# 383 Parcel# 15** in the **Third District**

11. [2023-429 Public Hearing] *Katie Dunnigan*

The Planning Board recommends approving an application by **Leon L. Hood** to **rezone** .20 of 2.5 acres located at 256 Shirley Drive from **AR-2** to **AR-1** to allow for combination with an adjacent AR-1 property **Map# 370C Parcel# 2** in the **Fourth District**

12. [2023-430 Second Reading]

Consideration to approve the Second Reading of an application by **Leon L. Hood** to **rezone** .20 of 2.5 acres located at 256 Shirley Drive from **AR-2** to **AR-1** to allow for combination with an adjacent AR-1 property **Map# 370C Parcel# 2** in the **Fourth District**

13. [2023-431 Public Hearing] *Katie Dunnigan*

The Planning Board recommends approving an application by **Kenneth Lancaster** as Agent for **Lee H. Lancaster & Shirley Bridges** requests to **rezone** 1.28 of 72.97 acres located on Mock Road from **AR-1** to **AR-2**, to allow for recombination with an adjacent **AR-2** property **Map# 409 Parcels# 59A&B** in the **Fourth District**

14. [2023-432 Second Reading]

Consideration to approve the Second Reading of an application by **Kenneth Lancaster** as Agent for **Lee H. Lancaster & Shirley Bridges** requests to **rezone** 1.28 of 72.97 acres located on Mock Road from **AR-1** to **AR-2**, to allow for recombination with an adjacent **AR-2** property **Map# 409 Parcels# 59A&B** in the **Fourth District**

15. [2023-433 Public Hearing] *Katie Dunnigan*

The Planning Board recommends approving an application by **Ground Control Development, LLC** to **rezone** 12.3 acres located on US Hwy 80 from **B-2** to **B-3**, to allow for development **Map# 329 Parcel# 36,37,38** in the **First District**

16. [2023-434 Second Reading]

Consideration to approve the Second Reading of an application by **Ground Control Development, LLC** to **rezone** 12.3 acres located on US Hwy 80 from **B-2** to **B-3**, to allow for development **Map# 329 Parcel# 36,37,38** in the **First District**

17. [2023-435 Public Hearing] *Katie Dunnigan*

The Planning Board recommends approval of an application by **Warren M. Kennedy** to **rezone** 1.13 acres located at 195 Elm Street from **R-2** to **B-3**, to allow for a storage facility **Map# 302 Parcel# 167** in the **First District**

18. [2023-436 Second Reading]

Consideration to approve the Second Reading of an application by **Warren M. Kennedy** to **rezone** 1.13 acres located at Elm Street from **R-2** to **B-3**, to allow for a storage facility **Map# 302 Parcel# 167** in the **First District**

XVI. Adjournment

Staff Report

Subject: Renewal of Rescue Monitoring and Commercial Fire Monitoring Agreements for Administration Building

Author: Alison Bruton, Purchasing Agent

Department:

Meeting Date: August 1, 2023

Item Description: Approval of Rescue Monitoring and Commercial Fire Monitoring Agreements for Administration Building with Southeastern System Technologies

Summary Recommendation: Staff recommends approval of the Rescue Monitoring and Commercial Fire Monitoring Agreements for the Administration Building with Southeastern System Technologies

Executive Summary/Background:

- The fire alarm dials out to the monitoring company which dictates if an emergency. If non-emergency the monitoring company calls Fred Ryan, Facilities Maintenance Director, to investigate the problem and have it repaired. If it is an emergency, it calls the 911 center and has the fire trucks respond.
- The area of refuge is for someone that is unable to exit the building (wheelchair, etc.) or is trapped, they can communicate with the fire dept. to give details of their location.
- Southeastern System Technologies currently monitors the Springfield Library and Judicial Complex.
- The Area of Rescue Agreement is \$360.00 annually and the Commercial Fire Monitoring Agreement is \$541.00 annually.
- These agreements are for one (1) year terms and shall renew automatically for successive terms.

Alternatives for Commission to Consider

1. Approval of the Area of Rescue Monitoring Agreement for \$360.00 annually and the Commercial Fire Monitoring Agreement for \$541.00 annually for the Administration Building with Southeastern System Technologies
2. Take no action

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Facilities Maintenance, Purchasing

Funding Source: Facilities Maintenance Budget

Attachments:

1. Area of Rescue Monitoring Agreement
2. Commercial Fire Monitoring Agreement



SOUTHEASTERN SYSTEM TECHNOLOGIES

Central Station Monitoring Agreement

Date: 09/07/2021

Site: Administrative Complex
804 South Laurel Street
Springfield, Georgia 31329

Bill To: Effingham County Board of Commissioners
601 North Laurel Street
Springfield, Georgia 31329

Contact: Fred Ryan Phone: (912) 429-0056 Email: fryan@effinghamcounty.org

Central Station Monitoring {Commercial Fire Cellular} \$ 541.00 per year

TOTAL: \$ 541.00 per year

Payment of our invoice constitutes acceptance of the following Terms and Conditions:

1. Your City or County may require registration of alarm accounts. If so, this fee will be added separately.
2. This agreement is for central station monitoring only, in which central station monitors signals and responds appropriately. We are not responsible for failure in landline, cable, cellular and internet paths. All communication may be recorded. We make no guaranty that the services will prevent or avert loss or damage. This agreement does not include installation, programming, connection, repairs, parts, labor, testing, etc. Inspection and testing should be done routinely to ensure the system is working properly. Southeastern will be glad to provide these services at our prevailing rates.
3. Account information changes and cancellation must be received through one of the following:
 - i. verbal with passcode verification
 - ii. in writing with passcode verification, via letter or email (follow-up by phone if no passcode in writing)
 - iii. in writing without passcode on company letterhead if a commercial account
 - iv. verbal without passcode if name, site, phone #, and 80% of call list names & their numbers are known.

Account information includes adding, changing and removing contact names and numbers, account password, response requirements, etc. Please allow twenty-four (24) hours upon receipt for changes to be made, during business days. When changes require a site visit or remote programming, services will be scheduled and billed at our prevailing service rates. Please remember to keep your account information current.

4. Unless noted, this agreement is initially for one (1) year and shall renew automatically for successive terms at our prevailing rates and under the terms and conditions in effect at the time of renewal. This agreement may be cancelled any time after the initial period, with a (30) day notice.
5. Four (4) activations are allowed for runaway transmissions within a twenty-four (24) hour period. Excess activations will be billed at \$.60 each. The charge is applied where the fault lies with equipment or human negligence, which is determined to be outside of Southeastern's control.
6. Monitoring is based on annual billing with Net Due in thirty (30) days. An additional charge of \$5.00 per billing will apply for monthly, quarterly or semi-annual billing. Finance charges will apply for late payment.
7. Southeastern System Technologies' liability is limited to the replacement of any defective part or parts supplied by Southeastern and the repair of any defective work performed by Southeastern. This warranty applies for a period of one (1) year after acceptance of Southeastern's work. Such correction shall constitute the fulfillment of all of Southeastern's warranties hereunder. Southeastern System Technologies expressly disclaims any liability for special, liquidated, incidental or consequential damages.
8. It is agreed by and between the parties hereto; that the Contractor is not an insurer; that the amounts payable to the Contractor here under are based solely on the value of the services provided for herein; that from the nature of the services to be rendered, it is impracticable and extremely difficult to fix the actual damages, if any, which may proximately result from a failure on the part of the Contractor to perform any of its obligations hereunder, that in case of the failure of the Contractor to perform any of its obligations hereunder, and a resulting loss to the Subscriber, the Contractor's liability hereunder shall be limited to and fixed at the sum equal to ten percent of the annual service charge, or \$250.00 whichever is greater, and that the provisions of this paragraph shall apply if loss or damage; irrespective, or negligence, active or otherwise, of the Contractor, its agents or employees, this amount to be received as liquidated damages and not as a penalty and this liability shall be exclusive.

By signing below, I accept the above written quotation:

All accounts are set-up for annual billing unless specified. (See Condition # 6 above)
I choose ___ monthly, ___ quarterly, ___ semi-annual, X annual billing.

Accepted By: Wesley M. Corbitt Date: 09/07/2021

Print Name & Title: Wesley M. Corbitt, Chairman
Rev 5/21/2019



SOUTHEASTERN SYSTEM TECHNOLOGIES

Central Station Monitoring Agreement

Date: 09/07/2021

Site: Administrative Complex
804 South Laurel Street
Springfield, Georgia 31329

Bill To: Effingham County Board of Commissioners
601 North Laurel Street
Springfield, Georgia 31329

Contact: Fred Ryan Phone: (912) 429-0056 Email: fryan@effinghamcounty.org

Central Station Monitoring {Area of Rescue} \$ 360.00 per year

TOTAL: \$ 360.00 per year

Payment of our invoice constitutes acceptance of the following Terms and Conditions:

1. Your City or County may require registration of alarm accounts. If so, this fee will be added separately.
2. This agreement is for central station monitoring only, in which central station monitors signals and responds appropriately. We are not responsible for failure in landline, cable, cellular and internet paths. All communication may be recorded. We make no guaranty that the services will prevent or avert loss or damage. This agreement does not include installation, programming, connection, repairs, parts, labor, testing, etc. Inspection and testing should be done routinely to ensure the system is working properly. Southeastern will be glad to provide these services at our prevailing rates.
3. Account information changes and cancellation must be received through one of the following:
 - i. verbal with passcode verification
 - ii. in writing with passcode verification, via letter or email (follow-up by phone if no passcode in writing)
 - iii. in writing without passcode on company letterhead if a commercial account
 - iv. verbal without passcode if name, site, phone #, and 80% of call list names & their numbers are known.

Account information includes adding, changing and removing contact names and numbers, account password, response requirements, etc. Please allow twenty-four (24) hours upon receipt for changes to be made, during business days. When changes require a site visit or remote programming, services will be scheduled and billed at our prevailing service rates. Please remember to keep your account information current.

4. Unless noted, this agreement is initially for one (1) year and shall renew automatically for successive terms at our prevailing rates and under the terms and conditions in effect at the time of renewal. This agreement may be cancelled any time after the initial period, with a (30) day notice.
5. Four (4) activations are allowed for runaway transmissions within a twenty-four (24) hour period. Excess activations will be billed at \$.60 each. The charge is applied where the fault lies with equipment or human negligence, which is determined to be outside of Southeastern's control.
6. Monitoring is based on annual billing with Net Due in thirty (30) days. An additional charge of \$5.00 per billing will apply for monthly, quarterly or semi-annual billing. Finance charges will apply for late payment.
7. Southeastern System Technologies' liability is limited to the replacement of any defective part or parts supplied by Southeastern and the repair of any defective work performed by Southeastern. This warranty applies for a period of one (1) year after acceptance of Southeastern's work. Such correction shall constitute the fulfillment of all of Southeastern's warranties hereunder. Southeastern System Technologies expressly disclaims any liability for special, liquidated, incidental or consequential damages.
8. It is agreed by and between the parties hereto; that the Contractor is not an insurer; that the amounts payable to the Contractor here under are based solely on the value of the services provided for herein; that from the nature of the services to be rendered, it is impracticable and extremely difficult to fix the actual damages, if any, which may proximately result from a failure on the part of the Contractor to perform any of its obligations hereunder, that in case of the failure of the Contractor to perform any of its obligations hereunder, and a resulting loss to the Subscriber, the Contractor's liability hereunder shall be limited to and fixed at the sum equal to ten percent of the annual service charge, or \$250.00 whichever is greater, and that the provisions of this paragraph shall apply if loss or damage; irrespective, or negligence, active or otherwise, of the Contractor, its agents or employees, this amount to be received as liquidated damages and not as a penalty and this liability shall be exclusive.

By signing below, I accept the above written quotation:

All accounts are set-up for annual billing unless specified. (See Condition # 6 above)
I choose ___ monthly, ___ quarterly, ___ semi-annual, ___ X annual billing.

Accepted By: Wesley M. Corbitt Date: 09/07/2021

Print Name & Title: Wesley M. Corbitt, Chairman
Rev 5/21/2019

Staff Report

Subject: Ratification of Approval of Enterprise vehicle orders for multiple departments

Author: Alison Bruton, Purchasing Agent

Department: Multiple

Meeting Date: August 1, 2023

Item Description: Approval of Enterprise vehicle orders for multiple departments

Summary Recommendation: Staff recommends approval for these vehicles.

Executive Summary/Background:

- The vehicles included in this order are as follows:
 - Eleven (11) 2024 Nissan Frontier S, 4x4
- Nine (9) of these vehicles will be assigned to the Development Services department, which will replace three (3) of the older fleet vehicles in the department and allow the other vehicles in Development Services to be utilized in other departments (the RAM 1500s will be assigned to the Tax Assessor's Office and the 2021 F-150 will be assigned to Magistrate). This will provide consistency/uniformity in the different department vehicles.
- Two (2) of the Frontiers will be added to the POOL fleet. One will be an addition to the pool, and one will be replacing a vehicle shared by HR and Finance.

Alternatives for Commission to Consider

1. Ratification of Approval of Enterprise vehicle orders for multiple departments
2. Take no action

Recommended Alternative: 1

Other Alternatives: 2

Department Review: County Manager, Purchasing, Finance, Department Heads

Funding Source: Budget amendments may be needed if vehicles received this fiscal year

Attachments:

1. Proposal P1201266



Open-End (Equity) Lease Proposal

Item IX. 2.

Date: 07/18/2023

Prepared For: Effingham County Board of Commissioners (505556)

Proposal Summary

Proposal #: P1201266

Prepared For: Bruton, Alison

Quantity: 11

| Driver Information | | | | | Base Lease Payment | | | | | | | | | | Initial Charges Billed upon Delivery | | |
|---|--------|----|--------------|-------------------------|--|------------|-----------|-------------|---------------------------|-----------------|---------------------------------|----------------------------------|--|--------------------|--------------------------------------|--|--|
| Quote | Driver | ST | Use Tax Rate | Expected Annual Mileage | Capitalized Amount (Delivered Price per Vehicle) | Lease Term | Depr Rate | Depr Amount | Lease Charge ¹ | Monthly Use Tax | Full Maint Program ² | Additional Services ³ | Total Monthly Payment inc. Tax and Addl Services | Book Value at Term | Initial Charges ⁴ | License, Registration, Certain Other Charges and Tax | Total Initial Charges Billed upon Delivery |
| 2024 Nissan Frontier S 4x4 Crew Cab 5 ft. box 126 in. WB - US | | | | | Glacier White / Charcoal w/Cloth Seat Trim | | | | | | | | | | | | |
| 7349621 | TBD | GA | 0.0000% | 12,000 | \$35,194.98 | 60 | 1.3500% | \$475.13 | \$181.56 | \$0.00 | \$63.50 | | \$720.19 | \$6,687.18 | \$0.00 | \$39.00 | \$39.00 |
| 7349622 | TBD | GA | 0.0000% | 12,000 | \$35,194.98 | 60 | 1.3500% | \$475.13 | \$181.56 | \$0.00 | \$63.50 | | \$720.19 | \$6,687.18 | \$0.00 | \$39.00 | \$39.00 |
| 7349623 | TBD | GA | 0.0000% | 12,000 | \$35,194.98 | 60 | 1.3500% | \$475.13 | \$181.56 | \$0.00 | \$63.50 | | \$720.19 | \$6,687.18 | \$0.00 | \$39.00 | \$39.00 |
| 7349624 | TBD | GA | 0.0000% | 12,000 | \$35,194.98 | 60 | 1.3500% | \$475.13 | \$181.56 | \$0.00 | \$63.50 | | \$720.19 | \$6,687.18 | \$0.00 | \$39.00 | \$39.00 |
| 7349625 | TBD | GA | 0.0000% | 12,000 | \$35,194.98 | 60 | 1.3500% | \$475.13 | \$181.56 | \$0.00 | \$63.50 | | \$720.19 | \$6,687.18 | \$0.00 | \$39.00 | \$39.00 |
| 7349626 | TBD | GA | 0.0000% | 12,000 | \$35,194.98 | 60 | 1.3500% | \$475.13 | \$181.56 | \$0.00 | \$63.50 | | \$720.19 | \$6,687.18 | \$0.00 | \$39.00 | \$39.00 |
| 7349627 | TBD | GA | 0.0000% | 12,000 | \$35,194.98 | 60 | 1.3500% | \$475.13 | \$181.56 | \$0.00 | \$63.50 | | \$720.19 | \$6,687.18 | \$0.00 | \$39.00 | \$39.00 |
| 7349628 | TBD | GA | 0.0000% | 12,000 | \$35,194.98 | 60 | 1.3500% | \$475.13 | \$181.56 | \$0.00 | \$63.50 | | \$720.19 | \$6,687.18 | \$0.00 | \$39.00 | \$39.00 |
| 7349629 | TBD | GA | 0.0000% | 12,000 | \$35,194.98 | 60 | 1.3500% | \$475.13 | \$181.56 | \$0.00 | \$63.50 | | \$720.19 | \$6,687.18 | \$0.00 | \$39.00 | \$39.00 |
| 7349630 | TBD | GA | 0.0000% | 12,000 | \$35,194.98 | 60 | 1.3500% | \$475.13 | \$181.56 | \$0.00 | \$63.50 | | \$720.19 | \$6,687.18 | \$0.00 | \$39.00 | \$39.00 |
| 7349631 | TBD | GA | 0.0000% | 12,000 | \$35,194.98 | 60 | 1.3500% | \$475.13 | \$181.56 | \$0.00 | \$63.50 | | \$720.19 | \$6,687.18 | \$0.00 | \$39.00 | \$39.00 |

Total Monthly Payment for 11 vehicles: \$7,922.09 Total Initial Charges for 11 vehicles: \$429.00

Initials



Open-End (Equity) Lease Proposal

Item IX. 2.

Date: 07/18/2023

Prepared For: Effingham County Board of Commissioners (505556)
Prepared For: Bruton, Alison

Proposal Summary

Proposal #: P1201266
Quantity: 11

¹Monthly Lease Charge will be adjusted to reflect the interest rate on the delivery date (subject to a floor)

²See the following pages for details of Full Maintenance Service

³Additional Services may include Commercial Automotive Liability Enrollment or Physical Damage Management

⁴Excludes License, Registration, Certain Charges, and Tax

Current market and vehicle conditions may also affect value of vehicles.

Proposal is subject to Customer's Credit Approval.

Enterprise FM Trust will be the owner of the vehicles covered by this Proposal. Enterprise FM Trust (not Enterprise Fleet Management) will be the Lessor of such vehicles under the Master Open-End (Equity) Lease Agreement and shall have all rights and obligations of the Lessor under the Master Open-End (Equity) Lease Agreement with respect to such vehicles.

Lessee hereby authorizes this vehicle order, agrees to lease the vehicles on the terms set forth herein and in the Master Equity Lease Agreement and agrees that Lessor shall have the right to collect damages in the event Lessee fails or refuses to accept delivery of the ordered vehicles. Lessee certifies that it intends that more than 50% of the use of the vehicles is to be in a trade or business of the Lessee.

Lessee: Effingham County Board of Commissioners

Signature

Title

July 18, 2023

Date

11



Open-End (Equity) Lease Proposal

Item IX. 2.

Date: 07/18/2023

Prepared For: Effingham County Board of Commissioners (505556)
Prepared For: Bruton, Alison

Capitalized Amount Calculations

Proposal #: P1201266
Quantity: 11

Table with columns: Quote, Capitalized Prices/Billed on Delivery, Capitalized Price of Vehicle, Certain Other Charges, Initial License & Registration Fee, Capitalized Price Reduction, Certain Other Charges on CPR, Gain Applied from Prior Unit, Certain Other Charges on GOP, Tax on Incentives, Aftermarket Equipment, Courtesy Delivery / Dealer Prep Fee, Delivery Charge, Other Costs, Total. Rows include vehicle details for 2024 Nissan Frontier S 4x4 Crew Cab 5 ft. box 126 in. WB - US in Glacier White / Charcoal w/Cloth Seat Trim.

Initials

| Quote | Capitalized Prices/ Billed on Delivery | Capitalized Price of Vehicle ¹ | Certain Other Charges | Initial License & Registration Fee | Capitalized Price Reduction | Certain Other Charges on CPR | Gain Applied from Prior Unit | Certain Other Charges on GOP | Tax on Incentives | Aftermarket Equipment | Courtesy Delivery / Dealer Prep Fee | Delivery Charge | Other Costs | Total |
|---------|---|--|-----------------------------|---|-----------------------------------|------------------------------------|---------------------------------------|------------------------------------|----------------------|--------------------------|--|--------------------|----------------|-------------|
| | Billed on Delivery | | \$0.00 | \$39.00 | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$39.00 |
| 7349631 | Capitalized Price | \$34,738.00 | | \$0.00 | | | | | | \$181.98 | \$275.00 | \$0.00 | \$0.00 | \$35,194.98 |
| | Billed on Delivery | | \$0.00 | \$39.00 | | | | | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$39.00 |

ALL TAX AND LICENSE FEES TO BE BILLED TO LESSEE AS THEY OCCUR.

¹Capitalized price of vehicles may be adjusted to reflect final manufacturer's invoice. Lessee hereby assigns to Lessor any manufacturer rebates and/or manufacturer incentives intended for the Lessee, which rebates and/or incentives have been used by Lessor to reduce the capitalized price of the vehicles.

All language and acknowledgments contained in the signed proposal apply to all vehicles listed on the 'Equity Lease Proposal Summary' page of this document. In addition, you may incur additional fees required to register and operate these vehicles in accordance with various state, county, and city titling, registration, and tax laws.

Initials



Open-End (Equity) Lease Proposal

Item IX. 2.

Date: 07/18/2023

Prepared For: Effingham County Board of Commissioners (505556)
Prepared For: Bruton, Alison

Additional Services Details

Proposal #: P1201266
Quantity: 11

Table with columns: Driver Information, Commercial Automobile Liability Enrollment, Physical Damage Management, Full Maintenance Program. Rows include vehicle details like '2024 Nissan Frontier S 4x4 Crew Cab 5 ft. box 126 in. WB - US' and various quote numbers (7349621-7349631).

1The inclusion herein of references to maintenance fees/services are solely for the administrative convenience of the Lessee. Notwithstanding the inclusion of such references in this Invoice/Schedule/Quote, all such maintenance services are to be performed by Enterprise Fleet Management, Inc., and all such maintenance fees are payable by Lessee solely for the account of Enterprise Fleet Management, Inc., pursuant to that certain separate Maintenance Agreement entered into by and between Lessee and Enterprise Fleet Management, Inc., provided that such maintenance fees are being billed by Enterprise FM Trust, and are payable at the direction of Enterprise FM Trust, solely as an authorized agent for collection on behalf of Enterprise Fleet Management, Inc.

Initials



Open-End (Equity) Lease Proposal

Item IX. 2.

Date: 07/18/2023

Prepared For: Effingham County Board of Commissioners (505556)
Prepared For: Bruton, Alison

Aftermarket & Other Costs

Proposal #: P1201266
Quantity: 11

Aftermarket Equipment

| Quote | Driver | Description | Capitalized Price | Billed Price |
|---|--------|------------------------------------|-------------------|---------------|
| 2024 Nissan Frontier S 4x4 Crew Cab 5 ft. box 126 in. WB - US Glacier White / Charcoal w/Cloth Seat Trim | | | | |
| 7349621 | TBD | Floor Mat - All-Weather Floor Mats | \$181.98 | |
| 7349622 | TBD | Floor Mat - All-Weather Floor Mats | \$181.98 | |
| 7349623 | TBD | Floor Mat - All-Weather Floor Mats | \$181.98 | |
| 7349624 | TBD | Floor Mat - All-Weather Floor Mats | \$181.98 | |
| 7349625 | TBD | Floor Mat - All-Weather Floor Mats | \$181.98 | |
| 7349626 | TBD | Floor Mat - All-Weather Floor Mats | \$181.98 | |
| 7349627 | TBD | Floor Mat - All-Weather Floor Mats | \$181.98 | |
| 7349628 | TBD | Floor Mat - All-Weather Floor Mats | \$181.98 | |
| 7349629 | TBD | Floor Mat - All-Weather Floor Mats | \$181.98 | |
| 7349630 | TBD | Floor Mat - All-Weather Floor Mats | \$181.98 | |
| 7349631 | TBD | Floor Mat - All-Weather Floor Mats | \$181.98 | |
| Total Aftermarket Equipment | | | \$2,001.78 | \$0.00 |

Initials



VEHICLE INFORMATION:

2024 Nissan Frontier S 4x4 Crew Cab 5 ft. box 126 in. WB - US
Series ID: 32014

Pricing Summary:

| | INVOICE | MSRP |
|--------------------|---------------------|----------------------------|
| Base Vehicle | \$ 33,361.00 | \$ 34,650.00 (Est.) |
| Total Options | \$ 632.00 | \$ 710.00 (Est.) |
| Destination Charge | \$ 1,335.00 | \$ 1,335.00 |
| Total Price | \$ 35,328.00 | \$ 36,695.00 (Est.) |

SELECTED COLOR:

Exterior: QAK - Glacier White
Interior: G - Charcoal w/Cloth Seat Trim

SELECTED OPTIONS:

| CODE | DESCRIPTION | INVOICE | MSRP |
|-------------|--|----------------|------------------|
| C03 | 50 State Emissions | NC | NC (Est.) |
| G_03 | Charcoal w/Cloth Seat Trim | NC | NC (Est.) |
| K01 | S Utility Package | \$ 632.00 | \$ 710.00 (Est.) |
| LINER | Spray-In Bedliner | Included | Included (Est.) |
| PAINT | Monotone Paint Application | STD | STD (Est.) |
| POB | 120V Power Outlet in Bed | Included | Included (Est.) |
| PORCC | 120V Power Outlet in Rear Center Console | Included | Included (Est.) |
| QAK_01 | Glacier White | NC | NC (Est.) |
| STDAX | 3.692 Axle Ratio | STD | STD (Est.) |
| STDEN | Engine: 3.8L DI DOHC 24-Valve V6 | STD | STD (Est.) |
| STDGV | GVWR: 6,012 lbs (2,727 kgs) | STD | STD (Est.) |
| STDRD | Radio: SXM/AM/FM/AUX/USB Audio System | STD | STD (Est.) |
| STDST | Front Bucket Seats | STD | STD (Est.) |
| STDTM | Cloth Seat Trim | STD | STD (Est.) |
| STDTN | Transmission: 9-Speed Automatic | STD | STD (Est.) |
| STDTR | Tires: P265/70R16 All Season | STD | STD (Est.) |
| STDWL | Wheels: 16" Styled Steel | STD | STD (Est.) |

CONFIGURED FEATURES:

Body Exterior Features:

Number Of Doors 4
 Rear Cargo Door Type: tailgate
 Driver And Passenger Mirror: power remote manual folding side-view door mirrors
 Skid Plates: skid plates
 Door Handles: black
 Front And Rear Bumpers: body-coloured front and rear bumpers with black rub strip
 Rear Step Bumper: rear step bumper
 Front Tow Hooks: 1 front tow hooks
 Bed Liner: bed liner
 Box Style: regular
 Body Material: fully galvanized steel body material
 Grille: black grille

Convenience Features:

Air Conditioning manual air conditioning
 Air Filter: air filter
 Cruise Control: cruise control with steering wheel controls
 Power Windows: power windows with driver 1-touch down
 Remote Keyless Entry: keyfob (all doors) remote keyless entry
 Illuminated Entry: illuminated entry
 Integrated Key Remote: integrated key/remote
 Auto Locking: auto-locking doors
 Passive Entry: proximity key
 Steering Wheel: steering wheel with manual tilting
 Day-Night Rearview Mirror: day-night rearview mirror
 Front Cupholder: front cupholder
 Floor Console: full floor console with covered box
 Glove Box: glove box
 Driver Door Bin: driver and passenger door bins
 Rear Door Bins: rear door bins
 Seatback Storage Pockets: 1 seatback storage pockets
 Dashboard Storage: dashboard storage
 IP Storage: covered bin instrument-panel storage
 Driver Footrest: driver's footrest
 Retained Accessory Power: retained accessory power
 Power Accessory Outlet: 1 12V DC power outlet
 AC Power Outlet: 2 120V AC power outlet

Entertainment Features:

radio SiriusXM AM/FM/Satellite with seek-scan
 Radio Data System: radio data system
 Voice Activated Radio: voice activated radio
 Steering Wheel Radio Controls: steering-wheel mounted audio controls
 Speakers: 4 speakers
 1st Row LCD: 2 1st row LCD monitor
 Wireless Connectivity: wireless phone connectivity
 Antenna: integrated roof antenna

Lighting, Visibility and Instrumentation Features:

Headlamp Type delay-off aero-composite halogen headlamps
 Cab Clearance Lights: cargo bed light
 Front Wipers: variable intermittent wipers
 Tinted Windows: deep-tinted windows
 Dome Light: dome light with fade
 Front Reading Lights: front reading lights
 Variable IP Lighting: variable instrument panel lighting
 Display Type: digital/analog appearance
 Tachometer: tachometer
 Low Tire Pressure Warning: tire specific low-tire-pressure warning
 Trip Computer: trip computer

Trip Odometer: trip odometer
 Front Pedestrian Braking: front pedestrian detection
 Forward Collision Alert: forward collision
 Water Temp Gauge: water temp. gauge
 Clock: in-radio display clock
 Systems Monitor: driver information centre
 Rear Vision Camera: rear vision camera
 Oil Pressure Warning: oil-pressure warning
 Battery Warning: battery warning
 Lights On Warning: lights-on warning
 Key in Ignition Warning: key-in-ignition warning
 Low Fuel Warning: low-fuel warning
 Low Washer Fluid Warning: low-washer-fluid warning
 Door Ajar Warning: door-ajar warning
 Brake Fluid Warning: brake-fluid warning
 Transmission Fluid Temperature Warning: transmission-fluid-temperature warning

Safety And Security:

ABS four-wheel ABS brakes
 Number of ABS Channels: 4 ABS channels
 Brake Assistance: brake assist
 Brake Type: four-wheel disc brakes
 Vented Disc Brakes: front and rear ventilated disc brakes
 Spare Tire Type: full-size spare tire
 Spare Tire Mount: underbody mounted spare tire w/crankdown
 Driver Front Impact Airbag: driver and passenger front-impact airbags
 Driver Side Airbag: seat-mounted driver and passenger side-impact airbags
 Overhead Airbag: curtain 1st and 2nd row overhead airbag
 Knee Airbag: knee airbag
 Rear Side Airbag: rear side-impact-impact airbag
 Occupancy Sensor: front passenger airbag occupancy sensor
 Height Adjustable Seatbelts: height adjustable front seatbelts
 Seatbelt Pretensioners: front and rear seatbelt pre-tensioners
 3Point Rear Centre Seatbelt: 3 point rear centre seatbelt
 Side Impact Bars: side-impact bars
 Tailgate/Rear Door Lock Type: manual tailgate/rear door lock
 Rear Child Safety Locks: rear child safety locks
 Ignition Disable: immobilizer
 Panic Alarm: panic alarm
 Electronic Stability: electronic stability
 Traction Control: ABS and driveline traction control
 Front and Rear Headrests: manual adjustable front head restraints
 AntiWhiplashFrontHeadrests: anti-whiplash front head restraints
 Rear Headrest Control: 2 rear head restraints

Seats And Trim:

Seating Capacity max. seating capacity of 5
 Front Bucket Seats: front bucket seats
 Number of Driver Seat Adjustments: 6-way driver and passenger seat adjustments
 Reclining Driver Seat: manual reclining driver and passenger seats
 Driver Height Adjustment: manual height-adjustable driver and passenger seats
 Driver Fore/Aft: manual driver and passenger fore/aft adjustment
 Front Centre Armrest Storage: front centre armrest
 Rear Seat Type: rear 60-40 split-bench seat
 Rear Folding Position: rear seat fold-up cushion
 Rear Seat Armrest: rear seat centre armrest
 Leather Upholstery: cloth front and rear seat upholstery
 Door Trim Insert: leatherette door panel trim
 Headliner Material: full cloth headliner
 Floor Covering: full carpet floor covering
 Dashboard Console Insert, Door Panel Insert Combination: metal-lock instrument panel insert, door panel insert, console insert
 Shift Knob Trim: urethane shift knob

Interior Accents: chrome interior accents

Standard Engine:

Engine 310-hp, 3.8-liter V-6 (regular gas)

Standard Transmission:

Transmission 9-speed automatic w/ OD

Staff Report

Subject: Request to ratify the agreement to purchase three (3) Fire Engines
Author: Clint Hodges, Fire Chief & EMA Director
Department: 55-Fire
Meeting Date: 12/07/2021
Item Description: Consideration to ratify the agreement to purchase of three (3) Fire Engines

Summary Recommendation: Staff recommends approving the ratification of an agreement to purchase of three (3) Fire Engines from Ten-8 Fire & Safety, LLC

Executive Summary/Background: Effingham County Fire Rescue strives to keep its fleet in a state of continual readiness, with many fire engines having a lifespan of 20-25 years.

Effingham County was notified of a price increase upcoming on August 4th, 2023. Additionally, due to supply chain issues, as well as high demand, fire engine delivery times have reached at least 32 months from when orders are placed. Also, manufacturers are already selling out of their forecasted allotment of motors that fall under the current emission standards. The new emission standards are being implemented in 2026/2027.

These three fire engines will replace three 1996/1997 models, which upon delivery of the new apparatus, will be around 30 years old.

Funding for this purchase will be requested in the FY2026 budget.

Options/Alternatives for Commission to Consider:

Recommended Option: Approve to ratify the agreement to purchase three fire engines from Ten-8 Fire & Safety, LLC

Other Alternative(s): Deny ratification of the agreement to purchase three fire engines from Ten-8 Fire & Safety, LLC

Department Review: Fire, Finance, Purchasing, County Manager

Funding Source: Fire Fund (FY 2026: 2,265,500)

Attachments: Contract, GPO Bid Documents

NOTICE OF SOLICITATION

LEAGUE OF OREGON CITIES

RFP #1905

SOLICITATION FOR: FIRE APPARATUS

Notice is hereby given that the LEAGUE OF OREGON CITIES will accept sealed proposals for **FIRE APPARATUS** at the address listed below, until **5:00 PM PST on February 11th, 2020**. Those proposals will be for the LEAGUE OF OREGON CITIES and members of National Purchasing Partners Government Division (“NPPGov”) across the nation, including but not limited to governmental units incorporated by “ATTACHMENT H” of the Request for Proposal (RFP), WIPHE members identified in “ATTACHMENT G” of the RFP, as well as government units in all other states (collectively, “Participating Agencies”). Significant sales potential exists because the resulting Master Price Agreement for national proposers will include piggy backing language that permits use of the Master Price Agreement nationwide which may allow Participating Agencies to forego duplicating the formal solicitation process and expend staff resources and funds.

All Proposals must be signed, sealed and addressed to:

Mailing Address:

**LOC FIRE APPARATUS RFP #1905
LEAGUE OF OREGON CITIES
c/o Procurement Coordinator
1201 Court St. NE
Suite 200
Salem, OR 97301**

All Proposals must clearly state RFP #1905 and Proposing company’s full name on the OUTERMOST packaging.

NOTE: THE LEAGUE OF OREGON CITIES WILL NOT ACCEPT PROPOSAL ENVELOPES WITH INSUFFICIENT POSTAGE.

INQUIRIES:

**LOC “FIRE APPARATUS RFP” #1905
LEAGUE OF OREGON CITIES
c/o Procurement Coordinator
1201 Court St. NE
Suite 200
Salem, OR 97301**

rfp@orcities.org

The solicitation documents may be reviewed at the office address listed above.

NOTE: NOTICES OF SOLICITATION WILL BE PUBLISHED IN THE OREGON DAILY JOURNAL OF COMMERCE AND THE USA TODAY.

IMPORTANT**PLEASE READ BEFORE SUBMITTING YOUR PROPOSAL**SOLICITATIONS FOR: **FIRE APPARATUS****1.0 INTENT:****1.1 GENERAL INTENT**

The LEAGUE OF OREGON CITIES (“LOC”) serves as the “Lead Contracting Agency” for this solicitation on behalf of its members, and as authorized by the LOC Intergovernmental Agreement, which is an agreement for intergovernmental cooperation among select local Oregon governments and recognized under ORS Chapter 190. LOC, in association with the members of National Purchasing Partners, LLC dba NPPGov (hereinafter referred to as “NPPGov”), comprises a cooperative procurement group. NPPGov membership includes government entities, non-profit organizations across the nation, members of Public Safety GPO, First Responders GPO, and Law Enforcement GPO, Hawaii, and Oregon local government units (ATTACHMENT H), and WIPHE members (ATTACHMENT G), as well as all other government units in all other states, as authorized under the terms of the Intergovernmental Cooperative Purchasing Agreement executed by all Lead Contracting and Participating Agencies (the foregoing list of entities hereinafter referred to as “Participating Agencies”). This procurement group is soliciting proposals from qualified companies (hereinafter referred to as “Proposer”) to enter into a Master Price Agreement for FIRE APPARATUS.

The intent of this Interstate Cooperative Procurement Solicitation (hereinafter referred to as “Solicitation” or “RFP”) is to invite Proposers to submit a competitive pricing proposal offering FIRE APPARATUS to LOC, which will then be made available to NPPGov members locally and nationwide; to reduce expenses by eliminating multiple requests for proposals and multiple responses by Vendors; and to obtain discounted pricing through volume purchasing. Significant sales potential exists because the Master Price Agreement will be used nationwide which may allow Participating Agencies to forego duplicating the formal solicitation process and expend staff resources. Preferably, the successful Proposer will provide its entire catalog of products and/or services in order that Participating Agencies who wish to access the Master Price Agreement may order a broad range of goods and services as needed.

With the exception of successful local Proposer(s) capable of servicing LOC and Participating Agencies within the state of Oregon, successful Proposer(s) should have a strong national presence for FIRE APPARATUS for use by government agencies nationwide.

This Solicitation meets Oregon public contracting requirements (ORS 279A et. seq.) and may not be appropriate under or meet Participating Agencies’ procurement laws. Participating Agencies are urged to seek independent review by their legal counsel to ensure compliance with all local and state solicitation requirements.

1.2 POTENTIAL MARKET

The LOC is publishing this RFP to create publicly awarded contracts for use by its members, which may also benefit the thousands of fellow members of NPPGov, Public Safety GPO, First Responders GPO, and Law Enforcement GPO. These are nationwide programs representing member government agencies in all 50 states. We encourage each Proposer’s response to be a collaborative effort including manufacturer and distributor (when they are not the same company) to ensure nationwide contract utilization.

Proposer’s response should also take into consideration the considerable market potential for this

Solicitation. Because the successful proposal will be incorporated into a nationwide cooperative procurement program including tens of thousands of state, local government and non-profit participants from all 50 states, the LOC believes that contracts created from this Solicitation will provide vendors with a significant market advantage. Members of NPPGov, Public Safety GPO, First Responders GPO, and Law Enforcement GPO and current vendors who participate in the program indicate the ability to shorten the sale cycle by eliminating the need to complete individual RFP processes is a significant advantage to participation.

The LOC believes that participation in the NPPGov purchasing program benefits both its Participating Agencies and successful Proposers. NPPGov engages with successful proposers who complete the Vendor Administration Agreement through a marketing and sales partnership. This partnership includes (but is not limited to) contract promotion to members, contract administration support to potential customers and live customer phone support.

1.3 REQUIREMENTS

1.3.1 The RFP and resulting Master Price Agreement are anticipated for use by the LOC's government members, as well as other Participating Agencies across the nation. The LOC has entered into an Intergovernmental (interlocal) Cooperative Purchasing Agreement with other Participating Agencies for the purpose of obtaining Master Price Agreements with various vendors. Interlocal cooperative purchasing agreements allow Participating Agencies to make purchases at the LOC's accepted proposal price, terms and conditions, provided that the Participating Agency has satisfied all of its local and state cooperative procurement requirements. By submitting a proposal, the Proposer(s) agrees to make the same proposal terms and price, exclusive of any possible rebates, incentives, freight and transportation fees, available to other Participating Agencies. The LOC and NPPGov will not incur any direct liability with respect to specifications, delivery, payment, or any other aspect of purchases by such Participating Agencies or nonprofit institutions. The Intergovernmental Cooperative Purchasing Agreement is incorporated by reference herein and is available upon request — See Attachment A.

The successful Proposer must work directly with the Participating Agencies concerning the placement of orders, disputes, invoicing and payment. The LOC and NPPGov shall not be held liable for any costs or damages incurred by or as a result of the actions of the Vendor or any Participating Agency. Successful Proposers must comply with the state and local laws, rules and regulations in each state and locality where the product or service is provided.

1.3.2 Each Participating Agency shall execute a Participating Agency Endorsement and Authorization included in the Intergovernmental Cooperative Purchasing Agreement. While the terms of the Master Price Agreement shall govern the general pricing terms, each Participating Agency may request modification of the Master Price Agreement in accordance with each Participating Agency's state and/or local purchasing laws, rules, regulations and procedures, provided said modifications are not material changes. Each Participating Agency may, at its discretion, and upon written agreement by the Participating Agency and Successful Proposer, request additional legal and procedural provisions not included herein that the successful Proposer must adhere to if it wishes to conduct business with said Participating Agency using the Master Price Agreement.

1.3.3 NPPGov, Public Safety GPO, First Responders GPO, and Law Enforcement GPO provide vendor exposure/marketing and contract utilization support for the successful Proposer's products and services. Successful Proposers servicing the awarded contract to Participating Agencies shall pay a Contract Administration Fee representing 2% percent of actual net sales under the Master Price Agreement as established in the NPPGov Vendor Administration Agreement (available upon request). Administration fee may not be listed or charged as a separate line item to users of the contract. The value of trade-ins or rebates shall not affect the amount of the administration fee paid to NPPGov.

1.4 MULTIPLE AWARDS

Multiple awards may be granted to meet the requirements of this Solicitation provided that such awards are differentiated by product make and model, service, and/or distribution regions and capabilities of the successful Proposers. Specifically, the LOC may award separate contracts to Proposers in order to cover all local and national geographical markets, electronic purchasing capabilities, and products and services identified in this Request for Proposal, as well as the diverse and large number of Participating Agencies. The award of multiple contracts is to be determined upon receipt and review of all proposals, and based upon the general criteria provided herein. The LOC may solicit proposals from local qualified companies with or without a national presence provided that the successful Proposer is able to provide the LOC with the products and services requested. Multiple awards will ensure fulfillment of current and future requirements of the diverse and large number of Participating Agencies. In the event a local Proposer with no national distribution capabilities best meets the proposal selection criteria, multiple local and nationwide responsive proposals may be awarded simultaneously in the best interests of local commerce, compliance with local laws, and the Participating Agencies nationwide.

Proposers should be able to serve the needs of Participating Agencies on a national basis. However, this requirement shall not exclude local Proposers without a national presence that are capable of meeting the requirements of the LOC within the state of Oregon.

1.5 CONTRACT USAGE

The actual utilization of any Master Price Agreement will be at the sole discretion of LOC and the other Participating Agencies. It is the intent of this Request for Proposal and resulting Master Price Agreement that Participating Agencies may buy directly from Successful Proposers without the need for further solicitation. However, Participating Agencies are urged to seek independent review by their legal counsel to ensure compliance with all local and state solicitation requirements as well as the need of further notice prior to utilizing the Master Price Agreement

1.6 BACKGROUND OF NPPGov

NPPGov, owned by two non-profit healthcare organizations, provides group purchasing opportunities and purchasing administrative support for governmental entities and nonprofit institutions within its membership. NPPGov’s membership includes participating public and nonprofit entities across North America.

1.7 EQUAL OPPORTUNITY

The LOC encourages Minority and Women-owned Small Business Proposers to submit proposals.

1.8 QUALIFIED REHABILITATION FACILITIES

Oregon Public Agencies are prohibited from use of products and services offered under this contract that are already provided by qualified nonprofit agencies for disabled individuals as listed on the Department of Administrative Service’s Procurement List pursuant to ORS 279.835 ORS 279.855. Please see www.OregonRehabilitation.org/qrf for more information.

2.0 SCOPE OF WORK:

2.1 REQUIREMENTS OF PROPOSERS SUBMITTING A RESPONSE:

Proposers must present clear and concise evidence indicating Proposer’s ability to comply with the requirements stated herein and to provide and deliver the specified products and services to Participating Agencies.

2.1.1 PROPOSER COMMITMENTS

Each Proposer is required to commit to low pricing, and accurate and timely reporting to

NPPGov pursuant to the reporting requirements identified in the NPPGov Vendor Administration Agreement (available upon request). In addition, successful Proposer(s) with a national presence must commit to marketing of the Master Price Agreement nationwide and that the sales force will be trained, engaged and committed to offering NPPGov pricing to member government agencies nationwide, including the opportunity for NPPGov to train the Vendor sales staff.

2.1.2 **PROPOSERS MUST COMPLETE “ATTACHMENT B” – PROPOSER PROFILE WORKBOOK”.**

2.2 PRODUCTS AND SERVICES:

2.2.1 Provide a description of the FIRE APPARATUS offered as set forth in ATTACHMENT C. The primary objective is for the Proposer(s) to provide the Proposer(s)’s entire catalog of products and services (“catalog discount”) that are responsive to this RFP so that Participating Agencies may order a broad range of products and services as appropriate for their needs. Anticipated future models and related products/services that may be offered during the term of the resulting Master Price Agreement should also be included in Vendor’s Proposal.

2.2.2 All products offered must be new, unused and the most current product lines, unless otherwise clearly identified as remanufactured goods.

2.2.3 Describe any special programs that Proposer offers that shall improve the ability of the Participating Agencies to access the products, such as retail store availability, expedited delivery intervals, item sourcing, or other unique plans and services.

2.2.4 Additional Benefits: Proposer shall identify any other added value it offers to the LEAGUE OF OREGON CITIES (“LOC”) and Participating Agencies (e.g. convenience cards, individual/member discounts, additional admin fee, etc.)

2.3 PRICING:

2.3.1 Pricing for the products and services may be based on “ATTACHMENT D” - PRICING SCHEDULE as follows:

A A fixed percentage (%) off *marked price* based on the Proposer’s catalog or retail store price for each CATEGORY specified in ATTACHMENT D – PRICING SCHEDULE. Proposer shall identify the catalog used.

Option (A) is preferred. If option (A) is not feasible proposer may use option (B) provided Proposer includes a justification.

B Alternatively, contract pricing may be based upon fixed prices (contingencies for economic price adjustments must be identified in the proposal), or a combination fixed percentage off and firm fixed prices. Proposer may offer additional discounts to LOC and Participating Agencies based on volume.

If proposers are responding with option “B”, proposers may request price increases based on manufacturer costs, cost of labor and/or materials that must be supported by appropriate documentation. If LOC agrees to the price modification, LOC may approve in writing, including electronic mail, without the need for a written amendment to the Master Price Agreement.

2.3.2 Proposers may also add additional products and services provided that any additions reasonably fall within the intent of the original RFP specifications. Pricing on additions shall be equivalent to the percentage discount for other similar products. Proposer may provide a web-link with current product listings, which may be updated periodically, as allowed by the terms of the

resulting Master Price Agreement. Proposer may replace or add product lines to an existing contract if the line is replacing or supplementing products on contract, is equal or superior to the original products offered, is discounted in a similar or to a greater degree, and if the products meet the requirements of the solicitation. No products may be added to avoid competitive procurement requirements. LOC may reject any additions without cause.

2.3.3 Explain any additional pricing incentives that may be available such as large volume purchases, cash terms, or rebates to Participating Agencies. However, steeper discounts are preferred to rebates.

2.3.4 All pricing proposals shall clearly explain how freight and/or delivery costs are determined as described in ATTACHMENT D PRICING SCHEDULE herein.

2.4 TAX:

Proposers shall strictly adhere to all federal, state and local tax requirements applicable to their operation, and to any contract or activity resulting from this Solicitation.

3.0 SPECIAL TERMS & CONDITIONS:

3.1 MASTER PRICE AGREEMENT TERM:

As a result of this Solicitation the successful Proposer(s) shall be awarded a Master Price Agreement for a three (3) year period. The Master Price Agreement may be extended up to a maximum of three (3) additional one (1) year periods.

3.2 MASTER PRICE AGREEMENT ACCESS PROVISIONS

Utilization of the Master Price Agreement will be at the discretion of the LEAGUE OF OREGON CITIES (“LOC”) and Participating Agencies. The LOC shall be under no obligation to purchase off of the Master Price Agreement. Assuming all local competitive solicitation requirements have been met, Participating Agencies may purchase directly from the successful Proposer(s) without the need for further solicitation.

3.3 INDEMNIFICATIONS AND INSURANCE:

Indemnification and insurance requirements will vary based on the nature of the RFP. Proposer is responsible for submitting appropriate indemnification and insurance coverage as applicable.

3.3.1 Indemnification

The successful Proposer shall indemnify the LOC and NPPGov as specified in the Master Price Agreement.

3.3.2 Insurance Requirements.

Proposer(s), at Proposer(s)’s own expense, shall purchase and maintain the herein stipulated minimum insurance from a reputable company or companies duly licensed by the State of Oregon. In lieu of State of Oregon licensing, the stipulated insurance may be purchased from a company or companies that are authorized to do business in the State of Oregon, provided that said insurance companies meet the approval of the LOC.

Proposer(s)’s insurance shall be primary insurance with respect to the LOC, and any insurance or self-insurance maintained by the LOC shall not contribute to it.

Award of this Solicitation is contingent upon the required insurance policies and/or endorsements identified herein. The LOC shall not be obligated to review such policies and/or endorsements or to advise Proposer(s) of any deficiencies in such policies and endorsements, and such receipt shall not relieve Proposer(s) from, or be deemed a waiver of the LOC’s right to insist on strict fulfillment of Proposer(s)’s obligations under this RFP.

The insurance policies required by this RFP, except Workers’ Compensation, shall name the LOC, its agents, representatives, officers, directors, officials and employees as an Additional Insured.

The policies required hereunder, except Workers’ Compensation, shall contain a waiver of transfer of rights of recovery (subrogation) against the LOC, its agents, representatives, officers, directors, officials and employees for any claims arising out of Proposer(s)’s work or service.

3.3.3 Commercial, automobile and workers’ compensation insurance.

3.3.3.1 Commercial General Liability. Proposer(s) shall maintain Commercial General Liability Insurance (CGL) and, if necessary, Commercial Umbrella Insurance. The policy shall include coverage for bodily injury, broad form property damage, personal injury, products and completed operations and blanket contractual coverage including, but not limited to, the liability assumed under the indemnification provisions of the Master Price Agreement.

3.3.3.2 Automobile Liability. Proposer(s) shall maintain Automobile Liability Insurance and, if necessary, Commercial Umbrella Insurance. If hazardous substances, materials, or wastes are to be transported, MCS 90 endorsement shall be included.

3.3.3.3 Workers’ Compensation and Employer’s Liability. Proposer(s) shall carry Workers’ Compensation insurance to cover obligations imposed by federal and state statutes having jurisdiction over Proposer(s)’s employees engaged in the performance of the work or services, as well as Employer’s Liability insurance.

In case any work is subcontracted, Proposer(s) will require the SubProposer(s) to provide Workers’ Compensation and Employer’s Liability insurance to at least the same extent as required of Proposer(s).

4.0 SCHEDULE, RESPONSE PREPARATION AND SUBMISSION

4.1 SCHEDULE OF EVENTS

4.1.1 Publication of Request for Proposal

Publication of this Solicitation conforms with ORS 279B, to include Public Notice by publication in a newspaper of general circulation in the area where the LEAGUE OF OREGON CITIES (“LOC”) is located no less than 30 days prior to the proposal due date, as well as posting of the Public Notice on the web site that typically posts Public Notices concerning the LOC.

Solicitation Notice Publications: November 12th, 2019

4.1.2 Question and Answer period

The LOC will post questions and answers concerning this Solicitation no later than 10 days prior to the proposal due date. All questions shall be submitted in writing via email to, Contract Manager, at rfp@orcities.org. The LOC reserves the right to accept and answer questions after the question and answer period has expired. All questions and answers will be posted on the

LOC website at www.orcities.org.

4.1.3 Submission of Proposals

There will be no mandatory pre-proposal meeting. All questions must be submitted via email as directed above. If necessary, questions can be submitted in writing to LEAGUE OF OREGON CITIES, c/o Procurement Coordinator, 1201 Court St. NE, Suite 200, Salem, OR 97301 or rfp@orcities.org.

Close date: Deadline for submission of proposals is **5:00 PM PST, on February 11th, 2020**. The LOC must receive all proposals before **5:00 PM PST** on the above closing date in the office of the LEAGUE OF OREGON CITIES, c/o Procurement Coordinator, Executive Director, 1201 Court St. NE, Suite 200, Salem, OR 97301.

Approximate opening date: 9:00 AM PST on February 11th, 2020 at the office of the LEAGUE OF OREGON CITIES, c/o Procurement Coordinator, 1201 Court St. NE, Suite 200, Salem, OR 97301.

Proposal selection: February 12th 2020 to March 20th, 2020.

Approximate award date: March 20th, 2020.

All responses to this Solicitation become the property of the LOC. Proposers should mark those aspects of the proposal that they consider trade secrets and exempt from public disclosure. The LOC will not be held accountable if parties other than the LOC obtain material from proposal responses without the written consent of the Proposer(s).

4.1.4 Withdrawal of Proposal

The Proposer(s) may withdraw its proposal at any time prior to the hour and date set for the receipt of proposals. Withdrawal will not preclude the submission of another proposal prior to the deadline.

4.2 REVIEW, INQUIRIES AND NOTICES:

4.2.1 **The solicitation documents may be reviewed in person at the following address:**

**LEAGUE OF OREGON CITIES
1201 Court St. NE
Suite 200
Salem, OR 97301**

All inquiries concerning information herein shall be addressed to:

**LEAGUE OF OREGON CITIES
c/o Procurement Coordinator
1201 Court St. NE
Suite 200
Salem, OR 97301**

Administrative telephone inquiries shall be addressed to:

**Procurement Coordinator
Email inquiries shall be addressed to: rfp@orcities.org**

**Inquiries are required to be submitted by email to the Administrative Contact listed above.
No oral communication is binding on the LOC.**

4.2.2 Proposal Interpretation of the RFP Documents and Issuance of Addenda

If any Proposer(s) finds discrepancy in, or omissions from, or is in doubt to the true meaning of any part of the RFP document, he/she shall submit a written request for a clarification or interpretation thereof to:

LEAGUE OF OREGON CITIES
c/o Procurement Coordinator
1201 Court St. NE
Suite 200
Salem, OR 97301

Any request for clarification or interpretation must be received at least ten (10) calendar days prior to the RFP closing date.

The LOC is not responsible for any explanation, clarification, interpretation, or approval made or given in any manner, except by addenda. Addenda, if necessary, will be issued not later than five (5) days prior to the RFP closing date by publication on the LOC's web site and NPPGov website.

Oral interpretations or statements cannot modify the provisions of this Request for Proposal. If inquiries or comments by Proposers raise issues that require clarification by the LOC, or the LOC decides to revise any part of this Request for Proposal, addenda will be published and provided to all persons who receive the Request for Proposal. Receipt of an addendum must be acknowledged by signing and returning it with the proposal.

4.3 INSTRUCTIONS FOR PREPARING AND SUBMITTING PROPOSALS:

Proposers are to provide two (2) hard copies and two (2) electronic copies of the complete proposal. Each electronic copy is to be submitted on a USB flash drive with the core response in a file less than 10 MB, when possible. Electronic files may be used by the Evaluation Committee so they should be organized and named in an easy to understand manner. Proposers are to address proposals identified with return address, RFP number and title in the following manner:

LOC "PUBLIC SAFETY MEDICAL SUPPLIES, EQUIPMENT AND RFP" #1905
LEAGUE OF OREGON CITIES
c/o Procurement Coordinator , Contract Manager
1201 Court St. NE
Suite 200
Salem, OR 97301

All prices shall be held firm for a period of sixty (60) days after the Solicitation closing date. Any Proposer may withdraw its proposal if a Master Price Agreement has not been executed within sixty (60) days from the RFP closing date.

4.4 EXCEPTIONS AND DEVIATIONS TO THE RFP

The Proposer shall identify and list all exceptions taken to all sections of this RFP and list these exceptions, referencing the section (paragraph) where the exception exists and stating the proposed revision. The Proposer shall list these exceptions under the heading, "Exception to the Solicitation, RFP #1905." Exceptions not listed under the heading "Exception to the Solicitation, RFP #1905." shall be considered invalid. The LOC reserves the right to reject exceptions, render the proposal non-responsive, enter into negotiation on any of the Proposer exceptions, or accept any or all exceptions.

The Proposer shall detail any and all deviations from specifications, if any, contained in this Solicitation and Attachments, as requested. The LOC may accept or reject deviations, and all LOC decisions shall be final.

4.5 RESPONSE FORMAT AND CONTENT:

To aid in the evaluation, it is desired that all proposals follow the same general format. The proposals are to be submitted in binders and have sections tabbed as follows:

- 4.5.1 Letter of Transmittal
- 4.5.2 Table of Contents
- 4.5.3 Short introduction and executive summary. This section shall contain an outline of the general approach utilized in the proposal.
- 4.5.4 The proposal should contain a statement of all of the programs and services proposed, including conclusions and generalized recommendations. Proposals should be all-inclusive, detailing the Proposer's best offer. Additional related services should be incorporated into the proposal, if applicable.
- 4.5.5 Qualifications – This section shall describe the Proposer's ability and experience related to the programs and services proposed.
- 4.5.6 Exceptions to the Solicitation, RFP #1905.
- 4.5.7 PRICING SCHEDULE (“ATTACHMENT D”).
- 4.5.8 PROPOSER PROFILE WORKBOOK (“ATTACHMENT B”).
- 4.5.9 Complete, Current Catalog Pricing shall be submitted on a USB flash drive.
- 4.5.10 Format Proposal to specifically address each individual sub-section and sub-set of the SCOPE OF WORK (Section 2.0).
- 4.5.11 Signed Addenda, if any.
- 4.5.12 Proposal Final Certification.

5.0 **EVALUATION AND POST SUBMISSION**

5.1 EVALUATION OF PROPOSAL – SELECTION FACTORS:

LOC will evaluate each Proposal and prepare a scoring of each Proposal. Each Proposal received and reviewed shall be awarded points under each criterion solely on the judgment and determination of the Evaluation Committee and the LOC. There is a maximum score of 500 points and Proposer's average total score must be at least 200 points for consideration of an award. Proposals will be evaluated on the following criteria and further defined in the Proposal Evaluation Form (ATTACHMENT E) utilizing the point system indicated on the form:

- 1) Pricing 2) Product Line (within each category) 3) Marketing 4) Customer Service 5) Proven Experience & References 6) Coverage 7) Conformance

At the LOC's discretion, Proposers may be invited to make presentations to the Evaluation Committee. LOC reserves the right to make multiple awards to meet the national membership needs of this Solicitation.

- 5.1.1 Additional criteria/preferences that are not necessarily awarded points.
 - 5.1.1.1 Pursuant to ORS 279A.128, Lead Contracting Agency shall give preference to goods fabricated or processed within state or services performed within state.
 - 5.1.1.2 Pursuant to ORS 279A.125, Lead Contracting Agency shall give preference to the procurement of goods manufactured from recycled materials.
 - 5.1.1.3 Pursuant to ORS 279A.120, Lead Contracting Agency shall give preference to goods and services that have been manufactured or produced within the State of Oregon if price, fitness, availability and quality are otherwise equal; and the Lead Contracting Agency shall add a percent increase to the proposal of a nonresident Proposer equal to the percent, if any, of the preference given to the Proposer in the state in which the Proposer resides. All Proposers shall identify the state to which it is a resident bidder.
 - 5.1.1.4 Lead Contracting Agency shall consider proposals for printing, binding and stationary work in accordance with ORS 282.210, incorporated herein by this reference.
 - 5.1.1.5 Proposer shall comply with all federal, state and local laws applicable to the work under the Master Price Agreement awarded as a result of this Solicitation, including, without limitation, the provisions of ORS 279A and ORS 279B, including those provisions set forth on "ATTACHMENT F", attached hereto and incorporated herein by this reference.
 - 5.1.1.6 Pursuant to Section 1.7, the Lead Contracting Agency encourages Minority and Women-owned Small Business Proposers to submit proposals.

5.2 RIGHT OF LEAGUE OF OREGON CITIES TO AWARD OR REJECT PROPOSALS

- 5.2.1 The Request for Proposal does not commit the LOC to award a Master Price Agreement for the products or services specified within the Request for Proposal document. The LOC may cancel the procurement or reject any or all proposals in accordance with ORS 279B.100. Under no circumstance will the LOC pay the costs incurred in the preparation of a response to this request.
- 5.2.2 The LOC reserves the right to:
 - 5.2.2.1 Accept or reject any or all proposals and proposal terms and conditions received as a result of the Request for Proposals;
 - 5.2.2.2 Accept a proposal and subsequent offers for a Master Price Agreement from proposer(s) other than the lowest cost proposer;
 - 5.2.2.3 Waive or modify any irregularities in proposals received after prior notification to the Proposer(s).
- 5.2.3 The award, if there is one, will be made to that Proposer(s) who is determined to be the most qualified, responsible and responsive within a competitive price range based upon the evaluation of the information furnished under this RFP.

5.3 PROTEST PROCESS

A prospective Proposer may protest the procurement process of the Solicitation for an Agreement solicited under ORS 279B. Before seeking judicial review, a prospective Proposer must file a written protest with the LOC and exhaust all administrative remedies. Written protests must be delivered to the LOC at 1201 Court St. NE, Suite 200, Salem, OR 97301 not less than ten (10) days prior to the date upon which all proposals are due. The written protest shall contain a statement of the desired changes to the procurement process or Solicitation document that the protester believes will remedy the conditions upon which the protest is based. The LOC shall consider the protest if it is timely filed and meets the

conditions set forth in ORS 279B.405. The LOC shall respond pursuant to ORS 279B.405. If the LOC upholds the protest, in whole or in part, the LOC may in its sole discretion either issue an Addendum reflecting its disposition or cancel the procurement or solicitation. The LOC may extend the due date of proposals if it determines an extension is necessary to consider and respond to the protest.

A Proposer may protest the Award of the Contract, or the intent to Award the Contract, if the conditions set forth in ORS 279B.410 are satisfied. Judicial review of the protest and the LOC’s decision shall be governed by ORS 279B.415.

5.4 NON-ASSIGNMENT

If a Master Price Agreement is awarded, Proposer shall not assign the Agreement in part or in total.

5.5 POST AWARD MEETING:

The successful Proposer(s) may be required to attend a post-award meeting with the LOC to discuss the terms and conditions of the Master Price Agreement.

5.6 PROPOSAL FINAL CERTIFICATION

The Proposer must certify the following:

- a) I hereby certify that the Proposal contained herein fully and exactly complies with the instruction for proposers and specifications as they appear in this Notice of Solicitation.
- b) I hereby further certify that I am authorized by the Board of Directors or Corporate Officers of the Corporation to sign the Requests for Proposals and proposals in the name of the corporation listed below:

Proposer Name: _____

Signature: _____

Name Typed: _____ Title: _____

Proposer is a resident bidder of the state of _____

Date: _____

ATTACHMENT A
INTERGOVERNMENTAL COOPERATIVE PURCHASING AGREEMENT

(The Intergovernmental Cooperative Purchasing Agreement is not attached hereto, but the current version is available upon request from the Lead Public Agency)

(The Intergovernmental Cooperative Purchasing Agreement is incorporated by reference herein)

ATTACHMENT B

Proposer Profile Workbook to be completed by all responders as directed herein (fillable form available upon request)

1.0 GENERAL QUESTIONS:

Section 1.1 only to be completed by vendors with a national presence; i.e. vendors with a sales territory in 25 states or more.

1.1 The “Yes” or “No” questions below are to help evaluators familiarize themselves with **national** vendors. Indicate “Yes” or “No” as it applies to your company.

- ✓ Do you have a national sales force adequate in size to meet the demands of multiple agencies and their unique needs for the products and services listed herein?
Yes No
- ✓ Do you have a national distribution network that will support sales resulting from this RFP?
Yes No
- ✓ Can you provide product availability to meet the requirements for materials and services listed herein for government and nonprofit agencies nationwide in a timely manner?
Yes No
- ✓ Does your company have the ability to provide toll-free telephone/fax access, and an online presence?
Yes No
- ✓ Can you provide a single point of contact (National Account Manager) to interact with the lead agency and NPPGov staff?
Yes No
- ✓ Are you a strong competitor in the industry with a minimum of three consecutive years of demonstrated success in all business practices and pursuits?
Yes No

1.2 Provide at least three references of government agencies within the United States that have purchased products/services from Proposer similar to those specified in this solicitation within the last year. If proposed products/services are new to market, please use most similar business references available. Include:

- Agency name and address
- Contact name, phone and **email**
- Description of products/services sold and date.

LOC may use other information, however learned, in evaluation of the response.

1.3 **OPTIONAL:** If a Dun and Bradstreet Comprehensive Report (or similar) for your company is available, please submit it with your response.

1.4 **OPTIONAL:** Attach any case studies, white papers and/or testimonials supporting your company and products/services.

2.0 ABOUT PROPOSER:

| | |
|---|--|
| 2.1 State of incorporation: | |
| 2.2 Federal Tax Identification Number: | |
| 2.3 If applicable to the product(s) and/or service(s), describe the Proposer’s ability to conduct E-commerce or online ordering. [Insert response in box below] | |
| | |
| 2.4 Describe Proposer’s system for processing orders from point of customer contact through delivery and billing. [Insert response in box below] | |
| | |
| 2.5 Describe Proposer’s ability to provide detailed electronic reporting of quarterly sales correlated with NPPGov Member ID number of Participating Agency purchases as set forth in Addendum A to Vendor Administration Agreement (VAA), a copy of which is available upon request from the LOC. [Insert response in box below] | |
| | |
| 2.6 Describe the capacity of Proposer to meet Minority and Women Business Enterprises (MWBE) preferences, which may vary among Participating Agencies. [Insert response in box below] | |
| | |
| 2.7 Proposer acknowledges compliance with Davis Bacon wage requirements where labor is concerned by indicating “yes” or “no” below. | |
| | |
| 2.8 By submitting a Proposal in response to this RFP, Proposer agrees, if applicable, to comply with all applicable provisions of Title 2, Subtitle A, Chapter II, PART 200—UNIFORM ADMINISTRATIVE REQUIREMENTS, COST PRINCIPLES, AND AUDIT REQUIREMENTS FOR FEDERAL AWARDS contained in Title 2 C.F.R. § 200 et seq. Indicate “yes” or “no” below. | |
| | |
| 2.9 Complete Exhibit 1, located at the end of this workbook. | |

3.0 DISTRIBUTION SYSTEM:

| |
|--|
| 3.1 Describe distribution of products and/or services available in Proposer’s response through Proposer’s distribution system (including Alaska and Hawaii), including any limitations. [Insert response in box below] |
| |
| 3.1.A Is it your intent to offer the proposed products and/or services through a designated distribution/dealer network, indicate “yes” or “no” below? |

| |
|--|
| YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 3.2 Provide Proposer's shipping and delivery policy, including standard delivery time and any options and costs for expedited delivery and return policies. [Insert response in box below] |
| |
| 3.3 Third party and/or subcontracting may be allowed. If applicable, detail the sub-contracting process (ordering, shipment, invoicing, billing) for those products not carried in Proposer's distribution center. Alternatively, if proposer utilizes a third-party ordering, shipment, invoicing or billing partner, please describe in detail. [Insert response in box below] |
| |
| 3.4 What is Proposer's backorder policy? Is your policy to classify as "immediate or cancel" (requiring the Participating Agency to reorder if item is backordered) or "good until cancelled"? [Insert response in box below] |
| |
| 3.5 Indicate whether the Proposer has any dealer or distributors that are authorized to fulfil purchases? Yes No [Circle one] |
| 3.6 If answered yes to 3.5, include a copy of or link to authorized dealers or distributors. |
| |

4.0 MARKETING:

| |
|---|
| 4.1 Outline Proposer's plan for marketing the Products and Services to the Participating Agencies on a local and national basis. Include any marketing incentives such as committed dollars for advertising, conferences/travel and custom marketing materials. [May attach marketing plan or insert response in box below] |
| |
| 4.2 Explain how Proposer will educate its local and national sales force about the use of the Master Price Agreement. [Insert response in box below] |
| |
| 4.3 Indicate the Proposer's willingness to allow training to its local and national sales force about the |

| |
|---|
| use of the Master Price Agreement. [Insert response in box below] |
| |

5.0 POINT OF CONTACT:

Proposer POC who will administer, coordinate, and manage this program with NPPGov and the LEAGUE OF OREGON CITIES:

| | | | |
|--|--|-------------------------|--|
| Contact Person: | | Title: | |
| Mailing Address: | | | |
| City: | | State & Zip: | |
| Email Address: | | | |
| Phone #: | | Fax #: | |
| Attach current resume of National Account Manager that will be the POC managing this contract. | | | |

6.0 CUSTOMER SUPPORT SERVICES:

Explain Proposer’s policy regarding each of the following if applicable to product(s) and/or service(s):

| | | | | | | |
|--|----------|------------|-----------|---------|-----------|---------|
| 6.1 Auditing for order completeness. [Insert response in box below] | | | | | | |
| | | | | | | |
| 6.2 Replacement policy (i.e., damaged or defective goods). [Insert response in box below] | | | | | | |
| | | | | | | |
| 6.3 Minimum order requirement (e.g., Individual item vs. case lot). [Insert response in box below] | | | | | | |
| | | | | | | |
| 6.4 Customer service hours/days of operation [Insert response in boxes below] | | | | | | |
| Monday: | Tuesday: | Wednesday: | Thursday: | Friday: | Saturday: | Sunday: |
| | | | | | | |
| 6.5 Special Orders. [Insert response in box below] | | | | | | |
| | | | | | | |
| 6.6 Post sale services issues. [Insert response in box below] | | | | | | |
| | | | | | | |
| 6.7 Repair services, including repair warranty programs, if any. Proposer shall identify, where applicable, authorized factory repair facilities that will honor the warranty of items on contract. [Insert response in box below] | | | | | | |
| | | | | | | |
| 6.8 Technical support services Proposer provides. [Insert response in box below] | | | | | | |
| | | | | | | |

| | | | | | | |
|--|----------|------------|-----------|---------|-----------|---------|
| 6.9 Product substitution policy. [Insert response in box below] | | | | | | |
| | | | | | | |
| 6.10 Identify trade-in program criteria (if applicable). [Insert response in box below] | | | | | | |
| | | | | | | |
| 6.11. After hours service (including weekends and holidays) [Insert response in boxes below] | | | | | | |
| Monday: | Tuesday: | Wednesday: | Thursday: | Friday: | Saturday: | Sunday: |
| | | | | | | |
| 6.12 Shipment tracking. [Insert response in box below] | | | | | | |
| | | | | | | |
| 6.13 Back order tracking process. [Insert response in box below] | | | | | | |
| | | | | | | |
| 6.14 Return Item process, including any/all associated fees (e.g., restocking, shipping, turnaround time on returns). [Insert response in box below] | | | | | | |
| | | | | | | |
| 6.15 Electronic billing. [Insert response in box below] | | | | | | |
| | | | | | | |
| 6.16 Explain how Proposer will resolve complaints, issues, or challenges. [Insert response in box below] | | | | | | |
| | | | | | | |
| 6.17 Other services not already covered. [Insert response in box below] | | | | | | |
| | | | | | | |

7.0 DELIVERY AND FREIGHT CHARGES:

| |
|---|
| 7.1 Identify delivery and/or shipping costs or provide a shipping rate schedule based on weight, item, and/or destination for <u>all items ordered</u> within the continental U.S. (and Hawaii/Alaska). The Proposer shall identify all exceptions to this shipping rate schedule. [Insert response in box below] |
| |
| 7.2 Identify policy for transfer of product ownership (delivery) and damage/issue resolution. [Insert response in box below] |
| |

8.0 VENDOR TERMS AND CONDITIONS.

| |
|--|
| 8.1 Does Proposer require that customers/Participating Agencies agree to standard terms and conditions related to their purchase? Yes No [Circle one] |
| 8.2 If answered yes to 8.1, include a copy of or link to terms and conditions. |
| |

9.0 WARRANTY INFORMATION:

| |
|--|
| 9.1 Identify warranty options, if applicable. [Insert response in box below] |
| |

Exhibit 1

FIRE APPARATUS Coverage

RETAIL, DISTRIBUTION AND SERVICE/SUPPORT LOCATIONS

| | Number of retail stores in each state? (leave blank for none) | Number of distribution centers in each state? (leave blank for none) | Number of support locations in each state? (leave blank for none) |
|----------------|---|--|---|
| ALABAMA | | | |
| ALASKA | | | |
| ARIZONA | | | |
| ARKANSAS | | | |
| CALIFORNIA | | | |
| COLORADO | | | |
| CONNECTICUT | | | |
| DELAWARE | | | |
| FLORIDA | | | |
| GEORGIA | | | |
| HAWAII | | | |
| IDAHO | | | |
| ILLINOIS | | | |
| INDIANA | | | |
| IOWA | | | |
| KANSAS | | | |
| KENTUCKY | | | |
| LOUISIANA | | | |
| MAINE | | | |
| MARYLAND | | | |
| MASSACHUSETTS | | | |
| MICHIGAN | | | |
| MINNESOTA | | | |
| MISSISSIPPI | | | |
| MISSOURI | | | |
| MONTANA | | | |
| NEBRASKA | | | |
| NEVADA | | | |
| NEW HAMPSHIRE | | | |
| NEW JERSEY | | | |
| NEW MEXICO | | | |
| NEW YORK | | | |
| NORTH CAROLINA | | | |
| NORTH DAKOTA | | | |
| OHIO | | | |
| OKLAHOMA | | | |
| OREGON | | | |
| PENNSYLVANIA | | | |

| | | | |
|----------------|--|--|--|
| RHODE ISLAND | | | |
| SOUTH CAROLINA | | | |
| SOUTH DAKOTA | | | |
| TENNESSEE | | | |
| TEXAS | | | |
| UTAH | | | |
| VERMONT | | | |
| VIRGINIA | | | |
| WASHINGTON | | | |
| WEST VIRGINIA | | | |
| WISCONSIN | | | |
| WYOMING | | | |

THE FORM LISTED BELOW MUST BE SIGNED AND RETURNED WITH SOLICITATION RESPONSE

Exhibit 2

Declaration of Non-Collusion

The undersigned does hereby declare that there has been no collusion between the undersigned, the LEAGUE OF OREGON CITIES, and National Purchasing Partners, and in further support of said Declaration, states as follows:

The person, firm, association, co-partnership or corporation herein named has not, either directly or indirectly, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding or solicitation in the preparation and submission of a proposal to the LEAGUE OF OREGON CITIES for consideration in the award of a contract or Master Price Agreement negotiated as a result of this Request for Proposal.

DATED this _____ day of _____, _____.

(Name of Firm)

By: _____
(Authorized Signature)

Title: _____

ATTACHMENT C

SPECIFICATIONS

FIRE APPARATUS

Introduction:

The intent of this bid solicitation is to acquire pricing that will be used to establish purchase contracts for various types of fire apparatus, emergency planning and management vehicles. These specifications describe various categories and specific types of Fire Apparatus, including minimum design and construction characteristics considered necessary to perform the desired function.

Proposers should respond with pricing for all equipment and options they wish to be considered in the evaluation for a possible award and master price agreement.

Response should include any and all fire apparatus proposer wishes to be considered for contract including but not limited to:

- Aerial Fire Apparatus (Boom/Platform, Ladder, Ladder/Platform)
- Aircraft Rescue & Fire-Fighting Vehicles
- Pumper Fire Apparatus
- Pumper-Tanker / Elliptical-Tanker Fire Apparatus)
- Special Service Apparatus (Rescue, Re-Hab, Hazmat, Mobile Command Center, etc...)
- Watercraft Rescue & Fire-Fighting Vehicles
- Wildland Fire Apparatus (Brush Fire)
- Other Apparatus and associated products or services not included in other categories.

NOTE: For each category responded to by proposer, there needs to be a list of “Base Model Vehicles” included in the proposer’s submission. This provides evaluators and members a list of the vehicles offered as a starting point for comparison and/or needs assessment.

Apparatus must meet the general guidelines and specifications required in the latest edition of the National Fire Protection Association (NFPA) Standard for Automotive Fire Apparatus (NFPA 1901) and any standards referenced therein. All proposed apparatus must also comply with all applicable federal licensing, rules and regulations including but not limited to:

- American National Standards Institute (ANSI)
- American Society of Mechanical Engineers (ASME)
- American Society for Nondestructive Testing (ASNT)
- American Society for Testing Materials (ASTM)
- American Welding Society (AWS)
- Department of Transportation (DOT)
- Environmental Protection Agency (EPA)
- Federal Motor Vehicle Safety Standards (FMVSS)
- Institute of Electrical and Electronics Engineers (IEEE)

- National Institute for Occupational Safety and Health (NIOSH)
- Occupational Safety and Health Administration (OSHA)
- Society of Automotive Engineers (SAE)
- Underwriters Laboratory (UL)

Additionally, all proposed apparatus must meet applicable state DOT, licensing, rules and regulations in states covered by the response.

Because the specifications of this RFP are general in nature in order to meet the needs of the LOC and all members of the Government Division of National Purchasing Partners, it is incumbent upon the proposer to provide specifications and details for all apparatus and options in their response.

All responses must outline all related aspects of the vehicle sale including but not limited to sales (through authorized dealers), pre-delivery costs (including up to 3 factory visits), delivery, training, manuals, warranty, and service.

These specifications are intended to cover the complete range of Fire Apparatus. Several categories and sub-categories are included below but are in no means intended to limit the proposer to responding to just these categories if there are other related products and services that Proposer would like to be considered for the award. Proposers should respond with pricing for all products and services they wish to be considered in the evaluation for a possible award and master price agreement.

The following categories are provided to indicate the intended extent of the RFP but do not necessarily represent the format of the Proposer’s response. Proposers may combine any and all categories and elements in a format that is most appropriate to represent their business in their response.

NOTE: Proposers are not required to respond to all categories. Proposals will only be evaluated based on the categories to which they respond.

- CATEGORY 1: AERIAL FIRE APPARATUS
- BOOM/PLATFORM
 - LADDER
 - PLATFORM

CATEGORY 2: AIRCRAFT RESCUE & FIRE-FIGHTING VEHICLES

CATEGORY 3: PUMPER FIRE APPARATUS

CATEGORY 4: PUMPER-TANKER / ELLIPTICAL-TANKER FIRE APPARATUS

- CATEGORY 5: SPECIAL SERVICE APPARATUS
- RESCUE
 - RE-HABILITATION
 - HAZMAT
 - MOBILE COMMAND CENTER

CATEGORY 6: WATERCRAFT RESCUE & FIRE-FIGHTING VEHICLES

CATEGORY 7: WILDLAND FIRE APPARATUS (BRUSH FIRE)

CATEGORY 8: OTHER: Other Apparatus and associated products or services not included in other categories.

ATTACHMENT D

PRICING SCHEDULE

The intent is for each Proposer to submit their complete product line so that Participating Agencies may order a wide array of products and services as appropriate for their needs. Proposer is encouraged but is not required to respond to all categories. Proposer may suggest additional categories and sub-categories as applicable. Proposer may subcontract items Proposer does not supply. The Proposer should not necessarily limit the proposal to the performance of the services in accordance with this document but should outline any additional services and their costs if the Proposer deems them necessary.

Pricing and resulting relative discount to LOC and NPPGov membership shall be clearly delineated on each proposal. Contract admin fee (established in the “Requirements” Section of the RFP) may not be listed or charged as a separate line item to users of the contract. Contract pricing shall be based upon any one of the following:

1. Fixed discount(s) off published price list(s) or catalog(s)
2. Firm fixed price with economic adjustment (contingencies for economic price adjustments must be identified in the proposal)
3. A combination of the above.

Vehicle Models

Proposers shall provide pricing on all apparatus vehicle models they wish to be considered including, but not limited to, the following categories where applicable:

- Chassis/cab builder/Hull
- Cab designs (2/4 door, tilt cab, etc.)
- Cab/body sheet metals (e.g., Stainless steel, aluminum, galvanized)
- Rear axle configuration (single/tandem/tandem front steering/triple rear)
- Fire pump capacities & mounting locations (e.g., 1250/1500/2500 GPM Pump, rear/mid-mounted)
- Body configurations (e.g., Walk-In/Non-Walk-In body)
- Aerial categories (e.g., Construction/turntable positions/aerial device functions)
- Propulsion Type

EXAMPLE

| FIRE APPARATUS PRICING SCHEDULE | |
|--|--|
| <i>NOTE: Be sure to provide ALL models for each particular type of apparatus vehicle to be considered. Add/Insert additional lines as necessary. The following categories are just <u>suggested</u>; it is anticipated the name, number, and name of actual categories provided by proposer will vary significantly</i> | Percentage (%) off List Price* (OR fixed price if % off pricing is not available) |
| AERIAL FIRE APPARATUS | |
| <i>EXAMPLE:</i> | <i>EXAMPLE:</i> |

| | |
|---|--|
| <i>Ford F-550 2-Door, Pumper, Stainless Steel Body, Single Axle, 1250 GPM Pump, Mid-Mounted</i> | <i>15% off List Price Or \$550,000</i> |
| <i>Options for each vehicle model or type may be listed here or as a separate options table</i> | |
| <i>EXAMPLE: Entire catalog of options</i> | <i>EXAMPLE: 10% Off List Price</i> |
| AIRCRAFT RESCUE & FIRE-FIGHTING VEHICLES | |
| PUMPER FIRE APPARATUS | |
| PUMPER-TANKER / ELLIPTICAL-TANKER FIRE APPARATUS | |
| SPECIAL SERVICE APPARATUS | |
| WATERCRAFT RESCUE & FIRE-FIGHTING VEHICLES | |
| WILDLAND FIRE APPARATUS | |
| OTHER: Other Apparatus | |

* Identify used to establish of list price and publication date or expiration date.

Options

Proposers shall provide pricing on all options, modifications, and accessories in a format that best represents their product line and pricing structure. This may include specific pricing for some options and may also include general pricing/discounts for categories of options. Proposer may also indicate availability and pricing of all other non-specified options. The intent is to provide proposers the opportunity to present as much product as possible in the format that fits within their individual formatting needs so that the resulting award allows LOC and NPPGov members the greatest number of procurement options.

Miscellaneous

Proposers should include any applicable pricing information related to Section 2.3 of the RFP including but not limited to: large volume purchases, cash terms, rebates, freight/delivery costs and individual discounts.

ATTACHMENT E

PROPOSAL EVALUATION FORM

Proposals will be evaluated using a two-step process.

The first step evaluates the responsiveness of the proposer and determines 1) if the proposer is deemed fully responsive enabling the proposal to move to the second step and 2) if the proposal will be evaluated as a local response (within the State of Oregon), regional response (covering multiple States, but not the entire US) or a national response (covering the entire US, or at least the continental US).

The second step of the evaluation process will only occur with proposals deemed fully responsive from the first step. The second step fully evaluates the proposer’s response based on the criteria found in the proposal evaluation form.

STEP 1

Proposal Responsiveness

| Component | YES | NO | |
|--|------------|-----------|----------|
| Submitted on time | | | |
| Company name and RFP number on outermost packaging | | | |
| Completed Proposer Profile Workbook (PPW) | | | |
| Included pricing structure | | | |
| Included references | | | |
| Proposal signed | | | |
| Deemed Fully Responsive | YES | NO | |
| | | | |
| Categorized as Local, Regional or National | Local | Regional | National |

Proposal Evaluation Form

STEP 2

Full Evaluation of Proposal

Point Value Definitions

- (5) Exceeded Requirements - Compelling Detail, Showed Ability to Complete
- (4) Met Requirements - Thorough, Provided Supportive Material/Examples
- (3) Satisfied Requirements - Sufficient
- (2) Unclear if Requirements Met - Poor or Confusing
- (1) Did Not Comply with Requirements - Substandard or Blank

| Component Evaluated | Weight | Possible Points (1-5) | Total Points (Weight x PP) | Evaluator's Comments |
|---|--------|-----------------------|----------------------------|----------------------|
| <u>Pricing:</u> Product price and discounts proposed included favorable pricing for cooperative purchasing. Shipping conditions. <i>PPW Section 7.0 and Pricing structure.</i> | 25 | | | Comments: |
| <u>Product Line (Score only categories proposed):</u> Breadth, variety, quality of product line and innovation of products. Warranty availability. <i>PPW Section 9.0.</i> | 15 | | | Comments: |
| <u>Marketing:</u> Marketing plan to promote the resulting contractual agreement and ability to incorporate use of agreement in their sales system throughout indicated coverage region. Willingness to allow training of salesforce. <i>PPW Section 4.0.</i> | 15 | | | Comments |
| <u>Customer Service:</u> Support dedicated to Participating Agencies. Ability to meet promised delivery timelines. Additional services offered. Conduct e-commerce. <i>PPW Sub-Sections 2.3 & 2.4 and Section 6.0.</i> | 15 | | | Comments: |

| | | | | |
|--|-----|--|--|-------------------|
| <p><u>Proven Experience:</u> Success in providing products and services in a timely manner. Years in business, references and reputation. Experience with cooperative purchasing. <i>PPW Sub-Section 1.2.</i></p> | 15 | | | Comments: |
| <p><u>Coverage:</u> Ability to provide products and services for indicated coverage region including distribution, retail & service facilities, coordination of manufacturer and distribution, and staff availability. Clearly states distribution model and provides dealer list if applicable. <i>PPW Section 3.0 and Exhibit 1.</i></p> | 10 | | | Comments: |
| <p><u>Conformance:</u> Completeness of proposal and the degree to which the Proposer responded to the terms and all requirements and specifications of the RFP. Followed the response format and content, was clear and easily understood. Provided Term's and Condition's, if applicable. <i>PPW Section 8.0 and 4.5 of RFP.</i></p> | 5 | | | Comments: |
| <p><u>TOTAL</u></p> | 100 | | | General Comments: |

Name of Evaluator _____

Signature _____

Date _____

ATTACHMENT F

OREGON REVISED STATUTES (AS MAY BE AMENDED) REQUIREMENTS

Successful Proposer (Contractor) shall comply with the requirements of this ATTACHMENT F to the extent required by any applicable federal or state law.

- (1) Contractor shall pay promptly, as due, all persons supplying labor or materials for the performance of the work provided for in the contract and shall be responsible for such payment of all persons supplying such labor or material to any Subcontractor.
- (2) Contractor shall promptly pay all contributions or amounts due the Industrial Accident Fund from such Contractor or Subcontractor incurred in the performance of the contract.
- (3) Contractor shall not permit any lien or claim to be filed or prosecuted against the LOC or any Participating Agency on account of any labor or material furnished and agrees to assume responsibility for satisfaction of any such lien so filed or prosecuted.
- (4) Contractor and any Subcontractor shall pay to the Department of Revenue all sums withheld from employees pursuant to ORS 316.167
- (5) If Contractor fails, neglects or refuses to make prompt payment of any claim for labor or materials furnished to the Contractor or a Subcontractor by any person in connection with the contract as such claim becomes due, the LOC or any Participating Agency may pay such claim to the persons furnishing the labor or material and charge the amount of payment against funds due or to become due Contractor by reason of the contract. The payment of a claim in the manner authorized hereby shall not relieve the Contractor or Contract surety from Contractor or its obligation with respect to any unpaid claim. If the LOC or any Participating Agency is unable to determine the validity of any claim for labor or material furnished, the District may withhold from any current payment due Contractor an amount equal to said claim until its validity is determined and the claim, if valid, is paid.
- (6) Contractor shall promptly, as due, make payment to any person, co-partnership, association, or corporation, furnishing medical, surgical and hospital care services or other needed care and attention, incident to sickness or injury, to employees of such Contractor, of all sums which the Contractor agrees to pay for such services and all monies and sums which the Contractor collected or deducted from the wages of employees pursuant to any law, contract or agreement for the purpose of providing or paying for such service.
- (7) In a contract for personal services, contractor shall pay employees at least time and half for all overtime worked in excess of 40 hours in any one week under the contract in accordance with ORS 653.010 to 653.261 and the Fair Labor Standards Act of 1938 (29 USC 201, *et seq.*). In contracts for services, contractors shall pay employees at least time and a half pay for work performed on the legal holidays specified in a collective bargaining agreement or in ORS 279B.020(1)(b)(A) to (G) and for all time worked in excess of 10 hours in any one day or in excess of 40 hours in any one week, whichever is greater.
- (8) The Contractor must give notice in writing to employees who work on this contract, either at the time of hire or before commencement of work on the contract, or by posting a notice in a location frequented by employees, of the number of hours per day and the days per week that the employees may be required to work.
- (9) All subject employers working under the contract are either employers that will comply with ORS 656.017, or employers that are exempt under ORS 656.126.
- (10) All sums due the State Unemployment Compensation Trust Fund from the Contractor or any Subcontractor in connection with the performance of the contract shall be promptly so paid.
- (11) The contract may be canceled at the election of LOC for any willful failure on the part of Contractor to faithfully perform the contract according to its terms.

- (12) Contractor certifies compliance with all applicable Oregon tax laws, in accordance with ORS 305.385.
- (13) Contractor certifies that it has not discriminated against minorities, women, emerging small business enterprises certified under ORS 200.055, or business enterprises owned or controlled by or that employ a disabled veteran in obtaining any required subcontractors.

**ATTACHMENT G
WIPHE RESPONSE FORM**

THIS FORM MUST BE RETURNED WITH SOLICITATION RESPONSE

Vendor servicing Washington State AGREES to sell items included in this solicitation to WIPHE institutions at prices offered, unless otherwise noted below:

_____ **DOES NOT** agree to sell to WIPHE Institutions.

_____ **AGREES** to sell to WIPHE Institutions at same prices and discounts, with the following exceptions: (attach additional pages as necessary)

Vendor must state geographic areas or specific institution(s) listed below within the State of Washington that are EXCLUDED from the contract(s) resulting from this solicitation:

Washington Institutions of Public Higher Education (WIPHE). See list on following page.

If Vendor agrees to sell to the WIPHE Institutions, a WIPHE Contract number will be assigned and the information will be reported to the Council of Presidents. The Council of Presidents notifies all the other schools when a WIPHE contract has been awarded and a master list will be maintained and the WIPHE website updated. WIPHE shall determine, at its absolute discretion, whether it shall accept and/or utilize the contract resulting from the Request for Proposal

Washington Institutions of Public Higher Education (WIPHE)

FOUR-YEAR UNIVERSITIES

CENTRAL WASHINGTON UNIVERSITY
EASTERN WASHINGTON UNIVERSITY
THE EVERGREEN STATE COLLEGE
UNIVERSITY OF WASHINGTON
WASHINGTON STATE UNIVERSITY
WESTERN WASHINGTON UNIVERSITY

COMMUNITY AND TECHNICAL COLLEGES:

BATES TECHNICAL COLLEGE
BELLEVUE COMMUNITY COLLEGE
BELLINGHAM TECHNICAL COLLEGE
BIG BEND COMMUNITY COLLEGE
CASCADE COMMUNITY COLLEGE
CASCADIA COLLEGE
CENTRALIA COLLEGE
CLARK COLLEGE
CLOVER PARK TECHNICAL COLLEGE
COLUMBIA BASIN COLLEGE
EDMONDS COMMUNITY COLLEGE
EVERETT COMMUNITY COLLEGE
GRAYS HARBOR COLLEGE
GREEN RIVER COMMUNITY COLLEGE
HIGHLINE COMMUNITY COLLEGE
LAKE WASHINGTON TECHNICAL COLLEGE
LOWER COLUMBIA COLLEGE
OLYMPIC COLLEGE
PENINSULA COLLEGE
PIERCE COLLEGE
RENTON TECHNICAL COLLEGE
SEATTLE CENTRAL COMMUNITY COLLEGES
SHORELINE COMMUNITY COLLEGE
SKAGIT VALLEY COLLEGE
SOUTH PUGET SOUND COMMUNITY COLLEGE
SPOKANE COMMUNITY COLLEGES
STATE BOARD FOR TECHNICAL & COMMUNITY
COLLEGES
WENATCHEE VALLEY COLLEGE
YAKIMA VALLEY COMMUNITY COLLEGE
WHATCOM COMMUNITY COLLEGE

Miscellaneous local agencies within Washington State*

| | |
|--|--------------------------------------|
| ADAMS COUNTY | CHELAN COUNTY PUD 1 |
| PUYALLUP SCHOOL DIST 3 | CHELAN DOUGLAS COUNTY HEALTH DIST |
| KITSAP COUNTY | CHENEY CARE CENTER |
| FIFE SCHOOL DIST 417 | CHILD CARE RESOURCE & REFERRAL |
| RIVERVIEW SCHOOL DIST 407 | CHILDRENS THERAPY CENTER |
| GONZAGA UNIVERSITY | CHIMACUM SCHOOL DISTRICT 49 |
| PLANNED PARENTHOOD OF WESTERN WASHINGTON | CLALLAM COUNTY |
| SNOHOMISH COUNTY | CLALLAM COUNTY FIRE DISTRICT |
| MASON COUNTY | CLALLAM COUNTY HOSPITAL DISTRICT |
| FEDERAL WAY SCHOOL DIST | CLALLAM COUNTY PUD |
| SPOKANE COUNTY | CLARK COUNTY |
| ISSAQUAH SCHOOL DIST 411 | CLARK COUNTY FIRE DISTRICT |
| ADAMS COUNTY FIRE DISTRICT | CLARK COUNTY PUD |
| ADAMS COUNTY HEALTH DISTRICT | CLE ELUM-ROSLYN SCHOOL DISTRICT 404 |
| AFFILIATED HEALTH SERVICES | CLOVER PARK SCHOOL DISTRICT 400 |
| ALDERWOOD WATER DISTRICT | CNTRL WHIDBEY FIRE & RESCUE |
| ANACORTES PORT OF | COAL CREEK UTILITY DISTRICT |
| ANACORTES SCHOOL DISTRICT 103 | COALITION AGAINST DOMESTIC VIOLENCE |
| ANNAPOLIS WATER DISTRICT | COLUMBIA COUNTY |
| ASOTIN COUNTY | COLUMBIA IRRIGATION DISTRICT |
| AUBURN SCHOOL DISTRICT 408 | COLUMBIA MOSQUITO CONTROL DISTRICT |
| BAINBRIDGE IS SCHOOL DISTRICT 303 | COMMUNITY CHRISTIAN ACADEMY |
| BAINBRIDGE ISLAND FIRE DEPARTMENT | COMMUNITY PSYCHIATRIC CLINIC |
| BAINBRIDGE ISLAND PARKS | COMMUNITY TRANSIT |
| BATTLE GROUND SCHOOL DISTRICT 119 | CONFEDERATED TRIBES OF CHEHALIS |
| BELLEVUE SCHOOL DISTRICT 405 | CONSOLIDATED DIKING IMPROVEMENT DIST |
| BELLINGHAM PORT OF | CONSOLIDATED IRRIGATION |
| BELLINGHAM SCHOOL DISTRICT 501 | COWLITZ COUNTY |
| BENTON COUNTY | COWLITZ COUNTY FIRE DISTRICT |
| BENTON COUNTY FIRE DISTRICT | COWLITZ COUNTY PUD |
| BENTON COUNTY PUD | CROSS VALLEY WATER DISTRICT |
| BENTON FRANKLIN COUNTY | DAYTON SCHOOL DISTRICT 2 |
| BENTON FRANKLIN PRIVTE INDUST CNCL | DOUGLAS COUNTY |
| BENTON PORT OF | DOUGLAS COUNTY FIRE DISTRICT |
| BETHEL SCHOOL DISTRICT 403 | DOUGLAS COUNTY PUD |
| BIG BROTHERS BIG SISTERS OF KING CO | DRUG ABUSE PREVENTION CENTER |
| BIRCH BAY WATER & SEWER DISTRICT | E COLUMBIA BASIN IRRIGATION DIST |
| BLANCHET SCHOOL DISTRICT | EAST WENATCHEE WATER |
| BREMERTON KITSAP CO HEALTH DISTRICT | EATONVILLE SCHOOL DIST 404 |
| BREMERTON PORT OF | EDMONDS SCHOOL DISTRICT 15 |
| BREMERTON SCHOOL DISTRICT 100 | EDUCATIONAL SERVICE DIST 114 |
| BURLINGTON EDISON SCHOOL DIST 100 | EDUCATIONAL SERVICE DISTRICT 113 |
| CANCER RESEARCH AND BOISTATISTICS | ELLENSBURG SCHOOL DIST 401 |
| CASCADE BLUE MT FD SHR | ENUMCLAW SCHOOL DIST |
| CASCADE IRRIGATION DISTRICT | EVERETT PORT OF |
| CASHMERE SCHOOL DISTRICT 222 | EVERETT PUBLIC FACILITIES DIST |
| CATHOLIC COMM SVCS OF KING CO | EVERGREEN MANOR INC |
| CENTRAL KITSAP SCHOOL DISTRICT 401 | EVERGREEN SCHOOL DIST 114 |
| CENTRAL WAS COMP MENTAL HEALTH | FEDERAL WAY FD |
| CENTRALIA SCHOOL DISTRICT 40 | FERRY COUNTY |
| CHEHALIS SCHOOL DISTRICT 302 | FERRY COUNTY PUBLIC HOSPITAL |
| CHELAN COUNTY | FERRY OKAHOGAN FPD |
| CHELAN COUNTY COMMUNITY HOSPITAL | FOSS WATERWAY DEVELOPMENT AUTHORITY |
| CHELAN COUNTY FIRE DISTRICT | FRANKLIN COUNTY |
| | FRANKLIN COUNTY PUD |

PASCO SCHOOL DIST
 PEND OREILLE COUNTY CONSERV DIST
 PEND OREILLE COUNTY PUB HOSP DIST
 PEND OREILLE COUNTY PUD
 PENINSULA SCHOOL DISTRICT 401
 PERRY TECHNICAL INSTITUTE
 PIERCE COUNTY
 PIERCE COUNTY FIRE DIST
 PORT ANGELES PORT OF
 PORT ANGELES SCHOOL DISTRICT 121
 PRESCOTT SCHOOL DIST
 PUGET SOUND CLEAN AIR AGENCY
 PUGET SOUND SCHOOL DIST
 QUINCY COLUMBIA BASIN IRRIG DIST
 RICHLAND SCHOOL DIST 400
 S KITSAP SCHOOL DISTRICT 402
 S SNOHOMISH CO PUBLIC FAC DIST
 SAFEPLACE
 SAMISH WATER DIST
 SAMMAMISH WATER AND SEWER DIST
 SAN JUAN COUNTY
 SAN JUAN COUNTY FIRE DIST
 SEA MAR COMM HEALTH CTR
 SEATTLE JEWISH PRIMARY SCHOOL
 SEATTLE PORT OF
 SEATTLE SCHOOL DIST 1
 SEATTLE UNIVERSITY
 SECOND AMENDMENT FOUNDATION
 SECOND CHANCE INC
 SENIOR OPPORTUNITY SERVICES
 SHELTON SCHOOL DISTRICT 309
 SILVERDALE WATER
 SKAGIT COUNTY
 SKAGIT COUNTY CONSERVATION DIST
 SKAGIT COUNTY FIRE DIST
 SKAGIT COUNTY ISLAND HOSPITAL
 SKAGIT COUNTY PORT OF
 SKAGIT COUNTY PUD 1
 SKAGIT TRANSIT
 SKAMANIA COUNTY
 SKOOKUM INC
 SNOHOMISH COUNTY LIBRARY
 SNOHOMISH COUNTY PUD
 SNOHOMISH HEALTH DISTRICT
 SNOHOMISH SCHOOL DISTRICT 201
 SOAP LAKE SCHOOL DISTRICT 156
 SOOS CREEK WATER AND SEWER DIST
 SOUND TRANSIT
 SOUTH COLUMBIA BASIN IRRIG DIST
 SOUTH EAST EFFECTIVE DEVELOPMENT
 SOUTH SOUND MENTAL HEALTH SERVICES
 SOUTHWEST YOUTH & FAMILY SERVICES
 SPECIAL MOBILITY SERVICES INC
 SPOKANE CO AIR POLLUTION CNTRL AUTHORITY
 SPOKANE COUNTY FIRE DIST
 SPOKANE COUNTY LIBRARY
 SPOKANE SCHOOL DISTRICT 81

ST JOSEPH/MARQUETTE SCHOOL
 STANWOOD SCHOOL DIST 410
 STEVENS COUNTY
 STEVENS COUNTY PUD
 STILLAGUAMISH TRIBE OF INDIANS
 SUMNER SCHOOL DISTRICT 320
 SUNNYSIDE PORT OF
 SUNNYSIDE SCHOOL DISTRICT 201
 SUQUAMISH TRIBE
 SW CLEAN AIR AGENCY
 SWINOMISH TRIBE
 TACOMA DAY CHILD CARE AND PRESCHOOL
 TACOMA MUSICAL PLAYHOUSE
 TACOMA PORT OF
 TACOMA SCHOOL DISTRICT 10
 TACOMA-PIERCE CO
 TAHOMA SCHOOL DISTRICT 409
 TERRACE HEIGHTS SEWER DISTRICT
 THURSTON COMMUNITY TELEVISION
 THURSTON COUNTY
 THURSTON COUNTY CONSERVATION DIST
 THURSTON COUNTY FIRE DISTRICT
 TOPPENISH SCHOOL DISTRICT 202
 TOUCHET SD 300
 TRIUMPH TREATMENT SERVICES
 TUKWILA SCHOOL DIST 406
 TUMWATER SCHOOL DISTRICT 33
 U S DEPARTMENT OF TRANSPORTATION
 UNITED WAY OF KING COUNTY
 UNIVERSITY PLACE SCHOOL DIST
 UPPER SKAGIT INDIAN TRIBE
 VAL VUE SEWER DISTRICT
 VALLEY TRANSIT
 VALLEY WATER DISTRICT
 VANCOUVER PORT OF
 VANCOUVER SCHOOL DISTRICT 37
 VASHON ISLAND SCHOOL DISTRICT 402
 VERA IRRIGATION
 VETERANS ADMINISTRATION
 VOLUNTEERS OF AMERICA
 WA ASSOC OF SCHOOL ADMINISTRATORS
 WA ASSOC SHERIFFS & POLICE CHIEFS
 WA GOVERNMENTAL ENTITY POOL
 WA LABOR COUNCIL AFL-CIO
 WA PUBLIC PORTS ASSOCIATION
 WA RESEARCH COUNCIL
 WA ST ASSOCIATION OF COUNTIES
 WA STATE PUBLIC STADIUM AUTHORITY
 WAHIAKUM COUNTY
 WALLA WALLA COLLEGE
 WALLA WALLA COUNTY
 WALLA WALLA COUNTY FIRE DISTRICT
 WALLA WALLA PORT OF
 WALLA WALLA SD 140
 WASHINGTON ASSOCIATION
 WASHINGTON COUNTIES RISK POOL
 WASHINGTON FIRE COMMISSIONERS ASSOC

WASHINGTON HEALTH CARE ASSOCIATION
WASHINGTON PUBLIC AFFAIRS NETWORK
WASHINGTON STATE MIGRANT COUNCIL
WEST VALLEY SCHOOL DISTRICT 208
WEST VALLEY SCHOOL DISTRICT 363
WESTERN FOUNDATION THE
WHATCOM CONSERVATION DIST
WHATCOM COUNTY
WHATCOM COUNTY FIRE DISTRICT
WHATCOM COUNTY RURAL LIBRARY DIST
WHIDBEY GENERAL HOSPITAL
WHITMAN COUNTY
WHITWORTH WATER
WILLAPA COUNSELING CENTER
WILLAPA VALLEY SCHOOL DISTRICT 160
WILLAPA VALLEY WATER DISTRICT
WINLOCK SCHOOL DISTRICT 232
WOODINVILLE FIRE & LIFE SAFETY DIST
WOODLAND PORT OF
YAKIMA COUNTY
YAKIMA COUNTY FIRE DISTRICT
YAKIMA COUNTY REGIONAL LIBRARY
YAKIMA SCHOOL DISTRICT 7

YAKIMA VALLEY FARMWORKERS CLINIC
YAKIMA-TIETON IRRIGATION DISTRICT
YELM COMMUNITY SCHOOL DISTRICT
YMCA - TACOMA PIERCE COUNTY
YMCA OF GREATER SEATTLE

*Washington State cities and other unnamed
Washington State local and municipal agencies may
also utilize the resulting Master Price Agreement;
provided they enter into the Intergovernmental
Cooperative Purchasing Agreement.

ATTACHMENT H

LOCAL GOVERNMENT UNITS BY STATE

Oregon's Incorporated Cities

| | | | | |
|---------------|--------------|---------------|--------------|------------------------|
| ADAIR VILLAGE | DEPOE BAY | IONE | MYRTLE CREEK | SPRAY |
| ADAMS | DETROIT | IRRIGON | MYRTLE POINT | SPRINGFIELD |
| ADRIAN | DONALD | ISLAND CITY | NEHALEM | ST HELENS |
| ALBANY | DRAIN | JACKSONVILLE | NEWBERG | ST PAUL |
| AMITY | DUFUR | JEFFERSON | NEWPORT | STANFIELD |
| ANTELOPE | DUNDEE | JOHN DAY | NORTH BEND | STAYTON |
| ARLINGTON | DUNES CITY | JOHNSON CITY | NORTH PLAINS | SUBLIMITY |
| ASHLAND | DURHAM | JORDAN VALLEY | NORTH POWDER | SUMMERVILLE |
| ASTORIA | EAGLE POINT | JOSEPH | NYSSA | SUMPTER |
| ATHENA | ECHO | JUNCTION CITY | OAKLAND | SUTHERLIN |
| AUMSVILLE | ELGIN | KEIZER | OAKRIDGE | SWEET HOME |
| AURORA | ELKTON | KING CITY | ONTARIO | TALENT |
| BAKER CITY | ENTERPRISE | KLAMATH FALLS | OREGON CITY | TANGENT |
| BANDON | ESTACADA | LA GRANDE | PAISLEY | THE DALLES |
| BANKS | EUGENE | LAPINE | PENDLETON | TIGARD |
| BARLOW | FAIRVIEW | LAFAYETTE | PHILOMATH | TILLAMOOK |
| BAY CITY | FALLS CITY | LAKE OSWEGO | PHOENIX | TOLEDO |
| BEAVERTON | FLORENCE | LAKESIDE | PILOT ROCK | TROUTDALE |
| BEND | FOREST GROVE | LAKEVIEW | PORT ORFORD | TUALATIN |
| BOARDMAN | FOSSIL | LEBANON | PORTLAND | TURNER |
| BONANZA | GARBALDI | LEXINGTON | POWERS | UKIAH |
| BROOKINGS | GASTON | LINCOLN CITY | PRAIRIE CITY | UMATILLA |
| BROWNSVILLE | GATES | LONEROCK | PRESCOTT | UNION |
| BURNS | GEARHART | LONG CREEK | PRINEVILLE | UNITY |
| BUTTE FALLS | GERVAIS | LOSTINE | RAINIER | VALE |
| CANBY | GLADSTONE | LOWELL | REDMOND | VENETA |
| CANNON BEACH | GLENDALE | LYONS | REEDSPORT | VERNONIA |
| CANYON CITY | GOLD BEACH | MADRAS | RICHLAND | WALDPORT |
| CANYONVILLE | GOLD HILL | MALIN | RIDDLE | WALLOWA |
| CARLTON | GRANITE | MANZANITA | RIVERGROVE | WARRENTON |
| CASCADE LOCKS | GRANTS PASS | MAUPIN | ROCKAWAY | WASCO |
| CAVE JUNCTION | GRASS VALLEY | MAYWOOD PARK | BEACH | WATERLOO |
| CENTRAL POINT | GREENHORN | MCMINNVILLE | ROGUE RIVER | WESTLINN |
| CHILOQUIN | GRESHAM | MEDFORD | ROSEBURG | WESTFIR |
| CLATSKANIE | HAINES | MERRILL | RUFUS | WESTON |
| COBURG | HALFWAY | METOLIUS | SALEM | WHEELER |
| COLUMBIA CITY | HALSEY | MILLCITY | SANDY | WILLAMINA |
| CONDON | HAPPY VALLEY | MILLERSBURG | SCAPPOUSE | WILSONVILLE |
| COOSBAY | HARRISBURG | MILTON- | SCIO | WINSTON |
| COQUILLE | HELIX | FREEWATER | SCOTT MILLS | WOOD VILLAGE |
| CORNELIUS | HEPPNER | MILWAUKIE | SEASIDE | WOODBURN |
| CORVALLIS | HERMISTON | MITCHELL | SENECA | YACHATS |
| COTTAGE GROVE | HILLSBORO | MOLALLA | SHADY COVE | YAMHILL |
| COVE | HINES | MONMOUTH | SHANIKO | YONCALLA |
| CRESWELL | HOOD RIVER | MONROE | SHERIDAN | This may not be a |
| CULVER | HUBBARD | MONUMENT | SHERWOOD | complete list of all |
| DALLAS | HUNTINGTON | MORO | SILETZ | Oregon cities, but all |
| DAMASCAS | IDANHA | MOSIER | SILVERTON | other Oregon cities |
| DAYTON | IMBLER | MT ANGEL | SISTERS | shall be incorporated |
| DAYVILLE | INDEPENDENCE | MT VERNON | SODAVILLE | by this reference. |

Hawaii's Counties

| | | | | |
|--------|----------|---------|--------|------|
| Hawaii | Honolulu | Kalawao | Kaua'i | Maui |
|--------|----------|---------|--------|------|

LEAGUE OF OREGON CITIES
Fire Apparatus Solicitation Synopsis
Solicitation No. 1905

Intent

The League of Oregon Cities (LOC) served as Lead Agency to solicit proposals for Fire Apparatus. LOC works in cooperation with National Purchasing Partners “NPP” and its Government Division dba NPPGov, dba Public Safety GPO and dba Law Enforcement GPO (collectively hereinafter “NPPGov”), to service the LOC and NPPGov membership. The published Request for Proposal (RFP) contained provisions that permitted all members of LOC and NPPGov throughout the nation to “piggy-back” off the resulting Master Price Agreement.

Determination for issuing RFP vs. Sealed Bid

LOC has determined that it is advantageous for LOC to procure Fire Apparatus using a secure competitive RFP process evaluated based on “best value” rather than sealed bidding. Sealed bidding limits evaluation of offers solely to compliance with the requirements, provides no opportunity to compare the product and service offerings among the vendors, and uses price as the predominate deciding factor. Such limitations prevent LOC from awarding the most advantageous contract(s) for LOC and its members.

Procedure

LOC issued an RFP (1905) on November 12th, 2019.

The RFP was published in the Daily Journal of Commerce on November 11th, 2019.

The RFP was published in USA Today on November 12th, 2019.

The RFP closed on February 11th, 2020.

The RFP was awarded on May 6th, 2020.

The RFP was posted to the following web sites: www.nppgov.com, www.orcities.org and www.findrfp.com

The text of the published notice of solicitation is as follows:



LOC received a proposal (s) from the following vendor (s):

1. Alexis Fire Equipment
2. Brindlee Mountain
3. E-One Inc
4. Ferrara Fire Apparatus
5. Fouts Brothers
6. HME
7. ONE Boat Rescue
8. Pierce Manufacturing
9. Spartan Fire
10. Sutphen Corporation
11. Watts Manufacturing

A copy of the log for proposals received is attached hereto.

Proposals were evaluated by LOC based on the criteria contained in the RFP and selected the following successful proposer(s):

1. Alexis Fire Equipment
2. Brindlee Mountain
3. E-One Inc
4. Ferrara Fire Apparatus
5. Fouts Brothers
6. HME
7. ONE Boat Rescue
8. Spartan Fire
9. Sutphen Corporation
10. Pierce Manufacturing

Evaluation

The evaluation was based on the following criteria as described in the RFP (weighted):

| Component Evaluated | Weight |
|--|---------------|
| <p><u>Pricing</u>: Product price and discounts proposed included favorable pricing for cooperative purchasing. Shipping conditions. <i>PPW Section 7.0 and Pricing structure.</i></p> | 25 |
| <p><u>Product Line (Score only categories proposed)</u>: Breadth, variety, quality of product line and innovation of products. Warranty availability. <i>PPW Section 9.0.</i></p> | 15 |
| <p><u>Marketing</u>: Marketing plan to promote the resulting contractual agreement and ability to incorporate use of agreement in their sales system throughout indicated coverage region. Willingness to allow training of salesforce. <i>PPW Section 4.0.</i></p> | 15 |
| <p><u>Customer Service</u>: Support dedicated to Participating Agencies. Ability to meet promised delivery timelines. Additional services offered. Conduct e-commerce. <i>PPW Sub-Sections 2.3 & 2.4 and Section 6.0.</i></p> | 15 |
| <p><u>Proven Experience</u>: Success in providing products and services in a timely manner. Years in business, references and reputation. Experience with cooperative purchasing. <i>PPW Sub-Section 1.2.</i></p> | 15 |
| <p><u>Coverage</u>: Ability to provide products and services for indicated coverage region including distribution, retail & service facilities, coordination of manufacturer and distribution, and staff availability. Clearly states distribution model and provides dealer list if applicable. <i>PPW Section 3.0 and Exhibit 1.</i></p> | 10 |

| | |
|--|------------|
| <p>Conformance: Completeness of proposal and the degree to which the Proposer responded to the terms and all requirements and specifications of the RFP. Followed the response format and content, was clear and easily understood. Provided Term's and Condition's, if applicable. <i>PPW Section 8.0 and 4.5 of RFP.</i></p> | <p>5</p> |
| <p style="text-align: center;"><u>TOTAL</u></p> | <p>100</p> |

Pricing Structure

Alexis Fire Equipment: Proposer provided a fixed pricing structure. See Price List Attachment in the resulting Master Price Agreement.

Brindlee Mountain: Proposer provided a discount off list price. See Price List Attachment in the resulting Master Price Agreement.

E-One Inc: Proposer provided a discount off list price. See Price List Attachment in the resulting Master Price Agreement.

Ferrara Fire Apparatus: Proposer provided a discount off list price. See Price List Attachment in the resulting Master Price Agreement.

Fouts Brothers: Proposer provided a discount off list price. See Price List Attachment in the resulting Master Price Agreement.

HME: Proposer provided a fixed pricing structure. See Price List Attachment in the resulting Master Price Agreement.

ONE Boat Rescue: Proposer provided a discount off list price. See Price List Attachment in the resulting Master Price Agreement.

Pierce Manufacturing: Proposer provided a fixed pricing structure for the base model vehicles listed in their proposal. See Price List attached in the resulting Master Price Agreement for details. In addition, Proposer has included a discount off currently published List Price for additional options, modifications and customization's to base model vehicles. See Price List attached in the resulting Master Price Agreement for details

Spartan Fire: Proposer provided a discount off list price. See Price List Attachment in the resulting Master Price Agreement.

Sutphen Corporation: Proposer provided a discount off list price. See Price List Attachment in the resulting Master Price Agreement.

Additional Information

National Purchasing Partners
1100 Olive Way
Suite #1020
Seattle, WA 98101

Bruce Busch, Senior VP
bruce.busch@mynpp.com
(206) 515-5439
www.nppgovernment.com

AFFIDAVIT OF MAILING

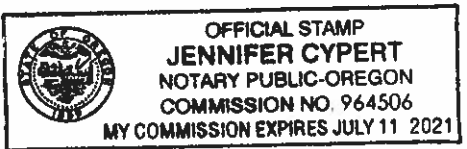
STATE OF Oregon)
) ss.
COUNTY OF Marion)

I, Mike Cully, being first duly sworn on oath, depose and state that I am a Contract Manager for League of Oregon Cities, a government entity performing public procurement functions. On this 12 day of November, 2019, I caused to be deposited in the United States mail at Salem, Marion County, Oregon, with first class postage prepaid, one each copy of the attached NOTICE OF SOLICITATION for the MASTER AGREEMENT FOR FIRE APPARATUS to the following addresses:

| | | |
|---|---|--|
| One Boat Attn: Kevin Fielder 13481 US Highway 31 Athens, AL 35611 | Lake Assault Boats Attn: Chad Dumars 1 Clough Ave. Superior, WI 54880 | Pierce Manufacturing Attn: Kristina Spang 2600 American Drive Appleton, WI 54912 |
| Rosenbauer America, LLC Attn: Donley Frederickson 100 Third Street Lyons, SD 57041 | HME Ahrens-Fox Attn: Bill Doeblner 1950 Byron Center Ave SW Wyoming, MI 49519 | Toyne Attn: Bill Bird 104 Granite Ave. Breda, IA 51436 |
| Sutphen Corporation Attn: Zach Rudy 6450 Eiterman Road Dublin, OH 43016 | E.J. Metals Attn: Kevin Quinn 1201 Maple Creek Lane New London, WI 54961 | Ferrara Fire Apparatus Attn: Contracting Department 27855 James Chapel Rd. Holden, LA 70744 |
| Brindlee Mountain Fire Apparatus Attn: Richard Glyn 15410 Highway 231, Union Grove, AL 35175 | E-One Attn: Contracts Department 1601 SW 37 th Ave. Ocala, FL 34474 | Emergency Vehicle Specialist EVS Attn: Jimmie Smith 892 Kansas Street, Memphis, TN 38106 |
| Fire & Safety Services, Ltd. Attn: Russell David 200 Ryan Street, South Plainfield, NJ 07080 | Firematic Supply Company Inc. Attn: Mike Hanratty 374 Western Turnpike, Altamont, NY 12009 | Spartan Fire and Emergency Apparatus Attn: Robby Fore 319 Southport Road Roebuck, SC 29376 |

Mike Cully
Mike Cully

SUBSCRIBED AND SWORN TO before me this 12 day of November, 2019 by Mike Cully.



Jennifer Cypert
NOTARY PUBLIC in the State of Oregon
Residing at Salem, OR
My commission expires: 7/11/21

AFFIDAVIT OF PUBLICATION

DJC



921 S.W. Washington St. Suite 210 / Portland, OR 97205-2810
(503) 226-1311

STATE OF OREGON, COUNTY OF MULTNOMAH--ss.

I, **Michelle Ropp**, being first duly sworn, depose and say that I am a **Principal Clerk of the Daily Journal of Commerce**, a newspaper of general circulation in the counties of **CLACKAMAS, MULTNOMAH, and WASHINGTON** as defined by ORS 193.010 and 193.020; published at Portland in the aforesaid County and State; that I know from my personal knowledge that the Goods and Services notice described as

Case Number: NOT PROVIDED

FIRE FIGHTING EQUIPMENT

League of Oregon Cities; Bid Location Salem, OR, Marlon County;

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 1 time(s) in the following issues:

11/11/2019

State of Oregon
County of Multnomah

SIGNED OR ATTESTED BEFORE ME
ON THE 11th DAY OF November, 2019

Michelle Ropp

Michelle Ropp

Selah Farmer

Notary Public-State of Oregon

LEAGUE OF OREGON CITIES (LOC)
NOTICE OF SOLICITATION
 LOC intends to enter into a master price agreement for the procurement of the following products and services to LOC members and available to all members of the national cooperative purchasing program National Purchasing Partners, LLC ("NPPGov").

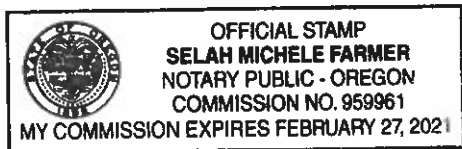
- Fire Fighting Equipment #1910
- Fire Fighter Personal Protection Equipment (PPE) #1915
- Fire Fighter Self Contained Breathing Apparatus (SCBA) #1920
- Commercial Grade Office, Lounge & Reception Area Furniture #1930

Responses Due 5:00 pm January 24th, 2020

- Fire Apparatus #1905
- Public Safety Medical Supplies, Equipment & Monitors #1935
- Electrical Products & Lighting Equipment #1925

Responses Due 5:00 pm February 11th, 2020

For information or a copy of the Request for Proposal, contact LOC Procurement Specialist at 503-588-6550, rfp@orcities.org or download at www.orcities.org.
 Published Nov. 11, 2019. 11814361



Jeanine Hussak
League of Oregon Cities
1201 Court St NE Ste 200
Salem, OR 97301-4194

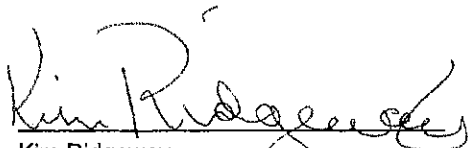
Order No.: 11814361
Client Reference No:

January 13, 2020

To Whom It May Concern:

I am a duly authorized representative of MCA Russell Johns Associates LLC, a company handling the advertising matters for USA Today, a daily newspaper distributed within the United States.

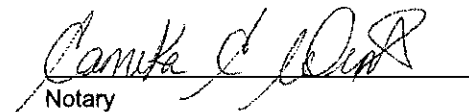
A public notice was placed by Public Procurement Authority and was published in said newspaper within the Marketplace section of the USA Today daily edition on November 12, 2019.


Kim Ridgeway

Professionals Department Manager

State of Florida
County of Pinellas

On this 13th day of January I attest that the attached document is a true, exact, complete, and unaltered
tearsheet.


Notary

CAMIKA C. WINTER
Notary Public, State of Florida
My Comm. Expires Apr. 16, 2022
No. GG 208003

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NOTICES

PUBLIC NOTICE

League of Oregon Cities (LOC)

NOTICE OF SOLICITATION

LOC intends to enter into a master price agreement for the procurement of the following products and services to LOC members and available to all members of the national cooperative purchasing program National Purchasing Partners, LLC ("NPPGov").

Fire Fighting Equipment #1910

Fire Fighter Personal Protection Equipment (PPE) #1915

Fire Fighter Self Contained Breathing Apparatus (SCBA) #1920

Commercial Grade Office, Lounge & Reception Area Furniture #1930

Responses Due 5:00 pm January 24th, 2020

Fire Apparatus #1905
Public Safety Medical Supplies, Equipment & Monitors #1935

Electrical Products & Lighting Equipment #1925
Responses due 5:00 pm February 11th, 2020

For information or a copy of the Request for Proposal contact LOC, Procurement Specialist, at 503-588-6550, rfp@orcities.org or download at www.orcities.org

PUBLIC NOTICE

Pioneer Electric Cooperative Inc.,

Ulysses, KS, seeks qualified power line contractor to complete RUS specified rebuild of approx. 195 miles of winter storm damage to power lines and additional repair work.

Proposal documents are available at:
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Edward Kondrot, MD Board Certified Ophthalmologist

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Ninth Amendment to Master Price Agreement for FIRE APPARATUS

Pricing Update

This Amendment to the Master Price Agreement is entered into this 26th day of April 2023 by LEAGUE OF OREGON CITIES LOC ("Purchaser") and PIERCE MANUFACTURING, INC. ("Vendor") based upon the sales and/or service of Fire Apparatus.

RECITALS

WHEREAS, Purchaser and Vendor entered into a Master Price Agreement numbered PS20240 on or about May 27, 2020, and by this reference incorporated herein; and

WHEREAS, Purchaser and Vendor entered into the First Amendment to the Master Price Agreement on or about June 4, 2020, and by this reference incorporated herein; and

WHEREAS, Purchaser and Vendor entered into the Second Amendment to the Master Price Agreement on or about February 12, 2021, and by this reference incorporated herein; and

WHEREAS, Purchaser and Vendor entered into the Third Amendment to the Master Price Agreement on or about August 10, 2021, and by this reference incorporated herein; and

WHEREAS, Purchaser and Vendor entered into the Fourth Amendment to the Master Price Agreement on or about January 17, 2022, and by this reference incorporated herein; and

WHEREAS, Purchaser and Vendor entered into the Fifth Amendment to the Master Price Agreement on or about May 6, 2022, and by this reference incorporated herein; and

WHEREAS, Purchaser and Vendor entered into the Sixth Amendment to the Master Price Agreement on or about September 29, 2022, and by this reference incorporated herein; and

WHEREAS, Purchaser and Vendor entered into the Seventh Amendment to the Master Price Agreement on or about October 27, 2022, and by this reference incorporated herein; and

WHEREAS, Purchaser and Vendor entered into the Eighth Amendment to the Master Price Agreement on or about February 1, 2023, and by this reference incorporated herein; and

WHEREAS, Vendor desires to update Attachment A to reflect Vendor's new list price, effective May 5, 2023, with a 5.5% discount off as permitted under the terms of the Master Price Agreement; and

WHEREAS, Vendor has provided notice, on or about April 25, 2023, to update the pricing in the price list on Attachment A of the Master Price Agreement; and

WHEREAS, Purchaser and Vendor desire that the Master Price Agreement shall be amended in part to reflect the updated price list.

NOW, THEREFORE, Purchaser and Vendor enter into the following:

AMENDMENT TO MASTER PRICE AGREEMENT

1. **Pricing Update.** Attachment A to the Master Price Agreement shall be amended in part to reflect the following new price list:

ATTACHMENT A
to Master Price Agreement by and between VENDOR and PURCHASER.
PRODUCTS, SERVICES, SPECIFICATIONS AND PRICES

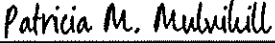
| npp | | gov | | Pricing listed below reflects the final calculated price of 5.5% off Pierce List <i>Pricing Effective May 5, 2023</i> | Effective 05/05/2023 |
|--------------------------------------|------|---|------------------|---|----------------------|
| 1.0 AERIAL PRODUCTS | | | | | |
| Bid | ID # | Description | Contract Pricing | | |
| 222 | 1.01 | Enforcer, Alum, Single, 1500 Pump, 75' HAL Aluminum Ladder | \$1,170,725.15 | | |
| 235 | 1.02 | Enforcer, Alum, Single, 1500 Pump, 107' ASL Steel Ladder | \$1,314,843.30 | | |
| 236 | 1.03 | Arrow XT, Alum, Single, 1500 Pump, 107' ASL Steel Ladder | \$1,394,699.61 | | |
| 223 | 1.04 | Enforcer, Alum, Tandem, 1500 Pump, 107' ASL Steel Ladder | \$1,398,139.18 | | |
| 224 | 1.05 | Arrow XT, Alum, Tandem, 1500 Pump, 107' ASL Steel Ladder | \$1,468,881.35 | | |
| 225 | 1.06 | Arrow XT, Alum, Tandem, 1500 Pump, 100' Platform Steel Ladder | \$1,706,510.23 | | |
| 226 | 1.07 | Arrow XT, Alum, Tandem, 2000 GPM, 100' Steel Tower | \$1,779,970.99 | | |
| 227 | 1.08 | Arrow XT, Alum, Tandem, NPNT, 100' Steel Tower | \$1,684,519.66 | | |
| 228 | 1.09 | Enforcer, Alum, Tandem, 1500 Pump, 105' HDL Steel Ladder | \$1,393,149.06 | | |
| 242 | 1.10 | Enforcer, Alum, Single, 2000 GPM, 110' Platform | \$1,431,479.40 | | |
| 260 | 1.11 | Enforcer, Alum, Tandem, 2000 GPM, 110' Platform | \$1,573,075.89 | | |
| 243 | 1.12 | Enforcer, Alum, Single, NPNT, Tiller | \$1,713,110.71 | | |
| 264 | 1.13 | Enforcer, Alum, Single, 2000 GPM, Skyboom | \$1,254,092.83 | | |
| 2.0 PUMPER PRODUCTS | | | | | |
| Bid | ID # | Description | Contract Pricing | | |
| 229 | 3.01 | Enforcer, 750 Gallon, 1500 GPM CSU, Husky 3 | \$732,550.63 | | |
| 230 | 3.02 | Arrow XT, 750 Gallon, 1500 GPM CSU, Husky 3 | \$820,934.21 | | |
| 234 | 3.03 | Saber FR, 750 Gallon, 1500 GPM CSU, Husky 3 | \$672,476.61 | | |
| 265 | 3.04 | Freightliner, 1000 Gallon, 1250 GPM, Husky 3 | \$385,325.61 | | |
| 231 | 3.05 | Enforcer, 500 Gallon, 1500 GPM, Husky 3, PUC | \$797,023.65 | | |
| 232 | 3.06 | Arrow XT, 500 Gallon, 1500 GPM, Husky 3, PUC | \$896,579.98 | | |
| 248 | 3.07 | Freightliner, 1000 Gallon, 1250 GPM, FXP | \$336,054.60 | | |
| 247 | 3.08 | Enforcer, 1500 GPM, Husky 3, Rescue Pumper | \$797,811.33 | | |
| 249 | 3.09 | Ford, 250 Gallon, 1500 GPM, Mini Pumper | \$332,266.15 | | |
| 263 | 3.10 | Enforcer, Alum, 2000 GPM, HDRP | \$963,657.95 | | |
| 3.0 TANKER PRODUCTS | | | | | |
| Bid | ID # | Description | Contract Pricing | | |
| 237 | 4.01 | Freightliner, Tandem, 3000 Gallon, 1000 GPM, FXT | \$363,473.04 | | |
| 266 | 4.02 | Enforcer, 2000 Gallon, 1500 GPM, PUC | \$357,179.26 | | |
| 250 | 4.03 | Freightliner, Tandem, 3000 Gallon, 1000 GPM, Dryside | \$1,131,001.46 | | |
| 252 | 4.04 | Arrow XT, Tandem, 2500 Gallon, 1250 GPM, Pumper/Tanker | \$1,009,714.35 | | |
| 4.0 SPECIAL SERVICE APPARATUS | | | | | |
| Bid | ID # | Description | Contract Pricing | | |
| 238 | 5.01 | Enforcer, Single, Non-Walk-In, HDR | \$735,619.02 | | |
| 239 | 5.02 | Arrow XT, Single, Non-Walk-In, HDR | \$803,010.71 | | |

| | | | |
|---|------|--|------------------|
| 256 | 5.03 | Enforcer, Tandem, Combination, HDR | \$1,008,251.76 |
| 255 | 5.04 | Enforcer, Single, Walk-In, HDR | \$997,747.36 |
| 254 | 5.05 | Freightliner, Single Axle, ENCORE | \$402,564.44 |
| 5.0 WILDLAND FIRE APPARATUS (BRUSH FIRE) | | | |
| Bid | ID # | Description | Contract Pricing |
| 258 | 7.01 | Freightliner, 500 Gallon, 1000 GPM, Wildland | \$498,733.63 |
| 6.0 OTHER | | | |
| Bid | ID # | Description | Contract Pricing |
| | 8.01 | Ford, Critical Response Unit, CRU-22 | \$250,197.00 |

2. **Full Force and Effect.** In each and every other respect, the terms of the Master Price Agreement, as amended, entered into between the parties on or about May 27, 2020, shall remain in full force and effect during the term of the agreement and the parties hereto hereby ratify said Master Price Agreement in its entirety, as if fully set out herein, along with the modifications identified herein.

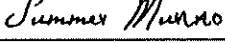
IN WITNESS WHEREOF, the parties have hereto signed this Amendment on the day and year first above written.

LEAGUE OF OREGON CITIES

DocuSigned by:

 A49AFD929F7248E... Date May 5, 2023 | 7:20 AM PDT

BY: Patricia M. Mulvihill
 ITS: Executive Director

PIERCE MANUFACTURING, INC.

DocuSigned by:

 B53895F55705415... Date May 4, 2023 | 7:11 AM PDT

BY: Summer Munao
 ITS: Sales Operations Contract Administrator

Certificate Of Completion

Envelope Id: 1BD3643277D448789F83ED63B257EC27

Status: Completed

Subject: Complete with DocuSign: Amendment 9 Pierce 1905 FINAL.pdf

Source Envelope:

Document Pages: 3

Signatures: 2

Envelope Originator:

Certificate Pages: 5

Initials: 0

Marshall Stiles

AutoNav: Enabled

17930 International Boulevard

Enveloped Stamping: Enabled

Suite 900

Time Zone: (UTC-08:00) Pacific Time (US & Canada)

SeaTac, WA 98188

marshall.stiles@mynpp.com

IP Address: 66.212.64.166

Record Tracking

Status: Original

Holder: Marshall Stiles

Location: DocuSign

5/3/2023 12:36:42 PM

marshall.stiles@mynpp.com

Signer Events

Summer Munao

smunao@piercemfg.com

Sales Operations Contract Administrator

Security Level: Email, Account Authentication (None)

Signature

DocuSigned by:
Summer Munao
B53895F55705416...

Signature Adoption: Pre-selected Style
Using IP Address: 198.190.231.15

Timestamp

Sent: 5/3/2023 12:39:09 PM

Viewed: 5/4/2023 7:10:09 AM

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Electronic Record and Signature Disclosure:

Accepted: 5/2/2022 4:28:52 PM

ID: 54176de5-64fe-4160-8bad-199e174e1523

Patricia M. Mulvihill

pmulvihill@orcities.org

Executive Director

Security Level: Email, Account Authentication (None)

DocuSigned by:
Patricia M. Mulvihill
A49AFD928F7246E...

Signature Adoption: Pre-selected Style
Using IP Address: 65.152.168.162

Sent: 5/4/2023 9:43:23 AM

Viewed: 5/5/2023 7:20:37 AM

Signed: 5/5/2023 7:20:48 AM

Electronic Record and Signature Disclosure:

Accepted: 5/5/2023 7:20:37 AM

ID: 1752aaf9-f5a6-420a-8af3-d4e9032aa385

In Person Signer Events

Signature

Timestamp

Editor Delivery Events

Status

Timestamp

Agent Delivery Events

Status

Timestamp

Intermediary Delivery Events

Status

Timestamp

Certified Delivery Events

Status

Timestamp

Marshall Stiles

marshall.stiles@mynpp.com

Contract Administrator

NPP & NPPGov

Security Level: Email, Account Authentication (None)

VIEWED

Using IP Address: 4.79.109.94

Sent: 5/4/2023 7:11:36 AM

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ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

From time to time, National Purchasing Partners (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through the DocuSign system. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to this Electronic Record and Signature Disclosure (ERSD), please confirm your agreement by selecting the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

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If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact National Purchasing Partners:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: marshall.stiles@mynpp.com

To advise National Purchasing Partners of your new email address

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at bruce.busch@mynpp.com and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

If you created a DocuSign account, you may update it with your new email address through your account preferences.

To request paper copies from National Purchasing Partners

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to marshall.stiles@mynpp.com and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with National Purchasing Partners

To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:

i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;

ii. send us an email to marshall.stiles@mynpp.com and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current system requirements are found here: <https://support.docusign.com/guides/signer-guide-signing-system-requirements>.

Acknowledging your access and consent to receive and sign documents electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

By selecting the check-box next to 'I agree to use electronic records and signatures', you confirm that:

- You can access and read this Electronic Record and Signature Disclosure; and
- You can print on paper this Electronic Record and Signature Disclosure, or save or send this Electronic Record and Disclosure to a location where you can print it, for future reference and access; and
- Until or unless you notify National Purchasing Partners as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by National Purchasing Partners during the course of your relationship with National Purchasing Partners.



IN SERVICE TO SERVE YOU

Equipment Proposal

Proposal # 1008

This Equipment Proposal (the "Proposal") has been prepared by Ten-8 Fire & Safety, LLC ("Company") in response to the undersigned Customer's request for a proposal. This Proposal is comprised of the special terms set forth below, the Proposal Option List, Warranty, and Company's Purchasing Terms and Conditions. Through its signature below or other Acceptance (as defined below), Customer acknowledges having received, read and being bound by this Proposal, all attachments and Company's Purchasing Terms and Conditions.

Date: July 17, 2023 ("Proposal Date")

Customer: Effingham County Fire dept ("Customer")

Customer Address: Springfield, GA

| Qty | Product Description & Options | Price |
|--|-------------------------------|------------------------------|
| 3 | Pierce custom Saber pumper | \$2,265,500.00 |
| **Commercial chassis price is an estimate; final price is net price charged by the chassis manufacturer. | | Total: \$2,265,500.00 |

Delivery Timing: The Product described above in the Product Description and Options Section of this document will be built by and shipped from the manufacturer approximately 32 (months) after Company receives Customer's acceptance of this Proposal as defined below, subject to market and production conditions, Force Majeure, delays from the chassis manufacturer, changes to Order Specifications, or any other circumstances or cause beyond Company's or manufacturer's control.

Other: Units will need to be paid at final inspection to avoid interest charges


No penalty for cancellation within 30 days

Unless accepted within 15 days from date of proposal, the right is reserved to withdraw this proposal.

ACCEPTANCE OF THIS PROPOSAL CREATES AN ENFORCEABLE BINDING AGREEMENT BETWEEN COMPANY AND CUSTOMER. "ACCEPTANCE" MEANS THAT CUSTOMER DELIVERS TO COMPANY: (A) A PROPOSAL SIGNED BY AN AUTHORIZED REPRESENTATIVE, OR (B) A PURCHASE ORDER INCORPORATING THIS PROPOSAL, WHICH IS DULY APPROVED, TO THE EXTENT APPLICABLE, BY CUSTOMER'S GOVERNING BOARD. ACCEPTANCE OF THIS PROPOSAL IS EXPRESSLY LIMITED TO THE TERMS CONTAINED IN THIS PROPOSAL AND COMPANY'S PURCHASING TERMS AND CONDITIONS. ANY ADDITIONAL OR DIFFERENT TERMS, WHETHER CONTAINED IN CUSTOMER'S FORMS OR OTHERWISE PRESENTED BY CUSTOMER AT ANY TIME, ARE HEREBY REJECTED.

INTENDING TO CREATE A BINDING AGREEMENT, Customer and Company have each caused this Proposal to be executed by their duly authorized representatives as of date of the last signature below.

Customer: Effingham County Fire dept

By: 

Title: County Manager

Print: Tim Cellanan

Date: 07-19-2023

Ten-8 Fire & Safety, LLC

By:

Title: **Authorized Sales Representative**

Print: **Jeff Amlong**

Date: **7/17/2023**

PROPOSAL OPTION LIST

EXHIBIT B

Item IX. 3.

WARRANTY

PURCHASING TERMS AND CONDITIONS

PURCHASING TERMS AND CONDITIONS

These Purchasing Terms and Conditions, together with the Equipment Proposal and all attachments (collectively, the "Agreement") are entered into by and between Ten-8 Fire & Safety, LLC, a Florida company ("Company") and Customer (as defined in Ten-8 Fire & Safety LLC's Equipment Proposal document) and is effective as of the date specified in Section 3 of these Purchasing Terms and Conditions. Both Company and Customer may be referred throughout this document individually as a "party" or collectively as the "parties."

1. Definitions.

- a. "Acceptance" has the same meaning set forth in Company's Equipment Proposal.
- b. "Company's Equipment Proposal" means the Equipment Proposal provided by Company and prepared in response to Customer's request for proposal for a fire apparatus, associated equipment or an ambulance.
- c. "Cooperative Purchasing Contract" means an Agreement between Company and a public authority, including without limitation, a department, division, agency of a municipal, county or state government ("Public Authority"), that adopts or participates in an existing agreement between Company and another non-party customer (including, but not limited to such non-party customer's equipment proposal, its applicable exhibits, attachments and purchasing terms and conditions), often referred to as a "piggyback arrangement," which is expressly agreed to, in writing, by Company. Company has sole discretion to determine whether it will agree to such a Cooperative Purchasing Contract.
- d. "Delivery" means when Company delivers physical possession of the Product to Customer.
- e. "Manufacturer" means the Manufacturer of any Product.
- f. "Prepayment Discount" means the prepayment discounts, if any, specified in Company's Equipment Proposal.
- g. "Product" means the fire apparatus and any associated equipment, or ambulance manufactured or furnished for Customer by Company pursuant to the Specifications.
- h. "Purchase Price" means the Total price set forth in the Quotation, adjusted for the final net price for the chassis charged by the original equipment manufacturer set forth in the final invoice submitted to the Company by the manufacturer.
- i. "Purchasing Terms and Conditions" means these Purchasing Terms and Conditions; however, if the Company's Equipment Proposal or the Customer's related Purchase Order states that it is governed by a Cooperative Purchasing Agreement, "Purchasing Terms and Conditions" shall mean those terms and conditions set forth in the applicable Cooperative Purchasing Agreement.
- j. "Specifications" means the general specifications, technical specifications, training, and testing requirements for the Product contained in Company's Equipment Proposal and its Exhibit A (Proposal Option List or for ambulance sales, the Quotation, or Order Form, as applicable), prepared in response to Customer's request for such a proposal.

2. Purpose. This Agreement sets forth the terms and conditions of Company's sale of the Product to Customer.
3. Term of Agreement. This Agreement will become effective on the date of Acceptance as defined in Company's Equipment Proposal ("Effective Date") and, unless earlier terminated pursuant to the terms of this Agreement, it will terminate upon Delivery and payment in full of the Purchase Price.
4. Purchase and Payment. Customer agrees to pay Company the Purchase Price for the Product(s). The Purchase Price is in U.S. dollars. Where Customer opts for a Prepayment Discount that specifies that Customer will tender one or more prepayments to Company, Customer must provide each prepayment within the time frame specified in the Equipment Proposal in order to receive the Prepayment Discount for that prepayment installment. To the extent permitted by applicable law, Company may in its sole discretion charge a convenience fee if Customer elects to pay the Purchase Price by means of a credit card.
5. Representations and Warranties. Customer hereby represents and warrants to Company that the purchase of the Product(s) has been approved by Customer in accordance with applicable general laws and, as applicable, Customer's charter, ordinances and other governing documents, and funding for the purchase has been duly budgeted and appropriated.

6. Cancellation/Termination.

- a. Fire Equipment and Apparatus Sales. In the event this Agreement is cancelled or terminated by Customer before completion, Company may charge Customer a cancellation fee. The following charge schedule is based on costs incurred by Manufacturer and Company for the Product, which may be applied and charged to Customer: (a) 12% of the Purchase Price after the order for the Product(s) is accepted and entered into Manufacturer's system by Company; (b) 22% of the Purchase Price after completion of approval drawings by Customer, and; (c) 32% of the Purchase Price upon any material requisition made by the Manufacturer for the Product. The cancellation fee will increase in excess of (c) in this Section 6, accordingly, as additional costs are incurred by Manufacturer and Company as the order progresses through engineering and into the manufacturing process.
- b. Ambulance Sales. This Section 6 for Cancellation/Termination does not apply to Ambulance Sales. An order for an ambulance cannot be cancelled or terminated once Company receives and processes Customer's Acceptance of Company's Equipment Proposal.

7. Delivery. The Product is scheduled to be delivered as specified in the Delivery Timing section of the Equipment Proposal ("Delivery Timing"), which will be F.O.B. Company's facility. The Delivery Timing is an estimate, and Company is not bound to such date unless it otherwise agrees in writing. Company is not responsible for Delivery delays caused by or as the result of actions, omissions or conduct of the Manufacturer, its employees, affiliates, suppliers, contractors, and carriers. All right, title and interest in and to the Product, and risk of loss, shall pass to Customer upon Delivery of the Product(s) to Customer.

8. Standard Warranty. The manufacturer warranties applicable to this Agreement, if any, are attached to Company's Equipment Proposal as Exhibit A and are incorporated herein as part of the Agreement.

a. Disclaimer. EXCEPT AS OTHERWISE SET FORTH IN THIS AGREEMENT, COMPANY, INCLUDING ITS PARENT COMPANY, AFFILIATES, SUBSIDIARIES, AND THEIR RESPECTIVE OFFICERS, DIRECTORS, EMPLOYEES, SHAREHOLDERS, AGENTS OR REPRESENTATIVES DO NOT MAKE ANY REPRESENTATIONS OR WARRANTIES, EXPRESS OR IMPLIED, WITH RESPECT TO THE PRODUCTS PROVIDED UNDER THIS AGREEMENT, WHETHER ORAL OR WRITTEN, EXPRESS, IMPLIED OR STATUTORY. WITHOUT LIMITING THE FOREGOING DISCLAIMER, ANY IMPLIED WARRANTY OR CONDITION OF MERCHANTABILITY, IMPLIED WARRANTY AGAINST INFRINGEMENT, AND IMPLIED WARRANTY OR CONDITION OF FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY EXCLUDED AND DISCLAIMED. STATEMENTS MADE BY SALES REPRESENTATIVES OR IN PROMOTIONAL MATERIALS DO NOT CONSTITUTE WARRANTIES.

9. Limitation of Liability. COMPANY WILL NOT BE LIABLE FOR ANY INCIDENTAL, CONSEQUENTIAL, INDIRECT, ECONOMIC, PUNITIVE, SPECIAL OR EXEMPLARY DAMAGES ARISING FROM OR IN ANY WAY CONNECTED WITH THIS AGREEMENT WITHOUT REGARD TO THE NATURE OF THE CLAIM OR THE UNDERLYING THEORY OR CAUSE OF ACTION (WHETHER IN CONTRACT, TORT, STRICT LIABILITY, EQUITY OR ANY OTHER THEORY OF LAW) ON WHICH SUCH DAMAGES ARE BASED. COMPANY'S LIMIT OF LIABILITY UNDER THIS AGREEMENT SHALL BE CAPPED AT THE TOTAL AMOUNT OF THE MONIES PAID BY CUSTOMER TO COMPANY UNDER THIS AGREEMENT.

10. Force Majeure. Company shall not be responsible nor deemed to be in default on account of delays in performance due to causes which are beyond Company's control or which make Company's performance impracticable, including but not limited to wars, insurrections, strikes, riots, fires, storms, floods, other acts of nature, explosions, earthquakes, accidents, transportation or delivery delays or losses outside of Company's control, any act of government, inability or delay of Company or manufacture in obtaining necessary labor or adequate or suitable manufacturing components at reasonable prices, allocation regulations or orders affecting materials, equipment, facilities or completed products, failure to obtain any required license or certificates, acts of God or the public enemy, terrorism, epidemics, quarantine restrictions, failure of vendors to perform their contracts or labor troubles of Company or a manufacturer causing cessation, slowdown, or interruption of work.

11. Customer's Obligations. Customer shall provide its timely and best efforts to cooperate with Company and Manufacturer during the manufacturing process to create the Product. Reasonable and timely cooperation includes, without limitation, Customer's providing timely information in response to a request from Manufacturer or Company and Customer's participation in traveling to Manufacturer's facility for inspections and approval of the Product.
12. Default. The occurrence of one or more of the following shall constitute a default under this Agreement: (a) Customer's failure to pay any amounts due under this Agreement or Customer's failure to perform any of its obligations under this Agreement; (b) Company's failure to perform any of its obligations under this Agreement; (c) either party becoming insolvent or becoming subject to bankruptcy or insolvency proceedings; (d) any representation made by either party to induce the other to enter into this Agreement, which is false in any material respect; (e) an action by Customer to dissolve, merge, consolidate or transfer a substantial portion of its property to another entity; or (f) a default or breach by Customer under any other contract or agreement with Company.
13. Manufacturer's Statement of Origin. Company shall retain possession of the manufacturer's statement of origin ("MSO") for the Product until the entire Purchase Price has been paid. If more than one Product is covered by this Agreement, Company shall retain the MSO for each individual Product until the Purchase Price for that Product has been paid in full.
14. Arbitration. Any controversy or claim arising out of or relating to this Agreement, or the breach thereof, shall be settled by arbitration administered by the American Arbitration Association in accordance with its Commercial Arbitration Rules, and judgment on the award rendered by the arbitrator(s) may be entered in any court having jurisdiction thereof. The Arbitration shall take place in Bradenton, Florida.
15. Miscellaneous. The relationship of the parties established under this Agreement is that of independent contractors and neither party is a partner, employee, agent, or joint venture of or with the other. Neither party may assign its rights and obligations under this Agreement without the prior written approval of the other party. This Agreement and all transactions between Ten-8 Fire & Safety, LLC will be governed by and construed in accordance with the laws of the State of Florida. The delivery of signatures to this Agreement may be via facsimile transmission or other electronic means and shall be binding as original signatures. This Agreement shall constitute the entire agreement and supersede any prior agreement between the parties concerning the subject matter of this Agreement. This Agreement may only be modified by an amendment, in writing, signed by duly authorized representatives of both parties with authority to sign such amendments to this Agreement. In the event of a conflict between the Ten-8 Proposal and these Terms and Conditions, the Ten-8 Proposal shall control except in the case of a Cooperative Purchasing Contract as set forth in Section 1(c) and (h) of these Purchasing Terms and Conditions. If any term of this Agreement is determined to be invalid or unenforceable by a competent legal authority, such term will be either reformed or deleted, as the case may be, but only to the extent necessary to comply with the applicable law, regulation, order or rule, and the remaining provisions of the Agreement will remain in full force and effect.

Intergovernmental Cooperative Purchasing Agreement

This Intergovernmental Agreement (Agreement) is by and between the “Lead Contracting Agency” and participating government entities (“Participating Agencies”), that are members of National Purchasing Partners (“NPPGov”), including members of Public Safety GPO, First Responder GPO, Law Enforcement GPO, Education GPO and EMS GPO that agree to the terms and conditions of this Agreement. The Lead Contracting Agency and all Participating Agencies shall be considered as “parties” to this agreement.

WHEREAS, upon completion of a formal competitive solicitation and selection process, the Lead Contracting Agency has entered into Master Price Agreements with one or more Vendors to provide goods and services, often based on national sales volume projections;

WHEREAS, NPPGov provides group purchasing, marketing and administrative support for governmental entities. NPPGov’s marketing and administrative services are free to its membership, which includes participating public entities and nonprofit institutions throughout North America.

WHEREAS, NPPGov has instituted a cooperative purchasing program under which member Participating Agencies may reciprocally utilize competitively solicited Master Price Agreements awarded by the Lead Contracting Agency;

WHEREAS, the Master Price Agreements provide that all qualified government members of NPPGov may purchase goods and services on the same terms, conditions and pricing as the Lead Contracting Agency, subject to applicable local and state laws of the Participating Agencies;

WHEREAS, the parties agree to comply with the requirements of the Intergovernmental Cooperation Act as may be applicable to the local and state laws of the Participating Agencies;

WHEREAS, the parties desire to conserve and leverage resources, and to improve the efficiency and economy of the procurement process while reducing solicitation and procurement costs;

WHEREAS, the parties are authorized and eligible to contract with governmental bodies and Vendors to perform governmental functions and services, including the purchase of goods and services; and

WHEREAS, the parties desire to contract with Vendors under the terms of the Master Price Agreements;

NOW, THEREFORE, the parties agree as follows:

ARTICLE 1: LEGAL AUTHORITY

Each party represents and warrants that it is eligible to participate in this Agreement because it is a local government created and operated to provide one or more governmental functions and possesses adequate legal authority to enter into this Agreement.

ARTICLE 2: APPLICABLE LAWS

The procurement of goods and services subject to this Agreement shall be conducted in accordance with and subject to the relevant statutes, ordinances, rules, and regulations that govern each party's procurement policies. Competitive Solicitations are intended to meet the public contracting requirements of the Lead Contracting Agency and may not be appropriate under, or satisfy Participating Agencies' procurement laws. It is the responsibility of each party to ensure it has met all applicable solicitation and procurement requirements. Participating Agencies are urged to seek independent review by their legal counsel to ensure compliance with all local and state solicitation requirements.

ARTICLE 3: USE OF BID, PROPOSAL OR PRICE AGREEMENT

- a. A "procuring party" is defined as the Lead Contracting Agency or any Participating Agency that desires to purchase from the Master Price Agreements awarded by the Lead Contracting Agency.
- b. Each procuring party shall be solely responsible for their own purchase of goods and services under this Agreement. A non-procuring party shall not be liable in any fashion for any violation of law or contract by a procuring party, and the procuring party shall hold non-procuring parties and all unrelated procuring parties harmless from any liability that may arise from action or inaction of the procuring party.
- c. The procuring party shall not use this agreement as a method for obtaining additional concessions or reduced prices for similar goods and services outside the scope of the Master Price Agreement.
- d. The exercise of any rights or remedies by the procuring party shall be the exclusive obligation of such procuring party.
- e. The cooperative use of bids, proposals or price agreements obtained by a party to this Agreement shall be in accordance with the terms and conditions of the bid, proposal or price agreement, except as modified where otherwise allowed or required by applicable law, and does not relieve the party of its other solicitation requirements under state law or local policies.

ARTICLE 4: PAYMENT OBLIGATIONS

The procuring party will make timely payments to Vendors for goods and services received in accordance with the terms and conditions of the procurement. Payment for goods and services, inspections and acceptance of goods and services ordered by the procuring party shall be the exclusive obligation of such procuring party. Disputes between procuring party and Vendor shall be resolved in accordance with the law and venue rules of the state of the procuring party.

ARTICLE 5: COMMENCEMENT DATE

This Agreement shall take effect after execution of the “Lead Contracting Agency Endorsement and Authorization” or “Participating Agency Endorsement and Authorization,” as applicable.

ARTICLE 6: TERMINATION OF AGREEMENT

This Agreement shall remain in effect until terminated by a party giving 30 days written notice to “Lead Contracting Agency”

ARTICLE 7: ENTIRE AGREEMENT

This Agreement and any attachments, as provided herein, constitute the complete Agreement between the parties hereto, and supersede any and all oral and written agreements between the parties relating to matters herein.

ARTICLE 8: CHANGES AND AMENDMENTS

This Agreement may be amended only by a written amendment executed by all parties, except that any alterations, additions, or deletions of this Agreement which are required by changes in Federal and State law or regulations are automatically incorporated into this Agreement without written amendment hereto and shall become effective on the date designated by such law or regulation.

ARTICLE 9: SEVERABILITY

All parties agree that should any provision of this Agreement be determined to be invalid or unenforceable, such determination shall not affect any other term of this Agreement, which shall continue in full force and effect.

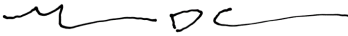
THIS INSTRUMENT HAS BEEN EXECUTED IN TWO OR MORE ORIGINALS BY EXECUTION AND ATTACHMENT OF “THE LEAD CONTRACTING AGENCY ENDORSEMENT AND AUTHORIZATION” OR “PARTICIPATING AGENCY ENDORSEMENT AND AUTHORIZATION,” AS APPLICABLE. ONCE EXECUTED, IT IS THE RESPONSIBILITY OF EACH PARTY TO FILE THIS AGREEMENT WITH THE PROPER AGENCY IF REQUIRED BY LOCAL OR STATE LAW.

**LEAGUE OF OREGON CITIES
ENDORSEMENT AND AUTHORIZATION**

The undersigned acknowledges, on behalf of the League of Oregon Cities (“Lead Contracting Agency”) that he/she has read and agrees to the general terms and conditions set forth in the enclosed Intergovernmental Cooperative Purchasing Agreement regulating use of the Master Price Agreements and purchase of goods and services that from time to time are made available by the League of Oregon Cities to Participating Agencies locally, regionally, and nationally through NPPGov. Copies of Master Price Agreements and any amendments thereto made available by the League of Oregon Cities will be provided to Participating Agencies and NPPGov to facilitate use by Participating Agencies.

The undersigned understands that the purchase of goods and services under the provisions of the Intergovernmental Cooperative Purchasing Agreement is at the absolute discretion of the Participating Agencies.

The undersigned affirms that he/she is an agent of the League of Oregon Cities and is duly authorized to sign this League of Oregon Cities Endorsement and Authorization.

DocuSigned by:

38C546F8869143E...

Date: 3/26/2020

BY:
ITS:

League of Oregon Cities Contact Information:

Contact Person: Mike Culley
Address: 1201 Court St NE #200, Salem, OR 97301
Telephone No.: 503-588-6550
Email: mculley@orcities.org

**PARTICIPATING AGENCY
ENDORSEMENT AND AUTHORIZATION**

The undersigned acknowledges, on behalf of _____ (“Participating Agency”) that he/she has read and agrees to the general terms and conditions set forth in the enclosed Intergovernmental Cooperative Purchasing Agreement regulating use of the Master Price Agreements and purchase of goods and services that from time to time are made available by the Lead Contracting Agency to Participating Agencies locally, regionally, and nationally through NPPGov.

The undersigned further acknowledges that the purchase of goods and services under the provisions of the Intergovernmental Cooperative Purchasing Agreement is at the absolute discretion of the Participating Agency and that neither the Lead Contracting Agency nor NPPGov shall be held liable for any costs or damages incurred by or as a result of the actions of the Vendor or any other Participating Agency. Upon award of contract, the Vendor shall deal directly with the Participating Agency concerning the placement of orders, disputes, invoicing and payment.

The undersigned affirms that he/she is an agent of _____ and is duly authorized to sign this Participating Agency Endorsement and Authorization.

BY: _____
ITS: _____

Date: _____

Participating Agency Contact Information:

Contact Person: _____
Address: _____

Telephone No.: _____
Email: _____



Fire Apparatus

Product Specifics

Pierce Manufacturing Inc. is North America’s leading single source manufacturer that designs, engineers, and builds the complete fire apparatus from bumper to bumper. The full spectrum of vehicles is available including:

- Aerial
- Tanker
- Pumper
- Custom Options
- Rescue



Lead Public Agency: League of Oregon
Cities RFP #1905

CONTRACT TERM

CONTRACT NUMBER: PS20240

Effective Date: 05/27/2020

Initial expiration: 05/27/2023

Possible extensions through: 05/27/2026

Pricing Details

Members receive discounted pricing on these products. For pricing and product details, log in to nppgov.com.

NPPGov

NPPGov is a national cooperative procurement organization based in Seattle, WA offering publicly solicited contracts to government entities nationwide. Our contracts are created through a public solicitation by a Lead Public Agency. Access to our cooperative contracts is free and there are no purchasing obligations.

Contract Details

- Log into nppgov.com
- Forms, legal documentation, price lists and other information can be found on the Pierce vendor page
- Sign the Intergovernmental Agreement (IGA) and keep for your records
- Provide your NPPGov member number on the purchase order

Benefits of cooperative contracts:

- Competitively bid, no additional RFP necessary
- Saves time and money in your procurement process
- Live contract support

Staff Report

Subject: Approval and publication of job description for a new position in EMS.

Author: Sarah Mausolf, Director

Department: Human Resources and Risk Management

Meeting Date: August 1, 2023

Item Description: Approval and publication of job description for a new position in EMS.

Summary Recommendation:

Staff is requesting authorization to approve and publish this job description for a new position in EMS.

Executive Summary/Background

Office Manager-EMS – This classification aims to assist the department head in daily activities, providing clerical support to ensure smooth and efficient administrative operations. Employees in this classification also serve as lead workers to other clerical staff.

This will be a promotion for the current Office Coordinator, who has been with the County since November 2008.

Alternatives for Commission to Consider

1. Approve the job description and authorize publication and distribution.
2. Disapprove the job description and guide staff.

Recommended Alternative: Staff recommends Alternative 1.

Other Alternatives: None.

Department Review: County Manager, EMS, and Human Resources.

Funding Source: Funding through vacancy/turnover savings.

Attachment: Office Manager- EMS Job Description



EFFINGHAM COUNTY BOARD OF COMMISSIONERS

| | |
|---|---------------------|
| Job Title: Office Manager | Job Code: |
| Reports to: Director of Emergency Medical Services | FLSA Status: |
| Department: Emergency Medical Services | Pay Grade: |

*Class specifications are intended to present a descriptive list of the range of duties performed by employees in the class. Specifications are **not** intended to reflect all duties performed within the job.*

Position Overview:

To assist the department head in daily activities, providing clerical support, to ensure smooth and efficient administrative operations. Employees in this classification also serve as lead worker to other clerical staff in office.

Principal Duties and Responsibilities (Essential Functions):

The following duties are typical for this classification. Incumbents may not perform all of the listed duties and/or may be required to perform additional or different duties from those set forth below to address business needs and changing business practices.

Maintain financial information in a confidential manner; prepare and maintains complex financial files; oversee monies and accounts in accordance with state bookkeeping and auditing procedures; prepare monthly and year-end financial reports; collect and receipt monies received; maintain records and balance funds.

Answer the telephone; receive visitors; answer inquiries from the public; maintain schedules and calendars; make appointments.

Type, process, prepare and maintain correspondence, charts, forms, reports, studies, schedules, logs, handbooks, evaluations, records, or other materials; photocopies, faxes, and distribute documents.

Reviews and attaches all hospital forms to patient files for billing purposes.

Works independently with outside EMS Billing Company to insure accurate and complete patient reports for billing purposes.

Works with the hospital billing departments to insure correct patient and insurance information.

Research and compile information for reports; calculate employee leave information; enter data into computer.

Perform accounts payable, accounts receivable, and payroll bookkeeping; maintain account balances; handle and maintain petty cash fund; make bank deposits.

Check and review a variety of data for accuracy, completeness, and conformance to established standards.



EFFINGHAM COUNTY BOARD OF COMMISSIONERS

| | |
|----------------------------------|------------------|
| Job Title: Office Manager | Job Code: |
|----------------------------------|------------------|

- File office correspondence and other records; maintain records of various kinds of work done by the department.
- Responds to Open Records Requests, Process Invoices for such requests.
- Maintain inventory of office supplies; order or requisition supplies as needed; obtain bids.
- Assist in processing incoming and outgoing mail.
- Schedule conferences and meetings; attends meetings.
- Process paperwork for new employees and enter into the Patient Care Reporting Software.
- Maintain and update State required certification files on all individual employees.
- Prepare, implement, and administer office procedures; establish and administer office goals; ensure compliance with policies and rules.
- Set up interviews with prospective employees; check employee references; train administrative employees on department policies and procedures.
- Prepare or complete various forms, reports, correspondence, or other documents.
- Receive various forms, reports, correspondence, manuals, reference materials, or other documentation; review, complete, process, forward or retain as appropriate.
- Operate a computer to enter, retrieve, review or modify data; verify accuracy of entered data and make corrections; utilize word processing, spreadsheet, or other software programs.
- Communicate with supervisor, employees, other departments, the public, and other individuals as needed to coordinate work activities, review status of work, exchange information, or resolve problems.
- Maintain copiers and office equipment.
- May record and transcribe meeting minutes; prepares agendas.
- Perform other related duties as required.



EFFINGHAM COUNTY BOARD OF COMMISSIONERS

| | |
|----------------------------------|------------------|
| Job Title: Office Manager | Job Code: |
|----------------------------------|------------------|

Operate with a team-focused approach, maintaining a favorable working relationship with other department personnel to foster aid and promote a cooperative and harmonious working climate which will be conducive to maximum morale, productivity and efficiency/effectiveness.

Perform all duties and responsibilities in a timely and effective manner in accordance with established policies and procedures to achieve the overall objectives of this position.

Inform the Director of EMS promptly and fully of all problems or unusual matters of significance.

Supervision Received:

Office Manager reports to the Director of EMS.

Supervision Exercised:

This position may be responsible for supervision of other clerical staff in office.

Skills (Core Competencies):

The following generally describes the knowledge and ability required to enter the job and/or be learned within a short period of time in order to successfully perform the assigned duties.

Knowledge of:

- Office equipment such as printers, copiers, telephones, computer equipment, etc.
- Email communications
- Relevant software
- Medicare, Medicaid and Private Insurance billing procedures

Ability to:

- Review, classify, categorize, prioritize, and/or analyze data. Includes exercising discretion in determining data classification, and in referencing such analysis to established standards for the purpose of recognizing actual or probable interactive effects and relationships.
- Utilize a wide variety of reference, descriptive, and/or advisory data and information.
- Perform addition, subtraction, multiplication, and division; the ability to calculate decimals and percentages; the ability to utilize principles of fractions; and the ability to interpret graphs.



EFFINGHAM COUNTY BOARD OF COMMISSIONERS

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| Job Title: Office Manager | Job Code: |
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- Apply principles of rational systems; to interpret instructions furnished in written, oral, diagrammatic, or schedule form; and to exercise independent judgment to adopt or modify methods and standards to meet variations in assigned objectives.
- Exercise judgment, decisiveness and creativity in situations involving evaluation of information against measurable or verifiable criteria.

Qualifications:

Any combination of education and experience that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:

Education/Training/Experience:

High school diploma or GED; supplemented by college level course work or vocational training in office technology; supplemented by three (3) years previous experience and/or training that includes administrative and clerical work; or any equivalent combination of education, training, and experience which provides the requisite knowledge, skills, and abilities for this job.

Staff Report

Subject: Reorganization of positions in the Parks and Landscape Department

Author: Sarah Mausolf, Director

Department: Human Resources and Risk Management

Meeting Date: August 1, 2023

Item Description: Reorganizing current personnel, authorized positions, and new budgeted positions.

Summary Recommendation

The following changes are being requested based on a review of the department's needs to utilize staff and resources better to serve the public.

Executive Summary

A review of duties and responsibilities within the Parks and Landscape Department indicates a need for changes and reorganization to the department's workflow process to cover newly renovated parks and keep up with the demand for more space and locations.

Background

- Reviewing department structure, current workload, continued growth, and increased renovations of park spaces determined the need for reorganization to utilize personnel and resources better.

Alternatives

1. Recommend approval of the reorganization of the Parks and Landscape Department.
2. Recommend disapproval of the reorganization and provide staff with additional direction.

Other Alternatives: None

Department Review: County Manager, Parks and Landscape, Human Resources.

Funding Source: No impact on funding as position upgrades were included in the approved FY24 budget.

Attachments: Parks Coordinator Job Description
Park Crew Leader Job Description
Landscape Coordinator Job Description
Landscape Crew Leader Job Description



EFFINGHAM COUNTY BOARD OF COMMISSIONERS

| | |
|---|----------------------------|
| Job Title: Parks Coordinator | Job Code: |
| Reports to: Asst. Director of Parks and Landscapes | FLSA Status: Exempt |
| Department: Parks and Landscapes | Pay Grade: |

*Class specifications are intended to present a descriptive list of the range of duties performed by employees in the class. Specifications are **not** intended to reflect all duties performed within the job.*

Position Overview:

Manages, plans, implements and preforms landscape turf maintenance programs, on sports and park complexes for Effingham County Parks and Landscape Department.

Principal Duties and Responsibilities:

Coordinator assists with creation and implementation of turf maintenance programs, landscape design, installation projects and athletic field maintenance.

Distributes and assists in daily activities of Park and Fields

Advises supervisors of condition of athletic fields and complexes about availability of use

Assists with creation of long and short term strategies in planning, organizing and direction of routine field and complex operations

Requires knowledge in the care and use of power equipment

Repairs and services equipment when necessary

Supervision of Inmate Labor/county employees

Responsible for all vehicles in Parks and Landscape Department to insure they are following the proper maintenance schedule

Other Duties:

Mow, edge, trim, rake infields, operate riding mower, push mower, light duty truck, blower, sweeper and trimmers.

Prepare fields for games to include dragging, chalking, watering infield and setting bases.

Checking and cleaning restrooms at Parks.

Inspect all fields for proper safety.

Coordinate maintenance staff for tournaments.

Understand and follow oral and written instructions.



EFFINGHAM COUNTY BOARD OF COMMISSIONERS

| | |
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| Job Title: Parks Coordinator | Job Code: |
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Perform other duties as requested or required.

ADDITIONAL FUNCTIONS

Provides assistance to other employees or departments as needed.

Performs other related duties as required.

Work Hours M-F 7am to 3:30pm

Required to work an occasional weekend for coverage at a special event/tournament

MINIMUM QUALIFICATIONS

High school diploma or GED; supplemented by 3 Years previous experience and/or training involving grounds maintenance; or any equivalent combination of education, training, and experience which provides the requisite knowledge, skills, and abilities for this job. Must possess and maintain a valid Georgia driver’s license.

PERFORMANCE APTITUDES

Data Utilization: Requires the ability to review, classify, categorize, prioritize, and/or analyze data. Includes exercising discretion in determining data classification, and in referencing such analysis to established standards for the purpose of recognizing actual or probable interactive effects and relationships.

Human Interaction: Requires the capacity to act as a Work Lead, including overseeing work, acting on employee problems, and assigning the work of others.

Equipment, Machinery, Tools, and Materials Utilization: Requires the ability to start, stop, operate and monitor the functioning of equipment, machinery, tools, and/or materials used in performing essential functions.

Verbal Aptitude: Requires the ability to utilize a wide variety of reference, descriptive, and/or advisory data and information.

Mathematical Aptitude: Requires the ability to perform addition, subtraction, multiplication, and division; the ability to calculate decimals and percentages; the ability to utilize principles of fractions; and the ability to interpret graphs.

Functional Reasoning: Requires the ability to apply principles of rational systems; to interpret instructions furnished in written, oral, diagrammatic, or schedule form; and to exercise independent judgment to adopt or modify methods and standards to meet variations in assigned objectives.

Situational Reasoning: Requires the ability to exercise judgment, decisiveness and creativity in situations involving evaluation of information against measurable or verifiable criteria.



EFFINGHAM COUNTY BOARD OF COMMISSIONERS

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|---|--------------------------------|
| Job Title: Park Crew Leader | Job Code: |
| Reports to: Director of Parks and Landscapes | FLSA Status: Non-Exempt |
| Department: Parks and Landscapes | Pay Grade: |

*Class specifications are intended to present a descriptive list of the range of duties performed by employees in the class. Specifications are **not** intended to reflect all duties performed within the job.*

Position Overview:

This position is responsible for supervising and working with a crew for the beautification of the Effingham County Board of Commissioners Sports Complexes and Parks

Principal Duties and Responsibilities (Essential Functions):**

Assigns work to crew, including park maintenance, chemical application, irrigation repairs, liter pickup, athletic field mowing and landscape installation through Effingham County. Prepares baseball fields; removes bases; blows clay and sand from dugouts; repairs pitchers' mound and home plates; drags the infields with steel mat; removes clay from base stubs; inserts bases; chalks boxes, circles, and lines; drains water from infields.

ADDITIONAL FUNCTIONS

Reviews work of assigned crew.

Picks up paper and cigarette butts; empties garbage cans; hauls trash to dumpsters; puts new garbage bags into trash cans.

Sweeps and mops concession stands; cleans bathrooms; sweeps bleachers; rakes playground.

Sets up soccer flags; sets up football fields.

Cuts grass; blows sidewalks; disperses killing granules; spreads quick dry compounds on wet areas; treats edges of fields with grass killers; aerates infields; weed eats fishing landings; fertilizes fields; trims branches; spreads seed.

Drives truck; hooks trailers to trucks; loads and unloads tractor from trailers; operates tractor and lawnmower; operates rolling painting and chalking machines.

Cleans and maintains equipment.

Repairs and adjusts sprinkler heads; sets sprinkler times.

Pressure washes sidewalks and pavilions.

Paints and transports benches; sets temporary fences; paints fair line poles.

Unloads shipments from trucks.

Makes minor building repairs and works on beautification projects throughout the county.



EFFINGHAM COUNTY BOARD OF COMMISSIONERS

| | |
|------------------------------------|--------------------------|
| Job Title: Park Crew Leader | Job Code: 0706503 |
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Regular and routine attendance at work is required.

Provides assistance to other employees or departments as needed.

Performs other related duties as required.

Work Hours M-F 7am to 3:30pm

May be required to work an occasional weekend for coverage at a special event/tournament

MINIMUM QUALIFICATIONS

High school diploma or GED; supplemented by 1 Year previous experience and/or training involving grounds maintenance; or any equivalent combination of education, training, and experience which provides the requisite knowledge, skills, and abilities for this job. Must possess and maintain a valid Georgia driver’s license.

PERFORMANCE APTITUDES

Data Utilization: Requires the ability to review, classify, categorize, prioritize, and/or analyze data. Includes exercising discretion in determining data classification, and in referencing such analysis to established standards for the purpose of recognizing actual or probable interactive effects and relationships.

Human Interaction: Requires the capacity to act as a Work Lead, including overseeing work, acting on employee problems, and assigning the work of others.

Equipment, Machinery, Tools, and Materials Utilization: Requires the ability to start, stop, operate and monitor the functioning of equipment, machinery, tools, and/or materials used in performing essential functions.

Verbal Aptitude: Requires the ability to utilize a wide variety of reference, descriptive, and/or advisory data and information.

Mathematical Aptitude: Requires the ability to perform addition, subtraction, multiplication, and division; the ability to calculate decimals and percentages; the ability to utilize principles of fractions; and the ability to interpret graphs.

Functional Reasoning: Requires the ability to apply principles of rational systems; to interpret instructions furnished in written, oral, diagrammatic, or schedule form; and to exercise independent judgment to adopt or modify methods and standards to meet variations in assigned objectives.

Situational Reasoning: Requires the ability to exercise judgment, decisiveness and creativity in situations involving evaluation of information against measurable or verifiable criteria.



EFFINGHAM COUNTY BOARD OF COMMISSIONERS

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|---|--------------------------------|
| Job Title: Landscape Coordinator | Job Code: |
| Reports to: Director of Parks and Landscapes | FLSA Status: Non-Exempt |
| Department: Parks and Landscapes | Pay Grade: |

*Class specifications are intended to present a descriptive list of the range of duties performed by employees in the class. Specifications are **not** intended to reflect all duties performed within the job.*

Position Overview:

Manages, plans, implements and preforms landscape turf maintenance programs, on sports and park complexes and Effingham county properties.

Principal Duties and Responsibilities (Essential Functions):**

Coordinator assists with creation and implementation of turf maintenance programs, landscape design, installation projects and County wide landscape concepts

Distributes and assists in daily activities of Landscape Crew leaders

Advise supervisors of condition of Landscapes and complexes throughout Effingham County

Assists with creation of long and short term strategies in planning, organizing and direction of routine Landscape operations

Requires knowledge in the care and use of power equipment

Repairs and services equipment when necessary

Supervision of Inmate Labor/county employees

Responsible for all vehicles in Parks and Landscape Department to insure they are following the proper maintenance schedule

Other Duties:

Assigns work to crews

Reviews work of crews

Picks up paper and cigarette butts; empties garbage cans; hauls trash to dumpsters; puts new garbage bags into trash cans.

Transports leaf litter and branches to transfer station

Cuts grass; blows sidewalks; disperses killing granules; treats edges of fields with grass killers; aerates; weed eats; fertilizes fields and landscapes; trims branches; spreads seed; edges lawn and planting beds.

Drives truck; hooks trailers to trucks; loads and unloads tractor from trailers; operates tractor and lawnmower, weed eater and various hand tools.



EFFINGHAM COUNTY BOARD OF COMMISSIONERS

| | |
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| Job Title: Landscape Coordinator | Job Code: 0706503 |
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Cleans and maintains equipment daily; oil, blades, tires etc.

Repairs and adjusts sprinkler heads; sets sprinkler times.

Pressure Washes sidewalks and pavilions.

Unload shipments from trucks.

Makes minor building repairs and works on beautification projects throughout the county.

Supervises, directs, and evaluates assigned inmate and county labor, processing concerns and problems, directing work and completing performance appraisals.

Regular and routine attendance at work is required.

ADDITIONAL FUNCTIONS

Provides assistance to other employees or departments as needed.

Performs other related duties as required.

Work Hours M-F 7am to 3:30pm

May be required to work an occasional weekend for coverage at a special event/tournaments

MINIMUM QUALIFICATIONS

High school diploma or GED; supplemented by 3 year previous experience and/or training involving grounds maintenance; or any equivalent combination of education, training, and experience which provides the requisite knowledge, skills, and abilities for this job. Must possess and maintain a valid Georgia driver's license.

PERFORMANCE APTITUDES

Data Utilization: Requires the ability to review, classify, categorize, prioritize, and/or analyze data. Includes exercising discretion in determining data classification and in referencing such analysis to established standards for the purpose of recognizing actual or probable interactive effects and relationships.

Human Interaction: Requires the capacity to act as a Work Lead, including overseeing work, acting on employee problems, and assigning the work of others.

Equipment, Machinery, Tools, and Materials Utilization: Requires the ability to start, stop, operate and monitor the functioning of equipment, machinery, tools, and/or materials used in performing essential functions.



EFFINGHAM COUNTY BOARD OF COMMISSIONERS

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|---|--------------------------|
| Job Title: Landscape Coordinator | Job Code: 0706503 |
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Verbal Aptitude: Requires the ability to utilize a wide variety of reference, descriptive, and/or advisory data and information.

Mathematical Aptitude: Requires the ability to perform addition, subtraction, multiplication, and division; the ability to calculate decimals and percentages; the ability to utilize principles of fractions; and the ability to interpret graphs.

Functional Reasoning: Requires the ability to apply principles of rational systems; to interpret instructions furnished in written, oral, diagrammatic, or schedule form; and to exercise independent judgment to adopt or modify methods and standards to meet variations in assigned objectives.

Situational Reasoning: Requires the ability to exercise judgment, decisiveness and creativity in situations involving evaluation of information against measurable or verifiable criteria.



EFFINGHAM COUNTY BOARD OF COMMISSIONERS

| | |
|---|--------------------------------|
| Job Title: Landscape Crew Leader | Job Code: |
| Reports to: Director of Parks and Landscapes | FLSA Status: Non-Exempt |
| Department: Parks and Landscapes | Pay Grade: |

*Class specifications are intended to present a descriptive list of the range of duties performed by employees in the class. Specifications are **not** intended to reflect all duties performed within the job.*

Position Overview:

This position is responsible for supervising and working with a crew for the beautification of the Effingham County Board of Commissioners Sports Complexes and Parks

Principal Duties and Responsibilities (Essential Functions):**

Assigns work to crew, including park maintenance, chemical application, irrigation repairs, liter pickup, athletic field mowing and landscape installation through Effingham County. Prepares baseball fields; removes bases; blows clay and sand from dugouts; repairs pitchers' mound and home plates; drags the infields with steel mat; removes clay from base stubs; inserts bases; chalks boxes, circles, and lines; drains water from infields.

ADDITIONAL FUNCTIONS

Reviews work of assigned crew.

Picks up paper and cigarette butts; empties garbage cans; hauls trash to dumpsters; puts new garbage bags into trash cans.

Sweeps and mops concession stands; cleans bathrooms; sweeps bleachers; rakes playground.

Sets up soccer flags; sets up football fields.

Cuts grass; blows sidewalks; disperses killing granules; spreads quick dry compounds on wet areas; treats edges of fields with grass killers; aerates infields; weed eats fishing landings; fertilizes fields; trims branches; spreads seed.

Drives truck; hooks trailers to trucks; loads and unloads tractor from trailers; operates tractor and lawnmower; operates rolling painting and chalking machines.

Cleans and maintains equipment.

Repairs and adjusts sprinkler heads; sets sprinkler times.

Pressure washes sidewalks and pavilions.

Paints and transports benches; sets temporary fences; paints fair line poles.

Unloads shipments from trucks.

Makes minor building repairs and works on beautification projects throughout the county.



EFFINGHAM COUNTY BOARD OF COMMISSIONERS

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|---|--------------------------|
| Job Title: Landscape Crew Leader | Job Code: 0706503 |
|---|--------------------------|

Regular and routine attendance at work is required.

Provides assistance to other employees or departments as needed.

Performs other related duties as required.

Work Hours M-F 7am to 3:30pm

May be required to work an occasional weekend for coverage at a special event/tournament

MINIMUM QUALIFICATIONS

High school diploma or GED; supplemented by 1 Year previous experience and/or training involving grounds maintenance; or any equivalent combination of education, training, and experience which provides the requisite knowledge, skills, and abilities for this job. Must possess and maintain a valid Georgia driver’s license.

PERFORMANCE APTITUDES

Data Utilization: Requires the ability to review, classify, categorize, prioritize, and/or analyze data. Includes exercising discretion in determining data classification, and in referencing such analysis to established standards for the purpose of recognizing actual or probable interactive effects and relationships.

Human Interaction: Requires the capacity to act as a Work Lead, including overseeing work, acting on employee problems, and assigning the work of others.

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Verbal Aptitude: Requires the ability to utilize a wide variety of reference, descriptive, and/or advisory data and information.

Mathematical Aptitude: Requires the ability to perform addition, subtraction, multiplication, and division; the ability to calculate decimals and percentages; the ability to utilize principles of fractions; and the ability to interpret graphs.

Functional Reasoning: Requires the ability to apply principles of rational systems; to interpret instructions furnished in written, oral, diagrammatic, or schedule form; and to exercise independent judgment to adopt or modify methods and standards to meet variations in assigned objectives.

Situational Reasoning: Requires the ability to exercise judgment, decisiveness and creativity in situations involving evaluation of information against measurable or verifiable criteria.

Staff Report

Subject: Ordinance Revision
Author: Chelsie Fernald, Planner II
Department: Development Services
Meeting Date: August 1, 2023

Item Description: Consideration to approve the Second Reading to **amend** the Code of Ordinances **Part II – Official Code: Appendix C – Articles II-III – General Provisions** of the Effingham County Code of Ordinances, responding to the changes of Title 36 of the Official Code of Georgia, Zoning Procedures Law.

Summary Recommendation

In order to conform with Title 36 of the Official Code of Georgia, Zoning Procedures Law, Staff recommends **approval** of an ordinance revision which includes the definition and statute to appoint a County Surveyor.

Executive Summary/Background

- The Official Code of Georgia, Title 36 – Chapter 7 – County Surveyor, requires that each county within the state must have at least one surveyor.
- This ordinance revision adds the definition for the County Surveyor and the appointment of the County Surveyor by the County Manager or designee.
- This revision will conform to the 2022 update of the Official Code of Georgia, Zoning Procedures Law.

Alternatives

1. **Approve** an **amendment** to the Code of Ordinances **Appendix C – Zoning Ordinance, Article II & III General Provisions**
2. **Deny** an **amendment** to the Code of Ordinances **Appendix C – Zoning Ordinance, Article II & III General Provisions.**

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services, County Attorney

FUNDING: N/A

Attachments: 1. Draft of Appendix C – Zoning Ordinance, Article II & III General Provisions

STATE OF GEORGIA
EFFINGHAM COUNTY

AMENDMENT TO ARTICLE III, SECTION 3.4
OF THE EFFINGHAM COUNTY CODE OF ORDINANCES

AN ORDINANCE TO AMEND ARTICLE II AND ARTICLE III OF THE EFFINGHAM COUNTY ZONING ORDINANCE AND TO REPEAL ALL OTHER ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED by the Effingham County Board of Commissioners in regular meeting assembled and pursuant to lawful authority thereof:

New subsection 2.23 is inserted in Article II Definitions, as follows:

2.23 County Surveyor. The individual appointed by the County Manager or designee, who is responsible for performing land surveying and related services for the County.

New subsection 3.1 is in Article III General Provisions, as follows:

3.1 County Surveyor.

The County Manager or designee shall appoint a professionally licensed land surveyor. The county Surveyor will be responsible for performing land surveying and related services for the county. The county Surveyor is empowered to appoint one or more assistants or deputies, for whose conduct he/she is responsible.

All ordinances or parts of ordinances in conflict herewith are hereby repealed.

This ____ day of _____ 20__.

BOARD OF COMMISSIONERS,
EFFINGHAM COUNTY, GEORGIA

FIRST READING: _____

BY: _____
CHAIRMAN

SECOND READING: _____

ATTEST:

STEPHANIE JOHNSON
EFFINGHAM COUNTY CLERK

Staff Report

Subject: Inspections and Zoning Fees
Author: Steve Candler
Department: Development Services
Meeting Date: August 1, 2023
Item Description: Consideration of an **amendment to 2023-2024 Budget** to amend inspection and zoning fees accidentally left off the original fee schedule.

Summary Recommendation

This is the second page of the request from Development Services for fee increases in the 2023-2024 budget. This page never made into the schedule of fees at its initial approval. Development Services requests these suggested increases in red be approved.

Executive Summary/Background

| | |
|---|---|
| Slab | \$50.00 \$100.00 |
| Accessory Structure/Building for One and Two Family Dwellings | \$50.00 admin fee \$100.00 Plan Review Fee + \$.10 \$0.20 sq ft |
| Deck | -\$50 adm fee + \$.05 sq ft |
| Pools | \$50 admin fee \$100.00 Admin Fee + \$.10- \$0.20 sq ft pool area |
| Demolition Permit | \$50.00 Admin Fee \$100.00 Admin Fee |
| Relocation | \$50.00 Admin Fee \$200.00 Plan Review Fee + \$.10 \$0.20 sq. ft. |
| Windows | \$50 admin fee \$100.00 Admin Fee + \$5 per \$1,000 in estimated cost \$10.00 per window |
| Signs | \$50.00 admin + \$.10 sq. ft. sign area Plan Review Fee 5% of Permit Fee minimum \$150.00 + \$7.00 per \$1,000 of Construction Value \$50/SQ. FT. non-climate controlled and Submitted Value, Permit Fee Shall Not Exceed \$150,000 |
| Single Inspection Permits Residential (Electrical, Plumbing, HVAC, etc.) | \$50.00 \$100.00 Admin fee |
| Single Inspection Permits Residential Solar | \$50.00 Plan Review Fee + \$50.00 Permit Fee |
| Single Inspection Permits Commercial / Industrial (Electrical, Plumbing, HVAC, etc.) | Admin Fee 5% of Permit Fee minimum \$150.00 + \$7.00 per \$1,000 of Construction Value Permit Fee Shall Not Exceed \$150,000 |
| Re-inspection Fee | \$50— first \$100.00 First Failed Inspection Fee \$75— second \$200.00 Second Failed Inspection Fee \$100— Third \$500.00 Third Failed Inspection Fee & Above |

Alternatives

1. Approve an amendment to the 2023-2024 schedule of fees.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: Amended Schedule of Fees

Staff Report

Subject: Ordinance Revision
Author: Chelsie Fernald, Planner II
Department: Development Services
Meeting Date: July 18, 2023
Item Description: Consideration of an **amendment** to the Code of Ordinances **Part II – Official Code: Appendix C – Articles I - X** of the Effingham County Code of Ordinances, responding to the changes of Title 36 of the Official Code of Georgia, Zoning Procedures Law.

Summary Recommendation

In order to conform with Title 36 of the Official Code of Georgia, Zoning Procedures Law, Staff recommends **approval** of the ordinance revision which will comply with State law.

Executive Summary/Background

- House Bill 1405 is an amendment Title 36 of the Official Code of Georgia that revised provisions related to judicial review of zoning decisions, definitions, requirements for zoning decisions by boards or agencies using delegate powers, additional notice and hearing provisions, judicial review of zoning decisions, appeals of quasi-judicial decisions, provide for related matters, to provide an effective date and applicability, repeal conflicting laws, and other purposes.
- The definitions for *Legislative Zoning Actions* and *Quasi-judicial officers, boards, or agencies* has been added.
- Additions to *7.1.4 Review Authority* that gives the Planning Board the ability to hear and render decisions on applications for variances, special administrative permits, special exceptions, plat procedures and processes, and other processes not considered a zoning action.
- *7.1.8.3* under *Variances* explains that financial hardship is not considered by State Law as grounds for granting a variance.
- The addition to *7.2 Administration* complies with the State regulations for a property owner to appeal administrative, quasi-judicial, and zoning decisions.
- There is a change to the public notice timeline for quasi-judicial decisions; and a change in the responsibilities of the Zoning Administrator.

Alternatives

1. **Approve** an **amendment** to the Code of Ordinances **Appendix C – Zoning Ordinance, Article I-X:**
2. **Deny** an **amendment** to the Code of Ordinances **Appendix C – Zoning Ordinance, Articles I-X.**

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services, County Attorney

FUNDING: N/A

Attachments: 1. Draft of Code of Ordinances **Part II – Official Code: Appendix C – Articles I - X**
 Ordinance

Staff Report

Subject: Ordinance Revision
Author: Chelsie Fernald, Planner II
Department: Development Services
Meeting Date: July 18, 2023
Item Description: Consideration of an **amendment** to the Code of Ordinances **Part II – Official Code: Appendix C – Articles II-III – General Provisions** of the Effingham County Code of Ordinances, responding to the changes of Title 36 of the Official Code of Georgia, Zoning Procedures Law.

Summary Recommendation

In order to conform with Title 36 of the Official Code of Georgia, Zoning Procedures Law, Staff recommends **approval** of an ordinance revision which includes the definition and statute to appoint a County Surveyor.

Executive Summary/Background

- The Official Code of Georgia, Title 36 – Chapter 7 – County Surveyor, requires that each county within the state must have at least one surveyor.
- This ordinance revision adds the definition for the County Surveyor and the appointment of the County Surveyor by the County Manager or designee.
- This revision will conform to the 2022 update of the Official Code of Georgia, Zoning Procedures Law.

Alternatives

1. **Approve** an **amendment** to the Code of Ordinances **Appendix C – Zoning Ordinance, Article II & III General Provisions**
2. **Deny** an **amendment** to the Code of Ordinances **Appendix C – Zoning Ordinance, Article II & III General Provisions.**

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services, County Attorney **FUNDING:** N/A

Attachments: 1. Draft of Appendix C – Zoning Ordinance, Article II & III General Provisions

Staff Report

Subject: Ordinance Revision
Author: Chelsie Fernald, Planner II
Department: Development Services
Meeting Date: July 18, 2023
Item Description: Consideration of an **amendment** to the Code of Ordinances **Part II – Official Code: Chapter 30 – Articles VIII – Timber Operations** of the Effingham County Code of Ordinances, responding to the changes of Title 12 of the Official Code of Georgia, Conservation and Natural Resources.

Summary Recommendation

In order to conform to Title 12 of the Official Code of Georgia, Conservation and Natural Resources, Staff recommends **approval** of an ordinance revision which will comply with State Law.

Executive Summary/Background

- The ordinance revisions include definition change, notice requirements change, addition of a timber operations bond, posting notices, and additions to violations.

Alternatives

3. **Approve an amendment** to the Code of Ordinances **Appendix C – Zoning Ordinance, Article III – General Provisions:**
4. **Deny an amendment** to the Code of Ordinances **Appendix C – Zoning Ordinance, Article III – General Provisions.**

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services, County Attorney

FUNDING: N/A

Attachments: 1. Draft of Part II – Official Code: Chapter 30 – Article VIII – Timber Operations

Staff Report

Subject: Sketch Plan (First District)
Author: Chelsie Fernald, Planner II
Department: Development Services
Meeting Date: July 18, 2023
Item Description: **3 Byrds Development, LLC** request approval of a **sketch plan** for “Bull Run_North Tract Development”, a 217-unit townhome subdivision. Located on Noel C Conaway Road, zoned **R-3. [Map# 352 Parcel# 18]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of a **sketch plan** for “Bull Run_North Tract Development”, a 217-unit townhome subdivision.

Executive Summary/Background

- The request for approval of a sketch plan is a requirement of Section 5.1 – Sketch Plan.
The purpose of a sketch plan is to provide both the applicant and the county an opportunity to review the proposed development before significant financial resources have been invested. Therefore, the sketch plan does not require the certification of an engineer, surveyor, or other professional. Existing features, including water bodies, wetlands, and flood zone limits, are required to be surveyed for the sketch plan.
- This parcel was approved for rezoning at the June 6, 2023 Board of Commissioners Meeting.
- At the February 13, 2023 pre-application meeting, staff and the applicant discussed access management, block length, connectivity, development plan review requirements, and buffers.
- A stub-out to the property to the north (352-4) must be paved to the property line.
- Open space includes the 1.37 acres at Hwy 30, which is to be dedicated to Effingham County.
- Amenities included in the Sketch Plan are a dog park, covered picnic shelter, earthen walking trails, and a clubhouse.
- A maintenance association, homeowner’s association, or some other entity will be created to maintain all amenities and common areas.
- The applicant proposes to extend lines ~1000 to connect to existing water and sewer at Windfield Subdivision.
- A GDOT encroachment permit for access to Hwy 30 will be required during the development plan review process.
- Paved roads less than 28’ will not be permitted to allow parking, per sec. 7.1.13 Street right-of-way widths.
- After Sketch Plan approval, staff will follow-up with a Notice to Proceed, summarizing requirements and recommendations.
- At the June 13, 2023 Planning Board Meeting, Mr. Brad Smith made a motion for approval, Mr. Alan Zipperer seconded. The motion carried unanimously.

Alternatives

1. **Approve** the **sketch plan** for “Bull Run_North Tract Development”.
2. **Deny** the **sketch plan** for “Bull Run_North Tract Development”.

Recommended Alternative: 1

Department Review: Development Services

Attachments: 1. Sketch Plan Application

Other Alternatives: 2

FUNDING: N/A

2. Sketch Plan 3. Aerial Photograph

Staff Report

Subject: Sketch Plan (First District)
Author: Chelsie Fernald, Planner II
Department: Development Services
Meeting Date: July 18, 2023
Item Description: **Rogan DeMarco** requests approval of a **sketch plan** for “Windfield Parcel C&E Townhomes,” a 33-unit townhome subdivision. Located on Noel C Conaway Road, zoned **PD**. [Map# 352F Parcels# 1H&1J]

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of a **sketch plan** for “Windfield Parcel C&E Townhomes,” a 33-unit townhome subdivision.

Executive Summary/Background

- The request for approval of a sketch plan is a requirement of Section 5.1 – Sketch Plan.
The purpose of a sketch plan is to provide both the applicant and the county an opportunity to review the proposed development before significant financial resources have been invested. Therefore, the sketch plan does not require the certification of an engineer, surveyor, or other professional. Existing features, including water bodies, wetlands, and flood zone limits, are required to be surveyed for the sketch plan.
- These parcels are located within Phase I of the Windfield Subdivision. The Planned Development Text for Windfield Subdivision was approved in 2004 and allows for Townhomes within the first phase of the development.
- At the March 13, 2023 pre-application meeting, staff and the applicant discussed access management, water/sewer connectivity, buffers, and stormwater management.
- This development will be served by County water, sewer & reuse.
- Access for the development will be off Conaway Road.
- A 25’ buffer will be provided along GA State Route 30 and Conaway Road; this buffer will include an existing berm.
- A total of 1.02 acres will be used for greenspace, equaling 33.2% of the total acreage.
- After Sketch Plan approval, staff will follow-up with a Notice to Proceed, summarizing requirements and recommendations.
- At the June 13, 2023 Planning Board Meeting, Mr. Alan Zipperer made a motion for approval, Mr. Peter Higgins seconded. The motion carried unanimously.

Alternatives

1. **Approve** the **sketch plan** for “Windfield Parcel C&E Townhomes”.
2. **Deny** the **sketch plan** for “Windfield Parcel C&E Townhomes”.

Recommended Alternative: 1

Department Review: Development Services

Attachments: 1. Sketch Plan Application

Other Alternatives: 2

FUNDING: N/A

2. Aerial Photograph 3. Sketch Plan

Staff Report

Subject: Sketch Plan (Second District)
Author: Chelsie Fernald, Planner
Department: Development Services
Meeting Date: July 18, 2023
Item Description: **Greenland Developers** request approval of a **sketch plan** for “Brunson Station (aka Helmey Development),” a 304 single and multi-family residential subdivision. Located on Noel C Conaway Road, zoned **PD-R. [Map# 418 Parcel# 2E]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of a **sketch plan** for “Brunson Station (aka Helmey Development),” a 304 single and multi-family residential subdivision.

Executive Summary/Background

- The request for approval of a sketch plan is a requirement of Section 5.1 – Sketch Plan.
The purpose of a sketch plan is to provide both the applicant and the county an opportunity to review the proposed development before significant financial resources have been invested. Therefore, the sketch plan does not require the certification of an engineer, surveyor, or other professional. Existing features, including water bodies, wetlands, and flood zone limits, are required to be surveyed for the sketch plan.
- The 304 – unit subdivision will be served by County water, sewer, and reuse.
- The density is 2 dwelling units per 170.36 gross acres (204 single family units and 136 townhomes); net density is 3.3 units per 104.03 buildable acres. Open space (25.10 acres) includes 10.2 acres of ponds and 14.85 acres of usable area.
- Amenities will include a dog park, pool & accessory structure; multipurpose fields, walking trails, and open space with benches and parking throughout the development.
- A 30’ vegetative buffer is provided around the perimeter of the development.
- The intersection of Noel C Conaway Road and Kolic Helmey Road are part of the Transportation Master Plan and improvements were recommended; the developer has entered into an agreement and cost share to improve the intersection.
- At the February 15, 2022 Board of Commissioners meeting, Commissioner Burdette added the following conditions:
 1. Future use of the above-referenced property shall meet the requirements of the approved PD – Residential document and master plan.
 2. Site development plans shall comply with Effingham County Water Resources Protection Ordinance and the Stormwater Management Local Design Manual.
 3. All wetland impacts must be approved and permitted by USACE
 4. A Traffic Impact Assessment must be submitted during the development plan review process, pursuant to the Effingham County Traffic Study Requirements.
- After Sketch Plan approval, staff will follow-up with a Notice to Proceed, summarizing requirements and recommendations.
- At the June 13, 2023 Planning Board Meeting, Mr. Alan Zipperer made a motion for approval, Mr. Peter Higgins seconded. The motion carried unanimously.

Alternatives

1. **Approve the sketch plan** for “Brunson Station (aka Helmey Development),” with the following conditions:
 1. Future use of the above-referenced property shall meet the requirements of the approved PD – Residential document and master plan.
 2. Site development plans shall comply with Effingham County Water Resources Protection Ordinance and the Stormwater Management Local Design Manual.

- 3. All wetland impacts must be approved and permitted by USACE
- 4. A Traffic Impact Assessment must be submitted during the development plan review process, pursuant to the Effingham County Traffic Study Requirements.

2. Deny the sketch plan for “Brunson Station (aka Helmey Development)”.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Sketch Plan Application 2. Aerial Photograph 3. Sketch Plan

Staff Report

Subject: Sketch Plan (Third District)
Author: Chelsie Fernald, Planner II
Department: Development Services
Meeting Date: July 18, 2023
Item Description: **Teramore Development** as agent for **Ashley Fleetwood, George & Angela Usher** request approval for a **sketch plan** “Dollar General #25069”. Located on **Shawnee Road & Highway 21**, zoned **B-2**. [Map# 264A Parcels# 20&21]

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of a **sketch plan** for “Dollar General #25069”, with conditions.

Executive Summary/Background

- The request for approval of a sketch plan is a requirement of Section 5.1 – Sketch Plan.
The purpose of a sketch plan is to provide both the applicant and the county an opportunity to review the proposed development before significant financial resources have been invested. Therefore, the sketch plan does not require the certification of an engineer, surveyor, or other professional. Existing features, including water bodies, wetlands, and flood zone limits, are required to be surveyed for the sketch plan.
- At the January 9, 2023 pre-application meeting staff met with the developers and discussed the site limitations, buffers, the use of a private well & septic, and stormwater management.
- At the April 11, 2023 Planning Board meeting for the rezoning and variance request, Mr. Alan Zipper made a motion with the following conditions:
 1. A recombination plat must be approved by Development Services, and recorded, before site development plans are submitted.
 2. Site development plans must comply with the Effingham County Water Resources Protection Ordinance, the Stormwater Management Local Design Manual, and **Chapter 34 – Flood Damage Prevention**.
 3. A traffic impact assessment or traffic memo will be required during the development plan review process.
- Mr. Ryan Thompson added a condition:
 1. The approved variance to reduce the vegetative buffer applies only in the case of a necessary drainfield expansion.
- At the May 2, 2023 Board of Commissioners meeting, Commissioner Jamie DeLoach added a condition:
 1. A 30’ buffer will be adhered to between the commercially zoned and residentially zoned parcels across Etheridge Road. This buffer may include the detention pond, however if the pond is not needed, the 30’ planted vegetative buffer will remain in place
- After Sketch Plan approval, staff will follow-up with a Notice to Proceed, summarizing requirements and recommendations.
- At the June 13, 2023 Planning Board Meeting, Mr. Peter Higgins made a motion for approval, Mr. Ryan Thompson seconded. The motion carried unanimously.

Alternatives

1. **Approve the sketch plan** for “Dollar General #25069” with the following conditions:
 1. Development plans shall meet the requirements of Section 5.11 B-3 Highway Commercial Districts.
 2. A recombination plat must be approved by Development Services, and recorded, before site development plans are submitted.
 3. Site development plans must comply with the Effingham County Water Resources Protection Ordinance, the Stormwater Management Local Design Manual, and Chapter 34 – Flood Damage Prevention.

- 4. A traffic impact assessment or traffic memo will be required during the development plan review p
- 5. The approved variance to reduce the vegetative buffer applies only in the case of a necessary drainfield expansion.
- 6. A 30' buffer will be adhered to between the commercially zoned and residentially zoned parcels across Etheridge Road. This buffer may include the detention pond, however if the pond is not needed, the 30' planted vegetative buffer will remain in place

2. Deny the sketch plan for “Dollar General #25069”.

Recommended Alternative: 1

Department Review: Development Services

Attachments: 1. Sketch Plan Application

Other Alternatives: 2

FUNDING: N/A

2. Sketch Plan

3. Aerial Photograph

| | |
|---|---------------------|
| STATE OF GEORGIA | |
| COUNTY OF EFFINGHAM | |
| A RESOLUTION TO AMEND THE EFFINGHAM COUNTY SCHEDULE OF FEES | |
| <p>BE IT RESOLVED by the Board of Commissioners of Effingham County, in regular meeting assembled and pursuant to lawful authority thereof, that the Effingham County Schedule of Fees on file with the Clerk of the Board of Commissioners of Effingham County, Georgia, is hereby amended to include the following:</p> | |
| LICENSING AND TAXING OF ALCOHOL BEVERAGES | |
| Service Rendered | Assessed Fee |
| License Fee | |
| Retail Beer & Wine sale by drink | \$1,250.00 |
| Retail Liquor sale by drink | \$2,500.00 |
| Retail Beer, Wine and Liquor sale by drink | \$3,750.00 |
| Wholesale License | \$1,000.00 |
| Retail Beer & Wine sale by package | \$1,250.00 |
| Farm Winery, sale by package and drink | \$1,250.00 |
| Exterior signs | \$25.00 |
| Advertisement | \$30.00 |
| Initial Application Fee | |
| Beer, Wine, Liquor | \$250.00 |
| Renewal Application Fee | \$50.00 |
| Excise Tax | |
| Case of 48 cans/bottles containing 6oz | \$1.20 |
| Case of 48 cans/bottles containing 7oz | \$1.40 |
| Case of 36 cans/bottles containing 8oz | \$1.20 |
| Case of 24 cans/bottles containing 10oz | \$1.00 |
| Case of 24 cans/bottles containing 12oz | \$1.20 |
| Case of 24 cans/bottles containing 14oz | \$1.40 |
| Case of 24 cans/bottles containing 16oz | \$1.60 |
| Case of 12 cans/bottles containing 32oz | \$1.60 |
| Keg/Drum/ Barrel with capacity to hold 1.125gal | \$0.44 |
| Keg/Drum/ Barrel with capacity to hold 2.25gal | \$0.87 |
| Keg/Drum/ Barrel with capacity to hold 3.875gal | \$1.50 |
| Keg/Drum/ Barrel with capacity to hold 7.75gal | \$3.00 |
| Keg/Drum/ Barrel with capacity to hold 15.5gal | \$6.00 |
| Keg/Drum/ Barrel with capacity to hold 31gal | \$12.00 |
| Proportionate tax for all fractional parts of 15.5gal | |
| Liquor by package or drink | |
| Per Gallon | \$0.80 |
| Per Half Gallon | \$0.40 |
| Per Quart | \$0.20 |
| Per Fifth | \$0.16 |

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| Per Pint | \$0.10 |
| Per Tenth | \$0.08 |
| Per Half Pint | \$0.05 |
| Mixed Drink Tax (set by ordinance) | 3% |
| Collection by licensee, licensee may withhold % based on allowable deduction in O.C.G.A. A. § 48-8-50 | |
| Wine for sale by package or drink | |
| Per Liter | \$0.22 |
| Per Gallon | \$0.83 |
| Violations - minimum fine of | \$1,000 |
| Late Payment Penalties | |
| Late payment of Mixed Drink Tax | 15% |
| Minimum late fee | \$25.00 |
| Plus 1% per month tax not paid | |
| ANIMAL CONTROL | |
| Service Rendered | Assessed Fee |
| Adoption Fee | Canine - \$60.00 plus cost of rabies vaccine Felines - \$45.00 plus cost of rabies vaccine |
| Rabies Vaccine | \$15.00 per animal |
| Impound Fee | \$25.00 per animal impounded |
| Boarding Charge | \$5.00 per day per animal |
| Quarantine | \$10.00 per day per animal (Bite Cases) |
| Veterinarian Charges | Varies |
| Animal Care Charges | Varies |
| BUILDING APPLICATION FEES | |
| Service Rendered | Assessed Fee |
| Mobile Home (SW) | \$150.00 |
| Mobile Home (DW) | \$250.00 |
| Mobile Home (TW) | \$350.00 |
| One and Two Family Dwellings Building Permit Plan Review Fee is due when plans are submitted | \$50 \$200.00 Plan Review Fee+ \$.25 \$0.35 climate controlled + \$.20 \$0.30 non-climate controlled |
| Commercial Building Permit Plan Review Fee is bases on the total value of construction and due when plans are submitted | Plan Review Fee 5% of Permit Fee minimum \$150.00 + \$7.00 per \$1,000 of Construction Value Based on Greater of \$100/SQ. FT. climate controlled or \$50/SQ. FT. non-climate controlled and Submitted Value, Permit Fee Shall Not Exceed \$150,000 |
| Industrial Building Permit Plan Review Fee is bases on the total value of construction due when plans are submitted | Plan Review Fee 5% of Permit Fee minimum \$500.00 + \$7.00 per \$1,000 of Construction Value Based on Greater of \$100/SQ. FT. climate controlled or \$50/SQ. FT. non-climate controlled and Submitted Value, Permit Fee Shall Not Exceed \$250,000 |
| One and Two Family Dwelling Renovation/Remodeling/Addition Permit | \$50 \$200.00 Plan Review Fee + \$.15 \$0.25 /climate controlled sq. ft. + \$.15 \$0.25 /non-climate controlled sq. ft. |

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| Private Educational, and Religious Addition Permit | \$50 admin fee |
| Slab | \$50.00 \$100.00 |
| Accessory Structure/Building for One and Two Family Dwellings | \$50.00 admin fee \$100.00 Plan Review Fee + \$.10 \$0.20 sq ft |
| Deck | \$50 adm fee + \$.05 sq ft |
| Pools | \$50 admin fee \$100.00 Admin Fee + \$.10- \$0.20 sq ft pool area |
| Demolition Permit | \$50.00 Admin Fee \$100.00 Admin Fee |
| Relocation | \$50.00 Admin Fee \$200.00 Plan Review Fee + \$.10 \$0.20 sq. ft. |
| Windows | \$50 admin fee \$100.00 Admin Fee + \$5 per \$1,000 in estimated cost \$10.00 per window |
| Signs | \$50.00 ad min + \$.10 sq. ft. sign area Plan Review Fee 5% of Permit Fee minimum \$150.00 + \$7.00 per \$1,000 of Construction Value \$50/SQ. FT. non-climate controlled and Submitted Value, Permit Fee Shall Not Exceed \$150,000 |
| Single Inspection Permits Residential (Electrical, Plumbing, HVAC, etc.) | \$50.00 \$100.00 Admin fee |
| Single Inspection Permits Residential Solar | \$50.00 Plan Review Fee + \$50.00 Permit Fee |
| Single Inspection Permits Commercial / Industrial (Electrical, Plumbing, HVAC, etc.) | Admin Fee 5% of Permit Fee minimum \$150.00 + \$7.00 per \$1,000 of Construction Value Permit Fee Shall Not Exceed \$150,000 |
| Re-inspection Fee | \$50 – first \$100.00 First Failed Inspection Fee \$75 – second \$200.00 Second Failed Inspection Fee \$100 – Third \$500.00 Third Failed Inspection Fee & Above |
| COUNTY CLERK | |
| Service Rendered | Assessed Fee |
| Copies | \$.10 per copy set county wide unless otherwise noted |
| Copies of Meeting | \$5.00 per CD |
| EMS | |
| Service Rendered | Assessed Fee |
| ALS Non-Emergency \$525 | \$343.80 |
| ALS 1 Emergency | \$544.30 |
| BLS Non-Emergency | \$286.50 |
| BLS Emergency | \$458.40 |
| ALS Level 2 | \$787.85 |
| Specialty Care | \$931.10 |
| Mileage | \$12 per mile |
| Non Transport | \$75.00 |
| Non Transport with Treatment | \$150.00 |
| FIRE FEES | |
| Residential | \$ 120.00 per year +\$0.01/sq.ft. |

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| Multi-Family One to Four units Five or more units | \$ 120.00 per year unit + \$0.01/sq.ft. \$ 80.00 for each additional unit + \$0.01/sq.ft. |
| Commercial 5,000 sq. ft. or less 5,001 – 15,000 sq. ft. 15,001 sq. ft. or more | \$ 330.00 per year \$ 555.00 plus 0.022 per sq. ft. \$ 830.00 plus \$0.02 per sq ft |
| Industrial 0 – 5,000 Sq. Ft. 5,001 – 15,000 sq. ft. 15,001 – 1,000,000 sq. ft. 1,000,001 sq. ft. or more | 660.00 per year \$1,105 +\$0.028/sq.ft \$1,655 + \$0.028/sq ft. \$30,005.00 + \$0.16/sq.ft. |
| Solar Farm | \$42.00 per acre |
| Vacant Parcel (w/ no primary structure) | \$0.105/acre |
| GIS - MAP PRICE LIST | |
| Service Rendered | Assessed Fee |
| Realtor / Chamber Map | \$2.00 |
| Map book | \$20.00 |
| 8 1/2 X 11 | \$5.00 |
| Fully Customized Maps | \$5 + \$75 per hour |
| 8 1/2 x 14 | \$10.00 |
| Fully Customized Maps | \$10 + \$75 per hour |
| 11 X 17 | \$15.00 |
| Fully Customized Maps | \$15 + \$75 per hour |
| 24 x 24 Pre-made Maps & limited customization | \$20.00 |
| Fully Customized Maps | \$20 + \$75 per hour |
| 36 x 42 Pre-made Maps & limited customization | \$25.00 |
| Fully Customized Maps | \$25 + \$75 per hour |
| 42 x 44 Pre-made Maps & limited customization | \$30.00 |
| Fully Customized Maps | \$30 + \$75 per hour |
| 60 x 60 Pre-made Maps & limited customization | \$35.00 |
| Fully Customized Maps | \$35 + \$75 per hour |
| Digital Exported Maps | free if map is purchased |
| If digital export is requested alone | \$5 + \$75 per hour |
| Digital Data | |
| Parcel shape file (polygons, zoning) | \$80.00 |
| Parcel shape file (polygons, zoning, all tax data) | \$100.00 |
| All other vector layers | \$60.00 |
| Aerial Photography | \$ 30 per tile |
| Whole County SIDS | \$1,350.00 |
| LIDAR | |
| Complete County Wide LAS | \$5,000.00 |
| Individual Tile LAS | \$250.00 |
| County Wide Digital Elevation Model | \$5,000.00 |

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| Digital Elevation Model tiles | \$250.00 |
| County Wide Contours | \$1,000.00 |
| Tif Image CD (for plat recording) | \$10.00 |
| Shipping and Handling | \$5.00 |
| Black & White Copies | .25 per side (up to 11X17) \$5.00 (over 11X17) |
| Color Copies | \$1.00 per side (up to 11X17) \$20.00 (over 11X17) |

An hourly rate of \$75.00 will be charged for customized data requiring additional GIS staff time.

Customization may include any of the following procedures:

- Data Conversion processes
- Addition of background air photos
- Customer specified colors, fonts, labeling, etc.

Rush Jobs with less than 2 days' notice will be charged at an hourly rate of \$75.00 in addition to any other media charges.

PRISON

| Service Rendered | Assessed Fee |
|---------------------|---------------------------------|
| ID Card fee | \$ 5.00 |
| Medical fee | 4.00 |
| D-3-L fee | 100.00 |
| Medical Co Pay | 5.00 |
| Monthly Banking Fee | 1.00 |
| Postmaster | -US Postal Service Postage Rate |
| Indigent Postage | -US Postal Service Postage Rate |
| Mail Rejection Fee | -US Postal Service Postage Rat |
| Restitution | - as per damage done |

PROBATION

| Service Rendered | Assessed Fee |
|-------------------|--------------|
| Monthly Probation | \$50.00 |
| Supervision Fee | |

PUBLIC WORKS

| Service Rendered | Assessed Fee |
|---------------------------------|--|
| New Culvert Installation Permit | \$60.00- Installation inspection & grade set |
| Existing culvert permit | \$20.00 - Inspection of existing culvert |
| Right of Way Permit | \$10.00 |

RECREATION

| Activity | Assessed Fee |
|-------------------------|--------------|
| Instructional League | \$65.00 |
| Youth Softball/Baseball | \$65.00 |
| Youth Basketball | \$65.00 |
| Youth Football | \$65.00 |

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| Youth Soccer | \$65.00 |
| Track | \$15.00 |
| Cheerleading with uniforms | \$40.00 |
| Cheerleading w/out uniforms | \$90.00 |
| Open Baseball/Softball | 48-max 450 |
| Adult Women's Volleyball | \$190.00 |
| Adult Basketball | \$415.00 |
| Adult Softball | \$390.00 |
| (Spring & Coed) | \$390.00 |
| Adult Flag Football | \$300.00 |
| Spring run | \$10 \$15 |
| All Stars | \$25.00 |
| Football equipment deposit | \$50.00 |
| discount - 2 children - | 10% off |
| discount - 3 children - | 15% off |
| discount - 4 or more children must be from the same family & same household | 20% off |
| REGISTRARS | |
| Service Rendered | Assessed Fee |
| Voter's List (Paper) | \$205.00 |
| Voter's List (CD) | \$90.00 |
| District or Municipal Voters List (Paper) | \$225.00 |
| District or Municipal Voters List (CD) | \$130.00 |
| SANITATION | |
| Service Rendered | Assessed Fee |
| 1st Carts | \$243 per year |
| 1st Carts (elderly exemption) | \$100 per year |
| 2nd Carts | \$127 per year |
| Additional Recycle Carts | \$72 per year |
| Dry Waste Collection Site Fees | \$0.08 cents per pound or \$160.00 per ton |
| Tires | |
| Car | \$3.00 off rim |
| | \$5.00 on rim |
| Large Truck | \$8.00 off rim \$20.00 on rim |
| Farm/Tractor | \$15.00 off rim \$35.00 on rim |
| Off Road Tires | \$.15 per lbs off rim |
| Code Enforcement Citations | Solid Waste Violations |

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| | Minimum Fine \$100.00 |
| SHERIFF'S DEPARTMENT | |
| Service Rendered | Assessed Fee |
| Background Checks | \$20.00 in County, \$25 out of County |
| Jail Bond Fees | \$20.00 per person |
| Civil Services | \$50.00 per service \$50 per subpoena |
| Fingerprints | \$5.00 per person (cards only) \$50.00 alcohol license application |
| Accident Reports | \$3.00 per report |
| WASTEWATER TREATMENT | |
| Service Rendered | Assessed Fee |
| Treatment of Hauled Wastewater -grease traps and port-a-pottys specifically prohibited- | \$0.125 a gallon |
| WATER & SEWER | |
| Water Connection Service Charge | |
| <ol style="list-style-type: none"> 1. A Water Connection Service Charge of \$2,000 per residential unit, or equivalent residential unit, or any fraction thereof shall be paid prior to connection of any service line to the County's water system 2. The determination of water consumption for the purpose of determining the number of equivalent residential units shall be based on the Water Use Standards contained below. | |
| Sewer Development Fees | |
| <ol style="list-style-type: none"> 1. A Sewer Development Fee of \$3,300 per residential unit, or equivalent residential unit, or any fraction thereof shall be paid prior to connection of any service line to the County's sewer system 2. The determination of water consumption for the purpose of determining the number of equivalent residential units shall be based on the Water Use Standards contained below. | |
| Reuse Capital Cost Recovery Fees | |
| <ol style="list-style-type: none"> 1. A Reuse Capital Cost recovery Fee of \$1,300 per residential unit, or equivalent residential unit, or any fraction thereof shall be paid prior to connection of any service line to the County's reuse water system 2. The determination of water consumption for the purpose of determining the number of equivalent residential units shall be based on the Water Use Standards contained below. | |
| Water Use Standards | |
| <ol style="list-style-type: none"> 1. The standards in the table below shall be used in determination of water consumption for the purpose of determining the number of equivalent residential units. If the table does not provide information for a particular application, the estimated water consumption shall be as calculated by the County Engineer. | |
| Type of Structure | Water Usage in Gallons Per Day |
| Apartment, One Bedroom | 100 per apartment |
| Apartment, Two Bedrooms | 150 per apartment |
| Apartment, Three Bedrooms | 300 per apartment |
| Automotive Repair Shops/Tire Shops | 60 per bay |
| Banks | 30 per 200 sq. ft. |
| Assembly Hall | 5 per seat |
| Barber Shop/Beauty Parlor | 125 per chair + 20 per employee |
| Boarding/Rooming House ** | 100 per room |
| Bowling Alley | 50 per lane + 20 per employee |

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| Car Wash | |
| Wand Wash | 125 per bay |
| Hand Wash | 500 per stall |
| Automated | 7000 per site |
| Church without Day Care or Kindergarten | 5 per seat |
| Clinic | 75 per exam room |
| Correctional Institution/Prison | 200 per inmate |
| Country Club, Recreation Facilities Only | 25 per member |
| Day Care Center with Meals | 8 per person |
| Dental Office | 100 per chair + 20 per employee |
| Department Store | 10 per 100 sq. ft. |
| Dormitories | 150 per room |
| Drug Store | 700 per store |
| Factory | |
| 1) Without Showers | 25 per employee |
| 2) With Showers | 35 per employee |
| Food Service Establishments with Restrooms and Kitchen ** | |
| 1) Restaurant, less than 24-hours per day operation | 35 per seat + 20 per employee |
| 2) Cafeteria, less than 24-hours per day operation | 50 per seat + 20 per employee |
| 3) Restaurant, 24 hours per day operation | 75 per seat + 20 per employee |
| 4) Drive-in Restaurant | 50 per car space + 20 per employee |
| 5) Carry-out Only | 50 per 100 sq. ft. + 20 per employee |
| Funeral Home | 10 per 100 sq. ft. |
| Grocery Stores | 20 per 100 sq. ft. |
| Hospital | 300 per bed |
| Hotel/Motel, No Kitchen | 100 per room |
| Kindergarten, No Meals | 15 per person |
| Kitchen for Day Care, Kindergarten | 20 per person |
| Laundry, Self Service | 150 per machine |
| Laundry, Commercial | 1,000 per machine |
| Mobile Home Park | 300 per site |
| Nail Salons | 50 per chair |
| Nursing Home** | 150 per bed |
| Office | 30 per 200 sq. ft. |
| Physician's Office | 200 per exam room |
| Schools: | |
| 1) Day, Restrooms and Cafeteria | 20 per person |
| 2) Day, Restrooms, Gym and Cafeteria | 25 per person |
| Seafood Market | 120 per 100 sq. ft. |
| Service Stations: | |
| 1) Fuel and Oil Only | 100 per pump |
| 2) Full Service | 300 + 100 per pump |
| Shopping Center | 10 per 100 sq. ft. |

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| Single Family Dwelling | 300 per dwelling |
| Stadium | 2 per seat |
| Tavern, Bar, Cocktail Lounge – No Meals | 30 per seat + 20 per employee |
| Theater | 5 per seat |
| Travel Trailer Park** | |
| 1) With Independent Water and Sewer Connection | 150 per site |
| 2) W/O Independent Water and Sewer Connection | 35 per site |
| Warehouse | 10 gals per 1000 sq. ft. |
| ** Add 500 gallons per machine to amount indicated if laundry or dish washing machines are to be installed** | |
| To setup residential service for an owner | \$125.00 = \$100 deposit+\$25 admin fee |
| To setup Multi-Unit Residential Service | \$200.00 = \$200 deposit + \$25 admin fee x # of units |
| To setup residential service for a renter | \$150.00 = \$125 deposit+\$25 admin fee |
| To setup non-residential service | \$ 375.00 = \$350 deposit + \$25 admin fee |
| To setup Multi-Unit Non-Residential Service | Non-Residential service rates x # of units |
| Drinking Water Meter Fee | cost of materials + \$100.00 for installation |
| Multi-Unit Residential Water Rates | Residential water rates + base rate x # of units |
| Residential Water Rates | \$10.00 base rate |
| | \$3.09 for each 1,000 gallons up to 5,000 gallons |
| | \$3.31for each 1,000 gallons over 5,000 gallons up to 10,000 gallons |
| | \$3.53for each 1,000 gallons over 10,000 gallons |
| Multi-Unit Commercial/Industrial Water Rates | Comm/Industrial water rates + base rate x # of units |
| Commercial/Industrial Water Rates | \$50.00 base rate |
| | \$3.31for each 1,000 gallons up to 5,000 gallons |
| | \$3.53for each 1,000 gallons over 5,000 gallons up to 10,000 gallons |
| | \$3.76for each 1,000 gallons over 10,000 gallons |
| Multi-Unit Residential Sewer Rates | Residential sewer rates + base rate x # of units |
| Residential Sewer Rates | \$15.00 base rate |
| (Caribbean Village Customers - Base Rate is \$10.00) | \$3.27for each 1,000 gallons up to 5,000 gallons |
| | \$3.55 for each 1,000 gallons over 5,000 gallons up to 10,000 gallons |
| | \$3.83for each 1,000 gallons over 10,000 gallons |
| Multi-Unit Commercial/Industrial Sewer Rates | Comm/industrial sewer rates + base rate x # of units |
| Commercial/Industrial Sewer Rates | \$60.00 base rate |
| | \$3.55for each 1,000 gallons up to 5,000 gallons |
| | \$3.92for each 1,000 gallons over 5,000 gallons up to 10,000 gallons |
| | \$4.11for each 1,000 gallons over 10,000 gallons |
| Water Wholesale Rate to Bulk Customer (municipal or private) | \$3.00/1,000 gallons |

| | |
|---|---|
| Hydrant Meter Flushing of Surface Water Distribution System | \$1,000 deposit, \$0.945/1,000 gallons, \$100 administrative fee |
| Sewer Wholesale Rate (municipal, individual or private) | \$4.00/1,000 gallons |
| Delinquent Payment Service Charge | \$35.00 |
| Reconnection of Water Service (7:30am-4pm weekdays) | \$30.00 |
| Reconnection of Water Service (outside normal working hours, on weekends or holidays) | \$60.00 |
| Unauthorized Use or Connection (Notwithstanding the fee established herein, the County may pursue any other civil and criminal remedies available at law or in equity for unauthorized and/or illegal connections) | \$100 (1st occurrence) \$500 per occurrence thereafter |
| Returned Check | \$30.00 |
| Service Call (for issues such as leakage on customer side of meter, to flush hot water heater at customer request, repair/replace meter box due to customer damage - parts not included, uncover/raise meter, check meter again after initial check verifies accuracy, etc.) | \$35.00 (during normal working hours) \$65.00 (outside of normal working hours, on weekends and holidays) |
| Failure to Apply for Service Fee | \$30.00 |
| Temporary Service Fee | \$100 for up to ten (10) business days water and/or sewer usage charged at rates above |
| ZONING | |
| Service Rendered | Assessed Fee |
| Sketch Plan Review | \$250.00 admin fee |
| Development Plan Review Fee (Fees INCLUDE in house engineer review and are due to be paid prior to plan approval) | Single Family Residential - \$175 + \$15 per lot Multi-Family Residential - \$175 + \$10 per unit Non-Residential - \$350 + \$80 per developed acre* Clearing and Grading Only - \$250 admin fee |
| | Fees exclude government, education and religious |
| Final Plat (including revisions) | Minor Subdivision (3 lots or less) - \$50.00 admin fee Major Subdivision (4 lots or more) - \$100.00 admin fee + \$10 per lot |
| Development Plan Re-review (after 3 submittals) | \$250.00 admin fee |
| Land Disturbing Activity Permit Fee | \$80.00 per acre to be divided equally between Effingham County & DNR-EPD** |
| Rezoning, Conditional Use, Rural/ Residential Business, Variance, | |
| | \$200.00 each |

| | |
|-------------------------------------|--|
| Occupational Tax Administrative Fee | \$30 \$50.00 (in addition to tax charge) |
| 1-3 Employees | \$50.00 |
| 0-9 4-9 Employees | \$100.00 |
| 10-19 Employees | \$200.00 |
| 20-29 Employees | \$300.00 |
| 30-39 Employees | \$400.00 |
| 40-49 Employees | \$500.00 |
| 50 or more Employees | \$600.00 |

** developed acre = disturbed area with the exception of all building footprints*

All ordinances and resolutions in conflict herewith are repealed.
 Adopted by the Effingham County Board of Commissioners this day of August 2, 2022

 Wesley M. Corbitt, Chairman

 Stephanie D. Johnson, County Clerk

Staff Report

Subject: Approval of Quote from SealMaster for the purchase of an Aggregate Chip Spreader for the Public Works Department

Author: Alison Bruton, Purchasing Agent

Department: Public Works

Meeting Date: August 1, 2023

Item Description: Approval of Quote from SealMaster for the purchase of an Aggregate Chip Spreader

Summary Recommendation: Staff recommends approval of the quote from SealMaster for the Aggregate Chip Spreader and additional attachments for the total price of \$33,263.00.

Executive Summary/Background:

- In 2022, staff attempted to gather bids for this equipment and no bids were received. When staff contacted SealMaster, where the original equipment was purchased, they did not see the RFQ due to personnel turnover. They subsequently submitted a quote which the Board approved in January of 2022.
- Funding was approved in the FY24 budget for the purchase of a second Chip Spreader
- This machine is utilized by Public Works for ash road repairs. There is a long list of roads needing repairs that would be cost prohibitive to contract out.
- This is the same unit currently being utilized by the Public Works Department and would allow for the same spare inventory parts to be utilized

Alternatives for Commission to Consider

1. Approval of Quote from SealMaster for the purchase of an Aggregate Chip Spreader and additional attachments in the amount of \$33,263.00
2. Take no action

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Finance, Purchasing, Public Works (EOM staff)

Funding Source: Special Tax District 270-4205-025-54-2502

Attachments:

1. Quote for the Aggregate Chip Spreader and attachments



SealMaster/GemSeal
Your one stop shop

Estimate

535 Frederick Court SW/4765 Frederick Dr. SW

Atlanta, Ga 30336

Atlanta SealMaster: (404) 505-8888

Atlanta GemSeal: (404) 696-7660

Cellphone: (770) 715-1163

Laura@sealmasteratlanta.com

DATE: March 27, 2023

****Due to extreme market volatility, all prices are subject to change without notice. All quotes are to be confirmed at the time of order and subject to inventory status!****

TO: Effingham County Public Works
ADDRESS: 480 Edsel Dr. Ste 100
Richmond Hill, GA 31324

ATTN: Kristen Achtziger
TITLE: Chief Operating Officer
CELL: 912-658-5101
OFFICE: 912-445-0050
EMAIL: kachtziger@eomgmt.com

| SALESPERSON | JOB | SHIPPING METHOD | SHIPPING TERMS | PAYMENT TERMS | DUE DATE |
|-------------|---------------|-----------------|----------------|---------------|---------------|
| Laura | Chip Spreader | LTL To Atlanta | PU Atlanta | Time of Order | Time of Order |

| QTY | ITEM # | DESCRIPTION | UNIT PRICE | DISCOUNT | LINE TOTAL |
|------|--------|--|--------------|----------|--------------|
| 1.00 | E2330 | R-1 Aggregate Chip Spreader 10' Spread Width, 1.41 Cubic Yard Capacity (2,420 lbs) | \$ 28,665.00 | | \$ 28,665.00 |
| 1.00 | PE2380 | 10' Operator Platform | \$ 2,210.00 | | 2,210.00 |
| 1.00 | PE2470 | 12" Block-Off Plates (To Alter Width of Spread) | \$ 192.00 | | 192.00 |
| 1.00 | PE2480 | 24" Bock-Off Plates (To Alter Width of Spread) | \$ 196.00 | | 196.00 |
| 1.00 | 318S | Freight | \$ 2,000.00 | | 2,000.00 |
| | | (Tax Exempt Form-On File) | | | |
| | | Sales Tax 7.75% | | | |
| | | Fulton County | | | |

TOTAL DISCOUNT

| | |
|--------------|---------------------|
| SUBTOTAL | \$ 33,263.00 |
| SALES TAX | 0.0000 |
| TOTAL | \$ 33,263.00 |

Quotation prepared by: *Laura Chavez*

This is a quotation on the goods named, subject to the conditions noted below:

To accept this quotation, sign here and return: _____

Staff Report

Subject: Approval of Quote #2022-549153 from Evoqua for replacement equipment needed at the Wastewater Treatment Plant

Author: Alison Bruton, Purchasing Agent

Department: WWTP

Meeting Date: August 1, 2023

Item Description: Quote #2022-549153 from Evoqua for replacement equipment needed at the Wastewater Treatment Plant

Summary Recommendation: Staff recommends approval of Quote #2022-549153 from Evoqua for replacement equipment needed at the Wastewater Treatment Plant

Executive Summary/Background:

- Both clarifier drives at the WWTP are in need of replacement and currently have a 16 week lead time. The Board approved a quote for one clarifier in May utilizing plant repair funds.
- This second clarifier was approved in FY24 budget for replacement.
- Evoqua is the only vendor that we have been able to locate that has a clarifier drive that would not require major plant modifications.

Alternatives for Commission to Consider

1. Approval of Quote #2022-549153 from Evoqua for replacement equipment needed at the Wastewater Treatment Plant
2. Deny Quote.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Finance, EOM, Purchasing

Funding Source: WWTP

Attachments: Quote #2022-549153

Proposal For: EFFINGHAM COUNTY WWTP
Tim Miller
805 LOW GROUND RD
Guyton, GA 31312-5348
Phone: 912-754-2332
tmiller@comworx.com

Jeremy Finnel
Evoqua Water Technologies
N19W23993 Ridgeview Pkwy, Suite 200
Waukesha, WI 53188
Phone: (262) 521-8202
jeremy.finnel@evoqua.com

Item Pricing Summary

| Item | Part No Description | Qty | Net Price | Ext. Price |
|------|---|------|-------------|-------------|
| 1 | W3T22433 DRIVE ASSY-H30ALT, CW,0.04 RPM, EURO Reference #: 603-81826-80 | 1 EA | \$43,600.00 | \$43,600.00 |
| 2 | W3T20846 SPROCKET-SHEAR PIN, 80-28T,1.75"B,W/BARS Reference #: 503-2844-80 | 1 EA | \$2,039.86 | \$2,039.86 |

Currency: USD

| | |
|--------------------------------|--------------------|
| Item(s) Subtotal: | \$45,639.86 |
| Shipping and Handling Charges: | \$1,210.00 |
| Total Net Price: | \$46,849.86 |

Proposal Notes
Lead time 12-16 weeks ARO

Material Escalation

Due to volatility in steel costs, prices quoted in this proposal will be adjusted to reflect changes in the Metal and Metal Products Index (MMPI) published by the U.S. Department of Labor, Bureau of Labor Statistics. The most recent published MMPI is 345.5 for May 2022. If the MMPI exceeds 352.4 at the time the Equipment is released for manufacture, then the price will be increased by the same percentage as the MMPI exceeds 352.4.

Further Evoqua's price does not account for increased costs, delays and inefficiencies associated with current regulations and guidelines concerning COVID-19. Should these, or any additional, restrictions be implemented by any governing body, the CDC, or the customer or user of the Equipment to address COVID-19, Evoqua reserves the right to request a change order to the extent its costs or time for performance are increased by additional restrictions.



Quote Number: 2020-512150
Account ID: 010 Item XI. 3.

Original Evoqua Contract No.: 41245

Please provide tax exempt certificate with purchase order.

Our Manufacturer Rep in your area is:

Representative: Craig Justice
Company: Heyward Incorporated-Atlanta
List Address: 3590 Habersham at Northlake Bldg O
Tucker, GA, 30084
Phone: (404) 444-0448
Email: craig.justice@heywardatlanta.com

Payment Terms and Delivery

PO Terms

Purchaser acknowledges that Seller is required to comply with applicable export laws and regulations relating to the sale, exportation, transfer, assignment, disposal and usage of the goods and/or services provided under the Contract, including any export license requirements. Purchaser agrees that such goods and/or services shall not at any time directly or indirectly be used, exported, sold, transferred, assigned or otherwise disposed of in a manner which will result in non-compliance with such applicable export laws and regulations. It shall be a condition of the continuing performance by Seller of its obligations hereunder that compliance with such export laws and regulations be maintained at all times. PURCHASER AGREES TO INDEMNIFY AND HOLD SELLER HARMLESS FROM ANY AND ALL COSTS, LIABILITIES, PENALTIES, SANCTIONS AND FINES RELATED TO NON-COMPLIANCE WITH APPLICABLE EXPORT LAWS AND REGULATIONS.

Shipping Information

- Prepaid and Add: Shipping and Handling Charge

Terms

- This quote is valid until 09-14-2022
- Payment terms are N30 - Net 30 days with proper credit, and are subject to the attached Evoqua Water Technologies Terms and Conditions

Sales Tax & GST:

- The pricing provided in this proposal does not include applicable Sales Tax or GST.
- If your company is exempt from Sales Tax or GST, or eligible for a reduced rate of tax, a tax exemption certificate must be provided no later than with your purchase order.
- If a timely, valid exemption certificate or other documentation is not provided, any applicable Sales Tax or GST will be invoiced and payable.
- New customers may be required to supply a signed credit application to be approved for credit terms.
- **NOTE:** Effective May 2022, you may be assessed a 3% fee if paying via Credit Card. Find more info on our website here > <https://www.evoqua.com/en/about-us/terms-conditions-sale-products-services/credit-card-fee-faqs/>. Ask us how to avoid paying fees by migrating to ACH CTX payment type.
- We require hard documentation of your ordering for Evoqua to process your order. For your convenience, we can start processing your order by signing and returning:
 - Fax to:
 - or Email to: jeremy.finnel@evoqua.com
- You may also mail to:
 - Evoqua Water Technologies
 - N19W23993 Ridgeview Pkwy, Suite 200
 - Waukesha, WI 53188

Evoqua Water Technologies Banking Details

ACH - CTX

Evoqua's preferred payment method is via ACH - CTX:

JP Morgan Chase Bank
Attn: Evoqua Water Technologies, LLC
Account #: 603148011
Swift Code: CHASUS33
ACH Routing / ABA: **044000037**
Wire Routing / ABA: **021000021**
Remittance details should go to: **electronicfunds@evoqua.com**

Paper checks via Postal Service

Paper checks via Postal Service:

Send to our Lockbox, address is:
Evoqua Water Technologies LLC
28563 Network Place
Chicago, IL 60673-1285

Paper checks via Overnight / Courier

Paper checks via Overnight / Courier:

JP Morgan Chase Bank
Attn: Evoqua Water Technologies Lockbox 28563
131 S Dearborn, 6th Floor
Chicago, IL 60603
Remittance details should go to: **electronicfunds@evoqua.com**

**** If ever instructed to change banking information, contact us immediately at 1-800-466-7873 ****

Standard Terms of Sale

1. **Applicable Terms.** These terms govern the purchase and sale of equipment, products, related services, leased products, and media goods if any (collectively herein "Work"), referred to in Seller's proposal ("Seller's Documentation"). Whether these terms are included in an offer or an acceptance by Seller, such offer or acceptance is expressly conditioned on Buyer's assent to these terms. Seller rejects all additional or different terms in any of Buyer's forms or documents.
2. **Payment.** Buyer shall pay Seller the full purchase price as set forth in Seller's Documentation. Unless Seller's Documentation specifically provides otherwise, freight, storage, insurance and all taxes, levies, duties, tariffs, permits or license fees or other governmental charges relating to the Work or any incremental increases thereto shall be paid by Buyer. If Seller is required to pay any such charges, Buyer shall immediately reimburse Seller. If Buyer claims a tax or other exemption or direct payment permit, it shall provide Seller with a valid exemption certificate or permit and indemnify, defend and hold Seller harmless from any taxes, costs and penalties arising out of same. All payments are due within 30 days of invoice date. Buyer shall be charged the lower of 1 ½% interest per month or the maximum legal rate on all amounts not received by the due date and shall pay all of Seller's reasonable costs (including attorneys' fees) of collecting amounts due but unpaid. All orders are subject to credit approval by Seller. Back charges without Seller's prior written approval shall not be accepted.
3. **Delivery.** Delivery of the Work shall be in material compliance with the schedule in Seller's Documentation. Unless Seller's Documentation provides otherwise, delivery terms are ExWorks Seller's factory (Incoterms 2010). Title to all Work shall pass upon receipt of payment for the Work under the respective invoice. Unless otherwise agreed to in writing by Seller, shipping dates are approximate only and Seller shall not be liable for any loss or expense (consequential or otherwise) incurred by Buyer or Buyer's customer if Seller fails to meet the specified delivery schedule.
4. **Ownership of Materials and Licenses.** All devices, designs (including drawings, plans and specifications), estimates, prices, notes, electronic data, software and other documents or information prepared or disclosed by Seller, and all related intellectual property rights, shall remain Seller's property. Seller grants Buyer a non-exclusive, non-transferable license to use any such material solely for Buyer's use of the Work. Buyer shall not disclose any such material to third parties without Seller's prior written consent. Buyer grants Seller a non-exclusive, non-transferable license to use Buyer's name and logo for marketing purposes, including but not limited to, press releases, marketing and promotional materials, and web site content.
5. **Changes.** Neither party shall implement any changes in the scope of Work described in Seller's Documentation without a mutually agreed upon change order. Any change to the scope of the Work, delivery schedule for the Work, any Force Majeure Event, any law, rule, regulation, order, code, standard or requirement which requires any change hereunder shall entitle Seller to an equitable adjustment in the price and time of performance.
6. **Force Majeure Event.** Neither Buyer nor Seller shall have any liability for any breach or delay (except for breach of payment obligations) caused by a Force Majeure Event. If a Force Majeure Event exceeds six (6) months in duration, the Seller shall have the right to terminate the Agreement without liability, upon fifteen (15) days written notice to Buyer, and shall be entitled to payment for work performed prior to the date of termination. "**Force Majeure Event**" shall mean events or circumstances that are beyond the affected party's control and could not reasonably have been easily avoided or overcome by the affected party and are not substantially attributable to the other party. Force Majeure Event may include, but is not limited to, the following circumstances or events: war, act of foreign enemies, terrorism, riot, strike, or lockout by persons other than by Seller or its sub-suppliers, natural catastrophes or (with respect to on-site work), unusual weather conditions.
7. **Warranty.** Subject to the following sentence, Seller warrants to Buyer that the (i) Work shall materially conform to the description in Seller's Documentation and shall be free from defects in material and workmanship and (ii) the Services shall be performed in a timely and workmanlike manner. Determination of suitability of treated water for any use by Buyer shall be the sole and exclusive responsibility of Buyer. The foregoing warranty shall not apply to any Work that is specified or otherwise demanded by Buyer and is not manufactured or selected by Seller, as to which (i) Seller hereby assigns to Buyer, to the extent assignable, any warranties made to Seller and (ii) Seller shall have no other liability to Buyer under warranty, tort or any other legal theory. The Seller warrants the Work, or any components thereof, through the earlier of (i) eighteen (18) months from delivery of the Work or (ii) twelve (12) months from initial operation of the Work or ninety (90) days from the performance of services (the "Warranty Period"). If Buyer gives Seller prompt written notice of breach of this warranty within the Warranty Period, Seller shall, at its sole option and as Buyer's sole and exclusive remedy, repair or replace the subject parts, re-perform the Service or refund the purchase price. Unless otherwise agreed to in writing by Seller, (i) Buyer shall be responsible for any labor required to gain access to the Work so that Seller can assess the available remedies and (ii) Buyer shall be responsible for all costs of installation of repaired or replaced Work. If Seller determines that any claimed breach is not, in fact, covered by this warranty, Buyer shall pay Seller its then customary charges for any repair or replacement made by Seller. Seller's warranty is conditioned on Buyer's (a) operating and maintaining the Work in accordance with Seller's instructions, (b) not making any unauthorized repairs or alterations, and (c) not being in default of any payment obligation to Seller. Seller's warranty does not cover (i) damage caused by chemical action or abrasive material, misuse or improper installation (unless installed by Seller) and (ii) media goods (such as, but not limited to, resin, membranes, or granular activated carbon media) once media goods are installed. **THE WARRANTIES SET FORTH IN THIS SECTION 7 ARE THE SELLER'S SOLE AND EXCLUSIVE WARRANTIES AND ARE SUBJECT TO THE LIMITATION OF LIABILITY PROVISION BELOW. SELLER MAKES NO OTHER WARRANTIES OF ANY KIND, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION, ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR PURPOSE.**
8. **Indemnity.** Seller shall indemnify, defend and hold Buyer harmless from any claim, cause of action or liability incurred by Buyer as a result of third party claims for personal injury, death or damage to tangible property, to the extent caused by Seller's negligence. Seller shall have the sole authority to direct the defense of and settle any indemnified claim. Seller's indemnification is conditioned on Buyer (a) promptly, within the Warranty Period, notifying Seller of any claim, and (b) providing reasonable cooperation in the defense of any claim.
9. **Assignment.** Neither party may assign this Agreement, in whole or in part, nor any rights or obligations hereunder without the prior written consent of the other party; provided, however, the Seller may assign its rights and obligations under these terms to its affiliates or in connection with the sale or transfer of the Seller's business and Seller may grant a security interest in the Agreement and/or assign proceeds of the agreement without Buyer's consent.

10. **Termination.** Either party may terminate this agreement, upon issuance of a written notice of breach and a thirty (30) day cure period, for a material breach (including but not limited to, filing of bankruptcy, or failure to fulfill the material obligations of this agreement). If Buyer suspends an order without a change order for ninety (90) or more days, Seller may thereafter terminate this Agreement without liability, upon fifteen (15) days written notice to Buyer, and shall be entitled to payment for work performed, whether delivered or undelivered, prior to the date of termination.
11. **Dispute Resolution.** Seller and Buyer shall negotiate in good faith to resolve any dispute relating hereto. If, despite good faith efforts, the parties are unable to resolve a dispute or claim arising out of or relating to this Agreement or its breach, termination, enforcement, interpretation or validity, the parties will first seek to agree on a forum for mediation to be held in a mutually agreeable site. If the parties are unable to resolve the dispute through mediation, then *any dispute, claim or controversy arising out of or relating to this Agreement or the breach, termination, enforcement, interpretation or validity thereof, including the determination of the scope or applicability of this agreement to arbitrate, shall be determined by arbitration in Pittsburgh, Pennsylvania before three arbitrators* who are lawyers experienced in the discipline that is the subject of the dispute and shall be jointly selected by Seller and Buyer. *The arbitration shall be administered by JAMS pursuant to its Comprehensive Arbitration Rules and Procedures. The Arbitrators shall issue a reasoned decision* of a majority of the arbitrators, which shall be the decision of the panel. Judgment may be entered upon the arbitrators' decision in any court of competent jurisdiction. The substantially prevailing party as determined by the arbitrators shall be reimbursed by the other party for all costs, expenses and charges, including without limitation reasonable attorneys' fees, incurred by the prevailing party in connection with the arbitration. For any order shipped outside of the United States, any dispute shall be referred to and finally determined by the International Center for Dispute Resolution in accordance with the provisions of its International Arbitration Rules, enforceable under the New York Convention (Convention on the Recognition and Enforcement of Foreign Arbitral Awards) and the governing language shall be English.
12. **Export Compliance.** Buyer acknowledges that Seller is required to comply with applicable export laws and regulations relating to the sale, exportation, transfer, assignment, disposal and usage of the Work provided under this Agreement, including any export license requirements. Buyer agrees that such Work shall not at any time directly or indirectly be used, exported, sold, transferred, assigned or otherwise disposed of in a manner which will result in non-compliance with such applicable export laws and regulations. It shall be a condition of the continuing performance by Seller of its obligations hereunder that compliance with such export laws and regulations be maintained at all times. BUYER AGREES TO INDEMNIFY AND HOLD SELLER HARMLESS FROM ANY AND ALL COSTS, LIABILITIES, PENALTIES, SANCTIONS AND FINES RELATED TO NON-COMPLIANCE WITH APPLICABLE EXPORT LAWS AND REGULATIONS.
13. **LIMITATION OF LIABILITY.** NOTWITHSTANDING ANYTHING ELSE TO THE CONTRARY, SELLER SHALL NOT BE LIABLE FOR ANY CONSEQUENTIAL, INCIDENTAL, SPECIAL, PUNITIVE OR OTHER INDIRECT DAMAGES, AND SELLER'S TOTAL LIABILITY ARISING AT ANY TIME FROM THE SALE OR USE OF THE WORK, INCLUDING WITHOUT LIMITATION ANY LIABILITY FOR ALL WARRANTY CLAIMS OR FOR ANY BREACH OR FAILURE TO PERFORM ANY OBLIGATION UNDER THE CONTRACT, SHALL NOT EXCEED THE PURCHASE PRICE PAID FOR THE WORK. THESE LIMITATIONS APPLY WHETHER THE LIABILITY IS BASED ON CONTRACT, TORT, STRICT LIABILITY OR ANY OTHER THEORY.
14. **Rental Equipment / Services.** Any leased or rented equipment ("Leased Equipment") provided by Seller shall at all times be the property of Seller with the exception of certain miscellaneous installation materials purchased by the Buyer, and no right or property interest is transferred to the Buyer, except the right to use any such Leased Equipment as provided herein. Buyer agrees that it shall not pledge, lend, or create a security interest in, part with possession of, or relocate the Leased Equipment. Buyer shall be responsible to maintain the Leased Equipment in good and efficient working order. At the end of the initial term specified in the order, the terms shall automatically renew for the identical period unless canceled in writing by Buyer or Seller not sooner than three (3) months nor later than one (1) month from termination of the initial order or any renewal terms. Upon any renewal, Seller shall have the right to issue notice of increased pricing which shall be effective for any renewed terms unless Buyer objects in writing within fifteen (15) days of issuance of said notice. If Buyer timely cancels service in writing prior to the end of the initial or any renewal term this shall not relieve Buyer of its obligations under the order for the monthly rental service charge which shall continue to be due and owing. Upon the expiration or termination of this Agreement, Buyer shall promptly make any Leased Equipment available to Seller for removal. Buyer hereby agrees that it shall grant Seller access to the Leased Equipment location and shall permit Seller to take possession of and remove the Leased Equipment without resort to legal process and hereby releases Seller from any claim or right of action for trespass or damages caused by reason of such entry and removal.
15. **Miscellaneous.** These terms, together with any Contract Documents issued or signed by the Seller, comprise the complete and exclusive statement of the agreement between the parties (the "Agreement") and supersede any terms contained in Buyer's documents, unless separately signed by Seller. No part of the Agreement may be changed or cancelled except by a written document signed by Seller and Buyer. No course of dealing or performance, usage of trade or failure to enforce any term shall be used to modify the Agreement. To the extent the Agreement is considered a subcontract under Buyer's prime contract with an agency of the United States government, in case of Federal Acquisition Regulations (FARs) flow down terms, Seller will be in compliance with Section 44.403 of the FAR relating to commercial items and those additional clauses as specifically listed in 52.244-6, Subcontracts for Commercial Items (OCT 2014). If any of these terms is unenforceable, such term shall be limited only to the extent necessary to make it enforceable, and all other terms shall remain in full force and effect. The Agreement shall be governed by the laws of the Commonwealth of Pennsylvania without regard to its conflict of laws provisions. Both Buyer and Seller reject the applicability of the United Nations Convention on Contracts for the international sales of goods to the relationship between the parties and to all transactions arising from said relationship.

Accepted by: _____

Print: _____

Date: _____

Kristen Achtziger

From: Timothy Miller
Sent: Friday, March 24, 2023 9:10 AM
To: Kristen Achtziger
Subject: Fw: Drive quote 2022-549153 Guyton GA

From: Finnel, Jeremy <jeremy.finnel@evoqua.com>
Sent: Friday, March 24, 2023 12:57 PM
To: Timothy Miller <tmiller@eomworx.com>; Riemer, Jeffrey J <jeffrey.riemer@evoqua.com>
Subject: RE: Drive quote 2022-549153 Guyton GA

Hi Tim,

I will honor the previous pricing since it seems like you've gotten approval. Thank you and we look forward to working with you.

Jeremy Finnel

Southeast Regional Outside Sales Representative
Applied Products and Technologies

Evoqua Water Technologies
N19 W23933 Ridgeview Drive Suite 200
Waukesha, WI 53188

Cell: +1 (262) 312 8861
Office: +1 (262) 521-8202
Jeremy.Finnel@evoqua.com
www.evoqua.com

From: Timothy Miller <tmiller@eomworx.com>
Sent: Thursday, March 23, 2023 10:37 AM
To: Finnel, Jeremy <jeremy.finnel@evoqua.com>; Riemer, Jeffrey J <jeffrey.riemer@evoqua.com>
Subject: Re: Drive quote 2022-549153 Guyton GA

[This message came from an external mail server outside of the company.]

Jeremy,

If the price on the drive has changed, could you please send me an updated quote?

I hope they will move on this soon.

Thanks,

Tim

From: Finnel, Jeremy <jeremy.finnel@evoqua.com>
Sent: Monday, August 15, 2022 7:34 PM

To: Timothy Miller <tmiller@eomworx.com>; Riemer, Jeffrey J <jeffrey.riemer@evoqua.com>
Subject: Drive quote 2022-549153 Guyton GA

Hey all,

Please see the attached quote. If you have any questions, please do not hesitate to contact me.

Jeremy Finnel
Southeast Regional Sales Representative
Applied Products and Technologies

Evoqua Water Technologies
N19 W23933 Ridgeview Drive Suite 200
Waukesha, WI 53188
Cell: +1 (262) 312 8861
Office: +1 (262) 521-8202
Jeremy.Finnel@evoqua.com
www.evoqua.com

Staff Report

Subject: Approval of Quote # C220561 from Goforth Williamson, Inc for installation of the Grundfos Remote Management System at 8 water wells

Author: Alison Bruton, Purchasing Agent

Department: Water & Sewer

Meeting Date: August 1, 2023

Item Description: Quote #C220561 from Goforth Williamson, Inc for installation of the Grundfos Remote Management System at 8 water wells

Summary Recommendation: Staff recommends approval of Quote #C220561 from Goforth Williamson, Inc for installation of the Grundfos Remote Management System at 8 water wells

Executive Summary/Background:

- The County currently has 8 water wells that do not have remote monitoring capabilities.
- This was included in the 2024 capital budget requests that were recently approved.
- This system is critical to safe, reliable and efficient operation of the water systems.
- Goforth Williamson, Inc. is the local provider for the GRM system that is currently utilized for all of the County's lift stations and use of this system would ensure continuity of asset monitoring.

Alternatives for Commission to Consider

1. Approval of Quote #C220561 from Goforth Williamson, Inc for installation of the Grundfos Remote Management System at 8 water wells
2. Deny Quote.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Finance, EOM, Purchasing

Funding Source: Water and Sewer Capital Funds

Attachments: Quote #C220561



Goforth Williamson, Inc.
 Mail To: 373 O'Dell Road
 Ship To: 377 O'Dell Road
 Griffin, GA 30224
 United States of America

Item XI. 4.

Ph: 770-467-0303

Fax: 770-467-0301

Quote

ID: C220561 Date: 10-Jul-23

To

Enviroworx Operations Management
 480 Edsel Drive
 Suite 100
 Richmond Hill, GA 31324
 United States of America

Quote To

Kristen Achtziger
 EOM Public Works LLC
 290 Sommer's Blvd
 Richmond Hill, GA 31324
 United States of America

Ph: 912-756-5997

Fax: 912-756-5882

Ph: 912-445-0050

Fax: 912-786-5882

| Terms | | Ship Via | | Salesperson |
|-------------|--|--------------|-------------|-------------|
| Net 30 Days | | Pre-Pay& ADD | | JLEGAN |
| Quantity | Description | Unit Price | Amount | |
| | Reference: Effing GRM WaterWell PER YOUR REQUEST, WE ARE PLEASED TO QUOTE THE FOLLOWING: | | | |
| | Line: 001 Expiration Date: 10-Aug-23 Part: GRM EQUIPMENT Rev: 8 Effingham Water Wells Quote includes: (8) Grundfos CIU901 GRM communication module (8) Grundfos CIM280 MK2 Universal Cellular communication card (8) Grundfos backup battery for CIU901 (8) Grundfos IO351B I/O module (8) Grundfos Antenna for GRM (8) Grundfos 1-year subscription for cellular GRM service (8) 14x12 polycarbonate RTU enclosure with subpanel (8) 120V Type 3 surge protective device (8) Analog signal splitter for re-transmitting 4-20 mA output signal All relays for getting needed dry contacts from current panel All needed control conductors, fasteners, connectors, labels and other consumable material Redline copies of connections and numbers for GRM integration to existing schematics The equipment selected is for GRM monitoring only and is not selected to provide any pump control | | | |
| 1 | ea | \$19,297.00 | \$19,297.00 | |
| | | | | |



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|-------------|---|--------------|--------|-------------|
| Net 30 Days | | Pre-Pay& ADD | | JLEGAN |
| Quantity | Description | Unit Price | Amount | |
| | Line: 002 Expiration Date: 10-Aug-23 Part: GRM INSTALL, MISC, STARTUP Rev: 8 Effingham Water Wells Retrofit to include: <ul style="list-style-type: none"> - Installing RTU panel with Grundfos GRM equipment - RTU panel components will be pre-mounted at GWI shop - Removal of any existing SCADA/Dialer equipment - Integrating needed input signals from existing control equipment to Grundfos IO351 and CIU901 - Add any needed relays to obtain needed dry contact for signal - Setup GRM account and verify signals are received correctly - Clean up work area and make panel production ready - Check out with customer prior to leavign - A new full set of AutoCAD panel drawings not included – only red-lined copies of the original drawings included. For a new set of AutoCAD drawings, add \$1,200 to this quote. <p>*Pumps must be able to be taken out of service and main power feed ahead of control panel must be electrically disconnected during work to be performed.</p> <p>*After work has begun, extra costs may be incurred if conduit entry is cemented or permanently sealed inhibiting the scope of work or if any existing conduit is too small to pull new level device cables. These costs may be invoiced at the end of the job if not already discussed ahead of time.</p> <p>*High-flow stations are defined as stations that are required to pump at least once or more per hour. Additional costs up to 30% of the total quote may be incurred for having to stop work and pump while retrofitting high-flow stations if the customer does not have some kind of bypass solution in place. It is highly recommended to discuss bypassing needs with GWI ahead if time if this is going to be a concern.</p> <p>*A bypass solution may be necessary for any station larger than a</p> | | | |



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| Terms | | Ship Via | | Salesperson |
|-------------|--|--------------|-------------|-------------|
| Net 30 Days | | Pre-Pay& ADD | | JLEGAN |
| Quantity | Description | Unit Price | Amount | |
| 1 | ea duplex and should be considered and discussed with GWI before work is to proceed. - Upon the above Scope of Work, should any additional work or additional parts not listed above be required, a revised Scope of Work and quote will be submitted. No additional work will be performed, or additional parts supplied prior to approval. | \$38,720.00 | \$38,720.00 | |
| 1 | Line: 003 Part: SHIPPING & HANDLING CHARGES Shipping & Handling Charges In Bound Standard Ground Shipping Charges Expiration Date: 10-Aug-23 Rev: | \$165.00 | \$165.00 | |
| | Quoted by M Towson PLEASE NOTE: 1. Freight: FOB Origin, ground freight prepaid and charged to curbside of first location. 2. Price "does not" reflect Sales Tax, Documentation, Drawings, or Special Paperwork. 3. We can now accept Visa, Mastercard, American Express and Discover. Please contact us if you would like to pay via credit card. 4. Please reference Quote on Purchase order and send your Purchase orders to PurchaseOrders@GoforthWilliamson.com THANK YOU FOR THE OPPORTUNITY TO PROVIDE THIS QUOTE. PLEASE CALL 770-467-0303, OR YOUR SALES REP, IF YOU HAVE ANY QUESTIONS. | Total: | \$58,182.00 | |

Staff Report

Subject: Consideration to Approve a Resolution of Surplus

Author: Alison Bruton, Purchasing Agent

Department: Various

Meeting Date: June 6, 2023

Item Description: Surplus

Summary Recommendation: Staff recommends approval of the Resolution

Executive Summary/Background:

- From time to time the County has broken, unused, damaged or extra inventory. In order for the county to properly dispose of these items they must be declared surplus in accordance with O.C.G.A § 36-9-2 which states that the county "...may, by order entered onto its minutes, direct the disposal of any real property which may be lawfully disposed of and make and execute good and sufficient title thereof on behalf of the County."
- This resolution consists of various items which have either been replaced or are no longer in use from various departments, including a building and vehicles.

Alternatives for Commission to Consider:

1. Board's approval of the Resolution of Surplus.
2. Do not approve the Resolution of Surplus

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Various

Funding Source: NA

Attachments:

- Resolution of Surplus

NOTICE OF SALE

Notice is hereby given that the Board of Commissioners of Effingham County Georgia, in regular session assembled on **August 1, 2023** by this resolution declare the following described property surplus and authorize the public sale, or disposal thereof:

| Description | Department | Year | Make | Model | Serial Number / Identifying Number | Amount | UOM |
|-------------|-------------------|---|-------|----------------|------------------------------------|--------|-----|
| Vehicle | Fleet Maintenance | 2005 | Ford | DRW Super Duty | 1FDW36P45EB57499 | 1 | ea |
| Vehicle | Fleet Maintenance | 2007 | Dodge | RAM | 1D7HA18P87S183398 | 1 | ea |
| Vehicle | ECSO | 2017 | Ford | F-150 | 1FTEW1CB6JFA13115 | 1 | ea |
| Vehicle | Public Works | 2000 | Ford | F-150 | 1FTZX1725YNC30566 | 1 | ea |
| Vehicle | Public Works | 2009 | Ford | F-250 | 1FTSX20539EB11850 | 1 | ea |
| Vehicle | Public Works | 2016 | Ford | F-250 | 1FT7X2A6XGEA19113 | 1 | ea |
| Vehicle | Public Works | 2004 | Chevy | Silverado | 1GCEC14V44Z150736 | 1 | ea |
| Building | Prison | Prison Maintenance Building/Shed - to be demolished | | | | 1 | ea |

Pursuant to said resolution the above described surplus property will be demolished, offered for sale by auction or by sealed bid; will be traded for newer or alternate equipment or will be donated to non-profit.

This _____ day of August, 2023

Effingham County Board of Commissioners

ATTEST:

Stephanie Johnson, County Clerk

Staff Report

Subject: Approval of Change Order for StageFront for the AV upgrades at the Judicial Complex

Author: Alison Bruton, Purchasing Agent

Department: Court Services

Meeting Date: August 1, 2023

Item Description: Change Order for StageFront for the AV upgrades at the Judicial Complex

Summary Recommendation: Staff recommends approval of Change Order for StageFront for the AV upgrades at the Judicial Complex

Executive Summary/Background:

- The Judicial Complex personnel requested a quote from StageFront to convert the Community Room to a Courtroom. Included in this quote is the court reporter set-up, microphones added at the two tables, judges bench, evidence presentation ability, and additional necessary items.
- StageFront is currently contracted with Effingham County to provide AV upgrades to the Judicial Complex building, so this request will be a change order to the current agreement.
- The change order amount is \$23,217.16 which brings the overall contract amount to \$558,479.95.

Alternatives for Commission to Consider

1. Approval of Change Order for StageFront for the AV upgrades at the Judicial Complex in the amount of \$23,217.16
2. Deny Change Order
3. Take no action.

Recommended Alternative: 1

Other Alternatives: 2, 3

Department Review: Finance, County Manager, Clerk of Court

Funding Source: \$540,000 currently budgeted in General Fund. Budget Amendment will be necessary to cover the additional cost.

Attachments: Change Order for StageFront

STAGE

CHANGE ORDER

Date: C.O. Number:

6 Southern Oaks Drive
Savannah, GA 31405
800.736.9242
Stagefront.net

Original Contract Sum: \$535,262.79

Net Change by previously authorized change orders: \$0.00

Contract Sum prior to this change order: \$535262.79

Contract will be increased/decreased by
this order in the amount of: \$23,217.16

The new contract sum will be: \$558,479.95

The contract duration will be increased dependent on material availability.

Change to scope of work details:

Customer request for changes to Community Assembly Room #160:

Court reporter set up, microphones added at the two tables, judges bench, evidence presentation ability for one laptop, ipad, surface ect..

Add a camera in the front of the room, two laptop inputs and four mic inputs in the front of the Dais.

We hereby agree to the above as an added/reduced project cost to be added/deleted to the original scope of work.

Customer Representative _____ Date: _____

Stage Front Representative _____ Date: _____

Stage Front

BASE_CCO

| | | Install Price | Total Install Price |
|---|---|---------------|---------------------|
| 1 | Audinate ADP-DAI-AU-2X0 2-Channel Analog Input Adapter for Dante Audio Network | \$270.63 | \$270.63 |
| 1 | Audinate ADP-USB-AU-2X2 2x2 USB I/O Adapter for Dante Audio Network | \$246.00 | \$246.00 |
| 1 | CHIEF LTM1U Micro-Adjust Tilt Wall Mount Large | \$718.94 | \$718.94 |
| 3 | Comprehensive CAT6STP-10BLK Cat6 Snagless Shielded Ethernet Cables, Black, 10ft. | \$43.63 | \$130.89 |
| 1 | Crestron Electronics HD-DA2-4KZ-E 1:2 HDMI® Distribution Amplifier w/4K60 4:4:4 & HDR Support | \$524.97 | \$524.97 |
| 1 | Crestron Electronics HD-RXC-101-C-E DM Lite – HDMI® over CATx Receiver w/IR & RS-232, Surface Mount [Limited Supply] | \$472.67 | \$472.67 |
| 1 | Crestron Electronics HD-TXC-101-C-E DM Lite® Transmitter for HDMI®, IR, and RS-232 Signal Extension over CATx Cable [Limited Supply] | \$472.67 | \$472.67 |
| 2 | Extron 60-1271-12 HDMI Twisted Pair Transmitter - 230 feet (70 m) | \$575.68 | \$1,151.36 |
| 2 | Extron 60-1271-13 HDMI Twisted Pair Receiver - 230 feet (70 m) | \$575.68 | \$1,151.36 |
| 1 | Extron 60-1604-01 Four Input 4K/60 HDMI Switcher | \$710.39 | \$710.39 |
| 1 | Middle Atlantic BRK6 6SP (10.5") RACK,18"DEEP | \$525.77 | \$525.77 |
| 1 | Middle Atlantic EB-1 LOGO | \$20.74 | \$20.74 |
| 1 | Middle Atlantic HPS 25PC10-32 Rack Screws w/ Washers | \$51.20 | \$51.20 |

| | | | |
|-----|---|------------|---|
| 1 | Middle Atlantic UTR1 1SP UNIVERSAL HALF-RACK T | \$63.57 | \$6 Item XI. 6. |
| 12 | Platinum Tools PLT100023_XX Shielded EZ-RJ45® for CAT5e & CAT6 with External Ground | \$33.88 | \$406.56 |
| 1 | Prime Wire PB801120 PB801120 - 6-Outlet (4+2) Black Metal Power Strip w/ 10ft Co | \$62.44 | \$62.44 |
| 1 | Radio Design Labs (RDL) RU-MLB4P Mic/Line Bi-Directional network interface | \$1,147.35 | \$1,147.35 |
| 1 | RCI Custom Custom 3-Gang Plate 5-connectors | \$360.83 | \$360.83 |
| 1 | Samsung Pro AV QB85R-B 85" 4K UHD Smart Signage | \$4,284.12 | \$4,284.12 |
| 5 | Shure MX418D/C Cardioid-18" Desktop Gooseneck Condenser Microphone, Attached 10' XLR Cable, Logic Functions, Programmable Switch and LED Indicator, Attached Desktop Base | \$440.77 | \$2,203.85 |
| 1 | Stage Front Freight Shipping & Handling | \$630.34 | \$630.34 |
| 2 | Stage Front Misc. 25 Necessary Fastening Hardware, Accessories | \$101.63 | \$203.26 |
| 1 | Stage Front Warranty | \$378.21 | \$378.21 |
| 750 | West Penn Wire 25291B 2 cond. 22 (7x30) bare CMP | \$1.888 | \$1,415.90 |
| 450 | West Penn Wire 254246F 23 AWG 4 pair solid bare copper conductor, shielded with an overall jacket category 6F untwisted pair cable | \$2.782 | \$1,251.96 |

BASE_CCO Total

\$22,158.24

Project Subtotal:

\$22,158.24

PROJECT SUMMARY

| | |
|---------------------------|-------------|
| Total Installation Price: | \$22,158.24 |
| Sales Tax: | \$1,058.92 |

| | |
|---------------------|--------------------|
| Grand Total: | \$23,217.16 |
|---------------------|--------------------|

Client:

Date

Contractor: Stage Front

Date

Staff Report

Subject: Award of Contracts for Disaster Debris Removal Services with Ceres Environmental Services, Inc. and CrowderGulf, LLC.

Author: Alison Bruton, Purchasing Agent

Department: EEMA

Meeting Date: August 1, 2023

Item Description: Contracts for Disaster Debris Removal Services

Summary Recommendation: Staff recommends approval of both Contracts for Disaster Debris Removal Services with Ceres Environmental Services, Inc. and CrowderGulf, LLC.

Executive Summary/Background:

- Staff recently published and RFP for Disaster Debris Removal Services. The current contracts have been in place since 2018.
- Twelve proposals were received from the following vendors:
 - AKA Tree Service, LLC
 - Ceres Environmental Services, Inc.
 - CrowderGulf, LLC.
 - CTC Disaster Response, Inc.
 - D&J Enterprises, Inc.
 - DRC Emergency Services, LLC
 - Hobart Solutions LLC
 - KDF Enterprises, LLC
 - Marsh Construction
 - Phillips & Jordan, Inc.
 - Southern Disaster Recovery
 - TFR Enterprises, Inc
- Chief Hodges reviewed the proposals based on the evaluation criteria and recommends award to both CrowderGulf, LLC. and Cered Environmental Services, Inc.
- This is a pre-event contract and no compensation will result unless an activation task order is approved by the County.

Alternatives for Commission to Consider

1. Award of Contracts for Disaster Debris Removal Services with Ceres Environmental Services, Inc. and CrowderGulf, LLC.
2. Take no action.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: EEMA, Fire, Purchasing

Funding Source: This is a pre-event contract and no compensation will result unless an activation task order is approved by the County

Attachments:

- Ceres Environmental Agreement
- CrowderGulf Agreement

Disaster Debris Removal Services

This document is a pre-event contract.

No compensation will result from a contract unless an activation task order is approved by the Effingham County Board of Commissioners

THIS AGREEMENT, made and entered into by and between the **BOARD OF COMMISSIONERS OF EFFINGHAM COUNTY, GEORGIA**, a political subdivision of the State of Georgia (hereinafter called the “**County**”), and **CERES ENVIRONMENTAL SERVICES, INC** (hereinafter called the “**Contractor**”) of 6968 PROFESSIONAL PARKWAY, SARASOTA, FL 34240, a corporation maintaining an office located in FLORIDA, for the purposes of engaging in the business of providing Disaster Debris Removal Services.

WHEREAS, the County is empowered to provide for Disaster Debris Removal Services and is further allowed by law to enter contracts; and

WHEREAS, the Contractor is willing to render the service of Disaster Debris Removal Services within the County upon the terms and conditions hereinafter set forth; and

WHEREAS, it is the expectation of each of the parties that by entering into this Agreement, and by the full and faithful observance and performance of its respective duties, obligations and responsibilities, a mutually-satisfactory relationship between them will be established and maintained;

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the County and the Contractor hereby agree as follows:

COMPLIANCE WITH LAWS

The Contractor agrees to comply with all the laws of the federal government and the State of Georgia and the rules and regulations of any and all other governmental agencies relative to natural disasters. In addition, the Contractor shall comply with all present and future ordinances which have an effect on or regulate natural disasters. The Contractor shall at all times comply with all applicable laws, rules, and regulations of all governmental agencies in the performance of this contract.

ANTI-DISCRIMINATION

During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive considerations for employment without regard to race, color, religion, sex, or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(5) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions as may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, That in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency the contractor may request the United States to enter into such litigation to protect the interests of the United States.”

CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

During the performance of this contract, the contractor agrees as follows:

Under 40 U.S.C. § 3702, the contractor will compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week.

The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.

Compliance with the Contract Work Hours and Safety Standards Act

(1) Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such

laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

(2) Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1) of this section the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this section.

3) Withholding for unpaid wages and liquidated damages. The EFFINGHAM COUNTY BOARD OF COMMISSIONERS (name of the Federal agency or the loan or grant recipient) shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this section.

(4) Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1) through (4) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1) through (4) of this section.”

DAVIS BACON ACT

During the performance of this contract, the contractor agrees as follows (if applicable):
Compliance with the Davis-Bacon Act (40 U.S.C. §§ 3141-3144 and 3146-3148) as supplemented by Department of Labor regulations at 29 C.F.R. Part 5 (Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction)). See 2 C.F.R. Part 200, Appendix II, ¶ D.

COPELAND “ANTI-KICKBACK” ACT

During the performance of this contract, the contractor agrees as follows:

(1) Contractor: The contractor shall comply with 18 U.S.C. § 874, 40 U.S.C. § 3145, and the requirements of 29 C.F.R. pt. 3 as may be applicable, which are incorporated by reference into this contract.

(2) Subcontracts: The contractor or subcontractor shall insert in any subcontracts the clause above and such other clauses as the FEMA may by appropriate instructions require, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all of these contract clauses.

(3) Breach: A breach of the contract clauses above may be grounds for termination of the contract, and for debarment as a contractor and subcontractor as provided in 29 C.F.R. § 5.12.”

CLEAN AIR ACT AND THE FEDERAL WATER POLLUTION CONTROL ACT

During the performance of this contract, the contractor agrees as follows:

Clean Air Act

- (1) The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 et seq.
- (2) The contractor agrees to report each violation to the (name of the state agency or local or Indian tribal government) and understands and agrees that the (name of the state agency or local or Indian tribal government) will, in turn, report each violation as required to assure notification to the (name of recipient), Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.
- (3) The contractor agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with Federal assistance provided by FEMA.

Federal Water Pollution Control Act

- (1) The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq.
- (2) The contractor agrees to report each violation to the Effingham County Board of Commissioners and understands and agrees that the Effingham County Board of Commissioners will, in turn, report each violation as required to assure notification to the (name of recipient), Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.
- (3) The contractor agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with Federal assistance provided by FEMA.”

DEBARMENT AND SUSPENSION

- (1) This contract is a covered transaction for purposes of 2 C.F.R. pt. 180 and 2 C.F.R. pt. 3000. As such the contractor is required to verify that none of the contractor, its principals (defined at 2 C.F.R. § 180.995), or its affiliates (defined at 2 C.F.R. § 180.905) are excluded (defined at 2 C.F.R. § 180.940) or disqualified (defined at 2 C.F.R. § 180.935).
- (2) The contractor must comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C and must include a requirement to comply with these regulations in any lower tier covered transaction it enters into.
- (3) This certification is a material representation of fact relied upon by EFFINGHAM COUNTY BOARD OF COMMISSIONERS(insert name of subrecipient). If it is later determined that the contractor did not comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, in addition to remedies available to GEMA/EFFINGHAM COUNTY BOARD OF COMMISSIONERS (name of state agency serving as recipient and name of subrecipient), the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.
- (4) The bidder or proposer agrees to comply with the requirements of 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.”

BYRD ANTI-LOBBYING AMENDMENT, 31 U.S.C. § 1352 (as amended)

Contractors who apply or bid for an award of \$100,000 or more shall file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Each tier shall also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the recipient.”

PROCUREMENT OF RECOVERED MATERIALS

(1) In the performance of this contract, the Contractor shall make maximum use of products containing recovered materials that are EPA- designated items unless the product cannot be acquired—

- (i) Competitively within a timeframe providing for compliance with the contract performance schedule;
- (ii) Meeting contract performance requirements; or
- (iii) At a reasonable price.

(2) Information about this requirement, along with the list of EPA-designate items, is available at EPA’s Comprehensive Procurement Guidelines web site, <https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program>.”

CHANGES

The County reserves the right to make changes in the Services, including alterations, reductions or additions thereto. If the County elects to make the change, the County shall issue a contract amendment or change order and Contractor shall not commence work on any such change until such written amendment or change order has been issued and signed by both parties.

If the contractor wishes to make changes, the contractor shall submit a written request – either a contract amendment or change order and shall not commence work on any such change until such written amendment or change order has been approved and signed by both parties.

ACCESS TO RECORDS

The following access to records requirements apply to this contract:

- (1) The contractor agrees to provide Effingham County Board of Commissioners, the FEMA Administrator, the Comptroller General of the United States, or any of their authorized representatives access to any books, documents, papers, and records of the Contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts, and transcriptions.
- (2) The Contractor agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.
- (3) The contractor agrees to provide the FEMA Administrator or his authorized representatives access to construction or other work sites pertaining to the work being completed under the contract.

DHS SEAL, LOGO AND FLAGS

The contractor shall not use the DHS seal(s), logos, crests, or reproductions of flags or likenesses of DHS agency officials without specific FEMA pre- approval.

COMPLIANCE WITH FEDERAL LAW, REGULATIONS AND EXECUTIVE ORDERS

By executing this contract, the contractor acknowledges that FEMA financial assistance will be used to fund the contract only. The contractor will comply will all applicable federal law, regulations, executive orders, FEMA policies, procedures, and directives.

NO OBLIGATION BY FEDERAL GOVERNMENT

The Federal Government is not a party to this contract and is not subject to any obligations or liabilities to the non-Federal entity, contractor, or any other party pertaining to any matter resulting from the contract.

PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS

By executing this contract, the contractor acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statements) applies to the contractor’s actions pertaining to this contract.

AGREEMENT NOT AN EXCLUSIVE FRANCHISE

It is the understanding and intention of the parties hereto that the Agreement shall constitute a contract for Disaster Debris Removal Services; that said Agreement shall not constitute an exclusive franchise; nor shall same be deemed or construed as such.

EFFECTIVE DATE: TERM OF CONTRACT

This Agreement shall be effective and binding on the date that the last authorized signature is affixed and performance of such Agreement shall begin upon issuance of a Task Order. The initial agreement shall terminate on June 30, 2020. There will be three (3) single-year renewals. This Agreement shall terminate absolutely and without further obligation on the part of County at the close of the fiscal year in which it was executed and at the close of each succeeding fiscal year for which it may be renewed as provided for in O.C.G.A. §36-60-13, the provisions of which are incorporated herein. This Agreement shall terminate immediately and absolutely at such time as appropriated and otherwise unobligated funds are no longer available to satisfy the obligations of the County under this Agreement.

LICENSES AND TAXES

The Contractor must obtain all licenses and permits required by the County, the Federal Government and the State Government.

INDEMNITY

The Contractor agrees to protect, defend, indemnify, and hold harmless the County, its commissioners, officers, agents, and employees from and against any and all liability, damages, claims, suits, liens, and judgments, of whatever nature, including claims for contribution and/or indemnification, for injuries to or death of any person or persons, or damage to the property or other rights of any person or persons caused by the Contractor or its subcontractors. Contractor further agrees to investigate, handle, respond to, provide defense for, and to protect, defend, indemnify, and hold harmless the County, at its sole expense, and agrees to bear all other costs and expenses related thereto, even if such claims, suits, etc., are groundless, false, or fraudulent, including any and all claims or liability for compensation under the Worker's Compensation Act arising out of injuries sustained by any employee of the Contractor or its subcontractors or anyone directly or indirectly employed by any of them. The Contractor’s obligation to indemnify the County under this Section shall not be limited in any way by the agreed-upon contract price, or to the scope and amount of coverage provided by any insurance maintained by the Contractor.

IMMUNITY

Nothing contained in this Agreement shall be construed or deemed to be a waiver of any immunity to which the County, its officials, or employees are legally entitled.

INSURANCE

The Contractor shall maintain such insurance as will protect the company from claims under workmen’s compensation acts and from any other claims for damages to property, and for personal injury, including death, which may arise from operations under this contract, whether such operations are by the Contractor or by any sub-contractor or anyone directly or indirectly employed by Contractor.

Certificates of such insurance shall be filed with the County. The Contractor will provide the County ten (10) days’ notice in the event the Contractor’s insurance is cancelled or terminated for any reason

*The limits of insurance are as follows:

- A. **Commercial General Liability:** Provides protection against bodily injury, including death and property damage claims arising from operations of a contractor or tenant. Minimum limits: \$1,000,000 bodily injury and property damage each occurrence, and \$2,000,000 Property Damage, in the aggregate.
- B. **Worker's Compensation and Employer’s Liability:** Provides statutory protection against bodily injury, sickness or disease sustained by employees of the contractor while performing within the scope of duties. Minimum limits: \$500,000 for each accident, disease policy limit, and disease each employee and Statutory Worker’s Compensation limit.
- C. **Business Automobile Liability:** Coverage insures against liability claims arising out of the contractor’s use of automobiles. Minimum limit: \$1,000,000 combined single limit per accident for bodily injury, property damage, and should be written on an “Any Auto” basis.
- D. **Umbrella Policy:** \$10,000,000

Failure to obtain or maintain the appropriate insurance coverages as stated herein (and in RFP 18-002) shall be deemed a default on the part of the Contractor. The Contractor shall immediately cure a default under this provision within twenty-four (24) hours thereof. In the event Contractor does not timely cure a default under this provision, the County shall be entitled to immediately terminate this contract.

*Liability Insurance shall be effective for the duration of the contract period as described in the contract documents, including RFP 18-002 and any authorized change orders/task orders.

All insurance premiums shall be paid by the Contractor and shall be without cost to the County.

INTENTIONALLY LEFT BLANK

FEES: **SEE ATTACHMENT A FOR THE FEE PROPOSAL SUBMITTED FOR 23-RFP-026**

No compensation will result from a contract unless an activation task order is approved by the Effingham County Board of Commissioners

| ITEM DESCRIPTION | UNIT PRICE | |
|---|-----------------|------------|
| REMOVAL AND HAULING OF VEGETATIVE DEBRIS FROM ROW TO DMS. To include limbs and trees placed on ROW under other pay items below. | 0-15.9 miles | \$____./cy |
| | 16.0-30.9 miles | \$____./cy |
| | 31-60 miles | \$____./cy |
| DMS SITE MANAGEMENT, Management of disaster related debris delivered to the DMS by the Contractor or County. | \$____./cy | |
| GRINDING OF VEGETATIVE DEBRIS AT A DMS PROVIDED BY THE COUNTY. Grinding of disaster related debris delivered to the DMS by Contractor or County | \$____./cy | |
| AIR CURTAIN BURNING OF VEGETATIVE DEBRIS AT A DMS PROVIDED BY THE COUNTY. Burning of disaster related debris delivered to the DMS by Contractor or County. | \$____./cy | |
| LOADING, HAULING, AND DISPOSAL OF VEGETATIVE DEBRIS REDUCED BY GRINDING FROM DMS TO AN APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. | 0-15.9 miles | \$____./cy |
| | 16.0-30.9 miles | \$____./cy |
| | 31-60 miles | \$____./cy |
| LOADING, HAULING, AND DISPOSAL OF VEGETATIVE DEBRIS REDUCED BY AIR CURTAIN BURNING FROM DMS TO APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. | 0-15.9 miles | \$____./cy |
| | 16.0-30.9 miles | \$____./cy |
| | 31-60 miles | \$____./cy |

| | | |
|---|-----------------|--------------|
| REMOVAL AND HAULING OF C&D DEBRIS FROM ROW TO DMS | 0-15.9 miles | \$____./cy |
| | 16.0-30.9 miles | \$____./cy |
| | 31-60 miles | \$____./cy |
| REDUCTION OF C&D DEBRIS BY GRINDING | | \$____./cy |
| REDUCTION OF C&D DEBRIS BY COMPACTION | | \$____./cy |
| LOADING, HAULING, AND DISPOSAL OF C&D DEBRIS REDUCED BY GRINDING/COMPACTION FROM DMS TO AN APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. | 0-15.9 miles | \$____./cy |
| | 16.0-30.9 miles | \$____./cy |
| | 31-60 miles | \$____./cy |
| REMOVAL OF C&D DEBRIS AND HAULING DIRECTLY TO AN APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. (NON DMS OPTION) | 0-15.9 miles | \$____./cy |
| | 16.0-30.9 miles | \$____./cy |
| | 31-60 miles | \$____./cy |
| REMOVAL OF HAZARDOUS LIMBS (HANGERS). The Contractor shall remove all hazardous hanging limbs over 2" in diameter and place them on public property or ROW | | \$____./tree |
| REMOVAL OF HAZARDOUS TREES (LEANERS). The Contractor shall remove all hazardous trees 6" in diameter and greater (measured 54" above ground) and place them on public property or ROW | 6" – 12" | \$____./tree |
| | 12" – 24" | \$____./tree |
| | 24" – 36" | \$____./tree |
| | 36" and greater | \$____./tree |

| | |
|---|--|
| <p>REMOVAL OF HAZARDOUS STUMPS. The Contractor shall remove all hazardous stumps 24” and place them on public property or ROW</p> | <p>24” – 36” \$ ____./stump 36” – 48” \$ ____./stump 48” and greater \$ ____./stump</p> |
| <p>REMOVAL, HAULING, AND DISPOSAL OF WHITE GOODS. The Contractor shall remove, decontaminate, transport and recycle or dispose approved white goods (appliances) in accordance with all federal, state, and local rules, regulations, and laws.</p> | <p>\$ ____./unit</p> |
| <p>REMOVAL, HAULING, AND DISPOSAL OF ELECTRONICS WASTE. The Contractor shall remove, haul, and dispose electronics waste in accordance with all applicable rules, regulations, and laws. The e-waste will be loaded, transported, and disposed at a facility approved to accept such items.</p> | <p>\$ ____./cy</p> |
| <p>REMOVAL, HAULING, OF HOUSEHOLD HAZARDOUS WASTES (HHW). The Contractor shall collect and transport household hazardous wastes to a central collection site identified by the County.</p> | <p>\$ ____./lb.</p> |
| <p>REMOVAL, HAULING, AND DISPOSAL OF LAWNMOWERS AND EQUIPMENT WITH SMALL ENGINES. The Contractor shall load, haul, and dispose of lawnmowers and other equipment with small engines. County is responsible for final disposal costs.</p> | <p>\$ ____./each</p> |
| <p>REMOVAL, HAULING, AND DISPOSAL OF DEAD ANIMAL CARCASSES. The Contractor shall collect and transport dead animal carcasses to a central collection site identified by the County. County to pay all tipping fees directly.</p> | <p>\$ ____./lb.</p> |

| | | |
|--|-----------------|----------------------|
| REMOVAL AND HAULING OF STORM DEPOSITED SOILS TO DMS. The contractor shall haul storm deposited soils to a DMS designated by the County. Final disposition of the soils shall be the responsibility of the County. | 0-15.9 miles | \$____./____/cy |
| | 16.0-30.9 miles | \$____./____/cy |
| | 31-60 miles | \$____./____/cy |
| DEMOLITION. The Contractor shall demolish structures identified by the County as eligible for reimbursement and place on the ROW for removal. | | \$____./____/sq. ft. |

| ITEM DESCRIPTION | HOURLY RATE |
|--|----------------------------------|
| EMERGENCY ROAD CLEARANCE (per item 5.29 of RFP 18-002) | \$____./____/per hour (complete) |
| | |

ADDITIONAL SERVICES PROVIDED AT NO COST:

- A. Training and Assistance: One (1) day of training for all key personnel and assistance in all disaster debris recovery planning efforts is required.
- B. Preliminary Damage Assessment: Determining the impact and magnitude of the disaster event to help expedite any applications for federal assistance.
- C. Mobilization and Demobilization: All arrangements necessary to mobilize and demobilize the Contractor's labor force and equipment needed to perform the Scope of Services contained herein shall be made by the Contractor.
- D. Temporary Storage of Documents: The Contractor shall provide storage of daily disaster-related documents and reports for protection during the disaster event.
- E. Debris Planning Efforts: The Contractor shall assist in disaster debris recovery planning efforts as requested by the County. These planning efforts shall include, but are not limited to; identification of adequate temporary debris storage and reduction sites, estimation of debris quantities, and emergency action plans for debris clearance following a disaster event.
- F. Reporting and Documentation: The Contractor shall provide and submit to the Monitor and the County, all reports and documents as may be necessary to adequately document its performance of this Contract, to include all requirements for documentation requested by FEMA and/or State government for reimbursement of costs.

These prices shall remain in effect for a period of 36 months, no exception.

No work outside the scope of work contained in the RFP will be performed without the advanced written consent of the County Manager or Project Manager.

TERMINATION

The agreement between the County and Contractor can be terminated with 30 days written notice by the County based on:

- a. County electing, in writing, not to exercise any of its option periods.
- b. Failure of the Contractor to perform based on the Contractor’s bankruptcy, lack or loss of skilled personnel, or disregarding laws, ordinances, rules, regulations or orders of any public body having jurisdiction. Should any single, multiple or all of the above conditions occur, the County shall have the authority to terminate the contract with written notice to Contractor. The Contractor shall be liable for any losses occurring as a result of not abiding by the terms of the agreement.
- c. Failure of the Contractor to abide by any of the conditions of this Agreement.
- d. Any termination of the Contractor’s services shall not affect any right of the County against the Contractor then-existing or which may thereafter occur. Any retention of payment monies by the County due the Contractor will not release Contractor from compliance with the Contract documents.

Should the contract, upon expiration, be awarded to another service provider, Contractor shall cooperate with the County to assist with the orderly transfer of the functions and operations provided by the Contractor hereunder to another service provider or to the County as determined by the County in its sole discretion. Prior to termination or expiration of this Agreement, the County may require the Contractor to perform and, if so required, the Contractor shall perform certain transition services necessary to shift the support work of the Contractor to another provider or to the County itself and the County shall pay for such service at the rates set forth in this Agreement. Transition services may include but shall not be limited to the following:

- 1. Working with the County to jointly develop a mutually agreed upon Transition Services Plan to facilitate the termination of the Services; and
- 2. Notifying all affected service providers and subcontractors of the Service provider

Effingham County shall have the right to terminate any contract to be made hereunder for its convenience by giving written notice 30 days in advance of its election to do so and by specifying the effective date of such termination. The Vendor shall be paid for services rendered through the effective date of such termination. Further, provided a contract is awarded, if a Vendor shall fail to fulfill any of its obligations hereunder, the County may, by giving written notice to the Vendor, terminate the agreement with said Vendor for such default. If this agreement is so terminated, the Vendor shall be paid only for work satisfactorily completed.

TRANSFERABILITY OF CONTRACT

No assignment of the Contract or any right accruing under this Contract shall be made in whole or in part to third persons by the Contractor without the express written consent of the County, which consent shall not be unreasonably withheld; in the event of any assignment, the assignee shall assume the liability of the Contractor.

ADMINISTRATION

The administration and enforcement of this Agreement shall be the responsibility of the County Manager or his designated representative(s).

The County Manager shall recommend that the Board of Commissioners adopt any rules and regulations required to implement or enforce the terms and conditions of this Agreement. The Contractor shall cooperate with the County Manager or his representative(s) in any inspections and render whatever assistance they reasonably request. The Contractor agrees to follow the reasonable recommendations of the County Manager so that the County’s reputation is in no way damaged by the Contractor’s performance.

NO AGENCY CREATED

Nothing in the Contract is intended to grant authority to the Contractor, as agent or otherwise, to bind the County to any contract, warranty, or agreement, or to subject the County to any costs, liabilities or expenses. It is expressly understood that the Contractor shall be an independent contractor with absolutely no authority to bind or obligate the County and for whom the County shall have no liability or responsibility.

CONTRACT DOCUMENTS

This agreement contains the entire understanding between the parties concerning the subject matter hereof, and no representations, inducements, or agreements, oral or otherwise, not embodied herein, shall be of any force and effect. Should, through administrative oversight, a particular requirement of RFP No. 18-002 not be expressly addressed within the body of this Agreement, the RFP language shall be referred to for guidance.

CONTRACT AMENDMENTS

It is the intention and agreement of the parties of this Contract that all legal provisions of law which are required to be inserted herein, shall be and are inserted herein. However, if by mistake or otherwise, some such provision is not herein inserted, or is not inserted in proper form, the contract may be amended provided that such amendment is in writing and signed by the parties hereto stating that said writing is an amendment or modification hereto. Any other attempts at modification, whether by course of conduct, oral or informally written agreement or whatever, shall not prevail.

SEPERABILITY OR PROVISION

If any provision of this Agreement, or its application to any person or circumstances, is invalid or unenforceable, a suitable and equitable provision shall be substituted therefore in order to carry out, so far as may be valid and enforceable, the intent and purpose of this invalid and unenforceable provision herein and the remainder of this Agreement shall not be affected thereby.

CONSTRUCTION

This Agreement shall be deemed to have been approved and accepted at Springfield, Effingham County, Georgia, and shall be construed under the laws of the State of Georgia.

HEADINGS

The use of headings, captions, and numbers herein is solely for the convenience of identifying and indexing the various paragraphs and shall in no event be considered otherwise in construing or interpreting any provision of the Agreement

INTENTIONALLY LEFT BLANK

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed by their duly authorized officers and their corporate seals affixed hereto on the day and year below their respective signatures.

BOARD OF COMMISSIONERS OF
EFFINGHAM COUNTY, GEORGIA

BY: _____
Wesley Corbitt, Chairman

ATTEST: _____
Stephanie Johnson, Effingham County Clerk

Date: _____

CERES ENVIRONMENTAL SERVICES, INC.

BY: _____

Title: _____

Attest: _____

Date: _____

June 1, 2023

Effingham County
 Purchasing Office
 804 S Laurel Street
 Springfield, GA 31329

RE: 23-RFP-026 - Disaster Debris Removal Services
 Due: 6/1/2023 at 11:15 AM ET

Dear Evaluation Team

The following is Ceres Environmental Services Inc's Proposal Cost for the Effingham County RFP #23-RFP-026 - Disaster Debris Removal Services.

| Item Number | Description | Quantity | Unit of Measure | Unit Cost |
|-------------|--|-------------------|-----------------|-----------|
| 1 | REMOVAL AND HAULING OF VEGETATIVE DEBRIS FROM ROW TO DMS. To include limbs and trees placed on ROW under other pay items below. | 0 - 15.9 miles | CY | \$ 8.23 |
| | | 16.0 - 30.9 miles | CY | \$ 8.53 |
| | | 31-60 miles | CY | \$ 8.83 |
| 2 | DMS SITE MANAGEMENT, Management of disaster related debris delivered to the DMS by the Contractor or County. | Per | CY | \$ 1.84 |
| 3 | GRINDING OF VEGETATIVE DEBRIS AT A DMS PROVIDED BY THE COUNTY. Grinding of disaster related debris delivered to the DMS by Contractor or County | Per | CY | \$ 2.85 |
| 4 | AIR CURTAIN BURNING OF VEGETATIVE DEBRIS AT A DMS PROVIDED BY THE COUNTY. Burning of disaster related debris delivered to the DMS by Contractor or County. | Per | CY | \$ 1.28 |
| 5 | LOADING, HAULING, AND DISPOSAL OF VEGETATIVE DEBRIS REDUCED BY GRINDING FROM DMS TO AN APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. | 0 - 15.9 miles | CY | \$ 2.95 |
| | | 16.0 - 30.9 miles | CY | \$ 3.35 |
| | | 31-60 miles | CY | \$ 3.95 |
| 6 | LOADING, HAULING, AND DISPOSAL OF VEGETATIVE DEBRIS REDUCED BY AIR CURTAIN BURNING FROM DMS TO APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. | 0 - 15.9 miles | CY | \$ 3.48 |
| | | 16.0 - 30.9 miles | CY | \$ 3.64 |
| | | 31-60 miles | CY | \$ 3.78 |
| 7 | REMOVAL AND HAULING OF C&D DEBRIS FROM ROW TO DMS | 0 - 15.9 miles | CY | \$ 8.23 |
| | | 16.0 - 30.9 miles | CY | \$ 8.53 |
| | | 31-60 miles | CY | \$ 8.83 |
| 8 | REDUCTION OF C&D DEBRIS BY GRINDING | Per | CY | \$ 2.44 |

| Item Number | Description | Quantity | Unit of Measure | Unit Cost |
|-------------|---|-------------------|-----------------|-----------|
| 9 | REDUCTION OF C&D DEBRIS BY COMPACTION | Per | CY | \$ 1.05 |
| 10 | LOADING, HAULING, AND DISPOSAL OF C&D DEBRIS REDUCED BY GRINDING/COMPACTION FROM DMS TO AN APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. | 0 - 15.9 miles | CY | \$ 4.45 |
| | | 16.0 - 30.9 miles | CY | \$ 5.65 |
| | | 31-60 miles | CY | \$ 6.95 |
| 11 | REMOVAL OF C&D DEBRIS AND HAULING DIRECTLY TO AN APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. (NON DMS OPTION) | 0 - 15.9 miles | CY | \$ 8.73 |
| | | 16.0 - 30.9 miles | CY | \$ 9.33 |
| | | 31-60 miles | CY | \$ 9.83 |
| 12 | REMOVAL OF HAZARDOUS LIMBS (HANGERS). The Contractor shall remove all hazardous hanging limbs over 2" in diameter and place them on public property or ROW | Per | Tree | \$88.00 |
| 13 | REMOVAL OF HAZARDOUS TREES (LEANERS). The Contractor shall remove all hazardous trees 6" in diameter and greater (measured 54" above ground) and place them on public property or ROW | 6" to 12" | Tree | \$20.00 |
| | | 12" to 24" | Tree | \$30.00 |
| | | 24 to 36" | Tree | \$40.00 |
| | | 36" and greater | Tree | \$50.00 |
| 14 | REMOVAL OF HAZARDOUS STUMPS. The Contractor shall remove all hazardous stumps 24" and place them on public property or ROW | 24" to 36" | Stump | \$75.00 |
| | | 36" to 48" | Stump | \$85.00 |
| | | 48" and greater | Stump | \$100.00 |
| 15 | REMOVAL, HAULING, AND DISPOSAL OF WHITE GOODS. The Contractor shall remove, decontaminate, transport and recycle or dispose approved white goods (appliances) in accordance with all federal, state, and local rules, regulations, and laws. | Per | Unit | \$28.00 |
| 16 | REMOVAL, HAULING, AND DISPOSAL OF ELECTRONICS WASTE. The Contractor shall remove, haul, and dispose electronics waste in accordance with all applicable rules, regulations, and laws. The e-waste will be loaded, transported, and disposed at a facility approved to accept such items. | Per | Unit | \$14.00 |

| Item Number | Description | Quantity | Unit of Measure | Unit Cost |
|-------------|--|-------------------|-----------------|-----------|
| 17 | REMOVAL, HAULING, OF HOUSEHOLD HAZARDOUS WASTES (HHW). The Contractor shall collect and transport household hazardous wastes to a central collection site identified by the County. | Per | Pound | \$ 5.75 |
| 18 | REMOVAL, HAULING, AND DISPOSAL OF LAWNMOWERS AND EQUIPMENT WITH SMALL ENGINES. The Contractor shall load, haul, and dispose of lawnmowers and other equipment with small engines. County is responsible for final disposal costs. | Per | Each | \$32.00 |
| 19 | REMOVAL, HAULING, AND DISPOSAL OF DEAD ANIMAL CARCASSES. The Contractor shall collect and transport dead animal carcasses to a central collection site identified by the County. County to pay all tipping fees directly. | Per | Pound | \$ 0.75 |
| 20 | REMOVAL AND HAULING OF STORM DEPOSITED SOILS TO DMS. The contractor shall haul storm deposited soils to a DMS designated by the County. Final disposition of the soils shall be the responsibility of the County. | 0 - 15.9 miles | CY | \$ 8.79 |
| | | 16.0 - 30.9 miles | CY | \$ 9.59 |
| | | 31-60 miles | CY | \$10.59 |
| 21 | DEMOLITION. The Contractor shall demolish structures identified by the County as eligible for reimbursement and place on the ROW for removal. | Per | Sq Ft | \$ 3.24 |
| 22 | EMERGENCY ROAD CLEARANCE | Per | Hour | \$248.00 |

We look forward to the opportunity to be your supplier of disaster debris management services.

Sincerely,



Tia Laurie
Corporate Secretary
Ceres Environmental Services, Inc.

Enc.

**ADDENDUM TO COUNTY MULTI-YEAR CONTRACT,
LIMITATIONS AND ANNUAL APPROPRIATIONS**

This Addendum is made a part of and incorporated into the Contract between The Board of Commissioners of Effingham County, Georgia (“County”) and CERES ENVIRONMENTAL SERVICES, INC (“CERES”), dated _____, as follows:

1. Notwithstanding anything to the contrary contained herein, this Contract shall terminate absolutely and without further obligation on the part of County at the close of the fiscal year in which it was executed and at the close of each succeeding fiscal year for which it may be renewed as provided for in O.C.G.A. '36-60-13, the provisions of which are incorporated herein. The contract shall be automatically renewed for one (1) year terms unless County gives notice of non-renewal not later than sixty (60) days prior to the expiration of any renewal term.

2. The total maximum contract obligations for the fiscal year 2024 shall be NA. The maximum contract amount for fiscal years 2025, and 2026, shall be NA. Contracts under O.C.G.A. '36-60-13 and contracts of the County under Article IX, Section III, Paragraph 1 of the Constitution of the State of Georgia in any fiscal year, excluding Guaranteed Energy Savings Contract, shall not exceed in an amount equal to 7.5% of the total local revenue collected for maintenance and operation of County in the most recently completed fiscal year.

3. This Addendum shall be deemed to obligate County only for those sums payable during the current fiscal year of execution or in the event of renewal by County for those sums payable in the individual fiscal year renewal term, fiscal year of execution or, in the event of a renewal, beyond the fiscal year of such renewal.

4. To the maximum extent permitted under applicable law and, in that regard, County and CERES expressly acknowledge and agree that this Contract shall be subject to the terms and conditions of Section 36-60-13 of the Official Code of Georgia Annotated and they intend and agree that the provisions of this Contract shall be interpreted and construed so as to be lawful and

permissible under all circumstances under such statute.

5. REMOVED

6. Further, County is obligated only to make such payments as may lawfully be made from funds budgeted and appropriated for that purpose during County’s then current fiscal year. Should County fail to budget, appropriate or otherwise make available funds to pay the Contract following the then current Original Term or Renewal Term, this Agreement shall be deemed terminated at the end of the then current Original Term or Renewal Term.

Except as modified hereby, the Schedule, and the terms and provision of the Contract, are and shall remain in full force and effect and, except as modified hereby, the rights and obligations of the parties are not modified or affected in any way.

IN WITNESS WHEREOF, the parties hereto have caused this Addendum to be executed in their names by their duly authorized representatives as of the date first above written.

CERES ENVIRONMENTAL SERVICES, INC

Signature: _____

Name: _____

Title: _____

**BOARD OF COMMISSIONERS OF
EFFINGHAM COUNTY, GEORGIA**

By: _____
Wesley Corbett
Its: Chairman

Attest: _____
Stephanie Johnson
Its: County Clerk

Disaster Debris Removal Services

This document is a pre-event contract.

No compensation will result from a contract unless an activation task order is approved by the Effingham County Board of Commissioners

THIS AGREEMENT, made and entered into by and between the **BOARD OF COMMISSIONERS OF EFFINGHAM COUNTY, GEORGIA**, a political subdivision of the State of Georgia (hereinafter called the “**County**”), and **CROWDERGULF, LLC**, (hereinafter called the “**Contractor**”) of 5629 COMMERCE BLVD. E, MOBILE, AL 36619, a corporation maintaining an office located in ALABAMA, for the purposes of engaging in the business of providing Disaster Debris Removal Services.

WHEREAS, the County is empowered to provide for Disaster Debris Removal Services and is further allowed by law to enter contracts; and

WHEREAS, the Contractor is willing to render the service of Disaster Debris Removal Services within the County upon the terms and conditions hereinafter set forth; and

WHEREAS, it is the expectation of each of the parties that by entering into this Agreement, and by the full and faithful observance and performance of its respective duties, obligations and responsibilities, a mutually-satisfactory relationship between them will be established and maintained;

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the County and the Contractor hereby agree as follows:

COMPLIANCE WITH LAWS

The Contractor agrees to comply with all the laws of the federal government and the State of Georgia and the rules and regulations of any and all other governmental agencies relative to natural disasters. In addition, the Contractor shall comply with all present and future ordinances which have an effect on or regulate natural disasters. The Contractor shall at all times comply with all applicable laws, rules, and regulations of all governmental agencies in the performance of this contract.

ANTI-DISCRIMINATION

During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive considerations for employment without regard to race, color, religion, sex, or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(5) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions as may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, That in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency the contractor may request the United States to enter into such litigation to protect the interests of the United States."

CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

During the performance of this contract, the contractor agrees as follows:

Under 40 U.S.C. § 3702, the contractor will compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week.

The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.

Compliance with the Contract Work Hours and Safety Standards Act

(1) Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such

laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

(2) Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1) of this section the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this section.

3) Withholding for unpaid wages and liquidated damages. The EFFINGHAM COUNTY BOARD OF COMMISSIONERS (name of the Federal agency or the loan or grant recipient) shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this section.

(4) Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1) through (4) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1) through (4) of this section.”

DAVIS BACON ACT

During the performance of this contract, the contractor agrees as follows (if applicable):
Compliance with the Davis-Bacon Act (40 U.S.C. §§ 3141-3144 and 3146-3148) as supplemented by Department of Labor regulations at 29 C.F.R. Part 5 (Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction)). See 2 C.F.R. Part 200, Appendix II, ¶ D.

COPELAND “ANTI-KICKBACK” ACT

During the performance of this contract, the contractor agrees as follows:

(1) Contractor: The contractor shall comply with 18 U.S.C. § 874, 40 U.S.C. § 3145, and the requirements of 29 C.F.R. pt. 3 as may be applicable, which are incorporated by reference into this contract.

(2) Subcontracts: The contractor or subcontractor shall insert in any subcontracts the clause above and such other clauses as the FEMA may by appropriate instructions require, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all of these contract clauses.

(3) Breach: A breach of the contract clauses above may be grounds for termination of the contract, and for debarment as a contractor and subcontractor as provided in 29 C.F.R. § 5.12.”

CLEAN AIR ACT AND THE FEDERAL WATER POLLUTION CONTROL ACT

During the performance of this contract, the contractor agrees as follows:

Clean Air Act

- (1) The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 et seq.
- (2) The contractor agrees to report each violation to the (name of the state agency or local or Indian tribal government) and understands and agrees that the (name of the state agency or local or Indian tribal government) will, in turn, report each violation as required to assure notification to the (name of recipient), Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.
- (3) The contractor agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with Federal assistance provided by FEMA.

Federal Water Pollution Control Act

- (1) The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq.
- (2) The contractor agrees to report each violation to the Effingham County Board of Commissioners and understands and agrees that the Effingham County Board of Commissioners will, in turn, report each violation as required to assure notification to the (name of recipient), Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.
- (3) The contractor agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with Federal assistance provided by FEMA.”

DEBARMENT AND SUSPENSION

- (1) This contract is a covered transaction for purposes of 2 C.F.R. pt. 180 and 2 C.F.R. pt. 3000. As such the contractor is required to verify that none of the contractor, its principals (defined at 2 C.F.R. § 180.995), or its affiliates (defined at 2 C.F.R. § 180.905) are excluded (defined at 2 C.F.R. § 180.940) or disqualified (defined at 2 C.F.R. § 180.935).
- (2) The contractor must comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C and must include a requirement to comply with these regulations in any lower tier covered transaction it enters into.
- (3) This certification is a material representation of fact relied upon by EFFINGHAM COUNTY BOARD OF COMMISSIONERS(insert name of subrecipient). If it is later determined that the contractor did not comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, in addition to remedies available to GEMA/EFFINGHAM COUNTY BOARD OF COMMISSIONERS (name of state agency serving as recipient and name of subrecipient), the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.
- (4) The bidder or proposer agrees to comply with the requirements of 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.”

BYRD ANTI-LOBBYING AMENDMENT, 31 U.S.C. § 1352 (as amended)

Contractors who apply or bid for an award of \$100,000 or more shall file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Each tier shall also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the recipient.”

PROCUREMENT OF RECOVERED MATERIALS

(1) In the performance of this contract, the Contractor shall make maximum use of products containing recovered materials that are EPA- designated items unless the product cannot be acquired—

- (i) Competitively within a timeframe providing for compliance with the contract performance schedule;
- (ii) Meeting contract performance requirements; or
- (iii) At a reasonable price.

(2) Information about this requirement, along with the list of EPA-designate items, is available at EPA’s Comprehensive Procurement Guidelines web site, <https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program>.”

CHANGES

The County reserves the right to make changes in the Services, including alterations, reductions or additions thereto. If the County elects to make the change, the County shall issue a contract amendment or change order and Contractor shall not commence work on any such change until such written amendment or change order has been issued and signed by both parties.

If the contractor wishes to make changes, the contractor shall submit a written request – either a contract amendment or change order and shall not commence work on any such change until such written amendment or change order has been approved and signed by both parties.

ACCESS TO RECORDS

The following access to records requirements apply to this contract:

- (1) The contractor agrees to provide Effingham County Board of Commissioners, the FEMA Administrator, the Comptroller General of the United States, or any of their authorized representatives access to any books, documents, papers, and records of the Contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts, and transcriptions.
- (2) The Contractor agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.
- (3) The contractor agrees to provide the FEMA Administrator or his authorized representatives access to construction or other work sites pertaining to the work being completed under the contract.

DHS SEAL, LOGO AND FLAGS

The contractor shall not use the DHS seal(s), logos, crests, or reproductions of flags or likenesses of DHS agency officials without specific FEMA pre- approval.

COMPLIANCE WITH FEDERAL LAW, REGULATIONS AND EXECUTIVE ORDERS

By executing this contract, the contractor acknowledges that FEMA financial assistance will be used to fund the contract only. The contractor will comply will all applicable federal law, regulations, executive orders, FEMA policies, procedures, and directives.

NO OBLIGATION BY FEDERAL GOVERNMENT

The Federal Government is not a party to this contract and is not subject to any obligations or liabilities to the non-Federal entity, contractor, or any other party pertaining to any matter resulting from the contract.

PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS

By executing this contract, the contractor acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statements) applies to the contractor’s actions pertaining to this contract.

AGREEMENT NOT AN EXCLUSIVE FRANCHISE

It is the understanding and intention of the parties hereto that the Agreement shall constitute a contract for Disaster Debris Removal Services; that said Agreement shall not constitute an exclusive franchise; nor shall same be deemed or construed as such.

EFFECTIVE DATE: TERM OF CONTRACT

This Agreement shall be effective and binding on the date that the last authorized signature is affixed and performance of such Agreement shall begin upon issuance of a Task Order. The initial agreement shall terminate on June 30, 2020. There will be three (3) single-year renewals. This Agreement shall terminate absolutely and without further obligation on the part of County at the close of the fiscal year in which it was executed and at the close of each succeeding fiscal year for which it may be renewed as provided for in O.C.G.A. §36-60-13, the provisions of which are incorporated herein. This Agreement shall terminate immediately and absolutely at such time as appropriated and otherwise unobligated funds are no longer available to satisfy the obligations of the County under this Agreement.

LICENSES AND TAXES

The Contractor must obtain all licenses and permits required by the County, the Federal Government and the State Government.

INDEMNITY

The Contractor agrees to protect, defend, indemnify, and hold harmless the County, its commissioners, officers, agents, and employees from and against any and all liability, damages, claims, suits, liens, and judgments, of whatever nature, including claims for contribution and/or indemnification, for injuries to or death of any person or persons, or damage to the property or other rights of any person or persons caused by the Contractor or its subcontractors. Contractor further agrees to investigate, handle, respond to, provide defense for, and to protect, defend, indemnify, and hold harmless the County, at its sole expense, and agrees to bear all other costs and expenses related thereto, even if such claims, suits, etc., are groundless, false, or fraudulent, including any and all claims or liability for compensation under the Worker's Compensation Act arising out of injuries sustained by any employee of the Contractor or its subcontractors or anyone directly or indirectly employed by any of them. The Contractor’s obligation to indemnify the County under this Section shall not be limited in any way by the agreed-upon contract price, or to the scope and amount of coverage provided by any insurance maintained by the Contractor.

IMMUNITY

Nothing contained in this Agreement shall be construed or deemed to be a waiver of any immunity to which the County, its officials, or employees are legally entitled.

INSURANCE

The Contractor shall maintain such insurance as will protect the company from claims under workmen’s compensation acts and from any other claims for damages to property, and for personal injury, including death, which may arise from operations under this contract, whether such operations are by the Contractor or by any sub-contractor or anyone directly or indirectly employed by Contractor.

Certificates of such insurance shall be filed with the County. The Contractor will provide the County ten (10) days’ notice in the event the Contractor’s insurance is cancelled or terminated for any reason

*The limits of insurance are as follows:

- A. **Commercial General Liability:** Provides protection against bodily injury, including death and property damage claims arising from operations of a contractor or tenant. Minimum limits: \$1,000,000 bodily injury and property damage each occurrence, and \$2,000,000 Property Damage, in the aggregate.
- B. **Worker's Compensation and Employer’s Liability:** Provides statutory protection against bodily injury, sickness or disease sustained by employees of the contractor while performing within the scope of duties. Minimum limits: \$500,000 for each accident, disease policy limit, and disease each employee and Statutory Worker’s Compensation limit.
- C. **Business Automobile Liability:** Coverage insures against liability claims arising out of the contractor’s use of automobiles. Minimum limit: \$1,000,000 combined single limit per accident for bodily injury, property damage, and should be written on an “Any Auto” basis.
- D. **Umbrella Policy:** \$10,000,000

Failure to obtain or maintain the appropriate insurance coverages as stated herein (and in RFP 18-002) shall be deemed a default on the part of the Contractor. The Contractor shall immediately cure a default under this provision within twenty-four (24) hours thereof. In the event Contractor does not timely cure a default under this provision, the County shall be entitled to immediately terminate this contract.

*Liability Insurance shall be effective for the duration of the contract period as described in the contract documents, including RFP 18-002 and any authorized change orders/task orders.

All insurance premiums shall be paid by the Contractor and shall be without cost to the County.

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FEES: **SEE ATTACHMENT A FOR THE FEE PROPOSAL SUBMITTED FOR 23-RFP-026**

No compensation will result from a contract unless an activation task order is approved by the Effingham County Board of Commissioners

| ITEM DESCRIPTION | UNIT PRICE | |
|---|-----------------|------------|
| REMOVAL AND HAULING OF VEGETATIVE DEBRIS FROM ROW TO DMS. To include limbs and trees placed on ROW under other pay items below. | 0-15.9 miles | \$____./cy |
| | 16.0-30.9 miles | \$____./cy |
| | 31-60 miles | \$____./cy |
| DMS SITE MANAGEMENT, Management of disaster related debris delivered to the DMS by the Contractor or County. | \$____./cy | |
| GRINDING OF VEGETATIVE DEBRIS AT A DMS PROVIDED BY THE COUNTY. Grinding of disaster related debris delivered to the DMS by Contractor or County | \$____./cy | |
| AIR CURTAIN BURNING OF VEGETATIVE DEBRIS AT A DMS PROVIDED BY THE COUNTY. Burning of disaster related debris delivered to the DMS by Contractor or County. | \$____./cy | |
| LOADING, HAULING, AND DISPOSAL OF VEGETATIVE DEBRIS REDUCED BY GRINDING FROM DMS TO AN APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. | 0-15.9 miles | \$____./cy |
| | 16.0-30.9 miles | \$____./cy |
| | 31-60 miles | \$____./cy |
| LOADING, HAULING, AND DISPOSAL OF VEGETATIVE DEBRIS REDUCED BY AIR CURTAIN BURNING FROM DMS TO APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. | 0-15.9 miles | \$____./cy |
| | 16.0-30.9 miles | \$____./cy |
| | 31-60 miles | \$____./cy |

| | | |
|---|-----------------|--------------|
| REMOVAL AND HAULING OF C&D DEBRIS FROM ROW TO DMS | 0-15.9 miles | \$____./cy |
| | 16.0-30.9 miles | \$____./cy |
| | 31-60 miles | \$____./cy |
| REDUCTION OF C&D DEBRIS BY GRINDING | | \$____./cy |
| REDUCTION OF C&D DEBRIS BY COMPACTION | | \$____./cy |
| LOADING, HAULING, AND DISPOSAL OF C&D DEBRIS REDUCED BY GRINDING/COMPACTION FROM DMS TO AN APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. | 0-15.9 miles | \$____./cy |
| | 16.0-30.9 miles | \$____./cy |
| | 31-60 miles | \$____./cy |
| REMOVAL OF C&D DEBRIS AND HAULING DIRECTLY TO AN APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. (NON DMS OPTION) | 0-15.9 miles | \$____./cy |
| | 16.0-30.9 miles | \$____./cy |
| | 31-60 miles | \$____./cy |
| REMOVAL OF HAZARDOUS LIMBS (HANGERS). The Contractor shall remove all hazardous hanging limbs over 2" in diameter and place them on public property or ROW | | \$____./tree |
| REMOVAL OF HAZARDOUS TREES (LEANERS). The Contractor shall remove all hazardous trees 6" in diameter and greater (measured 54" above ground) and place them on public property or ROW | 6" – 12" | \$____./tree |
| | 12" – 24" | \$____./tree |
| | 24" – 36" | \$____./tree |
| | 36" and greater | \$____./tree |

| | |
|---|---|
| <p>REMOVAL OF HAZARDOUS STUMPS. The Contractor shall remove all hazardous stumps 24” and place them on public property or ROW</p> | <p>24” – 36” \$ ____./stump 36” – 48” \$ ____./stump 48” and greater \$ ____./stump</p> |
| <p>REMOVAL, HAULING, AND DISPOSAL OF WHITE GOODS. The Contractor shall remove, decontaminate, transport and recycle or dispose approved white goods (appliances) in accordance with all federal, state, and local rules, regulations, and laws.</p> | <p>\$ ____./unit</p> |
| <p>REMOVAL, HAULING, AND DISPOSAL OF ELECTRONICS WASTE. The Contractor shall remove, haul, and dispose electronics waste in accordance with all applicable rules, regulations, and laws. The e-waste will be loaded, transported, and disposed at a facility approved to accept such items.</p> | <p>\$ ____./cy</p> |
| <p>REMOVAL, HAULING, OF HOUSEHOLD HAZARDOUS WASTES (HHW). The Contractor shall collect and transport household hazardous wastes to a central collection site identified by the County.</p> | <p>\$ ____./lb.</p> |
| <p>REMOVAL, HAULING, AND DISPOSAL OF LAWNMOWERS AND EQUIPMENT WITH SMALL ENGINES. The Contractor shall load, haul, and dispose of lawnmowers and other equipment with small engines. County is responsible for final disposal costs.</p> | <p>\$ ____./each</p> |
| <p>REMOVAL, HAULING, AND DISPOSAL OF DEAD ANIMAL CARCASSES. The Contractor shall collect and transport dead animal carcasses to a central collection site identified by the County. County to pay all tipping fees directly.</p> | <p>\$ ____./lb.</p> |

| | | |
|--|-----------------|-----------------|
| REMOVAL AND HAULING OF STORM DEPOSITED SOILS TO DMS. The contractor shall haul storm deposited soils to a DMS designated by the County. Final disposition of the soils shall be the responsibility of the County. | 0-15.9 miles | \$____./____/cy |
| | 16.0-30.9 miles | \$____./____/cy |
| | 31-60 miles | \$____./____/cy |
| DEMOLITION. The Contractor shall demolish structures identified by the County as eligible for reimbursement and place on the ROW for removal. | | \$____./sq. ft. |

| ITEM DESCRIPTION | HOURLY RATE |
|--|-----------------------------|
| EMERGENCY ROAD CLEARANCE (per item 5.29 of RFP 18-002) | \$____./per hour (complete) |
| | |

ADDITIONAL SERVICES PROVIDED AT NO COST:

- A. Training and Assistance: One (1) day of training for all key personnel and assistance in all disaster debris recovery planning efforts is required.
- B. Preliminary Damage Assessment: Determining the impact and magnitude of the disaster event to help expedite any applications for federal assistance.
- C. Mobilization and Demobilization: All arrangements necessary to mobilize and demobilize the Contractor's labor force and equipment needed to perform the Scope of Services contained herein shall be made by the Contractor.
- D. Temporary Storage of Documents: The Contractor shall provide storage of daily disaster-related documents and reports for protection during the disaster event.
- E. Debris Planning Efforts: The Contractor shall assist in disaster debris recovery planning efforts as requested by the County. These planning efforts shall include, but are not limited to; identification of adequate temporary debris storage and reduction sites, estimation of debris quantities, and emergency action plans for debris clearance following a disaster event.
- F. Reporting and Documentation: The Contractor shall provide and submit to the Monitor and the County, all reports and documents as may be necessary to adequately document its performance of this Contract, to include all requirements for documentation requested by FEMA and/or State government for reimbursement of costs.

These prices shall remain in effect for a period of 36 months, no exception.

No work outside the scope of work contained in the RFP will be performed without the advanced written consent of the County Manager or Project Manager.

TERMINATION

The agreement between the County and Contractor can be terminated with 30 days written notice by the County based on:

- a. County electing, in writing, not to exercise any of its option periods.
- b. Failure of the Contractor to perform based on the Contractor's bankruptcy, lack or loss of skilled personnel, or disregarding laws, ordinances, rules, regulations or orders of any public body having jurisdiction. Should any single, multiple or all of the above conditions occur, the County shall have the authority to terminate the contract with written notice to Contractor. The Contractor shall be liable for any losses occurring as a result of not abiding by the terms of the agreement.
- c. Failure of the Contractor to abide by any of the conditions of this Agreement.
- d. Any termination of the Contractor's services shall not affect any right of the County against the Contractor then-existing or which may thereafter occur. Any retention of payment monies by the County due the Contractor will not release Contractor from compliance with the Contract documents.

Should the contract, upon expiration, be awarded to another service provider, Contractor shall cooperate with the County to assist with the orderly transfer of the functions and operations provided by the Contractor hereunder to another service provider or to the County as determined by the County in its sole discretion. Prior to termination or expiration of this Agreement, the County may require the Contractor to perform and, if so required, the Contractor shall perform certain transition services necessary to shift the support work of the Contractor to another provider or to the County itself and the County shall pay for such service at the rates set forth in this Agreement. Transition services may include but shall not be limited to the following:

1. Working with the County to jointly develop a mutually agreed upon Transition Services Plan to facilitate the termination of the Services; and
2. Notifying all affected service providers and subcontractors of the Service provider

Effingham County shall have the right to terminate any contract to be made hereunder for its convenience by giving written notice 30 days in advance of its election to do so and by specifying the effective date of such termination. The Vendor shall be paid for services rendered through the effective date of such termination. Further, provided a contract is awarded, if a Vendor shall fail to fulfill any of its obligations hereunder, the County may, by giving written notice to the Vendor, terminate the agreement with said Vendor for such default. If this agreement is so terminated, the Vendor shall be paid only for work satisfactorily completed.

TRANSFERABILITY OF CONTRACT

No assignment of the Contract or any right accruing under this Contract shall be made in whole or in part to third persons by the Contractor without the express written consent of the County, which consent shall not be unreasonably withheld; in the event of any assignment, the assignee shall assume the liability of the Contractor.

ADMINISTRATION

The administration and enforcement of this Agreement shall be the responsibility of the County Manager or his designated representative(s).

The County Manager shall recommend that the Board of Commissioners adopt any rules and regulations required to implement or enforce the terms and conditions of this Agreement. The Contractor shall cooperate with the County Manager or his representative(s) in any inspections and render whatever assistance they reasonably request. The Contractor agrees to follow the reasonable recommendations of the County Manager so that the County's reputation is in no way damaged by the Contractor's performance.

NO AGENCY CREATED

Nothing in the Contract is intended to grant authority to the Contractor, as agent or otherwise, to bind the County to any contract, warranty, or agreement, or to subject the County to any costs, liabilities or expenses. It is expressly understood that the Contractor shall be an independent contractor with absolutely no authority to bind or obligate the County and for whom the County shall have no liability or responsibility.

CONTRACT DOCUMENTS

This agreement contains the entire understanding between the parties concerning the subject matter hereof, and no representations, inducements, or agreements, oral or otherwise, not embodied herein, shall be of any force and effect. Should, through administrative oversight, a particular requirement of RFP No. 18-002 not be expressly addressed within the body of this Agreement, the RFP language shall be referred to for guidance.

CONTRACT AMENDMENTS

It is the intention and agreement of the parties of this Contract that all legal provisions of law which are required to be inserted herein, shall be and are inserted herein. However, if by mistake or otherwise, some such provision is not herein inserted, or is not inserted in proper form, the contract may be amended provided that such amendment is in writing and signed by the parties hereto stating that said writing is an amendment or modification hereto. Any other attempts at modification, whether by course of conduct, oral or informally written agreement or whatever, shall not prevail.

SEPERABILITY OR PROVISION

If any provision of this Agreement, or its application to any person or circumstances, is invalid or unenforceable, a suitable and equitable provision shall be substituted therefore in order to carry out, so far as may be valid and enforceable, the intent and purpose of this invalid and unenforceable provision herein and the remainder of this Agreement shall not be affected thereby.

CONSTRUCTION

This Agreement shall be deemed to have been approved and accepted at Springfield, Effingham County, Georgia, and shall be construed under the laws of the State of Georgia.

HEADINGS

The use of headings, captions, and numbers herein is solely for the convenience of identifying and indexing the various paragraphs and shall in no event be considered otherwise in construing or interpreting any provision of the Agreement

INTENTIONALLY LEFT BLANK

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed by their duly authorized officers and their corporate seals affixed hereto on the day and year below their respective signatures.

BOARD OF COMMISSIONERS OF
EFFINGHAM COUNTY, GEORGIA

BY: _____
Wesley Corbitt, Chairman

ATTEST: _____
Stephanie Johnson, Effingham County Clerk

Date: _____

CROWDERGULF, LLC.

BY: _____

Title: _____

Attest: _____

Date: _____

Disaster Recovery and Debris Management

5629 Commerce Blvd. East
Mobile, Alabama 36619

Office: (800) 992-6207
Fax: (251) 459-7433

Quote to Effingham County

| Item Number | Description | Quantity | Unit of Measure | Unit Cost |
|-------------|---|-------------------|-----------------|-----------|
| 1 | REMOVAL AND HAULING OF VEGETATIVE DEBRIS FROM ROW TO DMS. To include limbs and trees placed on ROW under other pay items below. | 0 - 15.9 miles | CY | \$9.00 |
| | | 16.0 - 30.9 miles | CY | \$9.10 |
| | | 31-60 miles | CY | \$9.15 |
| 2 | DMS SITE MANAGEMENT, Management of disaster related debris delivered to the DMS by the Contractor or County. | Per | CY | \$1.85 |
| 3 | GRINDING OF VEGETATIVE DEBRIS AT A DMS PROVIDED BY THE COUNTY. Grinding of disaster related debris delivered to the DMS by Contractor or County | Per | CY | \$2.95 |
| 4 | AIR CURTAIN BURNING OF VEGETATIVE DEBRIS AT A DMS PROVIDED BY THE COUNTY. Burning of disaster related debris delivered to the DMS by Contractor or County. | Per | CY | \$1.80 |
| 5 | LOADING, HAULING, AND DISPOSAL OF VEGETATIVE DEBRIS REDUCED BY GRINDING FROM DMS TO AN APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. | 0 - 15.9 miles | CY | \$4.50 |
| | | 16.0 - 30.9 miles | CY | \$5.50 |
| | | 31-60 miles | CY | \$6.50 |
| 6 | LOADING, HAULING, AND DISPOSAL OF VEGETATIVE DEBRIS REDUCED BY AIR CURTAIN BURNING FROM DMS TO APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. | 0 - 15.9 miles | CY | \$5.00 |
| | | 16.0 - 30.9 miles | CY | \$6.25 |
| | | 31-60 miles | CY | \$7.90 |
| 7 | REMOVAL AND HAULING OF C&D DEBRIS FROM ROW TO DMS | 0 - 15.9 miles | CY | \$9.00 |
| | | 16.0 - 30.9 miles | CY | \$9.10 |
| | | 31-60 miles | CY | \$9.15 |
| 8 | REDUCTION OF C&D DEBRIS BY GRINDING | Per | CY | \$4.00 |
| 9 | REDUCTION OF C&D DEBRIS BY COMPACTION | Per | CY | \$2.95 |
| 10 | LOADING, HAULING, AND DISPOSAL OF C&D DEBRIS REDUCED BY GRINDING/COMPACTION FROM DMS TO AN APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. | 0 - 15.9 miles | CY | \$4.90 |
| | | 16.0 - 30.9 miles | CY | \$6.00 |
| | | 31-60 miles | CY | \$7.00 |
| 11 | REMOVAL OF C&D DEBRIS AND HAULING DIRECTLY TO AN APPROVED LANDFILL AS DIRECTED BY THE COUNTY. County to pay all tipping fees directly. (NON DMS OPTION) | 0 - 15.9 miles | CY | \$11.00 |
| | | 16.0 - 30.9 miles | CY | \$12.00 |
| | | 31-60 miles | CY | \$13.00 |

| | | | | |
|----|---|-------------------|-------|----------|
| 12 | REMOVAL OF HAZARDOUS LIMBS (HANGERS). The Contractor shall remove all hazardous hanging limbs over 2" in diameter and place them on public property or ROW | Per | Tree | \$70.00 |
| 13 | REMOVAL OF HAZARDOUS TREES (LEANERS). The Contractor shall remove all hazardous trees 6" in diameter and greater (measured 54" above ground) and place them on public property or ROW | 6" to 12" | Tree | \$25.00 |
| | | 12" to 24" | Tree | \$45.00 |
| | | 24 to 36" | Tree | \$80.00 |
| | | 36" and greater | Tree | \$90.00 |
| 14 | REMOVAL OF HAZARDOUS STUMPS. The Contractor shall remove all hazardous stumps 24" and place them on public property or ROW | 24" to 36" | Stump | \$40.00 |
| | | 36" to 48" | Stump | \$50.00 |
| | | 48" and greater | Stump | \$60.00 |
| 15 | REMOVAL, HAULING, AND DISPOSAL OF WHITE GOODS. The Contractor shall remove, decontaminate, transport and recycle or dispose approved white goods (appliances) in accordance with all federal, state, and local rules, regulations, and laws. Freon Extraction = \$30.00 per Unit | Per | Unit | \$30.00 |
| 16 | REMOVAL, HAULING, AND DISPOSAL OF ELECTRONICS WASTE. The Contractor shall remove, haul, and dispose electronics waste in accordance with all applicable rules, regulations, and laws. The e-waste will be loaded, transported, and disposed at a facility approved to accept such items. | Per | Unit | \$30.00 |
| 17 | REMOVAL, HAULING, OF HOUSEHOLD HAZARDOUS WASTES (HHW). The Contractor shall collect and transport household hazardous wastes to a central collection site identified by the County. | Per | Pound | \$6.50 |
| 18 | REMOVAL, HAULING, AND DISPOSAL OF LAWNMOWERS AND EQUIPMENT WITH SMALL ENGINES. The Contractor shall load, haul, and dispose of lawnmowers and other equipment with small engines. County is responsible for final disposal costs. | Per | Each | \$10.00 |
| 19 | REMOVAL, HAULING, AND DISPOSAL OF DEAD ANIMAL CARCASSES. The Contractor shall collect and transport dead animal carcasses to a central collection site identified by the County. County to pay all tipping fees directly. | Per | Pound | \$0.50 |
| 20 | REMOVAL AND HAULING OF STORM DEPOSITED SOILS TO DMS. The contractor shall haul storm deposited soils to a DMS designated by the County. Final disposition of the soils shall be the responsibility of the County. | 0 - 15.9 miles | CY | \$7.00 |
| | | 16.0 - 30.9 miles | CY | \$8.00 |
| | | 31-60 miles | CY | \$8.50 |
| 21 | DEMOLITION. The Contractor shall demolish structures identified by the County as eligible for reimbursement and place on the ROW for removal. Rate is for Non-RACM Demo. | Per | Sq Ft | \$3.00 |
| 22 | EMERGENCY ROAD CLEARANCE Rate is per Crew per Hour - Crew includes: 1 loader or skid steer, 2 sawhands, 1 foreman | Per | Hour | \$250.00 |

NOTE: Where not specified, disposal fees shall be a pass through cost.

| Hourly Equipment Rates - Description | Unit | Price |
|---|-------------|--------------|
| JD 544 Wheel Loader with debris grapple | Hour | \$150.00 |
| JD 644 Wheel-Loader with debris grapple | Hour | \$175.00 |
| Extendaboom Forklift with debris grapple | Hour | \$120.00 |
| 753 Bobcat Skid Steer Loader with debris grapple | Hour | \$100.00 |
| 753 Bobcat Skid Steer Loader with bucket | Hour | \$100.00 |
| 753 Bobcat Skid Steer Loader with street sweeper | Hour | \$100.00 |
| 30 - 50 HP Farm Tractor with box blade or rake | Hour | \$65.00 |
| 2 - 2 1/2 cu. yd. Articulated Loader with bucket | Hour | \$150.00 |
| 3 - 4 cu. yd. Articulated Loader with bucket | Hour | \$165.00 |
| JD 648E Log Skidder, or equivalent | Hour | \$120.00 |
| CAT D4 Dozer | Hour | \$100.00 |
| CAT D6 Dozer | Hour | \$125.00 |
| CAT D8 Dozer | Hour | \$200.00 |
| CAT125 - 140 HP Motor Grader | Hour | \$110.00 |
| JD 690 Trackhoe with debris grapple | Hour | \$120.00 |
| JD 690 Trackhoe with bucket & thumb | Hour | \$120.00 |
| Rubber Tired Trackhoe with debris grapple | Hour | \$120.00 |
| JD 310 Rubber Tire Backhoe with bucket and hoe | Hour | \$120.00 |
| Rubber Tired Excavator with debris grapple | Hour | \$130.00 |
| 210 Prentiss Knuckleboom with debris grapple | Hour | \$170.00 |
| Self-Loader Scraper Cat 623 or equivalent | Hour | \$195.00 |
| Hand Fed Debris Chipper | Hour | \$35.00 |
| 300 - 400 Tub Grinder | Hour | \$450.00 |
| 800 -1,000 HP Diamond Z Tub Grinder | Hour | \$600.00 |
| 30 Ton Crane | Hour | \$180.00 |
| 50 Ton Crane | Hour | \$200.00 |
| 100 Ton Crane (8 hour minimum) | Hour | \$400.00 |
| 40 - 60' Bucket Truck | Hour | \$100.00 |
| Service Truck | Hour | \$100.00 |
| Water Truck | Hour | \$100.00 |
| Portable Light Plant | Hour | \$35.00 |
| Equipment Transports | Hour | \$130.00 |
| Pickup Truck, unmanned | Hour | \$40.00 |
| Self-loading Dump Truck with knuckleboom & debris grapple | Hour | \$190.00 |
| Single Axle Dump Truck, 5 - 12 Cu. Yd. | Hour | \$50.00 |
| Tandem Dump Truck, 16 - 20 Cu. Yd. | Hour | \$75.00 |
| Trailer Dump Truck, 24-40 Cu. Yd. | Hour | \$85.00 |
| Trailer Dump Truck, 41-60 Cu. Yd. | Hour | \$105.00 |
| Trailer Dump Truck, 61 - 80 Cu. Yd. | Hour | \$130.00 |
| Power Screen | Hour | \$225.00 |
| Stacking Conveyor | Hour | \$140.00 |
| Off Road Trucks | Hour | \$190.00 |

| Hourly Labor Rates and Personnel Description | Unit | Price |
|--|-------------|--------------|
| Operations Manager | Hour | \$75.00 |
| Superintendent with truck, phone & radio | Hour | \$65.00 |
| Foreman with truck, phone & radio | Hour | \$60.00 |
| Safety/Quality Control Inspector with vehicle, phone & radio | Hour | \$55.00 |
| Inspector with vehicle, phone & radio | Hour | \$38.00 |
| Climber with gear | Hour | \$125.00 |
| Saw Hand with chainsaw | Hour | \$40.00 |
| Laborers & Flagmen | Hour | \$35.00 |
| Timekeeper | Hour | \$35.00 |
| HazMat Professional | Hour | \$200.00 |
| Household HazMat Inspection & Removal Crew | Hour | \$135.00 |

| Materials Description | Unit | Price |
|---|-------------|--------------|
| Fill Dirt for Stump Holes - Purchased, Placed, and Shaped | CY | \$18.00 |
| | | |

NOTES:

1. The equipment, labor and material rates shown above are for tasks requested by the Client which are not covered in the rates (per cubic yard) for normal debris removal and reduction.

**ADDENDUM TO COUNTY MULTI-YEAR CONTRACT,
LIMITATIONS AND ANNUAL APPROPRIATIONS**

This Addendum is made a part of and incorporated into the Contract between The Board of Commissioners of Effingham County, Georgia (“County”) and CROWDERGULF, LLC (“CROWDERGULF”), dated _____, as follows:

1. Notwithstanding anything to the contrary contained herein, this Contract shall terminate absolutely and without further obligation on the part of County at the close of the fiscal year in which it was executed and at the close of each succeeding fiscal year for which it may be renewed as provided for in O.C.G.A. '36-60-13, the provisions of which are incorporated herein. The contract shall be automatically renewed for one (1) year terms unless County gives notice of non-renewal not later than sixty (60) days prior to the expiration of any renewal term.

2. The total maximum contract obligations for the fiscal year 2024 shall be NA. The maximum contract amount for fiscal years 2025, and 2026, shall be NA. Contracts under O.C.G.A. '36-60-13 and contracts of the County under Article IX, Section III, Paragraph 1 of the Constitution of the State of Georgia in any fiscal year, excluding Guaranteed Energy Savings Contract, shall not exceed in an amount equal to 7.5% of the total local revenue collected for maintenance and operation of County in the most recently completed fiscal year.

3. This Addendum shall be deemed to obligate County only for those sums payable during the current fiscal year of execution or in the event of renewal by County for those sums payable in the individual fiscal year renewal term, fiscal year of execution or, in the event of a renewal, beyond the fiscal year of such renewal.

4. To the maximum extent permitted under applicable law and, in that regard, County and CROWDERGULF expressly acknowledge and agree that this Contract shall be subject to the terms and conditions of Section 36-60-13 of the Official Code of Georgia Annotated and they intend and agree that the provisions of this Contract shall be interpreted and construed so as to be lawful

and permissible under all circumstances under such statute.

5. REMOVED

6. Further, County is obligated only to make such payments as may lawfully be made from funds budgeted and appropriated for that purpose during County’s then current fiscal year. Should County fail to budget, appropriate or otherwise make available funds to pay the Contract following the then current Original Term or Renewal Term, this Agreement shall be deemed terminated at the end of the then current Original Term or Renewal Term.

Except as modified hereby, the Schedule, and the terms and provision of the Contract, are and shall remain in full force and effect and, except as modified hereby, the rights and obligations of the parties are not modified or affected in any way.

IN WITNESS WHEREOF, the parties hereto have caused this Addendum to be executed in their names by their duly authorized representatives as of the date first above written.

CROWDERGULF, LLC

Signature: _____

Name: _____

Title: _____

**BOARD OF COMMISSIONERS OF
EFFINGHAM COUNTY, GEORGIA**

By: _____
Wesley Corbett

Its: Chairman

Attest: _____
Stephanie Johnson

Its: County Clerk

Staff Report

Subject: Approval of Contract 23-REQ-034 with Cartee Construction and Utilities for a Force Main Relocation

Author: Alison Bruton, Purchasing Agent

Department: Public Works/Water/Sewer

Meeting Date: August 1, 2023

Item Description: Contract 23-REQ-034 with Cartee Construction and Utilities for a Force Main Relocation

Summary Recommendation: Staff recommends approval of Contract 23-REQ-034 with Cartee Construction and Utilities for a Force Main Relocation

Executive Summary/Background:

- With a scope of work provided by EOM, staff posted and ITB for a Force Main Relocation.
- Two submittals were received, and while Cartee Construction was not the lowest bidder, they were the most responsive and encompassed the full scope of the project.
- Staff from EOM reviewed both submittals, requested additional information from both contractors for review, and recommends award to Cartee Construction in the amount of \$275,000.

Alternatives for Commission to Consider

1. Approval of Contract 23-REQ-034 with Cartee Construction and Utilities for a Force Main Relocation for \$275,000
2. Take no action

Recommended Alternative: 1

Other Alternatives: 2

Department Review: EOM, Purchasing

Funding Source: Water/Sewer Fund

Attachments: Contract 23-REQ-034 with Cartee Construction and Utilities

INVITATION FOR BID
23-REQ-034
FORCE MAIN RELOCATION



Effingham County
804 S Laurel Street
Springfield, GA 31329

Effingham County
INVITATION FOR BID

23-REQ-034

Force Main Relocation

I. AGREEMENT

1. AGREEMENT

1.1. AGREEMENT BETWEEN OWNER AND CONTRACTOR FOR CONSTRUCTION CONTRACT

23-REQ-034 Force Main Relocation

THIS AGREEMENT is by and between Effingham County Board of Commissioners (“Owner”) and Cartee Construction & Utilities (“Contractor”).

Owner and Contractor hereby agree as follows:

1.2. Article 1 - WORK

Contractor shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows:

The purpose of this request is to solicit written quotations for the installation of one manhole, connection to two existing gravity lines and installation of approximately 100 feet of 16 in force main.

The Project for which the Work under the Contract Documents may be the whole or only a part is generally described as follows: 23-REQ-034, Force Main Relocation

1.3. Article 2 - ENGINEER

2.01. The Project has been designed by Effingham County Engineering Department’s Consultant, Effingham County Board of Commissioners/EOM, which is to act as Owner’s representative, assume all duties and responsibilities, and have the rights and authority assigned to A/E in the Contract Documents in connection with the completion of the Work in accordance with the Contract Documents.

1.4. Article 3 - CONTRACT TIMES

3.01. Time of the Essence

All time limits for Milestones, if any, Substantial Completion, and completion and readiness for final payment as stated in the Contract Documents are of the essence of the Contract.

3.02. Days to Achieve Completion and Final Payment

The Work will be completed within TBD from receipt of a Notice Proceed.

1.5. Article 4 - LIQUIDATED DAMAGES

4.01. Contractor and Owner recognize that time is of the essence as stated in preceding Paragraph and that Owner will suffer financial loss if the Work is not completed within the times specified in Paragraph above, plus any extensions thereof allowed. The parties also recognize the delays, expense, and difficulties involved in proving in a legal or arbitration proceeding the actual loss suffered by Owner if the Work is not completed on time. Accordingly, instead of requiring any such proof, Owner and Contractor

agree that as liquidated damages for delay (but not as a penalty), Contractor shall pay Owner \$500 for each day that expires after the time specified in Paragraph above entitled "Contract Times" for Completion until the Work is complete.

1.6. Article 5 - CONTRACT PRICE

Owner shall pay Contractor for completion of the Work in accordance with the Contract Documents an amount in current funds equal to \$275,000.00, an amount determined pursuant to the fee proposal submitted by the Contractor for 23-REQ-034.

1.7. Article 6 - PAYMENT PROCEDURES

6.01. *Submittal and Processing of Payments*

Contractor shall submit Applications for Payment in accordance with the General Conditions. Applications for Payment will be processed by A/E as provided in the General Conditions.

6.02. *Progress Payments; Retainage*

A. Owner shall make progress payments on account of the Contract Price on the basis of Contractor's Applications for Payment on or about the **25th** day of each month during performance of the Work as provided in the following section 6.02.A.1 immediately following as long as the pay request is received by the **1st** of the month. All such payments will be measured based on the number of units completed times the unit price of each completed unit.

1. Prior to Substantial Completion, progress payments will be made in an amount equal to the percentage indicated below but, in each case, less the aggregate of payments previously made and less such amounts as A/E may determine or Owner may withhold, including but not limited to liquidated damages, in accordance with Paragraph 4.01 above, titled Liquidated Damages.

a. **95** percent of Work completed (with the balance being retainage). The County will retain 5% of the gross value of the completed work as indicated by the current estimate approved by the A/E; and

b. **95** percent of cost of materials and equipment not incorporated in the Work (with the balance being retainage).

B. Upon Substantial Completion, Owner shall pay an amount sufficient to increase total payments to Contractor to **100** percent of the Work completed, less such amounts as Engineer shall determine and less **150** percent of A/E's estimate of the value of Work to be completed or corrected as shown on the tentative list of items to be completed or corrected.

6.03. *Final Payment*

A. Upon final completion and acceptance of the Work, Owner shall pay the remainder of the Contract Price as recommended by A/E.

1.8. Article 7 - INTEREST

7.01. All moneys not paid when due as provided in The General Conditions and Paragraph 6.02 above, shall bear interest at the rate of 1 percent per annum.

1.9. Article 8 - CONTRACTOR'S REPRESENTATIONS

8.01. In order to induce Owner to enter into this Agreement, Contractor makes the following representations:

A. Contractor has examined and carefully studied the Contract Documents and the other related data identified in the Bidding Documents.

B. Contractor has visited the Site and become familiar with and is satisfied as to the general, local, and Site conditions that may affect cost, progress, and performance of the Work.

C. Contractor is familiar with and is satisfied as to all federal, state, and local Laws and Regulations that may affect cost, progress, and performance of the Work.

D. Contractor has considered the information known to Contractor; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Contract Documents; and the Site-related reports and drawings identified in the Contract Documents, with respect to the effect of such information, observations, and documents on (1) the cost, progress, and performance of the Work; (2) the means, methods, techniques, sequences, and procedures of construction to be employed by Contractor, including any specific means, methods, techniques, sequences, and procedures of construction expressly required by the Contract Documents; and (3) Contractor's safety precautions and programs. Based on the information and observations referred to above, Contractor does not consider that further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract Documents.

E. Contractor is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Contract Documents.

F. Contractor has given A/E written notice of all conflicts, errors, ambiguities, or discrepancies that Contractor has discovered in the Contract Documents, and the written resolution thereof by A/E is acceptable to Contractor.

G. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

1.10. Article 9 - CONTRACT DOCUMENTS

9.01. *Contents*

A. The Contract Documents consist of the following:

1. This Agreement, all pages inclusive
2. General Conditions, as listed in 23-REQ-034 document
3. Supplemental Conditions, as listed in 23-REQ-034 document
4. Specifications as listed in the table of contents of the Project Manual.
5. Addenda Addenda number 1
6. Exhibits to this Agreement (enumerated as follows):
 - a. Contractor's Bid.
 - b. Documentation submitted by Contractor prior to Notice of Award.
7. The following which may be delivered or issued on or after the Effective Date of the Agreement and are not attached hereto:
 - a. Notice of Award .

- b. Notice to Proceed.
- c. Work Change Directives.
- d. Change Orders.

B. The documents listed in Paragraph 9.01.A are attached to this Agreement (except as expressly noted otherwise above).

C. There are no Contract Documents other than those listed above in this CONTRACTS DOCUMENTS section.

D. The Contract Documents may be amended to provide for additions, deletions, and revisions in the Work or to modify the terms and conditions thereof by either a Change Order or a Work Change Directive.

E. The requirements of the Contract Documents may be supplemented, and minor variations and deviations in the Work may be authorized, by one or more of the following ways:

- A Field Order;
 - 1. A/E's approval of a Shop Drawing or Sample; or
 - 2. A/E's written interpretation or clarification.

1.11. Article 10 - COUNTY'S RIGHT TO SUSPEND OR TERMINATE WORK

A. Termination for Convenience. County may, for its own convenience and at its sole option, without cause and without prejudice to any other right or remedy of County, elect to terminate the Contract by delivering to the Contractor, at the address listed for giving notices in this Contract, a written notice of termination specifying the effective date of termination. Such notice shall be delivered to Contractor at least seven (7) days prior to the effective date of termination.

B. Termination for Default. If the Contractor is adjudged bankrupt or insolvent, or if he makes a general assignment for the benefit of his creditors, or if a trustee or receiver is appointed for the Contractor or for any of his property, or if he files a petition to take advantage of any debtor's act or to reorganize under the bankruptcy or applicable laws, or if he fails to supply sufficient skilled workers or suitable materials or equipment, make payments to Subcontractors or for labor, materials or equipment, or if he disregards laws, ordinances, rules, regulations or orders of any public body having jurisdiction of the Work, or if he otherwise violates any provision of the Contract, then the County may, without prejudice to any other right or remedy, and after giving the Contractor and his surety a maximum of seven (7) days from delivery of a written notice, declare the Contract in default and terminate this Contract. In that event, the County may take possession of the Project and of all materials, equipment, tools, construction equipment and machinery thereon owned by the Contractor. The County may cause the Work to be completed and corrected by whatever method it deems expedient. If called upon by the County to finish the Work, the Contractor's surety shall promptly do so. In any case, the Contractor and its surety shall be liable to the County for any and all damages and costs incurred by the County as a result of any default by the Contractor, including without limitation all costs of completion or correction of the Work, liquidated damages, attorneys' fees, expert fees, and other costs of dispute resolution. Termination of this Contract pursuant to this paragraph may result in disqualification of the Contractor from bidding on future County contracts for a period of time not to exceed five (5) years.

C. If Contractor's services are terminated by the County pursuant to paragraph A or B above, the termination will not affect any rights or remedies of the County then existing or which may thereafter accrue against Contractor or its surety. Any retention or payment of moneys due Contractor by County will not release Contractor from liability. If it is determined that the Contractor was not in default or that the failure to perform is excusable, a termination for default will be considered to have been a termination for the convenience of the County, and the rights and obligations of the parties shall be governed accordingly.

D. In case of termination of this Contract before completion of the Work, Contractor will be paid only for materials and equipment accepted by the County and the portion of the Work satisfactorily performed through the effective date of termination as determined by the County.

E. Except as otherwise provided in this Contract, neither party shall be entitled to recover lost profits, special, consequential or punitive damages, attorney's fees or costs from the other party to this Contract for any reason whatsoever.

F. The parties' obligations pursuant to this Contract shall survive any Acceptance of Work, or expiration or termination of this Contract.

1.12. Article 11 - INDEMNIFICATION

The CONTRACTOR agrees to protect, defend, indemnify, and hold harmless Effingham County, Georgia, its commissioners, officers, agents, and employees from and against any and all liability, damages, claims, suits, liens, and judgments, of whatever nature, including claims for contribution and/or indemnification, for injuries to or death of any person or persons, or damage to the property or other rights of any person or persons caused by or resulting from the negligence, recklessness, or intentionally wrongful conduct of the CONTRACTOR or other persons or entities employed or utilized by the CONTRACTOR in the performance of the contract. The CONTRACTOR'S obligation to protect, defend, indemnify, and hold harmless, as set forth herein above shall include, but not be limited to, any matter arising out of any actual or alleged infringement of any patent, trademark, copyright, or service mark, or any actual or alleged unfair competition, disparagement of product or service, or other business tort of any type whatsoever, or any actual or alleged violation of trade regulations. CONTRACTOR further agrees to investigate, handle, respond to, provide defense for, and to protect, defend, indemnify, and hold harmless Effingham County, Georgia, at his sole expense, and agrees to bear all other costs and expenses related thereto, even if such claims, suits, etc., are groundless, false, or fraudulent, including any and all claims or liability for compensation under the Worker's Compensation Act arising out of injuries sustained by any employee of the CONTRACTOR or his subcontractors or anyone directly or indirectly employed by any of them. The CONTRACTOR'S obligation to indemnify Effingham County under this Section shall not be limited in any way by the agreed-upon contract price, or to the scope and amount of coverage provided by any insurance maintained by the CONTRACTOR.

1.13. Article 12 - INDEPENDENT CONTRACTOR

Contractor hereby covenants and declares that it is an independent business and agrees to perform the Work as an independent contractor and not as the agent or employee of the County. The Contractor

agrees to be solely responsible for its own matters relating to the time and place the services are performed; the instrumentalities, tools, supplies, and/or materials necessary to complete the Work; hiring of consultants, agents, or employees to complete the Work; and the payment of employees, including compliance with Social Security, withholding, and all other regulations governing such matters. The Contractor agrees to be solely responsible for its own acts and those of its subordinates and subcontractors during the life of this Contract. Any provisions of this Contract that may appear to give the County the right to direct Contractor as to the details of the services to be performed by Contractor or to exercise control over such services will be deemed to mean that Contractor shall follow the directions of the County with regard to the results of such services.

1.14. Article 13 - MISCELLANEOUS

13.01. Terms

A. Terms used in this Agreement will have the meanings stated in the General Conditions and the Supplementary Conditions.

13.02. Assignment of Contract

A. No assignment by a party hereto of any rights under or interests in the Contract will be binding on another party hereto without the written consent of the party sought to be bound;

B. and, specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

13.03. Successors and Assigns

A. County and Contractor each binds itself, its partners, successors, assigns, and legal representatives to the other party hereto, its partners, successors, assigns, and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

13.04. Severability

A. Any provision or part of the Contract Documents held to be void or unenforceable under any Law or Regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon County and Contractor, who agree that the Contract Documents shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

13.05. Contractor's Certifications

A. Contractor certifies that it has not engaged in corrupt, fraudulent, collusive, or coercive practices in competing for or in executing the Contract. For the purposes of this Paragraph 13.05:

1. "corrupt practice" means the offering, giving, receiving, or soliciting of anything of value likely to influence the action of a public official in the bidding process or in the Contract execution;

2. "fraudulent practice" means an intentional misrepresentation of facts made (a) to influence the bidding process or the execution of the Contract to the detriment of County, (b) to establish Bid or Contract prices at artificial non-competitive levels, or (c) to deprive County of the benefits of free and

open competition;

3. "collusive practice" means a scheme or arrangement between two or more Bidders, with or without the knowledge of County, a purpose of which is to establish Bid prices at artificial, non-competitive levels; and

4. "coercive practice" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

IN WITNESS WHEREOF, County and Contractor have signed this Agreement. Counterparts have been delivered to County and Contractor. All portions of the Contract Documents have been signed or have been identified by County and Contractor or on their behalf.

INTENTIONALLY LEFT BLANK

This Agreement will be effective on _____ (which is the Effective Date of the Agreement).

COUNTY:

Effingham County Board of Commissioners

By: _____
Title: Chairman

Attest: _____
Title: County Clerk

Address for giving notices:
804 S. Laurel Street
Springfield, GA 31329

CONTRACTOR:

By: _____

Title: _____

(If Contractor is a corporation, a partnership, or a joint venture, attach evidence of authority to sign.)

Attest: _____

Title: _____

Address for giving notices:

Staff Report

Subject: Approval of Amendment #4 to the Lease Agreement between Effingham County and Renasant Bank

Author: Alison Bruton, Purchasing Agent

Department: Administration

Meeting Date: August 1, 2023

Item Description: Amendment #4 to the Lease Agreement between Effingham County and Renasant Bank

Summary Recommendation: Staff recommends approval of Amendment #4 to the Lease Agreement between Effingham County and Renasant Bank

Executive Summary/Background:

- Renasant Bank currently has a Lease Agreement in place with Effingham County Board of Commissioners that has been extended through August 31, 2023.
- Amendment 4 allows for an extension of the lease term for one additional month, through September 30, 2023.

Alternatives for Commission to Consider

1. Approval of Amendment #4 to the Lease Agreement between Effingham County and Renasant Bank
2. Take no action.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: County Manager

Funding Source: None

Attachments: Current Lease Agreement and Amendments

LEASE AGREEMENT

This LEASE AGREEMENT ("Lease") is made and entered into this 30th day of December 2019 (the "Effective Date"), by and between The Board of Commissioners of Effingham County, Georgia, whose address is 601 N. Laurel St., Springfield, GA 31329 ("Lessor") and Renasant Bank, a Mississippi banking corporation, whose address is 209 Troy Street, Tupelo, MS 38804 ("Lessee").

RECITALS:

A. Lessor and Lessee entered into that certain Agreement for the Purchase and Sale of Real Estate dated July 11, 2019, as amended ("Contract") in which Lessee is selling certain real property described therein to Lessor (Contract is attached hereto as Exhibit "A" and incorporated herein by reference). The real property described therein consists of (1) a "Vacant Tract" (as defined in Section 1 of Contract) which is approximately 1.6 acres of vacant land, and (2) a "Bank Tract" (as defined in Section 1 of Contract) which is approximately 2.71 acres and consists of two buildings connected by a breezeway. The first building is located on 802 S. Laurel St., Springfield, Georgia 31329 and is approximately 7,500 square feet ("Building 1"). Building 1 contains the existing retail bank branch that Lessee currently operates and that Lessee will be leasing from Lessor pursuant to the terms of this Lease. The second building is located on 804 S. Laurel St., Springfield, Georgia 31329 ("Building 2").

B. Pursuant to Section 22 of Contract, Lessee, as Seller, has the option to lease back a portion of Building 1 from Lessor, as Purchaser, for thirty-six (36) months.

C. Parties to the Contract are now entering into this Lease to define the terms that will govern this Lease.

WITNESSETH:

FOR AND IN CONSIDERATION OF the mutual covenants and agreements hereinafter set forth, Lessor does hereby lease, demise and let unto the Lessee, and Lessee does hereby lease from Lessor, the "Leased Premises" (hereinafter defined) upon the following terms and conditions:

I. LEASED PREMISES

1.01 As used herein, the term "Leased Premises" shall mean and refer to that certain parcel of real property and all improvements thereon within the first floor of Building 1, containing approximately 5,000 rentable square feet, and being more particularly described in Exhibit "B" attached hereto and incorporated herein by reference, together with all fixtures, equipment and personal property located thereon including without limitation the equipment (if any), together with an exclusive right to possess and use for it and its customers the attached drive-through banking facility and the attached automatic teller machine, as well as an easement for ingress and egress over and upon the four (4) existing drive-through lanes which provide ingress and egress to and from the drive-through facility and attached automatic teller machine (collectively, the "Drive-Through Facility") and the non-exclusive right to use the Common Areas in conjunction with Lessor. "Common Areas" shall mean all areas, spaces, facilities, and equipment on the Bank Tract which are not within the space occupied by Lessor and Lessee in Building 1 and Building 2, which Common Areas are available for the common and joint use of Lessor, Lessee and others designated by Lessor using or occupying space in the Building 1 or Building 2, including but not limited to walkways, sidewalks, landscaped areas, parking lots, and driveways necessary for ingress and egress to Building 1, Building 2 and the Drive-Through Facility (all such real

property, Building 1, Building 2, Common Areas, Drive-Through Facility, breezeway, improvements, fixtures, equipment and personal property being hereinafter referred to as the "Property").

II. LEASE TERM

2.01 The term of this Lease shall be for a period of three (3) years commencing on the satisfaction of all contingencies outlined in Section 23.10 ("Commencement Date") and terminating on that date which is three (3) years after Commencement Date ("Expiration Date") unless renewed or terminated in accordance with the terms hereof ("Lease Term"). Upon the Commencement Date, Lessee and Lessor shall execute a Commencement Date Agreement in substantially the same form as attached as Exhibit "C" hereto confirming the Commencement Date and Expiration Date of the Lease. However, the failure of the parties to execute such Commencement Date Agreement shall not defer the Commencement Date or invalidate the Lease.

III. RENT

3.01 Commencing on Commencement Date and continuing on or before the fifth day of each calendar month thereafter for the remainder of the Lease Term, Lessee shall pay to Lessor, without demand, deduction or setoff unless explicitly allowed for in this Lease, monthly rent, in advance ("Rent"), in the following amounts detailed in the below table. If either the Commencement Date or the Expiration Date falls on a date other than the first day of a calendar month the Rent due for such fractional month shall be prorated on a per diem basis between Lessor and Lessee so as to charge Lessee only for the portion of such fractional month falling within the Lease Term.

| | ANNUAL RENT | MONTHLY RENT | PSF |
|--------|--------------|--------------|----------|
| YEAR 1 | \$ 0.00 | \$ 0.00 | \$ 0.00 |
| YEAR 2 | \$ 0.00 | \$ 0.00 | \$ 0.00 |
| YEAR 3 | \$ 70,000.00 | \$ 5,833.33 | \$ 14.00 |

3.02 Lessor and Lessee stipulate and agree that the Leased Premises within Building 1 consists of 5000 square feet which square footage shall be conclusive for determination of the Rent stated above.

IV. INSPECTION

4.01 Lessee shall permit Lessor and any authorized representatives of Lessor to enter the Leased Premises and all parts thereof upon prior written notice and in accordance with this Article IV.

Except as otherwise provided herein, Lessor shall not enter the Leased Premises unless its representative is accompanied at all times by an employee or agent of Lessee. However, in the event of an emergency constituting immediate danger to life, health or property, the Lessor or its agent may enter the Leased Premises at any given time unaccompanied and without the consent of or notice to the Lessee. Due to the nature of Lessee's business and the requirement by law to keep customer information confidential, Lessor agrees to be bound by the following non-disclosure and confidentiality terms:

- (a) Lessor shall not open or attempt to open or gain access to any filing cabinets, desk drawers, cabinets, or any other container where Confidential Information may be located;
- (b) Lessor shall not read, remove or otherwise take into its possession any Confidential Information that may be visible or otherwise found during the entry of the Leased Premises;

(c) Lessor shall not inspect any Confidential Information found on or within the Leased Premises including without limitation, Lessee's customers' confidential information;

(d) Lessor shall not disclose, use or assist other in using or disclosing in any manner any Confidential Information that may inadvertently come into Lessor's knowledge during the entry of the Leased Premises; and

(e) Lessor shall not use camera or video technology to record any Confidential Information.

"Confidential Information" for purposes of this Lease shall mean, without limitation, all nonpublic information relating to Lessee's business employees, customers, technology, loan portfolio, personal identifiable financial information of customers or employees, business plans, promotional and marketing plans and strategies and that which, based on the nature of the information, Lessor should in good faith treat as confidential.

V. USE AND OPERATION OF LEASED PREMISES

5.01 Lessee shall use and operate the Leased Premises for general use in connection with Lessee's business purpose to include, without limitation, the operation of a loan and/or mortgage production office and/or a retail bank branch to include general banking and deposit operations, finance, insurance, financial services and the servicing and origination of loans and mortgages and general office purposes in connection therewith and for no other purpose except as permitted in writing by Lessor in its sole discretion, which permission shall not be unreasonably withheld, conditioned or delayed ("Permitted Use").

5.02 Lessee shall operate its business in the Leased Premises in a high quality, reputable manner throughout the term of this Lease.

5.03 Lessee shall not use or suffer or permit to be used the Leased Premises or any part thereof in violation of any law or ordinance or regulation of any governmental authority or in any manner that will constitute a nuisance or that will injure the reputation of the Leased Premises, nor shall Lessee use or suffer or permit to be used the Leased Premises for any hazardous purpose or any purpose that will violate, suspend, void or serve to increase the premium rate of, or make inoperative, any policy or policies of insurance of any kind whatsoever at any time carried on any property, buildings or improvements in, on or upon the Lease Premises.

5.04 Lessor agrees that during the Lease Term, under no circumstances shall the Lessor use or lease other space within or upon the Property or allow any part thereof to be used in a manner that could be deemed, in Lessee's reasonable determination, to be in competition with the Permitted Use. To this end, Lessor covenants that the remainder of the Property during the Term shall be used for administration offices of Lessor.

VI. CONDITION AND MAINTENANCE OF LEASED PREMISES

6.01 Lessee acknowledges that as of the Commencement Date all internal and external systems within the Leased Premises are in proper working condition (i.e., electrical, lighting, plumbing, HVAC, etc.).

6.02 Except as set forth in Section 6.03 below, Lessee, at Lessee's sole cost and expense, shall keep and maintain the entire Leased Premises, including but not limited to the parking lot immediately surrounding Building 1, exterior landscaping on the Bank Tract, exterior lighting immediately in the vicinity of Building 1, and pressure washing Building 1 when determined necessary in the joint reasonable discretion of Lessor and Lessee, in good, clean and orderly condition and repair and shall promptly make all necessary repairs and replacements thereto provided such are not part of Lessor's responsibility under the Lease and Lessee shall not do or suffer any waste, damage, disfigurement or injury to the Leased Premises or any portion thereof. Upon termination of this Lease for any reason, Lessee shall surrender to Lessor the Leased Premises in good order and repair except for reasonable wear and tear. The provisions on this Section 6.02 pertaining to Lessee's responsibility shall not apply in the case of damage or destruction by fire or other casualty which is covered by insurance maintained by Lessor or Lessee or damage resulting from an eminent domain taking (as to which Articles XIV and Article XV hereof shall apply).

6.03 Notwithstanding the terms of Section 6.01 and in addition to maintenance and repair of the means and components of access to each Lessor Utility as described in the succeeding Section 8.02, Lessor, at Lessor's sole cost and expense, shall keep and maintain all exterior and structural portions of Building 1, including, but not necessarily limited to the roof, exterior and load bearing walls, breezeway, doors, door frames, storefronts, windows and glass and HVAC components in good operating order and repair in accordance with the standards of a first class office building in the Springfield, Georgia area. Furthermore, in the event that any maintenance and/or repairs have not been performed following ten (10) days after Lessee has provided written notice to Lessor identifying needed maintenance and/or repairs (or, in the event such item of maintenance or repair is of such nature that it cannot be cured within such ten (10) day period, Lessor has not commenced performance within such ten (10) day period and diligently pursued same), Lessee may put or cause the maintenance and/or repair to occur, and in such case, Lessor shall reimburse Lessee all reasonable out-of-pocket amounts incurred by Lessee to perform such repairs within thirty (30) days after delivery to Lessor of written statements and copies of invoices. In the event Lessor has failed to reimburse Lessee within the prescribed period, Lessee may offset such amount from the Rent due to Lessor.

6.04 As used herein, the term "Hazardous Substances" shall include any and all substances declared to be hazardous or toxic, or otherwise prohibited or regulated, under any law or regulation now or hereafter enacted or promulgated by any governmental authority having jurisdiction with respect to the Leased Premises. Lessee shall not cause, suffer, or permit the use, generation, release, manufacture, production, processing, storage or disposal of any Hazardous Substance on or from the Leased Premises, except as specifically disclosed to and approved by Lessor in writing. Lessee shall indemnify and hold Lessor harmless from against any and all liability, loss, damage, cost and expense, including without limitation reasonable attorney's fees, resulting from any violation of this Section 6.04 by Lessee. This indemnification provision shall survive the expiration or termination of this Lease. Lessor represents and warrants that, to Lessor's knowledge, there are no Hazardous Substances in or about the Property as of the Effective Date and agrees that by its use of the Property and any work facilitated by Lessor on the Property it shall not introduce Hazardous Substances in or about the Property. Lessor further agrees that if any governmental authority requires that remedial action be taken with regard to any Hazardous Substances, it will be Lessor's sole responsibility (without contribution from Lessee) to promptly take all such remedial action, unless such Hazardous Substances were placed on the Property at any time by Lessee. Lessor assumes responsibility for any and all liability, loss, damage, cost and expense, including without limitation reasonable attorney's fees, resulting from any violation of this Section 6.04 by Lessor.

VII. ALTERATIONS TO LEASED PREMISES

7.01 Lessee shall make no exterior or interior alterations, changes or improvements in or to the Leased Premises without the prior written approval of Lessor, which approval shall not be unreasonably

withheld, conditioned or delayed. Any such alterations, changes or improvements so approved by Lessor shall be made by Lessee at its sole cost and expense and shall be accomplished in a good and workmanlike manner. Except as otherwise provided, only the furnishings, equipment, machinery, Lessee's Security System (defined in Section 23.09) and trade fixtures installed in the Leased Premises by Lessee and paid for by Lessee which are not permanently installed or affixed shall remain the property of the Lessee and may be removed by the Lessee upon the termination or expiration of this Lease; provided, however, that Lessee shall promptly repair all damage caused by the installation and removal thereof and provided further that Lessee shall have fully performed all of the covenants and agreements to be performed by Lessee under the provisions of this Lease.

7.02 Notwithstanding Section 7.01 and subject to the following provision of this Section 7.02, Lessee may install, at its expense and without Lessor's written consent, trade fixtures, movable partitions, furniture, equipment, and other personal property and may remove the same at any time prior to the expiration or termination of this Lease. Without limiting the foregoing, Lessor does hereby further consent to Lessee, at its expense, (1) painting the interior of the Leased Premises and making other cosmetic, non-structural alterations to the Leased Premises, (2) installing Lessee's Security Systems as referenced in Section 24.11, (3) construction of a wall and/or door near the existing stairwell to block access to the Leased Premises as shown on Exhibit "B", (4) construction of a door and/or opening to access the bathroom and janitorial room from the lounge as shown on Exhibit "B", and (5) any alterations that need to be made for the operation of the elevator as detailed in Article IX.

7.03 To extent that Lessor undertakes any alterations, changes or improvements in or to the portions of Building 1 other than the Leased Premises, Lessor agrees that said alterations, changes or improvements will be made and conducted by Lessor in the least intrusive manner possible for Lessee. Specifically, Lessor, its employees, agents, representatives and contractors shall not block any ingress or egress to the Property, Leased Premises or Drive-Through Facility, shall not erect any improvements that will block the visibility of any of Lessee's existing signage on the Property, shall not make improvements which would eliminate the exclusive parking reserved to Lessee under Section 11.01 or reduce the total parking on the Bank Tract by twenty-five percent (25%) of what currently is available or otherwise interfere with Lessee's Permitted Use of the Leased Premises.

VIII. UTILITIES

8.01 Building 1 is separately metered for all electrical, gas and other utilities and services used. Lessee shall pay sixty-seven percent (67%) of the above-described utilities used or consumed upon Building 1, as well as all water and sewer charges related to Building 1. Percentage is determined using the approximate square footage of 5,000 square feet for the Leased Premises in comparison to the total square footage of 7,500 square feet of Building 1. The above referenced square footage is approximated and the final number of square feet will be determined and agreed upon by both Parties when finally calculated.

8.02 Lessee shall pay its portion of such utilities in arrears based on the utility expenses shown on each statement received from the applicable utility company. Lessor shall pay such utility cost and deliver to Lessee the statement received each billing cycle. Lessee shall reimburse Lessor for its portion of such charges within twenty (20) days from its receipt of such statement.

8.03 Lessor shall provide and maintain access to (i) electricity and (ii) normal amounts of water and sewage disposal (each, a "Lessor Utility") for the Leased Premises. "Access" as used in the immediate preceding sentence shall mean (a) for electricity, Lessor shall be responsible for maintaining and providing the necessary systems (to include, without limitation, wiring, conductors, junction boxes, switch boxes, and the like) to conduct electricity from the point of entry to the Leased Premises to the electrical fixtures and

outlets as currently configured for the Leased Premises, and (b) for water and sewage, Lessor shall be responsible for maintaining and providing the necessary systems and apparatus (to include, without limitation, pipes, fixtures, and drainage) to conduct water and sewage to and from Building 1 from the point of entry to the Leased Premises to the sinks, commodes, water outlets, and drains as currently configured for the Leased Premises. If any interruption or cessation of any Lessor Utility occurs and continues for five (5) consecutive business days, and as a result of such interruption or cessation Lessee cannot reasonably operate its business on the Leased Premises, then Rent shall abate until such Lessor Utility is restored. Furthermore, in the event that failure of any Lessor Utility has not been repaired and/or restored or the issue has not been resolved within five (5) consecutive days, Lessee may put or cause the Lessor Utility to be repaired, and in such case, Lessor shall reimburse Lessee all reasonable out-of-pocket amounts incurred by Lessee to perform such repairs within thirty (30) days after delivery to Lessor of written statements and copies of invoices. In the event Lessor has failed to reimburse Lessee within the prescribed period, Lessee may offset such amount from the Rent due to Lessor.

IX. ELEVATOR

9.01 The existing elevator in Building 1 will remain in operation during the normal bank business hours of 9:00 a.m. to 4:30 p.m. on Monday through Friday. Lessor agrees and acknowledges that the elevator will not be in operation on (i) hours before 9:00 a.m. and after 4:30 p.m., (ii) Saturdays and Sundays, and (iii) days in the year on which banks located in the State of Georgia are permitted or required to be closed.

9.02 Lessee will control the operation of the elevator and shall be entitled to put any necessary controls to secure the elevator and ensure that it cannot be operated in a manner inconsistent with the above Section 9.01. Nothing contained in this Article IX shall prohibit Lessor and its employees and invitees from using the elevator to access the second floor of Building 1 during the hours referenced in Section 9.01. However, Lessor agrees and acknowledges that access to the second floor of Building 1 will be restricted to the stairwell at all other times.

X. LATE PAYMENT OR RENT AND RETURNED CHECKS

10.01 Time is of the essence of this Lease, and if Lessor elects to accept Rent more than five (5) days after such Rent is due, a late charge equal to five percent (5%) of such past due amount will be due. Further, in the event that any check delivered by Lessee is dishonored or returned for insufficient funds during the term of this Lease, Lessee shall pay Lessor \$20.00 for each dishonored or returned check as a handling charge and, if applicable, the late charge hereinabove provided. In the event that more than one check is dishonored or returned for insufficient funds during the Lease Term, Lessee shall pay all future Rent in the form of cashier's checks, certified checks or money orders.

XI. PARKING

11.01 Lessor grants to Lessee the right to designate by appropriate signage up to twelve (12) spaces in front and contiguous to Building 1 that will be exclusive for use of Lessee and its customers and agents. Lessor shall provide the remainder of the parking on a non-exclusive basis as part of the Common Areas and maintain the parking lot in good condition and limit its availability exclusively to Lessor, Lessee and their respective invitees and agents of the Bank Tract and shall do nothing to impair or restrict ingress and egress to and from the Property or to reduce the number of parking spaces available or to obstruct the traffic flow needs to the Drive-Through Facility.

XII. CASUALTY INSURANCE

12.01 At all times during the term of this Lease, Lessor shall pay, at Lessor's sole cost and expense, all premiums for and shall maintain in effect, with a reputable insurance company or companies satisfactory to Lessor, policies of insurance insuring Building 1 in the full insurable value of Building 1 with such casualty coverage as Lessor shall reasonably require, including without limitation, coverages against damage by fire, lightning, water, wind, vandalism, malicious mischief, theft and plate glass breakage.

XIII. LIABILITY INSURANCE AND INDEMNIFICATION

13.01 During the Lease Term, Lessee shall maintain, at Lessee's sole cost and expense, for the mutual benefit of Lessor and Lessee comprehensive general public liability insurance against liability for property damages and personal injuries suffered by reason of Lessee's use or occupancy of the Leased Premises, including without limitation any damage or injury caused by the act, omission or negligence of Lessee or Lessee's assignees or sublessees or their respective patrons or visitors. Such comprehensive public liability insurance shall be in the minimum amounts of \$1,000,000.00 for death of or bodily injury to any one person, \$2,000,000.00 for all death and bodily injury claims resulting from any one accident, and \$500,000.00 for property damage. Lessor shall be named as an additional insured under such comprehensive public liability insurance policy.

13.02 Lessee shall indemnify and hold harmless the Lessor from and against any and all claims, actions, damages, liability and expense, including without limitation reasonable attorney's fees, in connection with loss of life, personal injury and/or property damage arising from or out of any occurrence in, upon or at the Leased Premises or the occupancy or use of the Leased Premises or any part thereof by Lessee or Lessee's assignees or subtenants, or occasioned wholly or in part by any act or omission of Lessee or Lessee's assignees or sublessees or their respective agents, contractors, employees, servants, subtenants, licensees or concessionaires.

13.03 During the Lease Term, Lessor shall maintain, at Lessor's sole cost and expense, comprehensive general public liability insurance against liability for property damages and personal injuries suffered by reason of use or occupancy of the Property by Lessor or any tenant, including without limitation any damage or injury caused by the act, omission or negligence of Lessor or tenants or their respective patrons or visitors. Such comprehensive public liability insurance shall be in the minimum amounts of \$1,000,000.00 for death of or bodily injury to any one person, \$2,000,000.00 for all death and bodily injury claims resulting from any one accident, and \$500,000.00 for property damage.

13.04 Lessor shall indemnify and hold harmless the Lessee from and against any and all claims, actions, damages, liability and expense, including without limitation reasonable attorney's fees, in connection with loss of life, personal injury and/or property damage arising from or out of any occurrence in, upon or at the Property or the occupancy or use of the Property or any part thereof by Lessor or Lessor's assignees or tenants, or occasioned wholly or in part by any act or omission of Lessor or Lessor's assignees or tenants or their respective agents, contractors, employees, servants, sublessees, licensees or concessionaires or Lessor's breach of this Lease. To the extent that the above indemnification is contrary to state law, Lessor agrees and acknowledges to add Lessee as an additional insured. Any portion of this Agreement regarding indemnification applies only to the extent permitted by law including but not limited to the Gratuities Clause of the Georgia Constitution, and any applicable case law, including but not limited to CSX Transportation, Inc. v. City of Garden City, 277 Ga. 248, 588 S.E.2d 688 (2003). Also, it is the Lessor's intent to be covered under the auspices of any applicable immunity granted by law. Notwithstanding anything in this Lease to the contrary including without limitation the two sentences immediately preceding, nothing contained herein shall restrict, impair or limit Lessee's rights to insurance proceeds that are available to Lessor and/or Lessee under any policies required to be carried pursuant to this Lease.

13.05 Neither Lessor nor Lessee makes any representation that the types of insurance and limits specified to be carried by the other party under this Lease are adequate to protect the other party. Nothing contained herein shall limit Lessor's or Lessee's liability under this Lease, and Lessor's and Lessee's liability under any provision of this Lease, including without limitation under any indemnity provision, shall not be limited to the amount of any insurance obtained.

13.06 Lessee shall have the right to carry its insurance under "blanket" and/or "umbrella" policies.

XIV. DAMAGE OR DESTRUCTION OF LEASED PREMISES

14.01 If at any time during the Lease Term, Building 1 or Leased Premises shall be so destroyed or so injured by fire or other casualty as to be unfit for full occupancy and use by Lessee, and such destruction or injury could reasonably be repaired within one hundred eighty (180) days from the date of such destruction or injury, then Lessee shall not be entitled to surrender possession of the Leased Premises; provided, however, that Lessee's obligation to pay Rent shall be equitably reduced to the extent of the diminution in use to Lessee resulting from such destruction or injury until full use and occupancy is restored to Lessee. In case of any such destruction or injury, Lessor shall repair the damage with all reasonable speed at least to the extent of the value and as nearly as possible to the character of Building 1 and improvements existing immediately prior to such occurrence.

14.02 If the Leased Premises shall be so destroyed or injured by fire or other casualty that such destruction or injury could not reasonably be repaired within one hundred eighty (180) days from the date of such destruction or injury, Lessee shall have the option, upon written notice given to Lessor within sixty (60) days from the date of such destruction or injury to terminate this Lease, and upon giving of such notice this Lease shall be terminated as of the date of such destruction or injury. In the event Lessee does not choose to terminate this Lease in accordance with the foregoing options, Lessor shall repair the damage and restore or rebuild the building and improvements as promptly as possible in the same manner and subject to the same conditions as provided in Paragraph 14.01 above.

14.03 Notwithstanding the foregoing provisions of Paragraphs 14.01 and 14.02, in the event of damage or destruction, as aforesaid, such that fifty percent (50%) or more of the total floor area of the Leased Premises is rendered unfit for occupancy and use by Lessee during the last year of the original Lease Term hereof or during the last year of an extended term, if any, of this Lease, then either party shall have the option, upon written notice given to the other within sixty (60) days from the date of such destruction or injury, to terminate this Lease, and upon the giving of such notice this Lease shall be terminated as of the date of such destruction or injury.

XV. EMINENT DOMAIN

15.01 In the event that the Leased Premises or any portion thereof shall be taken for public or quasi-public use or condemned under eminent domain, Lessee shall not be entitled to claim or have paid to Lessee any compensation or damages whatsoever for or on account of any loss, injury, damage or taking of any right, interest or estate of Lessee, and Lessee hereby relinquishes and assigns to Lessor any rights to such damages unless such condemnation aware specifically mentions it is for the benefit of Lessee ; provided, however, that nothing herein contained shall be construed to prevent Lessee from asserting against the condemner any separate claim for damages to Lessee occurring by reason of said condemnation, including without limitation loss or damage to leasehold improvements, moving expenses, personal property, business, fixtures, goodwill, cost of removing fixtures or equipment or loss of future profits.

15.02 In the event of any such taking or condemnation referred to in Paragraph 15.01, then if and when there is an actual taking, in whole or in part, of physical possession of the Leased Premises which shall render the Leased Premises unfit for use by Lessee as determined by Lessee at Lessee's sole discretion, Lessee may terminate this Lease. If Lessee elects to terminate this Lease as provided above, it shall give written notice to Lessor within (30) days after the latter of (a) the entry of the final order or court authorizing the taking or appropriation or the date of settlement, as the case may be, or (b) the taking of physical possession by the condemner. In the event there is a partial taking of the Leased Premises, but this Lease is not terminated as herein provided, then this Lease shall continue in full force and effect with the Rent equitably reduced to take into consideration the partial taking.

XVI. SUBORDINATION

16.01 This Lease and the leasehold estate of Lessee in the Leased Premises is and shall be subject and subordinate to any and all mortgages now existing or hereafter placed on the Leased Premises or any part thereof. The subordination hereby effected shall be operative immediately and shall be self-executing; nevertheless, Lessee shall execute and deliver such further commercially reasonable instrument or instruments as may be requested by Lessor from time to time, whether in favor of Lessor, a mortgage or a third party, in order to evidence more fully the subordination of this Lease and the leasehold estate of Lessee herein provided.

16.02 Lessee agrees that in the event of the foreclosure of any mortgage now existing or hereafter placed on the Leased Premises, Lessee shall attorn to the mortgagee and its successors or assigns or to the purchaser under such foreclosure provided that such successor-in-interest acknowledge and agree to be responsible for Lessor's obligations under this Lease. In such event and provided that Lessee is not in default, this Lease shall not terminate so far as the Lessee continues to pay the Rent required by this Lease and otherwise performs and observes all of the terms, covenants, conditions and provisions of this Lease to be performed and observed by or on behalf of Lessee.

XVII. BANKRUPTCY OR RECEIVERSHIP

17.01 To secure Lessor more effectively against loss of Rent and other payments herein provided to be made by Lessee, it is mutually agreed that the filing by, on behalf of or against Lessee of any petition or pleading to declare Lessee a bankrupt or debtor whether voluntary or involuntary, under any bankruptcy, receivership, reorganization or similar law or act; or the commencement in any court or tribunal of any proceeding, voluntary or involuntary, to declare Lessee insolvent or unable to pay its debts; or the appointment by any court or under law of a receiver, trustee or other custodian of the property, assets or business of Lessee; or the assignment by Lessee of all or any part of its property or assets for the benefit of creditors; or the levy or attempted levy of execution, attachment or other taking of property, assets or the leasehold interest of Lessee by process of law or otherwise in satisfaction of any judgment, debt or claim, shall, at the option of Lessor, operate as a default under this Lease immediately and without prior notice and without prejudice to Lessor's right to prosecute any other remedy which it may have for a breach of this Lease.

17.02 To secure Lessee's continuity of business, it is mutually agreed that the filing by, on behalf of or against Lessor of any petition or pleading to declare Lessor a bankrupt or debtor whether voluntary or involuntary, under any bankruptcy, receivership, reorganization or similar law or act; or the commencement in any court or tribunal of any proceeding, voluntary or involuntary, to declare Lessor insolvent or unable to pay its debts; or the appointment by any court or under law of a receiver, trustee or other custodian of the property, assets or business of Lessor; or the assignment by Lessor of all or any part of its property or assets for the benefit of creditors; or the levy or attempted levy of execution,

attachment or other taking of property, assets or the freehold interest of Lessor by process of law or otherwise in satisfaction of any judgment, debt or claim, shall, at the option of Lessee, operate as a default under this Lease immediately and without prior notice and without prejudice to Lessee's right to prosecute any other remedy which it may have for a breach of this Lease.

XVIII. DEFAULT

18.01 If Lessee shall completely vacate the Leased Premises or completely abandon the same or fail continuously to operate its business on the Leased Premises as contemplated by this Lease; or if Lessee shall default in the payment of Rent or other charges herein reserved or provided or in any installment thereof and such default shall continue for ten (10) days after such payment is due; or if any event specified in Article XVII above shall occur; or if Lessee shall become bankrupt or insolvent; or if Lessee shall default in any of the other covenants herein contained to be kept, observed or performed by Lessee and such default shall continue for thirty (30) days after written notice of such default has been given to Lessee; then and in any such event Lessor at its option may terminate this Lease or may, without terminating this Lease, enter and repossess the Leased Premises, remove Lessee's property and signs therefrom, and re-let the same for such rent and upon such terms as shall be commercially reasonable without such re-entry and repossession working a forfeiture of the Rent to be paid and the covenants to be performed by Lessee during the Lease Term hereof. For the purpose of such re-letting, Lessor shall be entitled to make any repairs, changes, alternations or additions in or to the Leased Premises that may be necessary or convenient, and Lessor shall be entitled to recover from Lessee the cost of such repairs, changes, alterations and additions; the expenses of such re-letting; and the difference in value between the Rent which would be payable by Lessee hereunder for the remainder of the Lease Term of this Lease and the value of the rent to be realized from such re-letting. Nothing herein shall be construed to alleviate Lessor of its obligation to mitigate damages and attempt to re-let the Leased Premises.

18.02 Lessor shall not be deemed to be in default in the performance of any obligation required to be performed by it under this Lease unless and until it has failed to perform such obligation within thirty (30) days after receipt of written notice by Lessee to Lessor specifying the nature of such default; provided, however, that if the nature of Lessor's obligation is such that more than thirty (30) days are required for its performance, then Landlord shall not be deemed to be in default if it shall commence such performance within such thirty (30) day period and thereafter diligently prosecutes the same to completion. If Lessor fails to cure any default within the foregoing time periods, then, in addition to such other remedies as may be available at law or in equity, Lessee may cure such default and invoice Lessor for the cost incurred by Lessee in effecting such cure. Lessor shall remit the amount of such invoice to Lessee within thirty (30) days after receipt thereof. In the event Lessee has not received reimbursement from Lessor within thirty (30) days Lessee shall be allowed to offset such amount from Rent.

18.03 No remedy herein or otherwise conferred upon or reserved to either party shall be considered exclusive of any other remedy, but the same shall be distinct, separate and cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing at law or in equity or by statute; and every power and remedy given by this Lease to either party may be exercised from time to time as often as occasion may arise or as may be deemed expedient. Further, no delay or omission of either party to exercise any right or power arising from any default on the part of the other party shall impair any such right or power or shall be construed to be a waiver of any such default or an acquiescence therein.

XIX. ASSIGNMENT, SUBLETTING AND HYPOTHECATION OF LEASE

19.01 Lessee shall have the absolute right to assign and transfer this Lease or sublet all or any part of the Leased Premises without the notice requirement to Lessor to a "Qualified Lessee Affiliate" provided that the Leased Premises is used only as a banking facility. As used herein, a "Qualified Lessee Affiliate" means any legal entity which: (a) is a wholly owned parent, subsidiary or affiliate of Lessee, or (b) results from the merger or consolidation of Lessee with or into another legal entity, or (c) acquires all or the majority of the outstanding shares in Lessee, or (d) purchases all of Lessee's banking/lending facilities and retail locations in Georgia (including the Leased Premises and this Lease) in a bulk sale; or (e) purchases at least five (5) of Lessee's retail locations (including the Leased Premises and this Lease) in a bulk sale. Furthermore, if any regulatory agency having jurisdiction over Lessee's business requires that Lessee divest itself of the Lease and the Leased Premises, ("Divestiture") then Lessee may do so, without the prior notice to Lessor, provided that as a result of such Divestiture, Lessee transfers the Lease and the Leased Premises to another bank or credit union for similar use.

XX. ESTOPPEL CERTIFICATE

20.01 From time to time and within ten (10) days after written request therefore by Lessor or any mortgagee under a mortgage or proposed mortgagee with respect to the Leased Premises, or if upon any sale, assignment or other transfer by Lessor of the Leased Premises or any portion thereof or interest therein an estoppel certificate shall be required from Lessee, Lessee shall execute and deliver an estoppel certificate to Lessor or to the person or entity designated by Lessor certifying as the then current status of this Lease.

XXI. QUIET ENJOYMENT

21.01 Lessor hereby covenants and agrees that if Lessee shall perform all of the covenants and agreements herein stipulated to be performed on Lessee's part, Lessee shall at all times during the continuance of this Lease have the peaceable and quiet enjoyment and possession of the Leased Premises without any manner of hindrance from Lessor or any person or persons lawfully claiming the Leased Premises, save and except in the event of the taking of the Leased Premises or any portion thereof by public or quasi-public authority.

21.02 Lessor represents and warrants to Lessee that, to the best of Lessor's knowledge, (a) Lessor is, or will be, upon satisfaction of all contingencies of Section 23.10, the fee simple owner and record title holder of the Property, (b) Lessor has not received any notice, and does not have any knowledge, of any eminent domain or similar proceeding which would affect all, or any portion, of the Property, (c) Lessor has the full right, power and authority to make and enter into this Lease, (d) no restrictive covenants, easements, leases or other agreements which are applicable to the Property and restrict or prohibit Lessee's rights set forth in this Lease, including without limitation, Lessee's Permitted Use or right of ingress and egress to and from the Leased Premises and throughout the Property, (e) Lessee, or any permitted assignee or sublessee of Lessee, upon the payment of the Rent and performance of the covenants hereunder, shall and may peaceably and quietly have, hold and enjoy the Leased Premises and improvements thereon during the Lease Term of this Lease, (f) no consents or approvals are required from any other parties for Lessor to enter into this Lease, including without limitation, any mortgagee, (g) the Leased Premises, is in substantial compliance with all applicable laws (except and to the extent such compliance is an obligation of Lessee hereunder), and (h) during the Lease Term, Lessee shall have full rights to ingress and egress on such roadways adjoining the Property. Additionally, Lessor shall take no action that will materially adversely interfere with Lessee's Permitted Use of the Leased Premises. Lessor shall further conform to and observe all applicable laws and ordinances applicable to its ownership of the Property and the leasing of the Leased Premises during the Lease Term hereof.

XXII. SIGNAGE

22.01 All currently existing signage of Lessee including, without limitation, signage on the Leased Premises, Building 1 or near the adjoining roadways of the Property shall remain in place. To extent there is any Lessee signage on Building 2, Lessor shall be entitled to remove such at Lessor's expense. Lessee, at Lessee's sole cost and expense, shall also have the right to place signage on any door that enters into the Leased Premises or other window front and elsewhere on exterior of Building 1 that Lessee deems appropriate and shall have the right to place signage on any monument sign and/or pylon on the Property visible to traffic on the adjoining roadways.

XXIII. MISCELLANEOUS

23.01 Lessor and Lessee each warrant to the other that in connection with this Lease neither has employed or dealt with any broker, agent or finder. Lessee shall indemnify and hold Lessor harmless from and against any claim for brokerage or other commissions asserted by any broker, agent or finder employed by Lessee or with whom Lessee has dealt. Lessor shall indemnify and hold Lessee harmless from and against any claim for brokerage or other commissions asserted by any broker, agent or finder employed by Lessor or with whom Lessor has dealt.

23.02 All notices provided for in this Lease shall be in writing and sent by commercial delivery service (such as Federal Express) or sent by United States registered or certified mail, postage prepaid, return receipt requested, addressed to such party at its address set forth hereinbelow. All notices shall be deemed delivered or made upon receipt at such address, or on the date of delivery by a commercial delivery service.

If to Lessor: Board of Commissioners of Effingham County, Georgia
Attention: County Administrator
601 North Laurel Street
Springfield, Georgia 31329

If to Lessee: Renasant Bank
Attention: Ed Hutchinson
3295 Inner Perimeter Rd.
Valdosta, Georgia 31602

With a mandatory copy to:

Renasant Bank
Attn: Legal Department
209 Troy Street
Tupelo, MS 38804

Either party may, from time to time, by written notice as herein provided, designate a different address to which notices to it shall be sent.

23.03 The terms, covenants and conditions contained in this Lease shall bind Lessor and Lessee and their respective successors and assigns and shall inure to the benefit of Lessor and Lessee and to their respective assigns, provided that any assignment by Lessee is made in accordance with Article XIX above.

23.04 This Lease shall be governed and construed in accordance with the laws of the State of Georgia.

23.05 Except for the Contract, this Lease constitutes the parties' entire understanding and agreement concerning the Leased Premises, and all prior negotiations and agreements with respect thereto and hereby superseded. This Lease may not be modified or amended except by a written instrument signed by the parties hereto.

23.06 Time is of the essence of this Agreement.

23.07 In the event any action is brought by either Lessee or Lessor against the other to enforce the provisions of this Lease, the losing party upon demand shall pay all costs and expenses reasonably incurred by the other party to enforce its rights and remedies under this Lease, including without limitation reasonable attorney's fees and expenses and court costs, including those related to appellate proceedings, whether or not any action is filed or prosecuted to judgment.

23.08 This Lease may be executed in two or more counterparts, each of which shall be deemed to be an original, and all of which together shall constitute one and the same instrument. In order to facilitate the executions of this Lease, signatures transmitted by facsimile machine or signatures transmitted via e-mail in a "PDF" format shall be as effective as original manual signatures on this Lease.

23.09 Notwithstanding anything in this Lease to the contrary, Lessee shall have the right to install and maintain, at its own expense, a security system owned and operated by Lessee to provide security for the conduct of the intended use of the Leased Premises ("Lessee's Security System"). Lessee's Security System may include, without limitation, the right to install on the Leased Premises and within Building 1 electronic locks for doors; alarms; access controls or panels for alarms, cameras and other security systems; card access systems; and security cameras, and wiring necessary for the functioning of the foregoing security systems. Lessor shall reasonably cooperate with Lessee, as may be to the reasonably necessary, to permit the installation and operation of Lessee's Security System in a manner consistent with the existing layout, configuration and operation of the Leased Premises. To the extent the Leased Premises is surveilled and secured by security cameras controlled by Lessor, Lessor shall provide Lessee with reasonably means of access to Lessor's security cameras and system logs ("Lessor's Security System") as may be reasonably necessary to allow Lessee to conduct internal or external investigations related to its use of the Leased Premises. Lessee shall, at Lessee's sole cost and expense, remove Lessee's Security System upon the expiration or earlier termination of this Lease, repair any damage resulting from such removal and restore the affected portions of the Leased Premises to the condition that existed prior to the installation of Lessee's Security System.

23.10 Notwithstanding anything contained herein to the contrary, Lessor's and Lessee's obligations under this Lease are specifically contingent upon the consummation of the sale and closing of the Property from Lessee to Lessor pursuant to the terms of the Contract.

23.11 Notwithstanding anything contained herein to the contrary, Lessor grants to Lessee an absolute right to terminate this Lease ("Termination Option"). Lessee may exercise the Termination Option by delivering written notice of exercise to Lessor no later than thirty (30) days prior to the date in which Lessee intends to terminate this Lease ("Termination Notice"). If exercised, all terms and conditions of the Lease shall continue until the date stated in the Termination Notice ("Termination Date"). Upon the Termination Date, this Lease shall be terminated.

IN WITNESS WHEREOF, Lessor and Lessee have caused this instrument to be executed in their respective names and their respective seals to be affixed hereto as of the day and year first above written.

LESSOR:

BOARD OF COMMISSIONERS OF EFFINGHAM COUNTY, GEORGIA

By: Wesley M. Corbitt
Wesley Corbitt
Title: Chairman

Attest: S. Johnson
Stephanie Johnson
Title: County Clerk

LESSEE:

RENASANT BANK

By: [Signature]
Name: JIM GRAY
Title: SREVP

Exhibit A
CONTRACT

**AGREEMENT FOR THE PURCHASE AND SALE
OF REAL ESTATE**

THIS AGREEMENT FOR THE PURCHASE AND SALE OF REAL ESTATE (the "Agreement") is entered into and made effective as of July 11th, 2019 (the "Effective Date"), by and among RENASANT BANK ("Seller"), and THE BOARD OF COMMISSIONERS OF EFFINGHAM COUNTY, GEORGIA ("Purchaser").

WITNESSETH:

For and in consideration of the sum of TEN AND NO/100 DOLLARS (\$10.00), the mutual covenants contained herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto, intending to be legally bound, agree as follows:

I. Purchase and Sale

1.1 Upon the terms and conditions hereinafter set forth, Seller agrees to sell and Purchaser agrees to purchase all those tracts or parcels of land described as follows including all improvements thereon and appurtenances thereto (the "Property") but specifically excluding any and all furnishings, security, banking or office equipment:

Tract 1 (the "Vacant Tract")

All that certain tract or parcel of land situate, lying and being in the City of Springfield, 11th G.M. District, Effingham County, Georgia, containing One and Six Tenths **(1.6) acres, more or less**, and consisting of Lots 16, 17 and the northern 25 feet of Lot 18, of the Jack E. Ramsey, Sr. Subdivision as shown on the plat thereof hereinafter referred to.

Said parcels of land lying adjoining and as a whole being bounded on the northeast by Georgia State Highway #21, a distance of 225 feet; on the southeast by the southerly remaining portion of Lot 18, a distance of 315 feet; on the southwest by the right-of-way of the Norfolk Southern Railroad, a distance of 225 feet; and on the northwest by Lot 15, being lands of the U.S. Post Office, a distance of 315 feet.

Express reference is hereby made to the plat of said lands made by Paul D. Wilder, R.L.S. #1559, dated July 23, 1997, and recorded in the office of the Clerk of Superior Court of Effingham County, Georgia in **Plat Cabinet "B", Slide 005-B**, for better determining the metes and bounds of said lands herein conveyed.

This being the same property conveyed by Receivers Deed from Federal Deposit Insurance Corporation to Heritagebank of the South, dated February 18, 2011, recorded in Deed Book 2046, Page 108, aforesaid records.



AND

Tract 2 (the "Bank Tract")

All that certain tract or parcel of land situate, lying and being in the City of Springfield, 11th G.M. District, Effingham County, Georgia, containing Two and Seventy-One Hundredths **(2.71) acres, more or less**, and being bounded on the northeast by Georgia State Highway 21, a distance of 375 feet; on the southeast by lands now or formerly of Ramsey, a distance of 315 feet; on the southwest by the Southern Railroad right-of-way, a distance of 375 feet; and on the northwest by lands of Citizens Bank of Effingham, a distance of 315 feet.

Said parcel of land being also known as the southern 75 feet of Lot 18, all of Lots 19, 20, and 21 of the Jack Ramsey Sr. Subdivision.

Express reference is hereby made to the plat of said lands made by Warren E. Poythress, R.L.S. #1953, dated February 21, 2005, and recorded in the office of the Clerk of Superior Court of Effingham County, Georgia in Plat Cabinet "C", Slide 74A-1, for better determining the metes and bounds of said lands herein conveyed.

This being the same property conveyed by Receivers Deed from Federal Deposit Insurance Corporation to Heritagebank of the South, dated February 18, 2011, recorded in Deed Book 2046, Page 108, aforesaid records.

2. Earnest Money.

2.1 Purchaser shall tender an earnest money deposit (which deposit, including any additions thereto and any interest thereon, is called the "Deposit") with The Newberry Law Firm, P.C. ("Escrow Agent"), in the sum of One Thousand Five Hundred and No/100s Dollars (\$1,500.00) within three (3) business days following the Effective Date hereof.

2.2 In the event the sale and purchase of the Property is consummated in accordance with this Agreement, the Deposit shall be paid to Seller and credited to the Purchase Price (as hereinafter defined) at the Closing of this transaction. In the event Purchaser shall properly terminate its obligations hereunder in accordance with Section 6 hereof, or otherwise as expressly permitted in this Agreement, the Deposit shall be promptly disbursed to Purchaser (less One Hundred Dollars (\$100.00) which shall be paid to Seller as consideration for this Agreement). If the sale and purchase of the Property is not closed because of a breach by Purchaser, then and in such event, the disbursement of the Deposit and the respective rights of the Parties shall be as set forth in Section 10 hereof. If the sale and purchase of the Property is not closed because of a breach hereof by Seller, the disbursement of the Deposit and the respective rights of the parties shall be as set forth in Section 10 hereof.

2.3 The duties of the Escrow Agent shall be determined solely by the express provisions of this Agreement. The parties authorize the Escrow Agent, without creating any obligation on the part of the Escrow Agent, in the event this Agreement or the Deposit becomes

involved in litigation, to pay over the Deposit to the clerk of the court in which the litigation is pending and thereupon the Escrow Agent shall be fully relieved and discharged of any further responsibility under this Agreement. The undersigned also authorizes the Escrow Agent, if it is threatened with litigation, to interplead all interested parties in any court of competent jurisdiction and to pay over the Deposit to the clerk of that court and thereupon the Escrow Agent shall be fully relieved and discharged of any further responsibility hereunder. All costs of such proceedings, together with reasonable attorneys' fees and costs incurred by Escrow Agent and the successful party or parties in connection therewith shall be paid by the unsuccessful party or parties to such proceedings.

2.4 The Escrow Agent shall not be liable for any mistake of fact or error of judgment or any acts or omissions of any kind unless caused by its intentional misconduct or negligence. The Escrow Agent shall be entitled to rely on any instrument or signature believed by it to be genuine and may assume that any person purporting to give any writing, notice or instruction in connection with this Agreement is duly authorized to do so by the party on whose behalf such writing, notice or instruction is given.

2.5 The parties, jointly and severally to the fullest extent allowable by law that the Escrow Agent shall not have any liability to either of the parties for any loss, liability or expense incurred without negligence or bad faith on the part of the Escrow Agent arising out of or in connection with the acceptance of, or the performance of its duties under this Agreement. To the extent that the Escrow Agent incurs expenses or attorneys' fees in defending any claim for which it is not liable, it may recover such reasonable expenses or attorneys' fees from the Deposit. Purchaser agrees that the Purchase Price due from Purchaser shall be increased to account for reduction in the Deposit due Seller on account of the wrongful acts of Purchaser which give rise to recovery by Escrow Agent of its fees and expense from the Deposit. Seller agree that if it's wrongful acts results in Escrow Agent deducting expenses or fees from the Deposit due Purchaser under this Agreement, it will reimburse Purchaser for loss of the Deposit..

3. Purchase Price.

3.1 The purchase price shall be One Million Five Hundred Thousand and No/100ths Dollars (\$1,500,000.00) (the "Purchase Price").

3.2 The Purchase Price shall be paid at Closing in immediately available funds less a credit for the Deposit.

4. Closing Procedures

4.1 The consummation of the sale and purchase of the Property pursuant to the terms of this Agreement (the "Closing") shall take place on or before that date which is ten (10) calendar days following the expiration of the Inspection Period or the Extended Inspection Period, exercised pursuant to Section 6.1 below, whichever is last to occur, or such other date as may be mutually agreeable upon in writing by Seller and Purchaser ("Closing Date").

4.2 Purchaser shall give Seller and Escrow Agent notice of the Closing Date selected by Purchaser at least five (5) days prior thereto. The Closing shall be conducted in escrow, take place by mail or in the offices of The Newberry Law Firm, P.C.

4.3 On the Closing Date, Seller shall deliver to Purchaser the following:

(a) Transferable and recordable limited warranty deed conveying Good and Marketable Fee Simple Title to the Property using the legal description found in the chain of title as provided by the title company. "Good and Marketable Fee Simple Title" shall be: (i) free of all claims, liens and encumbrances of any kind or nature whatsoever other than the Permitted Title Exceptions and (ii) insurable by a nationally recognized title insurance company of Purchaser's choice at then current standard rates with the standard printed exceptions therein deleted and without exception other than the Permitted Title Exceptions. As used in this Agreement, the term "Permitted Title Exceptions" means (i) current city, state and county ad valorem property and sanitary sewer taxes not yet due and payable, excluding, however, any special assessments applicable to public improvements, all such excluded items to remain the sole responsibility of the Seller to discharge at Closing or thereafter upon Purchaser's demand, if such items relate to the Seller's ownership of the Property, (ii) zoning, (iii) general utility, sewerage and drainage easements affecting the Property which do not interfere with Purchaser's intended use of the Property or impose obligations or burdens upon Purchaser greater than those typically associated with such easements, (iv) such other matters as Purchaser may approve or waive as not causing Seller's title to the property to be other than Good and Marketable Fee Simple Title. Notwithstanding the foregoing, Purchaser agrees that Seller shall only be required, at Closing, to satisfy any monetary liens which have been placed against the title to the Property by, through or under Seller (collectively "Seller Liens). Seller may, in its sole discretion, elect not to cure title defects, other than Seller Liens, even if such title defects are capable of being cured. Seller makes no warranties as to title other than those limited warranties conveyed by a limited warranty deed.

(b) Sufficient evidence that Seller is duly authorized to consummate the transaction, as required by the title company

(c) An affidavit setting forth that the Seller is not a foreign person or a foreign corporation and providing the Seller's United States Taxpayer Identification Number.

(d) A certification that all of the representations and warranties set forth in Section 12 hereof are true and correct as of the Closing Date.

(e) A Seller's Affidavit in the form attached hereto at Exhibit "C" and incorporated herein by reference.

(g) A Bill of Sale for personal property, if any.

(h) A Letter of Notice to all tenants, if any.

(i) Possession, use and occupancy of the Property subject to Seller's leasehold rights in the Property as discussed in Section 22. Prior to Closing, but with the express exception of such portion of the Property that Seller will lease from Purchaser pursuant to Section 22, Seller shall have removed all of Seller's personal property from the Property and the Property shall be delivered to Purchaser free of all trash, debris, rubble scrap lumber, sand or dirt piles or other waste materials on the Property. Improvements shall be left "broom clean."

(j) If required by law, a completed 1099-S Form duly executed by Seller or Seller's authorized agent and, in all events, the certification of Seller, in a form to be provided or approved by the Purchaser, signed by authorized representatives of the Seller under penalties of perjury, contained the Seller's U.S. Taxpayer Identification Number, the business address of the Seller, and a statement that the Seller is not a foreign person within the meaning of Section 1445 and 7701 of the Internal Revenue Code of 1986, as amended.

4.4 On the Closing Date, Purchaser shall deliver to Seller:

- (a) The Purchase Price in cash or immediately available funds.
- (b) Sufficient evidence that the Purchaser is duly authorized to consummate the transaction.
- (c) All applicable closing documents as necessary to consummate the transaction.

4.5 Seller shall pay the State of Georgia transfer tax, recording fees for the limited warranty deed of conveyance and the cost of recording any title clearance documents, as well as its own attorney's fees and costs. Purchaser shall pay its own attorney's fees and costs, lender fees, recording fees for any loan/lender documents, costs of inspections and investigations of the Property, all title examination and title policy premium charges, all boundary and topographical survey charges and all other costs of closing.

4.6 Real and personal property taxes shall be prorated at closing. Seller shall pay prorated amount of all real and personal property taxes for 2019 and the entirety of any unpaid real and personal property tax for any prior years.

5. Survey. During the Inspection Period, Purchaser may have prepared, at Purchaser's expense, an accurate ALTA/ACSM survey of the Property by a surveyor registered under the laws of the State of Georgia and acceptable to Purchaser (the "Survey"). The Survey shall contain a computation of the acreage of the Property to the nearest one-hundredth (1/100th) of an acre, less any portion of the Property within (i) the right-of-way of any road way, and (ii) any transmission easements. If there is a discrepancy between the legal description found in the chain of title, as disclosed by the title company, and the legal description depicted on the Survey, the Parties agree that, in such instance, Seller shall provide Purchaser with a quit claim deed using the legal

description depicted on the Survey and a limited warranty deed to the Property as described in the chain of title and vesting deeds.

6. Inspection

6.1 Purchaser shall have the right to fully inspect the Property and all improvements thereon, as well as the documents of the Seller relating to the Property, for a period of time (the "Inspection Period") ending on the date which is ninety (90) days from the Effective Date. Further, Purchaser shall have the right, in its sole discretion, to extend the Inspection Period for one (1) time by an additional ninety (90) days by, prior to the end of the ninety (90) day Inspection Period ("Extended Inspection Period"), notifying Seller in writing and depositing with the Escrow Agent as additional deposit (the "Additional Deposit") of Fifteen Thousand and no/100 Dollars (\$15,000.00) ("Additional Deposit" and "Deposit" shall be collectively referred to herein as the "Deposit"). The Extended Inspection Period shall act to extend the Closing as the Closing shall be held on a date agreed to by Seller and Purchaser within ten (10) calendar days of the end of the Extended Inspection Period. Purchaser's examination of the Property shall include but not be limited to, and Purchaser's obligations under this Agreement shall be contingent upon satisfaction of, the following:

- (a) Title to the Property, as provided in Section 7 hereof;
- (b) Zoning, survey and topo being acceptable to Purchaser;
- (c) The physical condition of the Property and availability of all utilities and easements required for same being acceptable to Purchaser;
- (d) Environmental investigations, studies, audits or other tests conducted to determine the existence of hazardous material on the Property being acceptable to Purchaser.

During the Inspection Period or Extended Inspection Period, if applicable, Purchaser, Purchaser's agents, employees and independent contractors shall on advance notice to and consent of Seller, which consent shall not be unreasonably withheld or delayed, have the right to come onto the Property, at such time as reasonably designated by Seller, for the purpose of conducting the foregoing reports, inspections, examinations, tests and studies. To the extent as can be reasonably accommodated, such inspections shall be scheduled outside the normal business hours of Seller as it pertains to the Bank Tract. No such report, inspection, examination, test or study shall interfere with use of the Property by Seller or violate any law or regulation of any governmental entity having jurisdiction over the Property. Purchaser shall promptly provide Seller with copies of all documents resulting from or related to such reports, inspections, examinations, tests and studies and surveys performed with respect to the Property upon Purchaser's receipt of same. Notwithstanding the foregoing, Purchaser shall not conduct any invasive testing, including but not limited to any phase II environmental testing, or invasive building condition inspection and shall not otherwise disturb the condition of the Property without first obtaining the express written

permission of Seller. Purchaser agrees that Seller shall have no liability for and Purchaser shall agree to indemnify, defend and hold Seller harmless from any and all loss and expense (including, without limitation, attorney's fees) resulting from claims and damages (including, but not limited to, injury to, or death of persons, loss or damage to property, the performance of any labor or services for the Purchaser, or the release, escape, discharge, emission, spillage, seepage or leakage by Purchaser on or from the Property of any hazardous substance or any other violation by Purchaser of any environmental law) caused by, arising out of, or incurred in connection with the exercise by Purchaser or by its agents, its employees or its contractors of Purchaser's rights under this Section 6. Any provision of this Agreement to the contrary notwithstanding, the indemnification obligation of Purchaser under this Section 6 shall survive the Closing or any earlier termination of this Agreement. Prior to entering upon the Property, Purchaser shall obtain, maintain and provide Seller, or shall cause any consultant, contractor or other person entering the Property to obtain, maintain and provide Seller, with proof of comprehensive general liability insurance in the amount of at least \$1,000,000.00 per occurrence and \$2,000,000.00 in the aggregate, naming Seller as an additional insured and with coverage reasonably satisfactory to Seller.

If Purchaser's examination of the Property and documents provided pursuant to this Agreement are unsatisfactory to Purchaser for any reason in Purchaser's sole discretion, then Purchaser shall have the right, exercisable in its sole discretion, to terminate this Agreement by notice to Seller and Escrow Agent given prior to the expiration of the Inspection Period, whereupon Escrow Agent shall return the Deposit (less \$100.00 to be paid to Seller as provided in Section 2.2) to Purchaser and no party hereto shall have any further rights, duties or obligations hereunder except as set forth in Section 20 hereof. Purchaser agrees to advise Seller from time to time of the progress of Purchaser's inspections. **IN THE EVENT THIS AGREEMENT IS TERMINATED PURSUANT TO THIS SECTION, ANY AND ALL INSTRUMENTS, DOCUMENTS OR REPORTS PROVIDED TO PURCHASER BY SELLER OR WHICH PURCHASER OBTAINED DURING ITS INSPECTION PERIOD SHALL BE IMMEDIATELY RETURNED TO SELLER; PROVIDED, HOWEVER, THAT PURCHASER (AND ANY CONTRACTOR PERFORMING ANY INSPECTION ON PURCHASER'S BEHALF) SHALL AT ALL TIMES KEEP THE CONTENTS OF ANY PHASE I OR PHASE II OR OTHER ENVIRONMENTAL REPORTS PREPARED BY OR ON BEHALF OF PURCHASER IN STRICT CONFIDENCE (FROM ALL THIRD-PARTIES, NOT LIMITED TO SELLER OR ANY GOVERNMENTAL AGENCY OR QUASI-GOVERNMENTAL AGENCY) AND TREAT THE SAME AS PRIVILEGED MATERIALS OF PURCHASER (SUBJECT TO THE ORDERS OF ANY COURT OF COMPETENT JURISDICTION OR OTHER LEGAL OBLIGATIONS OF DISCLOSURE), UNLESS SELLER SPECIFICALLY REQUESTS COPIES THEREOF BY WRITTEN NOTICE TO PURCHASER.**

7. **Title.** Purchaser shall have the Inspection Period, at Purchaser's expense, to examine the title to the Property and obtain an owner's title insurance commitment issued by a nationally recognized title insurance company of Purchaser's choice, together with copies of all exceptions listed therein. By the end of such Inspection Period, Purchaser shall furnish Seller with a written

statement of any and all title matters to which Purchaser objects (collectively "Purchaser's Title Objections"), including matters disclosed by the Survey, if then available (or if not then available, then within ten (10) business days of receipt of the Survey), affecting title to the Property. Purchaser shall also have the right to examine, or cause to be examined, title to the Property at any time or times after such initial title examination and prior to Closing and to have the Survey updated, and to furnish Seller with a written statement or statements (and shall furnish Seller with a copy of the commitment for title insurance and survey) of any and all additional Purchaser's Title Objections, which affect the title to the Property as aforesaid and which arise, first appear of record, or first become known to Purchaser from and after Purchaser's initial title examination. In the event Seller is unable or fails to cure Purchaser's Title Objections within fifteen calendar (15) days after delivery of written notice to Seller, Purchaser may elect either to: (i) waive such Purchaser's Title Objections, in which event the subject matter of such waived Purchaser's Title Objections shall become a Permitted Title Exception; (ii) terminate this Agreement, in which event the Deposit shall be immediately delivered to Purchaser and all rights and obligations of the Parties under this Agreement shall expire; or (iii) require Seller to pay, from proceeds of the sale, at Closing, any Purchaser's Title Objections which constitute a monetary Seller Lien capable of being cured by the payment of an ascertainable amount or by posting a bond or otherwise securing the release of same from application against the Property.

Notwithstanding the foregoing, Seller shall be required to pay or cause to be bonded, discharged or otherwise removed of record on or before the Closing Date any security deed, security interest or lien on the title to any of the Property which secures or evidences an indebtedness incurred by or at the direction of Seller. From and after the date of this Agreement and for the initial ninety (90) days following the date of this Agreement ("Exclusive Period"), Seller shall not, without the prior written consent of Purchaser, convey any portion of the Property or any rights therein, nor enter into any conveyance, security document, easement, lease or other agreement or amendment to agreement granting to any person or entity any rights with respect to the Property or any part thereof, or any interest whatsoever therein, or any option thereto, without the prior written consent of Purchaser, which may be withheld at Purchaser's sole discretion, and any such conveyance or other agreement entered into in violation of this shall be null and void and of no force or effect.

Each party shall deliver to Purchaser's title insurance company such duly executed and acknowledged or verified certificates, affidavits and other documents respecting the power and authority to perform the obligations hereunder, as Purchaser's title insurance company may reasonably request provided that such requests do not go beyond what Seller is attesting to and warranting in this Agreement or the limited warranty deed.

8. Risk of Loss and Insurance. Between the Effective Date and Closing, the risks and obligations of ownership and loss of the Property and the correlative rights against insurance carriers and third parties shall belong to Seller. In the event of the damage or destruction of any portion of the Property prior to Closing for reasons not related to damage or destruction of the Property as a result of Purchaser's actions, Purchaser shall have the right, within thirty (30) days of receipt of notice from Seller and at Purchaser's option, to terminate this Agreement by giving

written notice thereof to Seller prior to Closing, in which event the Deposit shall be refunded to Purchaser immediately upon request, all rights and obligations of the parties under this Agreement shall expire, except as otherwise provided, and this Agreement shall become null and void. If this Agreement is not otherwise terminated, the Purchase Price shall be reduced by the total of any insurance proceeds received by Seller prior to Closing by reason of such damage or destruction and, at Closing, Seller shall assign to Purchaser all insurance proceeds paid or payable thereafter by reason of such damage or destruction. Seller shall notify Purchaser of the damage or destruction of any portion of the Property within ten (10) days after Seller learns thereof.

9. Waiver of Conditions. Either party may at any time or times on or before the Closing Date at its election waive any obligation or condition benefiting only such party, but any such waiver shall be effective only if contained in a writing signed by the party making such waiver and delivered to the other party. Any such waiver shall be deemed a waiver of any and all claims against the other party relative to the obligation or condition so waived.

10. Default.

Purchaser's Default. In the event of default by Purchaser in the terms of this Agreement, as its sole and exclusive remedy, the Earnest Money shall be paid to Seller as full liquidated damages for such failure to close. It is hereby agreed that Seller's damages in the event of a default by Purchaser hereunder are uncertain and impossible to ascertain, and that the Earnest Money constitutes a reasonable liquidation of such damages and is intended not as a penalty, but as full liquidated damages pursuant to O.C.G.A. § 13-6-7, the parties acknowledging the difficulty of ascertaining Seller's damages in such circumstances, whereupon neither party hereto shall have any further rights, claims or liabilities hereunder, except for such provisions, if any, which are made to survive the termination of this Agreement. However, nothing in this Section shall limit, waive or affect Purchaser's indemnification obligations in Sections 6 and 14 of this Agreement and Seller's rights to be defended, indemnified and recover on such indemnity under Sections 6 and 14 of this Agreement.

Seller's Default. In the event the transaction contemplated hereby is not closed because of Seller's default, then as Purchaser's sole and exclusive remedy, Purchaser shall elect either (i) to receive the return of the Earnest Money, in which case and upon such return of the Earnest Money this Agreement shall automatically terminate and neither party hereto shall have any further rights, obligations, claims, or liabilities hereunder, except for such provisions, if any, which are made to survive the termination of this Agreement or (ii) to seek specific performance of this Agreement by the filing of a lawsuit within 90 days after the date of Seller's default, after which date Purchaser shall be deemed to have waived its right to seek specific performance of this Agreement. Purchaser hereby waives all other rights and remedies in the event of Seller's breach, whether at law or in equity.

IN NO EVENT SHALL SELLER BE LIABLE TO PURCHASER OR TO ANY OTHER PERSON CLAIMING THROUGH PURCHASER FOR ANY SPECIAL, INDIRECT, CONSEQUENTIAL OR PUNITIVE DAMAGES (INCLUDING ANY LOSS OF PROFITS, BUSINESS OR ANTICIPATED SAVINGS, WHETHER OR NOT SUCH CLAIMS HAVE ACCRUED AND WHETHER OR NOT

KNOWN OR SUSPECTED TO EXIST IN PURCHASER'S FAVOR). PURCHASER HEREBY WAIVES AND RELEASES ANY AND ALL CLAIMS FOR SUCH SPECIAL, INDIRECT, CONSEQUENTIAL OR PUNITIVE DAMAGES AND AGREES NOT TO SUE UPON, ASSERT ANY THEORY OF LIABILITY FOR, OR OTHERWISE CLAIM OR SEEK ANY SUCH SPECIAL, INDIRECT, CONSEQUENTIAL OR PUNITIVE DAMAGES, INCLUDING ANY CLAIMS AT LAW, EQUITY, CONTRACT, TORT OR COMMON LAW.

11. Representations and Warranties of Purchaser. Purchaser represents and warrants to Seller that Purchaser has duly and validly authorized and executed this Agreement, and has full right, title, power and authority to execute this Agreement and carry out all of its terms. Purchaser further represents that, at Closing, it shall have full power and authority to acquire and own the Property described in this Agreement.

12. Representations, Warranties and Covenants of Seller. Seller represents, warrants and covenants to and with Purchaser the following:

(a) To the actual knowledge of Seller, Seller is the sole owner of legal title to the Property subject only to the Permitted Title Exceptions, and Seller has Fee Simple Title to the Property subject to the Permitted Title Exceptions, and on the Closing Date Seller's title to the Property shall be Fee Simple Title subject to the Permitted Title Exceptions.

(b) Seller has duly and validly authorized and executed this Agreement, and has full right, title, power and authority to execute this Agreement and carry out all of its terms. The consummation of this transaction shall not constitute a default or breach under any agreement to which Seller is subject or by which it is bound.

(c) There are no parties presently in possession of the Property other than Seller who claim a right to possession by virtue of some agreement with Seller.

(d) To the actual knowledge of Seller, there is not now pending or threatened, to Seller's actual and/or constructive knowledge, any action, suit or proceeding (including, but not limited to, condemnation or similar proceedings) before any court or governmental agency or body whatsoever which would materially and adversely affect the Property. Seller shall give prompt notice to Purchaser of any such proceeding of which Seller receives notice prior to Closing.

(e) To the actual knowledge of Seller, Seller has received no notice of any special assessments for public improvements against the Property, either pending or proposed, or any pending or planned street improvements or modifications of any roadway adjacent to the Property (including, without limitation, construction of any proposed median) which would or might reasonably be expected to affect pedestrian or vehicular access to the Property.

(f) Seller is not involved in any voluntary or involuntary proceeding in bankruptcy.

(g) To the actual knowledge of Seller, no hazardous materials have been, are, or will be prior to the conveyance of the Property to Purchaser, contained in, treated, stored, handled, generated, located on, discharged from, or disposed of on, or constitute a part of, the Property so as to constitute a violation of any Environmental Law (as defined below) as a result of commissions of Seller. As used herein, the term "Hazardous Materials" include without limitation, any asbestos, urea formaldehyde foam insulation, flammable explosives, radioactive materials, hazardous materials, hazardous wastes, hazardous or toxic substances, or related or unrelated substances or materials defined, regulated, controlled, limited or prohibited in the Comprehensive Environmental Response Compensation and Liability Act of 1980 (CERCLA), (42 U.S. C. Sections 96701, *et seq.*), the Hazardous Materials Transportation Act, (49 U.S. C. Sections 1801, *et seq.*), the Resource Conservation and Recovery Act (RCRA), (42 U.S. C. Sections 6901, *et seq.*), the Clean Water Act, (33 U.S. C. Sections 1251, *et seq.*), the Clean Air Act, (42 U.S. C. Sections 7401, *et seq.*), the Toxic Substances Control Act, (15 U.S. C. Sections 2601, *et seq.*), each such Act as amended from time to time, or in the rules, regulations and publications adopted and promulgated pursuant thereto, or in the rules and regulations of the Occupational Safety and Health Administration (OSHA) pertaining to occupational exposure to asbestos, as amended from time to time, or any other federal, state or local environmental law, ordinance, rule, or regulation nor or hereafter in effect (each, an "Environmental Law").

(h) Seller shall give immediate written notice to Purchaser of its receipt of any notice of a violation of any law, rule, regulation or order affecting the Property or of any notice of other claim relating to the condition of the Property, or of its discovery of any matter which would make the representations or warranties herein to be inaccurate or misleading in any respect.

(i) To the actual knowledge of Seller, there are no leases encumbering the Property.

For purposes of this Section 12, "the actual knowledge of Seller" shall mean the actual knowledge of Ed Hutchinson without investigation of inquiry. Seller shall affirm these warranties, representations and agreements at (and as of the date of) Closing, and they shall survive the Closing hereof.

13. **Condemnation.** Purchaser and Seller agree that if all or any portion of the Property is taken or threatened to be taken by eminent domain or condemnation prior to the Closing, then Purchaser shall have the right either (a) by failure to give notice of termination in writing to Seller within thirty (30) days after Purchaser receives notification in writing of such taking or contemplated taking, to require Seller to perform its obligations under this Agreement, without reduction in the Purchase Price, and to assign and deliver to Purchaser all of the award of rights

for such taking, or (b) by notice of termination to Seller within such thirty (30) day period, may terminate all obligations of the parties under this Agreement, require the return of the Deposit (including any amounts released to Seller as provided herein) and thereupon neither party shall have any obligation to the other except as specifically provided otherwise in this Agreement.

14. Commissions. Purchaser and Seller represent and warrant each to the other that they have not discussed this Agreement or the subject matter hereof with, and have not engaged in any fashion or any connection with this transaction the services of, any real estate or other broker, agent or salesman, so as to create any legal right in any such broker, agent or salesman to claim a commission or similar fee with respect to the purchase and sale of the Property contemplated by this Agreement. Purchaser and Seller agree that in the event of a breach of this warranty and representation, the offending party shall reimburse to other party for any losses or reasonable attorneys' fees and costs of litigation through appellate proceedings and the Purchase Price shall be equitably adjusted up or down to account for such obligation depending on whether the offending party is the Seller or Purchaser. This section shall expressly survive the Closing under this Agreement.

15. Assignability. This Agreement shall be binding upon, and inure to the benefit of, the parties hereto and their respective successors and assigns. Purchaser shall have the right to assign this Agreement to an affiliated entity owned or controlled by Purchaser (including any entity formed by Purchaser for the purpose of completing a Section 1031 like-kind exchange) upon obtaining Seller's commercially reasonable consent in writing, which consent shall not be unreasonably withheld, conditioned or delayed, and the transaction contemplated by this Agreement shall be closed in the name of such assignee. In the event of such assignment, the assignee shall, as a condition to such assignment, assume in writing the obligations of Purchaser under this Agreement and agree that such assignee's use of the Property shall not include a use that would compete with the financial products and services offered by Seller on the Property, provided that Purchaser shall in no event be relieved from its obligation or liability under this Agreement. All other assignments of this Agreement by Purchaser are prohibited without the prior written consent of Seller.

16. Notices. Any notice, demand or document which either party is required or may desire to give or deliver to or make upon the other party shall, in the case of a notice or demand, be in writing and sent by facsimile transmission, hand delivery, by commercial delivery service (such as Federal Express), via electronic mail to the electronic mail address specifically listed below, with electronic delivery confirmation or sent by United States registered or certified mail, postage prepaid, return receipt requested, addressed to such party at its address set forth hereinbelow, subject to the right of either party to designate a different address by notice similarly given. All notices shall be courtesy copied via e-mail. Any notice, demand or document so given shall be deemed delivered or made upon receipt at such address, or on the date of delivery by a hand delivery or by a commercial delivery service (if guaranteed overnight for next day delivery by such commercial delivery service), or if mailed, three (3) days after postmarked by the U.S. Postal Service, or on the date of the fax transmission.

All notices should be sent:

If to Purchaser:

Board of Commissioners of Effingham County, Georgia
Attention: County Administrator
601 North Laurel Street
Springfield, Georgia 31329

With a copy to:

The Newberry Law Firm, P.C.
Attention: Edward L. Newberry, Jr., Esq.
129 North Laurel Street (physical address only)
Post Office Box 790
Springfield, Georgia 31329

If to Seller:

Renasant Bank
Attn: Ed Hutchinson
3295 Inner Perimeter Rd.
Valdosta, GA 31602

With a copy to:

Renasant Bank
Attn: Steve Corban
209 Troy Street
Tupelo, MS 38804

17. Other Documents. The Seller agrees to cooperate in good faith in order to accomplish the objectives of this Agreement and will execute and deliver, from time to time, any other instruments and documents as may be required by any title company and/or Purchaser's lender provided that such requests do not go beyond what Seller is attesting to and warranting in this Agreement or the limited warranty deed.

18. Survival of Agreement. Except as expressly provided herein, the covenants, obligations, representations, warranties and agreements contained in this Agreement shall not survive the execution and delivery of the limited warranty deed and shall be merged therein.

19. Effect on Invalidation. If any one or more of the provisions of this Agreement is for any reason held to be invalid, illegal or unenforceable in any respect by any court of competent jurisdiction, such invalidity, illegality or unenforceability shall not affect the validity and enforceability of the other provisions hereof, and this Agreement shall be construed as though such invalid, illegal or unenforceable provision had never been contained herein.

20. Miscellaneous.

20.1 This Agreement contains the entire agreement between the Parties in respect to the matters herein set forth, supersedes all prior agreements between the parties with respect thereto, and may not be modified, amended or terminated except by written agreement signed by both Purchaser and Seller. This Agreement shall not be modified or amended in any respect except by a written amendment executed by an executive officer of Seller and by an authorized signer of Purchaser and otherwise in substantially the same form of this Agreement. This Agreement may not be amended by electronic mail or by any oral agreement.

20.2 This Agreement may be executed in any number of counterparts, each of which shall for all purposes be deemed to be an original and all of which together shall constitute one and the same agreement of the parties. Captions of the paragraphs and subparagraphs of this Agreement are for convenience only and shall not be considered or referred to in resolving questions of interpretation or construction. In order to facilitate the executions of this Agreement, signatures transmitted by facsimile machine or signatures transmitted via e-mail in a "PDF" format shall be as effective as original manual signatures on this Agreement.

20.3 This Agreement and the transactions contemplated herein shall be governed by and construed under the laws of the State of Georgia. Time is of the essence of this Agreement.

20.4 Except as otherwise specifically provided herein, no waiver by either party of any breach by the other of any provision of this Agreement shall be deemed or construed to be a waiver of any subsequent or continuing breach of the same or any other provision of this Agreement; except as otherwise specifically provided herein, nor shall any forbearance by either party from the exercise of a remedy for any such breach be deemed or construed to be a waiver by such party of any of its rights or remedies with respect to such breach.

20.5 The terms and provisions of this Agreement represent the results of negotiations between the parties, each of which has been represented by counsel of its own selection, and neither of which has acted under duress or compulsion, whether legal, economic or otherwise. Consequently, the terms and provisions of this Agreement shall be interpreted and construed in accordance with their usual and customary meanings, and the parties hereby expressly waive and disclaim in connection with the interpretation and construction of the Agreement, any rule of law or procedure requiring otherwise, including, without limitation, any rule of law to the effect that ambiguous or conflicting terms or provisions contained in this Agreement shall be interpreted or construed against the party whose attorney prepared this Agreement or any earlier draft of this Agreement.

20.6 In the event any term or provision of this Agreement is determined by the appropriate judicial authority to be illegal or otherwise invalid, such provision shall be given its nearest legal meaning or be construed or deleted as such authority determines, and the remainder of this Agreement shall remain in full force and effect.

20.7 In the event of any litigation arising out of this Agreement, the party prevailing in obtaining the relief sought, in addition to all other sums that it may be entitled to recover, shall be entitled to recover from the other party its reasonable attorney's fees and expenses incurred as a result of such litigation whether before, during or after trial and on appeal, including but not limited to all court costs, and all paralegal fees. This paragraph shall survive Closing or the early termination of this Agreement.

21. Binding Agreement. This Agreement is not binding until it is approved by the Board of Commissioners of Effingham County, Georgia at a called meeting.

Further, this Agreement and the transactions contemplated herein is contingent upon Seller receiving approval of this Agreement from its board of directors.

22. Special Stipulations. Seller shall have the option to lease back a portion of the Bank Tract to operate the bank in the same location in which the Seller currently operates up to three years from the date of sale. The leased portion will be the first floor main customer service banking area which is approximately 5,092 heated square feet. There will be no rent for months 1-12 after the closing date. Seller shall be responsible for all utilities and maintenance costs for building area that it uses along with outdoor parking lot and landscaping. Seller shall pay rent in the amount of \$7.00 per square foot of heated space (approximately 5092) for months 13-36. The parties shall agree on a lease agreement and covenant to negotiate in good faith on a lease agreement during the Inspection Period or Extended Inspection Period, if applicable. In the event the Seller and Purchaser cannot agree on the terms of such lease agreement, Purchaser and Seller shall have a right to terminate their Agreement on written notice to the other party delivered prior to Closing, in which event, the Deposit and Additional Deposit shall be returned to Purchaser, and each party shall be released from all obligations hereunder except those that expressly survive termination.

23. PROPERTY SOLD "AS-IS"; RELEASES OF PURCHASER.

(a) THE PURCHASER ACKNOWLEDGES AND AGREES THAT OTHER THAN THE LIMITED REPRESENTATIONS SET FORTH IN SECTION 12 OF THIS AGREEMENT THE SELLER HAS NOT MADE AND DOES NOT MAKE ANY REPRESENTATIONS OR WARRANTIES TO PURCHASER, INCLUDING BUT NOT LIMITED TO ANY REPRESENTATIONS OR WARRANTIES (I) AS TO THE PHYSICAL CONDITION, OR ANY OTHER MATTER AFFECTING OR RELATED TO THE PROPERTY OR ANY IMPROVEMENTS THEREON, (II) AS TO THE ENVIRONMENTAL CONDITION OF THE PROPERTY, OR (III) AS TO THE SUITABILITY OF THE PROPERTY OR THE INVESTMENT FOR PURCHASER. THE PURCHASER EXPRESSLY AGREES THAT TO THE MAXIMUM EXTENT PERMITTED BY LAW, THE PROPERTY AND ANY IMPROVEMENTS THEREON ARE CONVEYED "AS IS" AND "WITH ALL FAULTS", AND THE SELLER EXPRESSLY DISCLAIMS, AND THE PURCHASER ACKNOWLEDGES AND ACCEPTS THAT THE SELLER HAS DISCLAIMED, ANY AND ALL REPRESENTATIONS, WARRANTIES OR GUARANTIES OF ANY KIND, ORAL, OR WRITTEN, EXPRESS OR IMPLIED (OTHER THAN THE LIMITED REPRESENTATIONS SET FORTH IN SECTION 12 OF THIS AGREEMENT), INCLUDING, WITHOUT LIMITATION ANY REPRESENTATION OR WARRANTY REGARDING:

(i) THE VALUE, CONDITION, PAST USE OR PRESENT USE, MERCHANTABILITY, HABITABILITY, MARKETABILITY, PROFITABILITY, SUITABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE, OF THE PROPERTY AND ANY IMPROVEMENTS THERETO.

(ii) THE MANNER OR QUALITY OF THE CONSTRUCTION OR MATERIALS INCORPORATED INTO ANY SUCH IMPROVEMENTS,

(iii) THE SURFACE OR SUBSURFACE CONDITION OF THE PROPERTY, THE ENVIRONMENTAL CONDITION OF THE PROPERTY, THE ZONING OF THE PROPERTY, OR THE SUFFICIENCY, ACCESSIBILITY AND CAPACITY OF UTILITIES FOR PURCHASER'S INTENDED USE OF THE PROPERTY,

(iv) THE MANNER OF REPAIR, QUALITY, STATE OR REPAIR OR LACK OF REPAIR OF ANY SUCH IMPROVEMENTS, AND

(v) THE COMPLIANCE OF THE PROPERTY AND ANY IMPROVEMENTS ON THE PROPERTY WITH ALL APPLICABLE LAWS, RULES AND REGULATIONS, INCLUDING BUT NOT LIMITED TO ANY ACCESSIBILITY LAWS, RULES AND REGULATIONS.

(b) PURCHASER HEREBY VOLUNTARILY AND KNOWINGLY WAIVES, RELEASES AND FOREVER DISCHARGES SELLER FROM AND AGAINST ANY AND ALL RIGHTS, CLAIMS, DEMANDS, CAUSES OF ACTION, PENALTIES, FINES, LIABILITIES, SETTLEMENTS, DAMAGES, COSTS OR EXPENSES OF WHATEVER KIND OR NATURE, EXISTING AND FUTURE, CONTINGENT OR OTHERWISE (INCLUDING ANY ACTION OR PROCEEDING, BROUGHT OR THREATENED, OR ORDERED BY ANY GOVERNMENTAL ENTITY) AT LAW OR IN EQUITY, WHETHER ARISING FROM CONTRACT, TORT, COMMON LAW, OR BY STATUTE, WHETHER MADE, SUFFERED OR INCURRED BY PURCHASER OR ANY OF ITS AGENTS, AFFILIATES, SUCCESSORS AND ASSIGNS AND WHETHER KNOWN OR UNKNOWN AT THE TIME OF THIS AGREEMENT, WHICH PURCHASER HAS OR MAY HAVE IN THE FUTURE, ARISING OUT OF THE PROPERTY, THE PHYSICAL CONDITION OF THE PROPERTY, THE ENVIRONMENTAL CONDITION OF THE PROPERTY, ECONOMIC PERFORMANCE OF THE PROPERTY, THE ZONING OF THE PROPERTY, INCLUDING, WITHOUT LIMITATION, (I) ANY OF THE MATTERS REFERENCED IN PARAGRAPH 14(A) OF THIS AGREEMENT, (II) ANY CLAIM FOR INDEMNIFICATION, CONTRIBUTION OR OTHERWISE ARISING UNDER ANY HAZARDOUS MATERIALS LAWS OR RELATING TO THE PRESENCE, MISUSE, USE, DISPOSAL, RELEASE OR THREATENED RELEASE OF ANY HAZARDOUS MATERIALS, CHEMICALS OR WASTES AT THE PROPERTY, (III) THE PRESENCE OR ABSENCE OF MOLD, SPORES, FUNGI, POLLEN OR OTHER BOTANICAL ALLERGENS AT THE PROPERTY, OR (IV) ANY OTHER CAUSE OF ACTION BASED ON ANY OTHER STATE, LOCAL, OR FEDERAL HAZARDOUS MATERIALS LAW, RULE OR REGULATION. PURCHASER ACKNOWLEDGES AND AGREES THAT THE FOREGOING WAIVER, RELEASE AND DISCHARGE INCLUDES ALL CLAIMS AND MATTERS WHICH ARE UNKNOWN TO PURCHASER AS OF THE AGREEMENT DATE AND THE CLOSING. PURCHASER FURTHER ASSUMES THE RISK OF CHANGES IN ENVIRONMENTAL OR HAZARDOUS MATERIALS LAWS AS THEY MAY RELATE TO PAST, PRESENT, OR FUTURE ENVIRONMENTAL CONDITIONS AT OR ABOUT THE PROPERTY, AS WELL AS THE RISK THAT ADVERSE PHYSICAL CHARACTERISTICS AND CONDITIONS, INCLUDING THE PRESENCE OF HAZARDOUS MATERIALS, MAY NOT HAVE BEEN REVEALED BY ITS INVESTIGATIONS.

(c) PURCHASER ACKNOWLEDGES AND AGREES THAT NEITHER SELLER NOR ANY BROKER, AGENT OR REPRESENTATIVE OF SELLER HAS ACTED AS AN INVESTMENT, LEGAL, TAX OR FINANCIAL ADVISER TO PURCHASER IN ANY RESPECT OR OTHERWISE PROVIDED PURCHASER WITH ANY INVESTMENT, LEGAL, TAX, OR FINANCIAL

ADVICE OF ANY NATURE WHATSOEVER. THE SELLER IS NOT LIABLE OR BOUND IN ANY MANNER BY ANY VERBAL OR WRITTEN STATEMENTS, REPRESENTATIONS, OR INFORMATION PERTAINING TO THE PROPERTY, FURNISHED BY ANY EMPLOYEE OF SELLER, ANY BROKER, AGENT, EMPLOYEE OF ANY BROKER OR AGENT, OR ANY OTHER PERSON WHATSOEVER. ALL SUCH RISKS ARE TO BE BORNE BY PURCHASER AND PURCHASER IS RELYING SOLELY ON ITS OWN INSPECTION AND INVESTIGATION OF THE PROPERTY AND OWN INVESTIGATIONS WITH RESPECT THERETO AND NOT ON ANY ORAL OR WRITTEN STATEMENT, REPRESENTATION OR WARRANTY MADE BY SELLER, ANY EMPLOYEE OF SELLER OR ANYONE ACTING OR CLAIMING TO ACT ON BEHALF OF SELLER, OR ANY BROKER, EXCEPT FOR THE LIMITED REPRESENTATIONS SET FORTH IN SECTION 12 OF THIS AGREEMENT.

(d) ALL PROVISIONS OF THIS SECTION 15 SHALL SURVIVE INDEFINITELY ANY CLOSING OR TERMINATION OF THIS AGREEMENT AND SHALL NOT BE MERGED INTO THE DEED OR OTHER CLOSING DOCUMENTS. PURCHASER HEREBY SPECIFICALLY ACKNOWLEDGES THAT PURCHASER HAS CAREFULLY REVIEWED THIS SECTION 23 AND DISCUSSED ITS IMPORT WITH LEGAL COUNSEL AND THAT THE PROVISIONS OF SECTION 12 ARE A MATERIAL PART OF THIS AGREEMENT AND PLAYED A MATERIAL PART IN DETERMINING THE PURCHASE PRICE SELLER IS WILLING TO ACCEPT FOR THE PROPERTY.

24. Limitation on Indemnification.

Any portion of this Agreement regarding indemnification applies only to the extent permitted by law, and any applicable case law, including under CSX Transportation, Inc. v. City of Garden City, 277 Ga. 248, 588 S.E.2d 688 (2003).

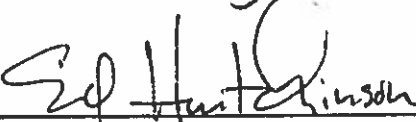
IN WITNESS WHEREOF, the parties hereto have executed, sealed and delivered this Agreement as of the date and year first above written.

SELLER:

RENASANT BANK

By: 

Its: South Ga. Regional Pres.

Attest: 
By: Ed Hunter Ginson

Its: Southeast GA Division Pres.

PURCHASER:

**BOARD OF COMMISSIONERS OF
EFFINGHAM COUNTY, GEORGIA**

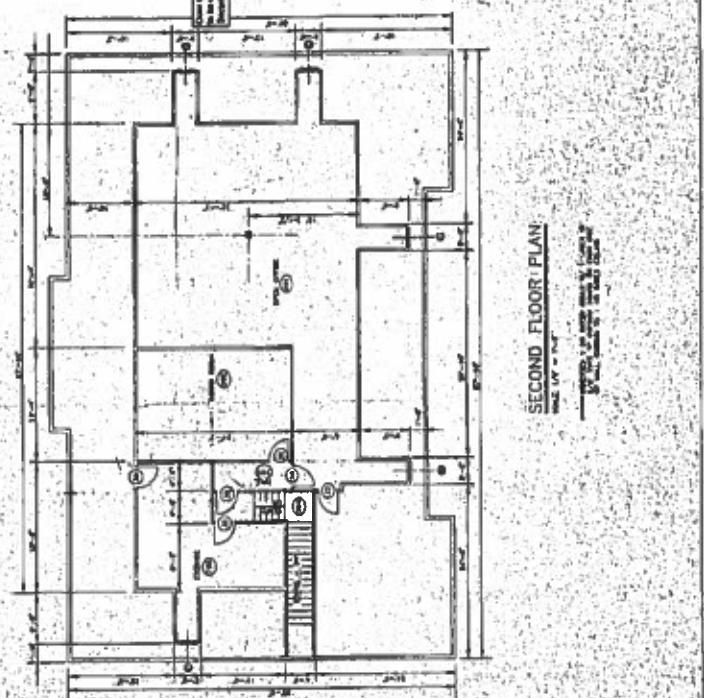
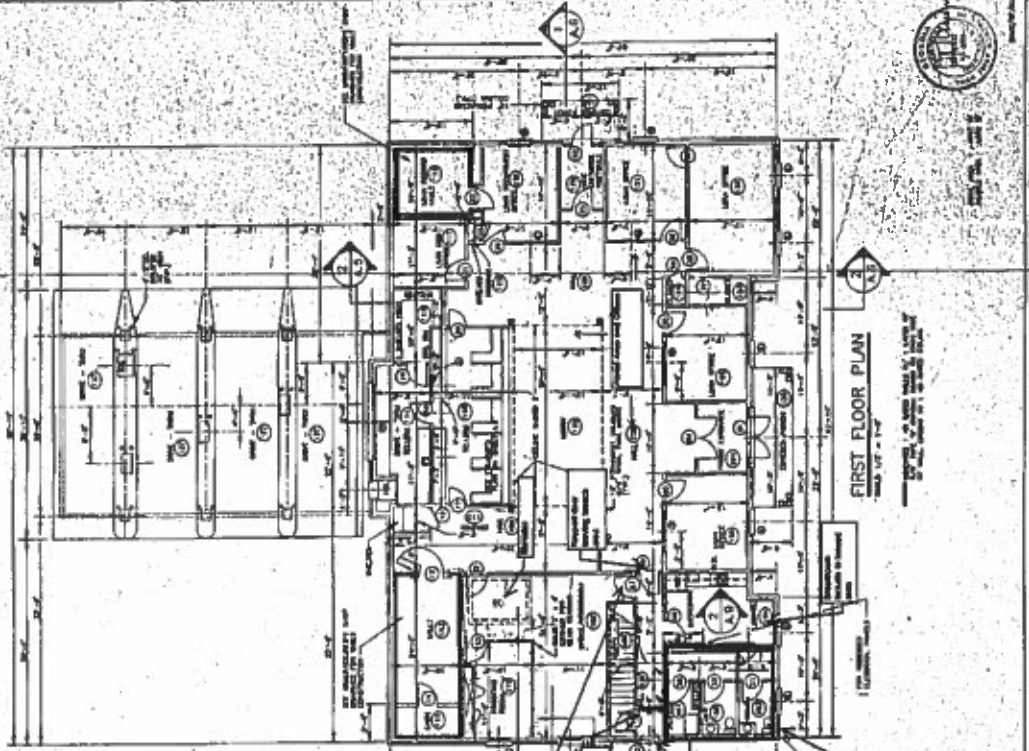
By: Wesley Corbitt
Wesley Corbitt
Its: Chairman

Attest: S. Johnson
Stephanie Johnson
Its: County Clerk

Exhibit B

PLAT OF BUILDING 1

| | | | |
|--|--|---|------------------------|
| | JOHN T. BLEWETT, P.E. CONSULTING ENGINEER ARCHITECT - PLUMBING - ELECTRICAL - MECHANICAL - CONSULTING | 642 SOUTH MARSH STREET SPRINGFIELD - MA 01102 PHONE: 541-1234 FAX: 541-5678 LICENSE NO. 12345 | A.2 15 08 23 |
| | CITIZENS BANK OF EFFINGHAM SPRINGFIELD - MAIN OFFICE | | |



GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH ARCHITECTURAL SPECIFICATIONS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
3. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT.
4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
5. ALL UTILITIES SHALL BE PROTECTED AND MARKED PRIOR TO CONSTRUCTION.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
7. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
8. THE CONTRACTOR SHALL MAINTAIN A NEAT AND ORDERLY WORK SITE AT ALL TIMES.
9. ALL MATERIALS SHALL BE STORED PROPERLY AND PROTECTED FROM THE ELEMENTS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ADJACENT PROPERTIES AND UTILITIES.

tabbies
EXHIBIT
B

EXHIBIT C

COMMENCEMENT DATE AGREEMENT

THIS COMMENCEMENT DATE AGREEMENT ("*Agreement*") is between Board of Commissioners of Effingham County, Georgia ("*Lessor*") and Renasant Bank ("*Lessee*").

WITNESSETH:

- A. Lessor and Lessee executed a certain Lease dated 12/30/19 (the "*Lease*").
- B. Lessor and Lessee desire to set forth in writing certain matters concerning the Lease.

NOW, THEREFORE, in consideration of the mutual covenants and promises contained herein and other valuable consideration, the parties agree as follows:

- 1. The Commencement Date occurred on 12/30/19 ;
- 2. The Lease Term of the Lease expires on 12/30/22 ;
- 3. Tenant has accepted possession of the Leased Premises pursuant to the Lease..

IN WITNESS WHEREOF, each of the parties has caused this Agreement to be executed on the day and year first above written.

LESSOR:

By: 
 Name: _____
 Title: _____

LESSEE:

By: _____
 Name: _____
 Title: _____

EXHIBIT C

COMMENCEMENT DATE AGREEMENT

THIS COMMENCEMENT DATE AGREEMENT ("Agreement") is between Board of Commissioners of Effingham County, Georgia ("Lessor") and Renasant Bank ("Lessee").

WITNESSETH:

- A. Lessor and Lessee executed a certain Lease dated 12/30/19 (the "Lease").
- B. Lessor and Lessee desire to set forth in writing certain matters concerning the Lease.

NOW, THEREFORE, in consideration of the mutual covenants and promises contained herein and other valuable consideration, the parties agree as follows:

- 1. The Commencement Date occurred on 12/30/19;
- 2. The Lease Term of the Lease expires on 12/30/22;
- 3. Tenant has accepted possession of the Leased Premises pursuant to the Lease..

IN WITNESS WHEREOF, each of the parties has caused this Agreement to be executed on the day and year first above written.

LESSOR:

By: Wesley M. Carberry
Name: _____
Title: _____

LESSEE:

By: [Signature]
Name: Ed Hurlbunson
Title: Southwest GA Div. Pres.

FIRST AMENDMENT TO LEASE

This **FIRST AMENDMENT TO LEASE** (“the Amendment”) is made and entered into as of the 21st day of June, 2022 (the “Effective Date”), between **The Board of Commissioners of Effingham County, Georgia** (“Landlord”), and **Renasant Bank, a Mississippi banking corporation** (“Tenant”), under the following circumstances:

A. Landlord and Tenant are parties to that certain Lease Agreement dated December 30, 2019 which had a term of three (3) years ending on December 30, 2022 (the “Lease”).

B. Landlord has agreed to grant Tenant one (1) option extend the term for an additional three (3) months as provided herein.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements in this Amendment, the parties agree as follows:

1. Option to Extend. Effective as of the Effective Date, Landlord grants Tenant one (1) option to extend (the “Option to Extend”). The Option to Extend, if exercised, shall be for three (3) months which shall commence on December 30, 2022 and expire on March 31, 2023 (the “Extended Term”) provided (i) there is no uncured Event of Default on the date Tenant delivers the Option Notice, (ii) Tenant is occupying the Premises, and (iii) Tenant exercises the applicable Option to Extend as set forth below. The Extended Term, if the Option to Extend is exercised, shall commence on the day following the expiration date of the existing term, with no gap. Tenant may exercise the Option to Extend only by delivering written notice of exercise to Landlord no later than three (3) months prior to the expiration date of the existing term. The monthly Base Rent for the Extended Term shall be of **\$5,833.33** per month. All terms and conditions for the Extended Term of the Lease shall be the same as present in the Lease except as modified in this Amendment.

2. Brokers. Landlord and Tenant each warrant to the other that in connection with this Amendment and Extended Term neither has employed or dealt with any broker, agent or finder. Tenant shall indemnify and hold Landlord harmless from and against any claim for brokerage or other commissions asserted by any broker, agent or finder employed by Tenant or with whom Tenant has dealt. Landlord shall indemnify and hold Tenant harmless from and against any claim for brokerage or other commissions asserted by any broker, agent or finder employed by Landlord or with whom Landlord has dealt, other than the Brokers

3. Incorporation of Terms of the Lease. Except as specifically modified or amended in this Amendment, the provisions, conditions and terms of the Lease remain unchanged and are in full force and effect for the remainder of the Extended Term any further extension thereof, if exercised. All capitalized terms used in this Amendment but not defined herein have the meanings given in the Lease.

4. **Miscellaneous.** This Amendment is deemed to be incorporated into the Lease by reference as of the date of this Amendment. To the extent the provisions of this Amendment are inconsistent with the Lease, the terms of the Amendment shall control. This Amendment shall bind and inure to the benefit of the parties hereto and their respective heirs, legal representatives, successors and assigns. Furthermore, the parties agree that this Amendment and/or its counterpart may be delivered by facsimile or electronic transmission in a PDF format and that delivery of an executed copy hereof by facsimile or electronic transmission in a PDF format shall constitute delivery of an original and shall be binding upon the delivery party in the same manner as a manual signature.

IN WITNESS WHEREOF, Landlord and Tenant have duly executed this Amendment the day and year written by the signatures of their representatives below.

LANDLORD:

The Board of Commissioners of
Effingham County, Georgia

By: Wesley M. Corbitt
Printed Name: Wesley M. Corbitt
Title: Chairman
Date: 06/21/2022

TENANT:

RENASANT BANK

By: Mia Thompson
Printed Name: Mia Thompson
Title: Market President
Date: 6-21-2022

SECOND AMENDMENT TO LEASE

This **SECOND AMENDMENT TO LEASE** (“the Second Amendment”) is made and entered into as of the 3rd day of January, 2023 (the “Effective Date”), between **The Board of Commissioners of Effingham County, Georgia** (“Landlord”), and **Renasant Bank, a Mississippi banking corporation** (“Tenant”), under the following circumstances:

A. Landlord and Tenant are parties to that certain Lease Agreement dated December 30, 2019 which had a term of three (3) years ending on December 30, 2022 (the “Lease”) as amended by that certain First Amendment to Lease dated June 21, 2022 (the “First Amendment”) and as further extended by Tenant’s exercise of an Option to Extend via letter dated July 14, 2022 (the “Option”) (Lease, First Amendment and Option collectively referred to herein as the “Lease”).

B. The Lease is set to expire on March 31, 2023.

C. By this Second Amendment, Landlord and Tenant desire to extend the term of the Lease.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements in this Second Amendment, the parties agree as follows:

1. Extension of Lease Term. That the Lease Term, rather than expiring on March 31, 2023, shall be and hereby is extended an additional three (3) months and will now terminate on June 30, 2023 (the “Extended Lease Term”). All terms and conditions for the Extended Lease Term shall be the same as present in the Lease except as modified in this Second Amendment. The monthly base rental due from Tenant to Landlord for the Extended Lease Term shall be Five Thousand Eight Hundred Thirty-three and 33/100 (\$5,833.33) Dollars per month

2. Incorporation of Terms of the Lease. Except as specifically modified or amended in this Second Amendment, the provisions, conditions and terms of the Lease remain unchanged and are in full force and effect for the remainder of the Extended Term any further extension thereof, if exercised. All capitalized terms used in this Second Amendment but not defined herein have the meanings given in the Lease.

3. **Miscellaneous**. This Second Amendment is deemed to be incorporated into the Lease by reference as of the date of this Second Amendment. To the extent the provisions of this Second Amendment are inconsistent with the Lease, the terms of the Second Amendment shall control. This Second Amendment shall bind and inure to the benefit of the parties hereto and their respective heirs, legal representatives, successors and assigns. Furthermore, the parties agree that this Amendment and/or its counterpart may be delivered by facsimile or electronic transmission in a PDF formant and that delivery of an executed copy hereof by facsimile or electronic transmission in a PDF format shall constitute

delivery of an original and shall be binding upon the delivery party in the same manner as a manual signature.

IN WITNESS WHEREOF, Landlord and Tenant have duly executed this Amendment the day and year written by the signatures of their representatives below.

LANDLORD:

The Board of Commissioners of Effingham County, Georgia

By: Wesley M. Corbitt
Printed Name: Wesley M. Corbitt
Title: Chairman
Date: 01/03/2023

TENANT:

RENASANT BANK

By: Tori Johnson
Printed Name: Tori Johnson
Title: Branch Manager
Date: 1/17/23

THIRD AMENDMENT TO LEASE

This **THIRD AMENDMENT TO LEASE** (“the Third Amendment”) is made and entered into as of the 21st day of March, 2023 (the “Effective Date”), between **The Board of Commissioners of Effingham County, Georgia** (“Landlord”), and **Renasant Bank, a Mississippi banking corporation** (“Tenant”), under the following circumstances:

A. Landlord and Tenant are parties to that certain Lease Agreement dated December 30, 2019 which had a term of three (3) years ending on December 30, 2022 (the “Lease”) as amended by that certain First Amendment to Lease dated June 21, 2022 (the “First Amendment”), as further extended by Tenant’s exercise of an Option to Extend via letter dated July 14, 2022 (the “Option”), and as further extended by that Second Amendment to Lease dated January 3, 2023 (the “Second Amendment”) (Lease, First Amendment, Option and Second Amendment collectively referred to herein as the “Lease”).

B. The Lease is set to expire on June 30, 2023.

C. By this Third Amendment, Landlord and Tenant desire to extend the term of the Lease.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements in this Third Amendment, the parties agree as follows:

1. Extension of Lease Term. That the Lease Term, rather than expiring on June 30, 2023, shall be and hereby is extended an additional two (2) months and will now terminate on August 31, 2023 (the “Extended Lease Term”). All terms and conditions for the Extended Lease Term shall be the same as present in the Lease except as modified in this Third Amendment. The monthly base rental due from Tenant to Landlord for the Extended Lease Term shall be Five Thousand Eight Hundred Thirty-three and 33/100 (\$5,833.33) Dollars per month

2. Incorporation of Terms of the Lease. Except as specifically modified or amended in this Third Amendment, the provisions, conditions and terms of the Lease remain unchanged and are in full force and effect for the remainder of the Extended Term any further extension thereof, if exercised. All capitalized terms used in this Third Amendment but not defined herein have the meanings given in the Lease.


3. **Miscellaneous**. This Third Amendment is deemed to be incorporated into the Lease by reference as of the date of this Third Amendment. To the extent the provisions of this Third Amendment are inconsistent with the Lease, the terms of the Third Amendment shall control. This Third Amendment shall bind and inure to the benefit of the parties hereto and their respective heirs, legal representatives, successors and assigns. Furthermore, the parties agree that this Amendment and/or its counterpart may be delivered by facsimile or electronic transmission in a PDF format and that delivery of an executed copy hereof by facsimile or electronic transmission in a PDF format shall constitute

delivery of an original and shall be binding upon the delivery party in the same manner as a manual signature.

IN WITNESS WHEREOF, Landlord and Tenant have duly executed this Third Amendment the day and year written by the signatures of their representatives below.

LANDLORD:

**The Board of Commissioners of
Effingham County, Georgia**

By: 
Printed Name: Phil Kieffer
Title: Vice Chairman
Date: 03/21/2023

TENANT:

RENASANT BANK

By: _____
Printed Name: _____
Title: _____
Date: _____

FOURTH AMENDMENT TO LEASE

This **FOURTH AMENDMENT TO LEASE** (“the Fourth Amendment”) is made and entered into as of the ____ day of _____, 2023 (the “Effective Date”), between **The Board of Commissioners of Effingham County, Georgia** (“Landlord”), and **Renasant Bank, a Mississippi banking corporation** (“Tenant”), under the following circumstances:

A. Landlord and Tenant are parties to that certain Lease Agreement dated December 30, 2019 which had a term of three (3) years ending on December 30, 2022 (the “Lease”) as amended by that certain First Amendment to Lease dated June 21, 2022 (the “First Amendment”), as further extended by Tenant’s exercise of an Option to Extend via letter dated July 14, 2022 (the “Option”), as further extended by that Second Amendment to Lease dated January 3, 2023 (the “Second Amendment”), and as further extended by that Third Amendment to Lease dated March 21, 2023 (the “Third Amendment”) (Lease, First Amendment, Option, Second Amendment, and Third Amendment collectively referred to herein as the “Lease”).

B. The Lease is set to expire on August 31, 2023.

C. By this Third Amendment, Landlord and Tenant desire to extend the term of the Lease.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements in this Third Amendment, the parties agree as follows:

1. Extension of Lease Term. That the Lease Term, rather than expiring on August 31, 2023, shall be and hereby is extended an additional one (1) months and will now terminate on September 30, 2023 (the “Extended Lease Term”). All terms and conditions for the Extended Lease Term shall be the same as present in the Lease except as modified in this Fourth Amendment. The monthly base rental due from Tenant to Landlord for the Extended Lease Term shall be Five Thousand Eight Hundred Thirty-three and 33/100 (\$5,833.33) Dollars per month

2. Incorporation of Terms of the Lease. Except as specifically modified or amended in this Fourth Amendment, the provisions, conditions and terms of the Lease remain unchanged and are in full force and effect for the remainder of the Extended Term any further extension thereof, if exercised. All capitalized terms used in this Fourth Amendment but not defined herein have the meanings given in the Lease.

3. **Miscellaneous.** This Fourth Amendment is deemed to be incorporated into the Lease by reference as of the date of this Fourth Amendment. To the extent the provisions of this Fourth Amendment are inconsistent with the Lease, the terms of the Fourth Amendment shall control. This Fourth Amendment shall bind and inure to the benefit of the parties hereto and their respective heirs, legal representatives, successors and assigns. Furthermore, the parties agree that this Fourth Amendment and/or its counterpart may be

delivered by facsimile or electronic transmission in a PDF formant and that delivery of an executed copy hereof by facsimile or electronic transmission in a PDF format shall constitute delivery of an original and shall be binding upon the delivery party in the same manner as a manual signature.

IN WITNESS WHEREOF, Landlord and Tenant have duly executed this Fourth Amendment the day and year written by the signatures of their representatives below.

LANDLORD:

**The Board of Commissioners of
Effingham County, Georgia**

By: _____
Printed Name: _____
Title: _____
Date: _____

TENANT:

RENASANT BANK

By: _____
Printed Name: _____
Title: _____
Date: _____

Staff Report

Subject: Ratification of Approval of an Agreement with GENESYS Health Alliance to provide Inmate Medical Services at the Effingham County Prison/Jail

Author: Alison Bruton, Purchasing Agent

Department: Prison/Jail

Meeting Date: August 1, 2023

Item Description: Agreement with GENESYS Health Alliance to provide Inmate Medical Services at the Effingham County Prison/Jail

Summary Recommendation: Staff recommends ratification of an Agreement with GENESYS Health Alliance to provide Inmate Medical Services at the Effingham County Prison/Jail

Executive Summary/Background:

- Effingham County was informed by Wellpath that they wish to terminate the current agreement for Inmate Medical Services. This has left staff with very limited time to publish an RFP and receive new proposals.
- Proposals were received on Wednesday, July 5th, and ECSO/Jail/Prison staff began diligently reviewing. Five (5) proposals were received:
 - Advanced Correctional Healthcare
 - CorrectHealth
 - GENESYS Health Alliance
 - Southern Health Partners, Inc.
 - Vital Core Health Strategies
- Wellpath had previously agreed to continue serving Effingham County until the new provider was able to take over; however, they decided to end as of July 31, 2023. Effingham County could not be without a provider.
- Staff is requesting ratification of this agreement so we can continue to move forward with the new provider and continue services. GENESYS will be utilizing the same personnel and outside vendors which will assist greatly with the transition.

Alternatives for Commission to Consider

1. Ratification of the Agreement with GENESYS Health Alliance to provide Inmate Medical Services at the Effingham County Prison/Jail
2. Take no action.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: ECSO, Jail, Prison, Purchasing, Finance

Funding Source: FY24 Budget

Attachments: Agreement with GENESYS Health Alliance

**AGREEMENT FOR INMATE HEALTH CARE SERVICES
at Effingham County, Georgia**

This Agreement for Inmate Health Care Services (hereinafter, the "Agreement") entered into by and between Effingham County, a political subdivision in the State of Georgia (hereinafter, the "County"), acting by and through its duly elected Board of County Commissioners, (hereinafter, the "Board") and GENESYS Health Alliance, LLC (hereinafter, "GENESYS"), a Delaware Limited Liability Company.

RECITALS

WHEREAS the County and the duly elected Sheriff (hereinafter the "Sheriff") are charged by law with the responsibility for administering, managing, and supervising the health care delivery system of the Effingham County Prison and Jail (hereinafter, "Jail"); and

WHEREAS the objective of the County is to provide for the delivery of quality health care to the Inmates and Detainees of the Jail (hereinafter, "Jail Population") in accordance with applicable law; and

WHEREAS GENESYS is in the business of administering correctional health care services and desires to administer such services on behalf of the County to the Jail Population under the terms and conditions hereof.

NOW, THEREFORE, in consideration of the covenants and promises hereinafter made, the Parties hereto agree as follows:

DEFINITIONS

Contract Year - The initial, and any successive, twelve (12) month period beginning with the Agreement's effective date.

County Inmates/Detainees - An Inmate/Detainee held under the jurisdiction of the County or Sheriff. County Inmates/Detainees may be housed in the Jail or another jurisdiction's correctional facility. However, County Inmates/Detainees housed in another jurisdiction are not covered by the provisions of this Agreement unless GENESYS administers health care services at the other jurisdiction's facility and is expressly set forth below.

Covered Persons - An Inmate/Detainee of the Jail who is: (1) part of the Jail's MADP; (2) Fit for Confinement; and (3)(a) incarcerated in the Jail; or (b) on work release status. NOTE: Covered Persons include Other County Inmates/Detainees to deliver essential health care services. However, the cost of particular services provided to Other County Inmates/Detainees is borne by the County as outlined in Section 5.0.

Detainee - An adult or juvenile individual whose sentence has yet to be adjudicated and who is held as a pre-trial detainee or in lawful custody.

Fit for Confinement- A determination made by a GENESYS-authorized physician that an inmate/Detainee is medically stable and has been medically cleared for acceptance into the Jail. Such a decision shall only be made after resolving any injury or illness requiring immediate transportation and treatment at a hospital or similar facility.

Health Care Staff - Medical, mental health, and support staff provided or administered by GENESYS.

GENESYS Chief Clinical Officer- GENESYS's Chief Physician is vested with specific decision-making duties under this Agreement.

Inmate - An adult or juvenile individual incarcerated for the term of their adjudicated sentence.

Monthly Average Daily Population (MADP) - The average number of Inmates/Detainees housed in the Jail daily for one month. The MADP shall include, but separately list, Other County Inmates/Detainees. The MADP shall be figured by summing the daily population for the Jail and Other County Inmates/Detainees (as determined by a count performed at the same time each day) for each day of the month and dividing this sum by the total number of days in the month. Upon request, jail records shall be made available to GENESYS to verify the MADP. Persons on home confinement, housed outside of the Jail, and parolees and escapees shall not be considered part of the Jail's MADP.

NCCHC - The National Commission on Correctional Health Care.

Other County Inmate/Detainee - An Inmate/Detainee under the jurisdiction of another county, state, or federal agency who is being housed in the Jail.

Physician Extender - An advanced-level healthcare professional such as a Nurse Practitioner, Physician Assistant, or Clinical Nurse Specialist.

Specialty Services - Medical services that require physicians to be licensed in a specialty such as obstetrics, gynecology, dermatology, or other specialized field of medicine, excluding services that are otherwise provided for in this Agreement.

**ARTICLE I HEALTH
CARE SERVICES**

1.0 SCOPE OF SERVICES. GENESYS shall administer health care services and related administrative services at the Jail according to the terms and provisions of this Agreement. GENESYS or the County shall bear the costs of the various health care services as outlined in this Article.

I. I GENERAL HEALTH CARE SERVICES. GENESYS will arrange and bear the cost of the following healthcare services:

1.1.1 RECEIVING SCREENING. A receiving screening of a Covered Person shall be performed as soon as possible after the Covered Person's booking into the Jail, at most 24 hours after the Covered Person arrives at the Jail.

1.1.1 HEALTH ASSESSMENT. A health assessment of a Covered Person shall be performed as soon as possible but no later than fourteen (14) calendar days after the inmate/Detainee's arrival at the Jail. The health assessment shall follow current NCCHC guidelines.

1.1.2 SCHEDULED SICK CALL. A qualified healthcare professional shall conduct sick calls for Covered Persons on a timely basis and in a clinical setting. A Physician Extender will be available to see Covered Persons at least once per week.

1.2 AMBULANCE SERVICE - NOT COVERED. GENESYS shall not be responsible for the provision or cost of any ambulance services or other transportation services for off-site

- Healthcare. The County shall bear the cost if such transportation service is required for any reason.
- 1.3 BODY CAVITY SEARCHES/COLLECTION OF PHYSICAL EVIDENCE. GENESYS Health
Care Staff will not perform body cavity searches nor collect physical evidence (blood, hair, semen, saliva, etc.). Notwithstanding the preceding, GENESYS Health Care Staff will conduct blood draws to collect evidence to determine whether the patient was driving under the influence, but only if the patient provides informed written consent as defined by law.
- 1.4 DENTAL - NOT COVERED. GENESYS shall arrange for dental services, but the County shall bear the cost of any and all dental services required by the Jail Population.
- 1.5 ELECTIVE MEDICAL CARE - IS NOT COVERED. GENESYS shall not be responsible for the provision or cost of any elective care. If a member of the Jail Population requires elective care, the inmate/Detainee or County shall be responsible for all costs. Elective medical care shall be defined as care which, if not provided, would not, in the sole opinion of GENESYS's Chief Clinical Officer or designee, cause the inmate/Detainee's health to deteriorate or cause harm to the inmate/Detainee's well-being. Decisions concerning elective medical care shall be consistent with the applicable American Medical Association (AMA) Standards.
- 1.6 HOSPITALIZATION - NOT COVERED. GENESYS shall not be responsible for the provision or cost of any hospitalization services. If hospitalization is medically necessary for a member of the Jail Population, GENESYS shall arrange for admission and hospitalization for such member, and the County shall bear the cost.
- 1.7 LONG-TERM CARE - IS NOT COVERED. GENESYS shall not be responsible for the provision or cost of any long-term care facility services. If a member of the Jail Population requires skilled care, custodial care, or other benefits of a long-term care facility, the County shall bear the cost.

- 1.8 MENTAL HEALTH CARE - ON-SITE ONLY. GENESYS shall arrange and bear the cost of on- site mental health services for the Covered Person, including evaluations, referrals, crisis management, suicide intervention, individual therapy, fundamental community linkage, and continuity of care. GENESYS shall not be responsible for the provision or cost of any off-site or inpatient mental health services. The County shall be responsible for the provision and cost of off-site or inpatient mental health services for the Jail Population.
- 1.9 PATHOLOGY/RADIOLOGY SERVICES - NOT COVERED. GENESYS shall not be responsible for the provision or cost of any pathology or radiology services. Suppose any pathology or radiology services (also called laboratory and x-ray services) are required for the Jail Population. In that case, the County shall bear the on-site or off-site cost.
- 1.10 PREG ANT COVERED PERSONS. GENESYS shall arrange and bear the cost of on-site health care services for any pregnant Covered Person per NCCHC standards and this Agreement, but GENESYS shall not arrange or bear the cost of any health care services for infants. To the extent off-site health care services are required for any pregnant Covered Person, GENESYS shall make appropriate arrangements for rendering such care, but the County shall bear the cost of such off-site services.
- 1.11 SPECIALTY SERVICES - N OT COVERED. GENESYS shall arrange for Specialty Services but shall not be responsible for the provision or cost of any Specialty Services, whether on-site or

off-site. The County shall bear the cost if Specialty Services are medically necessary for the Jail Population.

- 1.12 VISION CARE - NOT COVERED. GENESYS shall not be responsible for providing eyeglasses or vision services other than care for eye injuries or diseases. If any Covered Person requires vision services, including an ophthalmologist's services, the County shall bear the cost of such vision or eye care services.
- 1.13 OFFICE EQUIPMENT/SUPPLIES - NOT COVERED. GENESYS shall not be responsible for the provision or cost of any office equipment. The County shall be responsible for providing office equipment, such as copier, fax, and phone service required for the administrative operation of the medical unit.
- 1.14 OFFICE FORMS AND RESOURCES - COVERED. GENESYS shall be responsible for providing office supplies such as books, medical record folders, and forms as required for the administrative operations of the medical unit.
- 1.15 MEDICAL SUPPLIES/EQUIPMENT- NOT COVERED. GENESYS shall not be responsible for the provision or cost of medical supplies (i.e., alcohol prep pads, syringes, etc.) or equipment (i.e., thermometers, scales, etc.), and the County shall be responsible for all such costs.
- 1.16 MEDICAL WASTE - NOT COVERED. GENESYS shall arrange for the cost of removing and properly disposing of medical waste material generated while fulfilling its duties under this Agreement following all applicable state laws and OSHA- regulated standards. However, the cost shall pass through to the County.
- 1.17 PHARMACY SERVICES. GENESYS shall provide monitoring of pharmacy usage as well as a Preferred Medication List. The County shall bear the cost of all prescription and non-prescription over-the-counter medications prescribed by a duly licensed GENESYS physician for a Covered Person. Prescribing, dispensing, and administering medication shall comply with all State and Federal laws and regulations, and all medications shall be dispensed under the supervision of a duly authorized, appropriately licensed, or certified healthcare provider.

ARTICLE II
HEALTHCARE STAFF

2.0 STAFFING HOURS. GENESYS shall provide or arrange for the provision of Health Care Staff necessary to render the health care services contemplated in Article I as outlined in the staffing plan outlined in Exhibit A, attached hereto and made a part hereof. GENESYS reserves the right to assign the staff in Exhibit A to shift coverage as necessary based on operation needs to provide the health care services under this Agreement.

2.0.1 Additional hours may be provided if mutually agreed upon by both Parties in writing, with at least 24 hours advanced notice.

2.0.2 GENESYS shall provide or arrange an on-call Physician Extender available by telephone or pager 24 hours per day and seven days per week.

2.0.3 GENESYS shall make reasonable efforts to supply the staffing levels contained in this section; however, failure to continuously provide all of the required staffing due to labor

After such reasonable efforts have been made, market demands or other factors outside the control of GENESYS shall not constitute a breach of this Agreement.

2.1 STAFFING LEVELS WAIVER. Based on actual staffing needs as affected by medical emergencies, riots, increased or decreased Inmate/Detainee population, and other unforeseen circumstances, inevitable increases or decreases in staffing requirements may be waived as agreed to by the County and GENESYS.

2.2 STAFF SCREENING. The County shall screen GENESYS's proposed Health Care Staff, employees, agents, and/or subcontractors providing services at the Jail to ensure they do not constitute a security risk. The County shall have final approval of GENESYS's Health Care Staff, employees, agents, and/or subcontractors regarding security/background clearance.

2.3 SATISFACTION WITH HEALTH CARE STAFF. In recognition of the sensitive nature of correctional facility operations, if the County becomes dissatisfied with any member of the Health Care Staff, the County shall provide

GENESYS written notice of such dissatisfaction and the reasons. Following such information, GENESYS shall use commercially reasonable efforts to resolve the dissatisfaction. If the problem still needs to be resolved to the satisfaction of the County within ten (10) business days following GENESYS's receipt of the notice, GENESYS shall remove the individual from providing services at the Jail within a reasonable time frame considering the effects of such removal on GENESYS's ability to deliver health care services and recruitment/hiring of an acceptable replacement. The County reserves the right to revoke the security clearance of any Health Care Staff at any time.

ARTICLE III
ADMINISTRATIVE SERVICES

- 3.0 UTILIZATION MANAGEMENT. GENESYS shall provide utilization management services and administer Pharmacy services as outlined in Article I on behalf of the County. GENESYS will follow applicable state laws, make reasonable efforts to obtain provider discounts and keep the County and/or Sheriff apprised of its utilization management practices.
- 3.1 HEALTH AND MENTAL HEALTH EDUCATION AND TRAINING. GENESYS shall conduct an ongoing health and mental health education and training program for the County Deputies and Jailers per the needs mutually established by the County and GENESYS.
- 3.2 QUARTERLY REPORTS. As requested by the Sheriff, GENESYS shall submit quarterly health care reports concerning the overall operation of the health care services program rendered according to this Agreement and the general health of the Jail Population.
- 3.3 QUARTERLY MEETINGS. As requested by the Sheriff, GENESYS shall meet quarterly, or as soon as possible, with the Sheriff or designee, concerning health care services within the Jail and any proposed changes in health-related procedures or other matters which both Parties deem necessary.
- 3.4 MEDICAL RECORDS MANAGEMENT. GENESYS shall provide the following medical records management services:
 - 3.4.J MEDICAL RECORDS. GENESYS Health Care Staff shall maintain, cause or require the maintenance of complete and accurate medical records for

Covered Persons who have received health care services. Medical records shall be kept separate from the Covered

Person's confinement records. A complete copy of the individual medical document shall be available to accompany each Covered Person who is transferred from the Jail to another location for off-site services or transferred to another institution. GENESYS will keep medical records confidential and shall not release any information in any medical history except as required by published Jail policies, court orders, or applicable law. Upon termination of this Agreement, all medical records shall be delivered to and remain with the Sheriff as property of the Sheriff's office.

3.4.2 COMPLIANCE WITH LAWS. Each medical record shall be maintained following the Health Insurance Portability and Accountability Act of 1996 ("HIPAA") and any other applicable state or federal privacy statute or regulation.

3.4.3 RECORDS AVAILABILITY. As needed to administer the terms of this Agreement, GENESYS shall make available to the Sheriff or County, unless otherwise explicitly prohibited, at the Sheriff's or County's request, all records, documents, and other papers relating to the direct delivery of health care services to the Jail Population hereunder.

ARTICLE IV

PERSONS COVERED UNDER THIS AGREEMENT

4.0 GENERAL. Except as otherwise provided in this Agreement, GENESYS shall only be required to arrange for health care services under this Agreement to be delivered to Covered Persons.

4.1 EMERGENCY MEDICAL CARE FOR JAIL EMPLOYEES AND VISITOR. GENESYS shall arrange on-site first-response emergency medical care as required for Jail employees, contractors, and visitors. The medical treatment shall be limited to the extent reasonably necessary to stabilize and facilitate the individual's referral to a medical facility or personal physician.

4.2 RELEASE FROM CUSTODY. The County acknowledges and agrees that GENESYS is responsible for paying costs associated with services rendered to

Covered Persons as set forth in this Agreement only when such persons remain in the custody of, or under the jurisdiction of, the Jail. In no event shall GENESYS be responsible for payment of any costs associated with any services rendered to any individual when said individual is released from the custody of, or no longer under the jurisdiction of, the Jail, including, but not limited to, releases, parolees, and escapees. Furthermore, in no event shall GENESYS be responsible for payment of costs associated with any medical services rendered to a Covered Person when said Covered Person is injured outside the Jail facility during transport to or from the Jail.

ARTICLE V

PERSONS NOT COVERED OR PARTIALLY COVERED UNDER THIS AGREEMENT

5.0 OTHER COUNTY INMATES/DETAINEES. GENESYS shall only be responsible for arranging health assessments, sick call, over-the-counter medications, medical supplies, and medical waste services for Other County Inmates/Detainees. The agency responsible for the Other County Inmate/Detainee shall pay all prescription medication and other health care expenses, including those services listed in Article I of this Agreement and all additional medically related costs associated with Other County Inmates/Detainees.

5.1 COUNTY INMATES/DETAINEES HOUSED IN OTHER JURISDICTIONS OR OUTSIDE THE JAIL. GENESYS shall not be responsible for arranging the medical care or treatment for County Inmates/Detainees housed in other counties or jurisdictions. The County or Sheriff or other agency with legal responsibility for the medical care of such persons shall be responsible for all medical expenses associated with the care and treatment of County inmates/Detainees removed from the Jail, including, but not limited to, the services listed in Article I of this Agreement and any other health care related expenses associated with said Inmates/Detainees unless the Inmate/Detainee is housed in a facility where GENESYS provides Inmate/Detainee health care services. GENESYS shall not be responsible for arranging the medical care or treatment for County Inmates/Detainees outside the Jail.

5.2 INJURIES BEFORE INCARCERATION, FIT FOR CONFINEMENT, AND ESCAPED INMATES/DETAINEES. GENESYS shall not be responsible for the cost of providing off-site medical care for injuries incurred by an arrested person before incarceration at the Jail or during an escape or escape attempt, including, but not limited to, medical services provided to any detained person before the person's booking and confinement in the Jail. In addition,

GENESYS shall not be responsible for the cost of any medical treatment or health care services necessary to medically stabilize any arrested person presented at intake by an arresting agency with a life- threatening injury or illness or in immediate need of emergency medical care. GENESYS shall provide such care as is medically necessary until the arrested person can be transported to a medical care facility by the arresting agency or their designee. The arresting authority or the County shall bear the cost of, and be responsible for, all reasonable and necessary medical or health care services of the individual until the arresting authority can present a medically stable individual that is Fit for Confinement. To the extent GENESYS is billed for medical services provided to an individual not Fit for Confinement, the County shall reimburse GENESYS for all such costs. GENESYS shall not charge an additional fee to examine an individual to determine whether he is fit for confinement.

ARTICLE VI
COST OF SERVICES NOT COVERED UNDER THIS AGREEMENT

6.0 SERVICES NOT LISTED. Both Parties understand and agree that costs will be incurred for healthcare-related services as outlined in Articles I, II, and III above. GENESYS shall not be responsible for any expenses not covered explicitly under Articles I, 11, and III of this Agreement. If any of the health care services not covered by GENESYS under Articles I, II, and III, or any services that are not listed within this Agreement, are required for a member of the Jail Population as a result of the medical judgment of a physician, or GENESYS authorized personnel, GENESYS shall not be responsible for arranging such services and the cost of such services shall be billed directly to the County.

6.1 SERVICES BEYOND THE SCOPE OF THIS AGREEMENT. Both Parties understand and agree that there are certain occurrences, both beyond the control and within the control of the Parties, that may result in health care expenses that are outside the scope of the normal operation of a correctional facility and, therefore, outside the contemplated scope of services under this Agreement. \.While both Parties will act in good faith and endeavor to reduce the possibility of such occurrences, in the unlikely event of an occurrence such as an Act of God, riot, explosion, fire, food poisoning, epidemic illness outbreak, or any other catastrophic event, or an event caused by the action or inaction of the County or Sheriff or their employees,

agents or contractors, which results in medical care for the Jail Population, Jail staff, visitors, or contractors, GENESYS shall not be responsible for costs attributable to such catastrophic event and all such costs shall be borne by the County. Notwithstanding the above, GENESYS shall be responsible for medical costs under this Agreement associated with such an event only if such an event was caused solely by GENESYS.

ARTICLE VII
COUNTY'S DUTIES AND OBLIGATIONS

- 7.0 COMPLIANCE WITH HIPAA/STATE HEALTH INFORMATION PRIVACY LAWS. The County, Jail, and Sheriff and their employees, agents, and subcontractors shall comply with the Health Insurance Portability and Accountability Act of 1996 (hereinafter "HIPAA") and any State health information privacy laws to the extent they are applicable. The County and the Sheriff shall implement policies and/or procedures in compliance with such laws.
- 7.1 COMPREHENSIVE MEDICAL/MENTAL HEALTH CARE. GENESYS shall identify to the Sheriff those members of the Jail Population with medical or mental health conditions that may be worsened due to incarceration or which may require extensive care while confined. After review of the circumstances, and when security risks permit, the Sheriff shall make every effort to have such an Inmate/Detainee released, transferred, or otherwise removed from the correctional setting.
- 7.2 RECORD ACCESS. During the term of this Agreement, and for a reasonable time following the termination of this Agreement, the Sheriff shall provide GENESYS, at GENESYS's request, the County, Jail, and/or Sheriffs records (including medical records) relating to the provision of health care services to the Jail Population, including records maintained by hospitals, and other outside health care providers involved in the care or treatment of the Jail Population (to the extent the County, Jail or Sheriff has control of, or access to, such records). GENESYS may request such records concerning the investigation of, or defense of, any claim by a third party related to GENESYS's conduct or to prosecute a claim against a third party. Any such information provided by the Sheriff to GENESYS that the Sheriff considers confidential shall be kept confidential by GENESYS and shall not, except as

may be required by law, be distributed to any third party without prior written approval by the Sheriff.

7.3 USE OF INMATES/DETAINEES IN THE PROVISION OF HEALTH CARE SERVICES.

Inmates/Detainees of the Jail shall not be employed or otherwise engaged or utilized by either GENESYS or the Sheriff in rendering any health care services to the Jail Population, provided, however, that alienates/Detainees may be used in positions not involving the rendering of health care services directly to the Jail Population and not involving access to Jail Population records following NCCHC standards.

7.4 SECURITY OF THE JAIL FACILITY AND GENESYS. GENESYS and the County understand that adequate security services are necessary for the safety of the agents, employees, and subcontractors of GENESYS, as well as for the security of the Jail Population and Sheriffs staff, consistent with a correctional setting. The Sheriff shall provide sufficient security to enable GENESYS, its Health Care Staff, employees, agents, and/or subcontractors to deliver the health care services described in this Agreement safely. GENESYS, its Health Care Staff, employees, agents, and/or subcontractors shall follow all security procedures of the Sheriff while at the Jail or other premises under the Sheriff's direction or control. However, any GENESYS Health Care Staff, employee, agent, and/or subcontractor may, at any time, refuse to provide any service required under this Agreement if such person reasonably feels that the current safety services are insufficient. GENESYS shall not be liable for any loss or damages resulting from GENESYS's Healthcare Staff, employees, agents, and/or subcontractors' failure to provide medical services due to insufficient security services.

7.5 SHERIFF'S POLICIES AND PROCEDURES. GENESYS, its Health Care Staff, employees, agents, and/or subcontractors shall operate within the requirements of the County's and/or Sheriff's posted security Policies and Procedures, which impact the provision of medical services.

7.5.1 A complete set of said Policies and Procedures shall be maintained by the County and made available for inspection by GENESYS at the Jail, and GENESYS may make a reasonable number of copies of any specific section(s) it wishes using the Sheriff's photocopy equipment and paper.

7.5.2 Any Policy or Procedure that may impact the provision of health

care services to the Jail Population which has not been made available to GENESYS shall not be enforceable against GENESYS unless otherwise agreed upon by both Parties.

- 7.5.3 Any modification of the posted Policies and Procedures shall be timely provided to GENESYS. We! Path, its Health Care Staff, employees, agents, and/or subcontractors shall operate within the requirement of a modified Policy or Procedure after such modification has been made available to GENESYS.
- 7.5.4 If any of the County and/or Sheriffs Policies and Procedures specifically relate to the delivery of medical services, the County and/or Sheriffs representative and GENESYS shall review the County and/or Sheriffs Policies and Procedures and modify or remove those provisions that conflict with GENESYS's Jail Health Care Policies and Procedures.
- 7.6 DAMAGE TO EQUIPMENT. GENESYS shall not be liable for loss of or damage to equipment and supplies of GENESYS, its agents, employees, or subcontractors if such loss or damage was caused by the negligence of the County and/or Sheriffs employees.
- 7.7 SECURE TRANSPORTATION. The Sheriff shall provide security as necessary and appropriate in connection with the transportation of a member of the Jail Population to and from off-site services, including, but not limited to, Specialty Services, hospitalization, pathology, and radiology services as requested by GENESYS. GENESYS shall coordinate with the Sheriff's office for transportation to and from the off-site services provider or hospital.
- 7.8 OFFICE EQUIPMENT AND SUPPLIES. The Sheriff shall provide use of County-owned office equipment and all necessary utilities (including telephone and fax line service) in place at the Jail health care facilities unless otherwise stated in Paragraph 1.13. At the termination of this Agreement, GENESYS shall return to the County possession and control of all County-owned medical and office equipment. At such time, the office equipment shall be in good working order, with reasonable wear and tear excepted.
- 7.9 NON-MEDICAL CARE OF JAIL POPULATION. It is understood that the

Sheriff shall provide for all the non-medical personal needs and services of the Jail Population as required by law. GENESYS shall not be responsible for providing, or liable for failing to deliver, non-medical services to the Jail Population, including, but not limited to, daily housekeeping services, dietary services, building maintenance services, personal hygiene supplies and services, and linen supplies.

7.10 JAIL POPULATION INFORMATION. To assist GENESYS in providing the best possible health care services to Covered Persons, the Sheriff shall provide, as needed, information about the Covered Person that GENESYS and the Sheriff mutually identify as reasonable and necessary for GENESYS to adequately perform its obligations under this Agreement.

ARTICLE VIII
COMPENSATION AND
ADJUSTMENTS

8.0 ANNUAL AMOUNT/MONTHLY PAYMENTS. The base amount to be paid by the County to GENESYS for a period of 12 months for each year is the following, payable in equal monthly installments, and pro-rated for any partial months and subject to any reconciliations as set forth below:

| | YEAR 1 September 1, 2023 to August 30, 2024 | YEAR 2 September 1, 2024 to August 30, 2025 | YEAR 3 September 1, 2025 to August 30, 2026 |
|-----------------------|---|--|--|
| Base Compensation | \$ xxx | \$ xxx | \$ xxx |
| Monthly Payment | \$ xxx | \$ xxx | \$ xxx |
| Per Diem | \$ xxx | \$xxx | \$xxx |
| After-hours Call Back | \$ xxx | \$ xxx | \$ xxx |

The first monthly amount will be paid to GENESYS on September 1st, 2023, for services administered in September 2023. Each monthly payment after that is to be paid by the County to GENESYS before or on the 1st day of the month of service.

8.1 QUARTERLY RECONCILIATION PROCESS. GENESYS will provide a quarterly reconciliation with the County for any amounts owed to GENESYS according to the terms of this Agreement, including, but not limited to, payments due to GENESYS from the County for

any amounts Wellpath paid to third parties on behalf of the County such as for off-site services, Specialty Services, medical supplies or equipment, or pharmaceutical services or costs. The County shall pay such costs within thirty (30) days of receipt of an invoice from GENESYS.

ARTICLE IX
TERM AND
TERMINATION

9.0 TERM. The term of this AGREEMENT shall be three years from September 1st, 2023, at 12:01 a.m. through August 30th, 2024, at 11:59 p.m. This Agreement shall automatically renew for an additional one-year period on September 1st of each subsequent year with mutually agreed upon increases unless this Agreement is terminated or notice of termination is given, as outlined in this Article.

9.0.1 RENEWAL. Upon each subsequent renewal of this Agreement under Paragraph 9.0, the Parties shall negotiate an increase per CPI not to exceed 4.0% of the prior year’s annual amount.

9.0.1.1 CPI INCREASES. A CPI increase shall be calculated by multiplying the annual amount of the previous year by a fraction, the numerator of which is the Price Index for a defined month before the renewal date and the denominator of which is the Price Index for the same month for the year immediately preceding the Agreement renewal date. However, the annual amount due for any year will be at least the yearly amount of the prior year. The "Price Index" is defined as the Consumer Price Index - All Urban Consumers, U.S. City Average, Medical Care Services (1982-84=100), published by the Bureau of Labor Statistics of the U.S. Department of Labor.

9.2 TERMINATION FOR LACK OF APPROPRIATIONS. It is understood and agreed that this Agreement shall be subject to annual appropriations by the County. Recognizing that termination for lack of appropriations may entail substantial costs for GENESYS, the County shall provide GENESYS reasonable advance notice of any potential problem with funding or appropriations.

9.3 TERMINATION DUE TO GENESYS'S OPERATIONS. The County reserves the right to terminate this Agreement immediately upon written notification to GENESYS if GENESYS discontinues or abandons operations, is adjudged bankrupt or reorganized under bankruptcy law, or fails to keep any required insurance policies in force. Both Parties agree that termination under this provision will be considered without cause.

9.4 TERMINATION FOR CAUSE. The Agreement may be terminated for cause under the following provisions:

9.4.1 TERMINATION BY GENESYS. Failure of the County to comply with any provision of this Agreement shall be considered grounds for termination of this Agreement by GENESYS upon sixty (60) days advance written notice to the County specifying the termination effective date and identifying the "basis for termination." The County shall pay for services rendered up to the Agreement's termination date. Upon receipt of the written notice, the County shall have ten (10) days to provide a written response to GENESYS. If the County provides a written response to GENESYS which provides an adequate explanation for the "basis for termination" and the County cures the "basis for termination" to the satisfaction of GENESYS, the sixty (60) day notice shall become null and void. This Agreement will remain in full force and effect. Termination under this provision shall be without penalty to GENESYS.

9.4.2 TERMINATION BY COUNTY. Failure of GENESYS to comply with any provision of this Agreement shall be considered grounds for termination by the County, who shall provide sixty (60) days advanced written notice specifying the termination effective date and identifying the "basis for termination." The County shall pay for services rendered up to the Agreement's termination date. Upon receipt of the written notice, GENESYS shall have ten (10) days to provide a written response to the County. If GENESYS provides a written response to the County which provides an adequate explanation for the "basis of termination" or cures the "basis for termination" to the satisfaction of the County, the sixty (60) day notice shall become null and void, and this contract will remain in full force and effect. Termination under this provision shall be without penalty to the County.

9.5 TERMINATION WITHOUT CAUSE. Notwithstanding anything to the contrary contained in this Agreement, the County or GENESYS may, without prejudice to any other rights it may have, terminate this Agreement for their convenience and without cause by giving thirty (30) days advance written notice to the other Party.

9.6 COMPENSATION UPON TERMINATION. If any Parties exercise any of the above termination clauses to this Agreement, the County shall pay GENESYS for all services

rendered by GENESYS up to the termination date of the Agreement, regardless of the County's failure to appropriate funds.

9.7 PROPERTY DISPOSITION UPON TERMINATION. Upon termination of this Agreement, GENESYS shall be allowed to remove from the Jail any supplies purchased by GENESYS that have not been used at the time of termination. GENESYS shall also be entitled to remove its property from the Jail, including its proprietary Policies and Procedures, Manuals, Training Material, and Forms.

ARTICLES
LIABILITY AND RISK MANAGEMENT

10.0 INSURANCE COVERAGE. GENESYS shall, at its sole cost and expense, procure and maintain during the term of this Agreement, the following coverage and limits of insurance:

10.0.1 MEDICAL MALPRACTICE/PROFESSIONAL LIABILITY. Medical Malpractice/

Professional Liability insurance in an amount not less than \$2,000,000 per occurrence.

10.0.2 COMPREHENSIVE GENERAL LIABILITY. Comprehensive General Liability insurance is at least \$1,000,000 per occurrence and \$3,000,000 in the aggregate.

10.0.3 WORKER'S COMPENSATION. Worker's Compensation coverage as required by applicable state law.

10.1 PROOF OF INSURANCE. GENESYS shall provide the County proof of

professional liability or medical malpractice coverage for GENESYS's Health Care Staff, employees, agents, and subcontractors for the term services provided under this Agreement. GENESYS shall promptly notify the County, in writing, of each change in coverage, reduction in policy amounts, or cancellation of insurance coverage.

- 10.2 ADDITIONAL INSURED ENDORSEMENT. If the County is named as additional insured in conformance with GENESYS' policy, such policy will not apply to any liability arising from the additional insured's acts or omissions. As to GENESYS' defense of a suit arising out of the additional insured's acts or omissions and those of GENESYS, this insurance will act as coinsurance with any other insurance available to the additional insured in proportion to the liability limits of all involved policies. However, this insurance does not apply to the indemnity of the additional insured for its acts and omissions, and no insurance policy will increase the extent or scope of the indemnification responsibilities of the Parties as outlined in Section 10.3 below. The naming of an additional insured will not increase the limit of liability under the respective policy.
- 10.3 INDEMNIFICATION. GENESYS agrees to indemnify and hold harmless the County, its officials, agents, and employees from and against any and all claims, actions, lawsuits, damages, judgments, or liabilities of any kind whatsoever caused by, based upon, or arising out of any act, conduct, misconduct or omission of GENESYS, its agents, employees, or independent contractors 111 connection with the performance or non-performance of its duties under this Agreement.

The County agrees to indemnify and hold harmless GENESYS, its officials, agents, and employees from and against any and **all** claims, actions, lawsuits, damages, judgments, or liabilities resulting from the negligence of the County, its agents, or employees. The County agrees to promptly notify GENESYS in writing of any incident, claim, or lawsuit they become aware of and shall fully cooperate in the defense of such claim. The County agrees that GENESYS's indemnification and defense obligations do not apply for any costs or expenses, including attorney's fees or settlements, incurred or effected before written notice to GENESYS as set forth above. Upon written notice of claim, GENESYS shall take all steps necessary to promptly defend and protect the County from an indemnified claim, including retention of defense counsel, and GENESYS shall retain sole control of the defense while the action is pending, to the extent allowed by law.

Any portion of this indemnification agreement applies only to the extent permitted by law, and any applicable case law, including under CSX Transportation Inc. v. City of Garden.Q.ty, 277 Ga. 248, 588 S.E.2d 688.

- 10.4 HIPAA. GENESYS, the County, Jail, and their employees, agents, and subcontractors shall fully comply with and implement all necessary policies and/or procedures to comply with the requirements of HIPAA as it applies to the services provided under this Agreement. The County, Jail, and their employees and agents shall indemnify and hold harmless GENESYS from and against any claims of any kind made as a result of alleged or actual violations of HJ PAA by the County and its employees, agents, and subcontractors unless such claims are proven to be caused by the sole negligence or willful misconduct of GENESYS.

ARTICLE XI
MISCELLANEOU
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- 11.0 DEPENDENT CONTRACTOR STATVUS. It is mutually understood and agreed upon, and the Parties intend for an independent contractor relationship. It is hereby established under the terms and conditions of this Agreement. Nothing in this Agreement shall be construed to create an agency relationship, an employer/employee relationship, a joint venture relationship, or any other relationship allowing the County to exercise control or direction over the manner or methods by which GENESYS, its employees, agents or subcontractors perform hereunder, or GENESYS to exercise control or oversight over the way or processes by which the County and its employees, agents or subcontractors perform hereunder, other than as provided in this Agreement.

- 11.1 SUBCONTRACTING. In performing its obligations under the Agreement, it is understood that GENESYS is not licensed or otherwise authorized to engage in any activity that may be construed or deemed to constitute the practice of medicine, dentistry, optometry, or other professional healthcare service requiring licensure or other authorization under state law. To comply with these requirements, GENESYS may engage physicians or other clinicians as independent contractors ("Contract Professionals") rather than employees to supply the clinical services required under this Agreement. GENESYS shall engage Contract Professionals that meet the applicable

professional licensing requirements. GENESYS shall exercise administrative supervision over such Contract Professionals as necessary to fulfill the obligations contained in this Agreement. Contract Professionals shall provide clinical services under this Agreement in a manner reasonably consistent with the independent clinical judgment that the Contract Professional is required to exercise. It is further understood that GENESYS may subcontract for specialized services such as pharmacy, medical waste, medical supplies, and other services or supplies required under this Agreement.

- 11.2 AGENCY. To assert any statutory rights afforded to the County to pay providers for medical services at specific reduced rates, County designates GENESYS as their agent to maintain such rights and privileges.
- 11.3 EQUAL EMPLOYMENT OPPORTUNITY. GENESYS will not discriminate against any employee or applicant for employment because of race, color, religion, sex, ancestry, national origin, place of birth, marital status, sexual orientation, age, or handicap unrelated to a bona fide occupational qualification of the position or because of status as a disabled veteran or Vietnam- Era veteran. GENESYS will distribute copies of its commitment not to discriminate against all persons who participate in the recruitment, screening, referral, and selection of job applicants and prospective job applicants.
- 11.4 WAIVER OF BREACH. The waiver of either Party of a breach or violation of any provision of this Agreement shall not operate as, or be construed to be, a waiver of any subsequent breach of the same or other provision hereof.
- 11.5 OTHER CONTRACTS AND THIRD-PARTY BENEFICIARIES. The Parties acknowledge that GENESYS is neither bound by nor aware of any other existing contracts to which the County is a party and which relate to providing health care to Inmates/Detainees at the Jail. The Parties agree that they have not entered into this Agreement for the benefit of any third person or persons, and it is their express intention that this Agreement is for their respective benefits only and not for the benefits of others who might otherwise be deemed to constitute third-party beneficiaries thereof.
- 11.6 FORCE MAJEURE. In case the performance of any terms or provisions hereof

shall be delayed or prevented because of compliance with any law, decree, or order of any governmental agency or authority of local, State, or Federal governments or because of riots, war, terrorism, explosions, acts of civil or military power, acts of public enemy, epidemics, public disturbances, lack of adequate security escorts, strikes, lockouts, differences with workers, earthquakes, fires, floods, Acts of God or any other reason whatsoever which is not reasonably within the control of the Party whose performance is interfered with and which, by the exercise of reasonable diligence, said Party is unable to prevent; the Party so suffering may, at its option, suspend, without liability, the performance of its obligations hereunder during the period such cause continues.

11.7 CHANGES IN SCOPE. If any statute, rule, or regulation is passed or any order issued, any statute or guideline adopted, or any change in interpretation of any of the foregoing, or any change in Jail layout, Inmate/Detainee movement, change in policy, procedure or community standard, treatment standard, medical protocol, or drug supply/availability or recommendation, which materially increases the cost to GENESYS, GENESYS and the County shall meet in good faith to agree on additional compensation to be paid to GENESYS as a result of such changes.

11.8 ASSIGNMENT. Except as otherwise provided herein, no Party to this Agreement may assign any of its rights or delegate any of its duties under this Agreement without the prior written consent of the other Parties; provided, however, that GENESYS may assign its rights or delegate its responsibilities to an affiliate of GENESYS, or in connection with the sale of all or substantially all of the stock assets or business of GENESYS, without the prior written consent of t, void, Parties. Any unauthorized attempted assignment shall be null and void and of no force or effect.

11.9 NOTICES. Any notice of termination, requests, demands, or other communications under this Agreement shall be in writing and shall be deemed delivered: (a) when delivered in person to a representative of the Parties listed below; (b) upon receipt when mailed by overnight courier service, mailed by first-class certified or registered mail, return receipt requested, addressed to the Party at the address below; or (c) upon confirmation of receipt if sent by facsimile to the fax number of the Party listed below.

Such address may be changed from time to time by either Party by providing written notice as provided above.

- 11.10 GOVERNING LAW. This Agreement shall be governed by and construed following the laws of the State of Georgia without regard to the conflicts of laws or rules of any jurisdiction.
- 11.11 EXECUTION AUTHORITY. By their signature below, each signatory individual certifies that they are the adequately authorized agent or officer of the applicable Party and have the requisite authority necessary to execute this Agreement on behalf of such Party. Each Party hereby certifies to the other than any resolutions necessary to create such authority have been duly passed and are now in full force and effect.
- 11.12 SUR VIVAL. The following provisions will survive any termination or expiration of the Agreement: Article VIII, Article IX and Article X.
- 11.13 COUNTERPARTS. This Agreement may be executed in several counterparts, each of which shall be considered an original and all of which shall constitute but the same instrument.
- 11.14 TITLES OF PARAGRAPHS. Headings of paragraphs are inserted solely for convenience of reference and shall not be deemed to limit, expand, or otherwise affect the provisions to which they relate.
- 11.15 SEVERABILITY. If any one or more provisions of this Agreement shall, for any reason, be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision of this Agreement. This Agreement shall be construed and enforced as if such invalid, illegal, or unenforceable provision had never been contained herein.
- 11.16 ENTIRE AGREEMENT. This Agreement constitutes the entire Agreement of the Parties. It is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and Agreements made in connection with the subject matter. This Agreement may be amended at any time, but only with the written consent of all Parties.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed as their official act by their respective representative, each of whom is duly authorized to execute the same.

AGREED TO AND ACCEPTED AS STATED ABOVE

EXHIBIT A-STAFFING MATRIX

To Be Determined according to Fee Proposal

Staff Report

Subject: Goshen Road Widening

Author: Angela Stanley, Project Manager

Department: ADMIN

Meeting Date: August 1, 2023

Item Description: Goshen Road Traffic Analysis and Concept Design

Summary Recommendation: Staff recommends approval for the Goshen Road Traffic Analysis and Concept Design

Executive Summary/Background:

- Project consists of traffic analysis and conceptual design along Goshen Road, from Hodgeville Road to SR 21.
- Geotechnical services were also completed along the corridor to determine roadway condition and treatment needed based on build conditions.
- Deliverables consist of Traffic Engineering (TE) Report/Corridor Study, Concept Layout and Cost Estimate, and Geotechnical Report.

Alternatives for Commission to Consider

1. Approval
2. Deny
3. Take no action.

Recommended Alternative: 1

Other Alternatives:

Department Review: County Manager, Project Manager, Purchasing, Finance

Funding Source: TSPLOST

Attachments:

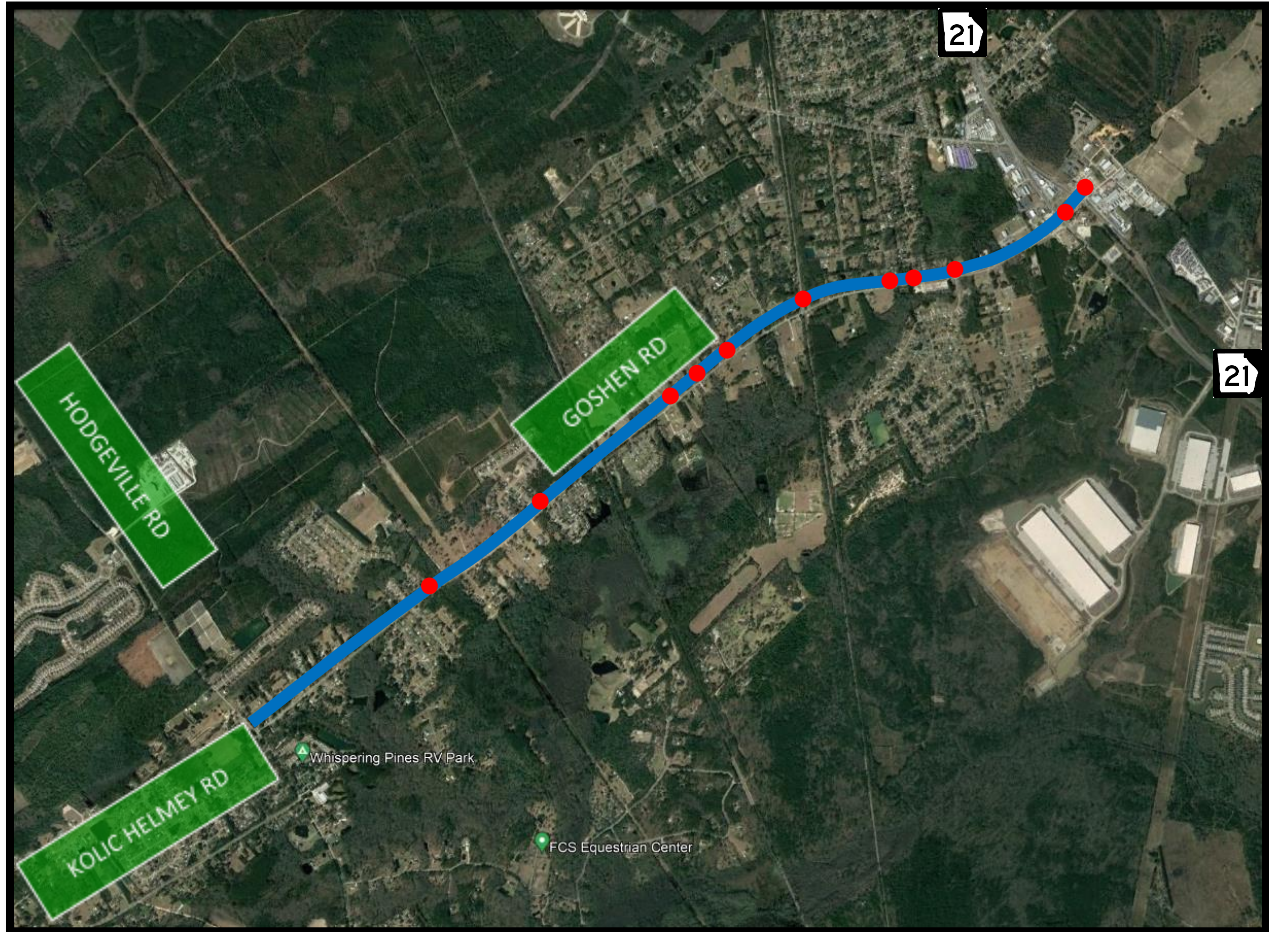
1. Goshen Road Traffic Analysis and Concept Design
2. Cost Estimate

| DATE : | | 6/1/2023 | | | |
|---|-----------|---|--------------|----------|----------------|
| PAGE : | | 1 | | | |
| | | CONCEPT CONSTRUCTION COST ESTIMATE | | | |
| JOB NUMBER: 1230021 | | | | | |
| DESCRIPTION: Effingham County - Goshen Rd - Conceptual Layout | | | | | |
| ITEM | ALT UNITS | DESCRIPTION | PRICE | QUANTITY | AMOUNT |
| 150-1000 | LS | TRAFFIC CONTROL | \$420,953.78 | 1 | \$420,953.78 |
| 163-9999 | LS | EROSION CONTROL | \$210,476.89 | 1 | \$210,476.89 |
| 210-0100 | LS | GRADING COMPLETE | \$841,907.55 | 1 | \$841,907.55 |
| 232-0001 | LS | CSX RAILROAD CONSTRUCTION (INCL PE AGREEMENT) | \$500,000.00 | 1 | \$500,000.00 |
| 310-1101 | TN | GR AGGR BASE CRS, INCL MATL | \$38.85 | 17000 | \$660,450.00 |
| 315-1000 | TN | PORTLAND CEMENT | \$292.95 | 1775 | \$519,986.25 |
| 315-1070 | SY | CEMENT STABILIZED RECLAIMED BASE COURSE, 7 IN, INCL MATERIAL | \$4.50 | 59200 | \$266,400.00 |
| 318-3000 | TN | AGGR SURF CRS | \$39.46 | 4200 | \$165,732.00 |
| 402-3130 | TN | RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME | \$109.21 | 8430 | \$920,640.30 |
| 402-3190 | TN | RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME | \$111.57 | 4400 | \$490,908.00 |
| 402-3121 | TN | RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME | \$107.76 | 3905 | \$420,802.80 |
| 413-0750 | GL | TACK COAT | \$1.39 | 12580 | \$17,486.20 |
| 432-5010 | SY | MILL ASPH CONC PVMT, VARIABLE DEPTH | \$3.04 | 1610 | \$4,894.40 |
| 441-0018 | SY | DRIVEWAY CONC, 8 IN TK | \$90.21 | 44 | \$3,969.24 |
| 441-4020 | SY | CONC VALLEY GUTTER, 6 IN | \$72.09 | 17 | \$1,225.53 |
| 441-6222 | LF | CONC CURB & GUTTER, 8 IN X 30 IN, TP 2 | \$25.47 | 800 | \$20,376.00 |
| 456-2015 | GLM | INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP) | \$1,221.67 | 8 | \$9,773.36 |
| 500-3800 | CY | CLASS A CONCRETE, INCL REINF STEEL | \$1,641.41 | 16 | \$26,262.56 |
| 550-1180 | LF | STORM DRAIN PIPE, 18 IN, H 1-10 | \$81.67 | 160 | \$13,067.20 |
| 550-1240 | LF | STORM DRAIN PIPE, 24 IN, H 1-10 | \$107.79 | 320 | \$34,492.80 |
| 550-2180 | LF | SIDE DRAIN PIPE, 18 IN, H 1-10 | \$61.99 | 3224 | \$199,855.76 |
| 550-3518 | EA | SAFETY END SECTION 18 IN, STORM DRAIN, 6:1 SLOPE | \$1,325.13 | 8 | \$10,601.04 |
| 550-3618 | EA | SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE | \$1,026.53 | 212 | \$217,624.36 |
| 647-1000 | LS | TRAFFIC SIGNAL INSTALLATION NO 1 - SR 21 AT GOSHEN RD | \$50,000.00 | 1 | \$50,000.00 |
| 636-1033 | SF | HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9 | \$23.45 | 340 | \$7,973.00 |
| 636-1036 | SF | HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 11 | \$22.66 | 425 | \$9,630.50 |
| 636-2070 | LF | GALV STEEL POSTS, TP 7 | \$10.25 | 1105 | \$11,326.25 |
| 653-0100 | EA | THERMOPLASTIC PVMT MARKING, RR/HWY CROSSING SYMBOL | \$527.77 | 4 | \$2,111.08 |
| 653-0120 | EA | THERMOPLASTIC PVMT MARKING, ARROW, TP 2 | \$88.32 | 201 | \$17,752.32 |
| 653-1501 | LF | THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE | \$0.81 | 39400 | \$31,914.00 |
| 653-1502 | LF | THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW | \$0.78 | 33500 | \$26,130.00 |
| 653-1704 | LF | THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE | \$8.71 | 762 | \$6,637.02 |
| 653-1804 | LF | THERMOPLASTIC SOLID TRAF STRIP, 8 IN, WHITE | \$2.51 | 1385 | \$3,476.35 |
| 653-3501 | GLF | THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE | \$0.60 | 575 | \$345.00 |
| 653-3502 | GLF | THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW | \$0.47 | 27750 | \$13,042.50 |
| 653-6004 | SY | THERMOPLASTIC TRAF STRIPING, WHITE | \$4.26 | 55 | \$234.30 |
| 653-6006 | SY | THERMOPLASTIC TRAF STRIPING, YELLOW | \$5.00 | 1320 | \$6,600.00 |
| 654-1002 | EA | RAISED PVMT MARKERS TP 2 | \$4.01 | 995 | \$3,989.95 |
| 653-6006 | EA | RAISED PVMT MARKERS TP 3 | \$4.69 | 40 | \$187.60 |
| 668-8011 | SF | SAFETY GRATE, TP 1 | \$71.79 | 190 | \$13,640.10 |
| CONSTRUCTION SUBTOTAL | | | | | \$6,182,875.99 |
| UTILITY RELOCATION COST (Assumed 10% cost of construction) | | | | | \$618,287.60 |
| CONTINGENCY PERCENT (20.0): | | | | | \$1,360,232.72 |
| ESTIMATED ROW COST: | | | | | |
| ESTIMATED SUBTOTAL: | | | | | \$8,161,396.31 |
| INFLATION (3%/YEAR) (ASSUMED 2 YEARS): | | | | | \$497,029.04 |
| ESTIMATED GRAND TOTAL: | | | | | \$8,658,425.34 |

*Please note that the construction costs shown above do not include costs associated with ROW/EASMT.

TRAFFIC ENGINEERING STUDY

For the corridor of Goshen Road
Effingham County, GA



Report Prepared For:
Effingham County

Report Prepared By:
Pond & Company
3500 Parkway Lane, Suite 500
Peachtree Corners, GA 30092
Telephone Number: (678) 336-7740
Date Report Prepared: May 2023



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1. INTRODUCTION

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

2. PROJECT BACKGROUND AND EXISTING CONDITIONS

2.1 Project Location

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

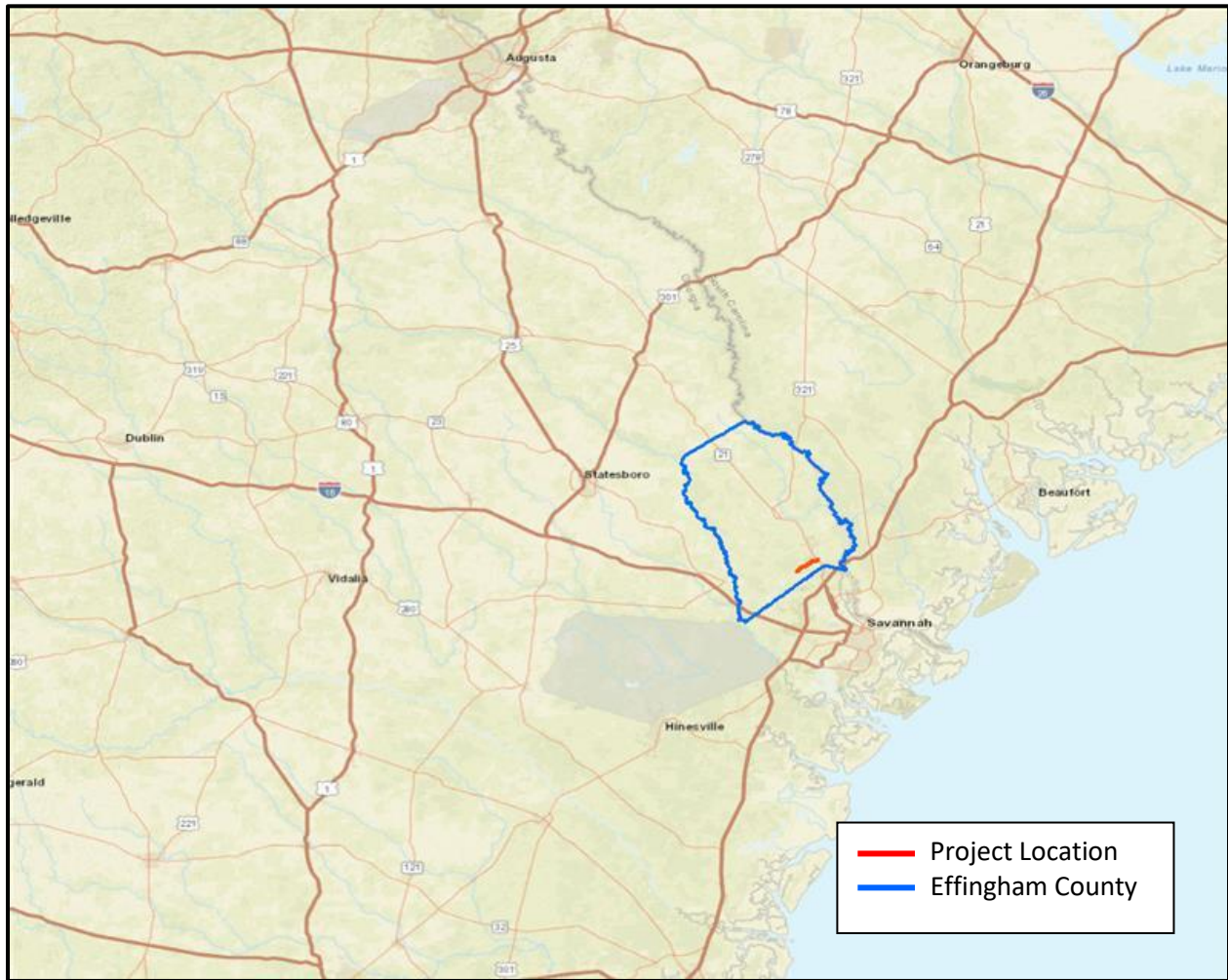


Figure 2-1: Project Location

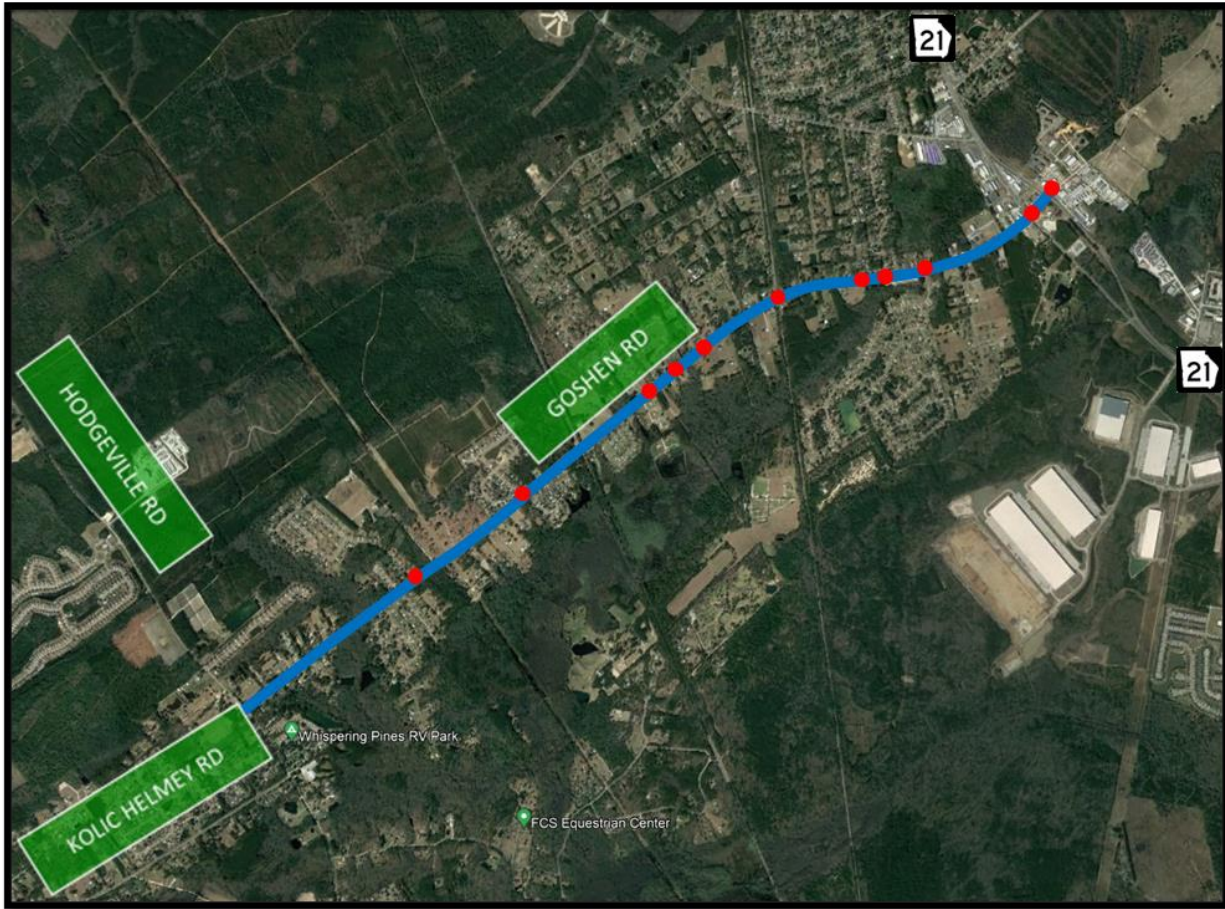


Figure 2-2: Study Area and Analyzed Intersections

2.2 Existing Transportation Facilities

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

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

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

- **Stephens Drive**

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

- **Golden Drive**

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

- **Center Drive**

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

- **Exley Loop**

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

- **Paddleford Drive**

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

- **Autumn Drive**

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

- **Jamestown Drive**

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

2.3 Traffic Volumes

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

2.4 Crash History

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

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

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



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

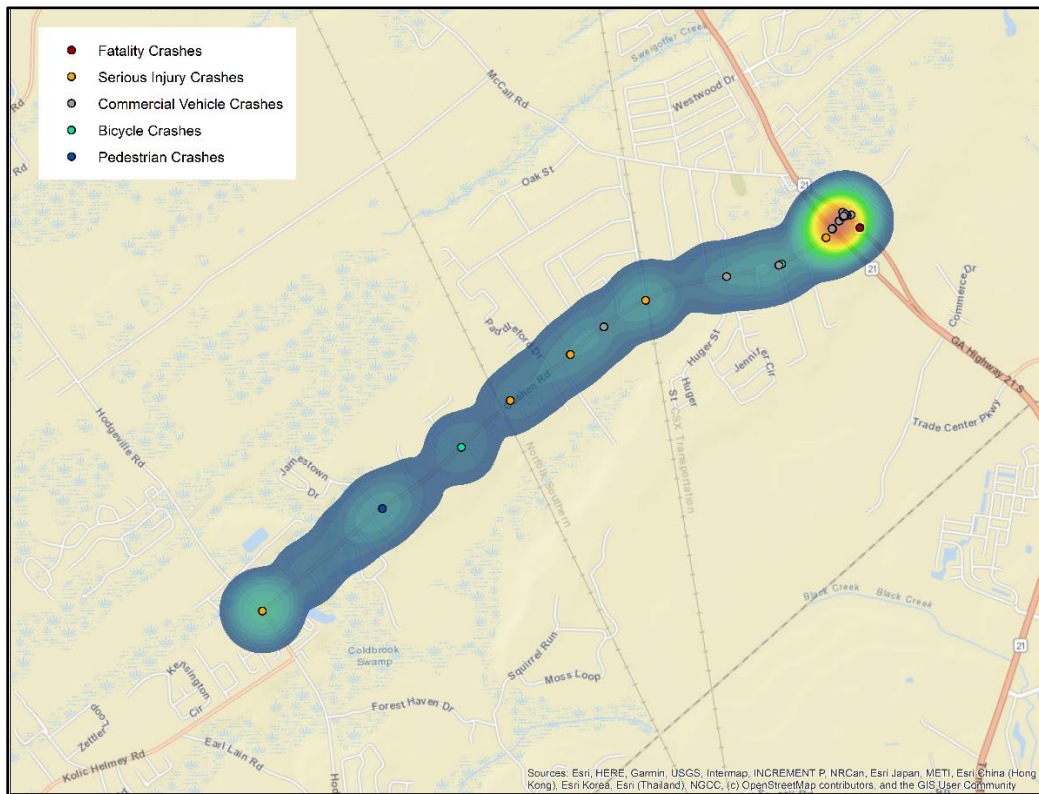


Figure 2-4: Goshen Road Crash Heatmap

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.5 Existing Conditions Capacity Analysis

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

Table 2-13: Existing Conditions Capacity Analysis Results

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

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

3. VOLUME DEVELOPMENT

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

3.1 Short-Term Growth Rate

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

Table 3-1: Historical Growth Rate Calculation

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

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

3.2 Long Term Growth Rate

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

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

Table 3-2: CORE MPO TDM Growth Rate Calculation

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

Table 3-3: Georgia Statewide TDM Growth Rate Calculation

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

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

3.3 Background Growth Summary

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

Table 3-4: Traffic Forecasting Summary

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

3.4 DR Horton-Longleaf Development

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

3.4.1 Trip Generation

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

Table 3-5: Trip Generation Summary

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

3.4.1 Trip Distribution

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

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

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

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

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

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

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

Table 3-8: Distributed Trip Volumes

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

4. NO BUILD CAPACITY ANALYSIS

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

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

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

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

5. INTERSECTION CONTROL EVALUATION

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

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

6. TWO-WAY LEFT TURN LANE

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

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

7. OTHER INTERSECTION TURN LANE IMPROVEMENTS

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

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

Table 7-1: GDOT Minimum Turn Lane Requirements

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

Table 7-2: Opening Year Turn Lane Volumes

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

*Daily Generated Volumes Utilized

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

8. BUILD CONDITIONS CAPACITY ANALYSIS

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

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

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

Table 8-1: Build Conditions Capacity Analysis Results

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

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

9. CONCLUSION AND RECOMMENDATIONS

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

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

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

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

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

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



Appendix

A. Traffic Count Data

B. Capacity Analysis Outputs

C. GDOT ICE Tool Outputs

Appendix A: Traffic Count Data

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Bikes

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

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 21 & Goshen Rd Ext
City: Rincon

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

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | SR 21 | | SR 21 | | Goshen Rd Ext | | Goshen Rd Ext | | TOTAL |
|-------------------------|---------------------|----|-----------|----|---------------|----|---------------|----|--------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| APPROACH %'s : | | | | | | | | | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | | | | | | | | |

| NS/EW Streets: | SR 21 | | SR 21 | | Goshen Rd Ext | | Goshen Rd Ext | | TOTAL |
|-------------------------|---------------------|---------|-----------|----|---------------|----|---------------|----|--------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| PM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| APPROACH %'s : | 0.00% | 100.00% | | | | | | | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | | | | | | | | |

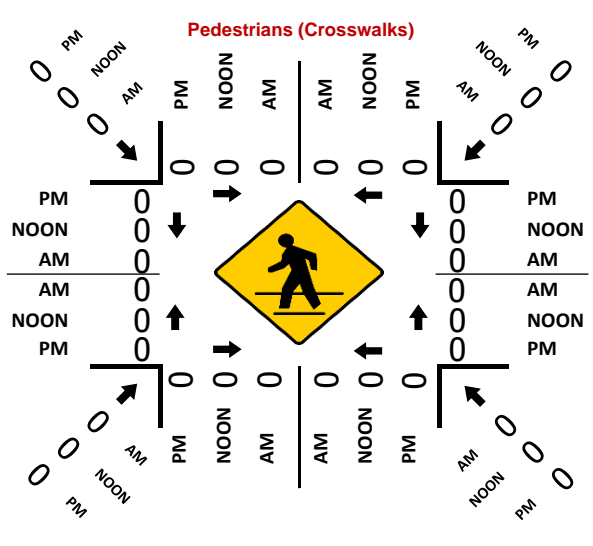
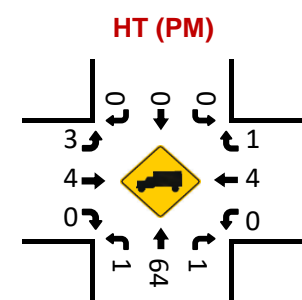
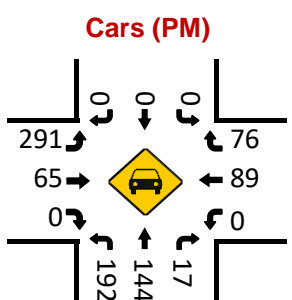
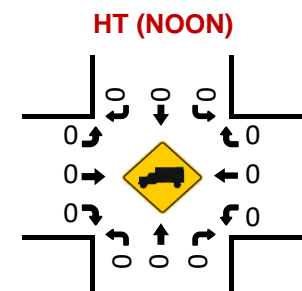
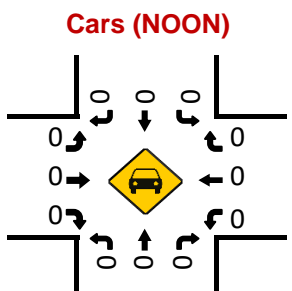
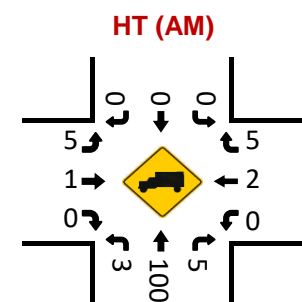
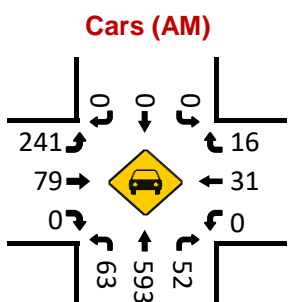
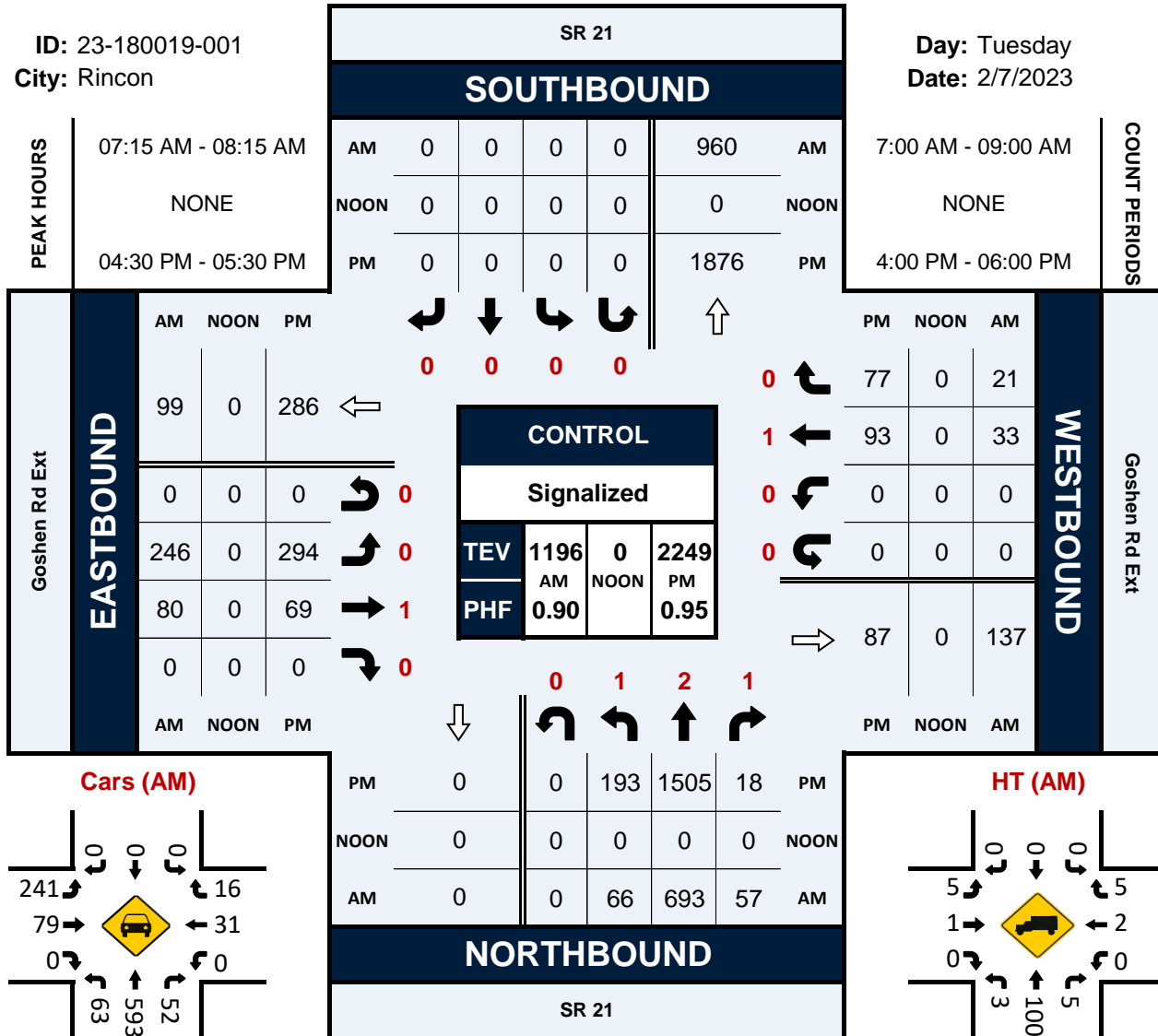
Prepared by National Data & Surveying Services

SR 21 & Goshen Rd Ext

Peak Hour Turning Movement Count

ID: 23-180019-001
City: Rincon

Day: Tuesday
Date: 2/7/2023



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

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

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

PM

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

| NS/EW Streets: | SR 21 | | | | SR 21 | | | | Goshen Rd/Goshen Rd Ext | | | | Goshen Rd/Goshen Rd Ext | | | | | |
|-------------------------|----------------------------|-------|-------|-------|------------|--------|--------|-------|-------------------------|--------|--------|-------|-------------------------|--------|-------|-------|--------------|--|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 13 | 323 | 33 | 0 | 0 | 69 | 41 | 0 | 6 | 29 | 0 | 0 | 514 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 6 | 324 | 29 | 0 | 0 | 61 | 53 | 0 | 7 | 26 | 0 | 0 | 506 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 18 | 297 | 41 | 0 | 0 | 72 | 42 | 0 | 7 | 20 | 0 | 0 | 497 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 24 | 214 | 39 | 0 | 0 | 84 | 33 | 0 | 4 | 17 | 0 | 0 | 415 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 19 | 260 | 31 | 0 | 0 | 53 | 28 | 0 | 1 | 13 | 0 | 0 | 405 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 19 | 233 | 29 | 0 | 0 | 46 | 32 | 0 | 4 | 20 | 0 | 0 | 383 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 14 | 235 | 30 | 0 | 0 | 52 | 20 | 0 | 3 | 14 | 0 | 0 | 368 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 18 | 205 | 31 | 0 | 0 | 58 | 13 | 0 | 7 | 12 | 0 | 0 | 344 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 131 | 2091 | 263 | 0 | 0 | 495 | 262 | 0 | 39 | 151 | 0 | 0 | 3432 | |
| | | | | | 5.27% | 84.14% | 10.58% | 0.00% | 0.00% | 65.39% | 34.61% | 0.00% | 20.53% | 79.47% | 0.00% | 0.00% | | |
| PEAK HR : | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 61 | 1158 | 142 | 0 | 0 | 286 | 169 | 0 | 24 | 92 | 0 | 0 | 1932 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.635 | 0.894 | 0.866 | 0.000 | 0.000 | 0.851 | 0.797 | 0.000 | 0.857 | 0.793 | 0.000 | 0.000 | 0.940 | |
| | | | | | 0.922 | | | | | 0.972 | | | | 0.829 | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 18 | 227 | 67 | 0 | 0 | 68 | 15 | 0 | 11 | 46 | 0 | 0 | 452 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 25 | 212 | 49 | 0 | 0 | 71 | 15 | 0 | 10 | 44 | 0 | 0 | 426 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 10 | 229 | 67 | 0 | 0 | 73 | 26 | 0 | 10 | 51 | 0 | 0 | 466 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 24 | 237 | 66 | 0 | 0 | 73 | 27 | 0 | 10 | 67 | 0 | 0 | 504 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 22 | 271 | 72 | 0 | 0 | 55 | 24 | 0 | 27 | 65 | 0 | 0 | 536 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 27 | 226 | 64 | 0 | 0 | 75 | 26 | 0 | 12 | 47 | 0 | 0 | 477 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 24 | 228 | 69 | 0 | 0 | 58 | 22 | 0 | 12 | 49 | 0 | 0 | 462 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 16 | 183 | 73 | 0 | 0 | 61 | 19 | 0 | 4 | 38 | 0 | 0 | 394 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 166 | 1813 | 527 | 0 | 0 | 534 | 174 | 0 | 96 | 407 | 0 | 0 | 3717 | |
| | | | | | 6.62% | 72.35% | 21.03% | 0.00% | 0.00% | 75.42% | 24.58% | 0.00% | 19.09% | 80.91% | 0.00% | 0.00% | | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 83 | 963 | 269 | 0 | 0 | 276 | 103 | 0 | 59 | 230 | 0 | 0 | 1983 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.769 | 0.888 | 0.934 | 0.000 | 0.000 | 0.920 | 0.954 | 0.000 | 0.546 | 0.858 | 0.000 | 0.000 | 0.925 | |
| | | | | | 0.901 | | | | | 0.938 | | | | 0.785 | | | | |

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

| NS/EW Streets: | SR 21 | | | | SR 21 | | | | Goshen Rd/Goshen Rd Ext | | | | Goshen Rd/Goshen Rd Ext | | | | | |
|-------------------------|----------------------------|-------|-------|-------|------------|--------|-------|-------|-------------------------|--------|--------|-------|-------------------------|--------|-------|-------|--------------|-----|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 3 | 0 | 0 | 29 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 15 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 1 | 0 | 0 | 35 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 40 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 46 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 32 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 34 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 41 |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 26 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 32 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 3 | 202 | 7 | 0 | 0 | 0 | 14 | 11 | 0 | 4 | 15 | 0 | 0 | 256 |
| | | | | | 1.42% | 95.28% | 3.30% | 0.00% | 0.00% | 56.00% | 44.00% | 0.00% | 21.05% | 78.95% | 0.00% | 0.00% | | |
| PEAK HR : | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 1 | 78 | 4 | 0 | 0 | 8 | 8 | 0 | 2 | 4 | 0 | 0 | 105 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.750 | 0.500 | 0.000 | 0.000 | 0.667 | 0.500 | 0.000 | 0.500 | 0.333 | 0.000 | 0.000 | 0.750 | |
| | | | | | 0.741 | | | | 0.800 | | | | 0.500 | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 3 | 15 | 1 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 25 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 4 | 1 | 0 | 3 | 2 | 0 | 0 | 27 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 17 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 13 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 14 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 13 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 22 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 12 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 6 | 103 | 6 | 0 | 0 | 14 | 6 | 0 | 7 | 6 | 0 | 0 | 148 | |
| | | | | | 5.22% | 89.57% | 5.22% | 0.00% | 0.00% | 70.00% | 30.00% | 0.00% | 53.85% | 46.15% | 0.00% | 0.00% | | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 2 | 47 | 3 | 0 | 0 | 5 | 1 | 0 | 3 | 1 | 0 | 0 | 62 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.691 | 0.750 | 0.000 | 0.000 | 0.417 | 0.250 | 0.000 | 0.750 | 0.250 | 0.000 | 0.000 | 0.705 | |
| | | | | | 0.684 | | | | 0.500 | | | | 0.500 | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Bikes

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | SR 21 | | SR 21 | | Goshen Rd/Goshen Rd Ext | | Goshen Rd/Goshen Rd Ext | | TOTAL |
|-------------------------|---------------------|----|-----------|----|-------------------------|----|-------------------------|----|--------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| APPROACH %'s : | | | | | | | | | |
| PEAK HR : | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | | | | | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|-------------------------|---------------------|---------|-----------|----|----------|----|----------|----|--------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| APPROACH %'s : | 0.00% | 100.00% | | | | | | | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | | | | | | | | |

Prepared by National Data & Surveying Services

SR 21 & Goshen Rd/Goshen Rd Ext

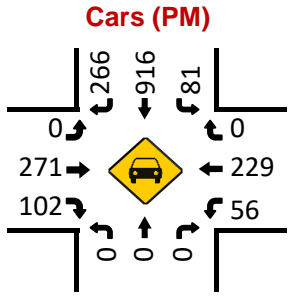
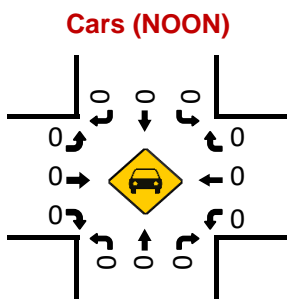
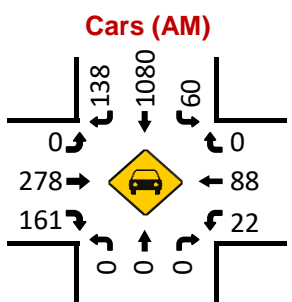
Peak Hour Turning Movement Count

ID: 23-180019-002
City: Rincon

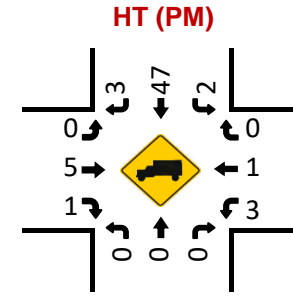
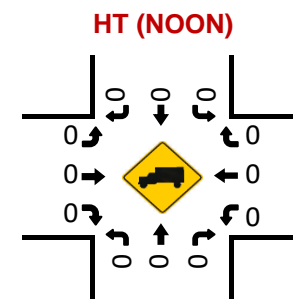
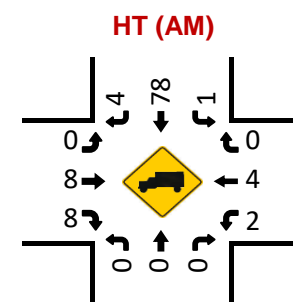
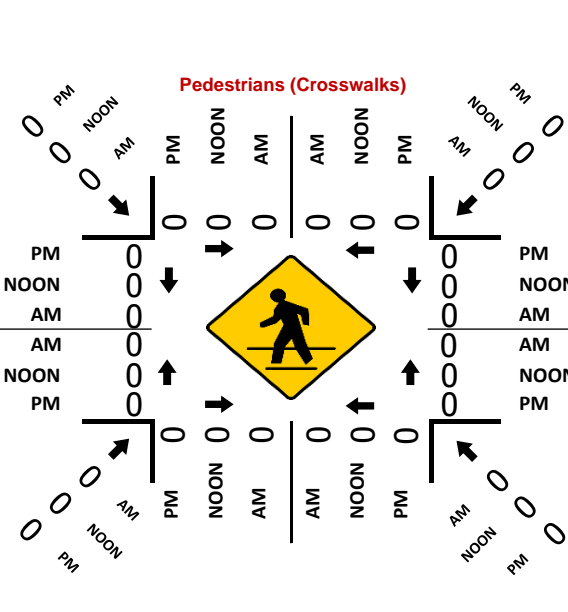
Day: Tuesday
Date: 2/7/2023

| PEAK HOURS | | SR 21 | | | | | | | | | | COUNT PERIODS | |
|-------------------------|---------------------|------------|------|------|-----|---|---|---|------|--------------------|---------------|--------------------|-----|
| | | SOUTHBOUND | | | | | | | | | | | |
| PEAK HOURS | 07:00 AM - 08:00 AM | AM | 142 | 1158 | 61 | 0 | 0 | 0 | AM | 7:00 AM - 09:00 AM | COUNT PERIODS | 7:00 AM - 09:00 AM | |
| | NONE | NOON | 0 | 0 | 0 | 0 | 0 | 0 | NOON | NONE | | NONE | |
| | 04:30 PM - 05:30 PM | PM | 269 | 963 | 83 | 0 | 0 | 0 | PM | 4:00 PM - 06:00 PM | | 4:00 PM - 06:00 PM | |
| Goshen Rd/Goshen Rd Ext | EASTBOUND | AM | 234 | 0 | 499 | | | | | PM | 0 | 0 | 0 |
| | | NOON | 0 | 0 | 0 | | | | | NOON | 230 | 0 | 92 |
| | | PM | 0 | 0 | 0 | | | | | PM | 59 | 0 | 24 |
| | WESTBOUND | AM | 286 | 0 | 276 | | | | | AM | 0 | 0 | 0 |
| | | NOON | 169 | 0 | 103 | | | | | NOON | 359 | 0 | 347 |
| | | PM | 1125 | 0 | 0 | 0 | 0 | 0 | PM | 0 | 0 | 0 | |

| CONTROL | | | |
|------------|------|------|------|
| Signalized | | | |
| TEV | 1932 | 0 | 1983 |
| | AM | NOON | PM |
| PHF | 0.94 | | 0.92 |



| SR 21 | | | | | | | | | |
|------------|------|---|---|---|---|---|------|---|---|
| NORTHBOUND | | | | | | | | | |
| PM | 1125 | 0 | 0 | 0 | 0 | 0 | PM | 0 | 0 |
| NOON | 0 | 0 | 0 | 0 | 0 | 0 | NOON | 0 | 0 |
| AM | 1351 | 0 | 0 | 0 | 0 | 0 | AM | 0 | 0 |



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

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

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

PM

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

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

0

71

199

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Bikes

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

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

Location: Huger St & Goshen Rd
City: Rincon

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

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Huger St | | Huger St | | Goshen Rd | | Goshen Rd | | TOTAL |
|-------------------------|----------------------------|---------|-----------|----|-----------|-------|-----------|----|--------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| APPROACH %'s : | | | | | | | | | |
| PEAK HR : | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | | | | | | | | |
| PM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 4 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 4 |
| APPROACH %'s : | 0.00% | 100.00% | | | 100.00% | 0.00% | | | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 4 |
| PEAK HR FACTOR : | | 0.250 | | | 0.250 | 0.250 | | | 0.250 |

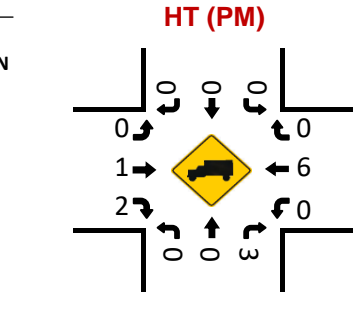
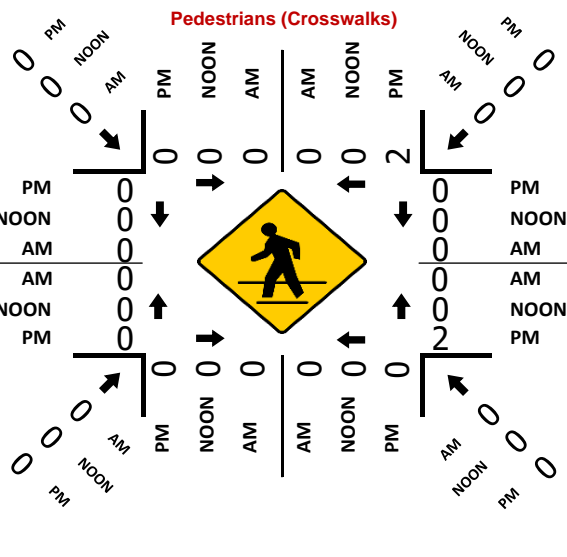
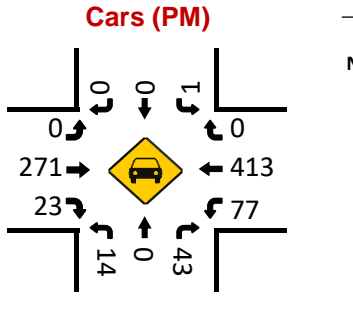
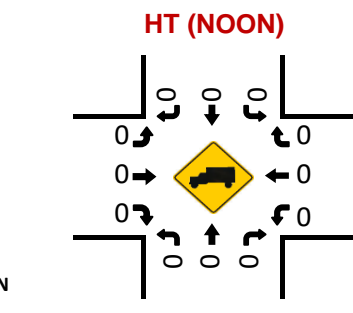
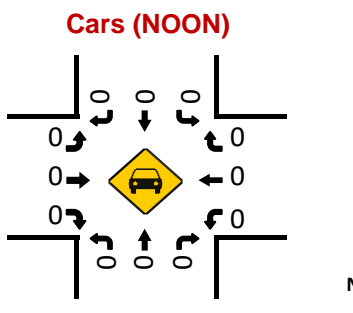
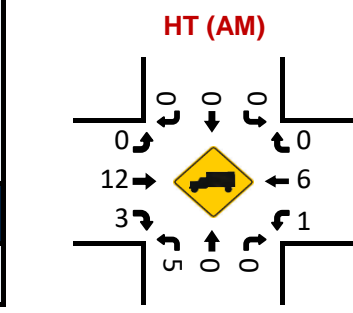
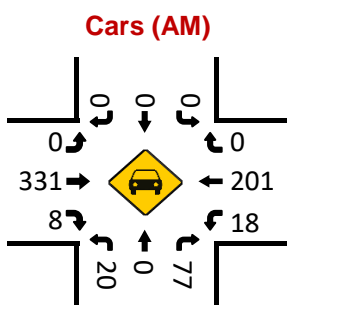
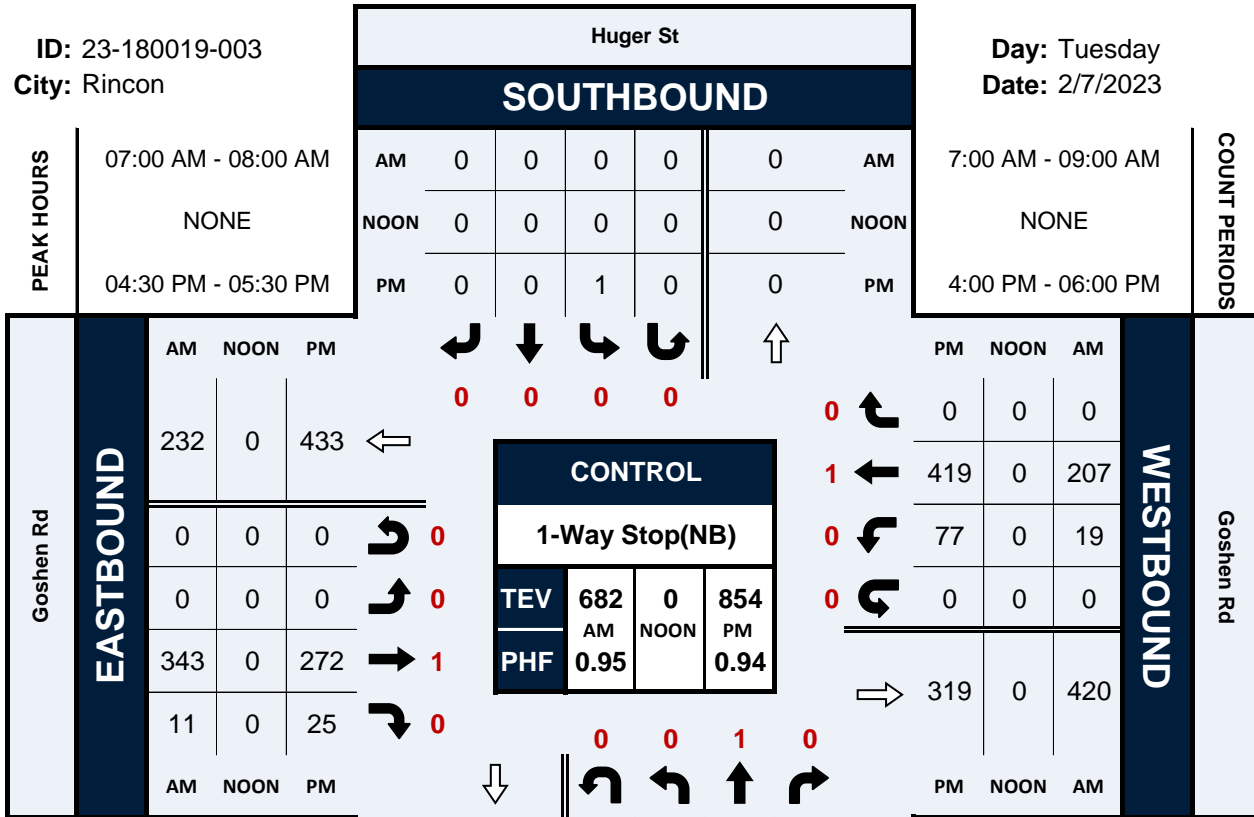
Prepared by National Data & Surveying Services

Huger St & Goshen Rd

Peak Hour Turning Movement Count

ID: 23-180019-003
City: Rincon

Day: Tuesday
Date: 2/7/2023



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

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

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

PM

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

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

26 0 0 47

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Bikes

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

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

Location: Crystal Dr & Goshen Rd
City: Rincon

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

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Crystal Dr | | Crystal Dr | | Goshen Rd | | Goshen Rd | | |
|-------------------------|----------------------------|---------|------------|---------|-----------|---------|-----------|---------|------------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | EB 1 | WB 0 | EB 0 | WB 0 | NB 0 | SB 0 | NB 0 | SB 0 | TOTAL 1 |
| APPROACH %'s : | 100.00% | 0.00% | | | | | | | |
| PEAK HR : | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | | | | | | | | |

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

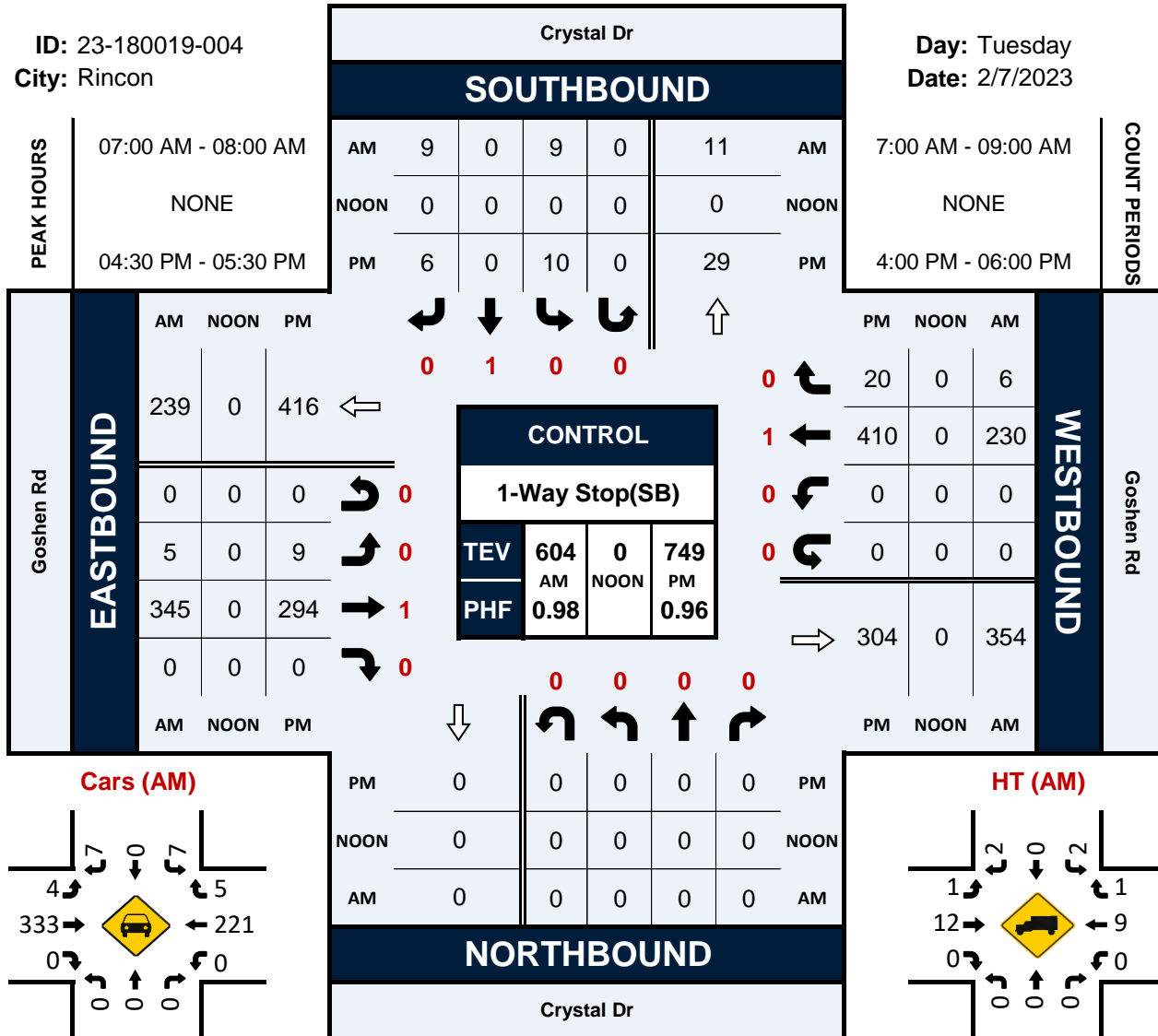
Prepared by National Data & Surveying Services

Crystal Dr & Goshen Rd

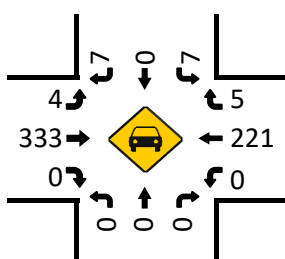
Peak Hour Turning Movement Count

ID: 23-180019-004
City: Rincon

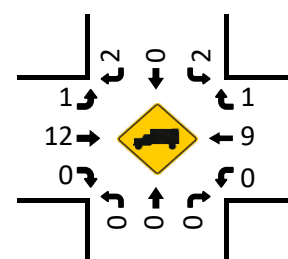
Day: Tuesday
Date: 2/7/2023



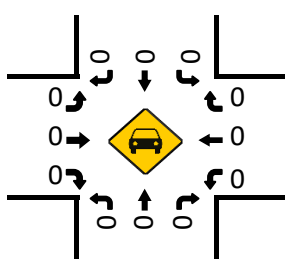
Cars (AM)



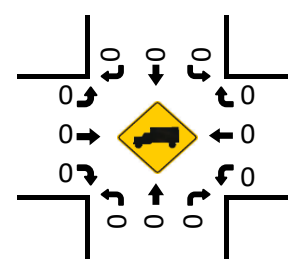
HT (AM)



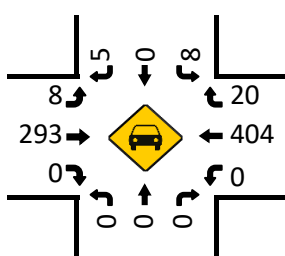
Cars (NOON)



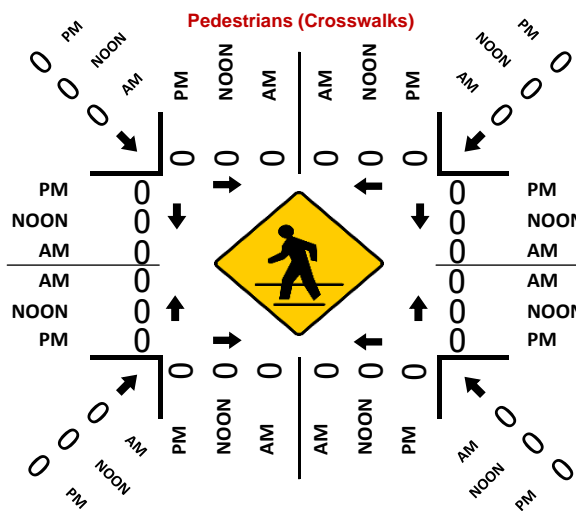
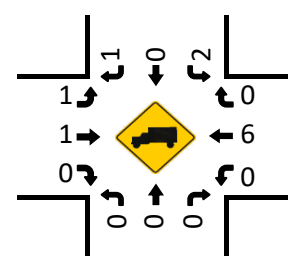
HT (NOON)



Cars (PM)



HT (PM)



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

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

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

PM

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Bikes

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

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

Location: Stephens Dr & Goshen Rd
City: Rincon

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

Data - Pedestrians (Crosswalks)

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

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

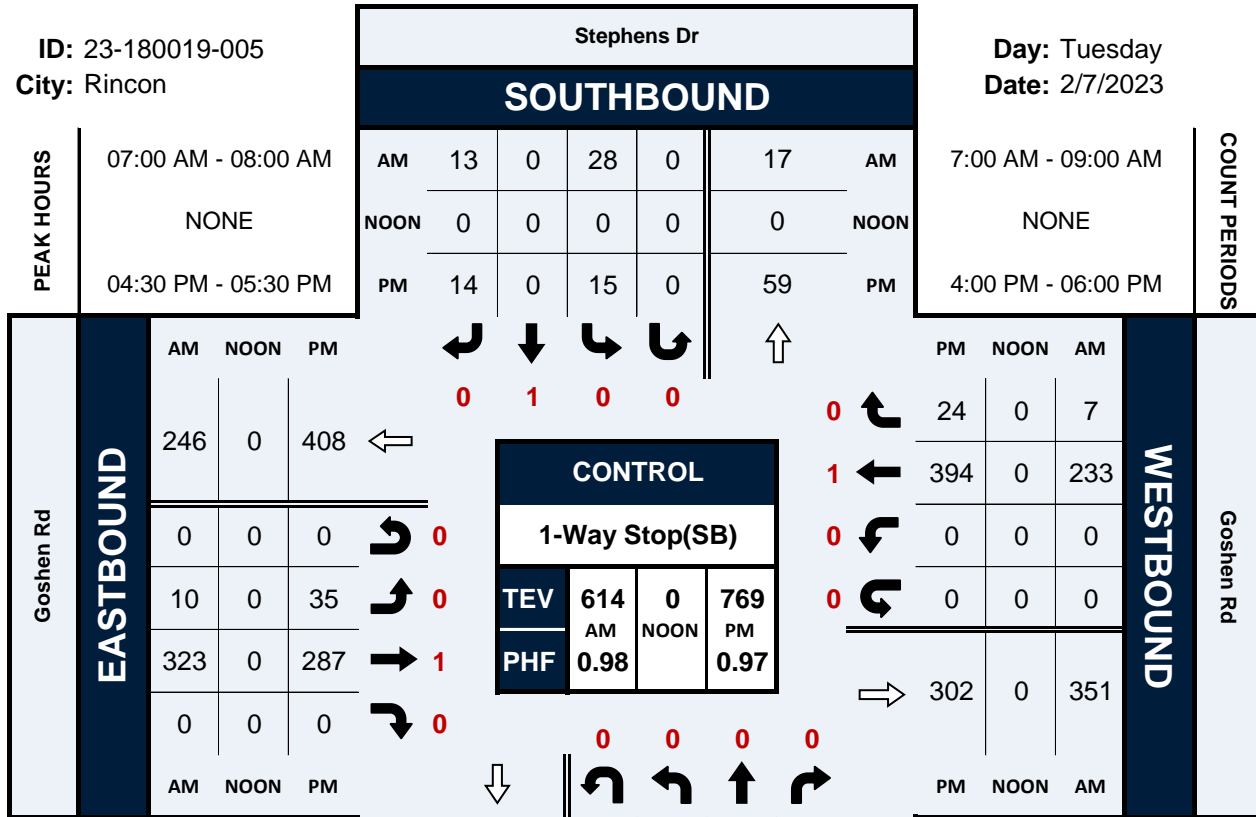
Prepared by National Data & Surveying Services

Stephens Dr & Goshen Rd

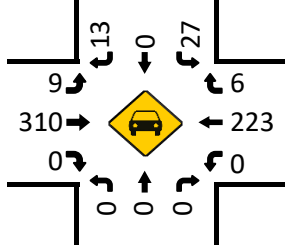
Peak Hour Turning Movement Count

ID: 23-180019-005
City: Rincon

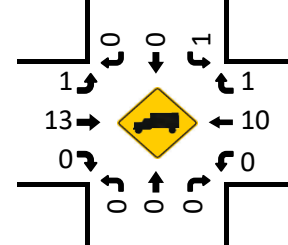
Day: Tuesday
Date: 2/7/2023



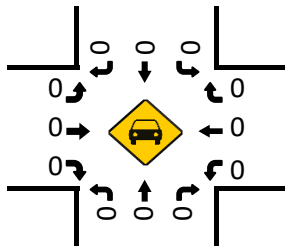
Cars (AM)



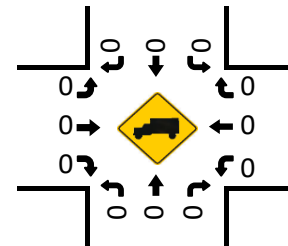
HT (AM)



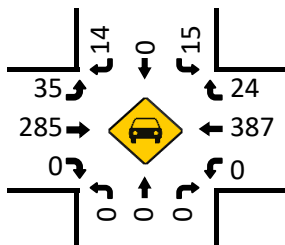
Cars (NOON)



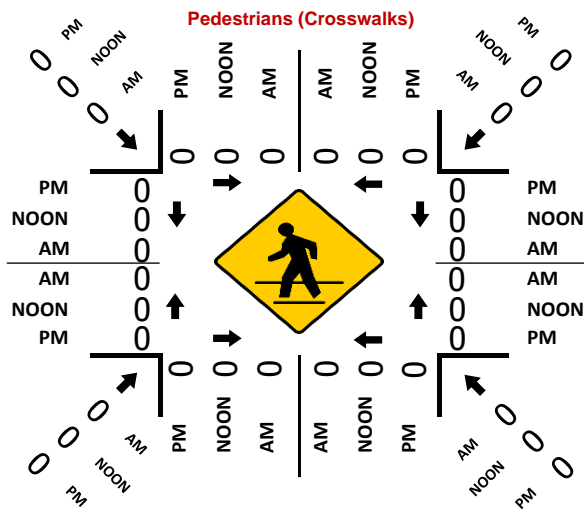
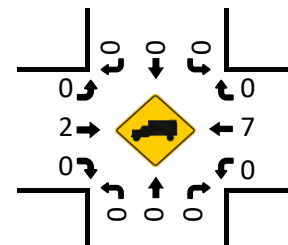
HT (NOON)



Cars (PM)



HT (PM)



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

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

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

PM

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Bikes

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

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

Location: Golden Dr & Goshen Rd
City: Rincon

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

Data - Pedestrians (Crosswalks)

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

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

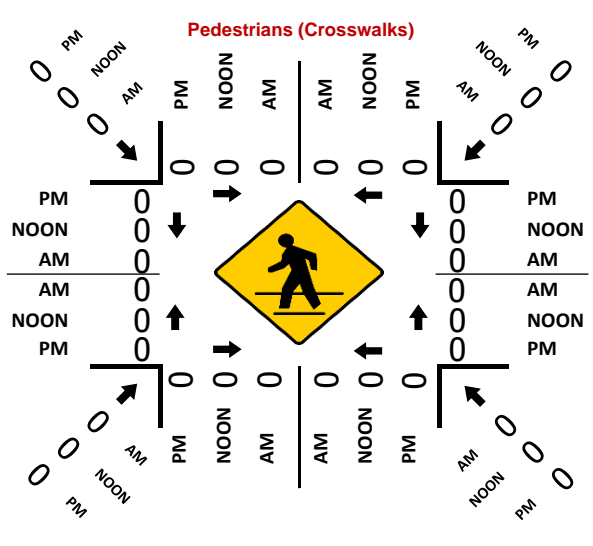
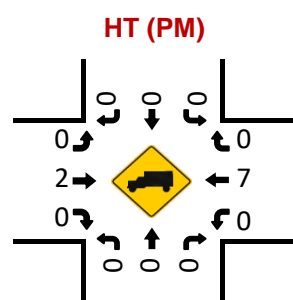
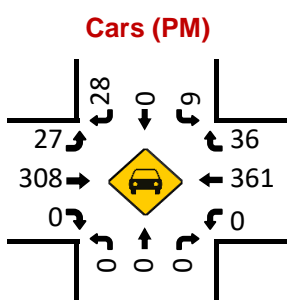
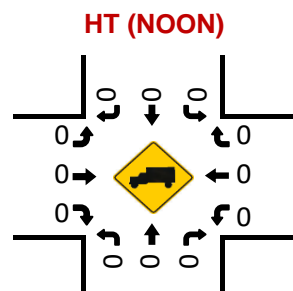
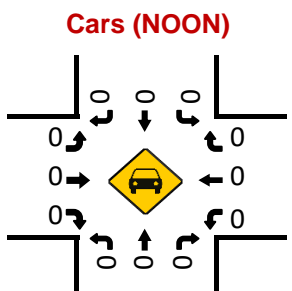
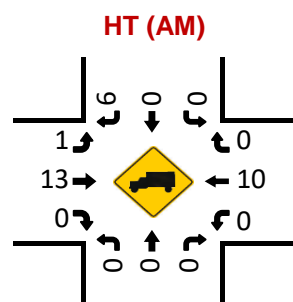
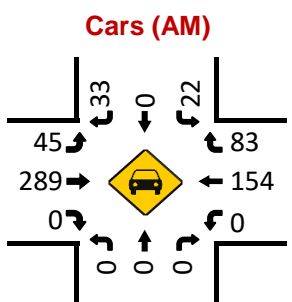
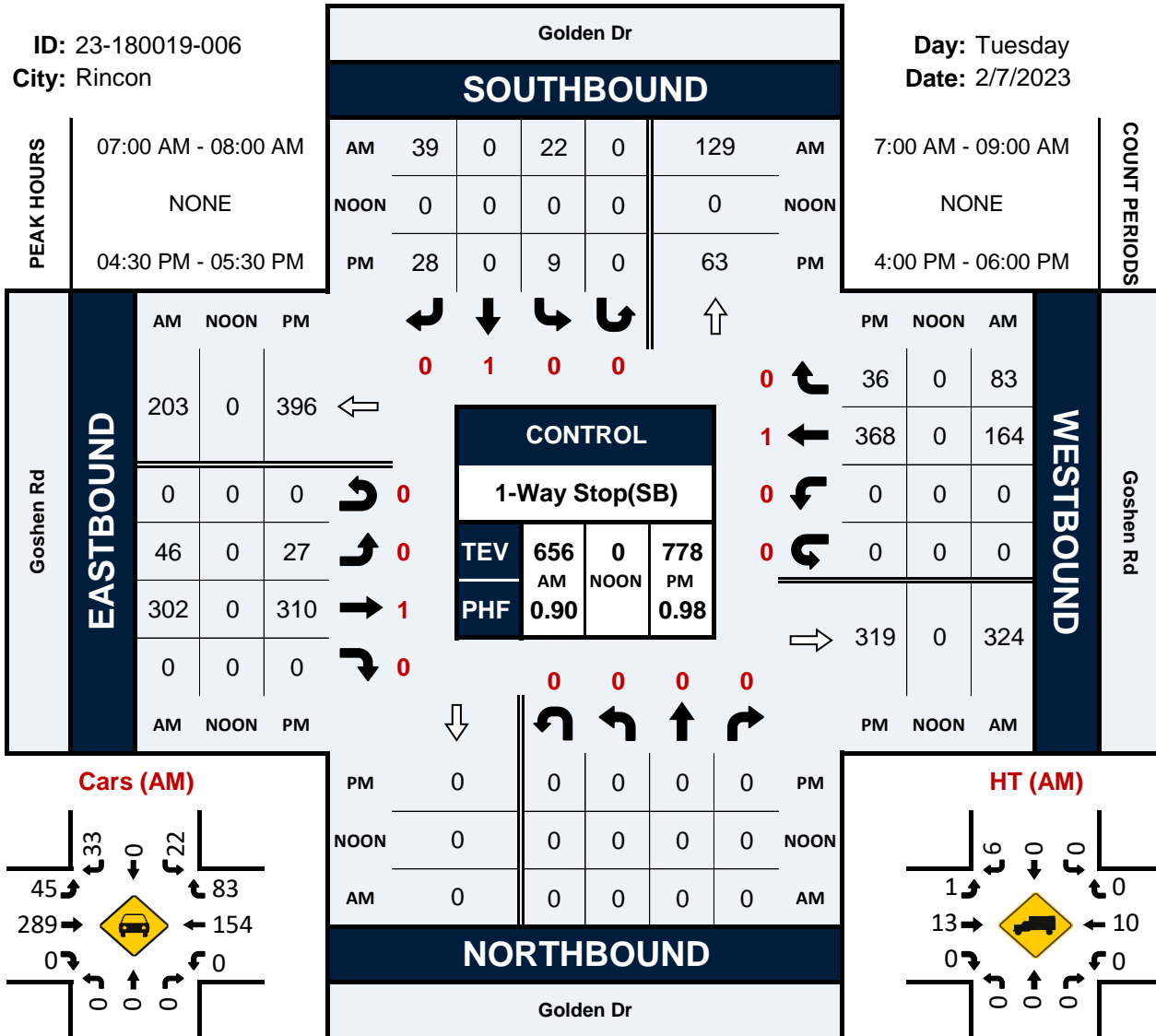
Prepared by National Data & Surveying Services

Golden Dr & Goshen Rd

Peak Hour Turning Movement Count

ID: 23-180019-006
City: Rincon

Day: Tuesday
Date: 2/7/2023



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

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

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

PM

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Bikes

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

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

Location: Paddleford Dr & Goshen Rd
City: Rincon

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

Data - Pedestrians (Crosswalks)

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

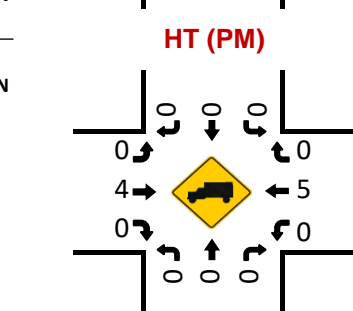
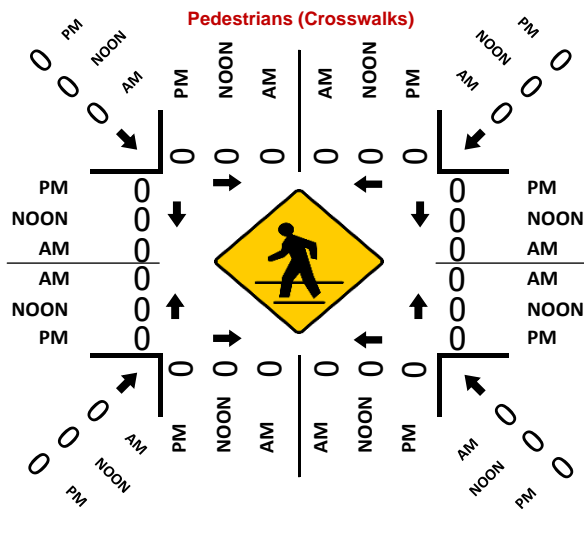
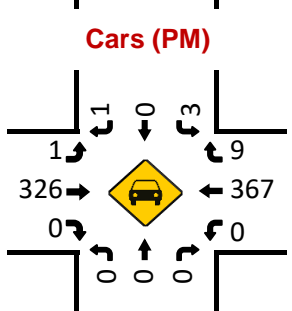
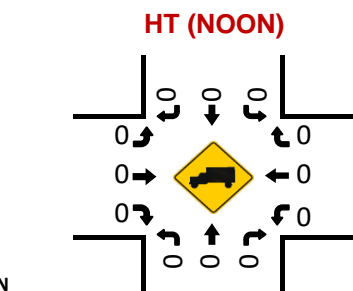
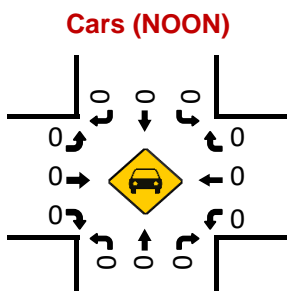
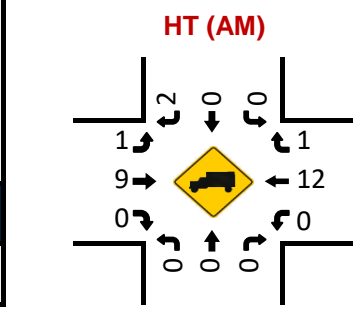
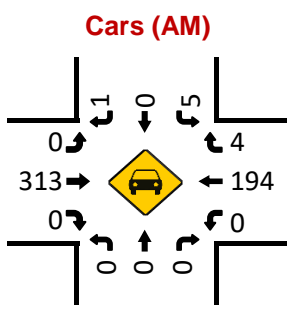
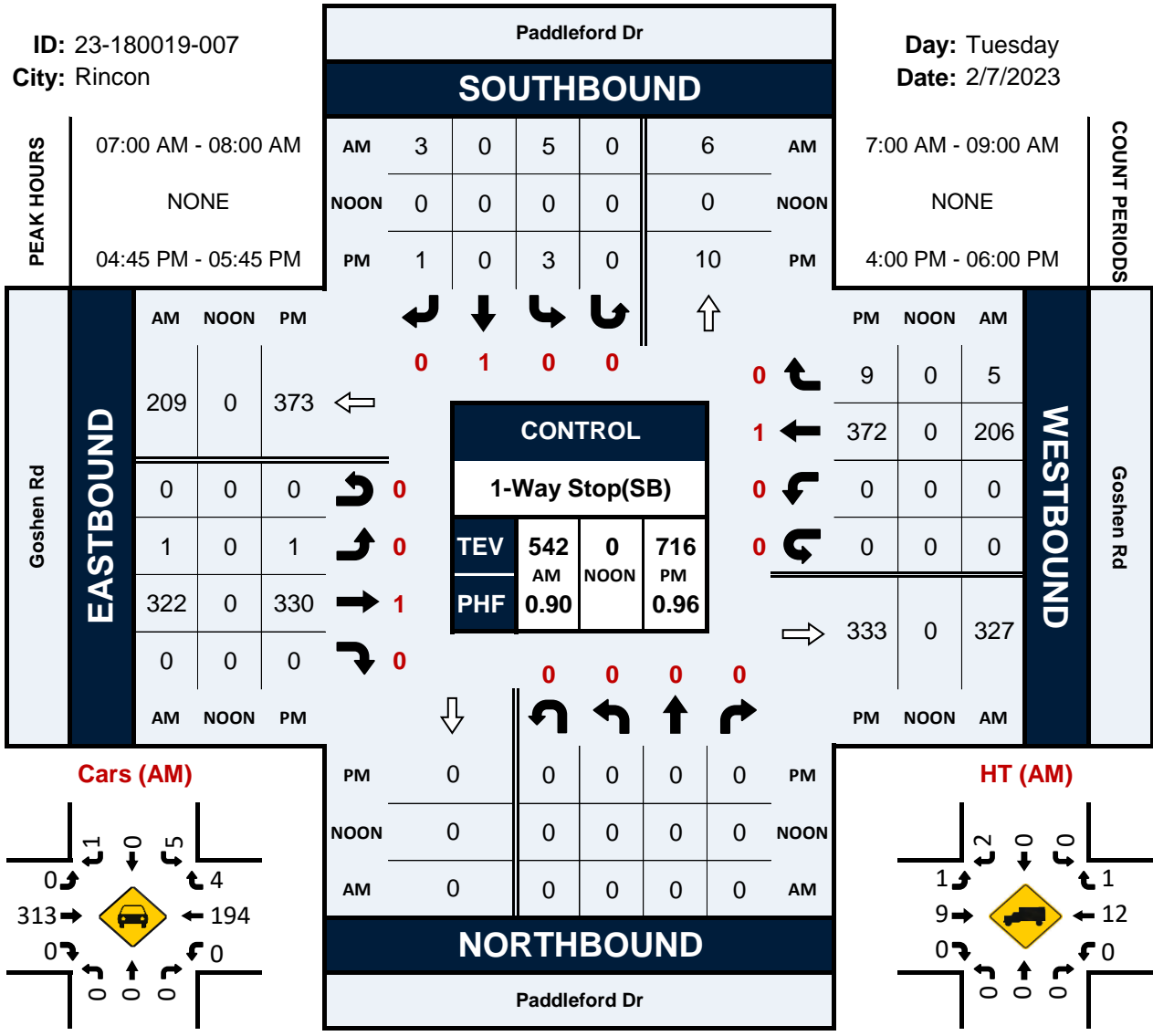
| NS/EW Streets: | Paddleford Dr | | Paddleford Dr | | Goshen Rd | | Goshen Rd | | TOTAL |
|-------------------------|---------------------|--------|---------------|----|-----------|----|-----------|----|--------------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| PM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| APPROACH %'s : | 50.00% | 50.00% | | | | | | | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | | | | | | | | |

Paddleford Dr & Goshen Rd

Peak Hour Turning Movement Count

ID: 23-180019-007
City: Rincon

Day: Tuesday
Date: 2/7/2023



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

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

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

PM

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Bikes

| NS/EW Streets: | Autumn Dr | | | | Autumn Dr | | | | Goshen Rd | | | | Goshen Rd | | | | | |
|-------------------------|----------------------------|-------|-------|-------|------------|-------|-------|-------|-----------|-------|-------|-------|-----------|-------|-------|-------|--------------|---|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR : | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | |

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

Location: Autumn Dr & Goshen Rd
City: Rincon

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

Data - Pedestrians (Crosswalks)

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

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|-------------------------|----------------------------|---------|-----------|----|----------|----|----------|----|-------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| APPROACH %'s : | 0.00% | 100.00% | | | | | | | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | | | | | | | | |

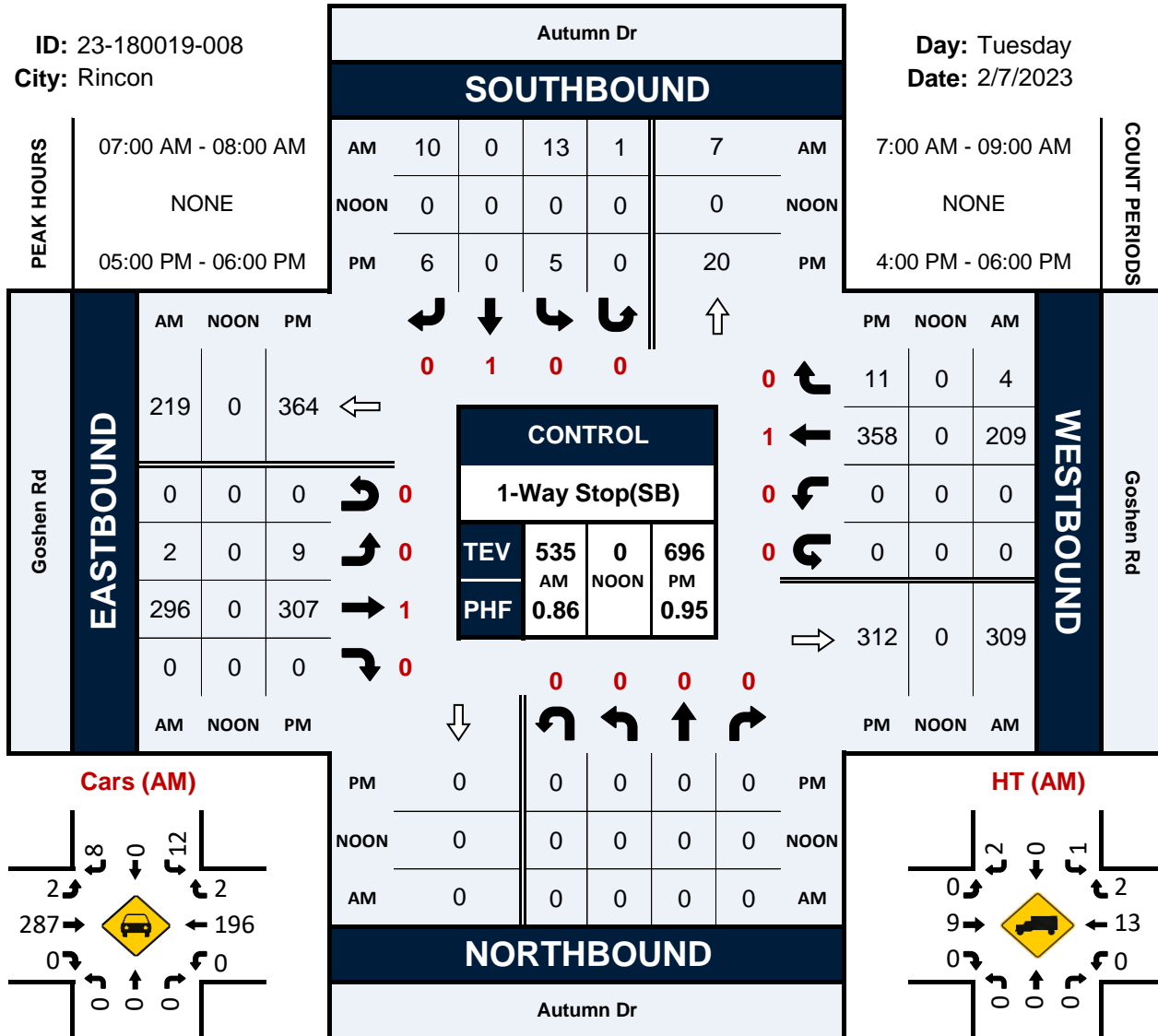
Prepared by National Data & Surveying Services

Autumn Dr & Goshen Rd

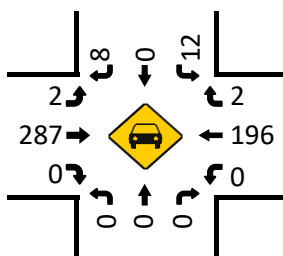
Peak Hour Turning Movement Count

ID: 23-180019-008
City: Rincon

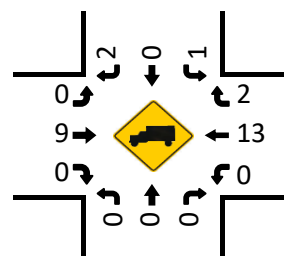
Day: Tuesday
Date: 2/7/2023



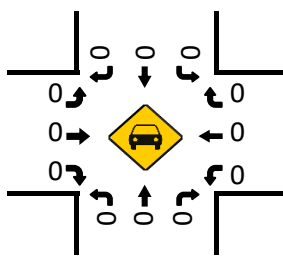
Cars (AM)



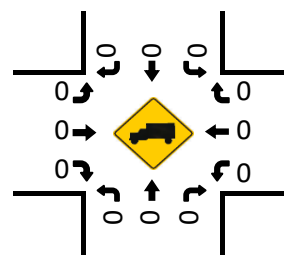
HT (AM)



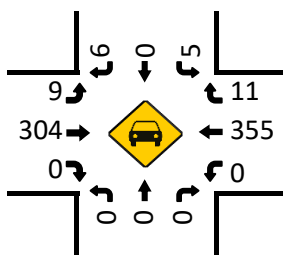
Cars (NOON)



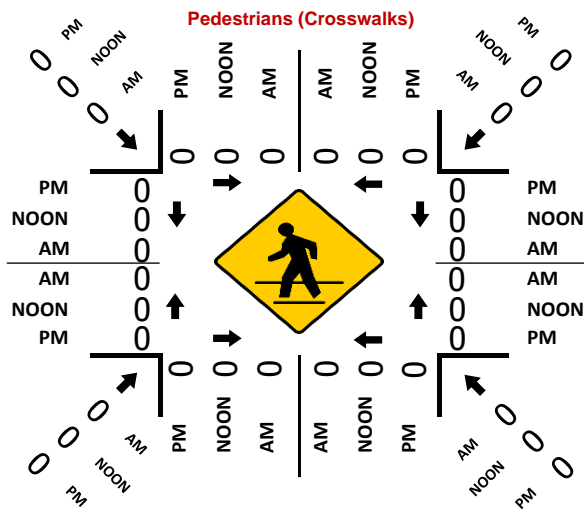
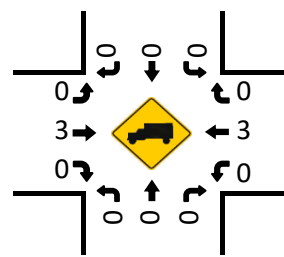
HT (NOON)



Cars (PM)



HT (PM)



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

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

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

PM

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Bikes

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

National Data & Surveying Services Intersection Turning Movement Count

Location: Jamestown Dr & Goshen Rd
City: Rincon

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

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Jamestown Dr | | Jamestown Dr | | Goshen Rd | | Goshen Rd | | TOTAL |
|-------------------------|----------------------------|---------|--------------|----|-----------|----|-----------|---------|-------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| | 0.00% | 100.00% | | | | | 0.00% | 100.00% | |
| PEAK HR : | 07:00 AM - 08:00 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | | | | | | | | |

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

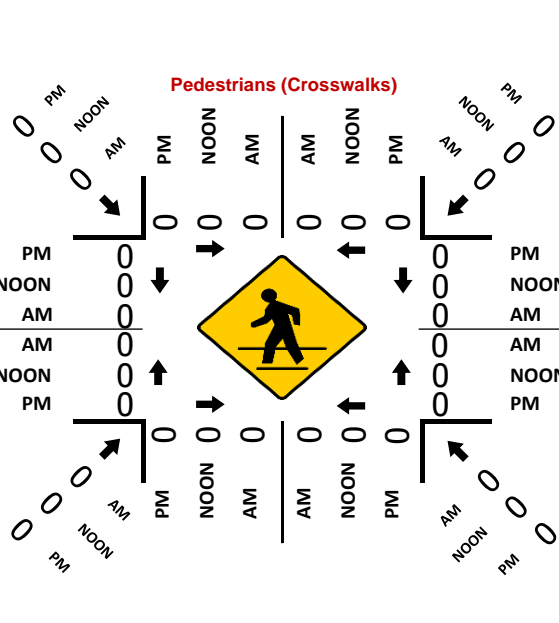
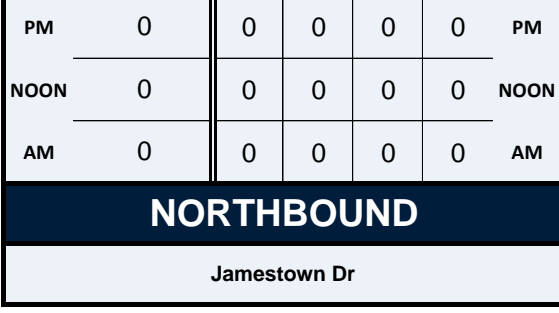
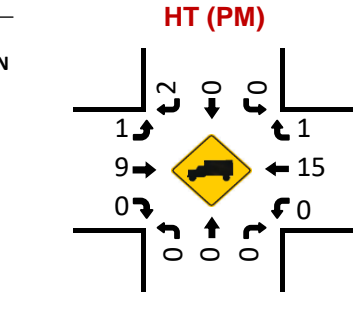
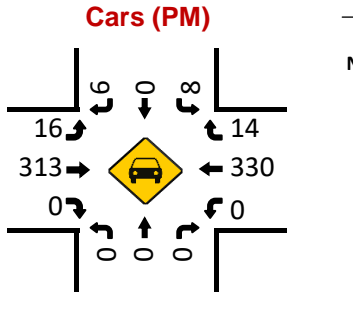
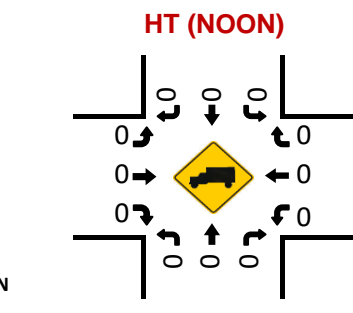
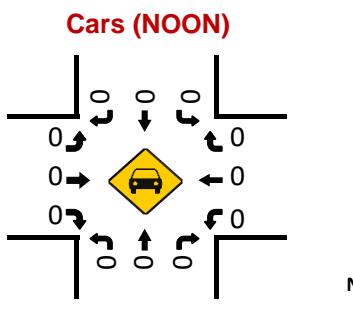
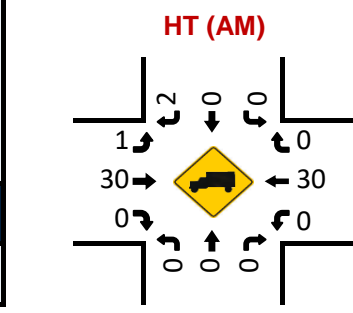
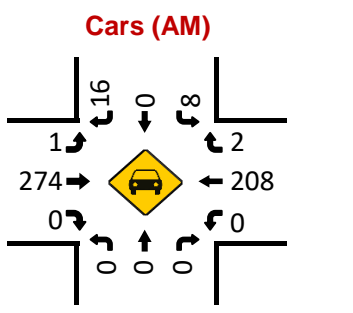
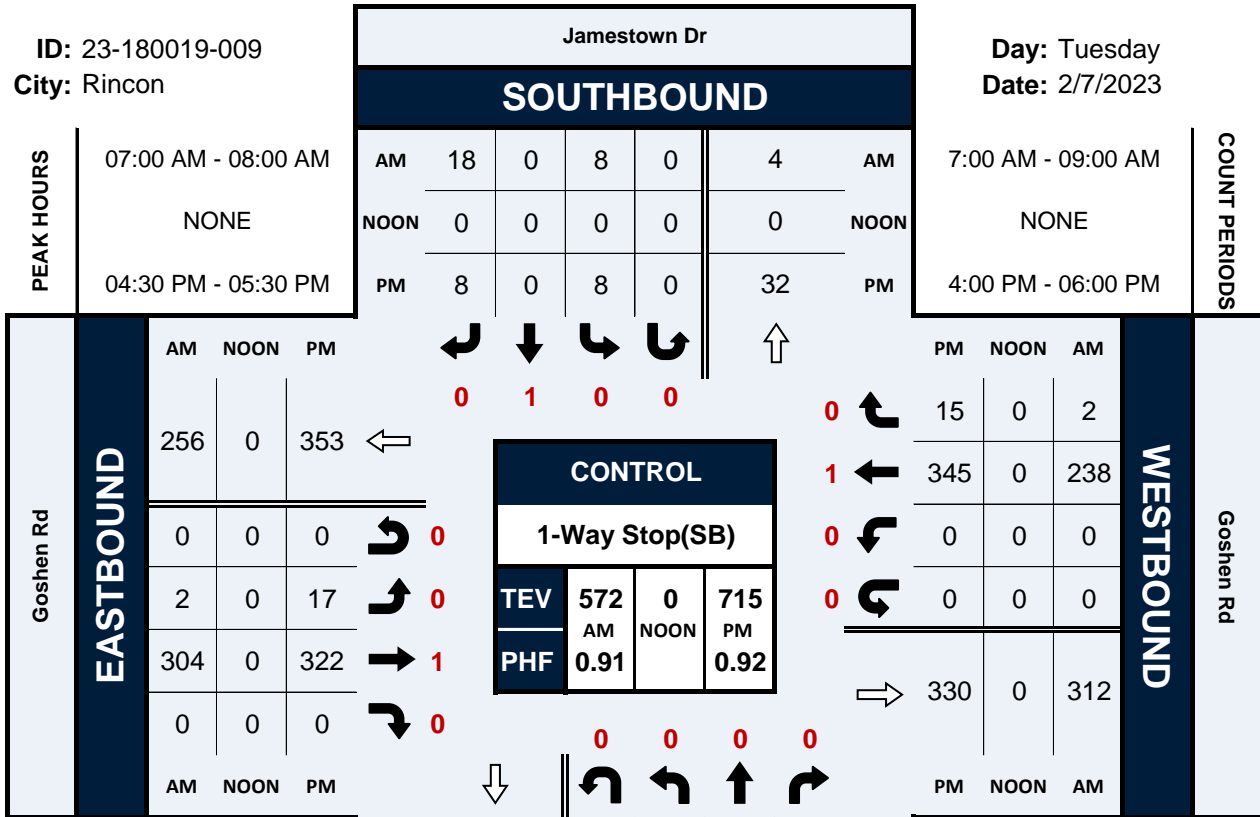
Prepared by National Data & Surveying Services

Jamestown Dr & Goshen Rd

Peak Hour Turning Movement Count

ID: 23-180019-009
City: Rincon

Day: Tuesday
Date: 2/7/2023



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

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

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

PM

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Bikes

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

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

Location: Exley Loop & Goshen Rd
City: Rincon

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

Data - Pedestrians (Crosswalks)

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

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

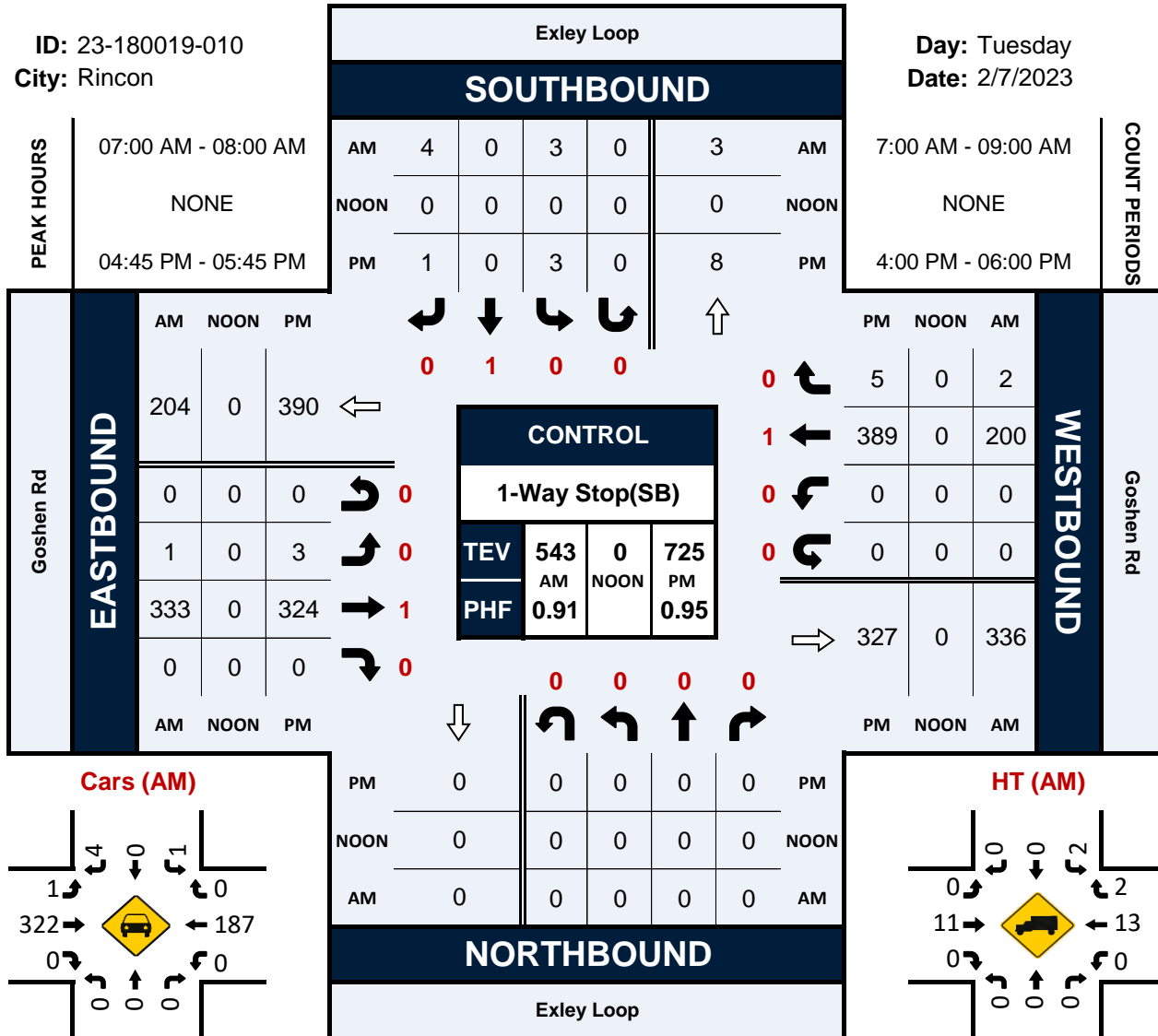
Prepared by National Data & Surveying Services

Exley Loop & Goshen Rd

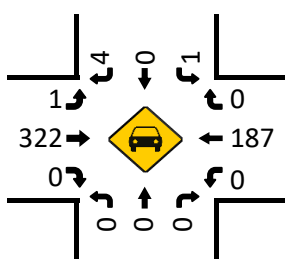
Peak Hour Turning Movement Count

ID: 23-180019-010
City: Rincon

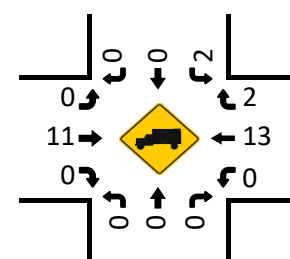
Day: Tuesday
Date: 2/7/2023



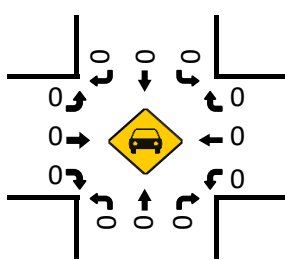
Cars (AM)



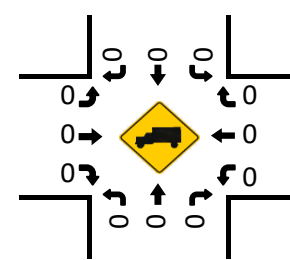
HT (AM)



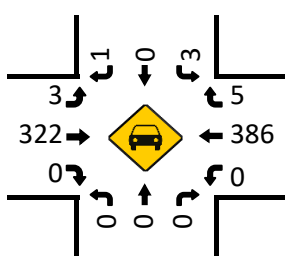
Cars (NOON)



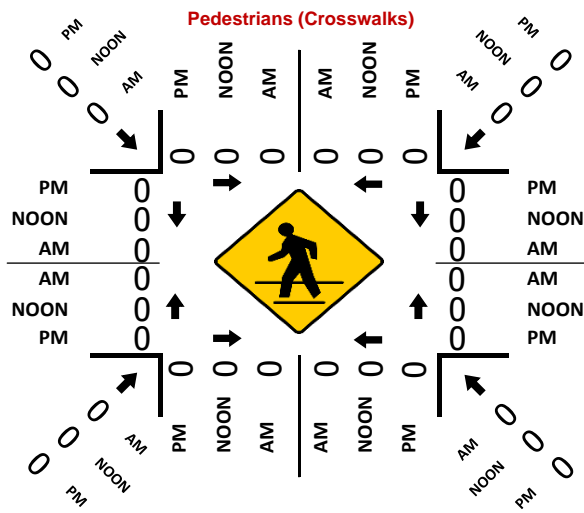
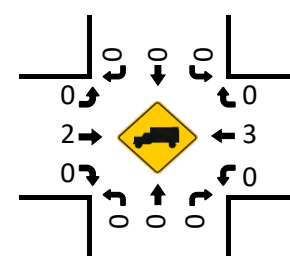
HT (NOON)



Cars (PM)



HT (PM)



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

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

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

PM

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Bikes

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

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

Location: Center Dr & Goshen Rd
City: Rincon

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

Data - Pedestrians (Crosswalks)

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

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

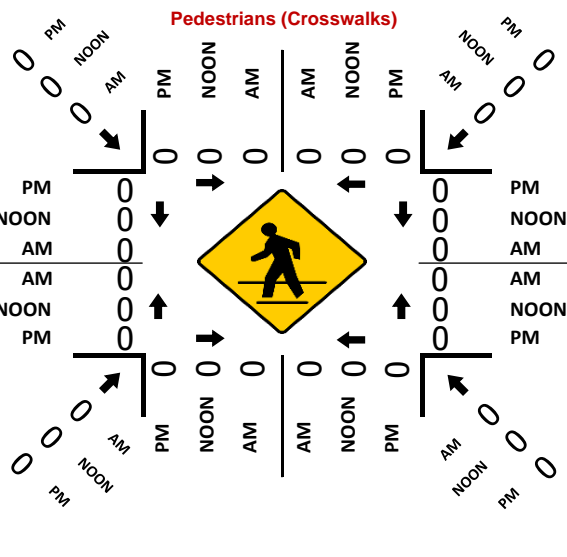
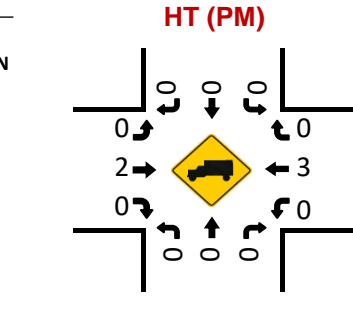
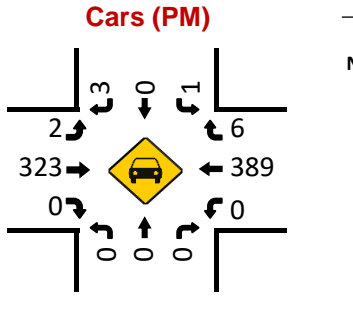
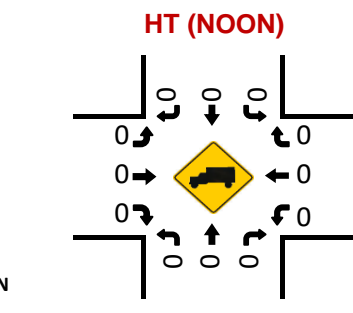
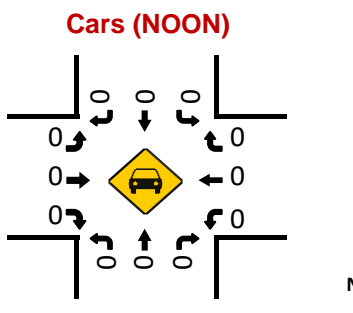
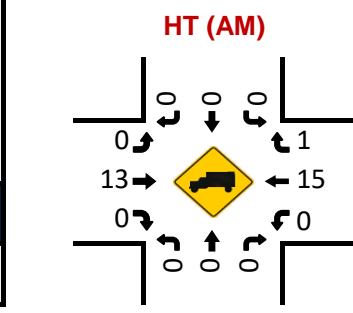
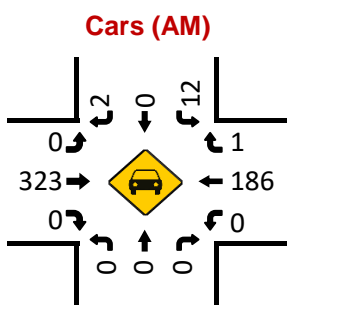
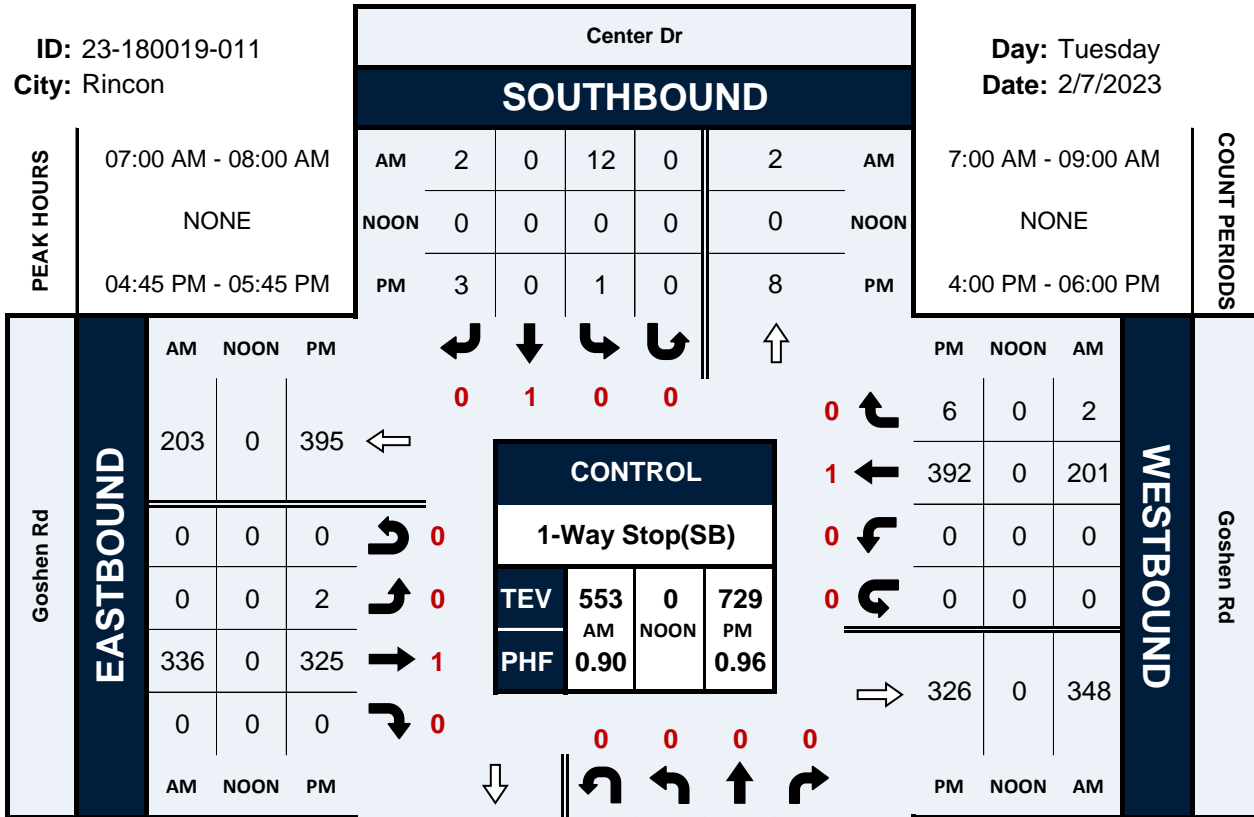
Prepared by National Data & Surveying Services

Center Dr & Goshen Rd

Peak Hour Turning Movement Count

ID: 23-180019-011
City: Rincon

Day: Tuesday
Date: 2/7/2023



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

Day: Tuesday
 Date: 2/7/2023

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Tuesday
 Date: 2/7/2023

AM

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

PM

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

CLASSIFICATION
Goshen Rd W/O SR 21

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_001e

East Bound

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

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

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

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

CLASSIFICATION
Goshen Rd W/O SR 21

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_001w

West Bound

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

| | | | | | | | | | | | | | | |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|----|----|----|-------|
| AM Volumes | 1 | 930 | 379 | 12 | 56 | 19 | 3 | 6 | 14 | 0 | 0 | 0 | 0 | 1420 |
| % AM | 0% | 17% | 7% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 26% |
| AM Peak Hour | 05:30 | 11:45 | 11:45 | 07:30 | 11:45 | 09:30 | 10:30 | 08:15 | 08:00 | | | | | 11:45 |
| Volume | 1 | 204 | 106 | 4 | 15 | 6 | 2 | 2 | 4 | | | | | 331 |
| PM Volumes | 14 | 2576 | 1140 | 8 | 169 | 29 | 3 | 5 | 25 | 0 | 0 | 0 | 0 | 3969 |
| % PM | 0% | 48% | 21% | 0% | 3% | 1% | 0% | 0% | 0% | | | | | 74% |
| PM Peak Hour | 12:15 | 12:45 | 12:45 | 13:30 | 12:45 | 12:30 | 14:45 | 12:45 | 12:45 | | | | | 12:45 |
| Volume | 4 | 546 | 245 | 4 | 57 | 15 | 2 | 3 | 14 | | | | | 886 |

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

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

CLASSIFICATION
Goshen Rd W/O SR 21

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_001

Summary

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

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

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

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

CLASSIFICATION

Goshen Rd W/O SR 21

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_001e

East Bound

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

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

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

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

CLASSIFICATION

Goshen Rd W/O SR 21

Item XI. 11.

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_001w

West Bound

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

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

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

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

CLASSIFICATION

Goshen Rd W/O SR 21

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_001

Summary

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

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

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

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

Prepared by NDS/ATD
 Prepared by National Data & Surveying Services

VOLUME
 Goshen Rd W/O SR 21

Day: Tuesday
 Date: 2/7/2023

City: Rincon
 Project #: GA23_180020_001

| DAILY TOTALS | | | | | | NB | SB | EB | WB | Total | | | | | | | |
|----------------|----|----|-------|-------|-------|----------------|-----|-------|-------|-------|-------|----|-----|-----|-----|-----|------|
| | | | | | | 0 | 0 | 4,494 | 5,389 | 9,883 | | | | | | | |
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | | | | | | |
| 00:00 | 0 | 0 | 3 | 4 | 7 | 12:00 | 0 | 0 | 66 | 86 | 152 | | | | | | |
| 00:15 | 0 | 0 | 0 | 5 | 5 | 12:15 | 0 | 0 | 68 | 76 | 144 | | | | | | |
| 00:30 | 0 | 0 | 2 | 2 | 4 | 12:30 | 0 | 0 | 69 | 93 | 162 | | | | | | |
| 00:45 | 0 | 0 | 1 | 6 | 2 | 13 | 3 | 19 | 12:45 | 0 | 0 | 58 | 261 | 201 | 456 | 259 | 717 |
| 01:00 | 0 | 0 | 1 | 4 | 5 | 13:00 | 0 | 0 | 62 | 206 | 268 | | | | | | |
| 01:15 | 0 | 0 | 4 | 1 | 5 | 13:15 | 0 | 0 | 74 | 233 | 307 | | | | | | |
| 01:30 | 0 | 0 | 3 | 2 | 5 | 13:30 | 0 | 0 | 74 | 246 | 320 | | | | | | |
| 01:45 | 0 | 0 | 0 | 8 | 3 | 10 | 3 | 18 | 13:45 | 0 | 0 | 79 | 289 | 108 | 793 | 187 | 1082 |
| 02:00 | 0 | 0 | 3 | 0 | 3 | 14:00 | 0 | 0 | 63 | 91 | 154 | | | | | | |
| 02:15 | 0 | 0 | 2 | 3 | 5 | 14:15 | 0 | 0 | 74 | 92 | 166 | | | | | | |
| 02:30 | 0 | 0 | 2 | 0 | 2 | 14:30 | 0 | 0 | 61 | 87 | 148 | | | | | | |
| 02:45 | 0 | 0 | 4 | 11 | 4 | 7 | 8 | 18 | 14:45 | 0 | 0 | 54 | 252 | 96 | 366 | 150 | 618 |
| 03:00 | 0 | 0 | 8 | 0 | 8 | 15:00 | 0 | 0 | 80 | 80 | 160 | | | | | | |
| 03:15 | 0 | 0 | 2 | 0 | 2 | 15:15 | 0 | 0 | 64 | 76 | 140 | | | | | | |
| 03:30 | 0 | 0 | 7 | 1 | 8 | 15:30 | 0 | 0 | 86 | 97 | 183 | | | | | | |
| 03:45 | 0 | 0 | 22 | 39 | 2 | 3 | 24 | 42 | 15:45 | 0 | 0 | 55 | 285 | 91 | 344 | 146 | 629 |
| 04:00 | 0 | 0 | 16 | 1 | 17 | 16:00 | 0 | 0 | 88 | 114 | 202 | | | | | | |
| 04:15 | 0 | 0 | 36 | 7 | 43 | 16:15 | 0 | 0 | 87 | 95 | 182 | | | | | | |
| 04:30 | 0 | 0 | 22 | 2 | 24 | 16:30 | 0 | 0 | 83 | 126 | 209 | | | | | | |
| 04:45 | 0 | 0 | 22 | 96 | 8 | 18 | 30 | 114 | 16:45 | 0 | 0 | 95 | 353 | 127 | 462 | 222 | 815 |
| 05:00 | 0 | 0 | 38 | 6 | 44 | 17:00 | 0 | 0 | 74 | 144 | 218 | | | | | | |
| 05:15 | 0 | 0 | 52 | 8 | 60 | 17:15 | 0 | 0 | 96 | 112 | 208 | | | | | | |
| 05:30 | 0 | 0 | 49 | 13 | 62 | 17:30 | 0 | 0 | 80 | 124 | 204 | | | | | | |
| 05:45 | 0 | 0 | 79 | 218 | 18 | 45 | 97 | 263 | 17:45 | 0 | 0 | 78 | 328 | 122 | 502 | 200 | 830 |
| 06:00 | 0 | 0 | 52 | 23 | 75 | 18:00 | 0 | 0 | 68 | 95 | 163 | | | | | | |
| 06:15 | 0 | 0 | 54 | 24 | 78 | 18:15 | 0 | 0 | 94 | 71 | 165 | | | | | | |
| 06:30 | 0 | 0 | 57 | 48 | 105 | 18:30 | 0 | 0 | 67 | 84 | 151 | | | | | | |
| 06:45 | 0 | 0 | 79 | 242 | 68 | 163 | 147 | 405 | 18:45 | 0 | 0 | 57 | 286 | 77 | 327 | 134 | 613 |
| 07:00 | 0 | 0 | 109 | 65 | 174 | 19:00 | 0 | 0 | 41 | 61 | 102 | | | | | | |
| 07:15 | 0 | 0 | 105 | 57 | 162 | 19:15 | 0 | 0 | 48 | 104 | 152 | | | | | | |
| 07:30 | 0 | 0 | 111 | 66 | 177 | 19:30 | 0 | 0 | 39 | 85 | 124 | | | | | | |
| 07:45 | 0 | 0 | 110 | 435 | 57 | 245 | 167 | 680 | 19:45 | 0 | 0 | 26 | 154 | 62 | 312 | 88 | 466 |
| 08:00 | 0 | 0 | 72 | 44 | 116 | 20:00 | 0 | 0 | 20 | 69 | 89 | | | | | | |
| 08:15 | 0 | 0 | 78 | 49 | 127 | 20:15 | 0 | 0 | 33 | 51 | 84 | | | | | | |
| 08:30 | 0 | 0 | 70 | 49 | 119 | 20:30 | 0 | 0 | 34 | 63 | 97 | | | | | | |
| 08:45 | 0 | 0 | 75 | 295 | 46 | 188 | 121 | 483 | 20:45 | 0 | 0 | 27 | 114 | 36 | 219 | 63 | 333 |
| 09:00 | 0 | 0 | 68 | 77 | 145 | 21:00 | 0 | 0 | 18 | 28 | 46 | | | | | | |
| 09:15 | 0 | 0 | 86 | 89 | 175 | 21:15 | 0 | 0 | 8 | 31 | 39 | | | | | | |
| 09:30 | 0 | 0 | 57 | 62 | 119 | 21:30 | 0 | 0 | 18 | 25 | 43 | | | | | | |
| 09:45 | 0 | 0 | 61 | 272 | 47 | 275 | 108 | 547 | 21:45 | 0 | 0 | 15 | 59 | 26 | 110 | 41 | 169 |
| 10:00 | 0 | 0 | 50 | 51 | 101 | 22:00 | 0 | 0 | 7 | 19 | 26 | | | | | | |
| 10:15 | 0 | 0 | 57 | 47 | 104 | 22:15 | 0 | 0 | 1 | 14 | 15 | | | | | | |
| 10:30 | 0 | 0 | 57 | 50 | 107 | 22:30 | 0 | 0 | 5 | 8 | 13 | | | | | | |
| 10:45 | 0 | 0 | 49 | 213 | 51 | 199 | 100 | 412 | 22:45 | 0 | 0 | 8 | 21 | 9 | 50 | 17 | 71 |
| 11:00 | 0 | 0 | 61 | 62 | 123 | 23:00 | 0 | 0 | 2 | 9 | 11 | | | | | | |
| 11:15 | 0 | 0 | 58 | 58 | 116 | 23:15 | 0 | 0 | 2 | 11 | 13 | | | | | | |
| 11:30 | 0 | 0 | 68 | 58 | 126 | 23:30 | 0 | 0 | 5 | 5 | 10 | | | | | | |
| 11:45 | 0 | 0 | 60 | 247 | 76 | 254 | 136 | 501 | 23:45 | 0 | 0 | 1 | 10 | 3 | 28 | 4 | 38 |
| TOTALS | | | 2082 | 1420 | 3502 | TOTALS | | | 2412 | 3969 | 6381 | | | | | | |
| SPLIT % | | | 59.5% | 40.5% | 35.4% | SPLIT % | | | 37.8% | 62.2% | 64.6% | | | | | | |

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

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

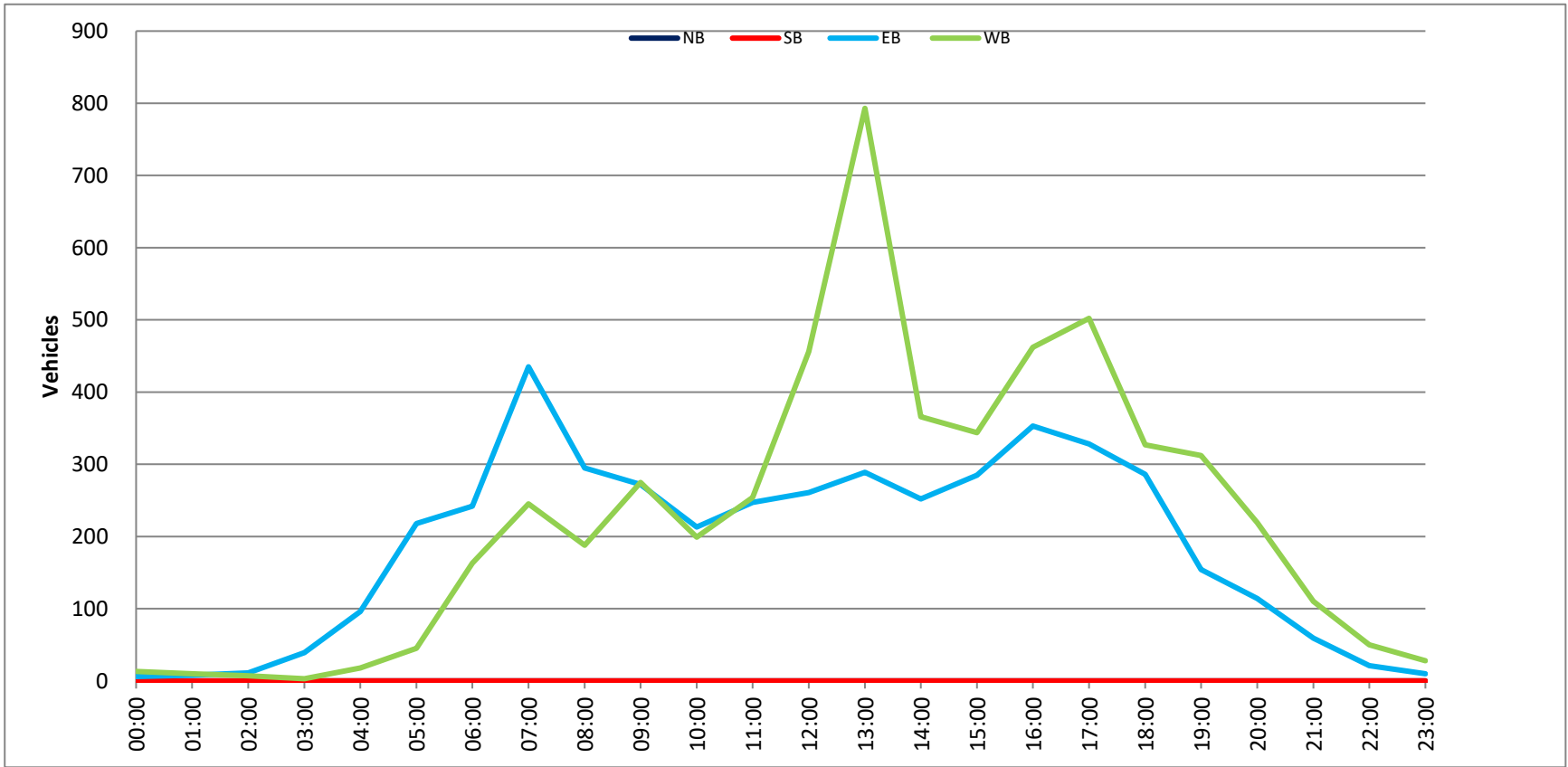
Prepared by NDS/ATD

Project #: GA23_180020_001

City: Rincon

Location: Goshen Rd W/O SR 21

Date: 2/7/2023



CLASSIFICATION
Goshen Rd E/O Hodgeville Rd

Day: Tuesday
Date: 2/7/2023

City: Rincon
Project #: GA23_180020_002e

East Bound

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

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

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

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

West Bound

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

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

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

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

Summary

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

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

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

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

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

Day: Tuesday
 Date: 2/7/2023

City: Rincon
 Project #: GA23_180020_002e

East Bound

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

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

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

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

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

Item XI. 11.

Day: Tuesday
 Date: 2/7/2023

City: Rincon
 Project #: GA23_180020_002w

West Bound

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

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

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

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

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

Item XI. 11.

Day: Tuesday
 Date: 2/7/2023

City: Rincon
 Project #: GA23_180020_002

Summary

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

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

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

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

Prepared by NDS/ATD
 Prepared by National Data & Surveying Services

VOLUME

Goshen Rd E/O Hodgeville Rd

Day: Tuesday
 Date: 2/7/2023

City: Rincon
 Project #: GA23_180020_002

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

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

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

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

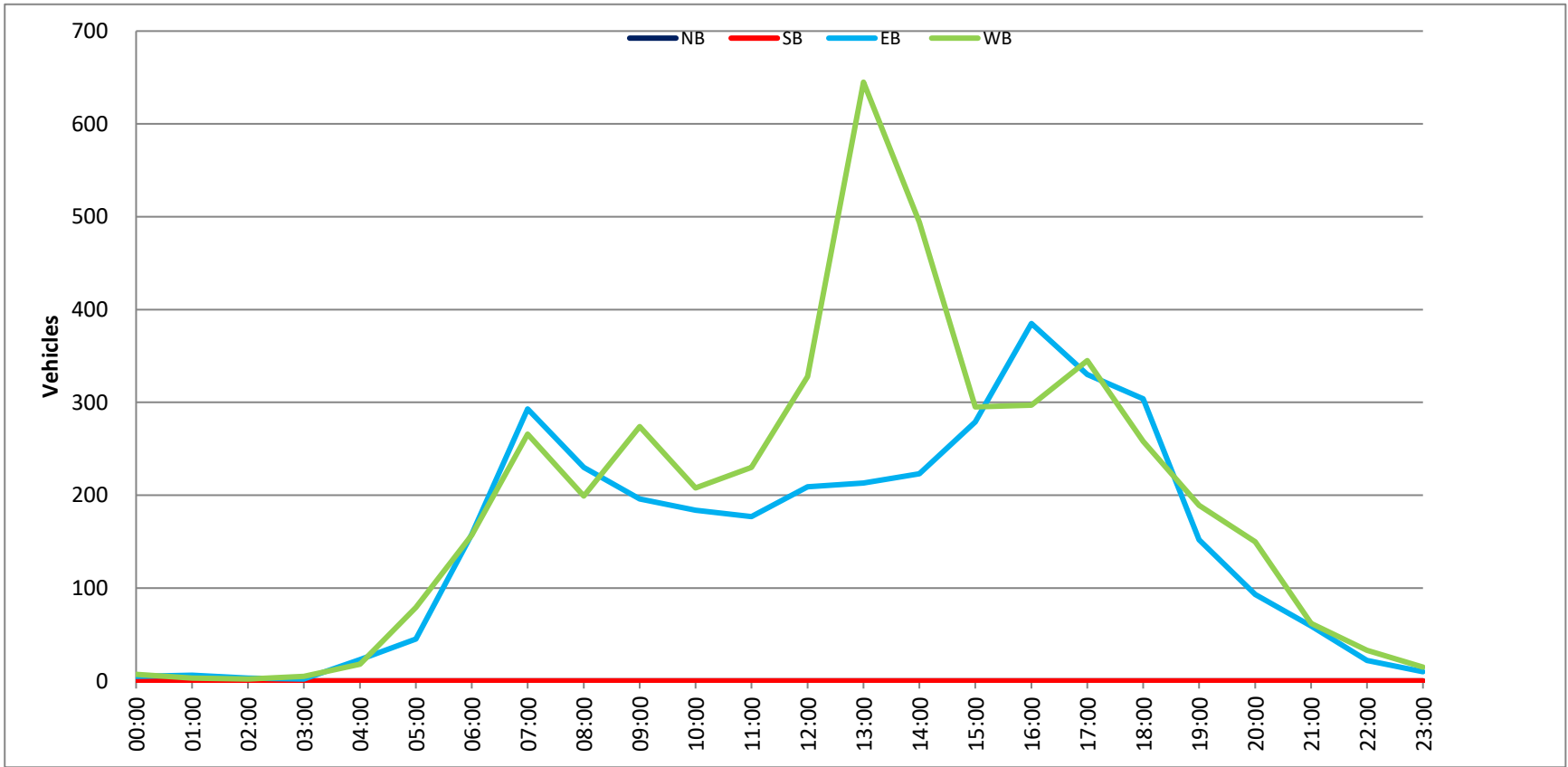
Prepared by NDS/ATD

Project #: GA23_180020_002

City: Rincon

Location: Goshen Rd E/O Hodgeville Rd

Date: 2/7/2023



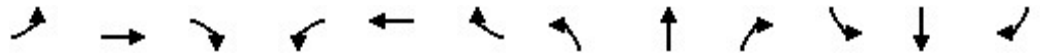
Appendix B: Capacity Analysis Outputs

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

Existing Cond Item XI. 11.
Baseline

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

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



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

Intersection Summary

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

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

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

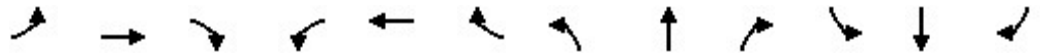
| | |
|--------|--------|
| ↑ Ø2 | → Ø4 |
| 22.5 s | 22.5 s |
| | ← Ø8 |
| | 22.5 s |

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



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

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



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

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

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

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



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



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

Intersection Summary

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

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

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 373 | 0 | 625 367 |
| Stage 1 | - | - | - | - | 367 - |
| Stage 2 | - | - | - | - | 258 - |
| Critical Hdwy | - | - | 4.13 | - | 6.45 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.545 3.345 |
| Pot Cap-1 Maneuver | - | - | 1180 | - | 444 672 |
| Stage 1 | - | - | - | - | 694 - |
| Stage 2 | - | - | - | - | 778 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1180 | - | 436 672 |
| Mov Cap-2 Maneuver | - | - | - | - | 436 - |
| Stage 1 | - | - | - | - | 694 - |
| Stage 2 | - | - | - | - | 763 - |

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

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

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



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

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

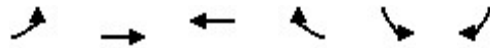
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 5 | 345 | 230 | 6 | 9 | 9 |
| Future Vol, veh/h | 5 | 345 | 230 | 6 | 9 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 22 | 22 |
| Mvmt Flow | 5 | 352 | 235 | 6 | 9 | 9 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 241 | 0 | - | 0 | 600 238 |
| Stage 1 | - | - | - | - | 238 - |
| Stage 2 | - | - | - | - | 362 - |
| Critical Hdwy | 4.14 | - | - | - | 6.62 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.62 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.62 - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.698 3.498 |
| Pot Cap-1 Maneuver | 1314 | - | - | - | 433 754 |
| Stage 1 | - | - | - | - | 757 - |
| Stage 2 | - | - | - | - | 662 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1314 | - | - | - | 431 754 |
| Mov Cap-2 Maneuver | - | - | - | - | 431 - |
| Stage 1 | - | - | - | - | 753 - |
| Stage 2 | - | - | - | - | 662 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 11.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1314 | - | - | - | 548 |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.034 |
| HCM Control Delay (s) | 7.8 | 0 | - | - | 11.8 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

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



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

Intersection Summary

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

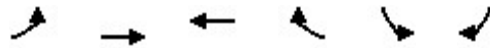
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 10 | 323 | 233 | 7 | 28 | 13 |
| Future Vol, veh/h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

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

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

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

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



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

Intersection Summary

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

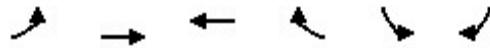
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 46 | 302 | 164 | 83 | 22 | 39 |
| Future Vol, veh/h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

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

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

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

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



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

Intersection Summary

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

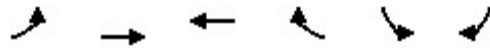
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 1 | 322 | 206 | 5 | 5 | 3 |
| Future Vol, veh/h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

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

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

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

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



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

Intersection Summary

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 2 | 296 | 209 | 4 | 14 | 10 |
| Future Vol, veh/h | 2 | 296 | 209 | 4 | 14 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 3 | 3 | 7 | 7 | 13 | 13 |
| Mvmt Flow | 2 | 344 | 243 | 5 | 16 | 12 |

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

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

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

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



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

Intersection Summary

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

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

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 264 | 0 | - | 0 | 601 263 |
| Stage 1 | - | - | - | - | 263 - |
| Stage 2 | - | - | - | - | 338 - |
| Critical Hdwy | 4.2 | - | - | - | 6.48 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.48 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.48 - |
| Follow-up Hdwy | 2.29 | - | - | - | 3.572 3.372 |
| Pot Cap-1 Maneuver | 1255 | - | - | - | 454 761 |
| Stage 1 | - | - | - | - | 767 - |
| Stage 2 | - | - | - | - | 709 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1255 | - | - | - | 453 761 |
| Mov Cap-2 Maneuver | - | - | - | - | 453 - |
| Stage 1 | - | - | - | - | 765 - |
| Stage 2 | - | - | - | - | 709 - |

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

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

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



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

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 1 | 333 | 200 | 2 | 3 | 4 |
| Future Vol, veh/h | 1 | 333 | 200 | 2 | 3 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 3 | 3 | 7 | 7 | 29 | 29 |
| Mvmt Flow | 1 | 366 | 220 | 2 | 3 | 4 |

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

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

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

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



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

Intersection Summary

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

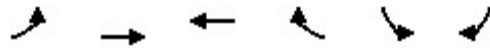
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 0 | 336 | 201 | 2 | 12 | 2 |
| Future Vol, veh/h | 0 | 336 | 201 | 2 | 12 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 4 | 8 | 8 | 0 | 0 |
| Mvmt Flow | 0 | 373 | 223 | 2 | 13 | 2 |

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

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

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

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



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

Intersection Summary

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 |

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













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

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

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

Existing Cond

Item XI. 11.

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

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

Existing Cond

Item XI. 11.



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

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 64.4
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 25.2
 Intersection LOS: C
 Intersection Capacity Utilization 82.4%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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

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



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

Existing Cond

Item XI. 11.



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

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

Existing Cond

Item XI. 11.

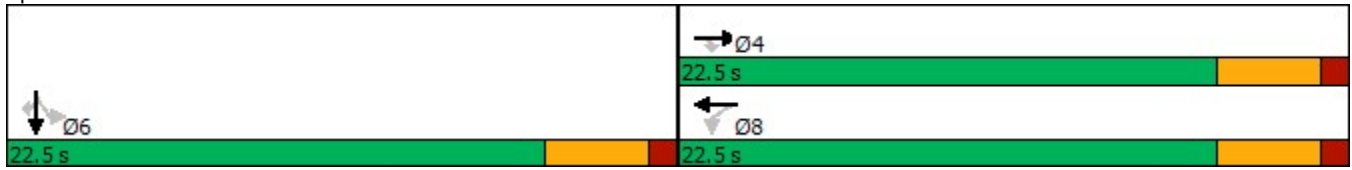


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-------|-------|-------|-----|-----|-----|-----|-------|-------|-------|
| Permitted Phases | | | 4 | 8 | | | | | | 6 | | 6 |
| Detector Phase | | 4 | 4 | 8 | 8 | | | | | 6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

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

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

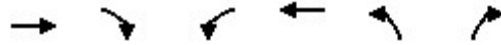
Splits and Phases: 2: Goshen Rd & SR 21 S



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

Existing Cond

Item XI. 11.



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

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 55.8% |
| ICU Level of Service | B |
| Analysis Period (min) | 15 |

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

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 312 | 0 | 902 |
| Stage 1 | - | - | - | - | 299 |
| Stage 2 | - | - | - | - | 603 |
| Critical Hdwy | - | - | 4.11 | - | 6.45 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 |
| Follow-up Hdwy | - | - | 2.209 | - | 3.545 |
| Pot Cap-1 Maneuver | - | - | 1254 | - | 304 |
| Stage 1 | - | - | - | - | 746 |
| Stage 2 | - | - | - | - | 541 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1254 | - | 278 |
| Mov Cap-2 Maneuver | - | - | - | - | 278 |
| Stage 1 | - | - | - | - | 746 |
| Stage 2 | - | - | - | - | 494 |

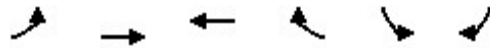
| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 1.3 | 12.7 |
| HCM LOS | | | B |

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

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

Existing Cond

Item XI. 11.



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

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 9 | 294 | 410 | 20 | 10 | 6 |
| Future Vol, veh/h | 9 | 294 | 410 | 20 | 10 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 19 | 19 |
| Mvmt Flow | 9 | 306 | 427 | 21 | 10 | 6 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 448 | 0 | - | 0 | 762 438 |
| Stage 1 | - | - | - | - | 438 - |
| Stage 2 | - | - | - | - | 324 - |
| Critical Hdwy | 4.11 | - | - | - | 6.59 6.39 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.59 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.59 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.671 3.471 |
| Pot Cap-1 Maneuver | 1118 | - | - | - | 350 584 |
| Stage 1 | - | - | - | - | 616 - |
| Stage 2 | - | - | - | - | 696 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1118 | - | - | - | 347 584 |
| Mov Cap-2 Maneuver | - | - | - | - | 347 - |
| Stage 1 | - | - | - | - | 610 - |
| Stage 2 | - | - | - | - | 696 - |

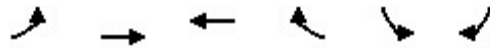
| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.2 | 0 | 14.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1118 | - | - | - | 409 |
| HCM Lane V/C Ratio | 0.008 | - | - | - | 0.041 |
| HCM Control Delay (s) | 8.2 | 0 | - | - | 14.2 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

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

Existing Cond

Item XI. 11.



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

Intersection Summary

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 35 | 287 | 394 | 24 | 15 | 14 |
| Future Vol, veh/h | 35 | 287 | 394 | 24 | 15 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 1 | 1 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 36 | 296 | 406 | 25 | 15 | 14 |

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

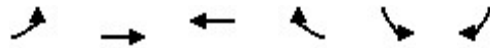
| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.9 | 0 | 13.6 |
| HCM LOS | | | B |

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

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

Existing Cond

Item XI. 11.



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

Intersection Summary

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

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

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|---------|
| Conflicting Flow All | 413 | 0 | - | 0 | 767 395 |
| Stage 1 | - | - | - | - | 395 - |
| Stage 2 | - | - | - | - | 372 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1151 | - | - | - | 373 659 |
| Stage 1 | - | - | - | - | 685 - |
| Stage 2 | - | - | - | - | 702 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1151 | - | - | - | 362 659 |
| Mov Cap-2 Maneuver | - | - | - | - | 362 - |
| Stage 1 | - | - | - | - | 664 - |
| Stage 2 | - | - | - | - | 702 - |

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

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

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

Existing Cond

Item XI. 11.



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

Intersection Summary

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | |
| Traffic Vol, veh/h | 1 | 330 | 372 | 9 | 3 | 1 |
| Future Vol, veh/h | 1 | 330 | 372 | 9 | 3 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 1 | 344 | 388 | 9 | 3 | 1 |

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

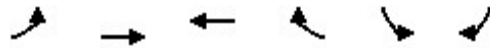
| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 13.4 |
| HCM LOS | | | B |

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

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

Existing Cond

Item XI. 11.



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

Intersection Summary

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

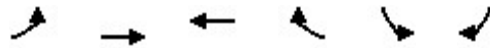
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 9 | 307 | 358 | 11 | 5 | 6 |
| Future Vol, veh/h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

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

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

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

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



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

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 17 | 322 | 345 | 15 | 8 | 8 |
| Future Vol, veh/h | 17 | 322 | 345 | 15 | 8 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 4 | 4 | 13 | 13 |
| Mvmt Flow | 18 | 350 | 375 | 16 | 9 | 9 |

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

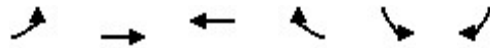
| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.4 | 0 | 13.3 |
| HCM LOS | | | B |

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

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

Existing Cond

Item XI. 11.



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

Intersection Summary

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

HCM 6th TWSC
10: Goshen Rd & Exley Loop

Existing Cond

Item XI. 11.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 3 | 324 | 389 | 5 | 3 | 1 |
| Future Vol, veh/h | 3 | 324 | 389 | 5 | 3 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 3 | 341 | 409 | 5 | 3 | 1 |

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

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

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

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

Existing Cond

Item XI. 11.



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

Intersection Summary

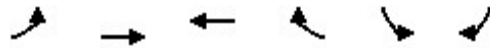
| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 31.0% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | |
| Traffic Vol, veh/h | 2 | 325 | 392 | 6 | 1 | 3 |
| Future Vol, veh/h | 2 | 325 | 392 | 6 | 1 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 2 | 339 | 408 | 6 | 1 | 3 |
| Major/Minor | Major1 | Major2 | Minor2 | | | |
| Conflicting Flow All | 414 | 0 | - | 0 | 754 | 411 |
| Stage 1 | - | - | - | - | 411 | - |
| Stage 2 | - | - | - | - | 343 | - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1150 | - | - | - | 380 | 645 |
| Stage 1 | - | - | - | - | 674 | - |
| Stage 2 | - | - | - | - | 723 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1150 | - | - | - | 379 | 645 |
| Mov Cap-2 Maneuver | - | - | - | - | 379 | - |
| Stage 1 | - | - | - | - | 673 | - |
| Stage 2 | - | - | - | - | 723 | - |
| Approach | EB | WB | SB | | | |
| HCM Control Delay, s | 0 | 0 | 11.6 | | | |
| HCM LOS | | | | | | B |
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | 1150 | - | - | - | 549 | |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.008 | |
| HCM Control Delay (s) | 8.1 | 0 | - | - | 11.6 | |
| HCM Lane LOS | A | A | - | - | B | |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 | |

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

Existing Cond

Item XI. 11.



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

Intersection Summary

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 |













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

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

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

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

AM Peak Hour

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

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

2028 No Build Cond

Item XI. 11.

AM Peak Hour



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

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 48

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 20.0

Intersection LOS: B

Intersection Capacity Utilization 61.5%

ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

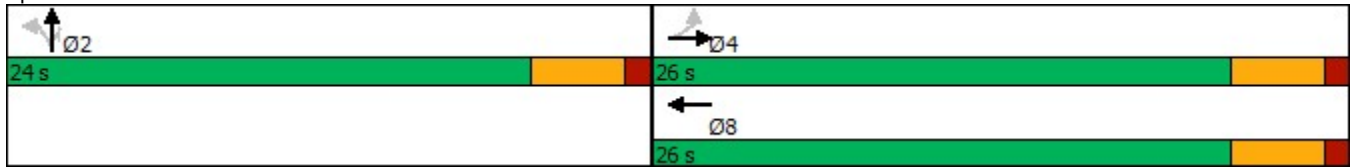
Lanes, Volumes, Timings
 1: SR 21 N & Goshen Rd

2028 No Build Cond

Item XI. 11.

AM Peak Hour

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



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

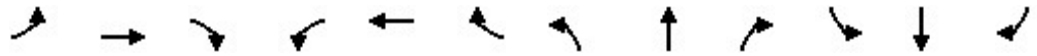
AM Peak Hour

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

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

2028 No Build Cond Item XI. 11.

AM Peak Hour



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

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 57.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 17.1
 Intersection Capacity Utilization 79.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

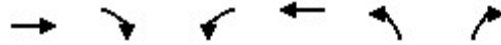
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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



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



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

Intersection Summary

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

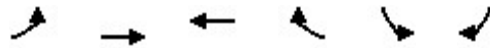
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 458 | 14 | 24 | 269 | 31 | 96 |
| Future Vol, veh/h | 458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

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

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

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

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



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

Intersection Summary

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

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

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

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

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

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



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

Intersection Summary

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

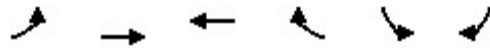
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 12 | 433 | 301 | 9 | 35 | 16 |
| Future Vol, veh/h |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

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

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

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

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



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

Intersection Summary

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

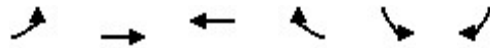
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 57 | 407 | 215 | 104 | 27 | 49 |
| Future Vol, veh/h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

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

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

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

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



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

Intersection Summary

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

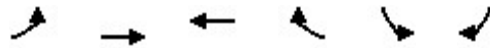
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 1 | 432 | 267 | 6 | 6 | 4 |
| Future Vol, veh/h | 1 | 432 | 267 | 6 | 6 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 3 | 3 | 6 | 6 | 25 | 25 |
| Mvmt Flow | 1 | 480 | 297 | 7 | 7 | 4 |

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

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

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

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



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

Intersection Summary

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

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

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

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

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

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



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

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

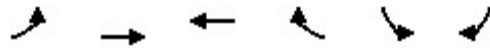
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | |
| Traffic Vol, veh/h | 2 | 387 | 319 | 2 | 10 | 22 |
| Future Vol, veh/h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

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

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

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

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



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

Intersection Summary

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

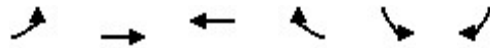
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 1 | 446 | 260 | 2 | 4 | 5 |
| Future Vol, veh/h | 1 | 446 | 260 | 2 | 4 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 3 | 3 | 7 | 7 | 29 | 29 |
| Mvmt Flow | 1 | 490 | 286 | 2 | 4 | 5 |

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

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

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

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



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

Intersection Summary

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 0 | 450 | 261 | 2 | 15 | 2 |
| Future Vol, veh/h | 0 | 450 | 261 | 2 | 15 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 4 | 8 | 8 | 0 | 0 |
| Mvmt Flow | 0 | 500 | 290 | 2 | 17 | 2 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|---------|
| Conflicting Flow All | 292 | 0 | - | 0 | 791 291 |
| Stage 1 | - | - | - | - | 291 - |
| Stage 2 | - | - | - | - | 500 - |
| Critical Hdwy | 4.14 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1258 | - | - | - | 361 753 |
| Stage 1 | - | - | - | - | 763 - |
| Stage 2 | - | - | - | - | 613 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1258 | - | - | - | 361 753 |
| Mov Cap-2 Maneuver | - | - | - | - | 361 - |
| Stage 1 | - | - | - | - | 763 - |
| Stage 2 | - | - | - | - | 613 - |

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

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

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



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

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 7 | 387 | 266 | 10 | 30 | 22 |
| Future Vol, veh/h | 7 | 387 | 266 | 10 | 30 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 421 | 289 | 11 | 33 | 24 |

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

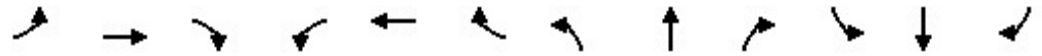
| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 13.4 |
| HCM LOS | | | B |

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

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

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

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



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

Intersection Summary

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

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

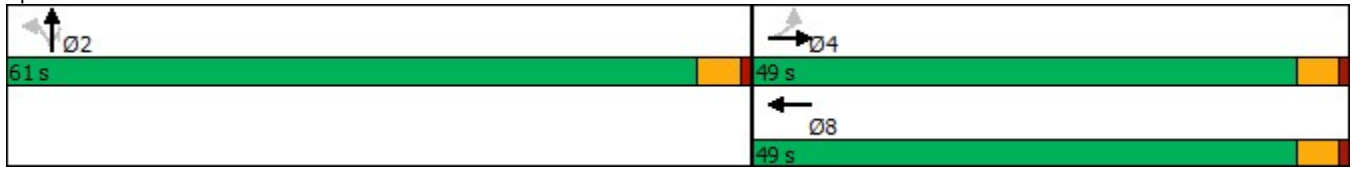
Lanes, Volumes, Timings
 1: SR 21 N & Goshen Rd

2028 No Build Cond

Item XI. 11.

PM Peak Hour

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



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

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

Queue shown is maximum after two cycles.

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



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



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

Intersection Summary

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

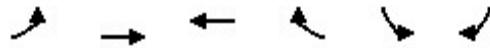
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 361 | 31 | 96 | 557 | 17 | 57 |
| Future Vol, veh/h | 361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

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 413 | 0 | 1185 |
| Stage 1 | - | - | - | - | 397 |
| Stage 2 | - | - | - | - | 788 |
| Critical Hdwy | - | - | 4.11 | - | 6.45 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 |
| Follow-up Hdwy | - | - | 2.209 | - | 3.545 |
| Pot Cap-1 Maneuver | - | - | 1151 | - | 206 |
| Stage 1 | - | - | - | - | 673 |
| Stage 2 | - | - | - | - | 443 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1151 | - | 179 |
| Mov Cap-2 Maneuver | - | - | - | - | 179 |
| Stage 1 | - | - | - | - | 673 |
| Stage 2 | - | - | - | - | 385 |

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

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

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



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

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

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

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

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

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

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



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

Intersection Summary

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

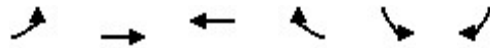
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 44 | 380 | 526 | 30 | 19 | 17 |
| Future Vol, veh/h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

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

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

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

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



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

Intersection Summary

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

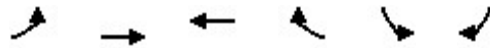
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 34 | 408 | 494 | 45 | 11 | 35 |
| Future Vol, veh/h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

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

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

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

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



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

Intersection Summary

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

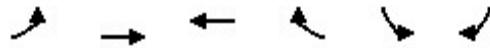
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 1 | 433 | 499 | 11 | 4 | 1 |
| Future Vol, veh/h | 1 | 433 | 499 | 11 | 4 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 1 | 451 | 520 | 11 | 4 | 1 |

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

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

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

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



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

Intersection Summary

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

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

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|---------|
| Conflicting Flow All | 499 | 0 | - | 0 | 944 492 |
| Stage 1 | - | - | - | - | 492 - |
| Stage 2 | - | - | - | - | 452 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1070 | - | - | - | 293 581 |
| Stage 1 | - | - | - | - | 619 - |
| Stage 2 | - | - | - | - | 645 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1070 | - | - | - | 289 581 |
| Mov Cap-2 Maneuver | - | - | - | - | 289 - |
| Stage 1 | - | - | - | - | 610 - |
| Stage 2 | - | - | - | - | 645 - |

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

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

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



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

Intersection Summary

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 21 | 426 | 444 | 19 | 10 | 10 |
| Future Vol, veh/h | 21 | 426 | 444 | 19 | 10 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 4 | 4 | 13 | 13 |
| Mvmt Flow | 23 | 463 | 483 | 21 | 11 | 11 |

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

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

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

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



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

Intersection Summary

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 4 | 426 | 520 | 6 | 4 | 1 |
| Future Vol, veh/h | 4 | 426 | 520 | 6 | 4 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 4 | 448 | 547 | 6 | 4 | 1 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 553 | 0 | - | 0 | 1006 550 |
| Stage 1 | - | - | - | - | 550 - |
| Stage 2 | - | - | - | - | 456 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1022 | - | - | - | 270 539 |
| Stage 1 | - | - | - | - | 582 - |
| Stage 2 | - | - | - | - | 643 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1022 | - | - | - | 269 539 |
| Mov Cap-2 Maneuver | - | - | - | - | 269 - |
| Stage 1 | - | - | - | - | 579 - |
| Stage 2 | - | - | - | - | 643 - |

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

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

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



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

Intersection Summary

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

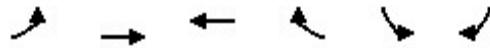
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Vol, veh/h | 2 | 427 | 524 | 7 | 1 | 4 |
| Future Vol, veh/h | 2 | 427 | 524 | 7 | 1 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 2 | 445 | 546 | 7 | 1 | 4 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|---------|
| Conflicting Flow All | 553 | 0 | - | 0 | 999 550 |
| Stage 1 | - | - | - | - | 550 - |
| Stage 2 | - | - | - | - | 449 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1022 | - | - | - | 272 539 |
| Stage 1 | - | - | - | - | 582 - |
| Stage 2 | - | - | - | - | 647 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1022 | - | - | - | 271 539 |
| Mov Cap-2 Maneuver | - | - | - | - | 271 - |
| Stage 1 | - | - | - | - | 580 - |
| Stage 2 | - | - | - | - | 647 - |

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

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

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



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

Intersection Summary

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

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

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

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

2043 No Build Cond

Item XI. 11.

AM Peak Hour

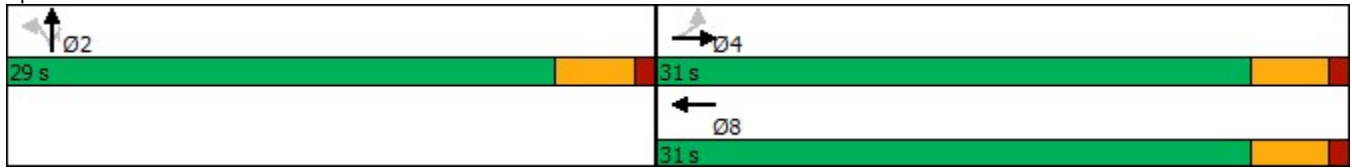


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-----|-------|-----|-------|-------|-------|-----|-----|-----|
| Minimum Initial (s) | 5.0 | 5.0 | | | 5.0 | | 5.0 | 5.0 | 5.0 | | | |
| Minimum Split (s) | 22.5 | 22.5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

Intersection Summary




















Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 58.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 24.9
 Intersection LOS: C
 Intersection Capacity Utilization 66.8%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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



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

AM Peak Hour

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

Queue shown is maximum after two cycles.

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



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



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

Intersection Summary

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

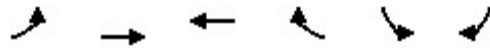
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 508 | 15 | 26 | 298 | 35 | 107 |
| Future Vol, veh/h | 508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

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

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

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

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



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

Intersection Summary

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

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

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

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

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

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



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

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

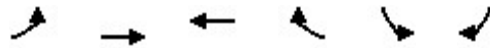
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 14 | 480 | 335 | 10 | 39 | 18 |
| Future Vol, veh/h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

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

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

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

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



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

Intersection Summary

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

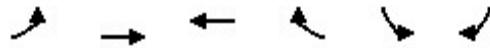
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 64 | 451 | 238 | 116 | 31 | 54 |
| Future Vol, veh/h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

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

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

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

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



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

Intersection Summary

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

Intersection

Int Delay, s/veh 0.2

Movement EBL EBT WBT WBR SBL SBR

| | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↶ | ↷ | | ↶ | |
| Traffic Vol, veh/h | 1 | 479 | 297 | 7 | 7 | 4 |
| Future Vol, veh/h | 1 | 479 | 297 | 7 | 7 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 3 | 3 | 6 | 6 | 25 | 25 |
| Mvmt Flow | 1 | 532 | 330 | 8 | 8 | 4 |

Major/Minor Major1 Major2 Minor2

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

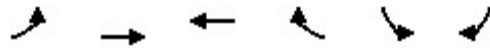
Approach EB WB SB

HCM Control Delay, s 0 0 15.1
HCM LOS C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

| | | | | | |
|-----------------------|-------|---|---|---|-------|
| Capacity (veh/h) | 1216 | - | - | - | 369 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.033 |
| HCM Control Delay (s) | 8 | 0 | - | - | 15.1 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

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



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

Intersection Summary

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

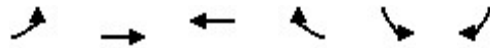
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 3 | 419 | 313 | 6 | 20 | 14 |
| Future Vol, veh/h | 3 | 419 | 313 | 6 | 20 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 3 | 3 | 7 | 7 | 13 | 13 |
| Mvmt Flow | 3 | 487 | 364 | 7 | 23 | 16 |

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

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

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

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



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

Intersection Summary

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

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

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

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

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

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



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

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

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

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

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

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

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



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

Intersection Summary

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

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

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

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

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

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



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

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 7 | 432 | 297 | 10 | 30 | 22 |
| Future Vol, veh/h | 7 | 432 | 297 | 10 | 30 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 470 | 323 | 11 | 33 | 24 |

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

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

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

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

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

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



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

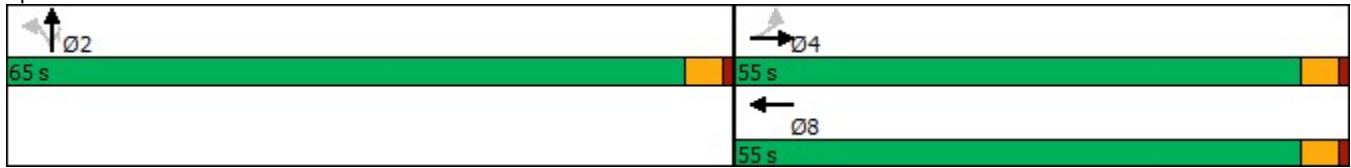
Intersection Summary

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



















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

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

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



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

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

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

PM Peak Hour



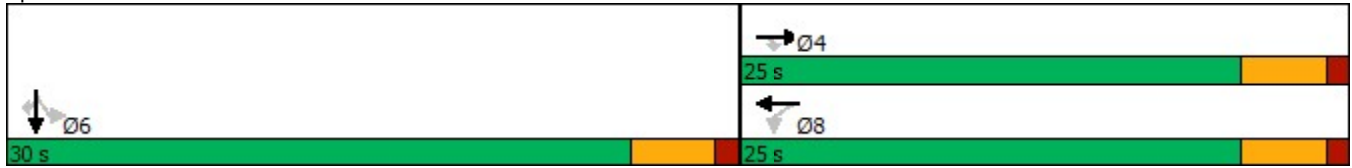
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-------|-------|-------|-----|-----|-----|-----|-------|-------|-------|
| Permitted Phases | | | 4 | 8 | | | | | | 6 | | 6 |
| Detector Phase | | 4 | 4 | 8 | 8 | | | | | 6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

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

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

Queue shown is maximum after two cycles.

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



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



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

Intersection Summary

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

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

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

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

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

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



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

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

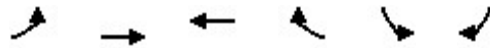
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 13 | 431 | 605 | 28 | 14 | 8 |
| Future Vol, veh/h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

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

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

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

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



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

Intersection Summary

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

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

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

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

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

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



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

Intersection Summary

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

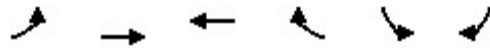
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 38 | 453 | 547 | 50 | 13 | 39 |
| Future Vol, veh/h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

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

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

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

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



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

Intersection Summary

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

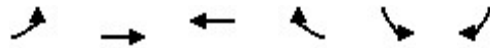
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | |
| Traffic Vol, veh/h | 1 | 481 | 552 | 13 | 4 | 1 |
| Future Vol, veh/h | 1 | 481 | 552 | 13 | 4 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 1 | 501 | 575 | 14 | 4 | 1 |

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

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

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

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



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

Intersection Summary

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

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

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

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

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

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



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

Intersection Summary

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 24 | 473 | 494 | 21 | 11 | 11 |
| Future Vol, veh/h | 24 | 473 | 494 | 21 | 11 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 4 | 4 | 13 | 13 |
| Mvmt Flow | 26 | 514 | 537 | 23 | 12 | 12 |

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

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

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

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



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

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 40.7% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 4 | 472 | 576 | 7 | 4 | 1 |
| Future Vol, veh/h | 4 | 472 | 576 | 7 | 4 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 4 | 497 | 606 | 7 | 4 | 1 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 613 | 0 | - | 0 | 1115 610 |
| Stage 1 | - | - | - | - | 610 - |
| Stage 2 | - | - | - | - | 505 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 971 | - | - | - | 232 498 |
| Stage 1 | - | - | - | - | 546 - |
| Stage 2 | - | - | - | - | 610 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 971 | - | - | - | 231 498 |
| Mov Cap-2 Maneuver | - | - | - | - | 231 - |
| Stage 1 | - | - | - | - | 543 - |
| Stage 2 | - | - | - | - | 610 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 19.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 971 | - | - | - | 259 |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.02 |
| HCM Control Delay (s) | 8.7 | 0 | - | - | 19.2 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

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



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (vph) | 3 | 474 | 580 | 8 | 1 | 4 |
| Future Volume (vph) | 3 | 474 | 580 | 8 | 1 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.998 | | 0.892 | |
| Flt Protected | | | | | 0.990 | |
| Satd. Flow (prot) | 0 | 1881 | 1877 | 0 | 1678 | 0 |
| Flt Permitted | | | | | 0.990 | |
| Satd. Flow (perm) | 0 | 1881 | 1877 | 0 | 1678 | 0 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 242 | 343 | | 307 | |
| Travel Time (s) | | 3.7 | 5.2 | | 7.0 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 1% | 0% | 0% |
| Adj. Flow (vph) | 3 | 494 | 604 | 8 | 1 | 4 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 497 | 612 | 0 | 5 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 41.0% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 3 | 474 | 580 | 8 | 1 | 4 |
| Future Vol, veh/h | 3 | 474 | 580 | 8 | 1 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 3 | 494 | 604 | 8 | 1 | 4 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 612 | 0 | - | 0 | 1108 608 |
| Stage 1 | - | - | - | - | 608 - |
| Stage 2 | - | - | - | - | 500 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 972 | - | - | - | 234 499 |
| Stage 1 | - | - | - | - | 547 - |
| Stage 2 | - | - | - | - | 613 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 972 | - | - | - | 233 499 |
| Mov Cap-2 Maneuver | - | - | - | - | 233 - |
| Stage 1 | - | - | - | - | 545 - |
| Stage 2 | - | - | - | - | 613 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.1 | 0 | 14 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 972 | - | - | - | 406 |
| HCM Lane V/C Ratio | 0.003 | - | - | - | 0.013 |
| HCM Control Delay (s) | 8.7 | 0 | - | - | 14 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

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



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 24 | 435 | 514 | 34 | 21 | 13 |
| Future Volume (vph) | 24 | 435 | 514 | 34 | 21 | 13 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.992 | | 0.949 | |
| Flt Protected | | 0.997 | | | 0.970 | |
| Satd. Flow (prot) | 0 | 1857 | 1848 | 0 | 1715 | 0 |
| Flt Permitted | | 0.997 | | | 0.970 | |
| Satd. Flow (perm) | 0 | 1857 | 1848 | 0 | 1715 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 376 | 2061 | | 444 | |
| Travel Time (s) | | 8.5 | 46.8 | | 10.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 26 | 473 | 559 | 37 | 23 | 14 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 499 | 596 | 0 | 37 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 60 | | | 60 | 60 | 60 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | |
|-----------------------------------|------------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 52.5% ICU Level of Service A |
| Analysis Period (min) | 15 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | ↷ |
| Traffic Vol, veh/h | 24 | 435 | 514 | 34 | 21 | 13 |
| Future Vol, veh/h | 24 | 435 | 514 | 34 | 21 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 473 | 559 | 37 | 23 | 14 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 596 | 0 | - | 0 | 1103 578 |
| Stage 1 | - | - | - | - | 578 - |
| Stage 2 | - | - | - | - | 525 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 980 | - | - | - | 234 516 |
| Stage 1 | - | - | - | - | 561 - |
| Stage 2 | - | - | - | - | 593 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 980 | - | - | - | 226 516 |
| Mov Cap-2 Maneuver | - | - | - | - | 226 - |
| Stage 1 | - | - | - | - | 541 - |
| Stage 2 | - | - | - | - | 593 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.5 | 0 | 19.3 |
| HCM LOS | | | C |

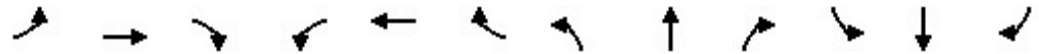
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 980 | - | - | - | 288 |
| HCM Lane V/C Ratio | 0.027 | - | - | - | 0.128 |
| HCM Control Delay (s) | 8.8 | 0 | - | - | 19.3 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.4 |

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

AM Peak Hour

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|------|-------|-------|-------|-------|-------|------|------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 325 | 102 | 0 | 0 | 42 | 26 | 85 | 866 | 71 | 0 | 0 | 0 |
| Future Volume (vph) | 325 | 102 | 0 | 0 | 42 | 26 | 85 | 866 | 71 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 0 | | 200 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 1 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 1770 | 1863 | 0 | 0 | 1681 | 1429 | 1597 | 3195 | 1429 | 0 | 0 | 0 |
| Flt Permitted | 0.726 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 1352 | 1863 | 0 | 0 | 1681 | 1429 | 1597 | 3195 | 1429 | 0 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 33 | | | 79 | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | | 45 |
| Link Distance (ft) | | 267 | | | 339 | | | 470 | | | | 288 |
| Travel Time (s) | | 4.0 | | | 5.1 | | | 7.1 | | | | 4.4 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 13% | 13% | 13% | 13% | 13% | 13% | 0% | 0% | 0% |
| Adj. Flow (vph) | 361 | 113 | 0 | 0 | 47 | 29 | 94 | 962 | 79 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 361 | 113 | 0 | 0 | 47 | 29 | 94 | 962 | 79 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | | 12 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | | 2 | 1 | 1 | 2 | 1 | | | |
| Detector Template | Left | Thru | | | Thru | Right | Left | Thru | Right | | | |
| Leading Detector (ft) | 20 | 100 | | | 100 | 20 | 20 | 100 | 20 | | | |
| Trailing Detector (ft) | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Detector 1 Position(ft) | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Detector 1 Size(ft) | 20 | 6 | | | 6 | 20 | 20 | 6 | 20 | | | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | | |
| Turn Type | Perm | NA | | | NA | Perm | Perm | NA | Perm | | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | | |

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



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|-----|
| Permitted Phases | 4 | | | | | 8 | 2 | | 2 | | | |
| Detector Phase | 4 | 4 | | | 8 | 8 | 2 | 2 | 2 | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | |
| Minimum Split (s) | 22.5 | 22.5 | | | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | | | |
| Total Split (s) | 24.0 | 24.0 | | | 24.0 | 24.0 | 26.0 | 26.0 | 26.0 | | | |
| Total Split (%) | 48.0% | 48.0% | | | 48.0% | 48.0% | 52.0% | 52.0% | 52.0% | | | |
| Maximum Green (s) | 19.5 | 19.5 | | | 19.5 | 19.5 | 21.5 | 21.5 | 21.5 | | | |
| Yellow Time (s) | 3.5 | 3.5 | | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | | |
| All-Red Time (s) | 1.0 | 1.0 | | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Total Lost Time (s) | 4.5 | 4.5 | | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | |
| Recall Mode | None | None | | | None | None | Max | Max | Max | | | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Act Effct Green (s) | 16.3 | 16.3 | | | 16.3 | 16.3 | 22.5 | 22.5 | 22.5 | | | |
| Actuated g/C Ratio | 0.34 | 0.34 | | | 0.34 | 0.34 | 0.47 | 0.47 | 0.47 | | | |
| v/c Ratio | 0.78 | 0.18 | | | 0.08 | 0.06 | 0.13 | 0.64 | 0.11 | | | |
| Control Delay | 27.6 | 11.0 | | | 10.2 | 4.3 | 8.9 | 12.9 | 3.2 | | | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Total Delay | 27.6 | 11.0 | | | 10.2 | 4.3 | 8.9 | 12.9 | 3.2 | | | |
| LOS | C | B | | | B | A | A | B | A | | | |
| Approach Delay | | 23.6 | | | 8.0 | | | 11.9 | | | | |
| Approach LOS | | C | | | A | | | B | | | | |
| Queue Length 50th (ft) | 84 | 20 | | | 8 | 0 | 15 | 105 | 0 | | | |
| Queue Length 95th (ft) | #191 | 46 | | | 24 | 11 | 37 | 170 | 18 | | | |
| Internal Link Dist (ft) | | 187 | | | 259 | | | 390 | | | 208 | |
| Turn Bay Length (ft) | 200 | | | | | 200 | | | | | | |
| Base Capacity (vph) | 553 | 762 | | | 687 | 604 | 750 | 1500 | 713 | | | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Reduced v/c Ratio | 0.65 | 0.15 | | | 0.07 | 0.05 | 0.13 | 0.64 | 0.11 | | | |

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 47.8

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 15.0 Intersection LOS: B

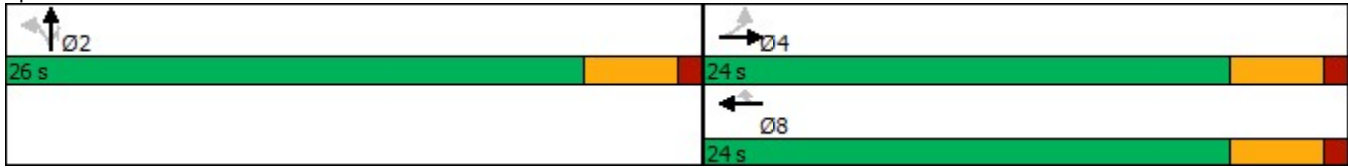
Intersection Capacity Utilization 57.4% ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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



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

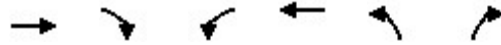
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 377 | 221 | 30 | 119 | 0 | 0 | 0 | 0 | 76 | 1447 | 183 |
| Future Volume (vph) | 0 | 377 | 221 | 30 | 119 | 0 | 0 | 0 | 0 | 76 | 1447 | 183 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 220 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 0 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | | | | 0.990 | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1827 | 1553 | 0 | 1791 | 0 | 0 | 0 | 0 | 1703 | 3406 | 1524 |
| Flt Permitted | | | | | 0.739 | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1827 | 1553 | 0 | 1337 | 0 | 0 | 0 | 0 | 1703 | 3406 | 1524 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 27 | | | | | | | | | 195 |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 278 | | | 268 | | | 468 | | | 496 | |
| Travel Time (s) | | 4.2 | | | 4.1 | | | 7.1 | | | 7.5 | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 5% | 5% | 5% | 0% | 0% | 0% | 6% | 6% | 6% |
| Adj. Flow (vph) | 0 | 401 | 235 | 32 | 127 | 0 | 0 | 0 | 0 | 81 | 1539 | 195 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 401 | 235 | 0 | 159 | 0 | 0 | 0 | 0 | 81 | 1539 | 195 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 2 | 1 | 1 | 2 | | | | | 1 | 2 | 1 |
| Detector Template | | Thru | Right | Left | Thru | | | | | Left | Thru | Right |
| Leading Detector (ft) | | 100 | 20 | 20 | 100 | | | | | 20 | 100 | 20 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| Detector 1 Position(ft) | | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| Detector 1 Size(ft) | | 6 | 20 | 20 | 6 | | | | | 20 | 6 | 20 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Turn Type | | NA | Perm | Perm | NA | | | | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | | | | | 6 | |

Queue shown is maximum after two cycles.

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



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



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|----------------------------|------|-------|-------|------|-------|-------|
| Lane Configurations | ↑ | ↗ | ↖ | ↑ | ↘ | ↙ |
| Traffic Volume (vph) | 458 | 14 | 24 | 269 | 31 | 96 |
| Future Volume (vph) | 458 | 14 | 24 | 269 | 31 | 96 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 200 | 200 | | 0 | 0 |
| Storage Lanes | | 1 | 1 | | 1 | 0 |
| Taper Length (ft) | | | 25 | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.898 | |
| Flt Protected | | | 0.950 | | 0.988 | |
| Satd. Flow (prot) | 1827 | 1553 | 1752 | 1845 | 1605 | 0 |
| Flt Permitted | | | 0.950 | | 0.988 | |
| Satd. Flow (perm) | 1827 | 1553 | 1752 | 1845 | 1605 | 0 |
| Link Speed (mph) | 45 | | | 45 | 25 | |
| Link Distance (ft) | 817 | | | 344 | 240 | |
| Travel Time (s) | 12.4 | | | 5.2 | 6.5 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 4% | 4% | 3% | 3% | 5% | 5% |
| Adj. Flow (vph) | 482 | 15 | 25 | 283 | 33 | 101 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 482 | 15 | 25 | 283 | 134 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | Yes | | | Yes | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 38.4% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

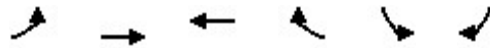
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Traffic Vol, veh/h | 458 | 14 | 24 | 269 | 31 | 96 |
| Future Vol, veh/h | 458 | 14 | 24 | 269 | 31 | 96 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 200 | 200 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 4 | 4 | 3 | 3 | 5 | 5 |
| Mvmt Flow | 482 | 15 | 25 | 283 | 33 | 101 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 497 | 0 | 815 482 |
| Stage 1 | - | - | - | - | 482 - |
| Stage 2 | - | - | - | - | 333 - |
| Critical Hdwy | - | - | 4.13 | - | 6.45 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.545 3.345 |
| Pot Cap-1 Maneuver | - | - | 1062 | - | 343 578 |
| Stage 1 | - | - | - | - | 615 - |
| Stage 2 | - | - | - | - | 719 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1062 | - | 335 578 |
| Mov Cap-2 Maneuver | - | - | - | - | 451 - |
| Stage 1 | - | - | - | - | 615 - |
| Stage 2 | - | - | - | - | 702 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.7 | 13.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 541 | - | - | 1062 | - |
| HCM Lane V/C Ratio | 0.247 | - | - | 0.024 | - |
| HCM Control Delay (s) | 13.8 | - | - | 8.5 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 1 | - | - | 0.1 | - |

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



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 461 | 297 | 7 | 11 | 11 |
| Future Volume (vph) | 6 | 461 | 297 | 7 | 11 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 200 | 0 | 0 |
| Storage Lanes | 1 | | | 1 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | 0.932 | |
| Flt Protected | 0.950 | | | | 0.976 | |
| Satd. Flow (prot) | 1736 | 1827 | 1827 | 1553 | 1417 | 0 |
| Flt Permitted | 0.950 | | | | 0.976 | |
| Satd. Flow (perm) | 1736 | 1827 | 1827 | 1553 | 1417 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 517 | 817 | | 258 | |
| Travel Time (s) | | 7.8 | 12.4 | | 7.0 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 22% | 22% |
| Adj. Flow (vph) | 6 | 470 | 303 | 7 | 11 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 6 | 470 | 303 | 7 | 22 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

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

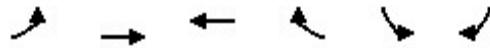
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 461 | 297 | 7 | 11 | 11 |
| Future Vol, veh/h | 6 | 461 | 297 | 7 | 11 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 22 | 22 |
| Mvmt Flow | 6 | 470 | 303 | 7 | 11 | 11 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 310 | 0 | - | 0 | 785 303 |
| Stage 1 | - | - | - | - | 303 - |
| Stage 2 | - | - | - | - | 482 - |
| Critical Hdwy | 4.14 | - | - | - | 6.62 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.62 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.62 - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.698 3.498 |
| Pot Cap-1 Maneuver | 1239 | - | - | - | 335 692 |
| Stage 1 | - | - | - | - | 706 - |
| Stage 2 | - | - | - | - | 582 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1239 | - | - | - | 333 692 |
| Mov Cap-2 Maneuver | - | - | - | - | 440 - |
| Stage 1 | - | - | - | - | 702 - |
| Stage 2 | - | - | - | - | 582 - |

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

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1239 | - | - | - | 538 |
| HCM Lane V/C Ratio | 0.005 | - | - | - | 0.042 |
| HCM Control Delay (s) | 7.9 | - | - | - | 12 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

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



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|--------------|------|------|------------------------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 12 | 433 | 301 | 9 | 35 | 16 |
| Future Volume (vph) | 12 | 433 | 301 | 9 | 35 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 200 | 0 | 0 |
| Storage Lanes | 1 | | | 1 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | 0.958 | |
| Flt Protected | 0.950 | | | | 0.967 | |
| Satd. Flow (prot) | 1736 | 1827 | 1810 | 1538 | 1726 | 0 |
| Flt Permitted | 0.950 | | | | 0.967 | |
| Satd. Flow (perm) | 1736 | 1827 | 1810 | 1538 | 1726 | 0 |
| Link Speed (mph) | | 45 | 45 | | 35 | |
| Link Distance (ft) | | 1105 | 517 | | 281 | |
| Travel Time (s) | | 16.7 | 7.8 | | 5.5 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 5% | 5% | 2% | 2% |
| Adj. Flow (vph) | 12 | 442 | 307 | 9 | 36 | 16 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 12 | 442 | 307 | 9 | 52 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 32.8% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

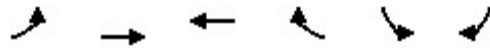
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↗ | ↗ | ↘ | ↘ | ↗ |
| Traffic Vol, veh/h | 12 | 433 | 301 | 9 | 35 | 16 |
| Future Vol, veh/h | 12 | 433 | 301 | 9 | 35 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 4 | 4 | 5 | 5 | 2 | 2 |
| Mvmt Flow | 12 | 442 | 307 | 9 | 36 | 16 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 316 | 0 | - | 0 | 773 307 |
| Stage 1 | - | - | - | - | 307 - |
| Stage 2 | - | - | - | - | 466 - |
| Critical Hdwy | 4.14 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 1233 | - | - | - | 367 733 |
| Stage 1 | - | - | - | - | 746 - |
| Stage 2 | - | - | - | - | 632 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1233 | - | - | - | 363 733 |
| Mov Cap-2 Maneuver | - | - | - | - | 474 - |
| Stage 1 | - | - | - | - | 739 - |
| Stage 2 | - | - | - | - | 632 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.2 | 0 | 12.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h) | 1233 | - | - | - | 533 |
| HCM Lane V/C Ratio | 0.01 | - | - | - | 0.098 |
| HCM Control Delay (s) | 7.9 | - | - | - | 12.5 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.3 |

Lanes, Volumes, Timings
6: Goshen Rd & Golden Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 57 | 407 | 215 | 104 | 27 | 49 |
| Future Volume (vph) | 57 | 407 | 215 | 104 | 27 | 49 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.956 | | 0.913 | |
| Flt Protected | 0.950 | | | | 0.982 | |
| Satd. Flow (prot) | 1736 | 1827 | 1747 | 0 | 1549 | 0 |
| Flt Permitted | 0.950 | | | | 0.982 | |
| Satd. Flow (perm) | 1736 | 1827 | 1747 | 0 | 1549 | 0 |
| Link Speed (mph) | | 45 | 45 | | 35 | |
| Link Distance (ft) | | 1033 | 680 | | 407 | |
| Travel Time (s) | | 15.7 | 10.3 | | 7.9 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 10% | 10% |
| Adj. Flow (vph) | 63 | 452 | 239 | 116 | 30 | 54 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 63 | 452 | 355 | 0 | 84 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 35.5% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 57 | 407 | 215 | 104 | 27 | 49 |
| Future Vol, veh/h | 57 | 407 | 215 | 104 | 27 | 49 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 10 | 10 |
| Mvmt Flow | 63 | 452 | 239 | 116 | 30 | 54 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 355 | 0 | - | 0 | 875 297 |
| Stage 1 | - | - | - | - | 297 - |
| Stage 2 | - | - | - | - | 578 - |
| Critical Hdwy | 4.14 | - | - | - | 6.5 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.5 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.5 - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.59 3.39 |
| Pot Cap-1 Maneuver | 1193 | - | - | - | 310 724 |
| Stage 1 | - | - | - | - | 736 - |
| Stage 2 | - | - | - | - | 546 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1193 | - | - | - | 294 724 |
| Mov Cap-2 Maneuver | - | - | - | - | 410 - |
| Stage 1 | - | - | - | - | 697 - |
| Stage 2 | - | - | - | - | 546 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 1 | 0 | 12.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1193 | - | - | - | 569 |
| HCM Lane V/C Ratio | 0.053 | - | - | - | 0.148 |
| HCM Control Delay (s) | 8.2 | - | - | - | 12.4 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 0.5 |

Lanes, Volumes, Timings
7: Goshen Rd & Paddleford Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 1 | 432 | 267 | 6 | 6 | 4 |
| Future Volume (vph) | 1 | 432 | 267 | 6 | 6 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.997 | | 0.951 | |
| Flt Protected | 0.950 | | | | 0.969 | |
| Satd. Flow (prot) | 1752 | 1845 | 1787 | 0 | 1401 | 0 |
| Flt Permitted | 0.950 | | | | 0.969 | |
| Satd. Flow (perm) | 1752 | 1845 | 1787 | 0 | 1401 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 1992 | 844 | | 684 | |
| Travel Time (s) | | 30.2 | 12.8 | | 18.7 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 3% | 3% | 6% | 6% | 25% | 25% |
| Adj. Flow (vph) | 1 | 480 | 297 | 7 | 7 | 4 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1 | 480 | 304 | 0 | 11 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 32.7% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

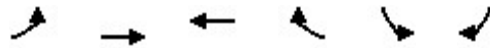
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 432 | 267 | 6 | 6 | 4 |
| Future Vol, veh/h | 1 | 432 | 267 | 6 | 6 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 3 | 3 | 6 | 6 | 25 | 25 |
| Mvmt Flow | 1 | 480 | 297 | 7 | 7 | 4 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 304 | 0 | - | 0 | 783 301 |
| Stage 1 | - | - | - | - | 301 - |
| Stage 2 | - | - | - | - | 482 - |
| Critical Hdwy | 4.13 | - | - | - | 6.65 6.45 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.65 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.65 - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.725 3.525 |
| Pot Cap-1 Maneuver | 1251 | - | - | - | 332 688 |
| Stage 1 | - | - | - | - | 701 - |
| Stage 2 | - | - | - | - | 576 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1251 | - | - | - | 332 688 |
| Mov Cap-2 Maneuver | - | - | - | - | 437 - |
| Stage 1 | - | - | - | - | 700 - |
| Stage 2 | - | - | - | - | 576 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 12.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1251 | - | - | - | 512 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.022 |
| HCM Control Delay (s) | 7.9 | - | - | - | 12.2 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

Lanes, Volumes, Timings
8: Goshen Rd & Autumn Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 2 | 377 | 283 | 5 | 17 | 12 |
| Future Volume (vph) | 2 | 377 | 283 | 5 | 17 | 12 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.998 | | 0.944 | |
| Flt Protected | 0.950 | | | | 0.971 | |
| Satd. Flow (prot) | 1752 | 1845 | 1772 | 0 | 1541 | 0 |
| Flt Permitted | 0.950 | | | | 0.971 | |
| Satd. Flow (perm) | 1752 | 1845 | 1772 | 0 | 1541 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 1774 | 860 | | 641 | |
| Travel Time (s) | | 26.9 | 13.0 | | 17.5 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 3% | 3% | 7% | 7% | 13% | 13% |
| Adj. Flow (vph) | 2 | 438 | 329 | 6 | 20 | 14 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 2 | 438 | 335 | 0 | 34 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 29.8% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 377 | 283 | 5 | 17 | 12 |
| Future Vol, veh/h | 2 | 377 | 283 | 5 | 17 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 3 | 3 | 7 | 7 | 13 | 13 |
| Mvmt Flow | 2 | 438 | 329 | 6 | 20 | 14 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 335 | 0 | - | 0 | 774 332 |
| Stage 1 | - | - | - | - | 332 - |
| Stage 2 | - | - | - | - | 442 - |
| Critical Hdwy | 4.13 | - | - | - | 6.53 6.33 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.53 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.53 - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.617 3.417 |
| Pot Cap-1 Maneuver | 1219 | - | - | - | 352 685 |
| Stage 1 | - | - | - | - | 703 - |
| Stage 2 | - | - | - | - | 625 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1219 | - | - | - | 351 685 |
| Mov Cap-2 Maneuver | - | - | - | - | 461 - |
| Stage 1 | - | - | - | - | 702 - |
| Stage 2 | - | - | - | - | 625 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 12.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1219 | - | - | - | 533 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.063 |
| HCM Control Delay (s) | 8 | - | - | - | 12.2 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

Lanes, Volumes, Timings
9: Goshen Rd & Jamestown Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 2 | 387 | 319 | 2 | 10 | 22 |
| Future Volume (vph) | 2 | 387 | 319 | 2 | 10 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.999 | | 0.907 | |
| Flt Protected | 0.950 | | | | 0.985 | |
| Satd. Flow (prot) | 1641 | 1727 | 1680 | 0 | 1572 | 0 |
| Flt Permitted | 0.950 | | | | 0.985 | |
| Satd. Flow (perm) | 1641 | 1727 | 1680 | 0 | 1572 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 565 | 994 | | 411 | |
| Travel Time (s) | | 8.6 | 15.1 | | 11.2 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 10% | 10% | 13% | 13% | 8% | 8% |
| Adj. Flow (vph) | 2 | 425 | 351 | 2 | 11 | 24 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 2 | 425 | 353 | 0 | 35 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 30.4% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

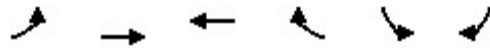
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 387 | 319 | 2 | 10 | 22 |
| Future Vol, veh/h | 2 | 387 | 319 | 2 | 10 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 10 | 10 | 13 | 13 | 8 | 8 |
| Mvmt Flow | 2 | 425 | 351 | 2 | 11 | 24 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 353 | 0 | - | 0 | 781 352 |
| Stage 1 | - | - | - | - | 352 - |
| Stage 2 | - | - | - | - | 429 - |
| Critical Hdwy | 4.2 | - | - | - | 6.48 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.48 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.48 - |
| Follow-up Hdwy | 2.29 | - | - | - | 3.572 3.372 |
| Pot Cap-1 Maneuver | 1163 | - | - | - | 355 678 |
| Stage 1 | - | - | - | - | 699 - |
| Stage 2 | - | - | - | - | 644 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1163 | - | - | - | 354 678 |
| Mov Cap-2 Maneuver | - | - | - | - | 467 - |
| Stage 1 | - | - | - | - | 698 - |
| Stage 2 | - | - | - | - | 644 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 11.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1163 | - | - | - | 594 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.059 |
| HCM Control Delay (s) | 8.1 | - | - | - | 11.4 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

Lanes, Volumes, Timings
10: Goshen Rd & Exley Loop



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 1 | 446 | 260 | 2 | 4 | 5 |
| Future Volume (vph) | 1 | 446 | 260 | 2 | 4 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.999 | | 0.925 | |
| Flt Protected | 0.950 | | | | 0.978 | |
| Satd. Flow (prot) | 1752 | 1845 | 1774 | 0 | 1332 | 0 |
| Flt Permitted | 0.950 | | | | 0.978 | |
| Satd. Flow (perm) | 1752 | 1845 | 1774 | 0 | 1332 | 0 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 452 | 502 | | 352 | |
| Travel Time (s) | | 6.8 | 7.6 | | 8.0 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 3% | 3% | 7% | 7% | 29% | 29% |
| Adj. Flow (vph) | 1 | 490 | 286 | 2 | 4 | 5 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1 | 490 | 288 | 0 | 9 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 33.5% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

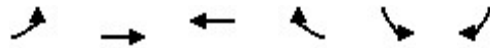
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↙ | ↑ | ↘ | | ↙ | |
| Traffic Vol, veh/h | 1 | 446 | 260 | 2 | 4 | 5 |
| Future Vol, veh/h | 1 | 446 | 260 | 2 | 4 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 3 | 3 | 7 | 7 | 29 | 29 |
| Mvmt Flow | 1 | 490 | 286 | 2 | 4 | 5 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 288 | 0 | - | 0 | 779 287 |
| Stage 1 | - | - | - | - | 287 - |
| Stage 2 | - | - | - | - | 492 - |
| Critical Hdwy | 4.13 | - | - | - | 6.69 6.49 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.69 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.69 - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.761 3.561 |
| Pot Cap-1 Maneuver | 1268 | - | - | - | 329 692 |
| Stage 1 | - | - | - | - | 704 - |
| Stage 2 | - | - | - | - | 562 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1268 | - | - | - | 329 692 |
| Mov Cap-2 Maneuver | - | - | - | - | 431 - |
| Stage 1 | - | - | - | - | 703 - |
| Stage 2 | - | - | - | - | 562 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 11.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1268 | - | - | - | 545 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.018 |
| HCM Control Delay (s) | 7.8 | - | - | - | 11.7 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

Lanes, Volumes, Timings
11: Goshen Rd & Center Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 450 | 261 | 2 | 15 | 2 |
| Future Volume (vph) | 0 | 450 | 261 | 2 | 15 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 100 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.999 | | 0.986 | |
| Flt Protected | | | | | 0.957 | |
| Satd. Flow (prot) | 1827 | 1827 | 1758 | 0 | 1793 | 0 |
| Flt Permitted | | | | | 0.957 | |
| Satd. Flow (perm) | 1827 | 1827 | 1758 | 0 | 1793 | 0 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 502 | 343 | | 307 | |
| Travel Time (s) | | 7.6 | 5.2 | | 7.0 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 4% | 4% | 8% | 8% | 0% | 0% |
| Adj. Flow (vph) | 0 | 500 | 290 | 2 | 17 | 2 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 500 | 292 | 0 | 19 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 33.7% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 450 | 261 | 2 | 15 | 2 |
| Future Vol, veh/h | 0 | 450 | 261 | 2 | 15 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 4 | 8 | 8 | 0 | 0 |
| Mvmt Flow | 0 | 500 | 290 | 2 | 17 | 2 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|---------|
| Conflicting Flow All | 292 | 0 | - | 0 | 791 291 |
| Stage 1 | - | - | - | - | 291 - |
| Stage 2 | - | - | - | - | 500 - |
| Critical Hdwy | 4.14 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1258 | - | - | - | 361 753 |
| Stage 1 | - | - | - | - | 763 - |
| Stage 2 | - | - | - | - | 613 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1258 | - | - | - | 361 753 |
| Mov Cap-2 Maneuver | - | - | - | - | 471 - |
| Stage 1 | - | - | - | - | 763 - |
| Stage 2 | - | - | - | - | 613 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 12.6 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h) | 1258 | - | - | - | 493 |
| HCM Lane V/C Ratio | - | - | - | - | 0.038 |
| HCM Control Delay (s) | 0 | - | - | - | 12.6 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

Lanes, Volumes, Timings
12: Goshen Rd & DR Horton-Longleaf



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 387 | 266 | 10 | 30 | 22 |
| Future Volume (vph) | 7 | 387 | 266 | 10 | 30 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 200 | 0 | 0 |
| Storage Lanes | 1 | | | 1 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | 0.943 | |
| Flt Protected | 0.950 | | | | 0.972 | |
| Satd. Flow (prot) | 1770 | 1863 | 1863 | 1583 | 1707 | 0 |
| Flt Permitted | 0.950 | | | | 0.972 | |
| Satd. Flow (perm) | 1770 | 1863 | 1863 | 1583 | 1707 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 369 | 1992 | | 286 | |
| Travel Time (s) | | 8.4 | 45.3 | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 8 | 421 | 289 | 11 | 33 | 24 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 8 | 421 | 289 | 11 | 57 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 60 | | | 60 | 60 | 60 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 30.4% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↗ | ↗ | ↘ | ↘ | ↘ |
| Traffic Vol, veh/h | 7 | 387 | 266 | 10 | 30 | 22 |
| Future Vol, veh/h | 7 | 387 | 266 | 10 | 30 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 421 | 289 | 11 | 33 | 24 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 300 | 0 | - | 0 | 726 289 |
| Stage 1 | - | - | - | - | 289 - |
| Stage 2 | - | - | - | - | 437 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 1261 | - | - | - | 391 750 |
| Stage 1 | - | - | - | - | 760 - |
| Stage 2 | - | - | - | - | 651 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1261 | - | - | - | 389 750 |
| Mov Cap-2 Maneuver | - | - | - | - | 494 - |
| Stage 1 | - | - | - | - | 755 - |
| Stage 2 | - | - | - | - | 651 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 11.9 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1261 | - | - | - | 577 |
| HCM Lane V/C Ratio | 0.006 | - | - | - | 0.098 |
| HCM Control Delay (s) | 7.9 | - | - | - | 11.9 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.3 |

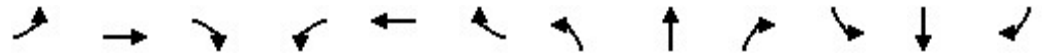
Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|------|-------|-------|-------|-------|-------|------|------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 379 | 88 | 0 | 0 | 119 | 96 | 252 | 1880 | 22 | 0 | 0 | 0 |
| Future Volume (vph) | 379 | 88 | 0 | 0 | 119 | 96 | 252 | 1880 | 22 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 0 | | 200 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 1 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | | 0.850 | | 0.850 | | | |
| Flt Protected | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 1770 | 1863 | 0 | 0 | 1845 | 1568 | 1736 | 3471 | 1553 | 0 | 0 | 0 |
| Flt Permitted | 0.664 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 1237 | 1863 | 0 | 0 | 1845 | 1568 | 1736 | 3471 | 1553 | 0 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 16 | | | 22 | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 267 | | | 339 | | | 470 | | | 288 | |
| Travel Time (s) | | 4.0 | | | 5.1 | | | 7.1 | | | 4.4 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 4% | 4% | 4% | 0% | 0% | 0% |
| Adj. Flow (vph) | 399 | 93 | 0 | 0 | 125 | 101 | 265 | 1979 | 23 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 399 | 93 | 0 | 0 | 125 | 101 | 265 | 1979 | 23 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | | 2 | 1 | 1 | 2 | 1 | | | |
| Detector Template | Left | Thru | | | Thru | Right | Left | Thru | Right | | | |
| Leading Detector (ft) | 20 | 100 | | | 100 | 20 | 20 | 100 | 20 | | | |
| Trailing Detector (ft) | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Detector 1 Position(ft) | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Detector 1 Size(ft) | 20 | 6 | | | 6 | 20 | 20 | 6 | 20 | | | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | | |
| Turn Type | Perm | NA | | | NA | Perm | Perm | NA | Perm | | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | | |

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

2028 No Build Cond Item XI. 11.

PM Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|-----|
| Permitted Phases | 4 | | | | | 8 | 2 | | 2 | | | |
| Detector Phase | 4 | 4 | | | 8 | 8 | 2 | 2 | 2 | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | |
| Minimum Split (s) | 22.5 | 22.5 | | | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | | | |
| Total Split (s) | 36.0 | 36.0 | | | 36.0 | 36.0 | 64.0 | 64.0 | 64.0 | | | |
| Total Split (%) | 36.0% | 36.0% | | | 36.0% | 36.0% | 64.0% | 64.0% | 64.0% | | | |
| Maximum Green (s) | 31.5 | 31.5 | | | 31.5 | 31.5 | 59.5 | 59.5 | 59.5 | | | |
| Yellow Time (s) | 3.5 | 3.5 | | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | | |
| All-Red Time (s) | 1.0 | 1.0 | | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Total Lost Time (s) | 4.5 | 4.5 | | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | |
| Recall Mode | None | None | | | None | None | Max | Max | Max | | | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Act Effct Green (s) | 31.5 | 31.5 | | | 31.5 | 31.5 | 59.5 | 59.5 | 59.5 | | | |
| Actuated g/C Ratio | 0.32 | 0.32 | | | 0.32 | 0.32 | 0.60 | 0.60 | 0.60 | | | |
| v/c Ratio | 1.03 | 0.16 | | | 0.22 | 0.20 | 0.26 | 0.96 | 0.02 | | | |
| Control Delay | 87.9 | 25.7 | | | 26.4 | 22.3 | 10.5 | 32.1 | 3.6 | | | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Total Delay | 87.9 | 25.7 | | | 26.4 | 22.3 | 10.5 | 32.1 | 3.6 | | | |
| LOS | F | C | | | C | C | B | C | A | | | |
| Approach Delay | | 76.1 | | | 24.6 | | | 29.3 | | | | |
| Approach LOS | | E | | | C | | | C | | | | |
| Queue Length 50th (ft) | ~272 | 42 | | | 58 | 39 | 75 | 580 | 0 | | | |
| Queue Length 95th (ft) | #455 | 81 | | | 104 | 80 | 118 | #802 | 10 | | | |
| Internal Link Dist (ft) | | 187 | | | 259 | | | 390 | | | 208 | |
| Turn Bay Length (ft) | 200 | | | | | 200 | | | | | | |
| Base Capacity (vph) | 389 | 586 | | | 581 | 504 | 1032 | 2065 | 932 | | | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Reduced v/c Ratio | 1.03 | 0.16 | | | 0.22 | 0.20 | 0.26 | 0.96 | 0.02 | | | |

Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 100 |
| Actuated Cycle Length: | 100 |
| Natural Cycle: | 100 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 1.03 |
| Intersection Signal Delay: | 36.7 |
| Intersection LOS: | D |
| Intersection Capacity Utilization: | 90.2% |
| ICU Level of Service: | E |
| Analysis Period (min): | 15 |

~ Volume exceeds capacity, queue is theoretically infinite.

Lanes, Volumes, Timings
 1: SR 21 N & Goshen Rd

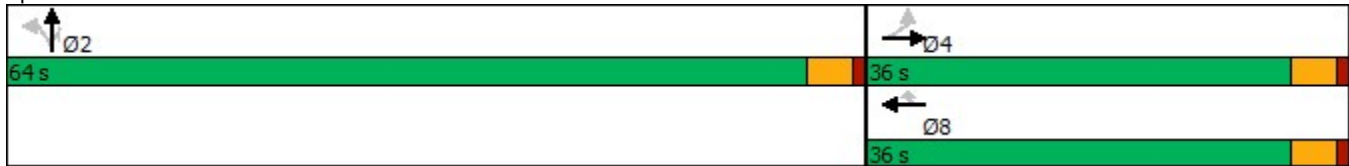
2028 No Build Cond

Item XI. 11.

PM Peak Hour

Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 21 N & Goshen Rd



Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 359 | 136 | 74 | 301 | 0 | 0 | 0 | 0 | 104 | 1203 | 356 |
| Future Volume (vph) | 0 | 359 | 136 | 74 | 301 | 0 | 0 | 0 | 0 | 104 | 1203 | 356 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 220 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 0 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | | | | 0.990 | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1863 | 1583 | 0 | 1862 | 0 | 0 | 0 | 0 | 1736 | 3471 | 1553 |
| Flt Permitted | | | | | 0.746 | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1863 | 1583 | 0 | 1403 | 0 | 0 | 0 | 0 | 1736 | 3471 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 33 | | | | | | | | | 351 |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 278 | | | 268 | | | 468 | | | 496 | |
| Travel Time (s) | | 4.2 | | | 4.1 | | | 7.1 | | | 7.5 | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 1% | 1% | 1% | 0% | 0% | 0% | 4% | 4% | 4% |
| Adj. Flow (vph) | 0 | 386 | 146 | 80 | 324 | 0 | 0 | 0 | 0 | 112 | 1294 | 383 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 386 | 146 | 0 | 404 | 0 | 0 | 0 | 0 | 112 | 1294 | 383 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 2 | 1 | 1 | 2 | | | | | 1 | 2 | 1 |
| Detector Template | | Thru | Right | Left | Thru | | | | | Left | Thru | Right |
| Leading Detector (ft) | | 100 | 20 | 20 | 100 | | | | | 20 | 100 | 20 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| Detector 1 Position(ft) | | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| Detector 1 Size(ft) | | 6 | 20 | 20 | 6 | | | | | 20 | 6 | 20 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Turn Type | | NA | Perm | Perm | NA | | | | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | | | | | 6 | |

Queue shown is maximum after two cycles.

Splits and Phases: 2: Goshen Rd & SR 21 S



Lanes, Volumes, Timings
3: Huger St & Goshen Rd

| | → | ↘ | ↙ | ← | ↖ | ↗ |
|-----------------------------------|--------------|-------|-------|------------------------|-------|-------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | ↘ | ↑ | ↖ | ↗ |
| Traffic Volume (vph) | 361 | 31 | 96 | 557 | 17 | 57 |
| Future Volume (vph) | 361 | 31 | 96 | 557 | 17 | 57 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 200 | 200 | | 0 | 0 |
| Storage Lanes | | 1 | 1 | | 1 | 0 |
| Taper Length (ft) | | | 25 | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.896 | |
| Flt Protected | | | 0.950 | | 0.989 | |
| Satd. Flow (prot) | 1881 | 1599 | 1787 | 1881 | 1603 | 0 |
| Flt Permitted | | | 0.950 | | 0.989 | |
| Satd. Flow (perm) | 1881 | 1599 | 1787 | 1881 | 1603 | 0 |
| Link Speed (mph) | 45 | | | 45 | 25 | |
| Link Distance (ft) | 817 | | | 344 | 240 | |
| Travel Time (s) | 12.4 | | | 5.2 | 6.5 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 1% | 5% | 5% |
| Adj. Flow (vph) | 380 | 33 | 101 | 586 | 18 | 60 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 380 | 33 | 101 | 586 | 78 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | Yes | | | Yes | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 40.4% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

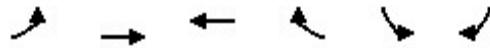
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | ↖ | ↑ | ↘ | ↙ |
| Traffic Vol, veh/h | 361 | 31 | 96 | 557 | 17 | 57 |
| Future Vol, veh/h | 361 | 31 | 96 | 557 | 17 | 57 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 200 | 200 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 5 | 5 |
| Mvmt Flow | 380 | 33 | 101 | 586 | 18 | 60 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 413 | 0 | 1168 380 |
| Stage 1 | - | - | - | - | 380 - |
| Stage 2 | - | - | - | - | 788 - |
| Critical Hdwy | - | - | 4.11 | - | 6.45 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 - |
| Follow-up Hdwy | - | - | 2.209 | - | 3.545 3.345 |
| Pot Cap-1 Maneuver | - | - | 1151 | - | 211 660 |
| Stage 1 | - | - | - | - | 685 - |
| Stage 2 | - | - | - | - | 443 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1151 | - | 192 660 |
| Mov Cap-2 Maneuver | - | - | - | - | 311 - |
| Stage 1 | - | - | - | - | 685 - |
| Stage 2 | - | - | - | - | 404 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0 | 1.2 | 13 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 525 | - | - | 1151 | - |
| HCM Lane V/C Ratio | 0.148 | - | - | 0.088 | - |
| HCM Control Delay (s) | 13 | - | - | 8.4 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0.3 | - |

Lanes, Volumes, Timings
4: Goshen Rd & Crystal Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 11 | 388 | 546 | 25 | 12 | 7 |
| Future Volume (vph) | 11 | 388 | 546 | 25 | 12 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 200 | 0 | 0 |
| Storage Lanes | 1 | | | 1 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | 0.953 | |
| Flt Protected | 0.950 | | | | 0.969 | |
| Satd. Flow (prot) | 1787 | 1881 | 1881 | 1599 | 1474 | 0 |
| Flt Permitted | 0.950 | | | | 0.969 | |
| Satd. Flow (perm) | 1787 | 1881 | 1881 | 1599 | 1474 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 517 | 817 | | 258 | |
| Travel Time (s) | | 7.8 | 12.4 | | 7.0 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 1% | 19% | 19% |
| Adj. Flow (vph) | 11 | 404 | 569 | 26 | 13 | 7 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 11 | 404 | 569 | 26 | 20 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 38.7% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 388 | 546 | 25 | 12 | 7 |
| Future Vol, veh/h | 11 | 388 | 546 | 25 | 12 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 19 | 19 |
| Mvmt Flow | 11 | 404 | 569 | 26 | 13 | 7 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 595 | 0 | - | 0 | 995 569 |
| Stage 1 | - | - | - | - | 569 - |
| Stage 2 | - | - | - | - | 426 - |
| Critical Hdwy | 4.11 | - | - | - | 6.59 6.39 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.59 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.59 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.671 3.471 |
| Pot Cap-1 Maneuver | 986 | - | - | - | 253 491 |
| Stage 1 | - | - | - | - | 534 - |
| Stage 2 | - | - | - | - | 624 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 986 | - | - | - | 250 491 |
| Mov Cap-2 Maneuver | - | - | - | - | 374 - |
| Stage 1 | - | - | - | - | 528 - |
| Stage 2 | - | - | - | - | 624 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.2 | 0 | 14.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 986 | - | - | - | 410 |
| HCM Lane V/C Ratio | 0.012 | - | - | - | 0.048 |
| HCM Control Delay (s) | 8.7 | - | - | - | 14.2 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

Lanes, Volumes, Timings
5: Goshen Rd & Stephens Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 44 | 380 | 526 | 30 | 19 | 17 |
| Future Volume (vph) | 44 | 380 | 526 | 30 | 19 | 17 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 200 | 0 | 0 |
| Storage Lanes | 1 | | | 1 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | 0.936 | |
| Flt Protected | 0.950 | | | | 0.974 | |
| Satd. Flow (prot) | 1787 | 1881 | 1863 | 1583 | 1732 | 0 |
| Flt Permitted | 0.950 | | | | 0.974 | |
| Satd. Flow (perm) | 1787 | 1881 | 1863 | 1583 | 1732 | 0 |
| Link Speed (mph) | | 45 | 45 | | 35 | |
| Link Distance (ft) | | 1105 | 517 | | 281 | |
| Travel Time (s) | | 16.7 | 7.8 | | 5.5 | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 1% | 1% | 2% | 2% | 0% | 0% |
| Adj. Flow (vph) | 45 | 392 | 542 | 31 | 20 | 18 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 45 | 392 | 542 | 31 | 38 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 44.4% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 44 | 380 | 526 | 30 | 19 | 17 |
| Future Vol, veh/h | 44 | 380 | 526 | 30 | 19 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 1 | 1 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 45 | 392 | 542 | 31 | 20 | 18 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 573 | 0 | - | 0 | 1024 542 |
| Stage 1 | - | - | - | - | 542 - |
| Stage 2 | - | - | - | - | 482 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1005 | - | - | - | 263 544 |
| Stage 1 | - | - | - | - | 587 - |
| Stage 2 | - | - | - | - | 625 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1005 | - | - | - | 251 544 |
| Mov Cap-2 Maneuver | - | - | - | - | 384 - |
| Stage 1 | - | - | - | - | 561 - |
| Stage 2 | - | - | - | - | 625 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.9 | 0 | 13.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1005 | - | - | - | 446 |
| HCM Lane V/C Ratio | 0.045 | - | - | - | 0.083 |
| HCM Control Delay (s) | 8.8 | - | - | - | 13.8 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.3 |

Lanes, Volumes, Timings
6: Goshen Rd & Golden Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 34 | 408 | 494 | 45 | 11 | 35 |
| Future Volume (vph) | 34 | 408 | 494 | 45 | 11 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.989 | | 0.897 | |
| Flt Protected | 0.950 | | | | 0.988 | |
| Satd. Flow (prot) | 1787 | 1881 | 1842 | 0 | 1684 | 0 |
| Flt Permitted | 0.950 | | | | 0.988 | |
| Satd. Flow (perm) | 1787 | 1881 | 1842 | 0 | 1684 | 0 |
| Link Speed (mph) | | 45 | 45 | | 35 | |
| Link Distance (ft) | | 1033 | 680 | | 407 | |
| Travel Time (s) | | 15.7 | 10.3 | | 7.9 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 1% | 1% | 2% | 2% | 0% | 0% |
| Adj. Flow (vph) | 35 | 416 | 504 | 46 | 11 | 36 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 35 | 416 | 550 | 0 | 47 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 38.7% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

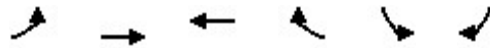
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 34 | 408 | 494 | 45 | 11 | 35 |
| Future Vol, veh/h | 34 | 408 | 494 | 45 | 11 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 1 | 1 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 35 | 416 | 504 | 46 | 11 | 36 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 550 | 0 | - | 0 | 1013 527 |
| Stage 1 | - | - | - | - | 527 - |
| Stage 2 | - | - | - | - | 486 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1025 | - | - | - | 267 555 |
| Stage 1 | - | - | - | - | 596 - |
| Stage 2 | - | - | - | - | 623 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1025 | - | - | - | 258 555 |
| Mov Cap-2 Maneuver | - | - | - | - | 391 - |
| Stage 1 | - | - | - | - | 576 - |
| Stage 2 | - | - | - | - | 623 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.7 | 0 | 12.9 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1025 | - | - | - | 504 |
| HCM Lane V/C Ratio | 0.034 | - | - | - | 0.093 |
| HCM Control Delay (s) | 8.6 | - | - | - | 12.9 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.3 |

Lanes, Volumes, Timings
7: Goshen Rd & Paddleford Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 1 | 433 | 499 | 11 | 4 | 1 |
| Future Volume (vph) | 1 | 433 | 499 | 11 | 4 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.997 | | 0.973 | |
| Flt Protected | 0.950 | | | | 0.962 | |
| Satd. Flow (prot) | 1787 | 1881 | 1876 | 0 | 1778 | 0 |
| Flt Permitted | 0.950 | | | | 0.962 | |
| Satd. Flow (perm) | 1787 | 1881 | 1876 | 0 | 1778 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 1992 | 844 | | 684 | |
| Travel Time (s) | | 30.2 | 12.8 | | 18.7 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 1% | 0% | 0% |
| Adj. Flow (vph) | 1 | 451 | 520 | 11 | 4 | 1 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1 | 451 | 531 | 0 | 5 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 36.9% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 433 | 499 | 11 | 4 | 1 |
| Future Vol, veh/h | 1 | 433 | 499 | 11 | 4 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 1 | 451 | 520 | 11 | 4 | 1 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 531 | 0 | - | 0 | 979 |
| Stage 1 | - | - | - | - | 526 |
| Stage 2 | - | - | - | - | 453 |
| Critical Hdwy | 4.11 | - | - | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 |
| Pot Cap-1 Maneuver | 1042 | - | - | - | 280 |
| Stage 1 | - | - | - | - | 597 |
| Stage 2 | - | - | - | - | 645 |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1042 | - | - | - | 280 |
| Mov Cap-2 Maneuver | - | - | - | - | 410 |
| Stage 1 | - | - | - | - | 596 |
| Stage 2 | - | - | - | - | 645 |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 13.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1042 | - | - | - | 433 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.012 |
| HCM Control Delay (s) | 8.5 | - | - | - | 13.4 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

Lanes, Volumes, Timings
8: Goshen Rd & Autumn Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 11 | 407 | 460 | 14 | 6 | 7 |
| Future Volume (vph) | 11 | 407 | 460 | 14 | 6 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.996 | | 0.927 | |
| Flt Protected | 0.950 | | | | 0.977 | |
| Satd. Flow (prot) | 1787 | 1881 | 1874 | 0 | 1721 | 0 |
| Flt Permitted | 0.950 | | | | 0.977 | |
| Satd. Flow (perm) | 1787 | 1881 | 1874 | 0 | 1721 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 1774 | 860 | | 641 | |
| Travel Time (s) | | 26.9 | 13.0 | | 17.5 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 1% | 0% | 0% |
| Adj. Flow (vph) | 12 | 428 | 484 | 15 | 6 | 7 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 12 | 428 | 499 | 0 | 13 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 35.1% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 407 | 460 | 14 | 6 | 7 |
| Future Vol, veh/h | 11 | 407 | 460 | 14 | 6 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 12 | 428 | 484 | 15 | 6 | 7 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|---------|
| Conflicting Flow All | 499 | 0 | - | 0 | 944 492 |
| Stage 1 | - | - | - | - | 492 - |
| Stage 2 | - | - | - | - | 452 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1070 | - | - | - | 293 581 |
| Stage 1 | - | - | - | - | 619 - |
| Stage 2 | - | - | - | - | 645 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1070 | - | - | - | 290 581 |
| Mov Cap-2 Maneuver | - | - | - | - | 419 - |
| Stage 1 | - | - | - | - | 612 - |
| Stage 2 | - | - | - | - | 645 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.2 | 0 | 12.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1070 | - | - | - | 493 |
| HCM Lane V/C Ratio | 0.011 | - | - | - | 0.028 |
| HCM Control Delay (s) | 8.4 | - | - | - | 12.5 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

Lanes, Volumes, Timings
9: Goshen Rd & Jamestown Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 21 | 426 | 444 | 19 | 10 | 10 |
| Future Volume (vph) | 21 | 426 | 444 | 19 | 10 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.994 | | 0.932 | |
| Flt Protected | 0.950 | | | | 0.976 | |
| Satd. Flow (prot) | 1752 | 1845 | 1816 | 0 | 1529 | 0 |
| Flt Permitted | 0.950 | | | | 0.976 | |
| Satd. Flow (perm) | 1752 | 1845 | 1816 | 0 | 1529 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 565 | 994 | | 411 | |
| Travel Time (s) | | 8.6 | 15.1 | | 11.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 3% | 3% | 4% | 4% | 13% | 13% |
| Adj. Flow (vph) | 23 | 463 | 483 | 21 | 11 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 23 | 463 | 504 | 0 | 22 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 34.5% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

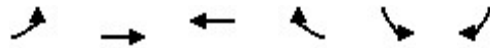
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 426 | 444 | 19 | 10 | 10 |
| Future Vol, veh/h | 21 | 426 | 444 | 19 | 10 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 4 | 4 | 13 | 13 |
| Mvmt Flow | 23 | 463 | 483 | 21 | 11 | 11 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 504 | 0 | - | 0 | 1003 494 |
| Stage 1 | - | - | - | - | 494 - |
| Stage 2 | - | - | - | - | 509 - |
| Critical Hdwy | 4.13 | - | - | - | 6.53 6.33 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.53 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.53 - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.617 3.417 |
| Pot Cap-1 Maneuver | 1055 | - | - | - | 256 554 |
| Stage 1 | - | - | - | - | 591 - |
| Stage 2 | - | - | - | - | 582 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1055 | - | - | - | 250 554 |
| Mov Cap-2 Maneuver | - | - | - | - | 379 - |
| Stage 1 | - | - | - | - | 578 - |
| Stage 2 | - | - | - | - | 582 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.4 | 0 | 13.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1055 | - | - | - | 450 |
| HCM Lane V/C Ratio | 0.022 | - | - | - | 0.048 |
| HCM Control Delay (s) | 8.5 | - | - | - | 13.4 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.2 |

Lanes, Volumes, Timings
10: Goshen Rd & Exley Loop



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 4 | 426 | 520 | 6 | 4 | 1 |
| Future Volume (vph) | 4 | 426 | 520 | 6 | 4 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.999 | | 0.973 | |
| Flt Protected | 0.950 | | | | 0.962 | |
| Satd. Flow (prot) | 1787 | 1881 | 1879 | 0 | 1778 | 0 |
| Flt Permitted | 0.950 | | | | 0.962 | |
| Satd. Flow (perm) | 1787 | 1881 | 1879 | 0 | 1778 | 0 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 452 | 502 | | 352 | |
| Travel Time (s) | | 6.8 | 7.6 | | 8.0 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 1% | 0% | 0% |
| Adj. Flow (vph) | 4 | 448 | 547 | 6 | 4 | 1 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 4 | 448 | 553 | 0 | 5 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 37.7% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 426 | 520 | 6 | 4 | 1 |
| Future Vol, veh/h | 4 | 426 | 520 | 6 | 4 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 4 | 448 | 547 | 6 | 4 | 1 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 553 | 0 | - | 0 | 1006 550 |
| Stage 1 | - | - | - | - | 550 - |
| Stage 2 | - | - | - | - | 456 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1022 | - | - | - | 270 539 |
| Stage 1 | - | - | - | - | 582 - |
| Stage 2 | - | - | - | - | 643 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1022 | - | - | - | 269 539 |
| Mov Cap-2 Maneuver | - | - | - | - | 401 - |
| Stage 1 | - | - | - | - | 580 - |
| Stage 2 | - | - | - | - | 643 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 13.6 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1022 | - | - | - | 423 |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.012 |
| HCM Control Delay (s) | 8.5 | - | - | - | 13.6 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

Lanes, Volumes, Timings
11: Goshen Rd & Center Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 2 | 427 | 524 | 7 | 1 | 4 |
| Future Volume (vph) | 2 | 427 | 524 | 7 | 1 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 100 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.998 | | 0.892 | |
| Flt Protected | 0.950 | | | | 0.990 | |
| Satd. Flow (prot) | 1787 | 1881 | 1877 | 0 | 1678 | 0 |
| Flt Permitted | 0.950 | | | | 0.990 | |
| Satd. Flow (perm) | 1787 | 1881 | 1877 | 0 | 1678 | 0 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 502 | 343 | | 307 | |
| Travel Time (s) | | 7.6 | 5.2 | | 7.0 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 1% | 0% | 0% |
| Adj. Flow (vph) | 2 | 445 | 546 | 7 | 1 | 4 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 2 | 445 | 553 | 0 | 5 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 38.0% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

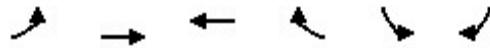
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 427 | 524 | 7 | 1 | 4 |
| Future Vol, veh/h | 2 | 427 | 524 | 7 | 1 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 2 | 445 | 546 | 7 | 1 | 4 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 553 | 0 | - | 0 | 999 |
| Stage 1 | - | - | - | - | 550 |
| Stage 2 | - | - | - | - | 449 |
| Critical Hdwy | 4.11 | - | - | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 |
| Pot Cap-1 Maneuver | 1022 | - | - | - | 272 |
| Stage 1 | - | - | - | - | 582 |
| Stage 2 | - | - | - | - | 647 |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1022 | - | - | - | 271 |
| Mov Cap-2 Maneuver | - | - | - | - | 402 |
| Stage 1 | - | - | - | - | 581 |
| Stage 2 | - | - | - | - | 647 |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 12.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1022 | - | - | - | 505 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.01 |
| HCM Control Delay (s) | 8.5 | - | - | - | 12.2 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

Lanes, Volumes, Timings
12: Goshen Rd & DR Horton-Longleaf



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 24 | 389 | 461 | 34 | 21 | 13 |
| Future Volume (vph) | 24 | 389 | 461 | 34 | 21 | 13 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 200 | 0 | 0 |
| Storage Lanes | 1 | | | 1 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | 0.949 | |
| Flt Protected | 0.950 | | | | 0.970 | |
| Satd. Flow (prot) | 1770 | 1863 | 1863 | 1583 | 1715 | 0 |
| Flt Permitted | 0.950 | | | | 0.970 | |
| Satd. Flow (perm) | 1770 | 1863 | 1863 | 1583 | 1715 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 369 | 1992 | | 286 | |
| Travel Time (s) | | 8.4 | 45.3 | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 26 | 423 | 501 | 37 | 23 | 14 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 423 | 501 | 37 | 37 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 60 | | | 60 | 60 | 60 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 34.3% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 389 | 461 | 34 | 21 | 13 |
| Future Vol, veh/h | 24 | 389 | 461 | 34 | 21 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 423 | 501 | 37 | 23 | 14 |




















| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 538 | 0 | - | 0 | 976 501 |
| Stage 1 | - | - | - | - | 501 - |
| Stage 2 | - | - | - | - | 475 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 1030 | - | - | - | 279 570 |
| Stage 1 | - | - | - | - | 609 - |
| Stage 2 | - | - | - | - | 626 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1030 | - | - | - | 272 570 |
| Mov Cap-2 Maneuver | - | - | - | - | 402 - |
| Stage 1 | - | - | - | - | 594 - |
| Stage 2 | - | - | - | - | 626 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.5 | 0 | 13.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1030 | - | - | - | 453 |
| HCM Lane V/C Ratio | 0.025 | - | - | - | 0.082 |
| HCM Control Delay (s) | 8.6 | - | - | - | 13.7 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.3 |

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

AM Peak Hour

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  |  |  |  |  | | | |
| Traffic Volume (vph) | 361 | 113 | 0 | 0 | 47 | 29 | 95 | 965 | 79 | 0 | 0 | 0 |
| Future Volume (vph) | 361 | 113 | 0 | 0 | 47 | 29 | 95 | 965 | 79 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 0 | | 200 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 1 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 1770 | 1863 | 0 | 0 | 1681 | 1429 | 1597 | 3195 | 1429 | 0 | 0 | 0 |
| Flt Permitted | 0.723 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 1347 | 1863 | 0 | 0 | 1681 | 1429 | 1597 | 3195 | 1429 | 0 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 32 | | | 88 | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | | 45 |
| Link Distance (ft) | | 267 | | | 339 | | | 470 | | | | 288 |
| Travel Time (s) | | 4.0 | | | 5.1 | | | 7.1 | | | | 4.4 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 13% | 13% | 13% | 13% | 13% | 13% | 0% | 0% | 0% |
| Adj. Flow (vph) | 401 | 126 | 0 | 0 | 52 | 32 | 106 | 1072 | 88 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 401 | 126 | 0 | 0 | 52 | 32 | 106 | 1072 | 88 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | | 12 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | | 2 | 1 | 1 | 2 | 1 | | | |
| Detector Template | Left | Thru | | | Thru | Right | Left | Thru | Right | | | |
| Leading Detector (ft) | 20 | 100 | | | 100 | 20 | 20 | 100 | 20 | | | |
| Trailing Detector (ft) | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Detector 1 Position(ft) | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Detector 1 Size(ft) | 20 | 6 | | | 6 | 20 | 20 | 6 | 20 | | | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | | |
| Turn Type | Perm | NA | | | NA | Perm | Perm | NA | Perm | | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | | |

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 21 N & Goshen Rd



Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 418 | 245 | 33 | 132 | 0 | 0 | 0 | 0 | 85 | 1613 | 204 |
| Future Volume (vph) | 0 | 418 | 245 | 33 | 132 | 0 | 0 | 0 | 0 | 85 | 1613 | 204 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 220 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 0 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | | | | 0.990 | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1827 | 1553 | 0 | 1791 | 0 | 0 | 0 | 0 | 1703 | 3406 | 1524 |
| Flt Permitted | | | | | 0.599 | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1827 | 1553 | 0 | 1084 | 0 | 0 | 0 | 0 | 1703 | 3406 | 1524 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 23 | | | | | | | | | 217 |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 278 | | | 268 | | | 468 | | | 496 | |
| Travel Time (s) | | 4.2 | | | 4.1 | | | 7.1 | | | 7.5 | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 5% | 5% | 5% | 0% | 0% | 0% | 6% | 6% | 6% |
| Adj. Flow (vph) | 0 | 445 | 261 | 35 | 140 | 0 | 0 | 0 | 0 | 90 | 1716 | 217 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 445 | 261 | 0 | 175 | 0 | 0 | 0 | 0 | 90 | 1716 | 217 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 2 | 1 | 1 | 2 | | | | | 1 | 2 | 1 |
| Detector Template | | Thru | Right | Left | Thru | | | | | Left | Thru | Right |
| Leading Detector (ft) | | 100 | 20 | 20 | 100 | | | | | 20 | 100 | 20 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| Detector 1 Position(ft) | | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| Detector 1 Size(ft) | | 6 | 20 | 20 | 6 | | | | | 20 | 6 | 20 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Turn Type | | NA | Perm | Perm | NA | | | | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | | | | | 6 | |

Queue shown is maximum after two cycles.

Splits and Phases: 2: Goshen Rd & SR 21 S



Lanes, Volumes, Timings
3: Huger St & Goshen Rd



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|----------------------------|------|-------|-------|------|-------|-------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Traffic Volume (vph) | 508 | 15 | 26 | 298 | 35 | 107 |
| Future Volume (vph) | 508 | 15 | 26 | 298 | 35 | 107 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 200 | 200 | | 0 | 0 |
| Storage Lanes | | 1 | 1 | | 1 | 0 |
| Taper Length (ft) | | | 25 | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.898 | |
| Flt Protected | | | 0.950 | | 0.988 | |
| Satd. Flow (prot) | 1827 | 1553 | 1752 | 1845 | 1605 | 0 |
| Flt Permitted | | | 0.950 | | 0.988 | |
| Satd. Flow (perm) | 1827 | 1553 | 1752 | 1845 | 1605 | 0 |
| Link Speed (mph) | 45 | | | 45 | 25 | |
| Link Distance (ft) | 817 | | | 344 | 240 | |
| Travel Time (s) | 12.4 | | | 5.2 | 6.5 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 4% | 4% | 3% | 3% | 5% | 5% |
| Adj. Flow (vph) | 535 | 16 | 27 | 314 | 37 | 113 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 535 | 16 | 27 | 314 | 150 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | Yes | | | Yes | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 41.9% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

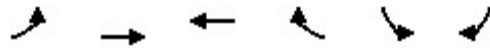
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | ↖ | ↑ | ↘ | ↙ |
| Traffic Vol, veh/h | 508 | 15 | 26 | 298 | 35 | 107 |
| Future Vol, veh/h | 508 | 15 | 26 | 298 | 35 | 107 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 200 | 200 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 4 | 4 | 3 | 3 | 5 | 5 |
| Mvmt Flow | 535 | 16 | 27 | 314 | 37 | 113 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 551 | 0 | 903 |
| Stage 1 | - | - | - | - | 535 |
| Stage 2 | - | - | - | - | 368 |
| Critical Hdwy | - | - | 4.13 | - | 6.45 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 |
| Follow-up Hdwy | - | - | 2.227 | - | 3.545 |
| Pot Cap-1 Maneuver | - | - | 1014 | - | 304 |
| Stage 1 | - | - | - | - | 581 |
| Stage 2 | - | - | - | - | 694 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1014 | - | 296 |
| Mov Cap-2 Maneuver | - | - | - | - | 419 |
| Stage 1 | - | - | - | - | 581 |
| Stage 2 | - | - | - | - | 675 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.7 | 15.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 504 | - | - | 1014 | - |
| HCM Lane V/C Ratio | 0.297 | - | - | 0.027 | - |
| HCM Control Delay (s) | 15.1 | - | - | 8.6 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.2 | - | - | 0.1 | - |

Lanes, Volumes, Timings
4: Goshen Rd & Crystal Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 511 | 330 | 8 | 13 | 13 |
| Future Volume (vph) | 7 | 511 | 330 | 8 | 13 | 13 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 200 | 0 | 0 |
| Storage Lanes | 1 | | | 1 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | 0.932 | |
| Flt Protected | 0.950 | | | | 0.976 | |
| Satd. Flow (prot) | 1736 | 1827 | 1827 | 1553 | 1417 | 0 |
| Flt Permitted | 0.950 | | | | 0.976 | |
| Satd. Flow (perm) | 1736 | 1827 | 1827 | 1553 | 1417 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 517 | 817 | | 258 | |
| Travel Time (s) | | 7.8 | 12.4 | | 7.0 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 22% | 22% |
| Adj. Flow (vph) | 7 | 521 | 337 | 8 | 13 | 13 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 7 | 521 | 337 | 8 | 26 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 36.9% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↗ | ↗ | ↘ | ↘ | ↗ |
| Traffic Vol, veh/h | 7 | 511 | 330 | 8 | 13 | 13 |
| Future Vol, veh/h | 7 | 511 | 330 | 8 | 13 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 22 | 22 |
| Mvmt Flow | 7 | 521 | 337 | 8 | 13 | 13 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 345 | 0 | - | 0 | 872 337 |
| Stage 1 | - | - | - | - | 337 - |
| Stage 2 | - | - | - | - | 535 - |
| Critical Hdwy | 4.14 | - | - | - | 6.62 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.62 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.62 - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.698 3.498 |
| Pot Cap-1 Maneuver | 1203 | - | - | - | 296 662 |
| Stage 1 | - | - | - | - | 681 - |
| Stage 2 | - | - | - | - | 549 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1203 | - | - | - | 294 662 |
| Mov Cap-2 Maneuver | - | - | - | - | 408 - |
| Stage 1 | - | - | - | - | 677 - |
| Stage 2 | - | - | - | - | 549 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 12.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1203 | - | - | - | 505 |
| HCM Lane V/C Ratio | 0.006 | - | - | - | 0.053 |
| HCM Control Delay (s) | 8 | - | - | - | 12.5 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

Lanes, Volumes, Timings
5: Goshen Rd & Stephens Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 14 | 480 | 335 | 10 | 39 | 18 |
| Future Volume (vph) | 14 | 480 | 335 | 10 | 39 | 18 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 200 | 0 | 0 |
| Storage Lanes | 1 | | | 1 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | 0.958 | |
| Flt Protected | 0.950 | | | | 0.967 | |
| Satd. Flow (prot) | 1736 | 1827 | 1810 | 1538 | 1726 | 0 |
| Flt Permitted | 0.950 | | | | 0.967 | |
| Satd. Flow (perm) | 1736 | 1827 | 1810 | 1538 | 1726 | 0 |
| Link Speed (mph) | | 45 | 45 | | 35 | |
| Link Distance (ft) | | 1105 | 517 | | 281 | |
| Travel Time (s) | | 16.7 | 7.8 | | 5.5 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 5% | 5% | 2% | 2% |
| Adj. Flow (vph) | 14 | 490 | 342 | 10 | 40 | 18 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 14 | 490 | 342 | 10 | 58 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 35.3% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

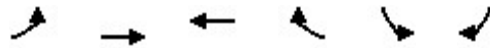
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 480 | 335 | 10 | 39 | 18 |
| Future Vol, veh/h | 14 | 480 | 335 | 10 | 39 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 4 | 4 | 5 | 5 | 2 | 2 |
| Mvmt Flow | 14 | 490 | 342 | 10 | 40 | 18 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 352 | 0 | - | 0 | 860 342 |
| Stage 1 | - | - | - | - | 342 - |
| Stage 2 | - | - | - | - | 518 - |
| Critical Hdwy | 4.14 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 1196 | - | - | - | 326 701 |
| Stage 1 | - | - | - | - | 719 - |
| Stage 2 | - | - | - | - | 598 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1196 | - | - | - | 322 701 |
| Mov Cap-2 Maneuver | - | - | - | - | 441 - |
| Stage 1 | - | - | - | - | 710 - |
| Stage 2 | - | - | - | - | 598 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.2 | 0 | 13.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1196 | - | - | - | 500 |
| HCM Lane V/C Ratio | 0.012 | - | - | - | 0.116 |
| HCM Control Delay (s) | 8 | - | - | - | 13.1 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.4 |

Lanes, Volumes, Timings
6: Goshen Rd & Golden Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 64 | 451 | 238 | 116 | 31 | 54 |
| Future Volume (vph) | 64 | 451 | 238 | 116 | 31 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.956 | | 0.914 | |
| Flt Protected | 0.950 | | | | 0.982 | |
| Satd. Flow (prot) | 1736 | 1827 | 1747 | 0 | 1550 | 0 |
| Flt Permitted | 0.950 | | | | 0.982 | |
| Satd. Flow (perm) | 1736 | 1827 | 1747 | 0 | 1550 | 0 |
| Link Speed (mph) | | 45 | 45 | | 35 | |
| Link Distance (ft) | | 1033 | 680 | | 407 | |
| Travel Time (s) | | 15.7 | 10.3 | | 7.9 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 10% | 10% |
| Adj. Flow (vph) | 71 | 501 | 264 | 129 | 34 | 60 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 71 | 501 | 393 | 0 | 94 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 38.2% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

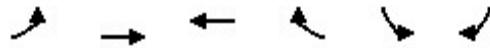
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 64 | 451 | 238 | 116 | 31 | 54 |
| Future Vol, veh/h | 64 | 451 | 238 | 116 | 31 | 54 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 10 | 10 |
| Mvmt Flow | 71 | 501 | 264 | 129 | 34 | 60 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 393 | 0 | - | 0 | 972 329 |
| Stage 1 | - | - | - | - | 329 - |
| Stage 2 | - | - | - | - | 643 - |
| Critical Hdwy | 4.14 | - | - | - | 6.5 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.5 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.5 - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.59 3.39 |
| Pot Cap-1 Maneuver | 1155 | - | - | - | 271 694 |
| Stage 1 | - | - | - | - | 712 - |
| Stage 2 | - | - | - | - | 509 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1155 | - | - | - | 254 694 |
| Mov Cap-2 Maneuver | - | - | - | - | 376 - |
| Stage 1 | - | - | - | - | 669 - |
| Stage 2 | - | - | - | - | 509 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 1 | 0 | 13.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1155 | - | - | - | 530 |
| HCM Lane V/C Ratio | 0.062 | - | - | - | 0.178 |
| HCM Control Delay (s) | 8.3 | - | - | - | 13.3 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 0.6 |

Lanes, Volumes, Timings
7: Goshen Rd & Paddleford Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 1 | 479 | 297 | 7 | 7 | 4 |
| Future Volume (vph) | 1 | 479 | 297 | 7 | 7 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.997 | | 0.955 | |
| Flt Protected | 0.950 | | | | 0.968 | |
| Satd. Flow (prot) | 1752 | 1845 | 1787 | 0 | 1405 | 0 |
| Flt Permitted | 0.950 | | | | 0.968 | |
| Satd. Flow (perm) | 1752 | 1845 | 1787 | 0 | 1405 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 1992 | 844 | | 684 | |
| Travel Time (s) | | 30.2 | 12.8 | | 18.7 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 3% | 3% | 6% | 6% | 25% | 25% |
| Adj. Flow (vph) | 1 | 532 | 330 | 8 | 8 | 4 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1 | 532 | 338 | 0 | 12 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 35.2% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

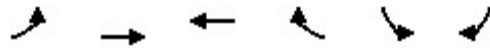
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 479 | 297 | 7 | 7 | 4 |
| Future Vol, veh/h | 1 | 479 | 297 | 7 | 7 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 3 | 3 | 6 | 6 | 25 | 25 |
| Mvmt Flow | 1 | 532 | 330 | 8 | 8 | 4 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 338 | 0 | - | 0 | 868 334 |
| Stage 1 | - | - | - | - | 334 - |
| Stage 2 | - | - | - | - | 534 - |
| Critical Hdwy | 4.13 | - | - | - | 6.65 6.45 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.65 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.65 - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.725 3.525 |
| Pot Cap-1 Maneuver | 1216 | - | - | - | 295 658 |
| Stage 1 | - | - | - | - | 677 - |
| Stage 2 | - | - | - | - | 544 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1216 | - | - | - | 295 658 |
| Mov Cap-2 Maneuver | - | - | - | - | 407 - |
| Stage 1 | - | - | - | - | 676 - |
| Stage 2 | - | - | - | - | 544 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 12.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1216 | - | - | - | 473 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.026 |
| HCM Control Delay (s) | 8 | - | - | - | 12.8 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

Lanes, Volumes, Timings
8: Goshen Rd & Autumn Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 3 | 419 | 313 | 6 | 20 | 14 |
| Future Volume (vph) | 3 | 419 | 313 | 6 | 20 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.997 | | 0.945 | |
| Flt Protected | 0.950 | | | | 0.971 | |
| Satd. Flow (prot) | 1752 | 1845 | 1770 | 0 | 1543 | 0 |
| Flt Permitted | 0.950 | | | | 0.971 | |
| Satd. Flow (perm) | 1752 | 1845 | 1770 | 0 | 1543 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 1774 | 860 | | 641 | |
| Travel Time (s) | | 26.9 | 13.0 | | 17.5 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 3% | 3% | 7% | 7% | 13% | 13% |
| Adj. Flow (vph) | 3 | 487 | 364 | 7 | 23 | 16 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 3 | 487 | 371 | 0 | 39 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 32.1% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 419 | 313 | 6 | 20 | 14 |
| Future Vol, veh/h | 3 | 419 | 313 | 6 | 20 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 3 | 3 | 7 | 7 | 13 | 13 |
| Mvmt Flow | 3 | 487 | 364 | 7 | 23 | 16 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 371 | 0 | - | 0 | 861 368 |
| Stage 1 | - | - | - | - | 368 - |
| Stage 2 | - | - | - | - | 493 - |
| Critical Hdwy | 4.13 | - | - | - | 6.53 6.33 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.53 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.53 - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.617 3.417 |
| Pot Cap-1 Maneuver | 1182 | - | - | - | 312 654 |
| Stage 1 | - | - | - | - | 677 - |
| Stage 2 | - | - | - | - | 592 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1182 | - | - | - | 311 654 |
| Mov Cap-2 Maneuver | - | - | - | - | 429 - |
| Stage 1 | - | - | - | - | 675 - |
| Stage 2 | - | - | - | - | 592 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 12.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1182 | - | - | - | 500 |
| HCM Lane V/C Ratio | 0.003 | - | - | - | 0.079 |
| HCM Control Delay (s) | 8.1 | - | - | - | 12.8 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.3 |

Lanes, Volumes, Timings
9: Goshen Rd & Jamestown Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 3 | 431 | 354 | 3 | 11 | 25 |
| Future Volume (vph) | 3 | 431 | 354 | 3 | 11 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.999 | | 0.907 | |
| Flt Protected | 0.950 | | | | 0.985 | |
| Satd. Flow (prot) | 1641 | 1727 | 1680 | 0 | 1572 | 0 |
| Flt Permitted | 0.950 | | | | 0.985 | |
| Satd. Flow (perm) | 1641 | 1727 | 1680 | 0 | 1572 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 565 | 994 | | 411 | |
| Travel Time (s) | | 8.6 | 15.1 | | 11.2 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 10% | 10% | 13% | 13% | 8% | 8% |
| Adj. Flow (vph) | 3 | 474 | 389 | 3 | 12 | 27 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 3 | 474 | 392 | 0 | 39 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 32.7% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 431 | 354 | 3 | 11 | 25 |
| Future Vol, veh/h | 3 | 431 | 354 | 3 | 11 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 10 | 10 | 13 | 13 | 8 | 8 |
| Mvmt Flow | 3 | 474 | 389 | 3 | 12 | 27 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 392 | 0 | - | 0 | 871 391 |
| Stage 1 | - | - | - | - | 391 - |
| Stage 2 | - | - | - | - | 480 - |
| Critical Hdwy | 4.2 | - | - | - | 6.48 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.48 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.48 - |
| Follow-up Hdwy | 2.29 | - | - | - | 3.572 3.372 |
| Pot Cap-1 Maneuver | 1124 | - | - | - | 314 645 |
| Stage 1 | - | - | - | - | 671 - |
| Stage 2 | - | - | - | - | 610 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1124 | - | - | - | 313 645 |
| Mov Cap-2 Maneuver | - | - | - | - | 433 - |
| Stage 1 | - | - | - | - | 669 - |
| Stage 2 | - | - | - | - | 610 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 11.9 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1124 | - | - | - | 561 |
| HCM Lane V/C Ratio | 0.003 | - | - | - | 0.071 |
| HCM Control Delay (s) | 8.2 | - | - | - | 11.9 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

Lanes, Volumes, Timings
10: Goshen Rd & Exley Loop



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 1 | 494 | 289 | 3 | 4 | 6 |
| Future Volume (vph) | 1 | 494 | 289 | 3 | 4 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.999 | | 0.914 | |
| Flt Protected | 0.950 | | | | 0.982 | |
| Satd. Flow (prot) | 1752 | 1845 | 1774 | 0 | 1322 | 0 |
| Flt Permitted | 0.950 | | | | 0.982 | |
| Satd. Flow (perm) | 1752 | 1845 | 1774 | 0 | 1322 | 0 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 452 | 502 | | 352 | |
| Travel Time (s) | | 6.8 | 7.6 | | 8.0 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 3% | 3% | 7% | 7% | 29% | 29% |
| Adj. Flow (vph) | 1 | 543 | 318 | 3 | 4 | 7 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1 | 543 | 321 | 0 | 11 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 36.0% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

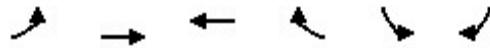
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↙ | ↑ | ↘ | | ↙ | |
| Traffic Vol, veh/h | 1 | 494 | 289 | 3 | 4 | 6 |
| Future Vol, veh/h | 1 | 494 | 289 | 3 | 4 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 3 | 3 | 7 | 7 | 29 | 29 |
| Mvmt Flow | 1 | 543 | 318 | 3 | 4 | 7 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 321 | 0 | - | 0 | 865 320 |
| Stage 1 | - | - | - | - | 320 - |
| Stage 2 | - | - | - | - | 545 - |
| Critical Hdwy | 4.13 | - | - | - | 6.69 6.49 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.69 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.69 - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.761 3.561 |
| Pot Cap-1 Maneuver | 1233 | - | - | - | 291 662 |
| Stage 1 | - | - | - | - | 679 - |
| Stage 2 | - | - | - | - | 530 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1233 | - | - | - | 291 662 |
| Mov Cap-2 Maneuver | - | - | - | - | 400 - |
| Stage 1 | - | - | - | - | 678 - |
| Stage 2 | - | - | - | - | 530 - |

| Approach | EB | WB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 12 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1233 | - | - | - | 525 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.021 |
| HCM Control Delay (s) | 7.9 | - | - | - | 12 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

Lanes, Volumes, Timings
11: Goshen Rd & Center Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 498 | 290 | 3 | 17 | 3 |
| Future Volume (vph) | 0 | 498 | 290 | 3 | 17 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 100 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.999 | | 0.982 | |
| Flt Protected | | | | | 0.959 | |
| Satd. Flow (prot) | 1827 | 1827 | 1758 | 0 | 1789 | 0 |
| Flt Permitted | | | | | 0.959 | |
| Satd. Flow (perm) | 1827 | 1827 | 1758 | 0 | 1789 | 0 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 502 | 343 | | 307 | |
| Travel Time (s) | | 7.6 | 5.2 | | 7.0 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 4% | 4% | 8% | 8% | 0% | 0% |
| Adj. Flow (vph) | 0 | 553 | 322 | 3 | 19 | 3 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 553 | 325 | 0 | 22 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 36.2% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

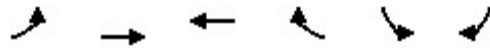
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 498 | 290 | 3 | 17 | 3 |
| Future Vol, veh/h | 0 | 498 | 290 | 3 | 17 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 4 | 8 | 8 | 0 | 0 |
| Mvmt Flow | 0 | 553 | 322 | 3 | 19 | 3 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|---------|
| Conflicting Flow All | 325 | 0 | - | 0 | 877 324 |
| Stage 1 | - | - | - | - | 324 - |
| Stage 2 | - | - | - | - | 553 - |
| Critical Hdwy | 4.14 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1224 | - | - | - | 322 722 |
| Stage 1 | - | - | - | - | 738 - |
| Stage 2 | - | - | - | - | 580 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1224 | - | - | - | 322 722 |
| Mov Cap-2 Maneuver | - | - | - | - | 439 - |
| Stage 1 | - | - | - | - | 738 - |
| Stage 2 | - | - | - | - | 580 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 13.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h) | 1224 | - | - | - | 466 |
| HCM Lane V/C Ratio | - | - | - | - | 0.048 |
| HCM Control Delay (s) | 0 | - | - | - | 13.1 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

Lanes, Volumes, Timings
12: Goshen Rd & DR Horton-Longleaf



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 432 | 297 | 10 | 30 | 22 |
| Future Volume (vph) | 7 | 432 | 297 | 10 | 30 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 200 | 0 | 0 |
| Storage Lanes | 1 | | | 1 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | 0.943 | |
| Flt Protected | 0.950 | | | | 0.972 | |
| Satd. Flow (prot) | 1770 | 1863 | 1863 | 1583 | 1707 | 0 |
| Flt Permitted | 0.950 | | | | 0.972 | |
| Satd. Flow (perm) | 1770 | 1863 | 1863 | 1583 | 1707 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 369 | 1992 | | 286 | |
| Travel Time (s) | | 8.4 | 45.3 | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 8 | 470 | 323 | 11 | 33 | 24 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 8 | 470 | 323 | 11 | 57 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 60 | | | 60 | 60 | 60 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 32.7% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 432 | 297 | 10 | 30 | 22 |
| Future Vol, veh/h | 7 | 432 | 297 | 10 | 30 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 470 | 323 | 11 | 33 | 24 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 334 | 0 | - | 0 | 809 323 |
| Stage 1 | - | - | - | - | 323 - |
| Stage 2 | - | - | - | - | 486 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 1225 | - | - | - | 350 718 |
| Stage 1 | - | - | - | - | 734 - |
| Stage 2 | - | - | - | - | 618 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1225 | - | - | - | 348 718 |
| Mov Cap-2 Maneuver | - | - | - | - | 462 - |
| Stage 1 | - | - | - | - | 729 - |
| Stage 2 | - | - | - | - | 618 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 12.4 |
| HCM LOS | | | B |

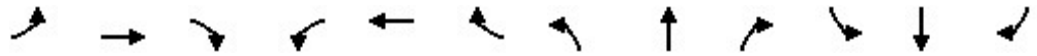
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1225 | - | - | - | 544 |
| HCM Lane V/C Ratio | 0.006 | - | - | - | 0.104 |
| HCM Control Delay (s) | 8 | - | - | - | 12.4 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.3 |

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|------|-------|-------|-------|-------|-------|------|------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 422 | 98 | 0 | 0 | 133 | 107 | 280 | 2097 | 25 | 0 | 0 | 0 |
| Future Volume (vph) | 422 | 98 | 0 | 0 | 133 | 107 | 280 | 2097 | 25 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | 0 | 0 | | 200 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 1 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | 0.950 | | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 1770 | 1863 | 0 | 0 | 1845 | 1568 | 1736 | 3471 | 1553 | 0 | 0 | 0 |
| Flt Permitted | 0.640 | | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 1192 | 1863 | 0 | 0 | 1845 | 1568 | 1736 | 3471 | 1553 | 0 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 18 | | | 26 | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 267 | | | 339 | | | 470 | | | 288 | |
| Travel Time (s) | | 4.0 | | | 5.1 | | | 7.1 | | | 4.4 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 3% | 3% | 3% | 4% | 4% | 4% | 0% | 0% | 0% |
| Adj. Flow (vph) | 444 | 103 | 0 | 0 | 140 | 113 | 295 | 2207 | 26 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 444 | 103 | 0 | 0 | 140 | 113 | 295 | 2207 | 26 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | | 2 | 1 | 1 | 2 | 1 | | | |
| Detector Template | Left | Thru | | | Thru | Right | Left | Thru | Right | | | |
| Leading Detector (ft) | 20 | 100 | | | 100 | 20 | 20 | 100 | 20 | | | |
| Trailing Detector (ft) | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Detector 1 Position(ft) | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Detector 1 Size(ft) | 20 | 6 | | | 6 | 20 | 20 | 6 | 20 | | | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | | |
| Turn Type | Perm | NA | | | NA | Perm | Perm | NA | Perm | | | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | | |

Lanes, Volumes, Timings
1: SR 21 N & Goshen Rd

PM Peak Hour



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-----|-------|-------|-------|-------|-------|-----|-----|-----|
| Permitted Phases | 4 | | | | | 8 | 2 | | 2 | | | |
| Detector Phase | 4 | 4 | | | 8 | 8 | 2 | 2 | 2 | | | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | |
| Minimum Split (s) | 22.5 | 22.5 | | | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | | | |
| Total Split (s) | 29.0 | 29.0 | | | 29.0 | 29.0 | 61.0 | 61.0 | 61.0 | | | |
| Total Split (%) | 32.2% | 32.2% | | | 32.2% | 32.2% | 67.8% | 67.8% | 67.8% | | | |
| Maximum Green (s) | 24.5 | 24.5 | | | 24.5 | 24.5 | 56.5 | 56.5 | 56.5 | | | |
| Yellow Time (s) | 3.5 | 3.5 | | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | | |
| All-Red Time (s) | 1.0 | 1.0 | | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Total Lost Time (s) | 4.5 | 4.5 | | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | |
| Recall Mode | None | None | | | None | None | Max | Max | Max | | | |
| Walk Time (s) | 7.0 | 7.0 | | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Act Effct Green (s) | 24.5 | 24.5 | | | 24.5 | 24.5 | 56.5 | 56.5 | 56.5 | | | |
| Actuated g/C Ratio | 0.27 | 0.27 | | | 0.27 | 0.27 | 0.63 | 0.63 | 0.63 | | | |
| v/c Ratio | 1.37 | 0.20 | | | 0.28 | 0.26 | 0.27 | 1.01 | 0.03 | | | |
| Control Delay | 214.7 | 26.6 | | | 27.7 | 23.3 | 8.3 | 40.6 | 2.6 | | | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Total Delay | 214.7 | 26.6 | | | 27.7 | 23.3 | 8.3 | 40.6 | 2.6 | | | |
| LOS | F | C | | | C | C | A | D | A | | | |
| Approach Delay | | 179.3 | | | 25.7 | | | 36.4 | | | | |
| Approach LOS | | F | | | C | | | D | | | | |
| Queue Length 50th (ft) | ~337 | 45 | | | 63 | 42 | 68 | ~632 | 0 | | | |
| Queue Length 95th (ft) | #520 | 86 | | | 112 | 86 | 108 | #840 | 9 | | | |
| Internal Link Dist (ft) | | 187 | | | 259 | | | 390 | | | 208 | |
| Turn Bay Length (ft) | 200 | | | | | 200 | | | | | | |
| Base Capacity (vph) | 324 | 507 | | | 502 | 439 | 1089 | 2179 | 984 | | | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | | |
| Reduced v/c Ratio | 1.37 | 0.20 | | | 0.28 | 0.26 | 0.27 | 1.01 | 0.03 | | | |

Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 90 |
| Actuated Cycle Length: | 90 |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 1.37 |
| Intersection Signal Delay: | 59.1 |
| Intersection LOS: | E |
| Intersection Capacity Utilization: | 99.6% |
| ICU Level of Service: | F |
| Analysis Period (min): | 15 |

~ Volume exceeds capacity, queue is theoretically infinite.

Lanes, Volumes, Timings
 1: SR 21 N & Goshen Rd

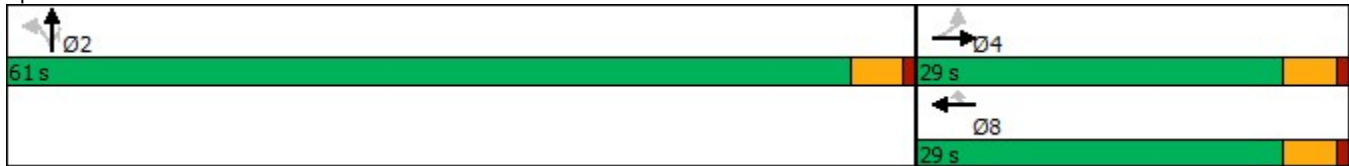
2043 No Build Cond

Item XI. 11.



















PM Peak Hour

Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 21 N & Goshen Rd

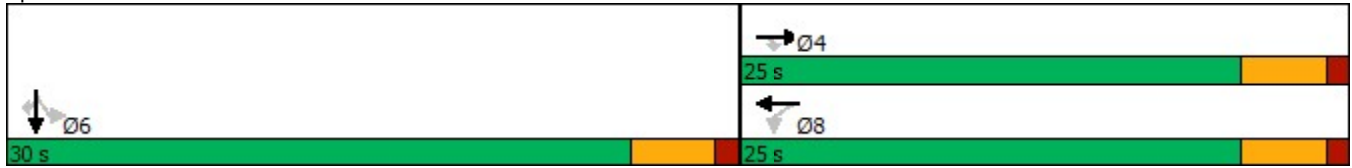


Lanes, Volumes, Timings
2: Goshen Rd & SR 21 S

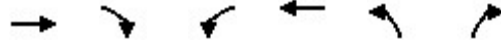
| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  | |  | | | | |  |  |  |
| Traffic Volume (vph) | 0 | 399 | 150 | 82 | 334 | 0 | 0 | 0 | 0 | 116 | 1342 | 395 |
| Future Volume (vph) | 0 | 399 | 150 | 82 | 334 | 0 | 0 | 0 | 0 | 116 | 1342 | 395 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 220 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 0 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | | | | 0.990 | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1863 | 1583 | 0 | 1862 | 0 | 0 | 0 | 0 | 1736 | 3471 | 1553 |
| Flt Permitted | | | | | 0.689 | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1863 | 1583 | 0 | 1296 | 0 | 0 | 0 | 0 | 1736 | 3471 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 30 | | | | | | | | | 313 |
| Link Speed (mph) | | 45 | | | 45 | | | 45 | | | 45 | |
| Link Distance (ft) | | 278 | | | 268 | | | 468 | | | 496 | |
| Travel Time (s) | | 4.2 | | | 4.1 | | | 7.1 | | | 7.5 | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 1% | 1% | 1% | 0% | 0% | 0% | 4% | 4% | 4% |
| Adj. Flow (vph) | 0 | 429 | 161 | 88 | 359 | 0 | 0 | 0 | 0 | 125 | 1443 | 425 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 429 | 161 | 0 | 447 | 0 | 0 | 0 | 0 | 125 | 1443 | 425 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 2 | 1 | 1 | 2 | | | | | 1 | 2 | 1 |
| Detector Template | | Thru | Right | Left | Thru | | | | | Left | Thru | Right |
| Leading Detector (ft) | | 100 | 20 | 20 | 100 | | | | | 20 | 100 | 20 |
| Trailing Detector (ft) | | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| Detector 1 Position(ft) | | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 |
| Detector 1 Size(ft) | | 6 | 20 | 20 | 6 | | | | | 20 | 6 | 20 |
| Detector 1 Type | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | | | | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Turn Type | | NA | Perm | Perm | NA | | | | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | | | | | 6 | |

Queue shown is maximum after two cycles.

Splits and Phases: 2: Goshen Rd & SR 21 S



Lanes, Volumes, Timings
3: Huger St & Goshen Rd



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|----------------------------|------|-------|-------|------|-------|-------|
| Lane Configurations | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ |
| Traffic Volume (vph) | 400 | 35 | 107 | 618 | 20 | 64 |
| Future Volume (vph) | 400 | 35 | 107 | 618 | 20 | 64 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 200 | 200 | | 0 | 0 |
| Storage Lanes | | 1 | 1 | | 1 | 0 |
| Taper Length (ft) | | | 25 | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.897 | |
| Flt Protected | | | 0.950 | | 0.988 | |
| Satd. Flow (prot) | 1881 | 1599 | 1787 | 1881 | 1604 | 0 |
| Flt Permitted | | | 0.950 | | 0.988 | |
| Satd. Flow (perm) | 1881 | 1599 | 1787 | 1881 | 1604 | 0 |
| Link Speed (mph) | 45 | | | 45 | 25 | |
| Link Distance (ft) | 817 | | | 344 | 240 | |
| Travel Time (s) | 12.4 | | | 5.2 | 6.5 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 1% | 5% | 5% |
| Adj. Flow (vph) | 421 | 37 | 113 | 651 | 21 | 67 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 421 | 37 | 113 | 651 | 88 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | Yes | | | Yes | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 44.2% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

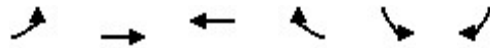
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | ↘ | ↑ | ↘ | ↗ |
| Traffic Vol, veh/h | 400 | 35 | 107 | 618 | 20 | 64 |
| Future Vol, veh/h | 400 | 35 | 107 | 618 | 20 | 64 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 200 | 200 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 5 | 5 |
| Mvmt Flow | 421 | 37 | 113 | 651 | 21 | 67 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 458 | 0 | 1298 421 |
| Stage 1 | - | - | - | - | 421 - |
| Stage 2 | - | - | - | - | 877 - |
| Critical Hdwy | - | - | 4.11 | - | 6.45 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 - |
| Follow-up Hdwy | - | - | 2.209 | - | 3.545 3.345 |
| Pot Cap-1 Maneuver | - | - | 1108 | - | 176 626 |
| Stage 1 | - | - | - | - | 656 - |
| Stage 2 | - | - | - | - | 402 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1108 | - | 158 626 |
| Mov Cap-2 Maneuver | - | - | - | - | 276 - |
| Stage 1 | - | - | - | - | 656 - |
| Stage 2 | - | - | - | - | 361 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 1.3 | 14.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 481 | - | - | 1108 | - |
| HCM Lane V/C Ratio | 0.184 | - | - | 0.102 | - |
| HCM Control Delay (s) | 14.2 | - | - | 8.6 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0.3 | - |

Lanes, Volumes, Timings
4: Goshen Rd & Crystal Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 13 | 431 | 605 | 28 | 14 | 8 |
| Future Volume (vph) | 13 | 431 | 605 | 28 | 14 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 200 | 0 | 0 |
| Storage Lanes | 1 | | | 1 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | 0.953 | |
| Flt Protected | 0.950 | | | | 0.968 | |
| Satd. Flow (prot) | 1787 | 1881 | 1881 | 1599 | 1473 | 0 |
| Flt Permitted | 0.950 | | | | 0.968 | |
| Satd. Flow (perm) | 1787 | 1881 | 1881 | 1599 | 1473 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 517 | 817 | | 258 | |
| Travel Time (s) | | 7.8 | 12.4 | | 7.0 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 1% | 19% | 19% |
| Adj. Flow (vph) | 14 | 449 | 630 | 29 | 15 | 8 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 14 | 449 | 630 | 29 | 23 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 41.8% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↗ | ↗ | ↘ | ↘ | ↗ |
| Traffic Vol, veh/h | 13 | 431 | 605 | 28 | 14 | 8 |
| Future Vol, veh/h | 13 | 431 | 605 | 28 | 14 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 19 | 19 |
| Mvmt Flow | 14 | 449 | 630 | 29 | 15 | 8 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 659 | 0 | - | 0 | 1107 630 |
| Stage 1 | - | - | - | - | 630 - |
| Stage 2 | - | - | - | - | 477 - |
| Critical Hdwy | 4.11 | - | - | - | 6.59 6.39 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.59 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.59 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.671 3.471 |
| Pot Cap-1 Maneuver | 934 | - | - | - | 216 452 |
| Stage 1 | - | - | - | - | 500 - |
| Stage 2 | - | - | - | - | 590 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 934 | - | - | - | 213 452 |
| Mov Cap-2 Maneuver | - | - | - | - | 341 - |
| Stage 1 | - | - | - | - | 493 - |
| Stage 2 | - | - | - | - | 590 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.3 | 0 | 15.3 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 934 | - | - | - | 374 |
| HCM Lane V/C Ratio | 0.014 | - | - | - | 0.061 |
| HCM Control Delay (s) | 8.9 | - | - | - | 15.3 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

Lanes, Volumes, Timings
5: Goshen Rd & Stephens Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|--------------|------|------|------------------------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 49 | 421 | 583 | 33 | 21 | 20 |
| Future Volume (vph) | 49 | 421 | 583 | 33 | 21 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 200 | 0 | 0 |
| Storage Lanes | 1 | | | 1 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | 0.934 | |
| Flt Protected | 0.950 | | | | 0.975 | |
| Satd. Flow (prot) | 1787 | 1881 | 1863 | 1583 | 1730 | 0 |
| Flt Permitted | 0.950 | | | | 0.975 | |
| Satd. Flow (perm) | 1787 | 1881 | 1863 | 1583 | 1730 | 0 |
| Link Speed (mph) | | 45 | 45 | | 35 | |
| Link Distance (ft) | | 1105 | 517 | | 281 | |
| Travel Time (s) | | 16.7 | 7.8 | | 5.5 | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 1% | 1% | 2% | 2% | 0% | 0% |
| Adj. Flow (vph) | 51 | 434 | 601 | 34 | 22 | 21 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 51 | 434 | 601 | 34 | 43 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 47.4% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↑ | ↑ | ↗ | ↘ | ↘ |
| Traffic Vol, veh/h | 49 | 421 | 583 | 33 | 21 | 20 |
| Future Vol, veh/h | 49 | 421 | 583 | 33 | 21 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 1 | 1 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 51 | 434 | 601 | 34 | 22 | 21 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 635 | 0 | - | 0 | 1137 |
| Stage 1 | - | - | - | - | 601 |
| Stage 2 | - | - | - | - | 536 |
| Critical Hdwy | 4.11 | - | - | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 |
| Pot Cap-1 Maneuver | 953 | - | - | - | 225 |
| Stage 1 | - | - | - | - | 551 |
| Stage 2 | - | - | - | - | 591 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 953 | - | - | - | 213 |
| Mov Cap-2 Maneuver | - | - | - | - | 349 |
| Stage 1 | - | - | - | - | 521 |
| Stage 2 | - | - | - | - | 591 |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.9 | 0 | 14.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 953 | - | - | - | 411 |
| HCM Lane V/C Ratio | 0.053 | - | - | - | 0.103 |
| HCM Control Delay (s) | 9 | - | - | - | 14.8 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 0.3 |

Lanes, Volumes, Timings
6: Goshen Rd & Golden Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 38 | 453 | 547 | 50 | 13 | 39 |
| Future Volume (vph) | 38 | 453 | 547 | 50 | 13 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.989 | | 0.898 | |
| Flt Protected | 0.950 | | | | 0.988 | |
| Satd. Flow (prot) | 1787 | 1881 | 1842 | 0 | 1686 | 0 |
| Flt Permitted | 0.950 | | | | 0.988 | |
| Satd. Flow (perm) | 1787 | 1881 | 1842 | 0 | 1686 | 0 |
| Link Speed (mph) | | 45 | 45 | | 35 | |
| Link Distance (ft) | | 1033 | 680 | | 407 | |
| Travel Time (s) | | 15.7 | 10.3 | | 7.9 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 1% | 1% | 2% | 2% | 0% | 0% |
| Adj. Flow (vph) | 39 | 462 | 558 | 51 | 13 | 40 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 39 | 462 | 609 | 0 | 53 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 41.8% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

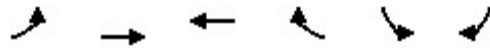
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 38 | 453 | 547 | 50 | 13 | 39 |
| Future Vol, veh/h | 38 | 453 | 547 | 50 | 13 | 39 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 1 | 1 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 39 | 462 | 558 | 51 | 13 | 40 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 609 | 0 | - | 0 | 1124 584 |
| Stage 1 | - | - | - | - | 584 - |
| Stage 2 | - | - | - | - | 540 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 974 | - | - | - | 229 515 |
| Stage 1 | - | - | - | - | 561 - |
| Stage 2 | - | - | - | - | 588 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 974 | - | - | - | 220 515 |
| Mov Cap-2 Maneuver | - | - | - | - | 357 - |
| Stage 1 | - | - | - | - | 539 - |
| Stage 2 | - | - | - | - | 588 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.7 | 0 | 13.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h) | 974 | - | - | - | 464 |
| HCM Lane V/C Ratio | 0.04 | - | - | - | 0.114 |
| HCM Control Delay (s) | 8.8 | - | - | - | 13.8 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.4 |

Lanes, Volumes, Timings
7: Goshen Rd & Paddleford Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 1 | 481 | 552 | 13 | 4 | 1 |
| Future Volume (vph) | 1 | 481 | 552 | 13 | 4 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.997 | | 0.973 | |
| Flt Protected | 0.950 | | | | 0.962 | |
| Satd. Flow (prot) | 1787 | 1881 | 1876 | 0 | 1778 | 0 |
| Flt Permitted | 0.950 | | | | 0.962 | |
| Satd. Flow (perm) | 1787 | 1881 | 1876 | 0 | 1778 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 1992 | 844 | | 684 | |
| Travel Time (s) | | 30.2 | 12.8 | | 18.7 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 1% | 0% | 0% |
| Adj. Flow (vph) | 1 | 501 | 575 | 14 | 4 | 1 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1 | 501 | 589 | 0 | 5 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 39.8% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 481 | 552 | 13 | 4 | 1 |
| Future Vol, veh/h | 1 | 481 | 552 | 13 | 4 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 1 | 501 | 575 | 14 | 4 | 1 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 589 | 0 | - | 0 | 1085 582 |
| Stage 1 | - | - | - | - | 582 - |
| Stage 2 | - | - | - | - | 503 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 991 | - | - | - | 242 517 |
| Stage 1 | - | - | - | - | 563 - |
| Stage 2 | - | - | - | - | 612 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 991 | - | - | - | 242 517 |
| Mov Cap-2 Maneuver | - | - | - | - | 378 - |
| Stage 1 | - | - | - | - | 562 - |
| Stage 2 | - | - | - | - | 612 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 14.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 991 | - | - | - | 399 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.013 |
| HCM Control Delay (s) | 8.6 | - | - | - | 14.1 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

Lanes, Volumes, Timings
8: Goshen Rd & Autumn Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|--------------|------|-------|------------------------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 13 | 452 | 512 | 15 | 7 | 8 |
| Future Volume (vph) | 13 | 452 | 512 | 15 | 7 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.996 | | 0.928 | |
| Flt Protected | 0.950 | | | | 0.977 | |
| Satd. Flow (prot) | 1787 | 1881 | 1874 | 0 | 1723 | 0 |
| Flt Permitted | 0.950 | | | | 0.977 | |
| Satd. Flow (perm) | 1787 | 1881 | 1874 | 0 | 1723 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 1774 | 860 | | 641 | |
| Travel Time (s) | | 26.9 | 13.0 | | 17.5 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 1% | 0% | 0% |
| Adj. Flow (vph) | 14 | 476 | 539 | 16 | 7 | 8 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 14 | 476 | 555 | 0 | 15 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 37.9% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 452 | 512 | 15 | 7 | 8 |
| Future Vol, veh/h | 13 | 452 | 512 | 15 | 7 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 14 | 476 | 539 | 16 | 7 | 8 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 555 | 0 | - | 0 | 1051 547 |
| Stage 1 | - | - | - | - | 547 - |
| Stage 2 | - | - | - | - | 504 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1020 | - | - | - | 253 541 |
| Stage 1 | - | - | - | - | 584 - |
| Stage 2 | - | - | - | - | 611 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1020 | - | - | - | 249 541 |
| Mov Cap-2 Maneuver | - | - | - | - | 384 - |
| Stage 1 | - | - | - | - | 576 - |
| Stage 2 | - | - | - | - | 611 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.2 | 0 | 13.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1020 | - | - | - | 454 |
| HCM Lane V/C Ratio | 0.013 | - | - | - | 0.035 |
| HCM Control Delay (s) | 8.6 | - | - | - | 13.2 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

Lanes, Volumes, Timings
9: Goshen Rd & Jamestown Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 24 | 473 | 494 | 21 | 11 | 11 |
| Future Volume (vph) | 24 | 473 | 494 | 21 | 11 | 11 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.994 | | 0.932 | |
| Flt Protected | 0.950 | | | | 0.976 | |
| Satd. Flow (prot) | 1752 | 1845 | 1816 | 0 | 1529 | 0 |
| Flt Permitted | 0.950 | | | | 0.976 | |
| Satd. Flow (perm) | 1752 | 1845 | 1816 | 0 | 1529 | 0 |
| Link Speed (mph) | | 45 | 45 | | 25 | |
| Link Distance (ft) | | 565 | 994 | | 411 | |
| Travel Time (s) | | 8.6 | 15.1 | | 11.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 3% | 3% | 4% | 4% | 13% | 13% |
| Adj. Flow (vph) | 26 | 514 | 537 | 23 | 12 | 12 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 514 | 560 | 0 | 24 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 37.3% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

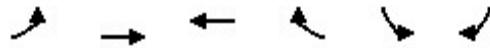
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 473 | 494 | 21 | 11 | 11 |
| Future Vol, veh/h | 24 | 473 | 494 | 21 | 11 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 4 | 4 | 13 | 13 |
| Mvmt Flow | 26 | 514 | 537 | 23 | 12 | 12 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 560 | 0 | - | 0 | 1115 549 |
| Stage 1 | - | - | - | - | 549 - |
| Stage 2 | - | - | - | - | 566 - |
| Critical Hdwy | 4.13 | - | - | - | 6.53 6.33 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.53 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.53 - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.617 3.417 |
| Pot Cap-1 Maneuver | 1006 | - | - | - | 219 515 |
| Stage 1 | - | - | - | - | 557 - |
| Stage 2 | - | - | - | - | 547 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1006 | - | - | - | 213 515 |
| Mov Cap-2 Maneuver | - | - | - | - | 346 - |
| Stage 1 | - | - | - | - | 543 - |
| Stage 2 | - | - | - | - | 547 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.4 | 0 | 14.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1006 | - | - | - | 414 |
| HCM Lane V/C Ratio | 0.026 | - | - | - | 0.058 |
| HCM Control Delay (s) | 8.7 | - | - | - | 14.2 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.2 |

Lanes, Volumes, Timings
10: Goshen Rd & Exley Loop



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 4 | 472 | 576 | 7 | 4 | 1 |
| Future Volume (vph) | 4 | 472 | 576 | 7 | 4 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.998 | | 0.973 | |
| Flt Protected | 0.950 | | | | 0.962 | |
| Satd. Flow (prot) | 1787 | 1881 | 1877 | 0 | 1778 | 0 |
| Flt Permitted | 0.950 | | | | 0.962 | |
| Satd. Flow (perm) | 1787 | 1881 | 1877 | 0 | 1778 | 0 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 452 | 502 | | 352 | |
| Travel Time (s) | | 6.8 | 7.6 | | 8.0 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 1% | 0% | 0% |
| Adj. Flow (vph) | 4 | 497 | 606 | 7 | 4 | 1 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 4 | 497 | 613 | 0 | 5 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 40.7% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

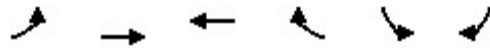
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 472 | 576 | 7 | 4 | 1 |
| Future Vol, veh/h | 4 | 472 | 576 | 7 | 4 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 4 | 497 | 606 | 7 | 4 | 1 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 613 | 0 | - | 0 | 1115 610 |
| Stage 1 | - | - | - | - | 610 - |
| Stage 2 | - | - | - | - | 505 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 971 | - | - | - | 232 498 |
| Stage 1 | - | - | - | - | 546 - |
| Stage 2 | - | - | - | - | 610 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 971 | - | - | - | 231 498 |
| Mov Cap-2 Maneuver | - | - | - | - | 367 - |
| Stage 1 | - | - | - | - | 544 - |
| Stage 2 | - | - | - | - | 610 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 14.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 971 | - | - | - | 387 |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.014 |
| HCM Control Delay (s) | 8.7 | - | - | - | 14.4 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

Lanes, Volumes, Timings
11: Goshen Rd & Center Dr



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 3 | 474 | 580 | 8 | 1 | 4 |
| Future Volume (vph) | 3 | 474 | 580 | 8 | 1 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 100 | | | 0 | 0 | 0 |
| Storage Lanes | 1 | | | 0 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.998 | | 0.892 | |
| Flt Protected | 0.950 | | | | 0.990 | |
| Satd. Flow (prot) | 1787 | 1881 | 1877 | 0 | 1678 | 0 |
| Flt Permitted | 0.950 | | | | 0.990 | |
| Satd. Flow (perm) | 1787 | 1881 | 1877 | 0 | 1678 | 0 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 502 | 343 | | 307 | |
| Travel Time (s) | | 7.6 | 5.2 | | 7.0 | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 1% | 0% | 0% |
| Adj. Flow (vph) | 3 | 494 | 604 | 8 | 1 | 4 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 3 | 494 | 612 | 0 | 5 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 41.0% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 474 | 580 | 8 | 1 | 4 |
| Future Vol, veh/h | 3 | 474 | 580 | 8 | 1 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 0 | 0 |
| Mvmt Flow | 3 | 494 | 604 | 8 | 1 | 4 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 612 | 0 | - | 0 | 1108 608 |
| Stage 1 | - | - | - | - | 608 - |
| Stage 2 | - | - | - | - | 500 - |
| Critical Hdwy | 4.11 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.209 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 972 | - | - | - | 234 499 |
| Stage 1 | - | - | - | - | 547 - |
| Stage 2 | - | - | - | - | 613 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 972 | - | - | - | 233 499 |
| Mov Cap-2 Maneuver | - | - | - | - | 369 - |
| Stage 1 | - | - | - | - | 545 - |
| Stage 2 | - | - | - | - | 613 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 12.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 972 | - | - | - | 466 |
| HCM Lane V/C Ratio | 0.003 | - | - | - | 0.011 |
| HCM Control Delay (s) | 8.7 | - | - | - | 12.8 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

Lanes, Volumes, Timings
12: Goshen Rd & DR Horton-Longleaf



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 24 | 435 | 514 | 34 | 21 | 13 |
| Future Volume (vph) | 24 | 435 | 514 | 34 | 21 | 13 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 200 | | | 200 | 0 | 0 |
| Storage Lanes | 1 | | | 1 | 1 | 0 |
| Taper Length (ft) | 25 | | | | 25 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.850 | 0.949 | |
| Flt Protected | 0.950 | | | | 0.970 | |
| Satd. Flow (prot) | 1770 | 1863 | 1863 | 1583 | 1715 | 0 |
| Flt Permitted | 0.950 | | | | 0.970 | |
| Satd. Flow (perm) | 1770 | 1863 | 1863 | 1583 | 1715 | 0 |
| Link Speed (mph) | | 45 | 45 | | 30 | |
| Link Distance (ft) | | 369 | 1992 | | 286 | |
| Travel Time (s) | | 5.6 | 30.2 | | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 26 | 473 | 559 | 37 | 23 | 14 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 473 | 559 | 37 | 37 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 12 | 12 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | Yes | Yes | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 37.1% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 435 | 514 | 34 | 21 | 13 |
| Future Vol, veh/h | 24 | 435 | 514 | 34 | 21 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 200 | - | - | 200 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 473 | 559 | 37 | 23 | 14 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 596 | 0 | - | 0 | 1084 559 |
| Stage 1 | - | - | - | - | 559 - |
| Stage 2 | - | - | - | - | 525 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 980 | - | - | - | 240 529 |
| Stage 1 | - | - | - | - | 572 - |
| Stage 2 | - | - | - | - | 593 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 980 | - | - | - | 234 529 |
| Mov Cap-2 Maneuver | - | - | - | - | 369 - |
| Stage 1 | - | - | - | - | 557 - |
| Stage 2 | - | - | - | - | 593 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.5 | 0 | 14.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 980 | - | - | - | 417 |
| HCM Lane V/C Ratio | 0.027 | - | - | - | 0.089 |
| HCM Control Delay (s) | 8.8 | - | - | - | 14.5 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.3 |

Appendix C: GDOT ICE Tool Outputs

GDOT PI#: Request By:
 County: GDOT District: 5 - Jesup
 Major Road: Road Class: Speed Limit:
 Crossing Road: Road Class: Speed Limit:
 Major Rd Direction: Area Type:
 Intersection Control: Project ID:
 Prepared By: Date:
 Project Purpose:

Existing Data Year:
 Project Opening Year:
 Project Design Year:
 Annual Growth Rate:
 K Factor*:

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

LEGEND:

- 000 = AM Peak Approach Volume
- (000) = PM Peak Approach Volume
- [000] = ADT Volume (Estimate)

2028 OPENING YEAR VOLUMES

| | | | | | | | |
|--|--|---------------|-----|-----|-----|---------------------|--------------|
| | | 0 (0) [23400] | | | | | |
| | | (0) | (0) | (0) | (0) | | |
| | | 0 | 0 | 0 | 0 | | |
| | | | | | | WB Goshen Rd | |
| | | | | | | Peds | 0 |
| | | | | | | ↔ | (0) |
| | | | | | | ↕ | (96) |
| | | | | | | ↔ | 41 |
| | | | | | | ↕ | (116) |
| | | | | | | ↔ | 0 |
| | | | | | | ↕ | (0) |
| | | | | | | ↔ | 67 |
| | | | | | | ↕ | [212] [3200] |
| | | | | | | EB Goshen Rd | |
| | | | | | | ↕ | 82 |
| | | | | | | ↕ | 866 |
| | | | | | | ↕ | 71 |
| | | | | | | ↕ | 0 |
| | | | | | | ↕ | (241) |
| | | | | | | ↕ | (1880) |
| | | | | | | ↕ | (22) |
| | | | | | | ↕ | (0) |
| | | | | | | NB SR 21 NB | |
| | | | | | | 1019 (2143) [21400] | |

2023 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 21 NB: 79%
 Goshen Rd: 21%

| | | | | | | | |
|--|--|---------------|-----|-----|-----|--------------------|--------|
| | | 0 (0) [18800] | | | | | |
| | | (0) | (0) | (0) | (0) | | |
| | | 0 | 0 | 0 | 0 | | |
| | | | | | | WB Goshen Rd | |
| | | | | | | Peds | 0 |
| | | | | | | ↔ | (0) |
| | | | | | | ↕ | (77) |
| | | | | | | ↔ | 33 |
| | | | | | | ↕ | (93) |
| | | | | | | ↔ | 0 |
| | | | | | | ↕ | (0) |
| | | | | | | ↔ | 54 |
| | | | | | | ↕ | [2600] |
| | | | | | | EB Goshen Rd | |
| | | | | | | ↕ | 66 |
| | | | | | | ↕ | 693 |
| | | | | | | ↕ | 57 |
| | | | | | | ↕ | 0 |
| | | | | | | ↕ | (193) |
| | | | | | | ↕ | (1505) |
| | | | | | | ↕ | (18) |
| | | | | | | ↕ | (0) |
| | | | | | | NB SR 21 NB | |
| | | | | | | 816 (1716) [17200] | |

PEAK HR % TRUCKS:

| | | | |
|----|-----|-----|----|
| EB | WB | NB | SB |
| 2% | 13% | 13% | 1% |

2043 DESIGN YEAR VOLUMES

| | | | | | | | |
|--|--|---------------|-----|-----|-----|---------------------|--------|
| | | 0 (0) [26100] | | | | | |
| | | (0) | (0) | (0) | (0) | | |
| | | 0 | 0 | 0 | 0 | | |
| | | | | | | WB Goshen Rd | |
| | | | | | | Peds | 0 |
| | | | | | | ↔ | (0) |
| | | | | | | ↕ | (107) |
| | | | | | | ↔ | 46 |
| | | | | | | ↕ | (130) |
| | | | | | | ↔ | 0 |
| | | | | | | ↕ | (0) |
| | | | | | | ↔ | 75 |
| | | | | | | ↕ | [3600] |
| | | | | | | EB Goshen Rd | |
| | | | | | | ↕ | 92 |
| | | | | | | ↕ | 965 |
| | | | | | | ↕ | 79 |
| | | | | | | ↕ | 0 |
| | | | | | | ↕ | (269) |
| | | | | | | ↕ | (2097) |
| | | | | | | ↕ | (25) |
| | | | | | | ↕ | (0) |
| | | | | | | NB SR 21 NB | |
| | | | | | | 1136 (2391) [23900] | |

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the **"Waiver"** tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1 Screening Decision Record: Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2 Alternative Selection Decision Record: Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

| | | | | | | | | | |
|--|--|--|-----|----|-----|-----|-----|-----|--|
| GDOT PI # | N/A | <p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p>1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety performance in operations (congestion, delay, reliability, etc.)? 4. Does alternative appear feasible given the site characteristics, constraints & location context? 5. Does alternative appear feasible with respect to other project factors? 6. Overall feasible alternative (select alternative for further evaluation in Stage 2)?</p> | | | | | | | |
| Project Location: | SR 21 NB @ Goshen Rd | | | | | | | | |
| Existing Control: | Conventional (All-Way Stop) | | | | | | | | |
| Prepared by: | Patrick McArdle | | | | | | | | |
| Date: | 3/28/2023 | <p>7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?</p> <p>Screening Decision Justification:</p> | | | | | | | |
| <p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p> | | | | | | | | | |
| <p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p> | | | | | | | | | |
| Unsignalized Intersections | Conventional (Minor Stop) | No | No | No | No | No | No | No | Not Appropriate |
| | Conventional (All-Way Stop) | No | No | No | No | No | No | No | Not Appropriate |
| | Mini Roundabout | No | No | No | No | No | No | No | Not Appropriate |
| | Single Lane Roundabout | No | No | No | No | No | No | No | Not Appropriate |
| | Multilane Roundabout | No | No | No | No | No | No | No | Not Appropriate |
| | RCUT (stop control) | No | No | No | No | No | No | No | Not Appropriate |
| | RIRO w/down stream U-Turn | No | No | No | No | No | No | No | Not Appropriate |
| | High-T (unsignalized) | No | No | No | No | No | No | No | Not Appropriate |
| | Offset-T Intersections | No | No | No | No | No | No | No | Not Appropriate |
| | Diamond Interch (Stop Control) | No | No | No | No | No | No | No | Not Appropriate |
| | Diamond Interch (RAB Control) | No | No | No | No | No | No | No | Not Appropriate |
| | No LT Lane Improvements No RT Lane Improvements | No | No | No | No | No | No | No | Not Appropriate |
| | Other unsignalized (provide description): | No | No | No | No | No | No | No | N/A |
| Signalized Intersections | Traffic Signal | No | No | No | Yes | No | No | No | Existing Conditions |
| | Median U-Turn (Indirect Left) | No | Yes | No | Yes | No | No | No | Not appropriate for intersection scale and volume |
| | RCUT (signalized) | No | Yes | No | Yes | No | No | No | No appropriate location identified for downstream u turns (1-way pair) |
| | Displaced Left Turn (CFI) | No | Yes | No | Yes | No | No | No | Not appropriate for intersection scale and volume |
| | Continuous Green-T | No | No | No | No | No | No | No | Not appropriate for intersection scale and volume |
| | Jughandle | No | Yes | No | Yes | No | No | No | Not appropriate for intersection scale and volume |
| | Quadrant Roadway | No | Yes | No | Yes | No | No | No | Not appropriate for intersection scale and volume |
| | Diamond Interch (Signal Control) | No | No | No | No | No | No | No | Not an interchange |
| | Diverging Diamond | No | No | No | No | No | No | No | Not an interchange |
| | Single Point Interchange | No | No | No | No | No | No | No | Not an interchange |
| | No LT Lane Improvements No RT Lane Improvements | Yes | Yes | No | Yes | Yes | Yes | Yes | Preferred Alternative |
| Other Signalized (provide description): | No | No | No | No | No | No | No | N/A | |



GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.22 | Revised 5/6/2022

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
 - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
 - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
 - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
 - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:
 Location: SR 21 NB @ Goshen Rd
 County: Effingham
 GDOT District: 5 - Jesup
 Area Type: Suburb/Transition
 Existing Intersection Control: Conventional (All-Way Stop)

GDOT PI # (or N/A): N/A
 Requested By: POND
 Prepared By: Patrick McArdle
 Date: 3/28/2023
 Waiver Request Type: Add/Extend Turn Lane

Traffic and Operations Data:^{1,2}

| | | |
|--|-----------------------|----------|
| Intersection meets signal/AWS warrants? | Meets Signal Warrants | |
| Traffic Analysis Type: | Intersection Delay | |
| Existing Major Street Avg Daily Traffic (ADT): | 18,800 | |
| Existing Minor Street Avg Daily Traffic (ADT): | 6,500 | |
| Analysis Period: | AM Peak | PM Peak |
| 2028 Opening Yr Peak Hour Intersection Delay: | 14.5 sec | 35.2 sec |
| 2028 Opening Yr Peak Hour Intersection V/C: | 0.74 | 0.97 |
| 2043 Design Yr Peak Hour Intersection Delay: | 17.0 sec | 56.2 sec |
| 2043 Design Yr Peak Hour Intersection V/C: | 0.79 | 1.38 |

| Crash Data (Required): ³ | | | | | | |
|---|----------------|----------|----------|----------|-----------|-----------|
| Crash Type | Crash Severity | | | | | Years: |
| | K* | A* | B* | C* | O | |
| Crash Data: Enter most recent 5 years of crash data | | | | | | 5 |
| Angle | 0 | 0 | 0 | 2 | 3 | 17% |
| Head-On | 0 | 0 | 0 | 0 | 0 | 0% |
| Rear End | 0 | 0 | 1 | 1 | 18 | 69% |
| Sideswipe - same | 0 | 0 | 0 | 0 | 3 | 10% |
| Sideswipe - opposite | 0 | 0 | 0 | 0 | 0 | 0% |
| Not Collision w/Motor Veh | 0 | 0 | 0 | 0 | 1 | 3% |
| TOTALS: | 0 | 0 | 1 | 3 | 25 | 29 |

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): The addition of turn lanes along Goshen Rd at this intersection leads to a significant reduction of delay as well as a reduction in crash risk.

Proposed Intersection Control: Add Turn Ln/Median (Signal)

REQUESTED BY: Serah Mungai Date: 4/7/2023

Title: Transportation Engineer

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

¹ Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2

² ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.

³ Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)

Staff Report

Subject: Ordinance Amendment
Author: Chelsie Fernald, Planner II
Department: Development Services
Meeting Date: August 1, 2023
Item Description: Consideration of an amendment to the Code of Ordinances **Part II – Official Code: Chapter 14 – Building and Building Regulations – Articles II – Construction Codes, Division 2 – Administration and Enforcement, Section 14-56**, to clarify site plan requirements for issuance of permits.

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request of an amendment to the Code of Ordinances **Part II – Official Code: Chapter 14 – Building and Building Regulations – Articles II – Construction Codes, Division 2 – Administration and Enforcement, Section 14-56**, to clarify site plan requirements for issuance of permits.

Executive Summary/Background

- While current operating procedure within Development Services requires zoning review and approval of a site plan for issuance of a building permit for any structure, the existing ordinance is unclear regarding both administrative responsibility, and criteria, for site plans.
- Site plan review for issuance of a building permit is a clear function of zoning due the need of technical analysis of land use.
- Specific criteria for site plans is necessary to establish a universal standard of quality control, and to create detailed historic information of individual properties.
- The insertion of a visual aid clarifies criteria and assists the public’s understanding of submittal requirements.
- At the July 11, 2023 Planning Board meeting, Ryan Thompson made a motion to approve, with the additional amendment that the terms “site drawing” and “site plan” be changed to “plot plan”, plot plan being a more universally recognized term.
- The motion was seconded by Alan Zipperer, and carried unanimously.

Alternatives

1. **Approve** the request of an amendment to the Code of Ordinances **Part II – Official Code: Chapter 14 – Building and Building Regulations – Articles II – Construction Codes, Division 2 – Administration and Enforcement, Section 14-56**
2. **Deny** the request of an amendment to the Code of Ordinances **Part II – Official Code: Chapter 14 – Building and Building Regulations – Articles II – Construction Codes, Division 2 – Administration and Enforcement, Section 14-56**.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Ordinance Amendment

STATE OF GEORGIA
EFFINGHAM COUNTY

AMENDMENT TO ARTICLE II, SECTION 14-56(k)
OF THE EFFINGHAM COUNTY CODE OF ORDINANCES

AN ORDINANCE TO AMEND ARTICLE II, SECTION 14-56(k). OF THE EFFINGHAM COUNTY ZONING ORDINANCE AND TO REPEAL ALL OTHER ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED by the Effingham County Board of Commissioners in regular meeting assembled and pursuant to lawful authority thereof:

Sec. 14-56. Permits.

- (a) *When required.* Any owner, authorized agent, or contractor who desires to construct, enlarge, alter, repair, move, demolish, or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert, or replace any electrical, gas, mechanical, or plumbing system, the installation of which is regulated by the technical codes adopted in section 14-36, or to cause any such work to do done, shall first make application to the building official and obtain the required permit for the work. Permits shall not be required for the following mechanical work:
- (1) Any portable heating appliance.
 - (2) Any portable ventilation equipment.
 - (3) Any portable cooling unit.
 - (4) Any steam, hot, or chilled water piping within any heating or cooling equipment regulated by this article.
 - (5) Replacement of any part which does not alter its approval or make it unsafe.
 - (6) Any portable evaporative cooler.
 - (7) Any self-contained refrigeration system containing ten pounds (4.54 kg) or less of refrigerant and actuated by motors of one horsepower (746 W) or less.
- (b) *Temporary structures.* A special building permit for a limited time shall be obtained before the erection of temporary structures, such as construction sheds, seats, canopies, tents, and fences used in construction work, or for temporary purposes such as reviewing stands. Such structures shall be completely removed upon the expiration of the time limit stated in the permit.
- (c) *Work authorized.* A building, electrical, gas, mechanical, or plumbing permit shall carry with it the right to construct or install the work, provided such construction or installation is shown on the drawings and set forth in the specifications filed with the application for the permit. Where these are not shown on the drawings and covered by the specifications submitted with the application, separate permits shall be required.
- (d) *Minor repairs.* Ordinary minor repairs may be made with the approval of the building official without a permit, provided that such repairs shall not violate any of the provisions of the technical codes adopted in section 14-36.
- (e) *Application; information required.* Each application for a permit, with the required fee, shall be filed with the building official on a form furnished for that purpose and shall contain a general description of the proposed work and its location. The application shall be signed by the owner, or his authorized agent. The building permit application shall indicate the proposed occupancy of all parts of the building and of that portion of the site or lot, if any, not covered by the building or structure, and shall contain such other information as may be required by the building official.
- (f) *Time limitations.* An application for a permit for any proposed work shall be deemed to have been abandoned six months after the date of filing for the permit, unless before then a permit has been issued. One or more extensions

of time for periods of not more than 90 days each may be allowed by the building official for the application, provided the extension is requested in writing and justifiable cause is demonstrated.

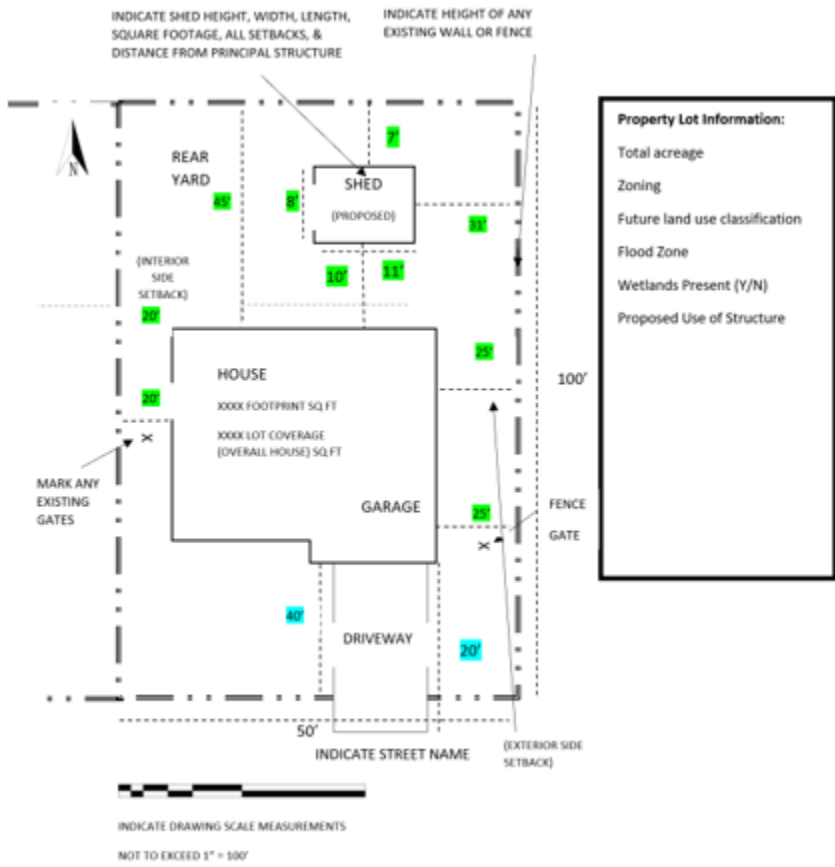
Building(s) that are or have been foreclosed on and/or permits that have been inactive for more than 12 months:

- (1) Resubmit the subcontractor information.
 - (2) Seventy-five percent of the original fee will be required if the house has not been dried in.
 - (3) Fifty percent of the original fee will be required if the rough-in inspection has not been completed.
 - (4) Twenty-five percent of the original fee will be required if only a final inspection is needed.
- (g) *Drawings and specifications.* When required by the building official, two or more copies of specifications, and of drawings drawn to scale with sufficient clarity and detail to indicate the nature and character of the work, shall accompany the application for a permit. Such drawings and specifications shall contain information, in the form of notes or otherwise, as to the quality of materials, where quality is essential to conformity with the technical codes adopted in section 14-36. Such information shall be specific, and the technical codes shall not be cited as a whole or in part, nor shall the term "legal" or its equivalent be used as a substitute for specific information. All information, drawings, specifications, and accompanying data shall bear the name and signature of the person responsible for the design.
- (h) *Additional data.* The building official may require details, computations, stress diagrams, and other data necessary to describe the construction or installation and the basis of calculations. All drawings, specifications, and accompanying data required by the building official to be prepared by an architect or engineer shall be affixed with their official seal.
- (i) *Design professional.* The design professional shall be an architect or engineer legally registered under the laws of this state regulating the practice of architecture or engineering and shall affix his official seal to such drawings, specifications, and accompanying data, for the following:
- (1) All group A, E, and I occupancies.
 - (2) Buildings and structures three stories or more high.
 - (3) Buildings and structures 5,000 square feet (465 m²) or more in area. For all other buildings and structures, the submittal shall bear the certification of the applicant that some specific state law exception permits its preparation by a person not so registered.

Exception: Group R3 buildings, regardless of size, shall require neither a registered architect or engineer, nor certification that an architect or engineer is not required.

- (j) *Structural and fire resistance integrity.* Plans for all buildings shall indicate how required structural and fire resistance integrity will be maintained where a penetration of a required fire resistant wall, floor, or partition will be made for electrical, gas, mechanical, plumbing, and communication conduits, pipes, and systems, and also indicate in sufficient detail how the fire integrity will be maintained where required fire resistant floors intersect the exterior walls.
- (k) ~~Site drawings~~ **Plot plans.** Each permit application submitted for the erection of, or addition to, a structure shall require the approval of a plot plan. ~~Drawings~~ **Plot plans** shall show the location of the proposed building or structure, giving accurate measured distance from the structure to each property line and any existing structures or buildings. **The Zoning Administrator, or designee, shall review the plot plan for appropriate land use and development conformity of the site.** ~~and of every existing building or structure on the site or lot.~~ The building official may require a boundary line survey prepared by a qualified surveyor.

Example plot plan:



- (l) **Hazardous occupancies.** The building official may require the following:
 - (1) **General site plan.** A general site plan drawn at a legible scale which shall include, but not be limited to, the location of all buildings, exterior storage facilities, permanent accessways, evacuation routes, parking lots, internal roads, chemical loading areas, equipment cleaning areas, storm and sanitary sewer accesses, emergency equipment, and adjacent property uses. The exterior storage areas shall be identified with the hazard classes and the maximum quantities per hazard class of hazardous materials stored.
 - (2) **Building floor plan.** A building floor plan drawn to a legible scale which shall include, but not be limited to, all hazardous materials storage facilities within the building, and shall indicate rooms, doorways, corridors, exits, fire-rated assemblies with their hourly rating, location of liquidtight rooms, and evacuation routes. Each hazardous materials storage facility shall be identified on the plan with the classes and quantity range per hazard class of the hazardous materials stored.
- (m) **Examination of documents.**
 - (1) **Plan review.** The building official shall examine or cause to be examined each application for a permit and the accompanying documents, consisting of drawings, specifications, computations, and additional data, and shall ascertain by such examinations whether the construction indicated and described is in accordance with the requirements of the technical codes adopted in section 14-36 and all other pertinent laws or ordinances.
 - (2) **Affidavits.** The building official may accept a sworn affidavit from a registered architect or engineer stating that the plans submitted conform to the technical codes adopted in section 14-36. For buildings and structures, the affidavit shall state that the plans conform to the laws as to egress, type of construction, and general arrangement and, if accompanied by drawings, show the structural design and that the plans and design conform to the requirements of the technical codes as to strength, strains, loads, and stability. The building official may without any examination or inspection accept such affidavit, provided the architect or engineer who made such affidavit agrees to submit to the building official copies of inspection reports as inspections are performed and upon completion of the structure, electrical, gas, mechanical, or plumbing systems a

certification that the structure, electrical, gas, mechanical, or plumbing system has been erected in accordance with the requirements of the technical codes. Where the building official relies upon such affidavit, the architect or engineer shall assume full responsibility for the compliance with all provisions of the technical codes and other pertinent laws or ordinances.

- (n) *Issuing permits.* The building official shall act upon an application for a permit without unreasonable or unnecessary delay. If the building official is satisfied that the work described in an application for a permit and the contract documents filed therewith conform to the requirements of the technical codes adopted in section 14-36 and other pertinent laws and ordinances, he shall issue a permit to the applicant.
- (o) *Refusal to issue permit.* If the application for a permit and the accompanying contract documents describing the work do not conform to the requirements of the technical codes or other pertinent laws or ordinances, the building official shall not issue a permit, but shall return the contract documents to the applicant with his refusal to issue such permit. Such refusal shall, when requested, be in writing and shall contain the reason for refusal.
- (p) *Special foundation permit.* When application for permit to erect or enlarge a building has been filed and pending issuance of such permit, the building official may, at his discretion, issue a special permit for the foundation only. The holder of such a special permit is proceeding at his own risk and without assurance that a permit for the remainder of the work will be granted, nor that corrections will not be required in order to meet provisions of the technical codes adopted in section 14-36.
- (q) *Public right-of-way.* A permit shall not be given by the building official for the construction of any building, or for the alteration of any building where such building is to be changed and such change will affect the exterior walls, bays, balconies, or other appendages or projections fronting on any street, alley, or public lane, or for the placing on any lot or premises of any building or structure removed from another lot or premises, unless the applicant has made application at the office of the director of public works for the lines of the public street on which he proposes to build, erect, or locate such building. It shall be the duty of the building official to see that the street lines are not encroached upon except as provided for in chapter 32 of the Standard Building Code.
- (r) *Contractor's responsibilities.* It shall be the duty of every contractor who shall make contracts for the installation or repairs of building, structure, electrical, gas, mechanical, or plumbing systems for which a permit is required to comply with state or local rules and regulations concerning licensing which the applicable governing authority may have adopted.
- (s) *Conditions of the permit.*
 - (1) *Permit intent.* A permit issued shall be construed to be a license to proceed with the work and not as authority to violate, cancel, alter, or set aside any of the provisions of the technical codes adopted in section 14-36, nor shall issuance of a permit prevent the building official from thereafter requiring a correction of errors in plans, construction, or violations of this article. Every permit issued shall become invalid unless the work authorized by such permit is commenced within six months after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of six months after the time the work is commenced. One or more extensions of time, for periods not more than 90 days each, may be allowed for the permit. The extension shall be requested in writing and justifiable cause demonstrated. Extensions shall be in writing by the building official.
 - (2) *Issued on basis of affidavit.* Whenever a permit is issued in reliance upon an affidavit or whenever the work to be covered by a permit involves installation under conditions which, in the opinion of the building official, are hazardous or complex, the building official shall require that the architect or engineer who signed the affidavit or prepared the drawings or computations shall supervise such work. In addition, they shall be responsible for conformity with the permit, provide copies of inspection reports as inspections are performed, and upon completion make and file with the building official written affidavit that the work has been done in conformity with the reviewed plans and with the structural provisions of the technical codes. If such architect or engineer is not available, the owner shall employ in his stead a competent person or agency whose qualifications are reviewed by the building official.
- (t) *Plans.* When the building official issues a permit, he shall endorse, in writing or by stamp, both sets of plans "reviewed for code compliance." One set of drawings so reviewed shall be retained by the building official and the

other set shall be returned to the applicant. The permit drawings shall be kept at the site of work and shall be open to inspection by the building official or his authorized representative.

(u) Fees.

- (1) *Prescribed fees.* A permit shall not be issued until the fees prescribed in section 8.5 of the county's zoning ordinance in appendix C of this Code have been paid, nor shall an amendment to a permit be released until the additional fee, if any, due to an increase in the estimated cost of the building, structure, electrical, plumbing, mechanical, or gas system, has been paid.
- (2) *Work commencing before permit issuance.* Any person who commences any work on a building, structure, electrical, gas, mechanical, or plumbing system before obtaining the necessary permits shall be subject to a penalty of 100 percent of the usual permit fee in addition to the required permit fees.
- (3) *Accounting.* The building official shall keep a permanent and accurate accounting of all permit fees and other monies collected, the names of all persons upon whose account such fees were along with the date and amount thereof.
- (4) *Schedule of permit fees.* On all buildings, structures, electrical, plumbing, mechanical, and gas systems or alterations requiring a permit, a fee for each permit shall be paid as required at the time of filing application, in accordance with the schedule as established by the applicable governing authority. See the applicable appendix in the technical codes adopted in section 14-36 for suggested fee schedules.

- (v) *Building permit valuations.* If, in the opinion of the building official, the valuation of building, alteration, structure, electrical, gas, mechanical, or plumbing systems appears to be underestimated on the application, the permit shall be denied, unless the applicant can show detailed estimates to meet the approval of the building official. Permit valuations shall include total cost, such as electrical, gas, mechanical, plumbing equipment, and other systems including materials and labor.

(Ord. of 11-21-97; Ord. of 9-15-09)

All ordinances or parts of ordinances in conflict herewith are hereby repealed.

This ___ day of _____ 20__.

BOARD OF COMMISSIONERS,
EFFINGHAM COUNTY, GEORGIA

FIRST READING: _____

BY: _____
CHAIRMAN

SECOND READING: _____

ATTEST:

STEPHANIE JOHNSON
EFFINGHAM COUNTY CLERK

Staff Report

Subject: GITC Commercial Final Plat (Second District)
Author: Chelsie Fernald, Planner II
Department: Development Services
Meeting Date: August 1, 2023
Item Description: Consideration to approve a Final Plat for GITC Commercial, a seven-lot subdivision on Commerce Avenue. **Map # 466D Parcel # 4**

Summary Recommendation

Staff has reviewed the final plat and recommend approval.

Executive Summary/Background

- At the May 15, 2018 Board of Commissioners Meeting, the board approved a text amendment that allowed this specific parcel to be Highway Commercial.
- Commerce Avenue is a private 60' right-of-way
- Staff reviewed the final plat and checklist. All documents are in order, and consistent with zoning and the PD masterplan approved previously.

Alternatives

1. **Approve** the final plat for GITC Commercial.
2. **Take no action**

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Final Plat for GITC Commercial

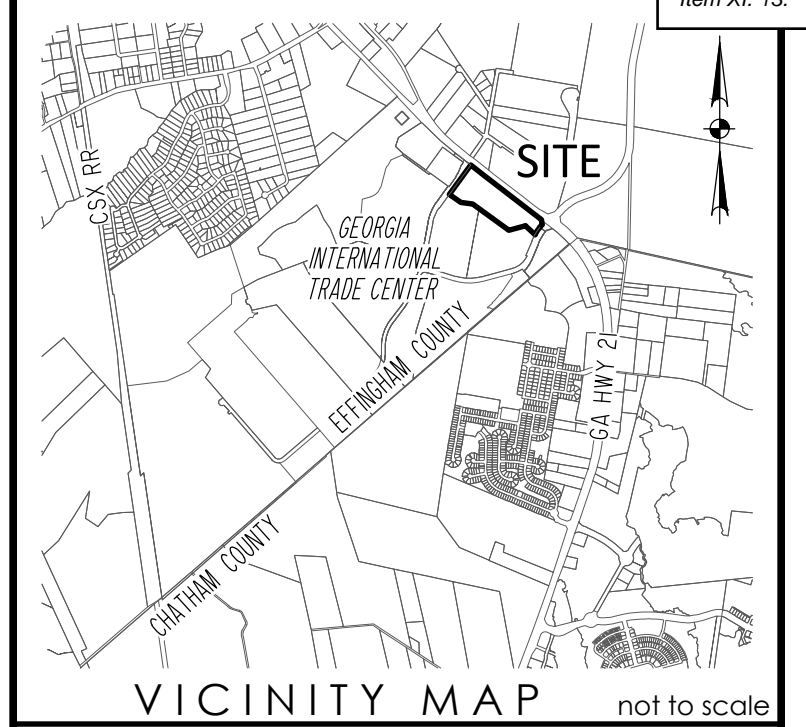
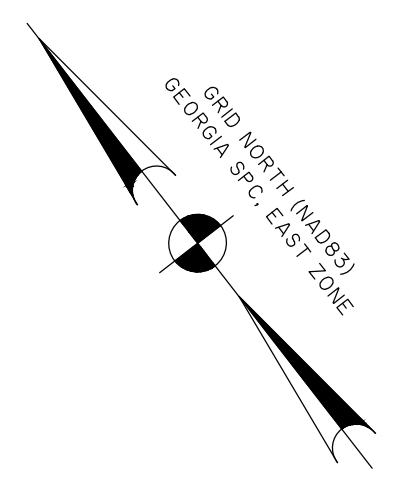
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THIS SPACE RESERVED FOR THE
CLERK OF SUPERIOR COURT

| CURVE TABLE | | | | | |
|-------------|----------|---------|---------------|-----------|-----------|
| CURVE | RADIUS | LENGTH | CH BEARING | CH LENGTH | DELTA |
| C1 | 1225.00' | 67.48' | N 39°38'39" E | 67.47' | 3°09'23" |
| C2 | 1225.00' | 187.92' | S 33°40'16" W | 187.73' | 8°47'21" |
| C3 | 230.00' | 157.85' | S 32°44'53" E | 154.77' | 39°19'19" |
| C4 | 230.00' | 24.33' | S 10°03'26" E | 24.32' | 6°03'37" |
| C5 | 170.00' | 136.12' | S 29°57'54" E | 132.51' | 45°52'34" |
| C6 | 95.00' | 148.07' | N 82°26'40" E | 133.53' | 89°18'18" |
| C7 | 71.00' | 111.53' | S 07°12'37" E | 100.41' | 90°00'15" |
| C8 | 270.00' | 52.14' | S 57°44'41" E | 52.06' | 11°03'53" |
| C9 | 385.00' | 89.21' | S 56°38'20" E | 89.01' | 13°16'34" |
| C10 | 385.00' | 23.70' | S 48°14'15" E | 23.70' | 3°31'38" |
| C11 | 1225.00' | 61.54' | S 30°42'57" W | 61.53' | 2°52'42" |
| C12 | 1225.00' | 126.38' | S 35°06'37" W | 126.32' | 5°54'40" |
| C13 | 325.00' | 95.31' | N 54°52'34" W | 94.96' | 16°48'07" |
| C14 | 330.00' | 63.73' | N 57°44'41" W | 63.63' | 11°03'53" |
| C15 | 71.00' | 85.01' | N 86°30'40" W | 80.02' | 68°35'52" |
| C16 | 155.00' | 40.14' | S 66°36'33" W | 40.03' | 14°50'17" |
| C17 | 155.00' | 143.56' | N 79°26'15" W | 138.49' | 53°04'08" |
| C18 | 230.00' | 148.69' | N 34°22'58" W | 146.11' | 37°02'25" |
| C19 | 230.00' | 35.47' | N 11°26'41" W | 35.43' | 8°50'09" |
| C20 | 170.00' | 134.65' | N 29°43'05" W | 131.16' | 45°22'56" |

| LINE TABLE | | |
|------------|---------------|---------|
| LINE | BEARING | LENGTH |
| L1 | S 08°13'35" E | 103.37' |
| L2 | N 36°10'36" E | 60.02' |
| L3 | S 52°26'51" E | 145.05' |
| L4 | S 52°24'33" E | 110.61' |
| L5 | S 52°54'11" E | 206.26' |
| L6 | S 52°54'11" E | 213.38' |
| L7 | S 52°12'44" E | 179.01' |
| L8 | S 52°12'44" E | 58.97' |
| L9 | S 63°16'37" E | 82.00' |
| L10 | S 46°28'26" E | 263.99' |
| L11 | N 46°28'30" W | 2.01' |
| L12 | N 63°16'37" W | 82.00' |
| L13 | N 52°12'44" W | 58.97' |
| L14 | N 52°12'44" W | 194.60' |
| L15 | N 52°54'11" W | 214.11' |
| L16 | N 52°54'11" W | 205.54' |
| L17 | N 52°24'33" W | 110.57' |
| L18 | N 52°26'51" W | 143.61' |

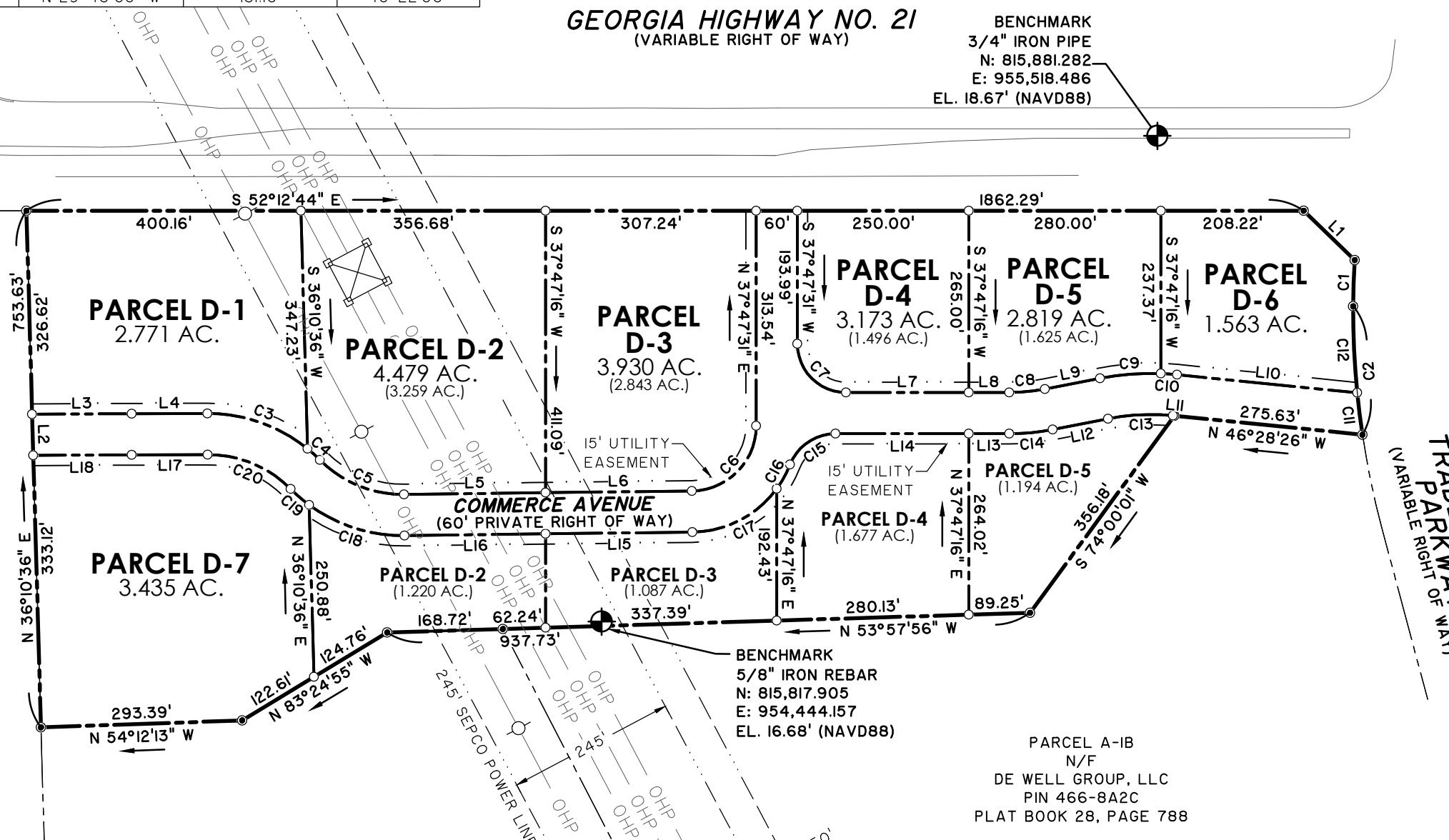
- LEGEND**
- BENCHMARK
 - COMPUTED POINT (NO MONUMENT)
 - IRON PIPE (FOUND)
 - IRON PIPE (SET)
 - IRON REBAR (FOUND)
 - IRON REBAR (SET)



GEORGIA HIGHWAY NO. 21
(VARIABLE RIGHT OF WAY)

BENCHMARK
3/4" IRON PIPE
N: 815,881,282
E: 955,518,486
EL. 18.67' (NAVD88)

BENCHMARK
5/8" IRON REBAR
N: 817,136,087
E: 953,896,436
EL. 21.13' (NAVD88)



N/F
VERIZON WIRELESS
OF THE EAST, LP
PIN 04660009
DB 893, PG 258

PARCEL 2A-1
N/F
BBK GA TRADE CENTER, LLC
PIN 466-8A10
PLAT BOOK 28, PAGE 871

PARCEL A-1B
N/F
DE WELL GROUP, LLC
PIN 466-8A2C
PLAT BOOK 28, PAGE 788

PARCEL A-1A
N/F
LEX SAVANNAH 1004 TCP, LLC
PIN 466-8A2B
PLAT BOOK 28, PAGE 788

- NOTES**
- FIELD EQUIPMENT USED FOR THIS SURVEY: GEOMAX ZOOM90 R2
 - THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE RATIO OF 1 FOOT IN 57,000 FEET, AN ANGULAR ERROR OF 3" PER ANGLE POINT, AND WAS ADJUSTED USING THE COMPASS RULE METHOD.
 - ALL CORNERS MARKED WITH 1/2" IRON REBAR, 24" LONG WITH CAP STAMPED "T&H" UNLESS OTHERWISE NOTED.
 - THIS PLAT HAS A PRECISION OF ONE FOOT IN 713,826 FEET OR BETTER.
 - ELEVATIONS ARE BASED ON NAVD88, UNLESS OTHERWISE NOTED.
 - COORDINATES AND DIRECTIONS ARE BASED ON GEORGIA STATE PLANE COORDINATE SYSTEM (NAD83), EAST ZONE.
 - ACCORDING TO F.I.R.M. MAP NO. 13103C, PANEL 0380E, REVISED DECEMBER 21, 2017, THE PROPERTY SHOWN ON THIS PLAT LIES IN AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN IN ZONE X.
 - WETLANDS THAT MAY EXIST ON THE PROPERTY ARE UNDER THE JURISDICTION OF THE CORPS OF ENGINEERS AND/OR THE DEPARTMENT OF NATURAL RESOURCES. LOT OWNERS AND THE DEVELOPER ARE SUBJECT TO PENALTY BY LAW FOR DISTURBANCE TO THESE PROTECTED AREAS WITHOUT PROPER PERMIT AND APPROVAL.
 - THE POSITION OF UTILITIES SHOWN ON THIS DRAWING IS BASED UPON THE LOCATION OF SURFACE APPURTENANCES AND/OR SURFACE MARKINGS AND SHOULD BE CONSIDERED APPROXIMATE. THE EXACT LOCATION, SIZE, TYPE AND DEPTH OF UNDERGROUND UTILITIES SHOWN HEREON OR ANY OTHER UTILITIES THAT MAY EXIST, CAN ONLY BE DETERMINED VIA AN EXCAVATION OF THE UTILITY.
 - TAX MAP NUMBER: 466-8A04
PROPERTY OWNER: SFG CH MASTER DEVCO, LLC (PER TAX RECORDS)
TITLE REFERENCE: DEED BOOK 2770, PAGE 22
 - 3.240 ACRE COMMERCE AVENUE (PRIVATE 60' RIGHT OF WAY) AS SHOWN HEREON IS TO REMAIN PRIVATE UNTIL SUCH TIME AS THE ROAD INFRASTRUCTURE IS COMPLETE. UNTIL SUCH TIME SAID RIGHT OF WAY IS DEDICATED, AN ACCESS AND UTILITY EASEMENT IS HEREBY DEDICATED OVER AND UPON SAID PRIVATE RIGHT OF WAY FOR INTENDED USES.
 - WATER AND SEWER SERVICE TO BE PROVIDED BY EFFINGHAM COUNTY.
 - THE CERTIFICATION, AS SHOWN HEREON, IS PURELY A STATEMENT OF PROFESSIONAL OPINION BASED ON KNOWLEDGE, INFORMATION AND BELIEF, AND BASED ON EXISTING FIELD EVIDENCE AND DOCUMENTARY EVIDENCE AVAILABLE. THE CERTIFICATION IS NOT AN EXPRESSED OR IMPLIED WARRANTY OR GUARANTEE, WHERE A CONFLICT EXISTS BETWEEN THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND O.C.G.A. 15-6-67, THE REQUIREMENTS OF LAW PREVAIL.

- REFERENCES**
- A RECOMBINATION & SUBDIVISION OF EXLEY TRACT P.D.M.U., BEING 686.33 ACRES OF THE LANDS OF THOMAS L. EXLEY, PREPARED FOR CHESTERFIELD, LLC, SFI SAVANNAH COMMERCIAL, LLC, T&T EXLEY PROPERTIES, AND THOMAS L. EXLEY, BY THOMAS & HUTTON, DATED AUGUST 23, 2018, RECORDED IN PLAT BOOK 28, PAGE 379, EFFINGHAM COUNTY RECORDS.

ACREAGE TABLE

| | |
|--------------|---|
| PARCEL D-1 | 2.771 AC. |
| PARCEL D-2 | 4.479 AC. (3,259 AC.) (1,220 AC.) |
| PARCEL D-3 | 3.930 AC. (2,843 AC.) (1,087 AC.) |
| PARCEL D-4 | 3.173 AC. (1,496 AC.) (1,677 AC.) |
| PARCEL D-5 | 2.819 AC. (1,625 AC.) (1,194 AC.) |
| PARCEL D-6 | 1.563 AC. |
| PARCEL D-7 | 3.435 AC. |
| RIGHT OF WAY | 3.240 AC. |
| TOTAL | 25.410 AC. |

CERTIFICATE OF OWNERSHIP AND DEDICATION

IT IS HEREBY CERTIFIED THAT I AM THE OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I HEREBY DEDICATE THE PROPOSED 80' ACCESS AND UTILITY EASEMENT (SEE NOTE #11), FOR THE USES INTENDED.

(AS OWNER/AGENT) _____ DATE _____
SFG CH MASTER DEVCO, LLC

CERTIFICATE OF APPROVAL FOR RECORDING

THE SUBDIVISION PLAT KNOWN AS 'A SUBDIVISION OF PARCEL D COMMERCIAL TRACT, GEORGIA INTERNATIONAL TRADE CENTER' HAS BEEN FOUND TO COMPLY WITH THE EFFINGHAM COUNTY SUBDIVISION REGULATIONS AND WAS APPROVED BY THE EFFINGHAM COUNTY BOARD OF COMMISSIONERS FOR RECORDING IN THE OFFICE OF THE CLERK OF SUPERIOR COURT OF EFFINGHAM COUNTY, GEORGIA.

EFFINGHAM COUNTY BOARD OF COMMISSIONERS

CHAIRMAN _____ DATE _____

CLERK (WITNESS) _____ DATE _____

CERTIFICATE OF ACCURACY

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE, CORRECT, AND ACCURATE SURVEY AS REQUIRED BY EFFINGHAM COUNTY SUBDIVISION REGULATIONS, AND THAT MONUMENTS SHOWN HAVE BEEN LOCATED AND PLACED TO THE SPECIFICATIONS SET FORTH IN SAID REGULATIONS.

MATTHEW D. JONES
GA PLS #33338



A SUBDIVISION OF
PARCEL D
COMMERCIAL TRACT
GEORGIA INTERNATIONAL
TRADE CENTER

9TH G.M. DISTRICT,
EFFINGHAM COUNTY, GEORGIA

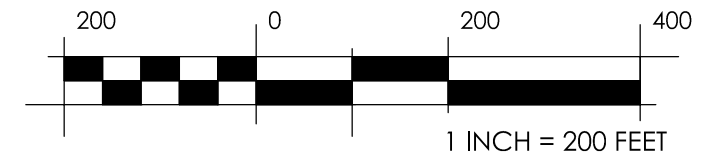
prepared for
SFG CH MASTER DEVCO, LLC

| No. | Revision | By | Date |
|-----|----------|----|------|
| | | | |



50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300

www.thomasandhutton.com



plat drawn reviewed field crew
07/27/2022 MDJ MDJ 04/28/2018 BJ
job 26838.0028 SHEET 1 OF 679

Staff Report

Subject: 2023 ACCG Policy Agenda Voting Delegate

Author: Stephanie Johnson, County Clerk

Department: Administration (Clerk's Office)

Meeting Date: August 1, 2023

Item Description: Consideration to approve a Form to appoint a voting delegate to participate in the ACCG 2022 Policy Agenda adoption

Summary Recommendation: Staff recommends approval of the appointment of one Commissioner to act as voting delegate.

Executive Summary/Background:

- The policy agenda is generally approved during the business session of the Legislative Leadership Conference.
- The Policy Agenda includes the guiding principles, policy objectives and legislative priorities for the 2023 legislative session. It guides ACCG's legislative action and allows ACCG members to speak with a unified voice for the counties in Georgia.
- Each County Commission appoints a voting delegate (commissioner or county staff) to cast their county's vote on matters coming before the business session.
- The voting delegate form must be completed and returned to ACCG no later than Friday, August 25, 2022.

Alternatives for Commission to Consider

1. Approval to appoint a board member as voting delegate.
2. Take no action.

Recommended Alternative: Staff recommends Alternative 1.

Other Alternatives: N/A

Department Review: Administration

Funding Source: No funding required.

Attachments:

1. Voting Delegate Form

MEMORANDUM

To: County Chairmen, Sole Commissioners and CEOs
Mayors of Consolidated Governments
c/o County Clerks, Managers or Administrators

From: Dave Wills, Executive Director

Date: 7/12/2023

Subject: Legislative Leadership Conference Business Session – Official

This is the official call for the business session at the ACCG Legislative Leadership Conference scheduled for Thursday, October 12th at the Jekyll Island Convention Center in Glynn County. The purpose of this session is to consider policies to be adopted by the membership and other business that may come before the body. Each county may appoint a voting delegate (*commissioner or county staff*) to cast its county's vote on matters coming before the business session.

In order for ACCG staff to conduct the voting process as smoothly as possible, we need the name of your county's delegate before the conference convenes. Credentials pickup will be announced once the conference agenda is finalized.

Please complete and return this page no later than Friday, August 25th. Send it to Tottianna Davis at tdavis@accg.org as a scanned email attachment or fax it to (678) 626-9642 to the attention of Tottianna Davis. Your prompt attention to this matter is greatly appreciated.

**2023 LEGISLATIVE LEADERSHIP CONFERENCE
VOTING DELEGATE**

Name

Title

County

Staff Report

Subject: Rezoning (Second District)
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **James R. Presnell** as Agent for **Donald & Clara Spayd** request to **rezone** 5.59 acre from **AR-1** to **AR-2** to allow for division of the property. Located at 638 Kolic Helmey Road. **[Map# 417 Parcel# 10]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 5.59 acre from **AR-1** to **AR-2** to allow for division of the property, with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts. AR-1 requires a minimum lot size of 5 acres. AR-2 allows lots of one acre or more.
- The applicant proposes to create a home site, approximately 1.37 acres in size, with 170' of frontage on Kolic Helmey Road.
- Surrounding property use is AR-1, AR-2, and R-1.
- Neither of the proposed lots will meet the 5-acre minimum threshold for the AR-1 zoning district, therefore, the entire 5.59 acres must be rezoned.
- At the July 11, 2023 Planning Board meeting, Alan Zipperer made a motion to approve, with the following condition:
 1. A minor subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
- The motion was seconded by Ryan Thompson, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** 5.59 acre from **AR-1** to **AR-2**, with the following condition:
 1. Minor subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
2. **Deny** the request to **rezone** 5.59 acre from **AR-1** to **AR-2**.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments:

1. Rezoning application and checklist
2. Ownership certificate/authorization
3. Plat
4. Aerial photograph
5. Deed

ATTACHMENT A – REZONING AMENDMENT APPLICATION

Application Date: 6-20-23

Applicant/Agent: JAMES R. PRESNELL

Applicant Email Address: IJIMREALTOR@GMAIL.COM

Phone # 912-661-3337

Applicant Mailing Address: 110 KENSINGTON CIRCLE

City: GUYTON State: GA Zip Code: 31312

Property Owner, if different from above: DONALD + CLARA SPAYD
Include Signed & Notarized Authorization of Property Owner

Owner's Email Address (if known): N/A

Phone # 912 663 3488

Owner's Mailing Address: 638 KOLIC HELMEY RD

City: GUYTON State: GA Zip Code: 31312

Property Location: 638 KOLIC HELMEY RD

Proposed Road Access: KOLIC HELMEY RD

Present Zoning of Property: AR-1 Proposed Zoning: AR-2

Tax Map-Parcel # 04170010 Total Acres: 5.59 Acres to be Rezoned: 5.59

Lot Characteristics: LEVEL - RESIDENTIAL

WATER

Private Well

Public Water System

If public, name of supplier: _____

SEWER

Private Septic System

Public Sewer System

Justification for Rezoning Amendment: FAMILY - DIVISION allow for division

List the zoning of the other property in the vicinity of the property you wish to rezone:

North AR-1 South R-1 East AR-1 West AR-1
NON conforming NON conforming NON conforming

1. Describe the current use of the property you wish to rezone.

RESIDENTIAL

2. Does the property you wish to rezone have a reasonable economic use as it is currently zoned?

YES RESIDENTIAL

3. Describe the use that you propose to make of the land after rezoning.

RESIDENTIAL

4. Describe the uses of the other property in the vicinity of the property you wish to rezone?

RESIDENTIAL

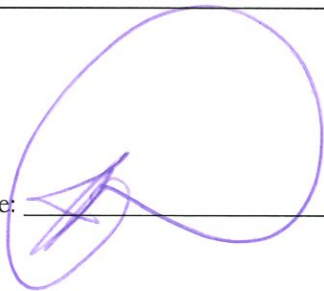
5. Describe how your rezoning proposal will allow a use that is suitable in view of the uses and development of adjacent and nearby property?

RESIDENTIAL

6. Will the proposed zoning change result in a use of the property, which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

NO - RESIDENTIAL

Applicant Signature:



Date

6-20-23

PROPOSED

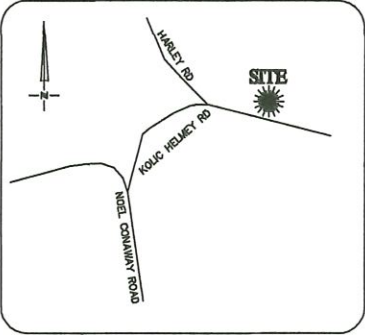
THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT

1. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITH ZERO ERROR
2. EQUIPMENT USED: TOPCON DS SERIES
TOPCON FC8000 DATA COLLECTOR
3. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE SEARCH.

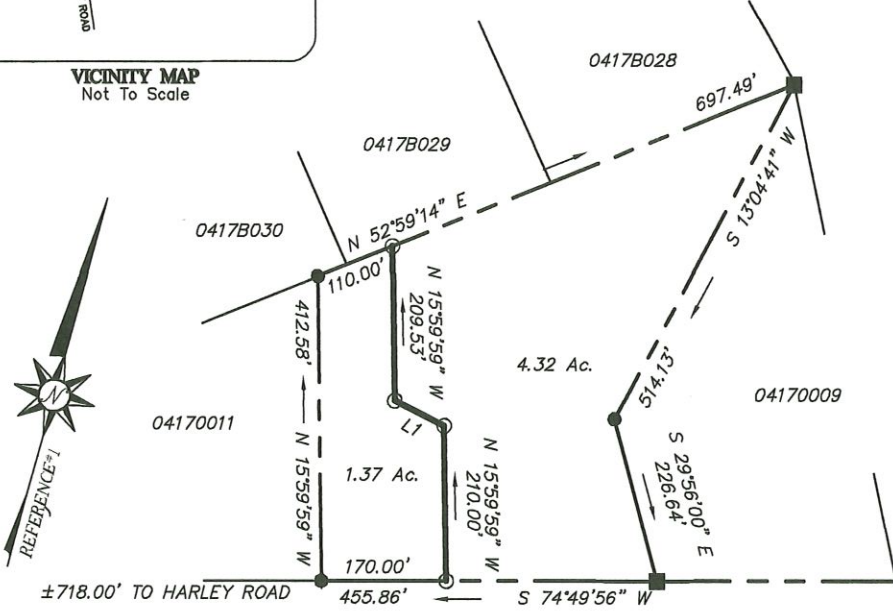
This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.



Robert L. Arrington
GA RLS 3245
DATE 02/15/2023

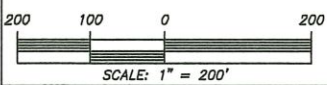


VICINITY MAP
Not To Scale



KOLIC HELMEY ROAD
(100' COUNTY MAINTAINED)

- PLAT REFERENCE:
1. PLAT BOOK 17, PAGE 195.
 2. PLAT BOOK 9, AT PAGE 49.
 3. PLAT BOOK 25, AT PAGE 102.
 4. PLAT BOOK 4, AT PAGE 83.



| LINE | BEARING | DISTANCE |
|------|---------------|----------|
| L1 | N 78°33'06" W | 75.83' |

FLOOD NOTE:
THIS PROPERTY APPEARS TO BE LOCATED IN FLOOD ZONE 'X' PER F.E.M.A. FLOOD INSURANCE RATE MAP. SEE COMMUNITY MAP 13103C0360E NOT A SPECIAL FLOOD HAZARD AREA. MAP EFFECTIVE: MARCH 16, 2015.

RLA ASSOCIATES, PA
785 KING GEORGE BLVD, SUITE 203
SAVANNAH, GA 31419
PHONE (843) 247-0996
FAX (843) 261-9092

PREPARED FOR: JAMES AND CINDY PRESNELL

**SUBDIVISION OF 5.69 ACRES,
KNOWN AS
PID 04170010**

638 КОИС HEIMEY KA



© All EagleView Technology, C

Item XV. 1.

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL

DISAPPROVAL _____

Of the rezoning request by applicant **James R. Presnell as Agent for Donald & Clara Spayd – (Map # 417 Parcel # 10)** from AR-1 to AR-2 zoning.

- Yes No? 1. Is this proposal inconsistent with the county’s master plan?
- Yes No? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?
- Yes No? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No? 7. Are nearby residents opposed to the proposed zoning change?
- Yes No? 8. Do other conditions affect the property so as to support a decision against the proposal?

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

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CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL ✓ DISAPPROVAL _____

Of the rezoning request by applicant **James R. Presnell as Agent for Donald & Clara Spayd – (Map # 417 Parcel # 10)** from **AR-1** to **AR-2** zoning.

- Yes No? 1. Is this proposal inconsistent with the county’s master plan?
- Yes No? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
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- Yes No? 7. Are nearby residents opposed to the proposed zoning change?
- Yes No? 8. Do other conditions affect the property so as to support a decision against the proposal?

DB

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL DISAPPROVAL

Of the rezoning request by applicant **James R. Presnell as Agent for Donald & Clara Spayd – (Map # 417 Parcel # 10)** from AR-1 to AR-2 zoning.

- Yes 1. Is this proposal inconsistent with the county’s master plan?
- Yes 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?
- Yes 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes 7. Are nearby residents opposed to the proposed zoning change?
- Yes 8. Do other conditions affect the property so as to support a decision against the proposal?

BLS. / 7/11/23

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL ✓

DISAPPROVAL _____

Of the rezoning request by applicant **James R. Presnell as Agent for Donald & Clara Spayd – (Map # 417 Parcel # 10)** from AR-1 to AR-2 zoning.

Yes No? 1. Is this proposal inconsistent with the county’s master plan?

Yes No? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?

Yes No? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?

Yes No? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?

Yes No? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?

Yes No? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?

Yes No? 7. Are nearby residents opposed to the proposed zoning change?

Yes No? 8. Do other conditions affect the property so as to support a decision against the proposal?

Staff Report

Subject: 2nd Reading – Zoning Map Amendment
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **James R. Presnell** as Agent for **Donald & Clara Spayd** request to **rezone** 5.59 acre from **AR-1** to **AR-2** to allow for division of the property. Located at 638 Kolic Helmey Road. **[Map# 417 Parcel# 10]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 5.59 acre from **AR-1** to **AR-2** to allow for division of the property, with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts. AR-1 requires a minimum lot size of 5 acres. AR-2 allows lots of one acre or more.
- The applicant proposes to create a home site, approximately 1.37 acres in size, with 170' of frontage on Kolic Helmey Road.
- Surrounding property use is AR-1, AR-2, and R-1.
- Neither of the proposed lots will meet the 5-acre minimum threshold for the AR-1 zoning district, therefore, the entire 5.59 acres must be rezoned.
- At the July 11, 2023 Planning Board meeting, Alan Zipperer made a motion to approve, with the following condition:
 1. A minor subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
- The motion was seconded by Ryan Thompson, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** 5.59 acre from **AR-1** to **AR-2**, with the following condition:
 1. Minor subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
2. **Deny** the request to **rezone** 5.59 acre from **AR-1** to **AR-2**.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Zoning Map Amendment

**STATE OF GEORGIA
EFFINGHAM COUNTY**

AN AMENDMENT TO THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.
417-10

AN ORDINANCE TO AMEND THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.
417-10

AND TO REPEAL ALL OTHER ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED by the Effingham County Board of Commissioners in regular meeting assembled and pursuant to lawful authority thereof:

WHEREAS, JAMES R. PRESNELL AS AGENT FOR DONALD AND CLARA SPAYD has filed an application to rezone five and fifty-nine hundredths (5.59) +/- acres; from AR-1 to AR-2 to allow for division of parcel; map and parcel number 417-10, located in the 2nd commissioner district, and

WHEREAS, a public hearing was held on August 1, 2023 and notice of said hearing having been published in the Effingham County Herald on July 5, 2023; and

WHEREAS, a public hearing was held before the Effingham County Planning Board, notice of said hearing having been published in the Effingham County Herald on June 28, 2023; and

IT IS HEREBY ORDAINED THAT five and fifty-nine hundredths (5.59) +/- acres; map and parcel number 417-10, located in the 2nd commissioner district is rezoned from AR-1 to AR-2, with the following condition:

1. Minor subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.

This _____ day of _____, 20____

BOARD OF COMMISSIONERS
EFFINGHAM COUNTY, GEORGIA

BY: _____
WESLEY CORBITT, CHAIRMAN

ATTEST:

FIRST/SECOND READING: _____

STEPHANIE JOHNSON
COUNTY CLERK

Staff Report

Subject: Rezoning (Second District)
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Lennon Godoy** as Agent for **Adolfo Mitchell** request to **rezone** 1 acre from **R-1** to **AR-2** to allow for the placement of a mobile home. Located off Goshen Road. **[Map# 434 Parcel# 7]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 1 acre from **R-1** to **AR-2** to allow for the placement of a mobile home, with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts.
- The applicant wishes to place a mobile home on the property. The AR-2 zoning district permits “class A single-family detached dwellings and their customary uses...” which includes most mobile homes. The R-1 zoning district permit only “site-built single-family detached dwellings”.
- Surrounding properties are primarily R-1 and AR-1. The 1-acre size of the property conforms to the standards of the AR-2 zoning district.
- At the July 11, 2023 Planning Board meeting, Alan Zipperer made a motion to approve.
- The motion was seconded by Ryan Thompson, and carried unanimously.

Alternatives

1. Approve the request to **rezone** 1 acre from **R-1** to **AR-2**, with the following condition:

2. Deny the request to **rezone** 1 acre from **R-1** to **AR-2**.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments:

| | | |
|--|----------------------|---------|
| 1. Rezoning application and checklist | 3. Plat | 5. Deed |
| 2. Ownership certificate/authorization | 4. Aerial photograph | |

ATTACHMENT A – REZONING AMENDMENT APPLICATION

Application Date: _____

Applicant/Agent: Lennon Godoy

Applicant Email Address: lennongmichel@gmail.com

Phone # 562-810-5301

Applicant Mailing Address: 1742 Gosnen Road

City: Rincon State: GA Zip Code: 31326

Property Owner, if different from above: Adolfo Mitchell

Include Signed & Notarized Authorization of Property Owner

Owner's Email Address (if known): flacosdesigngroup@gmail.com

Phone # 562-547-2807

Owner's Mailing Address: 1742 Gosnen Road

City: Rincon State: GA Zip Code: 31326

Property Location: Back corner of 1742 Gosnen Road

Proposed Road Access: EASEMENT THROUGH 1742 Gosnen Road

Present Zoning of Property: R-1 Proposed Zoning: AR-2

Tax Map-Parcel # 0484 0007 Total Acres: 1 Acres to be Rezoned: 1

Lot Characteristics: Open clear acre

WATER

Private Well

Public Water System

If public, name of supplier: _____

SEWER

Private Septic System

Public Sewer System

Justification for Rezoning Amendment: _____

List the zoning of the other property in the vicinity of the property you wish to rezone:

North _____ South _____ East _____ West _____

1. Describe the current use of the property you wish to rezone.

NO use

2. Does the property you wish to rezone have a reasonable economic use as it is currently zoned?

NO

3. Describe the use that you propose to make of the land after rezoning.

I plan to put a mobile home on it

4. Describe the uses of the other property in the vicinity of the property you wish to rezone?

Residential

5. Describe how your rezoning proposal will allow a use that is suitable in view of the uses and development of adjacent and nearby property?

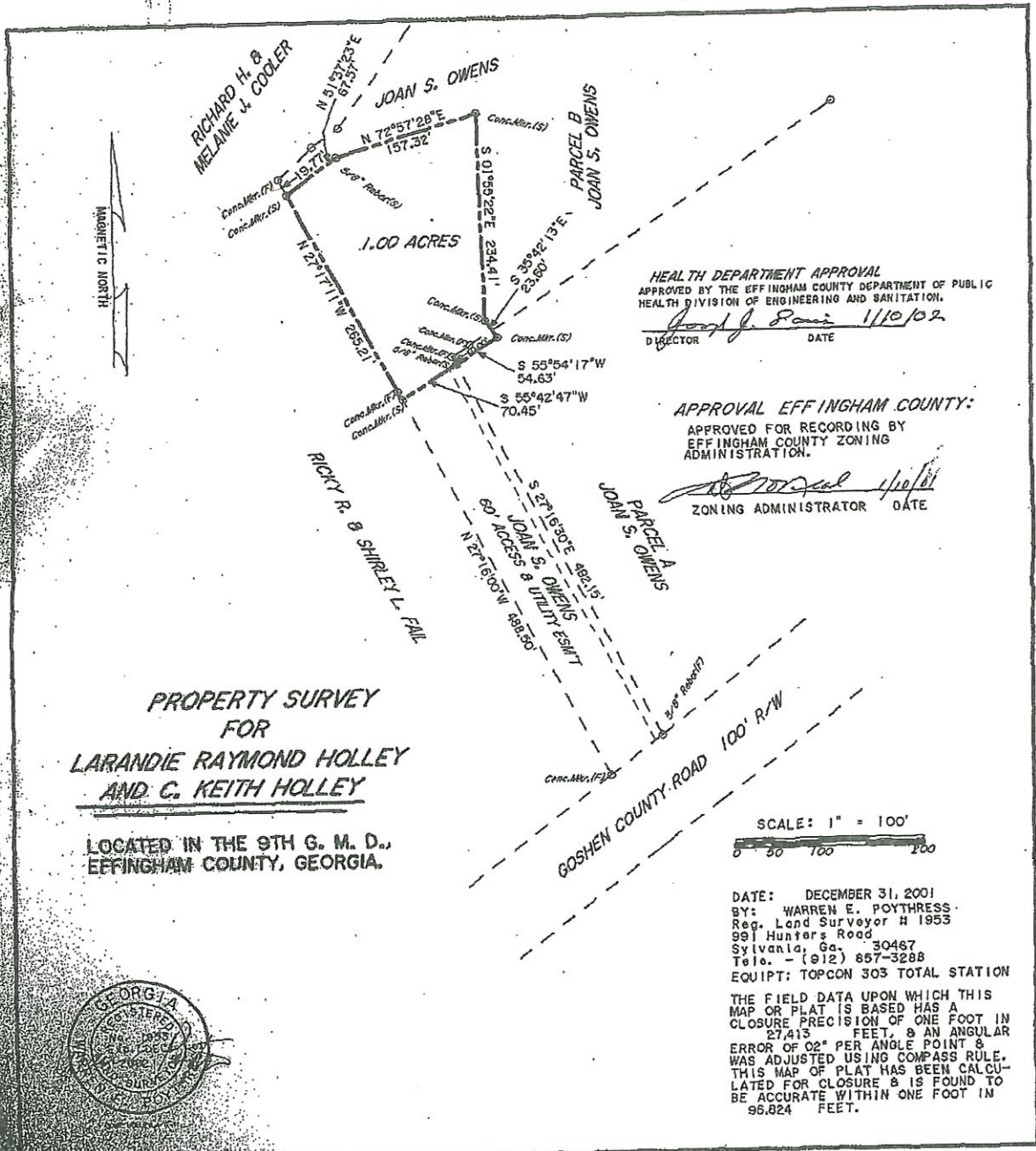
It will allow me to live closer to my family

Who own adjacent property

6. Will the proposed zoning change result in a use of the property, which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

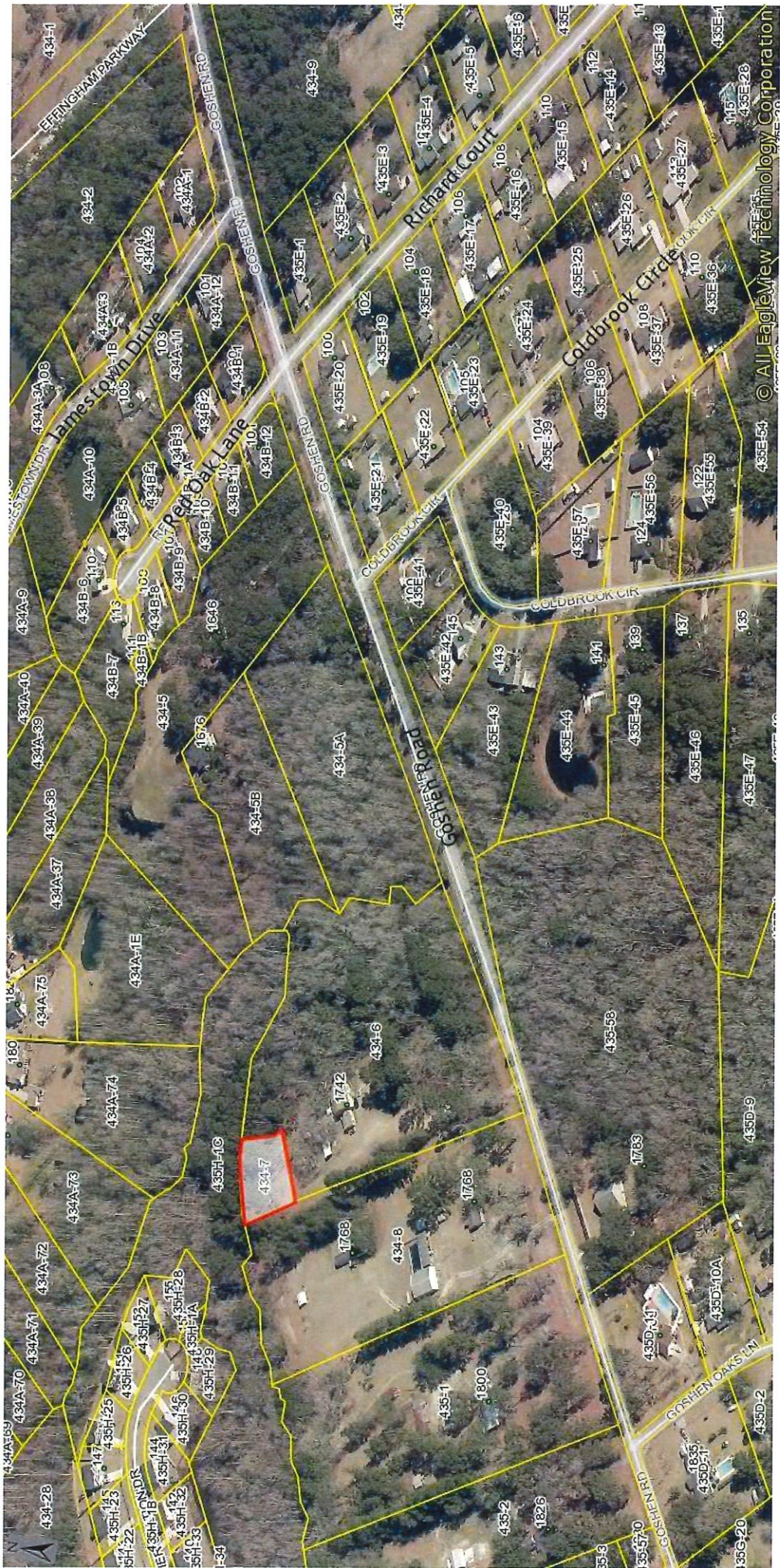
No

Applicant Signature: Lenora Goday Date _____



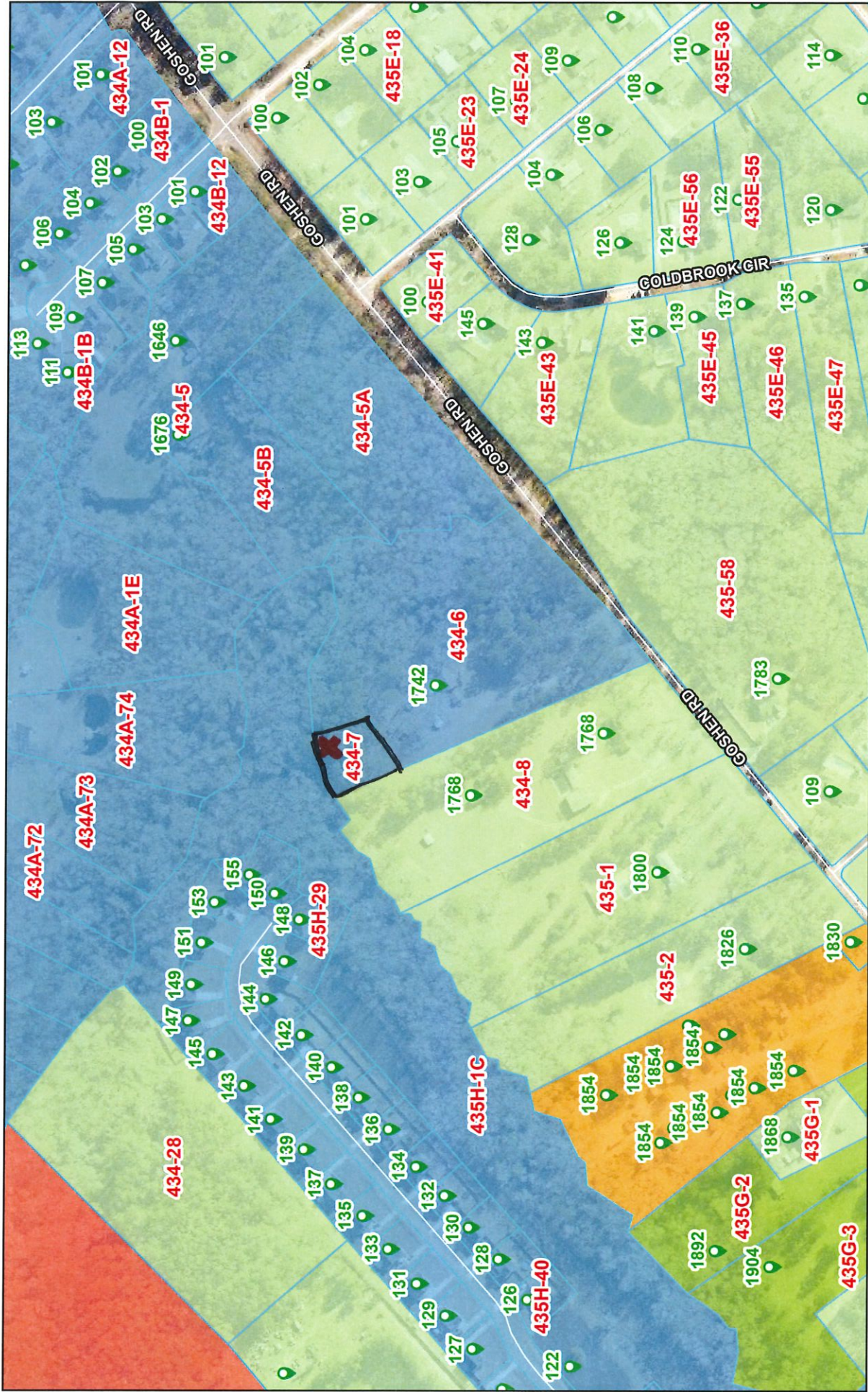
B/156D

434-7



Item XV. 3.

434-7



6/14/2023

Address Points Roads I-1 Efn_fin_cache

Tax Parcel Labels Effingham County Zoning AR-2 R-1 Band_1

Tax Parcels AR-1 R-4 Band_2

1:4,514

0 0.03 0.05 0.1 0.07 0.13 mi

0 0.05 0.1 0.2 km

Effingham County BOC, Savannah Area GIS, Esri, HERE, Garmin
INCREMENT P., USGS, EPA, USDA

Item XV. 3.

699

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL X DISAPPROVAL _____

Of the rezoning request by applicant **Lennon Godoy as Agent for Adolfo Mitchell – (Map # 434 Parcel # 7)** from R-1 to AR-2 zoning.

- Yes No? 1. Is this proposal inconsistent with the county’s master plan?
- Yes No? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No? 4. Does the property which is proposed to be rezoned have a reasonable economic use under existing zoning?
- Yes No? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No? 7. Are nearby residents opposed to the proposed zoning change?
- Yes No? 8. Do other conditions affect the property so as to support a decision against the proposal?

JKS. 7/11/23.

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

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CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL X DISAPPROVAL _____

Of the rezoning request by applicant **Lennon Godoy as Agent for Adolfo Mitchell – (Map # 434 Parcel # 7)** from **R-1** to **AR-2** zoning.

- Yes No? 1. Is this proposal inconsistent with the county’s master plan?
- Yes No? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?
- Yes No? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No? 7. Are nearby residents opposed to the proposed zoning change?
- Yes No? 8. Do other conditions affect the property so as to support a decision against the proposal?

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL

DISAPPROVAL

Of the rezoning request by applicant **Lennon Godoy as Agent for Adolfo Mitchell – (Map # 434 Parcel # 7)** from R-1 to AR-2 zoning.

- Yes No 1. Is this proposal inconsistent with the county’s master plan?
- Yes No 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No 4. Does the property which is proposed to be rezoned have a reasonable economic use under existing zoning?
- Yes No 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No 7. Are nearby residents opposed to the proposed zoning change?
- Yes No 8. Do other conditions affect the property so as to support a decision against the proposal?

DB

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL

DISAPPROVAL

Of the rezoning request by applicant **Lennon Godoy as Agent for Adolfo Mitchell – (Map # 434 Parcel # 7)** from R-1 to AR-2 zoning.

Yes No ? 1. Is this proposal inconsistent with the county’s master plan?

Yes No ? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?

Yes No ? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?

Yes No ? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?

Yes No ? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?

Yes No ? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?

Yes No ? 7. Are nearby residents opposed to the proposed zoning change?

Yes No ? 8. Do other conditions affect the property so as to support a decision against the proposal?

AZ

Staff Report

Subject: 2nd Reading – Zoning Map Amendment
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Lennon Godoy** as Agent for **Adolfo Mitchell** request to **rezone** 1 acre from **R-1** to **AR-2** to allow for the placement of a mobile home. Located off Goshen Road. **[Map# 434 Parcel# 7]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 1 acre from **R-1** to **AR-2** to allow for the placement of a mobile home, with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts.
- The applicant wishes to place a mobile home on the property. The AR-2 zoning district permits “class A single-family detached dwellings and their customary uses...” which includes most mobile homes. The R-1 zoning district permit only “site-built single-family detached dwellings”.
- Surrounding properties are primarily R-1 and AR-1. The 1-acre size of the property conforms to the standards of the AR-2 zoning district.
- At the July 11, 2023 Planning Board meeting, Alan Zipperer made a motion to approve.
- The motion was seconded by Ryan Thompson, and carried unanimously.

Alternatives

1. Approve the request to **rezone** 1 acre from **R-1** to **AR-2**, with the following condition:

2. Deny the request to **rezone** 1 acre from **R-1** to **AR-2**.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Zoning Map Amendment

**STATE OF GEORGIA
EFFINGHAM COUNTY**

AN AMENDMENT TO THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.

434-7

AN ORDINANCE TO AMEND THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.

434-7

AND TO REPEAL ALL OTHER ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED by the Effingham County Board of Commissioners in regular meeting assembled and pursuant to lawful authority thereof:

WHEREAS, LENNON GODOY AS AGENT FOR ADOLFO MITCHELL has filed an application to rezone one (1.0) +/- acres; from R-1 to AR-2 to allow for the placement of a mobile home; map and parcel number 434-7, located in the 2nd commissioner district, and

WHEREAS, a public hearing was held on August 1, 2023 and notice of said hearing having been published in the Effingham County Herald on July 5, 2023; and

WHEREAS, a public hearing was held before the Effingham County Planning Board, notice of said hearing having been published in the Effingham County Herald on June 28, 2023; and

IT IS HEREBY ORDAINED THAT one (1.0) +/- acres; map and parcel number 434-7, located in the 2nd commissioner district is rezoned from R-1 to AR-2.

This _____ day of _____, 20____

BOARD OF COMMISSIONERS
EFFINGHAM COUNTY, GEORGIA

BY: _____
WESLEY CORBITT, CHAIRMAN

ATTEST:

FIRST/SECOND READING: _____

STEPHANIE JOHNSON
COUNTY CLERK

Staff Report

Subject: Rezoning (Third District)
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Jessica Collins** as Agent for **Kenneth Hales & Sheryl Foote** requests to **rezone** 4.4 acres from **AR-1** to **AR-2** to allow for division of the parcel. Located at 639 Archer Road. **[Map# 271 Parcel# 28]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 4.4 acres from **AR-1** to **AR-2** to allow for division of the parcel with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts. AR-1 requires a minimum lot size of 5 acres. AR-2 allows lots of one acre or more.
- The applicant wishes to separate a 1-acre home site. Both the proposed lot and the remaining 3.4 acres lot conform to the AR-2 zoning district, to include sufficient frontage.
- Due to the fact that neither lot will meet the 5-acre threshold for the AR-1 zoning district, the entire acreage must be rezoned.
- At the July 11, 2023 Planning Board meeting, Brad Smith made a motion to approve, with the following condition:
 1. A minor subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
- The motion was seconded by Alan Zipperer, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** 4.4 acres from **AR-1** to **AR-2**, with the following conditions:
 1. Minor subdivision plat must be approved by Development Services, and be recorded, before the rezoning can take effect.
2. **Deny** the request for to **rezone** 4.4 acres from **AR-1** to **AR-2**

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Rezoning application and checklist 3. Plat 5. Deed
 2. Ownership certificate/authorization 4. Aerial photograph

ATTACHMENT A – REZONING AMENDMENT APPLICATION

Application Date: May 12, 2023

Applicant/Agent: Jessica Collins

Applicant Email Address: Lauracollins607@gmail.com

Phone # 409-728-3031

Applicant Mailing Address: 626 Bledsoe Dr. Guyton Ga 31312

City: Guyton State: Ga Zip Code: 31312

Property Owner, if different from above: Kenneth Hates
Include Signed & Notarized Authorization of Property Owner

Owner's Email Address (if known): _____

Phone # 912-~~902~~ 465-1072

Owner's Mailing Address: 626 Bledsoe Dr.

City: Guyton State: GA Zip Code: 31312

Property Location: 639 Archer rd

Proposed Road Access: Archer rd

Present Zoning of Property: AR-1 Proposed Zoning: AR-2

Tax Map-Parcel # 02710028 Total Acres: 5.44 Acres to be Rezoned: 5.44

Lot Characteristics: _____

WATER

Private Well

Public Water System

If public, name of supplier: _____

SEWER

Private Septic System

Public Sewer System

Justification for Rezoning Amendment: _____

List the zoning of the other property in the vicinity of the property you wish to rezone:

North _____ South _____ East _____ West _____

1. Describe the current use of the property you wish to rezone.

One acre Cleared & the rest is not

2. Does the property you wish to rezone have a reasonable economic use as it is currently zoned?

Yes

3. Describe the use that you propose to make of the land after rezoning.

To Sell

4. Describe the uses of the other property in the vicinity of the property you wish to rezone?

The properties surrounding it have houses

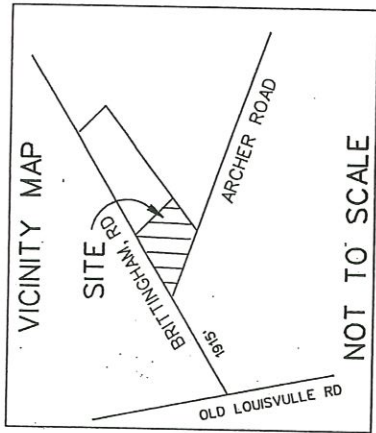
5. Describe how your rezoning proposal will allow a use that is suitable in view of the uses and development of adjacent and nearby property?

Yes

6. Will the proposed zoning change result in a use of the property, which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

No

Applicant Signature: Amica Collins Date May 12, 2023



NOTE: BASED UPON REVIEW OF THE F.E.M.A. FLOOD INSURANCE RATE MAP, EFFINGHAM COUNTY, GEORGIA, REFERENCING THE CURRENT EFFECTIVE SPECIAL FLOOD HAZARD AREA (SFHA) DATED 3/16/2015, THIS PROPERTY IS LOCATED IN "ZONE X". (OUTSIDE THE 500 YEAR FLOODPLAIN)

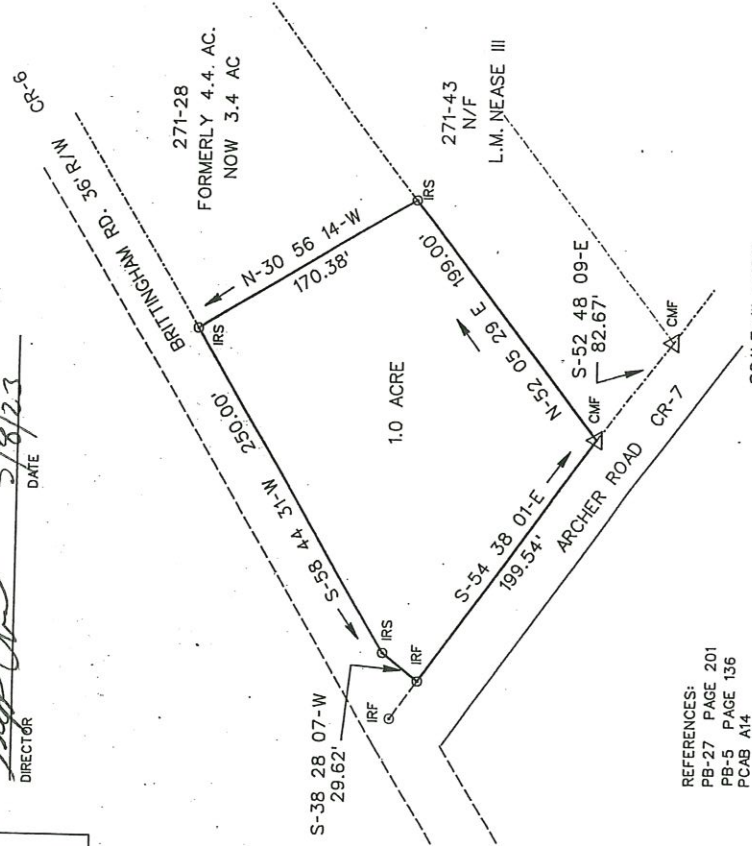
NOTE: SUBJECT PROPERTY IS A DIVISION OF MAP & PARCEL 271-28 OF THE EFFINGHAM COUNTY TAX ASSESSORS FILE.

APPROVED BY THE EFFINGHAM COUNTY DEPARTMENT OF PUBLIC HEALTH, DIVISION OF ENGINEERING AND SANITATION, SPECIFIC BUILDING SITES REQUIRE ADDITIONAL REVIEW AND APPROVAL.

[Signature]
 DIRECTOR
 DATE 5/8/23

APPROVED FOR RECORDING BY THE EFFINGHAM COUNTY ZONING ADMINISTRATOR.

ZONING ADMINISTRATOR _____ DATE _____



REFERENCES:
 PB-27 PAGE 201
 PB-5 PAGE 136
 PCAB A14

- LEGEND:
- IRF 5/8" REBAR FOUND
 - IRS 5/8" REBAR SET
 - PL PROPERTY LINE
 - CMF CONC MON. FOUND
 - N/F NOW OR FORMERLY
 - PP POWER POLE
 - EQUIP. USED TOTAL STATION
 - TOPCON 303
 - ERROR OF CLOSURE
 - 1:24,000 PLAT NOT ADJUSTED

ADOLPH N. MICHELIS & ASSO.
 736 SANDY RIDGE ROAD
 SYLVANIA, GEORGIA 30467
 PH. (912) 829 3972

SURVEYORS CERTIFICATION

(I) As required by subsection (d) of O.C.G.A. Section 15-6-67, this plat has been prepared by a land surveyor and approved by the State Surveyor and the State Board of Surveyors. The surveyor certifies that the plat complies with the rules and regulations of the State Board of Surveyors and the State Board of Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.



[Signature]
 DATE: 5.03.23

SURVEY FOR
KENNETH HALES

SURVEY OF 1.0 ACRE FROM A
 4.4 ACRE TRACT, BELONGING TO
 SHERYL S FOOTE

LOCATED IN THE 10TH, G.M.D.
 EFFINGHAM COUNTY, GEORGIA

SURVEYED 15 AUG 2018
 PLAT DRAWN 15 AUG 2018

Item XV. 5.

KHALE.DGN AUG2018

639 Archer Road



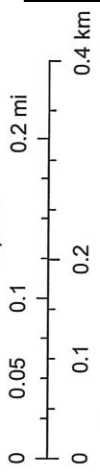
639 Archer Road



6/9/2023

- Municipal Boundaries
- Tax Parcels
- R-1
- AR-1
- AR-2
- Red: Band_1
- Roads
- Efn_fin_cache
- Address Points
- Tax Parcel Labels

1:9,028



Effingham County BOC, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METINASA, EPA, USDA

Item XV. 5.

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL X DISAPPROVAL _____

Of the rezoning request by applicant **Jessica Collins as Agent for Kenneth Hales & Sheryl Foote – (Map # 271 Parcel # 28)** from AR-1 to AR-2 zoning.

- Yes No? 1. Is this proposal inconsistent with the county’s master plan?
- Yes No? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?
- Yes No? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No ? 7. Are nearby residents opposed to the proposed zoning change?
- Yes No? 8. Do other conditions affect the property so as to support a decision against the proposal?

7/11/23
BKS.

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

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CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL

DISAPPROVAL

Of the rezoning request by applicant **Jessica Collins as Agent for Kenneth Hales & Sheryl Foote – (Map # 271 Parcel # 28)** from AR-1 to AR-2 zoning.

- Yes No 1. Is this proposal inconsistent with the county’s master plan?
- Yes No 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?
- Yes No 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No 7. Are nearby residents opposed to the proposed zoning change?
- Yes No 8. Do other conditions affect the property so as to support a decision against the proposal?

OB

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL ✓

DISAPPROVAL _____

Of the rezoning request by applicant **Jessica Collins as Agent for Kenneth Hales & Sheryl Foote – (Map # 271 Parcel # 28)** from AR-1 to AR-2 zoning.

Yes No ? 1. Is this proposal inconsistent with the county’s master plan?

Yes No ? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?

Yes No ? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?

Yes No ? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?

Yes No ? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?

Yes No ? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?

Yes No ? 7. Are nearby residents opposed to the proposed zoning change?

Yes No ? 8. Do other conditions affect the property so as to support a decision against the proposal?

AR2

Staff Report

Subject: 2nd Reading – Zoning Map Amendment
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Jessica Collins** as Agent for **Kenneth Hales & Sheryl Foote** requests to **rezone** 4.4 acres from **AR-1** to **AR-2** to allow for division of the parcel. Located at 639 Archer Road. **[Map# 271 Parcel# 28]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 4.4 acres from **AR-1** to **AR-2** to allow for division of the parcel with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts. AR-1 requires a minimum lot size of 5 acres. AR-2 allows lots of one acre or more.
- The applicant wishes to separate a 1-acre home site. Both the proposed lot and the remaining 3.4 acres lot conform to the AR-2 zoning district, to include sufficient frontage.
- Due to the fact that neither lot will meet the 5-acre threshold for the AR-1 zoning district, the entire acreage must be rezoned.
- At the July 11, 2023 Planning Board meeting, Brad Smith made a motion to approve, with the following condition:
 1. A minor subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
- The motion was seconded by Alan Zipperer, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** 4.4 acres from **AR-1** to **AR-2**, with the following conditions:
 1. Minor subdivision plat must be approved by Development Services, and be recorded, before the rezoning can take effect.
2. **Deny** the request for to **rezone** 4.4 acres from **AR-1** to **AR-2**

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Zoning Map Amendment

**STATE OF GEORGIA
EFFINGHAM COUNTY**

AN AMENDMENT TO THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.
271-28

AN ORDINANCE TO AMEND THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.
271-28

AND TO REPEAL ALL OTHER ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED by the Effingham County Board of Commissioners in regular meeting assembled and pursuant to lawful authority thereof:

WHEREAS, JESSICA COLLINS AS AGENT FOR KENNETH HALES & SHERYL FOOTE has filed an application to rezone four and forty thousandths (4.4) +/- acres; from AR-1 to AR-2 to allow for division of the parcel; map and parcel number 271-28, located in the 3rd commissioner district, and

WHEREAS, a public hearing was held on August 1, 2023 and notice of said hearing having been published in the Effingham County Herald on July 5, 2023; and

WHEREAS, a public hearing was held before the Effingham County Planning Board, notice of said hearing having been published in the Effingham County Herald on June 28, 2023; and

IT IS HEREBY ORDAINED THAT four and forty thousandths (4.4) +/- acres; map and parcel number 271-28, located in the 3rd commissioner district is rezoned from AR-1 to AR-2, with the following condition:

1. Minor subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.

This _____ day of _____, 20____

BOARD OF COMMISSIONERS
EFFINGHAM COUNTY, GEORGIA

BY: _____
WESLEY CORBITT, CHAIRMAN

ATTEST:

FIRST/SECOND READING: _____

STEPHANIE JOHNSON
COUNTY CLERK

Staff Report

Subject: Rezoning (Third District)
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Randy Parrish** requests to **rezone** 5.6 acres from **AR-1** to **AR-2** to allow for the creation of two additional home sites. Located at 974 Arnsdorff Road. **[Map# 343 Parcel# 4]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 5.6 acres from **AR-1** to **AR-2** to allow for the creation of two additional home sites, with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts. AR-1 requires a minimum lot size of 5 acres. AR-2 allows lots of one acre or more.
- The applicant proposes to create two additional home sites, approximately 1 acre each at the rear of the parcel.
- Because neither the two 1-acre home sites, nor the remaining 3.6-acres will meet the 5-acre minimum threshold for the AR-1 zoning district, the entire 5.6 acres must be rezoned.
- At the July 11, 2023 Planning Board meeting, Brad Smith made a motion to approve, with the following condition:
 1. A minor subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
- The motion was seconded by Alan Zipperer, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** 5.6 acres from **AR-1** to **AR-2**, with the following conditions:
 1. Minor subdivision plat must be approved by Development Services, and be recorded, before the rezoning can take effect.
2. **Deny** the request for to **rezone** 5.6 acres from **AR-1** to **AR-2**

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Rezoning application and checklist 3. Plat 5. Deed
 2. Ownership certificate/authorization 4. Aerial photograph

ATTACHMENT A – REZONING AMENDMENT APPLICATION

Application Date: 6-6-23

Applicant/Agent: Randy Parrish

Applicant Email Address: Randyeparrish1976@gmail.com

Phone # 912-677-6037

Applicant Mailing Address: 5909 Beverly St.

City: Savannah State: Ga Zip Code: 31405

Property Owner, if different from above: _____
Include Signed & Notarized Authorization of Property Owner

Owner's Email Address (if known): _____

Phone # _____

Owner's Mailing Address: _____

City: _____ State: _____ Zip Code: _____

Property Location: 974 Arnsdorff Rd.

Proposed Road Access: existing drive way - Arnsdorff Rd

Present Zoning of Property: Ar-1 Proposed Zoning: AR-2

Tax Map-Parcel # 343-4 Total Acres: 5.60 Acres to be Rezoned: 5.60

Lot Characteristics: _____

WATER

Private Well

Public Water System

If public, name of supplier: _____

SEWER

Private Septic System

Public Sewer System

Justification for Rezoning Amendment: Multi Family dwelling

List the zoning of the other property in the vicinity of the property you wish to rezone:

North _____ South _____ East _____ West _____

1. Describe the current use of the property you wish to rezone.

Residential housing

2. Does the property you wish to rezone have a reasonable economic use as it is currently zoned?

yes

3. Describe the use that you propose to make of the land after rezoning.

multi family

4. Describe the uses of the other property in the vicinity of the property you wish to rezone?

Property beside is Ar-2

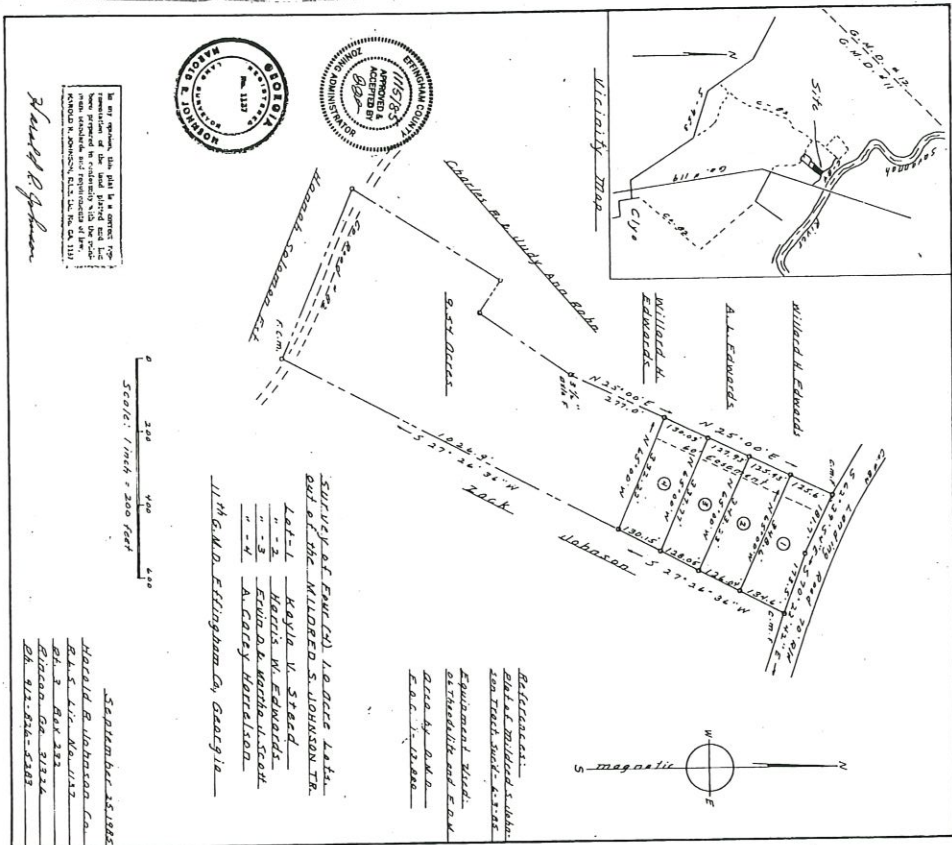
5. Describe how your rezoning proposal will allow a use that is suitable in view of the uses and development of adjacent and nearby property?

The property that borders is also multi family

6. Will the proposed zoning change result in a use of the property, which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

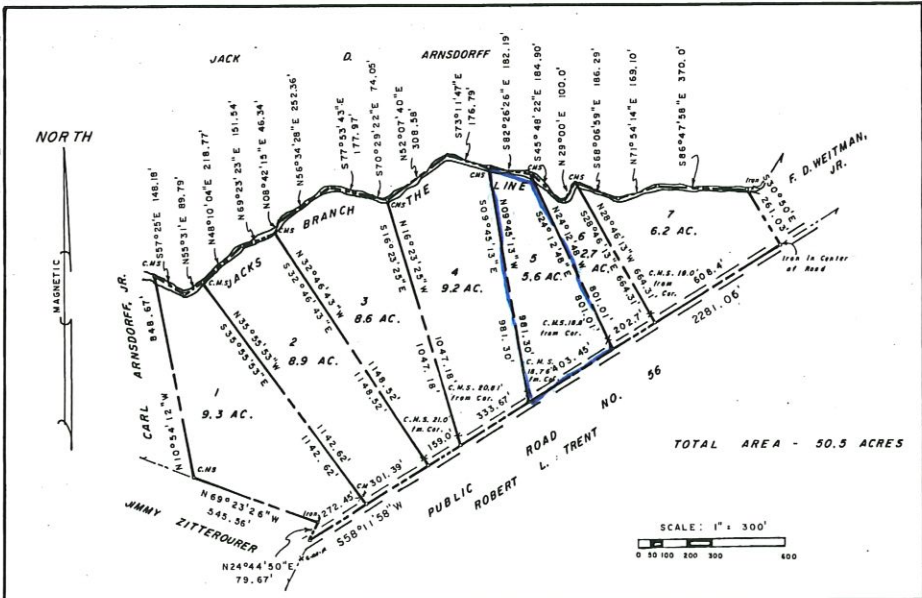
no

Applicant Signature: Randy Purcell Date 6-6-23



AS3-A1

18/25



343-4

AS3-A2

18/25

CERTIFICATE OF APPROVAL FOR RECORDING:
 PLANNING COMMISSION: The Subdivision plat, known as CARL ARNSDORFF, JR., has been found to comply with the Effingham Co. subd. regulations & was approved at the regular meeting of the Effingham County Planning Commission on the 17th day of October, 1985, for recording in the office of Clerk of Courts of Effingham County, Georgia.

Warren E. Foythress
 Secretary
 Date: 10-17-85

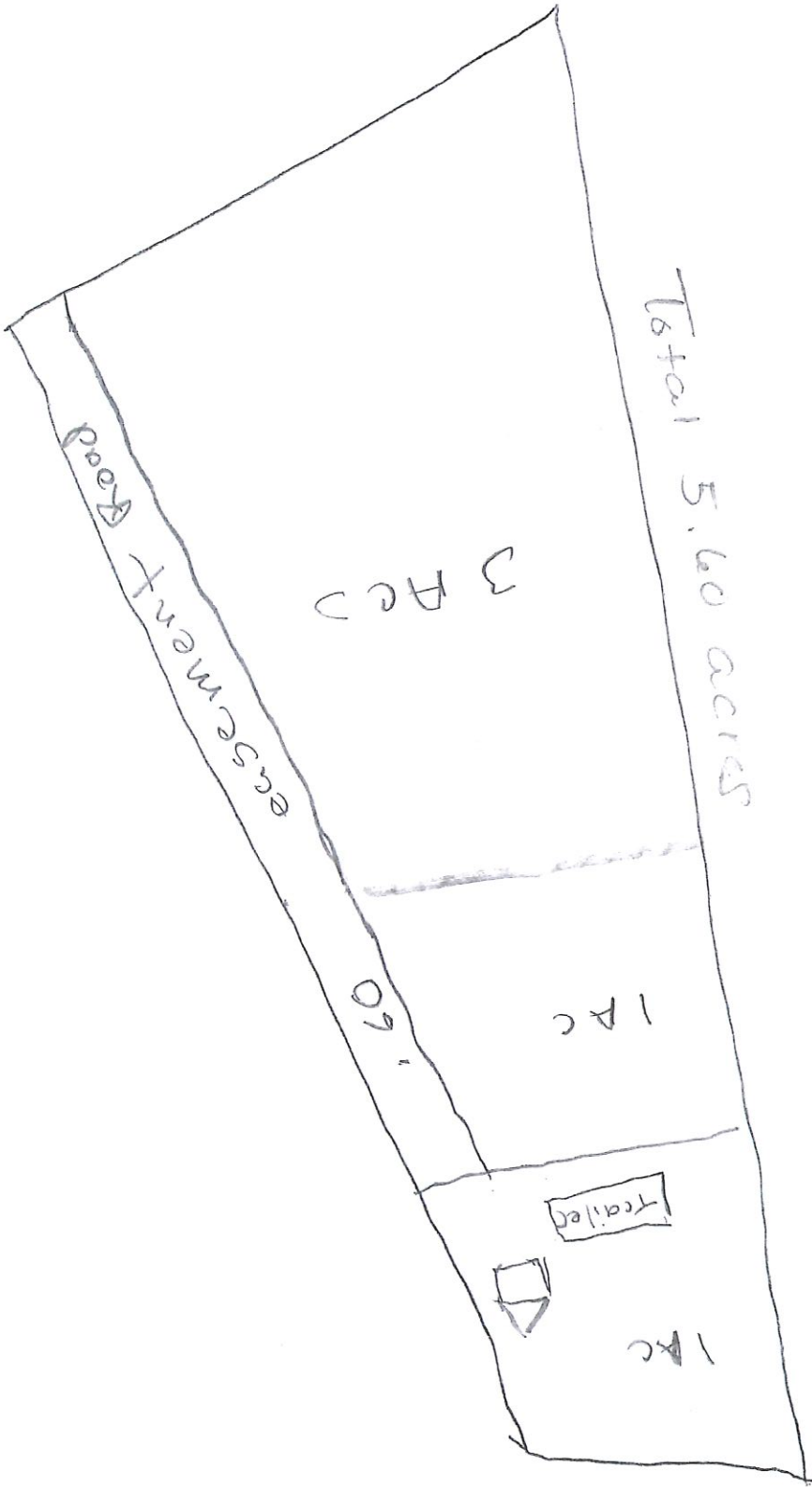
Harold R. Johnson
 12-17-85

SUBDIVISION SURVEY FOR CARL ARNSDORFF, JR.

LOCATED IN THE 10TH G.M.D., EFFINGHAM COUNTY, GEORGIA

DATE: OCT. 7, 1985
 BY: Warren E. Foythress
 R.L.S. 1953
 EQUIP: LIETZ SDM3E
 FIELD E.O.C. - 1110, 865
 ANGULAR - 21 Ang,
 PLAT E.O.C. - 1/110, 266
 COMPASS - Russ

974 Amstdorf Rd.
Springfield, GA
PIN# 03430000004600



Rough Sketch not exact measurements

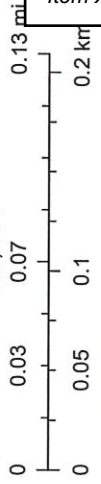
974 Arnsdorff Road



6/13/2023

- Address Points
- Tax Parcel Labels
- Tax Parcels
- Roads
- Wetlands
- Freshwater Forested/Shrub Wetland
- FEMA Flood Zone
- X, AREA OF MINIMAL FLOOD HAZARD

1:4,514



Item XV. 7.

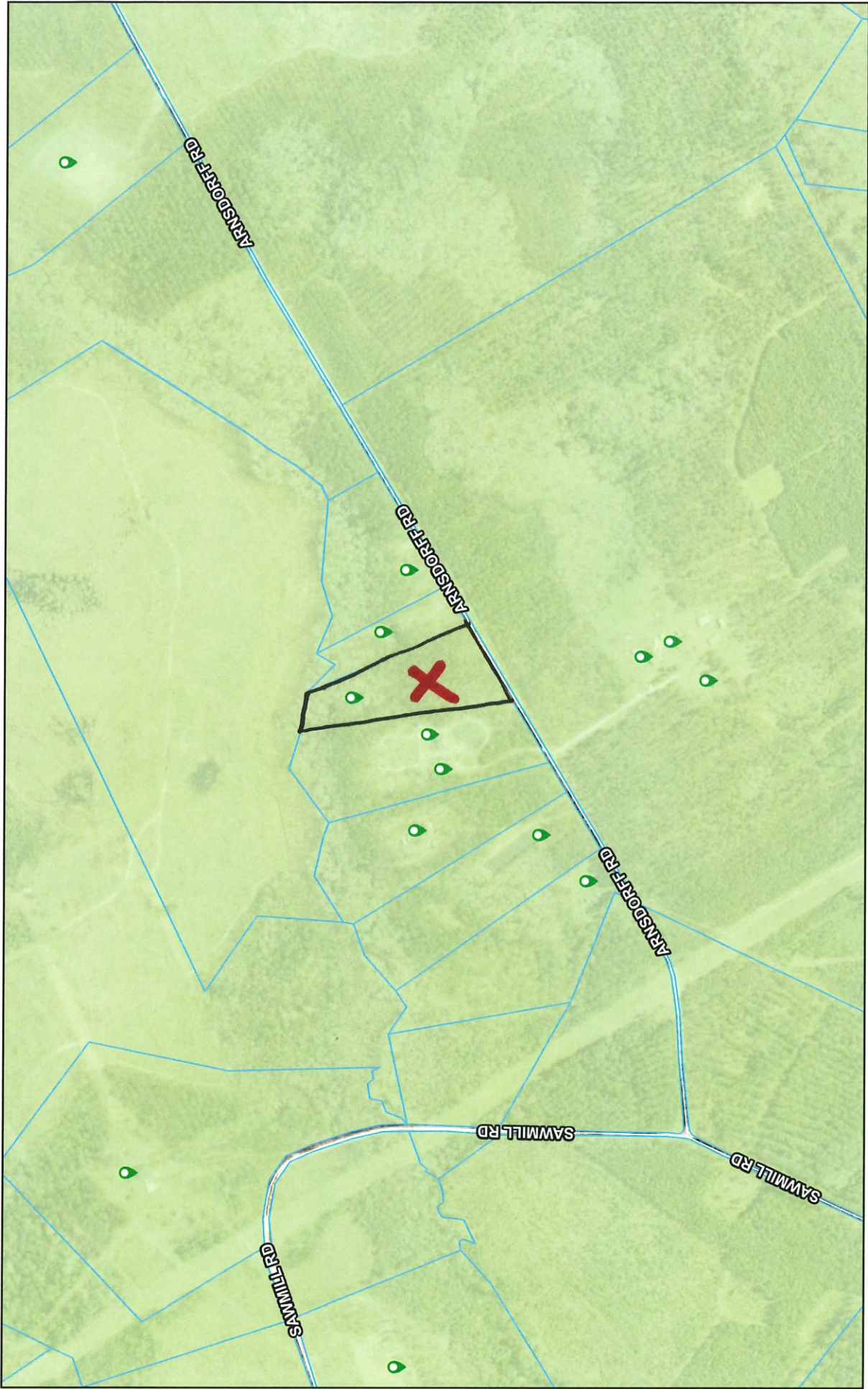
Esri, HERE, Garmin, INCREMENT P., USGS, EPA, USDA, Effingham Cour
BOC

974 Arnsdorff Road



Item XV. 7.

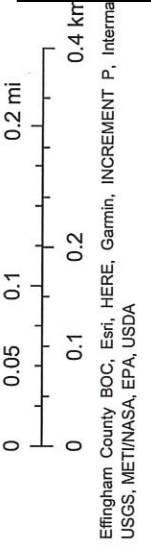
974 Arnsdorff Road



6/13/2023

- Address Points
- Tax Parcels
- Effingham County Zoning
- Efn_fin_cache
- Roads
- AR-1
- Red: Band_1
- Green: Band_2

1:9,028



Item XV. 7.

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL X DISAPPROVAL _____

Of the rezoning request by applicant **Randy Parrish – (Map # 343 Parcel # 4)** from AR-1 to AR-2 zoning.

- Yes No 1. Is this proposal inconsistent with the county’s master plan?
- Yes No? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?
- Yes No? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No? 7. Are nearby residents opposed to the proposed zoning change?
He don't want neighbors.
- Yes No? 8. Do other conditions affect the property so as to support a decision against the proposal?
Ernest Sheel

BKS, 7/11/23.

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL X

DISAPPROVAL _____

Of the rezoning request by applicant **Randy Parrish – (Map # 343 Parcel # 4)** from AR-1 to AR-2 zoning.

Yes No? 1. Is this proposal inconsistent with the county’s master plan?

Yes No? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?

Yes No? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?

Yes No? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?

Yes No? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?

Yes No? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?

Yes No? 7. Are nearby residents opposed to the proposed zoning change?

Yes No? 8. Do other conditions affect the property so as to support a decision against the proposal?

one was present

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL

DISAPPROVAL

Of the rezoning request by applicant **Randy Parrish – (Map # 343 Parcel # 4)** from **AR-1** to **AR-2** zoning.

Yes No ? 1. Is this proposal inconsistent with the county’s master plan?

Yes No ? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?

Yes No ? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?

Yes No ? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?

Yes No ? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?

Yes No ? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?

Yes No ? 7. Are nearby residents opposed to the proposed zoning change?

Yes No ? 8. Do other conditions affect the property so as to support a decision against the proposal?

DB

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL ✓

DISAPPROVAL _____

Of the rezoning request by applicant **Randy Parrish – (Map # 343 Parcel # 4)** from **AR-1** to **AR-2** zoning.

Yes No? ✓ 1. Is this proposal inconsistent with the county’s master plan?

Yes No? ✓ 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?

Yes No? ✓ 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?

Yes No? ✓ 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?

Yes No? ✓ 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?

Yes No? ✓ 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?

Yes No? ✓ 7. Are nearby residents opposed to the proposed zoning change?

Yes No? ✓ 8. Do other conditions affect the property so as to support a decision against the proposal?

AZ

Staff Report

Subject: 2nd Reading – Zoning Map Amendment
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Randy Parrish** requests to **rezone** 5.6 acres from **AR-1** to **AR-2** to allow for the creation of two additional home sites. Located at 974 Arnsdorff Road. **[Map# 343 Parcel# 4]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 5.6 acres from **AR-1** to **AR-2** to allow for the creation of two additional home sites, with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts. AR-1 requires a minimum lot size of 5 acres. AR-2 allows lots of one acre or more.
- The applicant proposes to create two additional home sites, approximately 1 acre each at the rear of the parcel.
- Because neither the two 1-acre home sites, nor the remaining 3.6-acres will meet the 5-acre minimum threshold for the AR-1 zoning district, the entire 5.6 acres must be rezoned.
- At the July 11, 2023 Planning Board meeting, Brad Smith made a motion to approve, with the following condition:
 1. A minor subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
- The motion was seconded by Alan Zipperer, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** 5.6 acres from **AR-1** to **AR-2**, with the following conditions:
 1. Minor subdivision plat must be approved by Development Services, and be recorded, before the rezoning can take effect.
2. **Deny** the request for to **rezone** 5.6 acres from **AR-1** to **AR-2**

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Zoning Map Amendment

**STATE OF GEORGIA
EFFINGHAM COUNTY**

AN AMENDMENT TO THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.

343-4

AN ORDINANCE TO AMEND THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.

343-4

AND TO REPEAL ALL OTHER ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED by the Effingham County Board of Commissioners in regular meeting assembled and pursuant to lawful authority thereof:

WHEREAS, RANDY PARRISH has filed an application to rezone five and sixty thousandths (5.6) +/- acres; from AR-1 to AR-2 to allow for the creation of a home site; map and parcel number 343-4, located in the 3rd commissioner district, and

WHEREAS, a public hearing was held on August 1, 2023 and notice of said hearing having been published in the Effingham County Herald on July 5, 2023; and

WHEREAS, a public hearing was held before the Effingham County Planning Board, notice of said hearing having been published in the Effingham County Herald on June 28, 2023; and

IT IS HEREBY ORDAINED THAT five and sixty thousandths (5.6) +/- acres; map and parcel number 343-4, located in the 3rd commissioner district is rezoned from AR-1 to AR-2, with the following condition:

1. Minor subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.

This _____ day of _____, 20____

BOARD OF COMMISSIONERS
EFFINGHAM COUNTY, GEORGIA

BY: _____
WESLEY CORBITT, CHAIRMAN

ATTEST:

FIRST/SECOND READING: _____

STEPHANIE JOHNSON
COUNTY CLERK

Staff Report

Subject: Rezoning (Third District)
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Charles Alan Writch** requests to **rezone** 3.06 of 21.02 acres from **AR-1** to **AR-2** to allow for the creation of a home site. Located at 101 Wheeler Cemetery Road. **[Map# 383 Parcel# 15]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 3.06 of 21.02 acres from **AR-1** to **AR-2** to allow for the creation of a home site, with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts. AR-1 requires a minimum lot size of 5 acres. AR-2 allows lots of one acre or more.
- The applicant proposes to establish a home site for a family member.
- Because the proposed 3.06-acre lot does not meet the minimum 5-acre threshold required for the AR-1 zoning district, it must be rezoned.
- At the July 11, 2023 Planning Board meeting, Alan Zipperer made a motion to approve, with the following condition:
 1. A minor subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
- The motion was seconded by Brad Smith, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** 3.06 of 21.02 acres from **AR-1** to **AR-2**, with the following conditions:
 1. Minor subdivision plat must be approved by Development Services, and be recorded, before the rezoning can take effect.
2. **Deny** the request for to **rezone** 3.06 of 21.02 acres from **AR-1** to **AR-2**

Recommended Alternative: 1**Other Alternatives: 2****Department Review:** Development Services**FUNDING:** N/A

Attachments: 1. Rezoning application and checklist 3. Plat 5. Deed
 2. Ownership certificate/authorization 4. Aerial photograph

ATTACHMENT A – REZONING AMENDMENT APPLICATION

Application Date: 6-4-23

Applicant/Agent: Charles Alan Writch

Applicant Email Address: Alanwritch@windstream.net

Phone # 912-660-3624

Applicant Mailing Address: P.O. Box 727

City: Springfield State: Pa Zip Code: 31329

Property Owner, if different from above: Charles A + Roberta G Writch
Include Signed & Notarized Authorization of Property Owner

Owner's Email Address (if known): Alanwritch@windstream.net

Phone # 912-660-3624

Owner's Mailing Address: P.O. Box 727

City: Springfield State: Pa Zip Code: 31329

Property Location: 101 Wheeler centery Rd + Clyo Shawnee Rd Clyo, Pa 31303

Proposed Road Access: Clyo - Shawnee Road

Present Zoning of Property: AR-1 Proposed Zoning: AR-2

Tax Map-Parcel # D-1: 383-15 Total Acres: 21.02 Acres to be Rezoned: 3.06

Lot Characteristics: _____

WATER

Private Well

Public Water System

If public, name of supplier: _____

SEWER

Private Septic System

Public Sewer System

Justification for Rezoning Amendment: Transferring lot to son

List the zoning of the other property in the vicinity of the property you wish to rezone:

North R-1 South AR-1 East R-1 West R-1

1. Describe the current use of the property you wish to rezone.

Not being used

2. Does the property you wish to rezone have a reasonable economic use as it is currently zoned?

No

3. Describe the use that you propose to make of the land after rezoning.

Single Family residence For My Son + Wife

4. Describe the uses of the other property in the vicinity of the property you wish to rezone?

Single Family or Farm Land

5. Describe how your rezoning proposal will allow a use that is suitable in view of the uses and development of adjacent and nearby property?

a home

6. Will the proposed zoning change result in a use of the property, which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

No

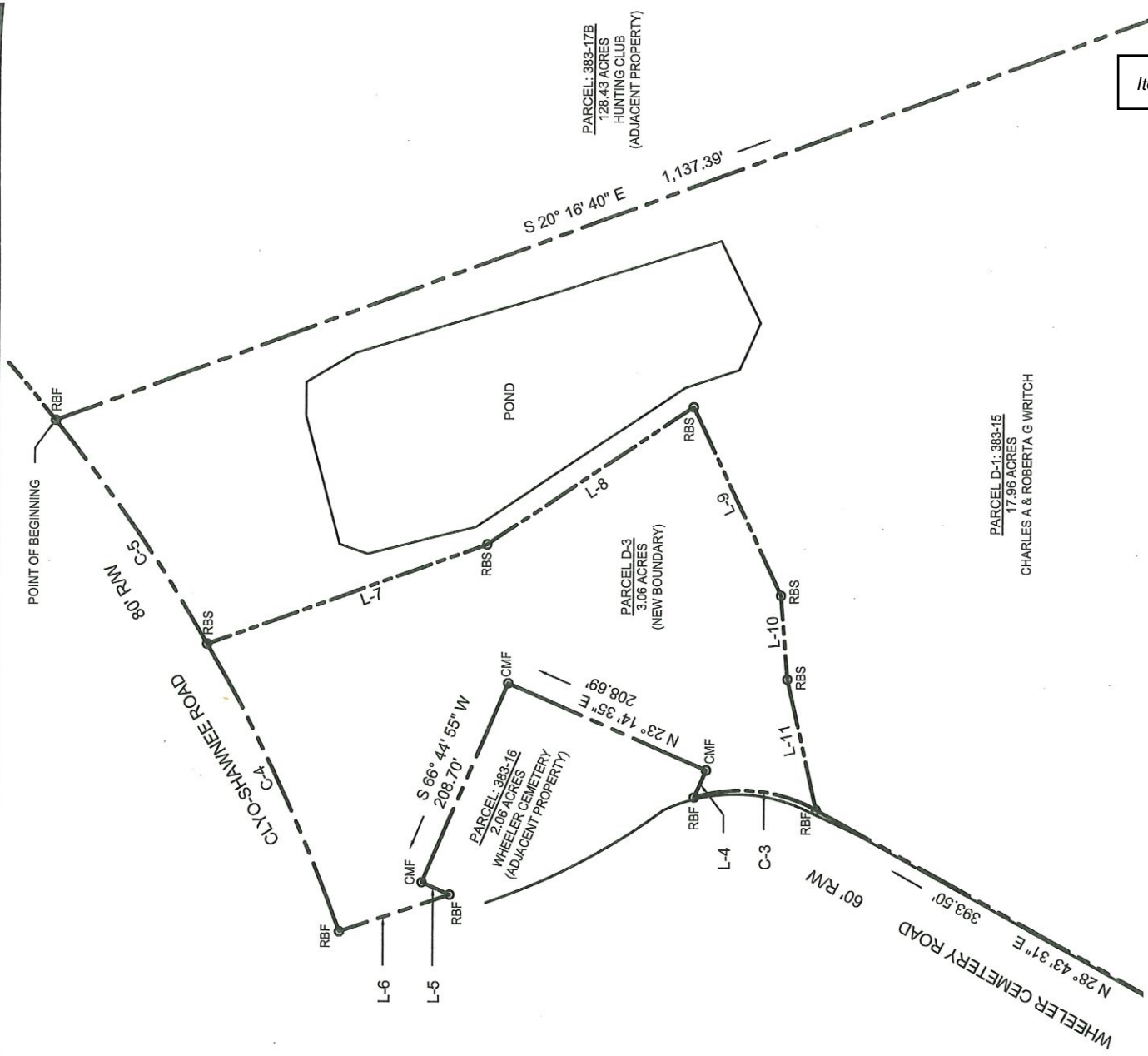
Applicant Signature:



Date

6-4-23

REFERENCE
PLAT BOOK C-10 PG. F-1
PLAT BOOK C200 PG. A-1
DEED BOOK 2031 PG. 43



101 Wheeler Cemetery Road



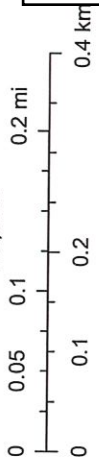
101 Wheeler Cemetery Road



6/14/2023

-  Address Points
-  Tax Parcel Labels
-  Tax Parcels
-  R-1
-  Efn_fin_cache
-  Roads
-  Effingham County Zoning
-  AR-1
-  Band_1
-  Band_2

1:9,028



Effingham County BOC, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA

Item XV. 9.

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL X, DISAPPROVAL _____

Of the rezoning request by applicant **Charles Alan Writch – (Map # 383 Parcel # 15)** from AR-1 to AR-2 zoning.

- Yes No 1. Is this proposal inconsistent with the county’s master plan?
- Yes No 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No 4. Does the property which is proposed to be rezoned have a reasonable economic use under existing zoning?
- Yes No 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No ? 7. Are nearby residents opposed to the proposed zoning change?
- Yes No 8. Do other conditions affect the property so as to support a decision against the proposal?

BKS, 7/11/23.

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

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CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL X

DISAPPROVAL _____

Of the rezoning request by applicant **Charles Alan Writch – (Map # 383 Parcel # 15)** from AR-1 to AR-2 zoning.

Yes No? 1. Is this proposal inconsistent with the county's master plan?

Yes No? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?

Yes No? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?

Yes No? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?

Yes No? 5. Does the proposed change constitute "spot zoning" which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?

Yes No? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?

Yes No? 7. Are nearby residents opposed to the proposed zoning change?

Yes No? 8. Do other conditions affect the property so as to support a decision against the proposal?

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL

DISAPPROVAL

Of the rezoning request by applicant **Charles Alan Writch – (Map # 383 Parcel # 15)** from **AR-1** to **AR-2** zoning.

- Yes No 1. Is this proposal inconsistent with the county's master plan?
- Yes No 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?
- Yes No 5. Does the proposed change constitute "spot zoning" which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No 7. Are nearby residents opposed to the proposed zoning change?
- Yes No 8. Do other conditions affect the property so as to support a decision against the proposal?

DB

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL

DISAPPROVAL

Of the rezoning request by applicant **Charles Alan Writch – (Map # 383 Parcel # 15)** from **AR-1** to **AR-2** zoning.

Yes No ? 1. Is this proposal inconsistent with the county’s master plan?

Yes No ? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?

Yes No ? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?

Yes No ? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?

Yes No ? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?

Yes No ? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?

Yes No ? 7. Are nearby residents opposed to the proposed zoning change?

Yes No ? 8. Do other conditions affect the property so as to support a decision against the proposal?

AR2

Staff Report

Subject: 2nd Reading – Zoning Map Amendment
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Charles Alan Writch** requests to **rezone** 3.06 of 21.02 acres from **AR-1** to **AR-2** to allow for the creation of a home site. Located at 101 Wheeler Cemetery Road. **[Map# 383 Parcel# 15]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 3.06 of 21.02 acres from **AR-1** to **AR-2** to allow for the creation of a home site, with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts. AR-1 requires a minimum lot size of 5 acres. AR-2 allows lots of one acre or more.
- The applicant proposes to establish a home site for a family member.
- Because the proposed 3.06-acre lot does not meet the minimum 5-acre threshold required for the AR-1 zoning district, it must be rezoned.
- At the July 11, 2023 Planning Board meeting, Alan Zipperer made a motion to approve, with the following condition:
 1. A minor subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
- The motion was seconded by Brad Smith, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** 3.06 of 21.02 acres from **AR-1** to **AR-2**, with the following conditions:
 1. Minor subdivision plat must be approved by Development Services, and be recorded, before the rezoning can take effect.
2. **Deny** the request for to **rezone** 3.06 of 21.02 acres from **AR-1** to **AR-2**

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Zoning Map Amendment

AN AMENDMENT TO THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.
383-15

AN ORDINANCE TO AMEND THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.
383-15

AND TO REPEAL ALL OTHER ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED by the Effingham County Board of Commissioners in regular meeting assembled and pursuant to lawful authority thereof:

WHEREAS, CHARLES ALAN WRITCH has filed an application to rezone three and six hundredths (3.06) +/- acres; from AR-1 to AR-2 to allow for the creation of a home site; map and parcel number 383-15, located in the 3rd commissioner district, and

WHEREAS, a public hearing was held on August 1, 2023 and notice of said hearing having been published in the Effingham County Herald on July 5, 2023; and

WHEREAS, a public hearing was held before the Effingham County Planning Board, notice of said hearing having been published in the Effingham County Herald on June 28, 2023; and

IT IS HEREBY ORDAINED THAT three and six hundredths (3.06) +/- acres; map and parcel number 383-15, located in the 3rd commissioner district is rezoned from AR-1 to AR-2, with the following condition:

1. Minor subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.

This _____ day of _____, 20____

BOARD OF COMMISSIONERS
EFFINGHAM COUNTY, GEORGIA

BY: _____
WESLEY CORBITT, CHAIRMAN

ATTEST:

FIRST/SECOND READING: _____

STEPHANIE JOHNSON
COUNTY CLERK

Staff Report

Subject: Rezoning (Fourth District)
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Leon L. Hood** requests to **rezone** .2 of 2.5 acres from **AR-2** to **AR-1** to allow for combination with an adjacent AR-1 property. Located at 256 Shirley Drive. **[Map# 370C Parcel# 2]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** .2 of 2.5 acres from **AR-2** to **AR-1** to allow for combination with an adjacent AR-1 property., with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts. AR-1 requires a minimum lot size of 5 acres. AR-2 allows lots of one acre or more.
- The applicant wishes to increase an AR-1 zoned lot (370C-2B) by adding .2 acres from a parcel in the AR-2 zoning district.
- Because zoning districts must match for a recombination of parcels, the .2 acres must be rezoned.
- At the July 11, 2023 Planning Board meeting, Ryan Thompson made a motion to approve, with the following condition:
 1. A recombination subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
- The motion was seconded by Alan Zipperer, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** .2 of 2.5 acres from **AR-2** to **AR-1**, with the following conditions:
 1. A recombination plat must be approved by Development Services, and be recorded, before the rezoning can take effect.
2. **Deny** the request for to **rezone** .2 of 2.5 acres from **AR-2** to **AR-1**.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Rezoning application and checklist 3. Plat 5. Deed
 2. Ownership certificate/authorization 4. Aerial photograph

ATTACHMENT A – REZONING AMENDMENT APPLICATION

Application Date: 5-10-23

Applicant/Agent: Leon L Hood

Applicant Email Address: Leonhood@comcast.net

Phone # 912 247 2875

Applicant Mailing Address: 258 Shirley Dr.

City: Guyton State: GA Zip Code: 31312

Property Owner, if different from above: _____
Include Signed & Notarized Authorization of Property Owner

Owner's Email Address (if known): _____

Phone # _____

Owner's Mailing Address: _____

City: _____ State: _____ Zip Code: _____

Property Location: 258 Shirley Dr.

Proposed Road Access: Shirley Dr.

Present Zoning of Property: AR-2 Proposed Zoning: AR-1

Tax Map-Parcel # 370C-2 Total Acres: 2.5 Acres to be Rezoned: 0.2

Lot Characteristics: Residential

WATER

Private Well

Public Water System

If public, name of supplier: _____

SEWER

Private Septic System

Public Sewer System

Justification for Rezoning Amendment: _____

List the zoning of the other property in the vicinity of the property you wish to rezone:

North _____ South _____ East _____ West _____

1. Describe the current use of the property you wish to rezone.

Home

2. Does the property you wish to rezone have a reasonable economic use as it is currently zoned?

Yes

3. Describe the use that you propose to make of the land after rezoning.

Home

4. Describe the uses of the other property in the vicinity of the property you wish to rezone?

Residential

5. Describe how your rezoning proposal will allow a use that is suitable in view of the uses and development of adjacent and nearby property?

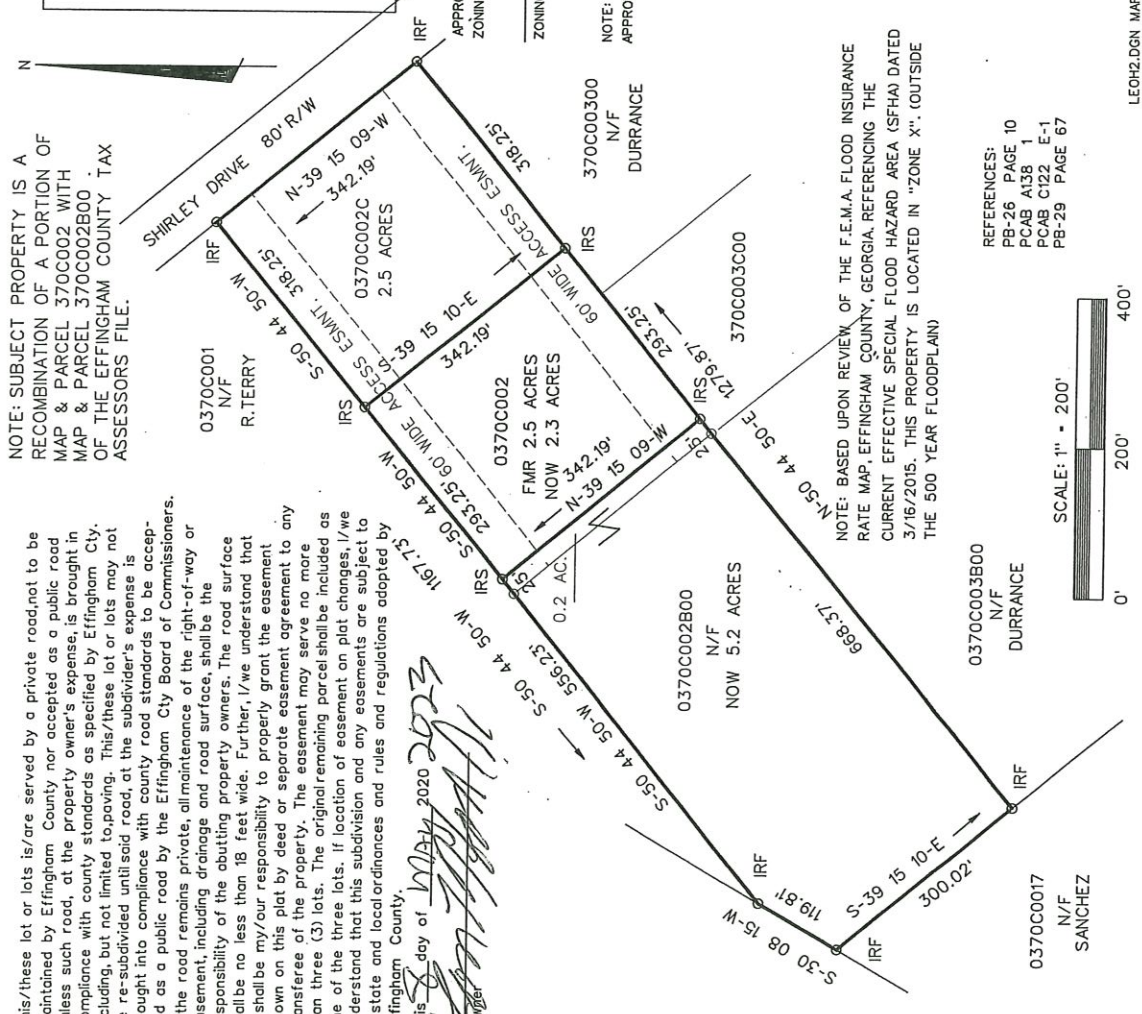
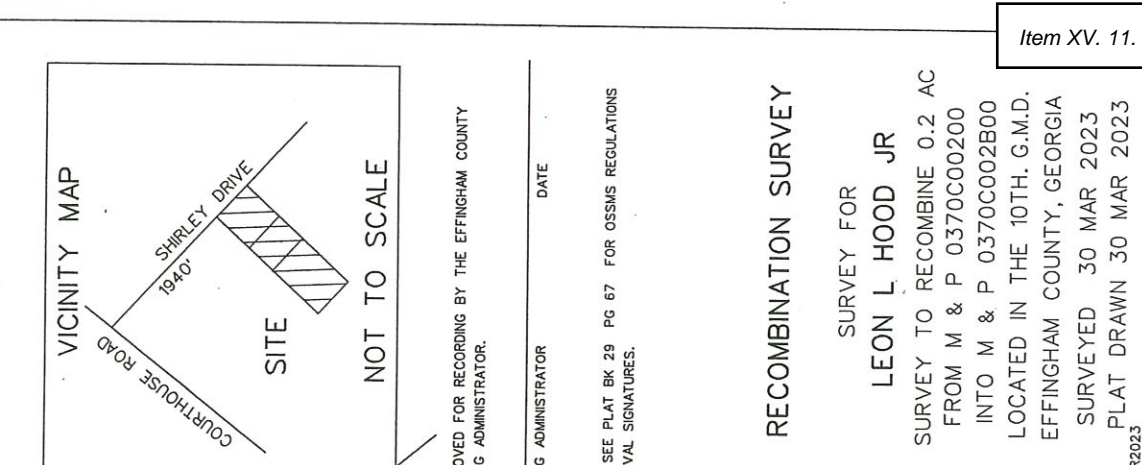
All are residential-use properties

6. Will the proposed zoning change result in a use of the property, which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

No

Applicant Signature: 

Date 5-10-23



NOTE: SUBJECT PROPERTY IS A RECOMBINATION OF A PORTION OF MAP & PARCEL 370C002 WITH MAP & PARCEL 370C002B00 OF THE EFFINGHAM COUNTY TAX ASSESSORS FILE.

NOTE: BASED UPON REVIEW OF THE F.E.M.A. FLOOD INSURANCE RATE MAP, EFFINGHAM COUNTY, GEORGIA, REFERENCING THE CURRENT EFFECTIVE SPECIAL FLOOD HAZARD AREA (SFHA) DATED 3/15/2015. THIS PROPERTY IS LOCATED IN "ZONE X", (OUTSIDE THE 500 YEAR FLOODPLAIN)

APPROVED FOR RECORDING BY THE EFFINGHAM COUNTY ZONING ADMINISTRATOR.

ZONING ADMINISTRATOR _____ DATE _____

NOTE: SEE PLAT BK 29 PG 67 FOR OSSMS REGULATIONS APPROVAL SIGNATURES.

RECOMBINATION SURVEY
SURVEY FOR
LEON L HOOD JR
SURVEY TO RECOMBINE 0.2 AC
FROM M & P 0370C00200
INTO M & P 0370C002B00
LOCATED IN THE 10TH. G.M.D.
EFFINGHAM COUNTY, GEORGIA
SURVEYED 30 MAR 2023
PLAT DRAWN 30 MAR 2023

REFERENCES:
PB-26 PAGE 10
PCAB A138 1
PCAB C122 E-1
PB-29 PAGE 67

LEOHD2.DGN MAR2023

SCALE: 1" = 200'

0' 200' 400'

ADOLPH N. MICHELIS & ASSO.
736 SANDY RIDGE ROAD
SYLVANIA, GEORGIA 30467
PH. (912) 829 3972

LEGEND:
IRF 5/8" REBAR FOUND
IRS 3/8" REBAR SET
PL PROPERTY LINE
CMF CONC MON. FOUND
N/F NOW OR FORMERLY
PP POWER POLE
EQUIP. USED TOTAL STATION
TOPCON 303
ERROR OF CLOSURE
1:24,000 PLAT NOT ADJUSTED

ADOLPH N. MICHELIS & ASSO.
736 SANDY RIDGE ROAD
SYLVANIA, GEORGIA 30467
PH. (912) 829 3972

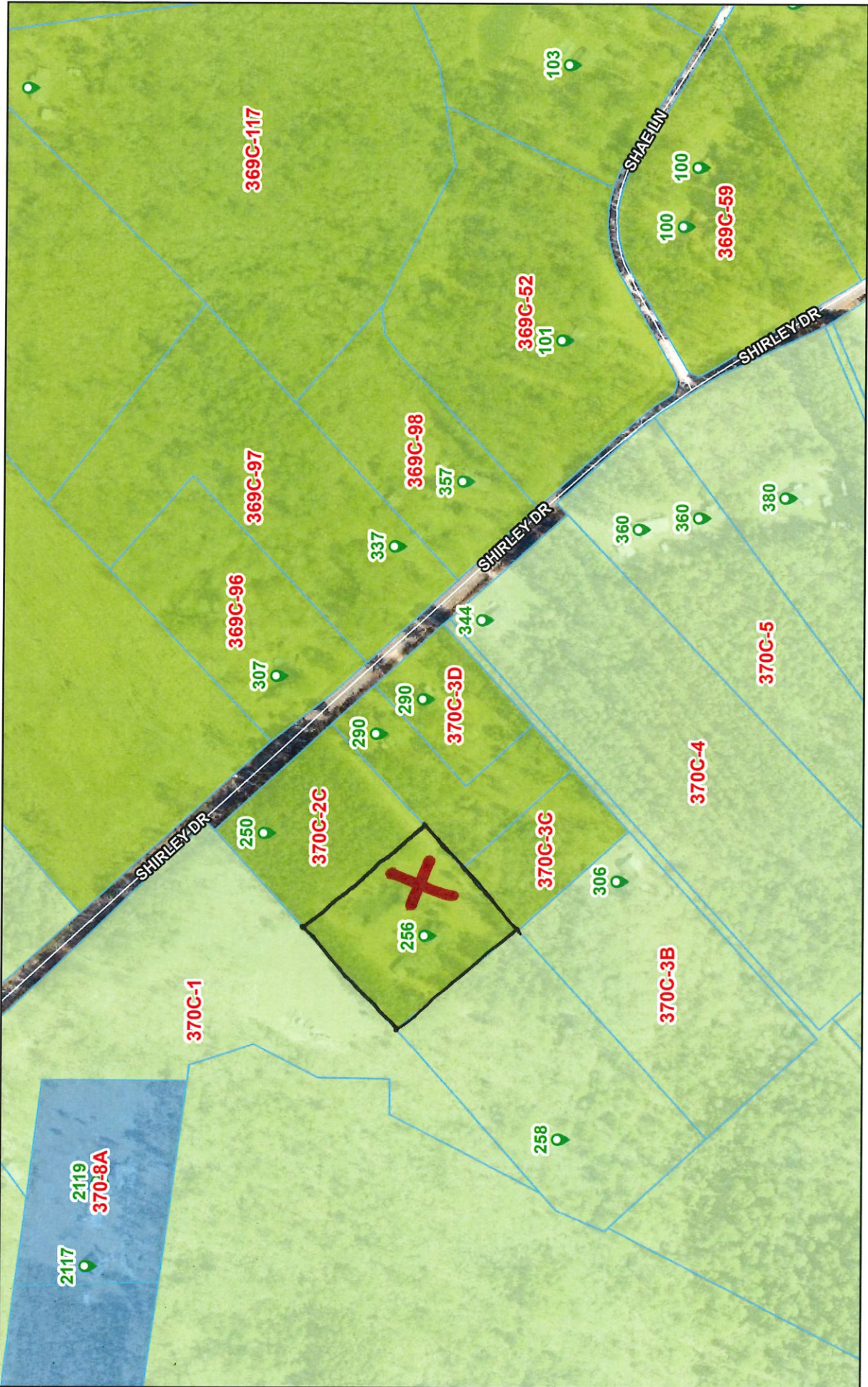
SURVEYORS CERTIFICATION
(1) As required by subsection (d) of O.C.G.A. Section 15-6-67, this plat has been prepared by a land surveyor and approved by the State Board of Professional Engineers and Land Surveyors. Such approvals or affirmations should be confirmed with the appropriate governmental bodies by any purchaser or user of this plat. The undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia. Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

ADOLPH N. MICHELIS
No. 13223
DATE: 5-02-23

256 Shirley Drive



256 Shirley Drive



6/13/2023

Address Points

Tax Parcel Labels

Tax Parcels

Roads

Effingham County Zoning

AR-1

AR-2

R-1

R-2

Efn_fin_cache

Red: Band_1

Green: Band_2

Scale: 1:4,514

0 0.03 0.07 0.1 0.13

0 0.05 0.1 0.2 km

Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA, Effingham County BOC

Item XV. 11.

749

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL X DISAPPROVAL _____

Of the rezoning request by applicant **Leon L. Hood – (Map # 370C Parcel # 2)** from AR-2 to AR-1 zoning.

- Yes No 1. Is this proposal inconsistent with the county’s master plan?
- Yes No 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?
- Yes No 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No 7. Are nearby residents opposed to the proposed zoning change?
- Yes No 8. Do other conditions affect the property so as to support a decision against the proposal?

BKS.

7/11/23.

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL X DISAPPROVAL _____

Of the rezoning request by applicant **Leon L. Hood** – (Map # 370C Parcel # 2) from AR-2 to AR-1 zoning.

- Yes No ? 1. Is this proposal inconsistent with the county’s master plan?
- Yes No ? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No ? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No ? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?
- Yes No ? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No ? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No ? 7. Are nearby residents opposed to the proposed zoning change?
- Yes No ? 8. Do other conditions affect the property so as to support a decision against the proposal?

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL

DISAPPROVAL

Of the rezoning request by applicant **Leon L. Hood – (Map # 370C Parcel # 2)** from **AR-2** to **AR-1** zoning.

- Yes No? 1. Is this proposal inconsistent with the county's master plan?
- Yes No? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?
- Yes No? 5. Does the proposed change constitute "spot zoning" which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No? 7. Are nearby residents opposed to the proposed zoning change?
- Yes No? 8. Do other conditions affect the property so as to support a decision against the proposal?

DB

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL

DISAPPROVAL

Of the rezoning request by applicant **Leon L. Hood – (Map # 370C Parcel # 2)** from **AR-2** to **AR-1** zoning.

Yes No ? 1. Is this proposal inconsistent with the county’s master plan?

Yes No ? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?

Yes No ? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?

Yes No ? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?

Yes No ? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?

Yes No ? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?

Yes No ? 7. Are nearby residents opposed to the proposed zoning change?

Yes No ? 8. Do other conditions affect the property so as to support a decision against the proposal?

AR2

Staff Report

Subject: 2nd Reading – Zoning Map Amendment
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Leon L. Hood** requests to **rezone** .2 of 2.5 acres from **AR-2** to **AR-1** to allow for combination with an adjacent AR-1 property. Located at 256 Shirley Drive. **[Map# 370C Parcel# 2]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** .2 of 2.5 acres from **AR-2** to **AR-1** to allow for combination with an adjacent AR-1 property., with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts. AR-1 requires a minimum lot size of 5 acres. AR-2 allows lots of one acre or more.
- The applicant wishes to increase an AR-1 zoned lot (370C-2B) by adding .2 acres from a parcel in the AR-2 zoning district.
- Because zoning districts must match for a recombination of parcels, the .2 acres must be rezoned.
- At the July 11, 2023 Planning Board meeting, Ryan Thompson made a motion to approve, with the following condition:
 1. A recombination subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
- The motion was seconded by Alan Zipperer, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** .2 of 2.5 acres from **AR-2** to **AR-1**, with the following conditions:
 1. A recombination plat must be approved by Development Services, and be recorded, before the rezoning can take effect.
2. **Deny** the request for to **rezone** .2 of 2.5 acres from **AR-2** to **AR-1**.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Zoning Map Amendment

**STATE OF GEORGIA
EFFINGHAM COUNTY**

AN AMENDMENT TO THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.
370C-2

AN ORDINANCE TO AMEND THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.
370C-2

AND TO REPEAL ALL OTHER ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED by the Effingham County Board of Commissioners in regular meeting assembled and pursuant to lawful authority thereof:

WHEREAS, LEON L. HOOD has filed an application to rezone twenty thousandths (0.2) +/- acres; from AR-2 to AR-1 to allow for combination with adjacent AR-1 property; map and parcel number 370C-2, located in the 4th commissioner district, and

WHEREAS, a public hearing was held on August 1, 2023 and notice of said hearing having been published in the Effingham County Herald on July 5, 2023; and

WHEREAS, a public hearing was held before the Effingham County Planning Board, notice of said hearing having been published in the Effingham County Herald on June 28, 2023; and

IT IS HEREBY ORDAINED THAT twenty thousandths (0.2) +/- acres; map and parcel number 370C-2, located in the 4th commissioner district is rezoned from AR-2 to AR-1, with the following condition:

- 1. A recombination plat must be approved by Development Services, and be recorded, before the rezoning can take effect.

This _____ day of _____, 20____

BOARD OF COMMISSIONERS
EFFINGHAM COUNTY, GEORGIA

BY: _____
WESLEY CORBITT, CHAIRMAN

ATTEST:

FIRST/SECOND READING: _____

STEPHANIE JOHNSON
COUNTY CLERK

Staff Report

Subject: Rezoning (Fourth District)
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Kenneth Lancaster** as Agent for **Lee H. Lancaster & Shirley Bridges** requests to **rezone** 1.28 of 72.97 acres from **AR-1** to **AR-2**, to allow for recombination with an adjacent **AR-2** property. Located on Mock Road. **[Map# 409 Parcels# 59A&B]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 1.28 of 72.97 acres from **AR-1** to **AR-2**, to allow for recombination with an adjacent **AR-2** property, with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts. AR-1 requires a minimum lot size of 5 acres. AR-2 allows lots of one acre or more.
- The applicant wishes to increase the size of an existing AR-2 parcel from 1.07 acres to 2.35 acres.
- The additional 1.28 acres will be added from portions of Map/Parcels 409-59A&B, both of which are in the AR-1 zoning district.
- Because zoning districts must be compatible for recombination, the 1.28 acres must be rezoned.
- At the July 11, 2023 Planning Board meeting, Brad Smith made a motion to approve, with the following condition:
 1. A recombination subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
- The motion was seconded by Alan Zipperer, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** 1.28 of 72.97 acres from **AR-1** to **AR-2**, with the following conditions:
 1. A recombination plat must be approved by Development Services, and be recorded, before the rezoning can take effect.
2. **Deny** the request for to **rezone** 1.28 of 72.97 acres from **AR-1** to **AR-2**.

Recommended Alternative: 1**Other Alternatives: 2****Department Review:** Development Services**FUNDING:** N/A

Attachments: 1. Rezoning application and checklist 3. Plat 5. Deed
 2. Ownership certificate/authorization 4. Aerial photograph

ATTACHMENT A – REZONING AMENDMENT APPLICATION

Application Date: 6/7/2023

Applicant/Agent: Kenneth Lancaster

Applicant Email Address: KLLancaster@outlook.com

Phone # 912-667-0975

Applicant Mailing Address: 800 Mock Road

City: Springfield State: GA Zip Code: 31329

Property Owner, if different from above: Lee H. Lancaster Shirley Bridges
Include Signed & Notarized Authorization of Property Owner

Owner's Email Address (if known): _____

Phone # _____

Owner's Mailing Address: _____

City: _____ State: _____ Zip Code: _____

Property Location: Mock Road

Proposed Road Access: Mock Road

Present Zoning of Property: AR-1 Proposed Zoning: AR-2

Tax Map-Parcel # 409-59A+B Total Acres: 72.97 Acres to be Rezoned: 1.28 (:98/3)

Lot Characteristics: _____

WATER

- Private Well
- Public Water System

SEWER

- Private Septic System
- Public Sewer System

If public, name of supplier: _____

Justification for Rezoning Amendment: Recombination with 409-59A01 (AR-2)

List the zoning of the other property in the vicinity of the property you wish to rezone:

North _____ South _____ East _____ West _____

1. Describe the current use of the property you wish to rezone.

Residential

2. Does the property you wish to rezone have a reasonable economic use as it is currently zoned?

yes

3. Describe the use that you propose to make of the land after rezoning.

Residential

4. Describe the uses of the other property in the vicinity of the property you wish to rezone?

Residential

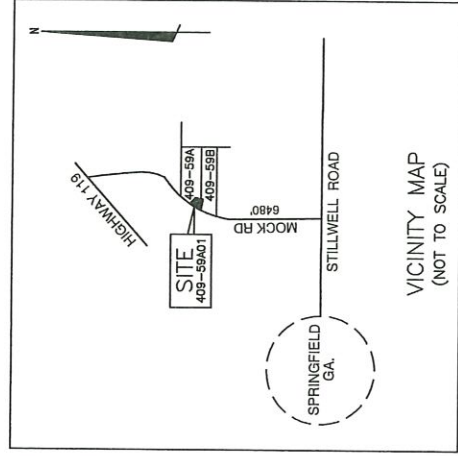
5. Describe how your rezoning proposal will allow a use that is suitable in view of the uses and development of adjacent and nearby property?

no change of use

6. Will the proposed zoning change result in a use of the property, which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

no change

Applicant Signature: Kenneth Juncos Date 06-7-23



APPROVED FOR RECORDING BY THE EFFINGHAM COUNTY ZONING ADMINISTRATOR.

ZONING ADMINISTRATOR _____ DATE _____

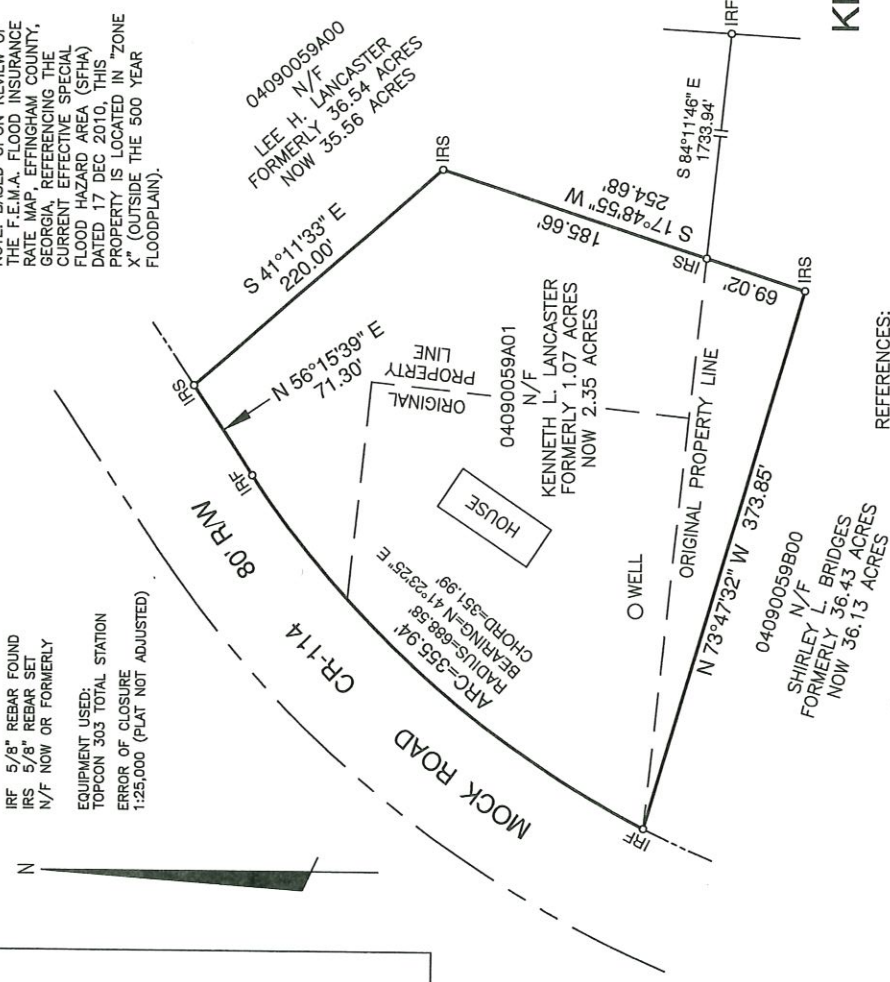
NOTE: THE PURPOSE OF THIS SURVEY IS TO ADD ADDITIONAL PROPERTY TO THE PROPERTY SHOWN ON A SURVEY FOR FAYE W. LANCASTER RECORDED IN PLAT BOOK D148, PAGE A1, WHICH WAS APPROVED BY THE EFFINGHAM COUNTY DEPARTMENT OF PUBLIC HEALTH DIVISION OF ENGINEERING AND SANITATION AS SHOWN ON THE REFERENCED RECORDED PLAT.

FAMILY RECOMBINATION SURVEY FOR KENNETH L. LANCASTER

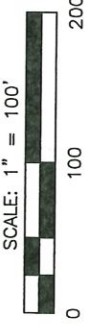
SURVEY OF 2.35 ACRES
 LOCATED IN THE 11TH G.M.D.
 EFFINGHAM COUNTY, GEORGIA
 SURVEYED 07 MAY 2023
 PLAT DRAWN 11 MAY 2023

NOTE: BASED UPON REVIEW OF THE F.E.M.A. FLOOD INSURANCE RATE MAP, EFFINGHAM COUNTY, GEORGIA, REFERENCING THE CURRENT EFFECTIVE SPECIAL FLOOD HAZARD AREA (SFHA) DATED 17 DEC 2010, THIS PROPERTY IS LOCATED IN "ZONE X" (OUTSIDE THE 500 YEAR FLOODPLAIN).

LEGEND:
 IRF 5/8" REBAR FOUND
 IRS 5/8" REBAR SET
 N/F NOW OR FORMERLY
 EQUIPMENT USED:
 TOPCON 303 TOTAL STATION
 ERROR OF CLOSURE
 1:25,000 (PLAT NOT ADJUSTED)



REFERENCES:
 PLAT BOOK D148, PAGE A1
 PLAT BOOK D148, PAGE A2



NOTE: SUBJECT PROPERTY IS ALL OF PARCEL 04090059A01, AND PARTS OF 04090059A00 & 4090059B00 OF THE EFFINGHAM COUNTY TAX ASSESSORS FILE.

RESERVED FOR CLERK OF COURT

ADOLPH N. MICHELIS & ASSO.
 736 SANDY RIDGE ROAD
 STAMINA, GEORGIA 30467
 PH. (912) 629-3972

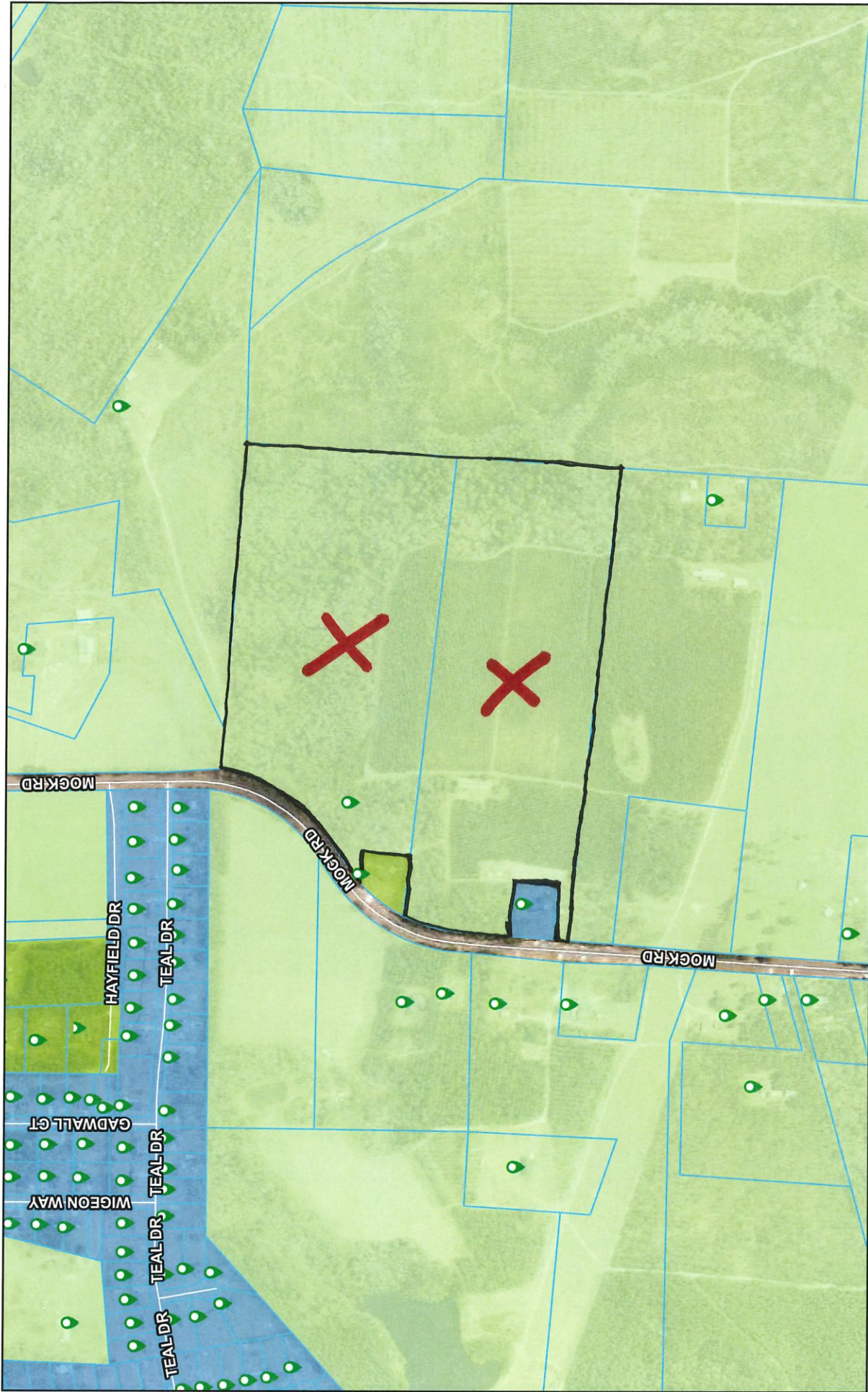
SURVEYORS CERTIFICATION

As required by subsection (d) of O.C.G.A. Section 15-6-67, this plat has been prepared by a land surveyor and applicable local jurisdictions for recording on evidenced approval certificates, signatures, stamps, or statements herein.

Such approvals or affirmations should be confirmed with the person or persons who are any purchaser or user of this plat as to intended use of the plat. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for professional surveys in Georgia as set forth in the rules and regulations of the Board of Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

Adolph N. Michelis
 DA, Reg. L.S. LIC. NO. 1323 5-12-23 DATE

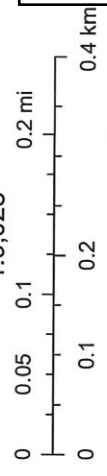
409-59A&B



6/13/2023

- Address Points
- Tax Parcels
- Tax Parcel Labels
- AR-1
- AR-2
- Efn_fin_cache
- R-1
- R-1
- Red: Band_1
- Green: Band_2
- Roads

1:9,028



Effingham County BOC, Esri, HERE, Garmin, INCREMENT P, Intermap
USGS, METI/NASA, EPA, USDA

Item XV. 13.

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

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CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL X DISAPPROVAL _____

Of the rezoning request by applicant **Kenneth Lancaster as Agent for Lee H. Lancaster & Shirley Bridges – (Map # 409 Parcel # 59A&B) from AR-1 to AR-2 zoning.**

- Yes No? 1. Is this proposal inconsistent with the county’s master plan?
- Yes No? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?
- Yes No? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No? 7. Are nearby residents opposed to the proposed zoning change?
- Yes No? 8. Do other conditions affect the property so as to support a decision against the proposal?

BKS.
7/11/23.

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DISAPPROVAL

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DB

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CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL

DISAPPROVAL

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- Yes No ? 7. Are nearby residents opposed to the proposed zoning change?
- Yes No ? 8. Do other conditions affect the property so as to support a decision against the proposal?

Handwritten initials/signature

Staff Report

Subject: 2nd Reading – Zoning Map Amendment
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Kenneth Lancaster** as Agent for **Lee H. Lancaster & Shirley Bridges** requests to **rezone** 1.28 of 72.97 acres from **AR-1** to **AR-2**, to allow for recombination with an adjacent **AR-2** property. Located on Mock Road. **[Map# 409 Parcels# 59A&B]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 1.28 of 72.97 acres from **AR-1** to **AR-2**, to allow for recombination with an adjacent **AR-2** property, with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts. AR-1 requires a minimum lot size of 5 acres. AR-2 allows lots of one acre or more.
- The applicant wishes to increase the size of an existing AR-2 parcel from 1.07 acres to 2.35 acres.
- The additional 1.28 acres will be added from portions of Map/Parcels 409-59A&B, both of which are in the AR-1 zoning district.
- Because zoning districts must be compatible for recombination, the 1.28 acres must be rezoned.
- At the July 11, 2023 Planning Board meeting, Brad Smith made a motion to approve, with the following condition:
 1. A recombination subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
- The motion was seconded by Alan Zipperer, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** 1.28 of 72.97 acres from **AR-1** to **AR-2**, with the following conditions:
 1. A recombination plat must be approved by Development Services, and be recorded, before the rezoning can take effect.
2. **Deny** the request for to **rezone** 1.28 of 72.97 acres from **AR-1** to **AR-2**.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Zoning Map Amendment

**STATE OF GEORGIA
EFFINGHAM COUNTY**

AN AMENDMENT TO THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.
409-59A&59B

AN ORDINANCE TO AMEND THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.
409-59A&59B

AND TO REPEAL ALL OTHER ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED by the Effingham County Board of Commissioners in regular meeting assembled and pursuant to lawful authority thereof:

WHEREAS, KENNETH LANCASTER AS AGENT FOR LEE H. LANCASTER & SHIRLEY BRIDGES has filed an application to rezone one and twenty-eight hundredths (1.28) +/- acres; from AR-1 to AR-2 to allow for recombination with adjacent AR-2 property; map and parcel number 409-59A&59B, located in the 4th commissioner district, and

WHEREAS, a public hearing was held on August 1, 2023 and notice of said hearing having been published in the Effingham County Herald on July 5, 2023; and

WHEREAS, a public hearing was held before the Effingham County Planning Board, notice of said hearing having been published in the Effingham County Herald on June 28, 2023; and

IT IS HEREBY ORDAINED THAT one and twenty-eight hundredths (1.28) +/- acres; map and parcel number 409-59A&59B, located in the 4th commissioner district is rezoned from AR-1 to AR-2, with the following condition:

- 1. A recombination plat must be approved by Development Services, and be recorded, before the rezoning can take effect.

This _____ day of _____, 20____

BOARD OF COMMISSIONERS
EFFINGHAM COUNTY, GEORGIA

BY: _____
WESLEY CORBITT, CHAIRMAN

ATTEST:

FIRST/SECOND READING: _____

STEPHANIE JOHNSON
COUNTY CLERK

Staff Report

Subject: Rezoning (First District)
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Ground Control Development, LLC** requests to **rezone** 12.3 acres from **B-2 to B-3**, to allow for development. Located on US Highway 80. **[Map# 329 Parcel# 36,37,38]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 12.3 acres from **B-2 to I-1**, to allow for development, to allow for business development with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts.
- The applicant wishes to rezone to be in full compliance for operation of land development business and storage of related equipment.
- Map/Parcel 329-38 was rezoned to B-2 in 1983 to allow for auto repair. Automotive repair is now a permitted use in B-3. While the applicant is not proposing automotive repair, rezoning would bring current allowable use of the property to include the original intended use.
- Map/Parcels 329-36&37 were rezoned to B-2 for sale for “commercial use” in 2020. The properties’ functional use prior to that was as a junkyard. When the applicants purposed these parcels, they believed the land was zoned for use equaling the intensity to allow for a junkyard.
- At the July 11, 2023 Planning Board meeting, the applicants amended their request to rezone to I-1, having decided to not include on site wood chipping. They wish to continue pursuit of B-3 zoning to ensure their proposed use of fleet parking for machinery is within compliance.
- At the July 11, 2023 Planning Board meeting, Ryan Thompson made a motion to approve, with the following condition:
 1. A recombination subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
- The motion was seconded by Alan Zipperer, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** 12.3 acres from **B-2 to B-3**.
 - 1.A recombination subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
2. **Deny** the request to **rezone** 12.3 acres from **B-2 to B-3**.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Rezoning application and checklist 3. Plat 5. Deed
 1. Ownership certificate/authorization 4. Aerial photograph

ATTACHMENT A – REZONING AMENDMENT APPLICATION

Application Date: 6/5/2023

Applicant/Agent: Ground Control Development (Shane Vorous)

Applicant Email Address: GroundControlDevelopment@gmail.com

Phone # 207.670.8268

Applicant Mailing Address: PO Box 72

City: Bloomington State: GA Zip Code: 31302

Property Owner, if different from above: N/A
Include Signed & Notarized Authorization of Property Owner

Owner's Email Address (if known): _____

Phone # _____

Owner's Mailing Address: _____

City: _____ State: _____ Zip Code: _____

Property Location: US Highway 80

Proposed Road Access: US Highway 80

Present Zoning of Property: B-2 Proposed Zoning: B-3 (amended @ 7/11/23) I-1 (light industrial)

Tax Map-Parcel # 329-36,37,38 Total Acres: 2.3 Acres to be Rezoned: 2.3

Lot Characteristics: Existing buildings (3) privacy fence to 80.

WATER

Private Well

Public Water System

If public, name of supplier: _____

SEWER

Private Septic System

Public Sewer System

Justification for Rezoning Amendment: proposed activity not allowed in B-2

List the zoning of the other property in the vicinity of the property you wish to rezone:

North _____ South _____ East _____ West _____

1. Describe the current use of the property you wish to rezone.

Unused, previous junkyard.

2. Does the property you wish to rezone have a reasonable economic use as it is currently zoned?

yes.

3. Describe the use that you propose to make of the land after rezoning.

Fleet parking for Ground Control Development, LLC
Grinding and retail of wood products (grinding on site)

4. Describe the uses of the other property in the vicinity of the property you wish to rezone?

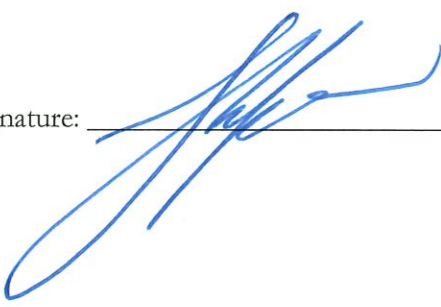
Residential + commercial

5. Describe how your rezoning proposal will allow a use that is suitable in view of the uses and development of adjacent and nearby property?

Nearby properties include Interfor and
Concrete plant. Hwy 80 is a major truck route.

6. Will the proposed zoning change result in a use of the property, which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

No.

Applicant Signature: 

Date 6/5/23

7274630348
PARTICIPANT ID

BK:29 PG:104-104
P2021000140

FILED IN OFFICE
CLERK OF COURT
07/15/2021 11:55 AM
JASON E. BRAGG, CLERK
SUPERIOR COURT
EFFINGHAM COUNTY, GA

Jason E. Bragg

| LINE | BEARING | HORIZ DIST |
|------|-------------|------------|
| L1 | S80°43'56"E | 300.06' |
| L2 | S45°56'16"E | 0.21' |
| L3 | S60°36'58"E | 200.03' |
| L4 | N38°01'28"E | 173.53' |
| L5 | S60°18'32"E | 86.27' |
| L6 | S70°11'23"W | 65.50' |
| L7 | N59°36'43"E | 115.99' |

1. THE FIELD DATA WAS COLLECTED USING A TOPCON - ES TOTAL STATION, SOKKIA GRX2, AND A TESLA DATA COLLECTOR.
2. THIS PROPERTY IS NOT LOCATED IN A FEDERAL FLOOD AREA AS INDICATED BY THE F.I.R.M. OFFICIAL FLOOD HAZARD MAPS.
3. THIS PLAT HAS BEEN CALCULATED FOR CLOSEURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 100,000 FEET.
4. TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF ALL ANGLES, BEARINGS, MEASUREMENTS OF COURSES, DISTANCES AND MONUMENTS LOCATIONS ARE AS SHOWN, HAVE BEEN PROVEN BY A LAND SURVEY AND IN MY OPINION THIS IS A CORRECT REPRESENTATION OF THE LAND PLATTED AND HAS BEEN PREPARED IN CONFORMANCE WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF GEORGIA LAW 1978.
5. THIS SURVEY COMPLIES WITH BOTH THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND THE OFFICIAL CODE OF GEORGIA ANNOTATED (O.C.G.A. 15-6-67) IN THAT WHERE A CONFLICT EXISTS BETWEEN THESE TWO SETS OF SPECIFICATIONS THE REQUIREMENTS OF THE LAW PREVAIL.
6. WILLIAM MARK GLISSON, THE LAND SURVEYOR WHOSE SEAL IS AFFIXED HERETO DOES NOT GUARANTEE THAT ALL EASEMENTS WHICH MAY AFFECT THE PROPERTY ARE SHOWN. THE CERTIFICATION, AS SHOWN HEREON IS PURELY A STATEMENT OF PROFESSIONAL OPINION BASED ON KNOWLEDGE, INFORMATION AND BELIEF AND BASED ON EXISTING FIELD EVIDENCE AND DOCUMENTARY EVIDENCE AVAILABLE. THE CERTIFICATION IS NOT A EXPRESSED OR IMPLIED WARRANTY OR GUARANTEE.

SURVEYOR CERTIFICATION

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS, JURISDICTION, OR ANY USE OF PURPOSE OF THE LAND FURTHERMORE THIS PLAT DOES NOT LAND SURVEYOR THAT THIS PLAT COMPLES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-87.

WILLIAM MARK GLISSON RLS #3316

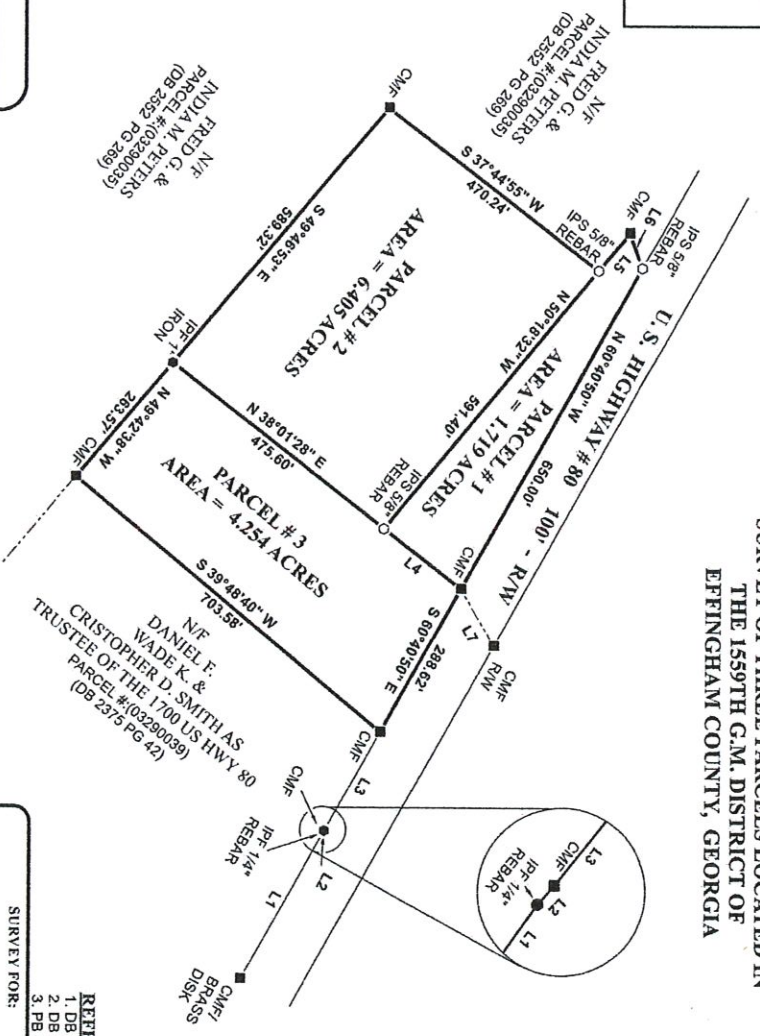


DATE



Tweener PC

SURVEY OF THREE PARCELS LOCATED IN THE 159TH G.M. DISTRICT OF EFFINGHAM COUNTY, GEORGIA



- REFERENCES:**
1. DB 433 PG 289
 2. DB 315 PG 23
 3. PB 4 PG 153

SURVEY FOR:

SHANE VOROUS

| |
|---|
| COUNTY: EFFINGHAM STATE: GEORGIA |
| GMD: 1559TH |
| DATE: 07/13/2021 SCALE: 1" = 200' |
| FILE NUMBER: 21258 |
| TOTAL AREA = 9,378 AC. PARCEL # 1: 1,719 AC PARCEL # 2: 6,405 AC PARCEL # 3: 1,254 AC |
| FIELD SURVEY DATE: 06/08/2021 |

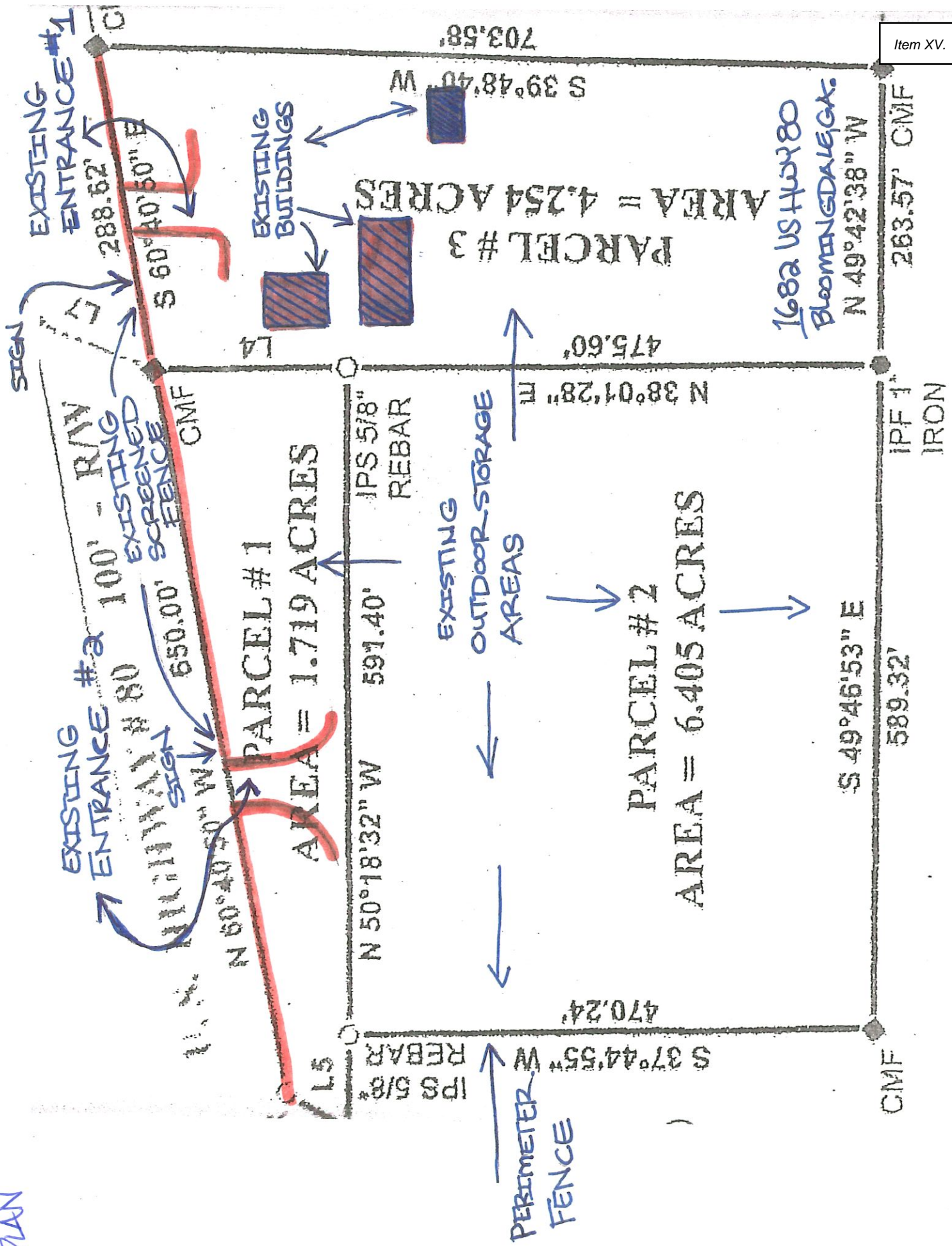
WILLIAM MARK GLISSON - REGISTERED LAND SURVEYOR
 GEORGIA PLS # 3316 - SOUTH CAROLINA PLS # 31964
 377 TUCKER ROAD, CLAYTON, GEORGIA 30417
 RINCON: (912) 826 - 5283 CLAYTON: (912) 282 - 7052
 WMGLISSON@BELLSOUTH.NET



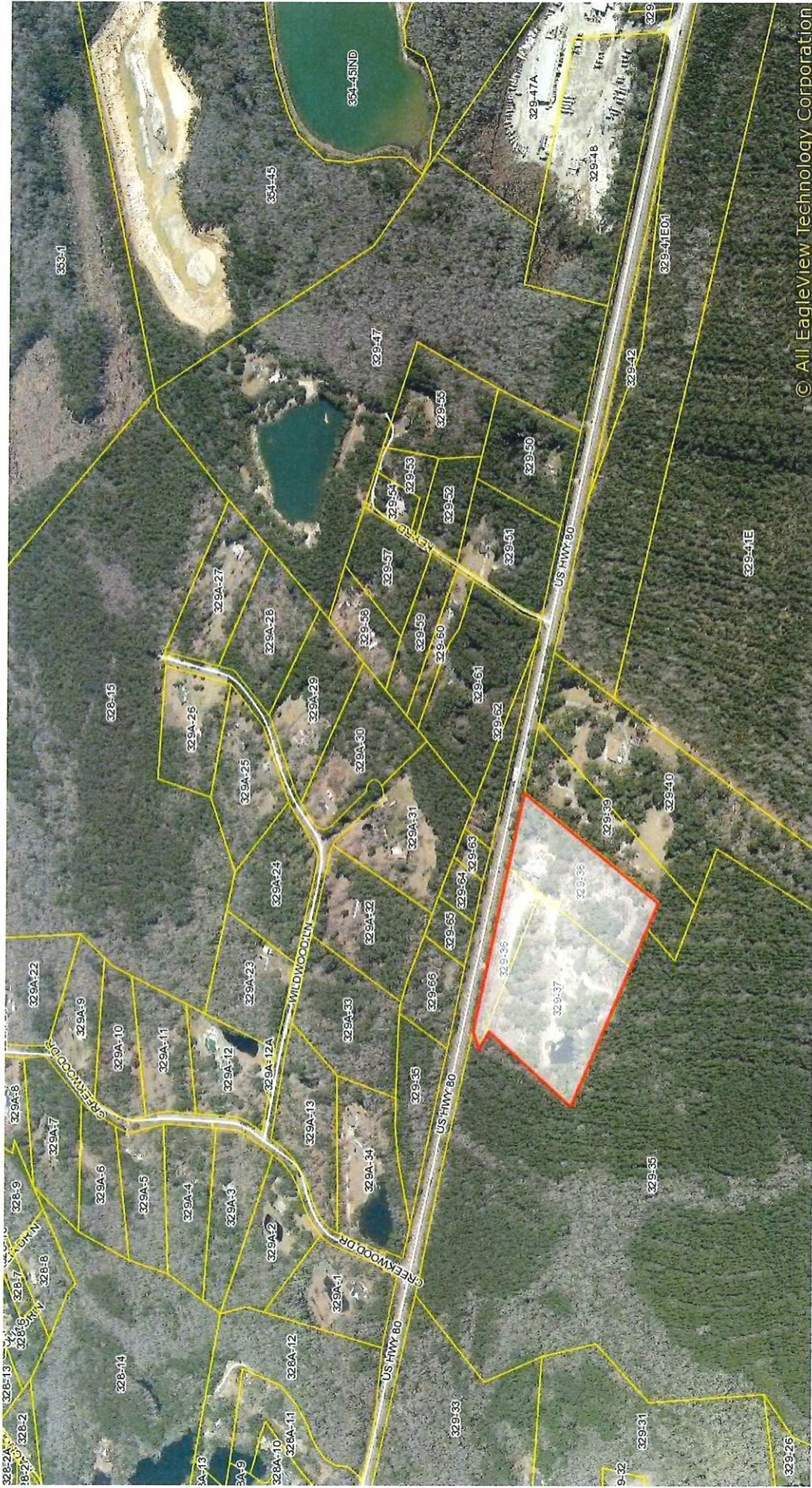
PREPARED BY:

STATE OF GEORGIA

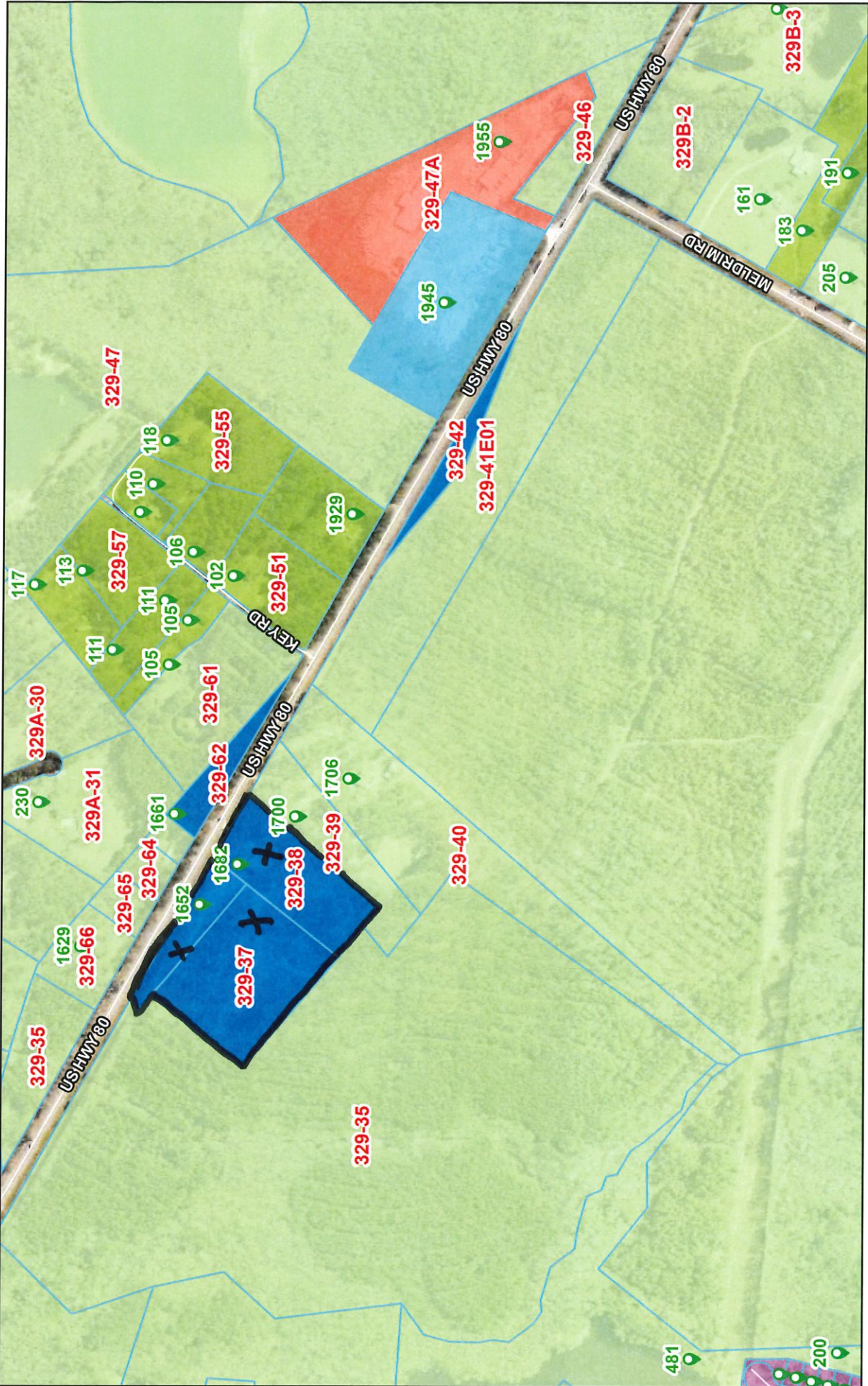
SITE PLAN



329-36, 37 & 38

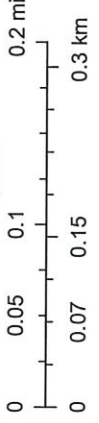


329-36, 37 & 38



6/21/2023

1:7,899



- Address Points
- Tax Parcel Labels
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- AR-1
- AR-2
- B-2
- B-3
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- Green: Band_2

Savannah Area GIS, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS METI/NASA, EPA, USDA, Effingham County BOC

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APPROVAL X DISAPPROVAL _____

Of the rezoning request by applicant **Ground Control Development, LLC** – (Map # 329 Parcel # 36,37&38) from B-2 to ~~L-1~~ zoning.

B-3

- Yes No 1. Is this proposal inconsistent with the county’s master plan?
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BKS.
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DISAPPROVAL

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B-3

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OB

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The Effingham County Planning Commission recommends:

APPROVAL

DISAPPROVAL

Of the rezoning request by applicant **Ground Control Development, LLC** – (Map # 329 Parcel # 36,37&38) from **B-2** to **I-1** zoning. **83**

- Yes No ? 1. Is this proposal inconsistent with the county’s master plan?
- Yes No ? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No ? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No ? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?
- Yes No ? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No ? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No ? 7. Are nearby residents opposed to the proposed zoning change?
- Yes No ? 8. Do other conditions affect the property so as to support a decision against the proposal?

AR

Staff Report

Subject: 2nd Reading – Zoning Map Amendment
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Ground Control Development, LLC** requests to **rezone** 12.3 acres from **B-2** to **B-3**, to allow for development. Located on US Highway 80. **[Map# 329 Parcel# 36,37,38]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 12.3 acres from **B-2** to **I-1**, to allow for development, to allow for business development with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts.
- The applicant wishes to rezone to be in full compliance for operation of land development business and storage of related equipment.
- Map/Parcel 329-38 was rezoned to B-2 in 1983 to allow for auto repair. Automotive repair is now a permitted use in B-3. While the applicant is not proposing automotive repair, rezoning would bring current allowable use of the property to include the original intended use.
- Map/Parcels 329-36&37 were rezoned to B-2 for sale for “commercial use” in 2020. The properties’ functional use prior to that was as a junkyard. When the applicants purposed these parcels, they believed the land was zoned for use equaling the intensity to allow for a junkyard.
- At the July 11, 2023 Planning Board meeting, the applicants amended their request to rezone to I-1, having decided to not include on site wood chipping. They wish to continue pursuit of B-3 zoning to ensure their proposed use of fleet parking for machinery is within compliance.
- At the July 11, 2023 Planning Board meeting, Ryan Thompson made a motion to approve, with the following condition:
 1. A recombination subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
- The motion was seconded by Alan Zipperer, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** 12.3 acres from **B-2** to **B-3**, with the following condition:
 - 1.A recombination subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.
2. **Deny** the request to **rezone** 12.3 acres from **B-2** to **B-3**.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Zoning Map Amendment

**STATE OF GEORGIA
EFFINGHAM COUNTY**

AN AMENDMENT TO THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.

329-36,37&38

AN ORDINANCE TO AMEND THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.

329-36,37&38

AND TO REPEAL ALL OTHER ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED by the Effingham County Board of Commissioners in regular meeting assembled and pursuant to lawful authority thereof:

WHEREAS, GROUND CONTROL DEVELOPMENT, LLC has filed an application to rezone twelve and thirty thousandths (12.3) +/- acres; from B-2 to B-3 to allow for development; map and parcel number 329-36,37&38, located in the 1st commissioner district, and

WHEREAS, a public hearing was held on August 1, 2023 and notice of said hearing having been published in the Effingham County Herald on July 5, 2023; and

WHEREAS, a public hearing was held before the Effingham County Planning Board, notice of said hearing having been published in the Effingham County Herald on June 28, 2023; and

IT IS HEREBY ORDAINED THAT twelve and thirty hundredths (12.3) +/- acres; map and parcel number 329-36,37&38, located in the 1st commissioner district is rezoned from B-2 to B-3, with the following condition:

1. A recombination subdivision plat must be approved by Development Services and, and be recorded, before the rezoning can take effect.

This _____ day of _____, 20____

BOARD OF COMMISSIONERS
EFFINGHAM COUNTY, GEORGIA

BY: _____
WESLEY CORBITT, CHAIRMAN

ATTEST:

FIRST/SECOND READING: _____

STEPHANIE JOHNSON
COUNTY CLERK

Staff Report

Subject: Rezoning (First District)
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: July 11, 2023
Item Description: **Warren M. Kennedy** requests to **rezone** 1.13 acres from **R-2** to **B-3**, to allow for a storage facility. Located at 195 Elm Street. **(First District) [Map# 302 Parcel# 167]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 1.13 acres from **R-2** to **B-3**, to allow for a storage facility, with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts.
- The applicant proposes to develop an outdoor storage facility for boats, RVs, and similar large items.
- Commercial parking is a conditional use in the B-2 zoning district, automotive storage is permitted in B-3.
- This parcel is adjacent to B-3 and vacant AR-1 parcels.
- The applicant has met with Staff and, upon successful rezoning, will submit development plans for review and approval prior to development.
- The applicant must obtain, and keep in good standing, an Effingham County Occupational Tax Certificate.
- At the July 11, 2023 Planning Board meeting, Ryan Thompson made a motion to approve, with the following condition:
 1. Commercial access shall be restricted to Elm Street
- The motion was seconded by Brad Smith, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** 1.13 acres from **R-2** to **B-3**, with the following condition:
 1. Commercial access shall be restricted to Elm Street
2. **Deny** the request to **rezone** 1.13 acres from **R-2** to **B-3**.

Recommended Alternative: 1**Other Alternatives: 2****Department Review:** Development Services**FUNDING:** N/A

Attachments: 1. Rezoning application and checklist 3. Plat 5. Deed
 2. Ownership certificate/authorization 4. Aerial photograph

ATTACHMENT A – REZONING AMENDMENT APPLICATION

Application Date: May 15, 2023

Applicant/Agent: WARREN M. KENNEDY

Applicant Email Address: W.M.KENNEDY@COMCAST.NET

Phone # 912 657-1108

Applicant Mailing Address: P.O. BOX 656

City: Eder State: GA. Zip Code: 31307

Property Owner, if different from above: _____
Include Signed & Notarized Authorization of Property Owner

Owner's Email Address (if known): _____

Phone # _____

Owner's Mailing Address: _____

City: _____ State: _____ Zip Code: _____

Property Location: 198⁵ 195 Elm St.

Proposed Road Access: Elm St.

Present Zoning of Property: ~~AR-2~~ R-2 Proposed Zoning: B-3

Tax Map-Parcel # 302-167 Total Acres: ~~1.13~~ 1.13 Acres to be Rezoned: 1.13

Lot Characteristics: _____

WATER

SEWER

Private Well

Private Septic System

Public Water System

Public Sewer System

If public, name of supplier: _____

Justification for Rezoning Amendment: _____

List the zoning of the other property in the vicinity of the property you wish to rezone:

North _____ South _____ East _____ West _____

1. Describe the current use of the property you wish to rezone.

Old Residential Structure removed, Clear Lot.

2. Does the property you wish to rezone have a reasonable economic use as it is currently zoned?

No

3. Describe the use that you propose to make of the land after rezoning.

Storage yard Facility to include boats, campers, Trailers, etc.

4. Describe the uses of the other property in the vicinity of the property you wish to rezone?

Commercial And Residential

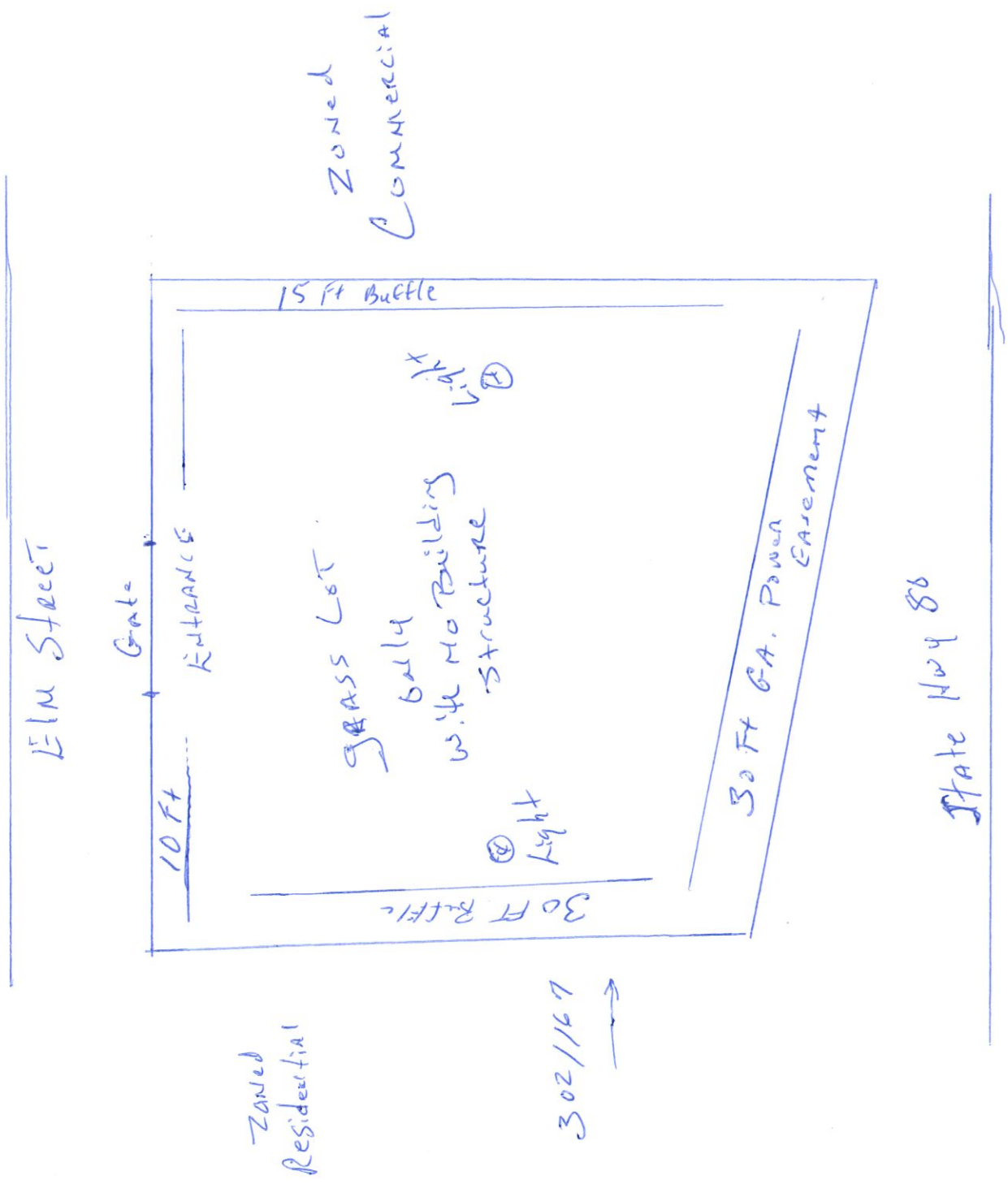
5. Describe how your rezoning proposal will allow a use that is suitable in view of the uses and development of adjacent and nearby property?

Boyl Lots Adjacent are vacant

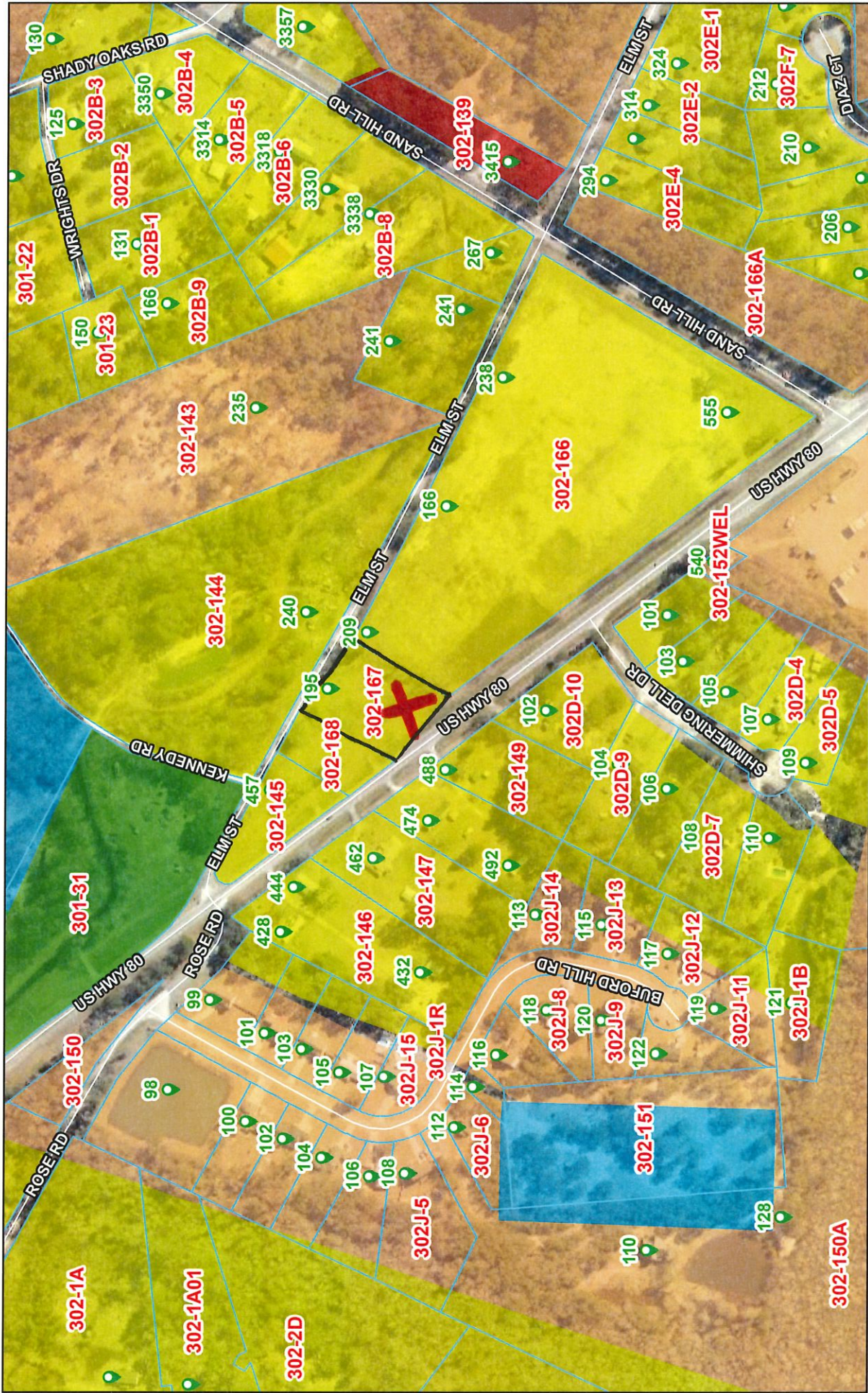
6. Will the proposed zoning change result in a use of the property, which could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

No

Applicant Signature: Wam K Kennedy Date 8-15-23



195 Elm Street



6/13/2023

1:4,514

0 0.03 0.05 0.1 0.13

0 0.05 0.1 0.2 km

Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA, Effingham Court BOC

Item XV. 17.

786

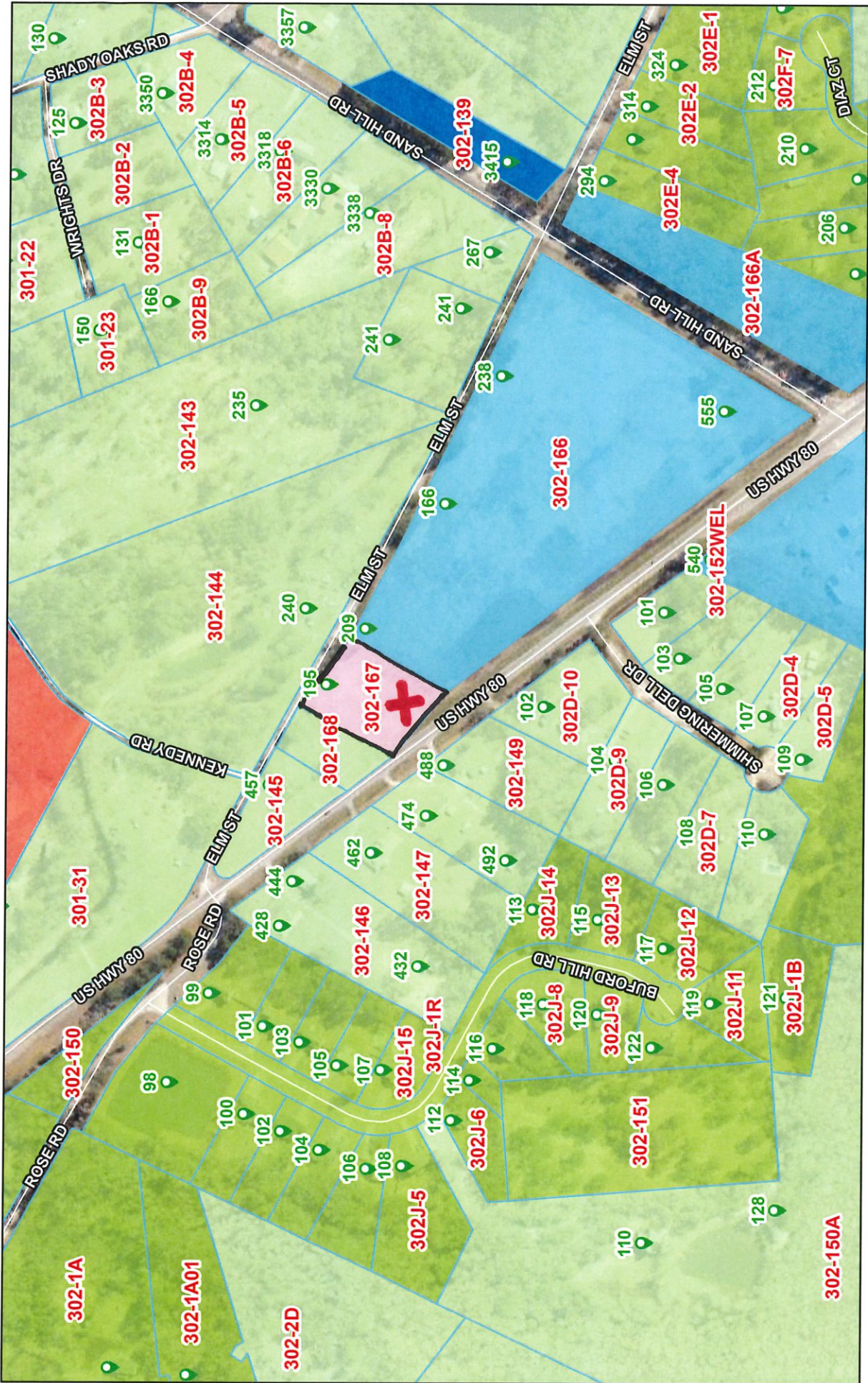
- Address Points
- Tax Parcel Labels
- Tax Parcels
- Roads
- Future Land Use - Plan Date 10/1/2019
- Commercial
- Public/Institutional
- Residential
- Agriculture
- Transportation/Utilities
- Undeveloped

195 Elm Street

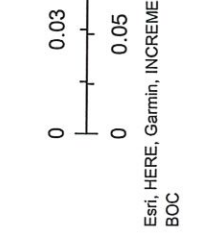


195 Elm Street

Item XV. 17.



6/13/2023



Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA, Effingham Cour
BOC

- Address Points
- Tax Parcel Labels
- Tax Parcels
- Roads
- Effingham County Zoning
- AR-1
- AR-2
- AR-3
- B-1
- B-2
- B-3
- Efn_frn_cache
- I-1
- I-2
- I-3
- J-1
- J-2
- J-3
- R-1
- R-2
- R-3
- F-1
- F-2
- F-3
- Red: Band_1
- Green: Band_2

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL X DISAPPROVAL _____

Of the rezoning request by applicant **Warren M. Kennedy – (Map # 302 Parcel # 167)** from **R-2** to **B-3** zoning.

- Yes No 1. Is this proposal inconsistent with the county’s master plan?
- Yes No 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?
- Yes No 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?
- Yes No 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?
- Yes No 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?
- Yes No 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?
- Yes No 7. Are nearby residents opposed to the proposed zoning change?
- Yes No 8. Do other conditions affect the property so as to support a decision against the proposal?

BKS.

7/11/23.

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

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CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL X

DISAPPROVAL _____

Of the rezoning request by applicant **Warren M. Kennedy – (Map # 302 Parcel # 167)** from **R-2** to **B-3** zoning.

Yes No? 1. Is this proposal inconsistent with the county's master plan?

Yes No? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?

Yes No? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?

Yes No? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?

Yes No? 5. Does the proposed change constitute "spot zoning" which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?

Yes No? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?

Yes No? 7. Are nearby residents opposed to the proposed zoning change?

Yes No? 8. Do other conditions affect the property so as to support a decision against the proposal?

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL

DISAPPROVAL

Of the rezoning request by applicant **Warren M. Kennedy – (Map # 302 Parcel # 167)** from **R-2** to **B-3** zoning.

Yes No? 1. Is this proposal inconsistent with the county’s master plan?

Yes No? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?

Yes No? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?

Yes No? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?

Yes No? 5. Does the proposed change constitute “spot zoning” which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?

Yes No? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?

Yes No? 7. Are nearby residents opposed to the proposed zoning change?

Yes No? 8. Do other conditions affect the property so as to support a decision against the proposal?

DB

9.5

EFFINGHAM COUNTY REZONING CHECKLIST

Applicants requesting a Zoning change shall supply to the Planning Board information describing the proposed change plus supporting data relating to the change to assist the Planning Board in making their determination. the supporting documentation shall include a format substantially the same as the checklist/criteria used by the Planning Board in evaluating the requested zoning change.

After receiving all information presented as to each zoning proposal at any public hearing provided for in this Article, and prior to making any recommendation thereon, the Planning Board shall consider each of the eight questions contained in the following checklist in written form and forward a copy of the same to the Board of Commissioners together with any additional material deemed appropriate:

CHECK LIST:

The Effingham County Planning Commission recommends:

APPROVAL

DISAPPROVAL

Of the rezoning request by applicant **Warren M. Kennedy – (Map # 302 Parcel # 167)** from **R-2** to **B-3** zoning.

Yes No ? 1. Is this proposal inconsistent with the county's master plan?

Yes No ? 2. Could the proposed zoning allow use that overload either existing or proposed public facilities such as street, utilities or schools?

Yes No ? 3. Could traffic created by the proposed use, or other uses permissible under the zoning sought, traverse established single-family neighborhoods on minor streets, leading to congestion, noise, and traffic hazards?

Yes No ? 4. Does the property which is proposed to be rezoned have a have a reasonable economic use under existing zoning?

Yes No ? 5. Does the proposed change constitute "spot zoning" which would permit a use which would be unsuitable, considering the existing use and development of adjacent and nearby property?

Yes No ? 6. Would the proposed change in zoning adversely affect existing use or usability of adjacent or nearby property?

Yes No ? 7. Are nearby residents opposed to the proposed zoning change?

Yes No ? 8. Do other conditions affect the property so as to support a decision against the proposal?

Staff Report

Subject: 2nd Reading – Zoning Map Amendment
Author: Katie Dunnigan, Zoning Manager
Department: Development Services
Meeting Date: August 1, 2023
Item Description: **Warren M. Kennedy** requests to **rezone** 1.13 acres from **R-2** to **B-3**, to allow for a storage facility. Located at 195 Elm Street. **(First District) [Map# 302 Parcel# 167]**

Summary Recommendation

Staff has reviewed the application, and recommends **approval** of the request to **rezone** 1.13 acres from **R-2** to **B-3**, to allow for a storage facility, with conditions.

Executive Summary/Background

- The request for rezoning is a requirement of Appendix C, Article IX-Amendments to Map or Text, Section 9. Zoning districts are described in Appendix C, Article V-Uses Permitted in Districts.
- The applicant proposes to develop an outdoor storage facility for boats, RVs, and similar large items.
- Commercial parking is a conditional use in the B-2 zoning district, automotive storage is permitted in B-3.
- This parcel is adjacent to B-3 and vacant AR-1 parcels.
- The applicant has met with Staff and, upon successful rezoning, will submit development plans for review and approval prior to development.
- The applicant must obtain, and keep in good standing, an Effingham County Occupational Tax Certificate.
- At the July 11, 2023 Planning Board meeting, Ryan Thompson made a motion to approve, with the following condition:
 - 1. Commercial access shall be restricted to Elm Street
- The motion was seconded by Brad Smith, and carried unanimously.

Alternatives

1. **Approve** the request to **rezone** 1.13 acres from **R-2** to **B-3**, with the following condition:
 1. Commercial access shall be restricted to Elm Street
2. **Deny** the request to **rezone** 1.13 acres from **R-2** to **B-3**.

Recommended Alternative: 1

Other Alternatives: 2

Department Review: Development Services

FUNDING: N/A

Attachments: 1. Zoning Map Amendment

**STATE OF GEORGIA
EFFINGHAM COUNTY**

AN AMENDMENT TO THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.
302-167

AN ORDINANCE TO AMEND THE EFFINGHAM COUNTY ZONING ORDINANCE, MAP AND PARCEL NO.
302-167

AND TO REPEAL ALL OTHER ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED by the Effingham County Board of Commissioners in regular meeting assembled and pursuant to lawful authority thereof:

WHEREAS, WARREN M. KENNEDY has filed an application to rezone one and thirteen hundredths (1.13) +/- acres; from R-2 to B-3 to allow for a storage facility; map and parcel number 302-167, located in the 1st commissioner district, and

WHEREAS, a public hearing was held on August 1, 2023 and notice of said hearing having been published in the Effingham County Herald on July 5, 2023; and

WHEREAS, a public hearing was held before the Effingham County Planning Board, notice of said hearing having been published in the Effingham County Herald on June 28, 2023; and

IT IS HEREBY ORDAINED THAT one and thirteenth hundredths (1.13) +/- acres; map and parcel number 302-167, located in the 1st commissioner district is rezoned from R-2 to B-3, with the following condition:

- 1. Commercial access shall be restricted to Elm Street.

This _____ day of _____, 20____

BOARD OF COMMISSIONERS
EFFINGHAM COUNTY, GEORGIA

BY: _____
WESLEY CORBITT, CHAIRMAN

ATTEST:

FIRST/SECOND READING: _____

STEPHANIE JOHNSON
COUNTY CLERK