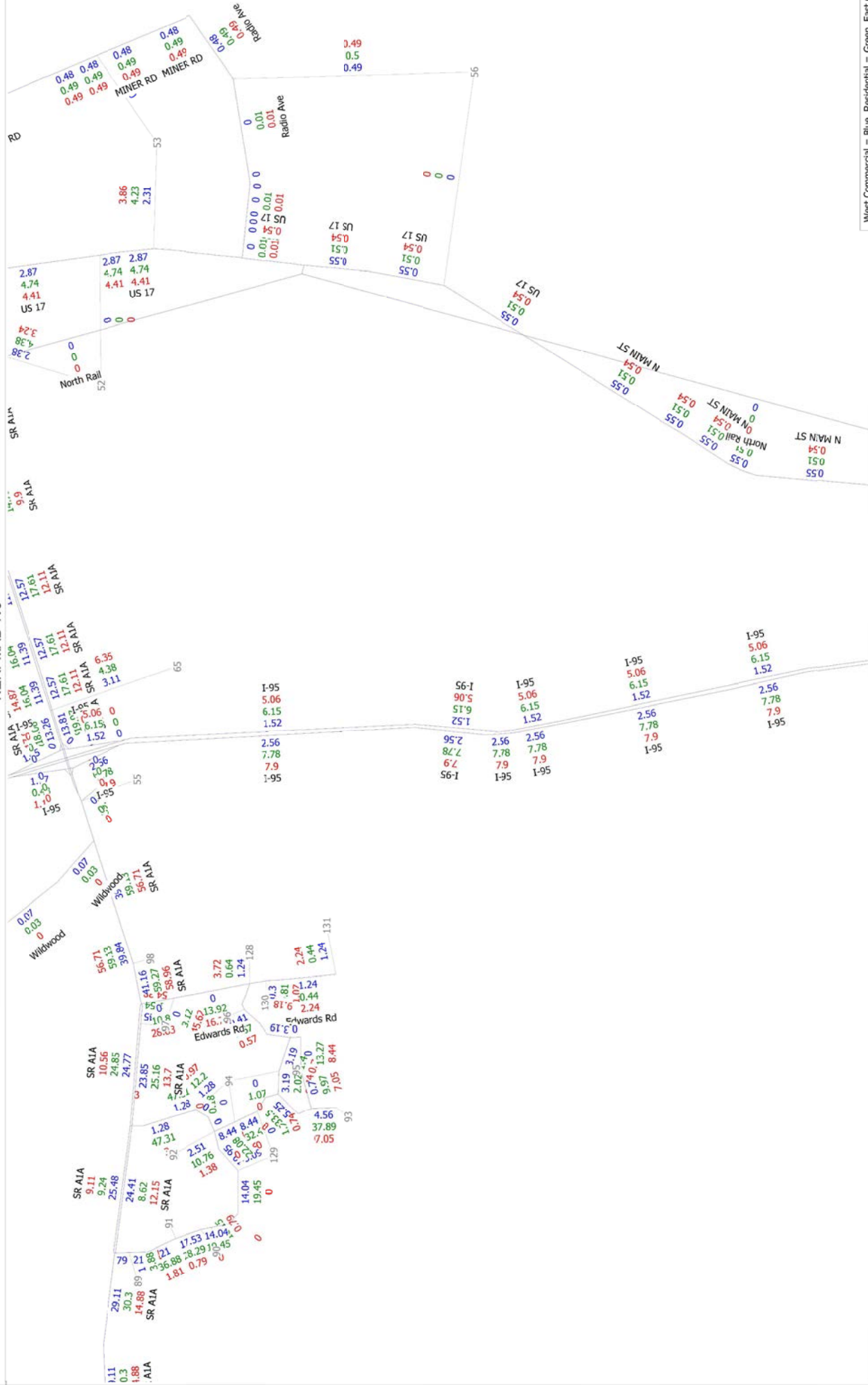


West Commercial = Blue, Residential = Green, East Commercial = Red

cube

Tributary DRI

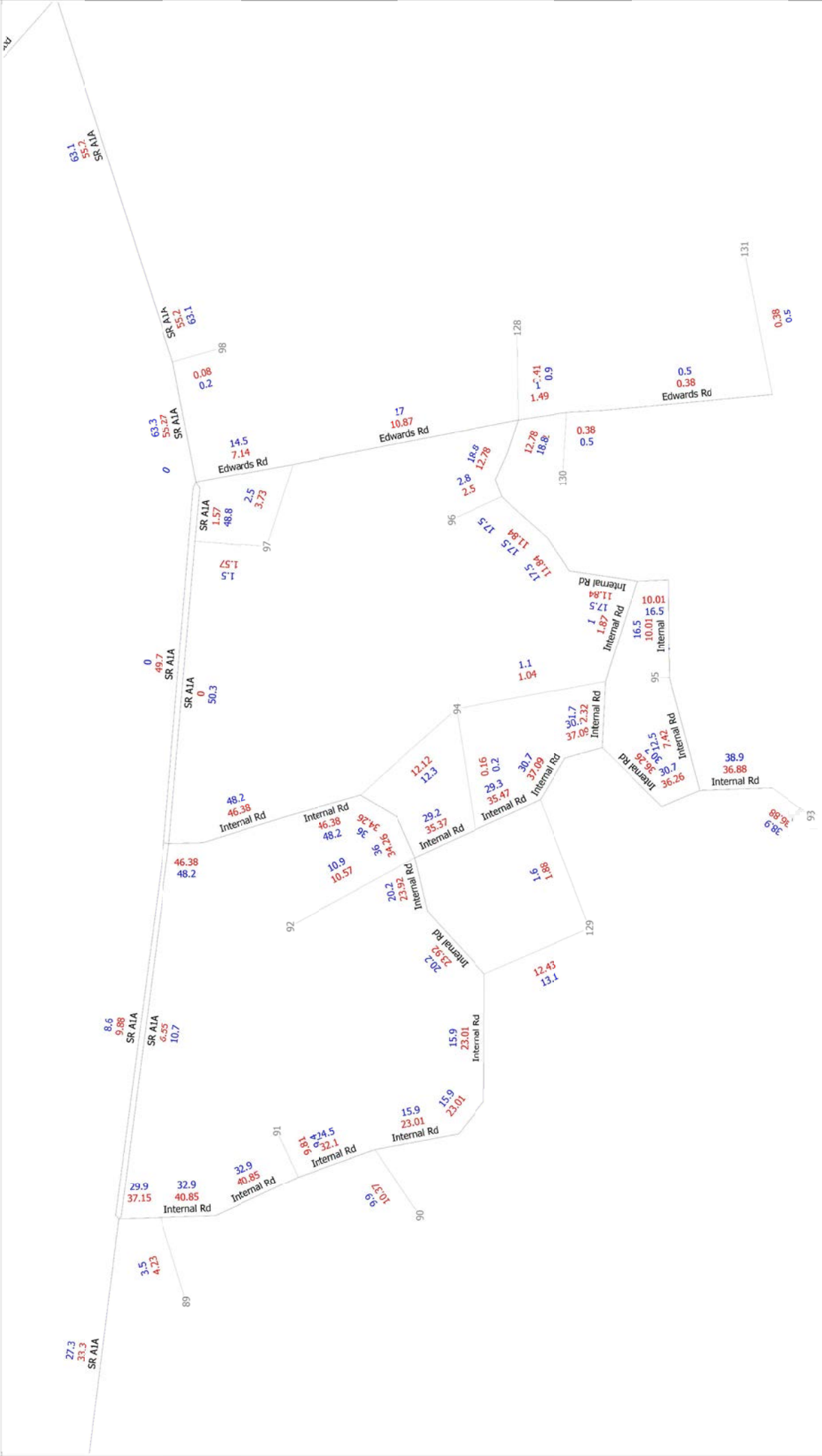


eulbe

[illegible]

eulbe

Tributary DRI
Residential
Peak Hour Directional Distribution
NERPMAB 1v3



Tributary DRI
East Commercial
Peak Hour Directional Distribution
NERPMAB 1v3



[illegible]







cube

Appendix N
Total Conditions Synchro Printouts

Lanes, Volumes, Timings

6: Police Lodge Rd / West Entrance & SR-200

12/18/2024

| |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | ↑ | ↵ | ↑↑ | | ↵↵ |
| Traffic Volume (vph) | 767 | 208 | 179 | 692 | 0 | 410 |
| Future Volume (vph) | 767 | 208 | 179 | 692 | 0 | 410 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 0 | 600 | | 0 | 0 |
| Storage Lanes | | 1 | 1 | | 0 | 2 |
| Taper Length (ft) | | | 25 | | 25 | |
| Lane Util. Factor | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.88 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 3539 | 1583 | 1770 | 3539 | 0 | 2787 |
| Flt Permitted | | | 0.267 | | | |
| Satd. Flow (perm) | 3539 | 1583 | 497 | 3539 | 0 | 2787 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 226 | | | | 224 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 3637 | | | 1614 | 1685 | |
| Travel Time (s) | 82.7 | | | 36.7 | 38.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 834 | 226 | 195 | 752 | 0 | 446 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 834 | 226 | 195 | 752 | 0 | 446 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 65 | | | 65 | 0 | |
| 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 |
| Number of Detectors | 2 | 1 | 1 | 2 | | 1 |
| Detector Template | Thru | Right | Left | Thru | | Right |
| Leading Detector (ft) | 100 | 20 | 20 | 100 | | 20 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | | 0 |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | | 0 |
| Detector 1 Size(ft) | 6 | 20 | 20 | 6 | | 20 |
| Detector 1 Type | CI+Ex | CI+Ex | CI+Ex | CI+Ex | | CI+Ex |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Detector 2 Position(ft) | 94 | | | 94 | | |
| Detector 2 Size(ft) | 6 | | | 6 | | |
| Detector 2 Type | CI+Ex | | | CI+Ex | | |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | 0.0 | | | 0.0 | | |
| Turn Type | NA | Perm | pm+pt | NA | | Over |
| Protected Phases | 2 | | 1 | 6 | | 1 |
| Permitted Phases | | 2 | 6 | | | |

Lanes, Volumes, Timings

6: Police Lodge Rd / West Entrance & SR-200

12/18/2024



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|-------|-------|-------|--------|------|-------|
| Detector Phase | 2 | 2 | 1 | 6 | | 1 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 |
| Minimum Split (s) | 22.5 | 22.5 | 9.5 | 22.5 | | 9.5 |
| Total Split (s) | 25.0 | 25.0 | 15.0 | 40.0 | | 15.0 |
| Total Split (%) | 62.5% | 62.5% | 37.5% | 100.0% | | 37.5% |
| Maximum Green (s) | 20.5 | 20.5 | 10.5 | 35.5 | | 10.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 |
| All-Red Time (s) | 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 | Lag | Lag | Lead | | | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Recall Mode | C-Max | C-Max | None | C-Max | | None |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | 11.0 | | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | | |
| Act Effect Green (s) | 22.5 | 22.5 | 35.5 | 40.0 | | 8.5 |
| Actuated g/C Ratio | 0.56 | 0.56 | 0.89 | 1.00 | | 0.21 |
| v/c Ratio | 0.42 | 0.23 | 0.27 | 0.21 | | 0.58 |
| Control Delay (s/veh) | 6.3 | 1.8 | 2.8 | 0.1 | | 10.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Delay (s/veh) | 6.3 | 1.8 | 2.8 | 0.1 | | 10.0 |
| LOS | A | A | A | A | | A |
| Approach Delay (s/veh) | 5.3 | | | 0.7 | 10.0 | |
| Approach LOS | A | | | A | A | |
| Queue Length 50th (ft) | 46 | 0 | 0 | 0 | | 24 |
| Queue Length 95th (ft) | 84 | 20 | 31 | 0 | | 52 |
| Internal Link Dist (ft) | 3557 | | | 1534 | 1605 | |
| Turn Bay Length (ft) | | | 600 | | | |
| Base Capacity (vph) | 1994 | 990 | 775 | 3539 | | 896 |
| 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 | 0.42 | 0.23 | 0.25 | 0.21 | | 0.50 |

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 40

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 40

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 4.4

Intersection LOS: A

Intersection Capacity Utilization 43.0%

ICU Level of Service A

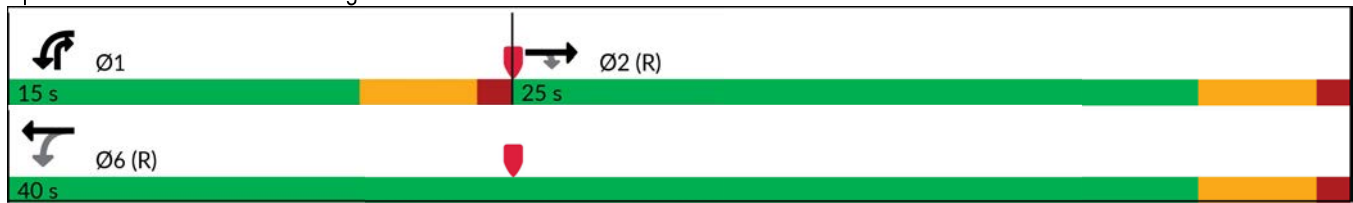
Analysis Period (min) 15

Lanes, Volumes, Timings

6: Police Lodge Rd / West Entrance & SR-200

12/18/2024

Splits and Phases: 6: Police Lodge Rd / West Entrance & SR-200



Lanes, Volumes, Timings

12: West Entrance U-turn & SR-200

12/18/2024



| Lane Group | EBU | EBT | EBR | WBL | WBT | NBL | NBR |
|----------------------------|-------|-------|-------|------|-------|------|-------|
| Lane Configurations | ↓ | ↑↑ | | | ↑↑ | | |
| Traffic Volume (vph) | 215 | 967 | 0 | 0 | 656 | 0 | 0 |
| Future Volume (vph) | 215 | 967 | 0 | 0 | 656 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 700 | | 0 | 0 | | 0 | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 0 |
| Taper Length (ft) | 25 | | | 25 | | 25 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Frt | | | | | | | |
| Flt Protected | 0.950 | | | | | | |
| Satd. Flow (prot) | 1770 | 3539 | 0 | 0 | 3539 | 0 | 0 |
| Flt Permitted | 0.950 | | | | | | |
| Satd. Flow (perm) | 1770 | 3539 | 0 | 0 | 3539 | 0 | 0 |
| Right Turn on Red | | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | 30 | |
| Link Distance (ft) | | 1614 | | | 2592 | 292 | |
| Travel Time (s) | | 36.7 | | | 58.9 | 6.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 234 | 1051 | 0 | 0 | 713 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 234 | 1051 | 0 | 0 | 713 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No |
| Lane Alignment | R NA | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | | 65 | | | 65 | 0 | |
| 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 |
| Turning Speed (mph) | 9 | | 9 | 15 | | 15 | 9 |
| Number of Detectors | 1 | 2 | | | 2 | | |
| Detector Template | Left | Thru | | | Thru | | |
| Leading Detector (ft) | 20 | 100 | | | 100 | | |
| Trailing Detector (ft) | 0 | 0 | | | 0 | | |
| Detector 1 Position(ft) | 0 | 0 | | | 0 | | |
| Detector 1 Size(ft) | 20 | 6 | | | 6 | | |
| Detector 1 Type | CI+Ex | CI+Ex | | | CI+Ex | | |
| Detector 1 Channel | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | | 0.0 | | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | | 0.0 | | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | | 0.0 | | |
| Detector 2 Position(ft) | | 94 | | | 94 | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | |
| Detector 2 Channel | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | |
| Turn Type | Prot | NA | | | NA | | |
| Protected Phases | 7 | 4 | | | 8 | | |
| Permitted Phases | | | | | | | |

Lanes, Volumes, Timings

12: West Entrance U-turn & SR-200

12/18/2024



| Lane Group | EBU | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|-------|--------|-----|-----|-------|-----|-----|
| Detector Phase | 7 | 4 | | | 8 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | | 5.0 | | |
| Minimum Split (s) | 9.5 | 22.5 | | | 22.5 | | |
| Total Split (s) | 16.3 | 40.0 | | | 23.7 | | |
| Total Split (%) | 40.8% | 100.0% | | | 59.3% | | |
| Maximum Green (s) | 11.8 | 35.5 | | | 19.2 | | |
| Yellow Time (s) | 3.5 | 3.5 | | | 3.5 | | |
| All-Red Time (s) | 1.0 | 1.0 | | | 1.0 | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | 4.5 | 4.5 | | | 4.5 | | |
| Lead/Lag | Lead | | | | Lag | | |
| Lead-Lag Optimize? | Yes | | | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | |
| Recall Mode | None | None | | | None | | |
| Walk Time (s) | | 7.0 | | | 7.0 | | |
| Flash Don't Walk (s) | | 11.0 | | | 11.0 | | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | |
| Act Effect Green (s) | 9.9 | 40.0 | | | 24.2 | | |
| Actuated g/C Ratio | 0.25 | 1.00 | | | 0.61 | | |
| v/c Ratio | 0.54 | 0.30 | | | 0.33 | | |
| Control Delay (s/veh) | 14.0 | 0.2 | | | 6.3 | | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | |
| Total Delay (s/veh) | 14.0 | 0.2 | | | 6.3 | | |
| LOS | B | A | | | A | | |
| Approach Delay (s/veh) | | 2.7 | | | 6.3 | | |
| Approach LOS | | A | | | A | | |
| Queue Length 50th (ft) | 33 | 0 | | | 43 | | |
| Queue Length 95th (ft) | 60 | 0 | | | 77 | | |
| Internal Link Dist (ft) | | 1534 | | | 2512 | 212 | |
| Turn Bay Length (ft) | 700 | | | | | | |
| Base Capacity (vph) | 523 | 3539 | | | 2144 | | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | | |
| Storage Cap Reductn | 0 | 0 | | | 0 | | |
| Reduced v/c Ratio | 0.45 | 0.30 | | | 0.33 | | |

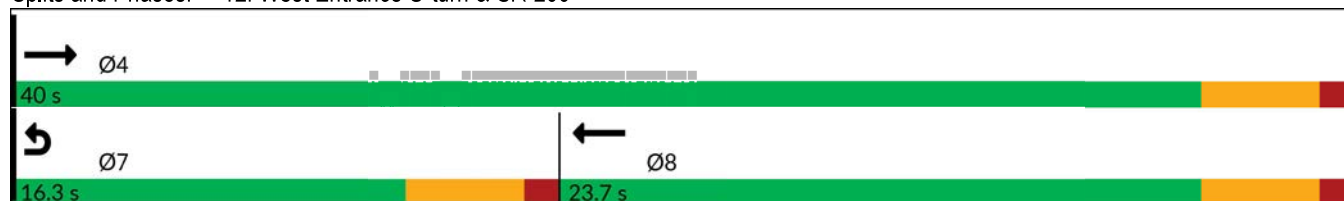
Intersection Summary

| | |
|---|------------------------|
| Area Type: | Other |
| Cycle Length: 40 | |
| Actuated Cycle Length: 40 | |
| Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green | |
| Natural Cycle: 40 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.54 | |
| Intersection Signal Delay (s/veh): 4.0 | Intersection LOS: A |
| Intersection Capacity Utilization 37.5% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Lanes, Volumes, Timings
12: West Entrance U-turn & SR-200

12/18/2024

Splits and Phases: 12: West Entrance U-turn & SR-200



HCM 7th Signalized Intersection Summary

7: Tributary Dr / East Entrance & SR-200

12/18/2024



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | ↑ | ↑↑ | ↑↑ | ↑ | ↑↑ |
| Traffic Volume (veh/h) | 928 | 36 | 229 | 561 | 93 | 524 |
| Future Volume (veh/h) | 928 | 36 | 229 | 561 | 93 | 524 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 1009 | 39 | 249 | 610 | 101 | 570 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1308 | 584 | 354 | 1941 | 539 | 1130 |
| Arrive On Green | 0.37 | 0.37 | 0.10 | 0.55 | 0.30 | 0.30 |
| Sat Flow, veh/h | 3647 | 1585 | 3456 | 3647 | 1781 | 2790 |
| Grp Volume(v), veh/h | 1009 | 39 | 249 | 610 | 101 | 570 |
| Grp Sat Flow(s), veh/h/ln | 1777 | 1585 | 1728 | 1777 | 1781 | 1395 |
| Q Serve(g_s), s | 14.9 | 0.9 | 4.1 | 5.6 | 2.5 | 9.1 |
| Cycle Q Clear(g_c), s | 14.9 | 0.9 | 4.1 | 5.6 | 2.5 | 9.1 |
| Prop In Lane | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 1308 | 584 | 354 | 1941 | 539 | 1130 |
| V/C Ratio(X) | 0.77 | 0.07 | 0.70 | 0.31 | 0.19 | 0.50 |
| Avail Cap(c_a), veh/h | 1308 | 584 | 383 | 1971 | 539 | 1130 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.6 | 12.2 | 25.8 | 7.4 | 15.3 | 13.2 |
| Incr Delay (d2), s/veh | 4.4 | 0.2 | 5.2 | 0.1 | 0.8 | 1.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.1 | 0.3 | 1.9 | 1.7 | 1.0 | 7.8 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 21.0 | 12.4 | 31.1 | 7.5 | 16.1 | 14.8 |
| LnGrp LOS | C | B | C | A | B | B |
| Approach Vol, veh/h | 1048 | | | 859 | 671 | |
| Approach Delay, s/veh | 20.7 | | | 14.3 | 15.0 | |
| Approach LOS | C | | | B | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | 10.6 | 26.4 | | 22.5 | | 37.0 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 6.6 | 21.9 | | 18.0 | | 33.0 |
| Max Q Clear Time (g_c+I1), s | 6.1 | 16.9 | | 11.1 | | 7.6 |
| Green Ext Time (p_c), s | 0.0 | 2.9 | | 1.7 | | 4.4 |
| Intersection Summary | | | | | | |
| HCM 7th Control Delay, s/veh | | | 17.1 | | | |
| HCM 7th LOS | | | B | | | |

Timing Report, Sorted By Phase

7: Tributary Dr / East Entrance & SR-200

12/18/2024

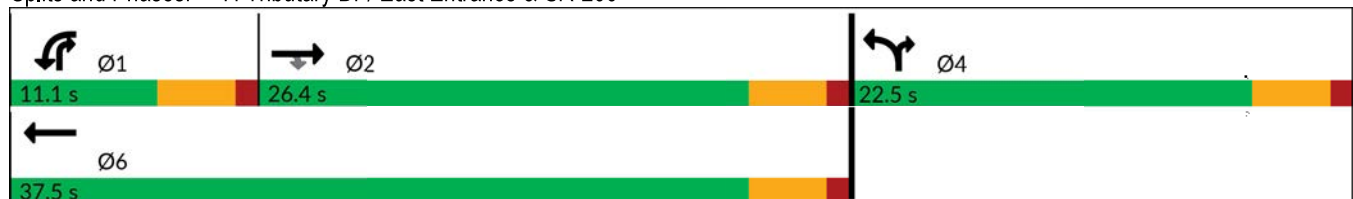


| Phase Number | 1 | 2 | 4 | 6 |
|------------------------|-------|-------|-------|-------|
| Movement | WBL | EBT | NBL | WBT |
| Lead/Lag | Lead | Lag | | |
| Lead-Lag Optimize | Yes | Yes | | |
| Recall Mode | None | Max | Max | None |
| Maximum Split (s) | 11.1 | 26.4 | 22.5 | 37.5 |
| Maximum Split (%) | 18.5% | 44.0% | 37.5% | 62.5% |
| Minimum Split (s) | 9.5 | 22.5 | 22.5 | 22.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1 | 1 | 1 | 1 |
| Minimum Initial (s) | 5 | 5 | 5 | 5 |
| Vehicle Extension (s) | 3 | 3 | 3 | 3 |
| Minimum Gap (s) | 3 | 3 | 3 | 3 |
| Time Before Reduce (s) | 0 | 0 | 0 | 0 |
| Time To Reduce (s) | 0 | 0 | 0 | 0 |
| Walk Time (s) | | 7 | 7 | 7 |
| Flash Don't Walk (s) | | 11 | 11 | 11 |
| Dual Entry | No | Yes | Yes | Yes |
| Inhibit Max | Yes | Yes | Yes | Yes |
| Start Time (s) | 0 | 11.1 | 37.5 | 0 |
| End Time (s) | 11.1 | 37.5 | 0 | 37.5 |
| Yield/Force Off (s) | 6.6 | 33 | 55.5 | 33 |
| Yield/Force Off 170(s) | 6.6 | 22 | 44.5 | 22 |
| Local Start Time (s) | 48.9 | 0 | 26.4 | 48.9 |
| Local Yield (s) | 55.5 | 21.9 | 44.4 | 21.9 |
| Local Yield 170(s) | 55.5 | 10.9 | 33.4 | 10.9 |

Intersection Summary

| | |
|---------------|------------------------|
| Cycle Length | 60 |
| Control Type | Actuated-Uncoordinated |
| Natural Cycle | 60 |

Splits and Phases: 7: Tributary Dr / East Entrance & SR-200



HCM 7th TWSC
14: East Commercial & SR-200




















12/18/2024

| Intersection | | | | | | |
|---------------------------|--------|------|--------|------|--------|------|
| Int Delay, s/veh | 1.9 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | ↗ | | ↑↑ | | ↗ |
| Traffic Vol, veh/h | 1364 | 107 | 0 | 801 | 0 | 180 |
| Future Vol, veh/h | 1364 | 107 | 0 | 801 | 0 | 180 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 500 | - | - | - | 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 | 1483 | 116 | 0 | 871 | 0 | 196 |
| | | | | | | |
| Major/Minor | Major1 | | Major2 | | Minor1 | |
| Conflicting Flow All | 0 | 0 | - | - | - | 741 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.32 |
| Pot Cap-1 Maneuver | - | - | 0 | - | 0 | 359 |
| Stage 1 | - | - | 0 | - | 0 | - |
| Stage 2 | - | - | 0 | - | 0 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 359 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| | | | | | | |
| | | | | | | |
| Approach | EB | | WB | | NB | |
| HCM Control Delay, s/v | 0 | | 0 | | 26.46 | |
| HCM LOS | D | | | | | |
| | | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT | | |
| Capacity (veh/h) | 359 | - | - | - | | |
| HCM Lane V/C Ratio | 0.546 | - | - | - | | |
| HCM Control Delay (s/veh) | 26.5 | - | - | - | | |
| HCM Lane LOS | D | - | - | - | | |
| HCM 95th %tile Q(veh) | 3.1 | - | - | - | | |

HCM 7th Signalized Intersection Summary

3: Edwards Rd & SR-200

12/18/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  |  |  |  | |  | |  | | |
| Traffic Volume (veh/h) | 59 | 0 | 1489 | 82 | 434 | 729 | 0 | 43 | 0 | 527 | 0 | 0 |
| Future Volume (veh/h) | 59 | 0 | 1489 | 82 | 434 | 729 | 0 | 43 | 0 | 527 | 0 | 0 |
| Initial Q (Qb), veh | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Lane Width Adj. | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Ped-Bike Adj(A_pbT) | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | |
| Parking Bus, Adj | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | | 0 | 1870 | 1870 | 1870 | 1870 | 0 | 1870 | 0 | 1870 | | |
| Adj Flow Rate, veh/h | | 0 | 1489 | 82 | 434 | 729 | 0 | 43 | 0 | 527 | | |
| Peak Hour Factor | | 0.92 | 1.00 | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.92 | 1.00 | | |
| Percent Heavy Veh, % | | 0 | 2 | 2 | 2 | 2 | 0 | 2 | 0 | 2 | | |
| Cap, veh/h | | 0 | 1644 | 733 | 497 | 2354 | 0 | 401 | 0 | 1029 | | |
| Arrive On Green | | 0.00 | 0.46 | 0.46 | 0.14 | 0.66 | 0.00 | 0.22 | 0.00 | 0.22 | | |
| Sat Flow, veh/h | | 0 | 3647 | 1585 | 3456 | 3647 | 0 | 1781 | 0 | 2790 | | |
| Grp Volume(v), veh/h | | 0 | 1489 | 82 | 434 | 729 | 0 | 43 | 0 | 527 | | |
| Grp Sat Flow(s),veh/h/ln | | 0 | 1777 | 1585 | 1728 | 1777 | 0 | 1781 | 0 | 1395 | | |
| Q Serve(g_s), s | | 0.0 | 31.0 | 2.3 | 9.8 | 7.0 | 0.0 | 1.5 | 0.0 | 11.8 | | |
| Cycle Q Clear(g_c), s | | 0.0 | 31.0 | 2.3 | 9.8 | 7.0 | 0.0 | 1.5 | 0.0 | 11.8 | | |
| Prop In Lane | | 0.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 | | |
| Lane Grp Cap(c), veh/h | | 0 | 1644 | 733 | 497 | 2354 | 0 | 401 | 0 | 1029 | | |
| V/C Ratio(X) | | 0.00 | 0.91 | 0.11 | 0.87 | 0.31 | 0.00 | 0.11 | 0.00 | 0.51 | | |
| Avail Cap(c_a), veh/h | | 0 | 1644 | 733 | 497 | 2354 | 0 | 401 | 0 | 1029 | | |
| HCM Platoon Ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Upstream Filter(I) | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | | |
| Uniform Delay (d), s/veh | | 0.0 | 19.9 | 12.2 | 33.5 | 5.7 | 0.0 | 24.6 | 0.0 | 19.7 | | |
| Incr Delay (d2), s/veh | | 0.0 | 8.7 | 0.3 | 15.7 | 0.1 | 0.0 | 0.5 | 0.0 | 1.8 | | |
| Initial Q Delay(d3), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| %ile BackOfQ(50%),veh/ln | | 0.0 | 13.6 | 0.8 | 5.1 | 2.1 | 0.0 | 0.7 | 0.0 | 9.8 | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | 0.0 | 28.6 | 12.5 | 49.3 | 5.8 | 0.0 | 25.2 | 0.0 | 21.5 | | |
| LnGrp LOS | | | C | B | D | A | | C | | C | | |
| Approach Vol, veh/h | | | 1571 | | | 1163 | | | 570 | | | |
| Approach Delay, s/veh | | | 27.8 | | | 22.0 | | | 21.8 | | | |
| Approach LOS | | | C | | | C | | | C | | | |
| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 | | | | | | |
| Phs Duration (G+Y+Rc), s | 16.0 | 41.5 | | 22.5 | | 57.5 | | | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | | 4.5 | | | | | | |
| Max Green Setting (Gmax), s | 11.5 | 37.0 | | 18.0 | | 30.5 | | | | | | |
| Max Q Clear Time (g_c+I1), s | 11.8 | 33.0 | | 13.8 | | 9.0 | | | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.2 | | 1.0 | | 5.2 | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 7th Control Delay, s/veh | | | 24.7 | | | | | | | | | |
| HCM 7th LOS | | | C | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved ignoring U-Turning movement. | | | | | | | | | | | | |

HCM 7th Signalized Intersection Summary

3: Edwards Rd & SR-200

12/18/2024

| Movement | SBR |
|------------------------------|-----|
| Lane Configurations | |
| Traffic Volume (veh/h) | 0 |
| Future Volume (veh/h) | 0 |
| Initial Q (Qb), veh | |
| Lane Width Adj. | |
| Ped-Bike Adj(A_pbT) | |
| Parking Bus, Adj | |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | |
| Adj Flow Rate, veh/h | |
| Peak Hour Factor | |
| Percent Heavy Veh, % | |
| Cap, veh/h | |
| Arrive On Green | |
| Sat Flow, veh/h | |
| Grp Volume(v), veh/h | |
| Grp Sat Flow(s),veh/h/ln | |
| Q Serve(g_s), s | |
| Cycle Q Clear(g_c), s | |
| Prop In Lane | |
| Lane Grp Cap(c), veh/h | |
| V/C Ratio(X) | |
| Avail Cap(c_a), veh/h | |
| HCM Platoon Ratio | |
| Upstream Filter(l) | |
| Uniform Delay (d), s/veh | |
| Incr Delay (d2), s/veh | |
| Initial Q Delay(d3), s/veh | |
| %ile BackOfQ(50%),veh/ln | |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | |
| LnGrp LOS | |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

Timing Report, Sorted By Phase

3: Edwards Rd & SR-200

12/18/2024

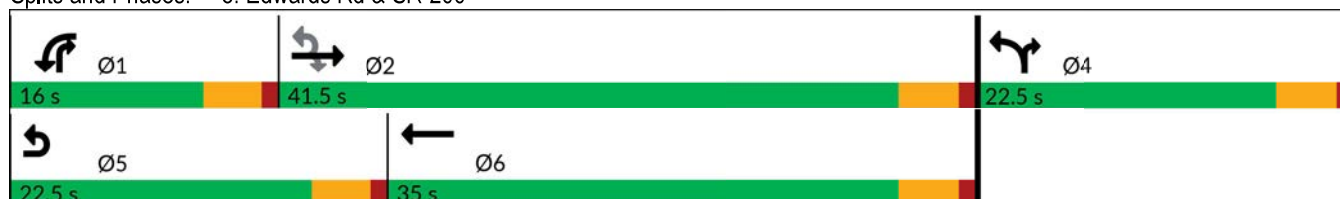


| Phase Number | 1 | 2 | 4 | 5 | 6 |
|------------------------|-------|-------|-------|-------|-------|
| Movement | WBL | EBTU | NBL | EBU | WBT |
| Lead/Lag | Lead | Lag | | Lead | Lag |
| Lead-Lag Optimize | Yes | Yes | | Yes | Yes |
| Recall Mode | None | Max | Max | None | None |
| Maximum Split (s) | 16 | 41.5 | 22.5 | 22.5 | 35 |
| Maximum Split (%) | 20.0% | 51.9% | 28.1% | 28.1% | 43.8% |
| Minimum Split (s) | 9.5 | 22.5 | 22.5 | 22.5 | 22.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1 | 1 | 1 | 1 | 1 |
| Minimum Initial (s) | 5 | 5 | 5 | 5 | 5 |
| Vehicle Extension (s) | 3 | 3 | 3 | 3 | 3 |
| Minimum Gap (s) | 3 | 3 | 3 | 3 | 3 |
| Time Before Reduce (s) | 0 | 0 | 0 | 0 | 0 |
| Time To Reduce (s) | 0 | 0 | 0 | 0 | 0 |
| Walk Time (s) | | 7 | 7 | 7 | 7 |
| Flash Don't Walk (s) | | 11 | 11 | 11 | 11 |
| Dual Entry | No | Yes | Yes | Yes | Yes |
| Inhibit Max | Yes | Yes | Yes | Yes | Yes |
| Start Time (s) | 0 | 16 | 57.5 | 0 | 22.5 |
| End Time (s) | 16 | 57.5 | 0 | 22.5 | 57.5 |
| Yield/Force Off (s) | 11.5 | 53 | 75.5 | 18 | 53 |
| Yield/Force Off 170(s) | 11.5 | 42 | 64.5 | 7 | 42 |
| Local Start Time (s) | 57.5 | 73.5 | 35 | 57.5 | 0 |
| Local Yield (s) | 69 | 30.5 | 53 | 75.5 | 30.5 |
| Local Yield 170(s) | 69 | 19.5 | 42 | 64.5 | 19.5 |

Intersection Summary

| | |
|---------------|------------------------|
| Cycle Length | 80 |
| Control Type | Actuated-Uncoordinated |
| Natural Cycle | 80 |























Splits and Phases: 3: Edwards Rd & SR-200



HCM 7th Signalized Intersection Summary

9: Edwards Rd & Tributary East Entrance/River Glen Pkwy

12/18/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 174 | 8 | 117 | 21 | 2 | 150 | 85 | 255 | 12 | 29 | 358 | 60 |
| Future Volume (veh/h) | 174 | 8 | 117 | 21 | 2 | 150 | 85 | 255 | 12 | 29 | 358 | 60 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | | | No | | | No | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 174 | 8 | 117 | 21 | 2 | 150 | 85 | 255 | 12 | 29 | 358 | 60 |
| Peak Hour 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 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 427 | 37 | 536 | 352 | 3 | 232 | 377 | 557 | 472 | 434 | 483 | 409 |
| Arrive On Green | 0.11 | 0.36 | 0.36 | 0.15 | 0.15 | 0.15 | 0.07 | 0.30 | 0.30 | 0.03 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1781 | 102 | 1498 | 1266 | 21 | 1567 | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 174 | 0 | 125 | 21 | 0 | 152 | 85 | 255 | 12 | 29 | 358 | 60 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1601 | 1266 | 0 | 1588 | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 3.3 | 0.0 | 2.4 | 0.6 | 0.0 | 3.9 | 1.5 | 4.8 | 0.2 | 0.5 | 7.6 | 1.3 |
| Cycle Q Clear(g_c), s | 3.3 | 0.0 | 2.4 | 0.6 | 0.0 | 3.9 | 1.5 | 4.8 | 0.2 | 0.5 | 7.6 | 1.3 |
| Prop In Lane | 1.00 | | 0.94 | 1.00 | | 0.99 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 427 | 0 | 573 | 352 | 0 | 235 | 377 | 557 | 472 | 434 | 483 | 409 |
| V/C Ratio(X) | 0.41 | 0.00 | 0.22 | 0.06 | 0.00 | 0.65 | 0.23 | 0.46 | 0.03 | 0.07 | 0.74 | 0.15 |
| Avail Cap(c_a), veh/h | 445 | 0 | 1015 | 689 | 0 | 657 | 450 | 812 | 688 | 578 | 812 | 688 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.3 | 0.0 | 9.7 | 16.1 | 0.0 | 17.5 | 10.9 | 12.4 | 10.8 | 11.2 | 14.8 | 12.5 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 0.2 | 0.1 | 0.0 | 3.0 | 0.3 | 0.6 | 0.0 | 0.1 | 2.3 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.1 | 0.0 | 0.7 | 0.2 | 0.0 | 1.4 | 0.5 | 1.7 | 0.1 | 0.2 | 3.0 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 12.9 | 0.0 | 9.9 | 16.1 | 0.0 | 20.5 | 11.2 | 13.0 | 10.8 | 11.3 | 17.1 | 12.6 |
| LnGrp LOS | B | | A | B | | C | B | B | B | B | B | B |
| Approach Vol, veh/h | 299 | | | 173 | | | 352 | | | 447 | | |
| Approach Delay, s/veh | 11.7 | | | 19.9 | | | 12.5 | | | 16.1 | | |
| Approach LOS | B | | | B | | | B | | | B | | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 6.0 | 17.5 | | 20.1 | 7.7 | 15.7 | 9.2 | 10.9 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 18.9 | | 27.6 | 5.0 | 18.9 | 5.1 | 18.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.5 | 6.8 | | 4.4 | 3.5 | 9.6 | 5.3 | 5.9 | | | | |
| Green Ext Time (p_c), s | 0.0 | 1.1 | | 0.7 | 0.0 | 1.6 | 0.0 | 0.7 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 7th Control Delay, s/veh | 14.6 | | | | | | | | | | | |
| HCM 7th LOS | B | | | | | | | | | | | |

Timing Report, Sorted By Phase

9: Edwards Rd & Tributary East Entrance/River Glen Pkwy

12/18/2024



| Phase Number | 1 | 2 | 4 | 5 | 6 | 7 | 8 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|
| Movement | SBL | NBTL | EBTL | NBL | SBTL | EBL | WBTL |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize | Yes | Yes | | Yes | Yes | Yes | Yes |
| Recall Mode | None | Min | None | None | Min | None | None |
| Maximum Split (s) | 9.5 | 23.4 | 32.1 | 9.5 | 23.4 | 9.6 | 22.5 |
| Maximum Split (%) | 14.6% | 36.0% | 49.4% | 14.6% | 36.0% | 14.8% | 34.6% |
| Minimum Split (s) | 9.5 | 22.5 | 22.5 | 9.5 | 22.5 | 9.5 | 22.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Minimum Initial (s) | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Vehicle Extension (s) | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Minimum Gap (s) | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Time Before Reduce (s) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time To Reduce (s) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Time (s) | | 7 | 7 | | 7 | | 7 |
| Flash Don't Walk (s) | | 11 | 11 | | 11 | | 11 |
| Dual Entry | No | Yes | Yes | No | Yes | No | Yes |
| Inhibit Max | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Start Time (s) | 0 | 9.5 | 32.9 | 0 | 9.5 | 32.9 | 42.5 |
| End Time (s) | 9.5 | 32.9 | 0 | 9.5 | 32.9 | 42.5 | 0 |
| Yield/Force Off (s) | 5 | 28.4 | 60.5 | 5 | 28.4 | 38 | 60.5 |
| Yield/Force Off 170(s) | 5 | 28.4 | 49.5 | 5 | 28.4 | 38 | 49.5 |
| Local Start Time (s) | 55.5 | 0 | 23.4 | 55.5 | 0 | 23.4 | 33 |
| Local Yield (s) | 60.5 | 18.9 | 51 | 60.5 | 18.9 | 28.5 | 51 |
| Local Yield 170(s) | 60.5 | 18.9 | 40 | 60.5 | 18.9 | 28.5 | 40 |

Intersection Summary

| | |
|---------------|------------------------|
| Cycle Length | 65 |
| Control Type | Actuated-Uncoordinated |
| Natural Cycle | 65 |







Splits and Phases: 9: Edwards Rd & Tributary East Entrance/River Glen Pkwy

| | | | |
|-------|--------|--------|--------|
| Ø1 | Ø2 | Ø4 | |
| 9.5 s | 23.4 s | 32.1 s | |
| Ø5 | Ø6 | Ø7 | Ø8 |
| 9.5 s | 23.4 s | 9.6 s | 22.5 s |

Lanes, Volumes, Timings

6: Police Lodge Rd / West Entrance & SR-200

12/18/2024

| |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | ↑ | ↓ | ↑↑ | | ↑↑ |
| Traffic Volume (vph) | 661 | 541 | 419 | 1147 | 0 | 671 |
| Future Volume (vph) | 661 | 541 | 419 | 1147 | 0 | 671 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 0 | 600 | | 0 | 0 |
| Storage Lanes | | 1 | 1 | | 0 | 2 |
| Taper Length (ft) | | | 25 | | 25 | |
| Lane Util. Factor | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.88 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | | | 0.950 | | | |
| Satd. Flow (prot) | 3539 | 1583 | 1770 | 3539 | 0 | 2787 |
| Flt Permitted | | | 0.310 | | | |
| Satd. Flow (perm) | 3539 | 1583 | 577 | 3539 | 0 | 2787 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 356 | | | | 291 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 3637 | | | 1614 | 1685 | |
| Travel Time (s) | 82.7 | | | 36.7 | 38.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 718 | 588 | 455 | 1247 | 0 | 729 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 718 | 588 | 455 | 1247 | 0 | 729 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 65 | | | 65 | 0 | |
| 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 |
| Number of Detectors | 2 | 1 | 1 | 2 | | 1 |
| Detector Template | Thru | Right | Left | Thru | | Right |
| Leading Detector (ft) | 100 | 20 | 20 | 100 | | 20 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | | 0 |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | | 0 |
| Detector 1 Size(ft) | 6 | 20 | 20 | 6 | | 20 |
| Detector 1 Type | CI+Ex | CI+Ex | CI+Ex | CI+Ex | | CI+Ex |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Detector 2 Position(ft) | 94 | | | 94 | | |
| Detector 2 Size(ft) | 6 | | | 6 | | |
| Detector 2 Type | CI+Ex | | | CI+Ex | | |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | 0.0 | | | 0.0 | | |
| Turn Type | NA | Perm | pm+pt | NA | | Over |
| Protected Phases | 2 | | 1 | 6 | | 1 |
| Permitted Phases | | 2 | 6 | | | |

Lanes, Volumes, Timings

6: Police Lodge Rd / West Entrance & SR-200

12/18/2024



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|-------|-------|-------|--------|------|-------|
| Detector Phase | 2 | 2 | 1 | 6 | | 1 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 |
| Minimum Split (s) | 22.5 | 22.5 | 9.5 | 22.5 | | 9.5 |
| Total Split (s) | 32.0 | 32.0 | 23.0 | 55.0 | | 23.0 |
| Total Split (%) | 58.2% | 58.2% | 41.8% | 100.0% | | 41.8% |
| Maximum Green (s) | 27.5 | 27.5 | 18.5 | 50.5 | | 18.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 |
| All-Red Time (s) | 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 | Lag | Lag | Lead | | | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | | | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 |
| Recall Mode | C-Max | C-Max | None | C-Max | | None |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | 11.0 | | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | | |
| Act Effect Green (s) | 30.9 | 30.9 | 50.5 | 55.0 | | 15.1 |
| Actuated g/C Ratio | 0.56 | 0.56 | 0.92 | 1.00 | | 0.27 |
| v/c Ratio | 0.36 | 0.56 | 0.53 | 0.35 | | 0.75 |
| Control Delay (s/veh) | 8.0 | 5.9 | 3.2 | 0.3 | | 15.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 |
| Total Delay (s/veh) | 8.0 | 5.9 | 3.2 | 0.3 | | 15.5 |
| LOS | A | A | A | A | | B |
| Approach Delay (s/veh) | 7.1 | | | 1.1 | 15.5 | |
| Approach LOS | A | | | A | B | |
| Queue Length 50th (ft) | 63 | 37 | 0 | 0 | | 67 |
| Queue Length 95th (ft) | 104 | 114 | 21 | 0 | | 117 |
| Internal Link Dist (ft) | 3557 | | | 1534 | 1605 | |
| Turn Bay Length (ft) | | | 600 | | | |
| Base Capacity (vph) | 1990 | 1046 | 931 | 3539 | | 1130 |
| 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 | 0.36 | 0.56 | 0.49 | 0.35 | | 0.65 |

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 6.0

Intersection LOS: A

Intersection Capacity Utilization 64.2%

ICU Level of Service C

Analysis Period (min) 15

Lanes, Volumes, Timings

6: Police Lodge Rd / West Entrance & SR-200

12/18/2024

Splits and Phases: 6: Police Lodge Rd / West Entrance & SR-200



Lanes, Volumes, Timings

12: West Entrance U-turn & SR-200

12/18/2024



| Lane Group | EBU | EBT | EBR | WBL | WBT | NBL | NBR |
|----------------------------|-------|-------|-------|------|-------|------|-------|
| Lane Configurations | ↓ | ↑↑ | | | ↑↑ | | |
| Traffic Volume (vph) | 296 | 1036 | 0 | 0 | 1270 | 0 | 0 |
| Future Volume (vph) | 296 | 1036 | 0 | 0 | 1270 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 700 | | 0 | 0 | | 0 | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 0 |
| Taper Length (ft) | 25 | | | 25 | | 25 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Frt | | | | | | | |
| Flt Protected | 0.950 | | | | | | |
| Satd. Flow (prot) | 1770 | 3539 | 0 | 0 | 3539 | 0 | 0 |
| Flt Permitted | 0.950 | | | | | | |
| Satd. Flow (perm) | 1770 | 3539 | 0 | 0 | 3539 | 0 | 0 |
| Right Turn on Red | | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | 30 | |
| Link Distance (ft) | | 1614 | | | 2592 | 292 | |
| Travel Time (s) | | 36.7 | | | 58.9 | 6.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 322 | 1126 | 0 | 0 | 1380 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 322 | 1126 | 0 | 0 | 1380 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No |
| Lane Alignment | R NA | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | | 65 | | | 65 | 0 | |
| 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 |
| Turning Speed (mph) | 9 | | 9 | 15 | | 15 | 9 |
| Number of Detectors | 1 | 2 | | | 2 | | |
| Detector Template | Left | Thru | | | Thru | | |
| Leading Detector (ft) | 20 | 100 | | | 100 | | |
| Trailing Detector (ft) | 0 | 0 | | | 0 | | |
| Detector 1 Position(ft) | 0 | 0 | | | 0 | | |
| Detector 1 Size(ft) | 20 | 6 | | | 6 | | |
| Detector 1 Type | CI+Ex | CI+Ex | | | CI+Ex | | |
| Detector 1 Channel | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | | 0.0 | | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | | 0.0 | | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | | 0.0 | | |
| Detector 2 Position(ft) | | 94 | | | 94 | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | |
| Detector 2 Channel | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | |
| Turn Type | Prot | NA | | | NA | | |
| Protected Phases | 7 | 4 | | | 8 | | |
| Permitted Phases | | | | | | | |

Lanes, Volumes, Timings

12: West Entrance U-turn & SR-200

12/18/2024



| Lane Group | EBU | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|-------|--------|-----|-----|-------|-----|-----|
| Detector Phase | 7 | 4 | | | 8 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | | 5.0 | | |
| Minimum Split (s) | 9.5 | 22.5 | | | 22.5 | | |
| Total Split (s) | 17.0 | 45.0 | | | 28.0 | | |
| Total Split (%) | 37.8% | 100.0% | | | 62.2% | | |
| Maximum Green (s) | 12.5 | 40.5 | | | 23.5 | | |
| Yellow Time (s) | 3.5 | 3.5 | | | 3.5 | | |
| All-Red Time (s) | 1.0 | 1.0 | | | 1.0 | | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | | |
| Total Lost Time (s) | 4.5 | 4.5 | | | 4.5 | | |
| Lead/Lag | Lead | | | | Lag | | |
| Lead-Lag Optimize? | Yes | | | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | |
| Recall Mode | None | None | | | None | | |
| Walk Time (s) | | 7.0 | | | 7.0 | | |
| Flash Don't Walk (s) | | 11.0 | | | 11.0 | | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | |
| Act Effect Green (s) | 11.5 | 45.0 | | | 24.5 | | |
| Actuated g/C Ratio | 0.26 | 1.00 | | | 0.54 | | |
| v/c Ratio | 0.71 | 0.32 | | | 0.72 | | |
| Control Delay (s/veh) | 25.6 | 0.2 | | | 10.7 | | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | |
| Total Delay (s/veh) | 25.6 | 0.2 | | | 10.7 | | |
| LOS | C | A | | | B | | |
| Approach Delay (s/veh) | | 5.9 | | | 10.7 | | |
| Approach LOS | | A | | | B | | |
| Queue Length 50th (ft) | 73 | 0 | | | 128 | | |
| Queue Length 95th (ft) | #160 | 0 | | | 193 | | |
| Internal Link Dist (ft) | | 1534 | | | 2512 | 212 | |
| Turn Bay Length (ft) | 700 | | | | | | |
| Base Capacity (vph) | 491 | 3539 | | | 1928 | | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | | |
| Storage Cap Reductn | 0 | 0 | | | 0 | | |
| Reduced v/c Ratio | 0.66 | 0.32 | | | 0.72 | | |

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 45

Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 8.2

Intersection LOS: A

Intersection Capacity Utilization 59.0%

ICU Level of Service B

Analysis Period (min) 15

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

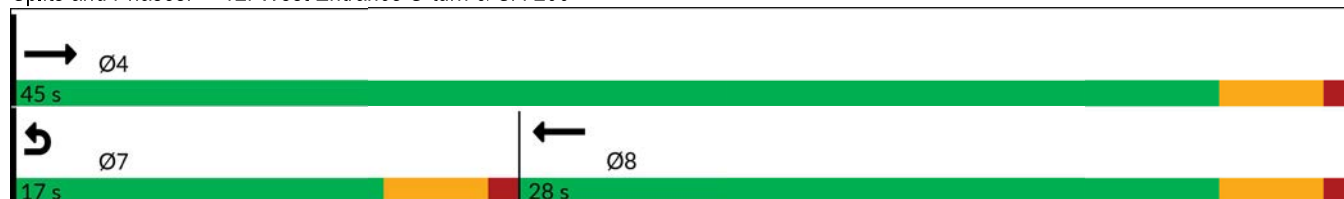
Lanes, Volumes, Timings

12: West Entrance U-turn & SR-200

12/18/2024

Queue shown is maximum after two cycles.







Splits and Phases: 12: West Entrance U-turn & SR-200



HCM 7th Signalized Intersection Summary

7: Tributary Dr / East Entrance & SR-200

12/18/2024

| |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | ↑ | ↑↑ | ↑↑ | ↑ | ↑↑ |
| Traffic Volume (veh/h) | 953 | 88 | 615 | 1203 | 83 | 424 |
| Future Volume (veh/h) | 953 | 88 | 615 | 1203 | 83 | 424 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 1036 | 96 | 668 | 1308 | 90 | 461 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 1252 | 558 | 764 | 2254 | 434 | 1297 |
| Arrive On Green | 0.35 | 0.35 | 0.22 | 0.63 | 0.24 | 0.24 |
| Sat Flow, veh/h | 3647 | 1585 | 3456 | 3647 | 1781 | 2790 |
| Grp Volume(v), veh/h | 1036 | 96 | 668 | 1308 | 90 | 461 |
| Grp Sat Flow(s), veh/h/ln | 1777 | 1585 | 1728 | 1777 | 1781 | 1395 |
| Q Serve(g_s), s | 19.7 | 3.1 | 13.8 | 15.7 | 3.0 | 7.8 |
| Cycle Q Clear(g_c), s | 19.7 | 3.1 | 13.8 | 15.7 | 3.0 | 7.8 |
| Prop In Lane | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 1252 | 558 | 764 | 2254 | 434 | 1297 |
| V/C Ratio(X) | 0.83 | 0.17 | 0.87 | 0.58 | 0.21 | 0.36 |
| Avail Cap(c_a), veh/h | 1252 | 558 | 819 | 2311 | 434 | 1297 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.9 | 16.5 | 27.8 | 7.8 | 22.2 | 12.7 |
| Incr Delay (d2), s/veh | 6.4 | 0.7 | 9.9 | 0.4 | 1.1 | 0.8 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.7 | 1.2 | 6.5 | 4.9 | 1.3 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 28.2 | 17.2 | 37.7 | 8.2 | 23.3 | 13.4 |
| LnGrp LOS | C | B | D | A | C | B |
| Approach Vol, veh/h | 1132 | | | 1976 | 551 | |
| Approach Delay, s/veh | 27.3 | | | 18.1 | 15.0 | |
| Approach LOS | C | | | B | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | 20.8 | 30.5 | | 22.5 | | 51.3 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | 17.5 | 26.0 | | 18.0 | | 48.0 |
| Max Q Clear Time (g_c+I1), s | 15.8 | 21.7 | | 9.8 | | 17.7 |
| Green Ext Time (p_c), s | 0.5 | 2.7 | | 1.5 | | 12.3 |
| Intersection Summary | | | | | | |
| HCM 7th Control Delay, s/veh | | | 20.5 | | | |
| HCM 7th LOS | | | C | | | |

Timing Report, Sorted By Phase

7: Tributary Dr / East Entrance & SR-200

12/18/2024

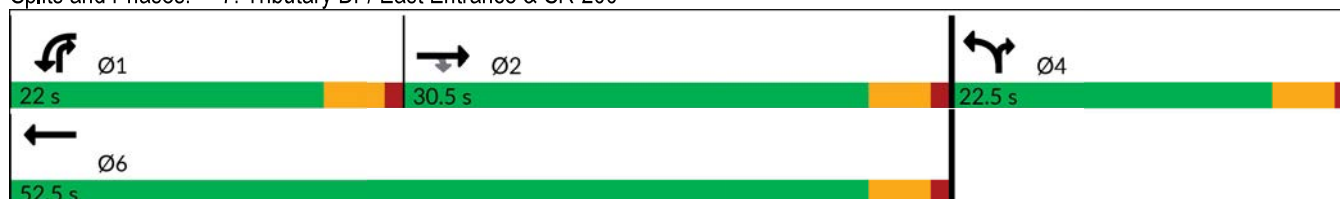


| Phase Number | 1 | 2 | 4 | 6 |
|------------------------|-------|-------|-------|-------|
| Movement | WBL | EBT | NBL | WBT |
| Lead/Lag | Lead | Lag | | |
| Lead-Lag Optimize | Yes | Yes | | |
| Recall Mode | None | Max | Max | None |
| Maximum Split (s) | 22 | 30.5 | 22.5 | 52.5 |
| Maximum Split (%) | 29.3% | 40.7% | 30.0% | 70.0% |
| Minimum Split (s) | 9.5 | 22.5 | 22.5 | 22.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1 | 1 | 1 | 1 |
| Minimum Initial (s) | 5 | 5 | 5 | 5 |
| Vehicle Extension (s) | 3 | 3 | 3 | 3 |
| Minimum Gap (s) | 3 | 3 | 3 | 3 |
| Time Before Reduce (s) | 0 | 0 | 0 | 0 |
| Time To Reduce (s) | 0 | 0 | 0 | 0 |
| Walk Time (s) | | 7 | 7 | 7 |
| Flash Don't Walk (s) | | 11 | 11 | 11 |
| Dual Entry | No | Yes | Yes | Yes |
| Inhibit Max | Yes | Yes | Yes | Yes |
| Start Time (s) | 0 | 22 | 52.5 | 0 |
| End Time (s) | 22 | 52.5 | 0 | 52.5 |
| Yield/Force Off (s) | 17.5 | 48 | 70.5 | 48 |
| Yield/Force Off 170(s) | 17.5 | 37 | 59.5 | 37 |
| Local Start Time (s) | 53 | 0 | 30.5 | 53 |
| Local Yield (s) | 70.5 | 26 | 48.5 | 26 |
| Local Yield 170(s) | 70.5 | 15 | 37.5 | 15 |

Intersection Summary

| | |
|---------------|------------------------|
| Cycle Length | 75 |
| Control Type | Actuated-Uncoordinated |
| Natural Cycle | 75 |

Splits and Phases: 7: Tributary Dr / East Entrance & SR-200



HCM 7th TWSC
14: East Commercial & SR-200

12/18/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | ↑ | | ↑↑ | | ↑ |
| Traffic Vol, veh/h | 1116 | 244 | 0 | 1174 | 0 | 339 |
| Future Vol, veh/h | 1116 | 244 | 0 | 1174 | 0 | 339 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 500 | - | - | - | 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 | 1213 | 265 | 0 | 1276 | 0 | 368 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|------------|
| Conflicting Flow All | 0 | 0 | - - - 607 |
| Stage 1 | - | - | - - - |
| Stage 2 | - | - | - - - |
| Critical Hdwy | - | - | - - - 6.94 |
| Critical Hdwy Stg 1 | - | - | - - - |
| Critical Hdwy Stg 2 | - | - | - - - |
| Follow-up Hdwy | - | - | - - - 3.32 |
| Pot Cap-1 Maneuver | - | - | 0 - 0 440 |
| Stage 1 | - | - | 0 - 0 |
| Stage 2 | - | - | 0 - 0 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | - - - 440 |
| Mov Cap-2 Maneuver | - | - | - - - |
| Stage 1 | - | - | - - - |
| Stage 2 | - | - | - - - |




















| Approach | EB | WB | NB |
|------------------------|----|----|-------|
| HCM Control Delay, s/v | 0 | 0 | 43.18 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|---------------------------|-------|-----|-----|-----|
| Capacity (veh/h) | 440 | - | - | - |
| HCM Lane V/C Ratio | 0.838 | - | - | - |
| HCM Control Delay (s/veh) | 43.2 | - | - | - |
| HCM Lane LOS | E | - | - | - |
| HCM 95th %tile Q(veh) | 8.1 | - | - | - |

HCM 7th Signalized Intersection Summary

3: Edwards Rd & SR-200

12/18/2024

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  |  |  |  | |  | |  | | |
| Traffic Volume (veh/h) | 118 | 0 | 1373 | 38 | 642 | 1628 | 0 | 34 | 0 | 314 | 0 | 0 |
| Future Volume (veh/h) | 118 | 0 | 1373 | 38 | 642 | 1628 | 0 | 34 | 0 | 314 | 0 | 0 |
| Initial Q (Qb), veh | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Lane Width Adj. | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Ped-Bike Adj(A_pbT) | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | |
| Parking Bus, Adj | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | | 0 | 1870 | 1870 | 1870 | 1870 | 0 | 1870 | 0 | 1870 | | |
| Adj Flow Rate, veh/h | | 0 | 1373 | 38 | 642 | 1628 | 0 | 34 | 0 | 314 | | |
| Peak Hour Factor | | 0.92 | 1.00 | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.92 | 1.00 | | |
| Percent Heavy Veh, % | | 0 | 2 | 2 | 2 | 2 | 0 | 2 | 0 | 2 | | |
| Cap, veh/h | | 0 | 1607 | 717 | 683 | 2488 | 0 | 356 | 0 | 1110 | | |
| Arrive On Green | | 0.00 | 0.45 | 0.45 | 0.20 | 0.70 | 0.00 | 0.20 | 0.00 | 0.20 | | |
| Sat Flow, veh/h | | 0 | 3647 | 1585 | 3456 | 3647 | 0 | 1781 | 0 | 2790 | | |
| Grp Volume(v), veh/h | | 0 | 1373 | 38 | 642 | 1628 | 0 | 34 | 0 | 314 | | |
| Grp Sat Flow(s),veh/h/ln | | 0 | 1777 | 1585 | 1728 | 1777 | 0 | 1781 | 0 | 1395 | | |
| Q Serve(g_s), s | | 0.0 | 31.0 | 1.2 | 16.5 | 22.8 | 0.0 | 1.4 | 0.0 | 6.9 | | |
| Cycle Q Clear(g_c), s | | 0.0 | 31.0 | 1.2 | 16.5 | 22.8 | 0.0 | 1.4 | 0.0 | 6.9 | | |
| Prop In Lane | | 0.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 | | |
| Lane Grp Cap(c), veh/h | | 0 | 1607 | 717 | 683 | 2488 | 0 | 356 | 0 | 1110 | | |
| V/C Ratio(X) | | 0.00 | 0.85 | 0.05 | 0.94 | 0.65 | 0.00 | 0.10 | 0.00 | 0.28 | | |
| Avail Cap(c_a), veh/h | | 0 | 1607 | 717 | 683 | 2488 | 0 | 356 | 0 | 1110 | | |
| HCM Platoon Ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Upstream Filter(I) | | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | | |
| Uniform Delay (d), s/veh | | 0.0 | 22.0 | 13.8 | 35.6 | 7.5 | 0.0 | 29.4 | 0.0 | 18.4 | | |
| Incr Delay (d2), s/veh | | 0.0 | 6.0 | 0.1 | 20.9 | 0.6 | 0.0 | 0.5 | 0.0 | 0.6 | | |
| Initial Q Delay(d3), s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| %ile BackOfQ(50%),veh/ln | | 0.0 | 13.4 | 0.4 | 8.8 | 7.1 | 0.0 | 0.6 | 0.0 | 6.4 | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | | 0.0 | 28.0 | 14.0 | 56.5 | 8.1 | 0.0 | 29.9 | 0.0 | 19.0 | | |
| LnGrp LOS | | | C | B | E | A | | C | | B | | |
| Approach Vol, veh/h | | | 1411 | | | 2270 | | | 348 | | | |
| Approach Delay, s/veh | | | 27.6 | | | 21.8 | | | 20.1 | | | |
| Approach LOS | | | C | | | C | | | C | | | |
| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 | | | | | | |
| Phs Duration (G+Y+Rc), s | 22.3 | 45.2 | | 22.5 | | 67.5 | | | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | | 4.5 | | | | | | |
| Max Green Setting (Gmax), s | 17.8 | 40.7 | | 18.0 | | 40.5 | | | | | | |
| Max Q Clear Time (g_c+I1), s | 18.5 | 33.0 | | 8.9 | | 24.8 | | | | | | |
| Green Ext Time (p_c), s | 0.0 | 5.3 | | 0.9 | | 10.7 | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 7th Control Delay, s/veh | | | 23.7 | | | | | | | | | |
| HCM 7th LOS | | | C | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved ignoring U-Turning movement. | | | | | | | | | | | | |

HCM 7th Signalized Intersection Summary

3: Edwards Rd & SR-200

12/18/2024

| | |
|------------------------------|-----|
| Movement | SBR |
| Lane Configurations | |
| Traffic Volume (veh/h) | 0 |
| Future Volume (veh/h) | 0 |
| Initial Q (Qb), veh | |
| Lane Width Adj. | |
| Ped-Bike Adj(A_pbT) | |
| Parking Bus, Adj | |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | |
| Adj Flow Rate, veh/h | |
| Peak Hour Factor | |
| Percent Heavy Veh, % | |
| Cap, veh/h | |
| Arrive On Green | |
| Sat Flow, veh/h | |
| Grp Volume(v), veh/h | |
| Grp Sat Flow(s),veh/h/ln | |
| Q Serve(g_s), s | |
| Cycle Q Clear(g_c), s | |
| Prop In Lane | |
| Lane Grp Cap(c), veh/h | |
| V/C Ratio(X) | |
| Avail Cap(c_a), veh/h | |
| HCM Platoon Ratio | |
| Upstream Filter(l) | |
| Uniform Delay (d), s/veh | |
| Incr Delay (d2), s/veh | |
| Initial Q Delay(d3), s/veh | |
| %ile BackOfQ(50%),veh/ln | |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | |
| LnGrp LOS | |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

Timing Report, Sorted By Phase

3: Edwards Rd & SR-200

12/18/2024

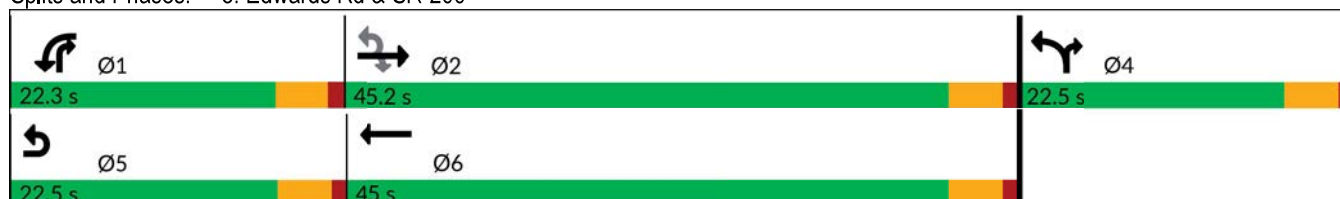


| Phase Number | 1 | 2 | 4 | 5 | 6 |
|------------------------|-------|-------|-------|-------|-------|
| Movement | WBL | EBTU | NBL | EBU | WBT |
| Lead/Lag | Lead | Lag | | Lead | Lag |
| Lead-Lag Optimize | Yes | Yes | | Yes | Yes |
| Recall Mode | None | Max | Max | None | None |
| Maximum Split (s) | 22.3 | 45.2 | 22.5 | 22.5 | 45 |
| Maximum Split (%) | 24.8% | 50.2% | 25.0% | 25.0% | 50.0% |
| Minimum Split (s) | 9.5 | 22.5 | 22.5 | 22.5 | 22.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1 | 1 | 1 | 1 | 1 |
| Minimum Initial (s) | 5 | 5 | 5 | 5 | 5 |
| Vehicle Extension (s) | 3 | 3 | 3 | 3 | 3 |
| Minimum Gap (s) | 3 | 3 | 3 | 3 | 3 |
| Time Before Reduce (s) | 0 | 0 | 0 | 0 | 0 |
| Time To Reduce (s) | 0 | 0 | 0 | 0 | 0 |
| Walk Time (s) | | 7 | 7 | 7 | 7 |
| Flash Don't Walk (s) | | 11 | 11 | 11 | 11 |
| Dual Entry | No | Yes | Yes | Yes | Yes |
| Inhibit Max | Yes | Yes | Yes | Yes | Yes |
| Start Time (s) | 0 | 22.3 | 67.5 | 0 | 22.5 |
| End Time (s) | 22.3 | 67.5 | 0 | 22.5 | 67.5 |
| Yield/Force Off (s) | 17.8 | 63 | 85.5 | 18 | 63 |
| Yield/Force Off 170(s) | 17.8 | 52 | 74.5 | 7 | 52 |
| Local Start Time (s) | 67.5 | 89.8 | 45 | 67.5 | 0 |
| Local Yield (s) | 85.3 | 40.5 | 63 | 85.5 | 40.5 |
| Local Yield 170(s) | 85.3 | 29.5 | 52 | 74.5 | 29.5 |

Intersection Summary

| | |
|---------------|------------------------|
| Cycle Length | 90 |
| Control Type | Actuated-Uncoordinated |
| Natural Cycle | 90 |












Splits and Phases: 3: Edwards Rd & SR-200



HCM 7th Signalized Intersection Summary

9: Edwards Rd & Tributary East Entrance/River Glen Pkwy

12/18/2024

| |  | | | | | | | | | | | |
|------------------------------|--|---|------|---|---|------|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 169 | 7 | 24 | 4 | 5 | 93 | 44 | 124 | 5 | 159 | 144 | 164 |
| Future Volume (veh/h) | 169 | 7 | 24 | 4 | 5 | 93 | 44 | 124 | 5 | 159 | 144 | 164 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | | | No | | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 169 | 7 | 24 | 4 | 5 | 93 | 44 | 124 | 5 | 159 | 144 | 164 |
| Peak Hour 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 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 475 | 130 | 446 | 352 | 9 | 158 | 450 | 271 | 230 | 516 | 390 | 330 |
| Arrive On Green | 0.12 | 0.35 | 0.35 | 0.10 | 0.10 | 0.10 | 0.05 | 0.14 | 0.14 | 0.11 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1781 | 371 | 1271 | 1378 | 82 | 1516 | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Grp Volume(v), veh/h | 169 | 0 | 31 | 4 | 0 | 98 | 44 | 124 | 5 | 159 | 144 | 164 |
| Grp Sat Flow(s), veh/h/ln | 1781 | 0 | 1642 | 1378 | 0 | 1597 | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 |
| Q Serve(g_s), s | 2.6 | 0.0 | 0.4 | 0.1 | 0.0 | 2.0 | 0.7 | 2.1 | 0.1 | 2.5 | 2.3 | 3.2 |
| Cycle Q Clear(g_c), s | 2.6 | 0.0 | 0.4 | 0.1 | 0.0 | 2.0 | 0.7 | 2.1 | 0.1 | 2.5 | 2.3 | 3.2 |
| Prop In Lane | 1.00 | | 0.77 | 1.00 | | 0.95 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 475 | 0 | 576 | 352 | 0 | 167 | 450 | 271 | 230 | 516 | 390 | 330 |
| V/C Ratio(X) | 0.36 | 0.00 | 0.05 | 0.01 | 0.00 | 0.59 | 0.10 | 0.46 | 0.02 | 0.31 | 0.37 | 0.50 |
| Avail Cap(c_a), veh/h | 552 | 0 | 1331 | 927 | 0 | 833 | 619 | 997 | 845 | 578 | 1002 | 849 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 10.2 | 0.0 | 7.4 | 13.9 | 0.0 | 14.8 | 11.5 | 13.5 | 12.7 | 10.5 | 11.7 | 12.1 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 0.1 | 1.2 | 0.0 | 0.3 | 0.6 | 1.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 0.0 | 0.1 | 0.0 | 0.0 | 0.7 | 0.2 | 0.8 | 0.0 | 0.8 | 0.8 | 1.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 10.7 | 0.0 | 7.5 | 13.9 | 0.0 | 18.0 | 11.6 | 14.7 | 12.7 | 10.8 | 12.3 | 13.2 |
| LnGrp LOS | B | | A | B | | B | B | B | B | B | B | B |
| Approach Vol, veh/h | 200 | | | | 102 | | | | 173 | | | |
| Approach Delay, s/veh | 10.2 | | | | 17.9 | | | | 13.9 | | | |
| Approach LOS | B | | | | B | | | | B | | | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 8.4 | 9.5 | | 16.6 | 6.2 | 11.7 | 8.5 | 8.1 | | | | |
| Change Period (Y+Rc), s | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | 5.1 | 18.4 | | 28.0 | 5.0 | 18.5 | 5.5 | 18.0 | | | | |
| Max Q Clear Time (g_c+l1), s | 4.5 | 4.1 | | 2.4 | 2.7 | 5.2 | 4.6 | 4.0 | | | | |
| Green Ext Time (p_c), s | 0.0 | 0.5 | | 0.1 | 0.0 | 1.1 | 0.0 | 0.4 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 7th Control Delay, s/veh | 12.7 | | | | | | | | | | | |
| HCM 7th LOS | B | | | | | | | | | | | |

Timing Report, Sorted By Phase

9: Edwards Rd & Tributary East Entrance/River Glen Pkwy

12/18/2024










| Phase Number | 1 | 2 | 4 | 5 | 6 | 7 | 8 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|
| Movement | SBL | NBTL | EBTL | NBL | SBTL | EBL | WBTL |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize | Yes | Yes | | Yes | Yes | Yes | Yes |
| Recall Mode | None | Min | None | None | Min | None | None |
| Maximum Split (s) | 9.6 | 22.9 | 32.5 | 9.5 | 23 | 10 | 22.5 |
| Maximum Split (%) | 14.8% | 35.2% | 50.0% | 14.6% | 35.4% | 15.4% | 34.6% |
| Minimum Split (s) | 9.5 | 22.5 | 22.5 | 9.5 | 22.5 | 9.5 | 22.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Minimum Initial (s) | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Vehicle Extension (s) | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Minimum Gap (s) | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Time Before Reduce (s) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time To Reduce (s) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Time (s) | | 7 | 7 | | 7 | | 7 |
| Flash Don't Walk (s) | | 11 | 11 | | 11 | | 11 |
| Dual Entry | No | Yes | Yes | No | Yes | No | Yes |
| Inhibit Max | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Start Time (s) | 0 | 9.6 | 32.5 | 0 | 9.5 | 32.5 | 42.5 |
| End Time (s) | 9.6 | 32.5 | 0 | 9.5 | 32.5 | 42.5 | 0 |
| Yield/Force Off (s) | 5.1 | 28 | 60.5 | 5 | 28 | 38 | 60.5 |
| Yield/Force Off 170(s) | 5.1 | 28 | 49.5 | 5 | 28 | 38 | 49.5 |
| Local Start Time (s) | 55.4 | 0 | 22.9 | 55.4 | 64.9 | 22.9 | 32.9 |
| Local Yield (s) | 60.5 | 18.4 | 50.9 | 60.4 | 18.4 | 28.4 | 50.9 |
| Local Yield 170(s) | 60.5 | 18.4 | 39.9 | 60.4 | 18.4 | 28.4 | 39.9 |

Intersection Summary

| | |
|---------------|------------------------|
| Cycle Length | 65 |
| Control Type | Actuated-Uncoordinated |
| Natural Cycle | 65 |

Splits and Phases: 9: Edwards Rd & Tributary East Entrance/River Glen Pkwy

| | | | |
|--|--|--|--|
|  Ø1 |  Ø2 |  Ø4 | |
| 9.6 s | 22.9 s | 32.5 s | |
|  Ø5 |  Ø6 |  Ø7 |  Ø8 |
| 9.5 s | 23 s | 10 s | 22.5 s |

Appendix O

Volume Calculation Spreadsheets

[illegible][illegible][illegible][illegible]

Tributary DRI - Land Development Traffic Analysis
Intersection Volumes AM

| Trip Generation | | School | | West Commercial | | Residential | | East Commercial | | AGR | Years | GF | Legend Bg + [Pass-by] + (Project) = Total | | | | | | |
|-----------------|--|--------|------|-----------------|------|-------------|------|-----------------|------|-----|-------|-----|--|----|----|------|-------|----|-------|
| Period | | Enter | Exit | Enter | Exit | Enter | Exit | Enter | Exit | | | | | | | | | | |
| AM Peak | | 494 | 290 | 227 | 85 | 66 | 41 | 25 | 389 | 953 | 158 | 156 | 72 | 45 | 27 | 1.03 | 1.07% | 12 | 1.137 |

| Intersection: SR 200 & Edwards Rd # 4 | | | | | | | | | | | | | | | | | | | |
|---------------------------------------|----------|---------|-----------|---------|-----------|-----------------|-----------|---------|-----------|-------------|-----------|---------|-----------|-----------------|-----------|---------|-----------|---------------|-------|
| Approach | Movement | School | | | | West Commercial | | | | Residential | | | | East Commercial | | | | Project Trips | Total |
| | | Ent (%) | Ent (vph) | Ext (%) | Ext (vph) | Ent (%) | Ent (vph) | Ext (%) | Ext (vph) | Ent (%) | Ent (vph) | Ext (%) | Ext (vph) | Ent (%) | Ent (vph) | Ext (%) | Ext (vph) | | |
| EB | UT | 0 | 1.03 | 0 | 0 | 9.03% | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 21.17% | 0 | 20 | 0 | 59 | 59 |
| | L | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 769 | 1,03 | 786 | 1,137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 13 | 1.03 | 13 | 1,000 | 41.87% | 0 | 36 | 0 | 48.81% | 0 | 465 | 0 | 60.73% | 0 | 584 | 0 | 595 | 1,889 |
| WB | UT | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 69 |
| | L | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 90 | 1,03 | 98 | 1,000 | 0 | 0 | 0 | 0 | 2.14% | 0 | 28 | 0 | 57.67% | 91 | 0 | 0 | 0 | 341 |
| | R | 384 | 1,03 | 396 | 1,137 | 40.50% | 0 | 92 | 0 | 48.13% | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 779 |
| NB | UT | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 0 | 10.97% | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 49 |
| | R | 254 | 1,03 | 262 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SB | UT | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 43.91% | 0 | 127 | 0 | 14.47% | 0 | 138 | 0 | 0 | 265 |
| | L | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: Only Pass By Trips from the East Commercial area were applied to this intersection

| Intersection: Edwards Rd & East Commercial # 5 | | | | | | | | | | | | | | | | | | | |
|--|----------|---------|-----------|---------|-----------|-----------------|-----------|---------|-----------|-------------|-----------|---------|-----------|-----------------|-----------|---------|-----------|---------------|-------|
| Approach | Movement | School | | | | West Commercial | | | | Residential | | | | East Commercial | | | | Project Trips | Total |
| | | Ent (%) | Ent (vph) | Ext (%) | Ext (vph) | Ent (%) | Ent (vph) | Ext (%) | Ext (vph) | Ent (%) | Ent (vph) | Ext (%) | Ext (vph) | Ent (%) | Ent (vph) | Ext (%) | Ext (vph) | | |
| EB | UT | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 0 | 9.79% | 0 | 0 | 0 | 3.73% | 0 | 15 | 0 | 18.63% | 0 | 29 | 0 | 92 | 92 |
| WB | UT | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NB | UT | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 2.52% | 0 | 24 | 0 | 14.93% | 24 | 0 | 0 | 75 | 75 |
| | T | 265 | 1,03 | 273 | 1,000 | 0 | 0 | 0 | 0 | 14.47% | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 297 | 570 |
| | R | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SB | UT | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 103 | 1,03 | 106 | 1,000 | 58.53% | 0 | 291 | 0 | 7.16% | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 319 | 425 |

| Intersection: Edwards Rd & Tributary East Entrance & River Glen Pkwy # 6 | | | | | | | | | | | | | | | | | | | |
|--|----------|---------|-----------|---------|-----------|-----------------|-----------|---------|-----------|-------------|-----------|---------|-----------|-----------------|-----------|---------|-----------|---------------|-------|
| Approach | Movement | School | | | | West Commercial | | | | Residential | | | | East Commercial | | | | Project Trips | Total |
| | | Ent (%) | Ent (vph) | Ext (%) | Ext (vph) | Ent (%) | Ent (vph) | Ext (%) | Ext (vph) | Ent (%) | Ent (vph) | Ext (%) | Ext (vph) | Ent (%) | Ent (vph) | Ext (%) | Ext (vph) | | |
| EB | UT | 0 | 0.98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 0.98 | 0 | 0 | 0 | 0 | 0 | 0 | 16.98% | 0 | 162 | 0 | 7.82% | 0 | 0 | 0 | 174 | 174 |
| | T | 0 | 0.98 | 0 | 0 | 0 | 0 | 0 | 0 | 0.87% | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| | R | 0 | 0.98 | 0 | 0 | 21.60% | 0 | 107 | 0 | 1.00% | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 117 | 117 |
| WB | UT | 0 | 0.98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 0.98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 0.98 | 0 | 0 | 4.29% | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 |
| | R | 0 | 0.98 | 0 | 0 | 0 | 0 | 0 | 0 | 0.41% | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| NB | UT | 0 | 0.98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.49% | 0 | 6 | 0 | 6 | 150 |
| | L | 0 | 0.98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 64 | 0.98 | 63 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 85 | 85 |
| | R | 0 | 0.98 | 0 | 0 | 0 | 0 | 0 | 0 | 3.62% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 255 |
| SB | UT | 0 | 0.98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 |
| | L | 0 | 0.98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 30 | 0.98 | 29 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 35 |
| | R | 0 | 0.98 | 0 | 0 | 68.72% | 0 | 339 | 0 | 0 | 0 | 0 | 0 | 3.95% | 0 | 6 | 0 | 344 | 358 |

14 + (344) = 358

Tributary DRI - Land Development Traffic Analysis
Intersection Volumes PM

| Trip Generation | | School | | West Commercial | | Residential | | East Commercial | | SF | | AGR | | Years | | GF | Legend |
|-----------------|--|--------|------|-----------------|------|-------------|------|-----------------|-------|-------|------|-------|------|-------|------|-------|------------------------------------|
| Period | | Enter | Exit | Enter | Exit | Enter | Exit | Enter | Exit | Enter | Exit | Enter | Exit | Enter | Exit | | |
| PM Peak | | 73 | 97 | 441 | 356 | 153 | 96 | 57 | 1,204 | 787 | 450 | 280 | 226 | 142 | 84 | 1.137 | Bg + (Pass-by) + (Project) = Total |

| Intersection: SR 200 & Police Lodge Rd / Western Entrance | | | | | | | | | | | | | | | | | | # 1 |
|---|----------|-----|---------|---------|--------------|---------------|------------|-----------|---------|---------|-----------------|-----------|-------------|---------|-----------------|-----------|-------|------------------------------------|
| Approach | Movement | Raw | FID SF | | Existing Adj | Growth Factor | Background | | School | | West Commercial | | Residential | | East Commercial | | Total | Bg + (Pass-by) + (Project) = Total |
| | | | Ent (%) | Ext (%) | | | Ent (vph) | Ext (vph) | Ent (%) | Ext (%) | Ent (vph) | Ext (vph) | Ent (%) | Ext (%) | Ent (vph) | Ext (vph) | | |
| EB | UT | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 518 | 1.03 | 534 | 1.137 | 607 | 0 | 0 | 0 | 0 | 0 | 0 | 1.37% | 0 | 17.60% | 0 | 95 | 661 |
| | R | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 500 |
| WB | UT | 1 | 1.03 | 1 | 1.137 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | L | 1 | 1.03 | 1 | 1.137 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 688 | 1.03 | 709 | 1.137 | 806 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NB | UT | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SB | UT | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: Only Pass by trips from the West Commercial area were applied to this intersection

| Intersection: SR 200 & Tributary Dr / Eastern Entrance | | | | | | | | | | | | | | | | | | # 2 |
|--|----------|-----|---------|---------|--------------|---------------|------------|-----------|---------|---------|-----------------|-----------|-------------|---------|-----------------|-----------|-------|------------------------------------|
| Approach | Movement | Raw | FID SF | | Existing Adj | Growth Factor | Background | | School | | West Commercial | | Residential | | East Commercial | | Total | Bg + (Pass-by) + (Project) = Total |
| | | | Ent (%) | Ext (%) | | | Ent (vph) | Ext (vph) | Ent (%) | Ext (%) | Ent (vph) | Ext (vph) | Ent (%) | Ext (%) | Ent (vph) | Ext (vph) | | |
| EB | UT | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 504 | 1.03 | 519 | 1.137 | 590 | 0 | 0 | 0 | 0 | 0 | 0 | 10.69% | 0 | 84 | 24.29% | 953 | 590 + (863) = 953 |
| | R | 5 | 1.03 | 5 | 1.137 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 5 + (83) = 88 |
| WB | UT | 1 | 1.03 | 1 | 1.137 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 124 | 1.03 | 128 | 1.137 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 696 | 1.03 | 717 | 1.137 | 815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NB | UT | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 9 | 1.03 | 9 | 1.137 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 95 | 1.03 | 98 | 1.137 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SB | UT | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: No growth factor was applied to the side street

| Intersection: SR 200 & East Commercial R/R | | | | | | | | | | | | | | | | | | # 3 |
|--|----------|-----|---------|---------|--------------|---------------|------------|-----------|---------|---------|-----------------|-----------|-------------|---------|-----------------|-----------|-------|------------------------------------|
| Approach | Movement | Raw | FID SF | | Existing Adj | Growth Factor | Background | | School | | West Commercial | | Residential | | East Commercial | | Total | Bg + (Pass-by) + (Project) = Total |
| | | | Ent (%) | Ext (%) | | | Ent (vph) | Ext (vph) | Ent (%) | Ext (%) | Ent (vph) | Ext (vph) | Ent (%) | Ext (%) | Ent (vph) | Ext (vph) | | |
| EB | UT | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 573 | 1.03 | 590 | 1.137 | 671 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WB | UT | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 255 | 1.03 | 263 | 1.137 | 299 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NB | UT | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SB | UT | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 1.137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: No growth factor was applied to the side street

Tributary DRI - Land Development Traffic Analysis
Intersection Volumes PM

| Trip Generation | | School | | West Commercial | | Residential | | East Commercial | | SF | AGR | Years | Legend Bg + Pass-by + Project = Total | | | |
|-----------------|---------|--------|------|-----------------|------|-------------|------|-----------------|-------|-----|-----|-------|--|-----|----|-------|
| | | Enter | Exit | Enter | Exit | Enter | Exit | Enter | Exit | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Period | | 73 | 97 | 441 | 356 | 153 | 96 | 57 | 1,204 | 787 | 450 | 280 | 226 | 142 | 84 | 1,137 |
| | PM Peak | | | | | | | | | | | | | | | |

| Intersection: SR 200 & Edwards Rd # 4 | | | | | | | | | | | | | | | |
|---------------------------------------|----------|-----|--------|--------------|---------------|------------|---------|---------|---------|-----------------|---------|-------------|---------|-----------------|---------|
| Approach | Movement | Raw | FTO SF | Existing Adj | Growth Factor | Background | | School | | West Commercial | | Residential | | East Commercial | |
| | | | | | | Ent (%) | Ext (%) | Ent (%) | Ext (%) | Ent (%) | Ext (%) | Ent (%) | Ext (%) | Ent (%) | Ext (%) |
| EB | UT | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 1.57% | 0 | 21.17% | 0 |
| | L | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 573 | 1.03 | 590 | 1.137 | 671 | 0 | 0 | 0 | 41.82% | 0 | 48.51% | 0 | 60.25% | 0 |
| | R | 27 | 1.03 | 28 | 1.000 | 28 | 13.93% | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WB | UT | 1 | 1.03 | 1 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 255 | 1.03 | 263 | 1.000 | 263 | 45.00% | 33 | 0 | 0 | 0 | 7.16% | 0 | 57.67% | 0 |
| | T | 743 | 1.03 | 765 | 1.137 | 870 | 0 | 0 | 0 | 40.59% | 0 | 43.13% | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NB | UT | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 27 | 1.03 | 28 | 1.000 | 28 | 10.97% | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 152 | 1.03 | 157 | 1.000 | 157 | 43.31% | 0 | 43 | 0 | 13.4 | 14.7% | 0 | 137 | 314 |
| SB | UT | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: Only Pass by Trips from the East Commercial area were applied to this intersection

| Intersection: Edwards Rd & East Commercial # 5 | | | | | | | | | | | | | | | |
|--|----------|-----|--------|--------------|---------------|------------|---------|---------|---------|-----------------|---------|-------------|---------|-----------------|---------|
| Approach | Movement | Raw | FTO SF | Existing Adj | Growth Factor | Background | | School | | West Commercial | | Residential | | East Commercial | |
| | | | | | | Ent (%) | Ext (%) | Ent (%) | Ext (%) | Ent (%) | Ext (%) | Ent (%) | Ext (%) | Ent (%) | Ext (%) |
| EB | UT | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 1.000 | 0 | 9.79% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WB | UT | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NB | UT | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 174 | 1.03 | 179 | 1.000 | 179 | 54.88% | 0 | 53 | 0 | 13.4 | 14.7% | 0 | 137 | 314 |
| | R | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SB | UT | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 282 | 1.03 | 290 | 1.000 | 290 | 58.93% | 43 | 0 | 0 | 0 | 7.16% | 0 | 0 | 0 |
| | R | 0 | 1.03 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Intersection: Edwards Rd & Tributary East Entrance & River Glen Plwy # 6 | | | | | | | | | | | | | | | |
|--|----------|-----|--------|--------------|---------------|------------|---------|---------|---------|-----------------|---------|-------------|---------|-----------------|---------|
| Approach | Movement | Raw | FTO SF | Existing Adj | Growth Factor | Background | | School | | West Commercial | | Residential | | East Commercial | |
| | | | | | | Ent (%) | Ext (%) | Ent (%) | Ext (%) | Ent (%) | Ext (%) | Ent (%) | Ext (%) | Ent (%) | Ext (%) |
| EB | UT | 0 | 0.98 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 0.98 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 16.98% | 0 | 134 | 7.89% |
| | T | 0 | 0.98 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0.87% | 0 | 7 | 0 |
| | R | 0 | 0.98 | 0 | 1.000 | 0 | 21.60% | 18 | 0 | 0 | 0 | 1.00% | 0 | 8 | 0 |
| WB | UT | 0 | 0.98 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 1 | 0.98 | 1 | 1.000 | 1 | 4.29% | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 0 | 0.98 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0.41% | 5 | 0 | 0 |
| | R | 79 | 0.98 | 77 | 1.000 | 77 | 0 | 0 | 0 | 0 | 0 | 3.49% | 0 | 16 | 0 |
| NB | UT | 0 | 0.98 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 0 | 0.98 | 0 | 1.000 | 0 | 27.08% | 0 | 26 | 0 | 0 | 1.40% | 0 | 0 | 0 |
| | T | 47 | 0.98 | 46 | 1.000 | 46 | 94.07% | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 1 | 0.98 | 1 | 1.000 | 1 | 3.98% | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| SB | UT | 0 | 0.98 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | L | 182 | 0.98 | 179 | 1.000 | 179 | 48.73% | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 |
| | T | 86 | 0.98 | 86 | 1.000 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | R | 0 | 0.98 | 0 | 1.000 | 0 | 0 | 0 | 0 | 0 | 0 | 10.87% | 0 | 33 | 0 |