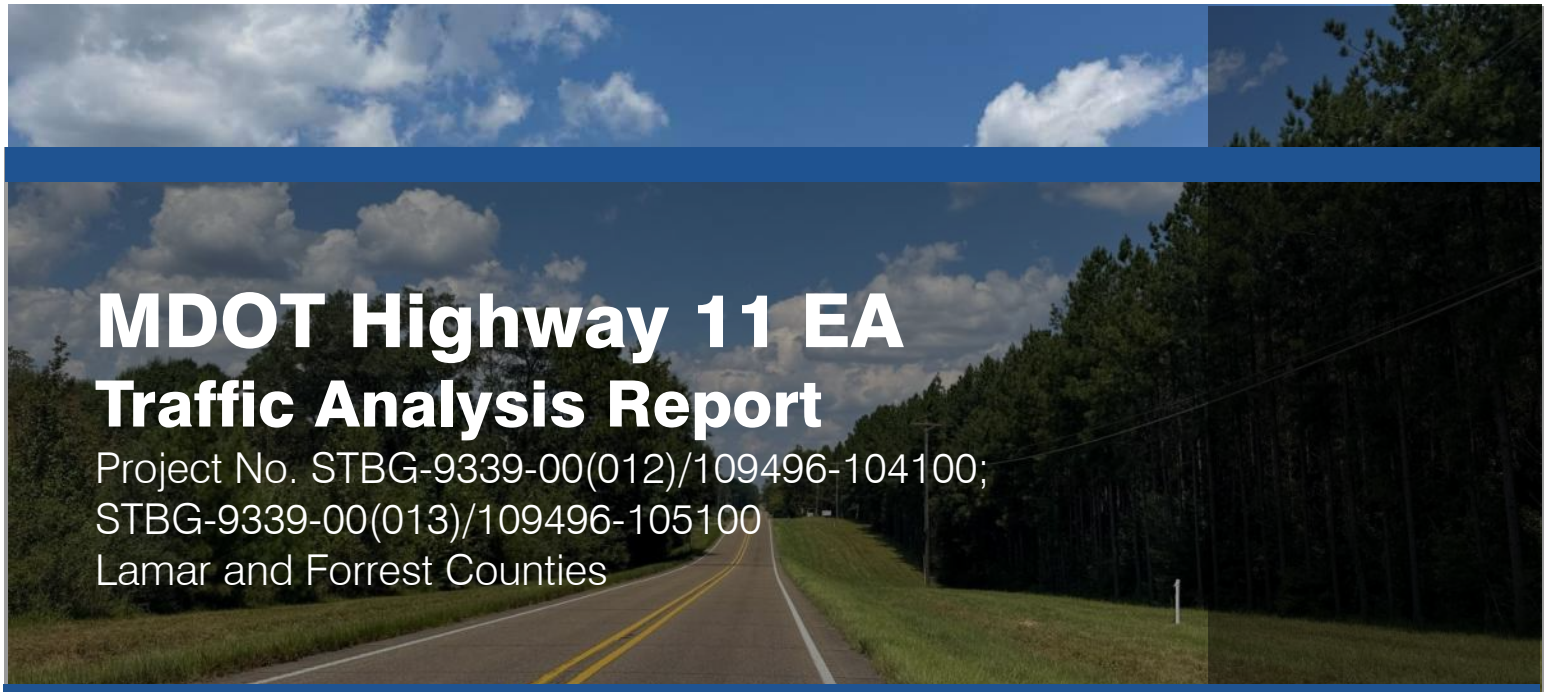
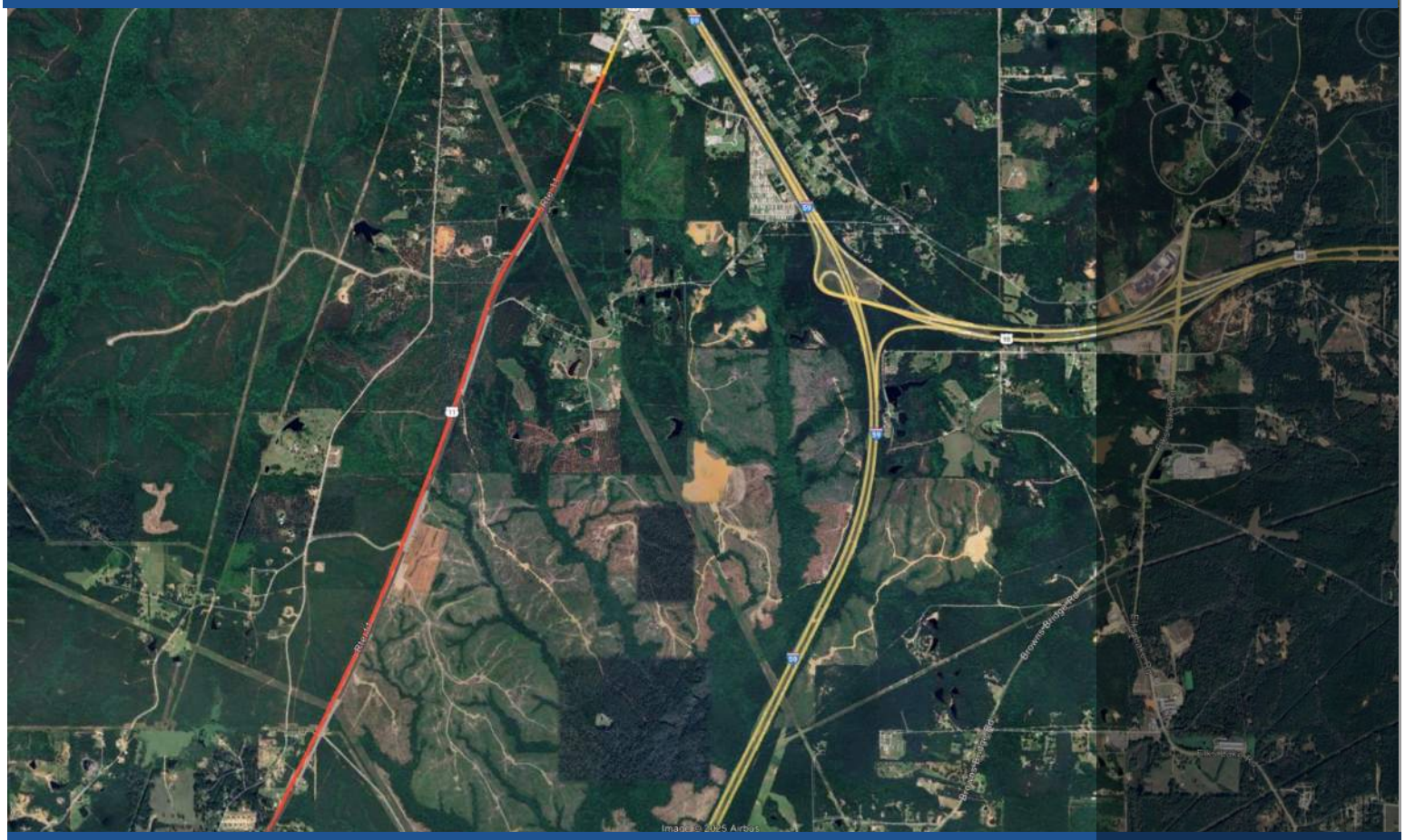
Appendix A: Traffic Study



MDOT Highway 11 EA
Traffic Analysis Report

Project No. STBG-9339-00(012)/109496-104100;
STBG-9339-00(013)/109496-105100
Lamar and Forrest Counties



Prepared For:

MDOT

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GARVER

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Contents

Contents i
List of Tables i
List of Figures ii
List of Appendices iii
1.0 Introduction 1
2.0 Safety Analysis 2
2.1 Segment Crash Rates 7
3.0 Traffic Volume Development 8
4.0 Operational Analysis 9
4.1 Methodology 9
5.0 Corridor Analysis 10
5.1 2025 Existing Conditions 10
5.2 2030 No Build Conditions 11
5.3 2050 No Build Conditions 12
5.4 2050 Build Conditions 14
6.0 Intersection Analysis 15
6.1 2025 Existing Conditions 15
6.2 2030 No Build Conditions 17
6.3 2050 No Build Conditions 18
6.4 2050 Build Conditions 21
6.4.1 2050 Build Alternative 1 21
6.4.2 2050 Build Alternative 2 24
6.4.3 US 11 at Old Okahola Road Considerations 28
7.0 Recommendations 29

List of Tables

Table 1: Crashes by Severity (2020 – 2024) 2
Table 2: Crashes by Type of Collision (2020 – 2024) 2
Table 3: Crash Distribution by Type of Collision 3
Table 4: Segment Crash Rates 7
Table 5 - Scenarios 8

Table 6: LOS Thresholds for RCUT Intersections (HCM 7 Exhibit 23-13) 10
Table 7: Corridor LOS – 2025 Existing – *HCM* Methodology 11
Table 8: Corridor LOS – 2030 No Build – *HCM* Methodology 12
Table 9: Corridor LOS – 2050 No Build (without US 98 Extension) – *HCM* Methodology 13
Table 10: Corridor LOS – 2050 No Build (with US 98 Extension) – *HCM* Methodology 13
Table 11: Corridor LOS – 2050 Build (without US 98 Extension) – *HCM* Methodology 14
Table 12: Corridor LOS – 2050 Build (with US 98 Extension) – *HCM* Methodology 15
Table 13: Intersection LOS – 2025 Existing – *HCM* Methodology 16
Table 14: Intersection LOS – 2025 Existing – *SimTraffic* Methodology 17
Table 15: Intersection LOS – 2030 No Build – *HCM* Methodology 17
Table 16: Intersection LOS – 2030 No Build – *SimTraffic* Methodology 18
Table 17: Intersection LOS – 2050 No Build (without US 98 Extension)– *HCM* Methodology 19
Table 18: Intersection LOS – 2050 No Build (without US 98 Extension) – *SimTraffic* Methodology 19
Table 19: Intersection LOS – 2050 No Build (with US 98 Extension) – *HCM* Methodology 20
Table 20: Intersection LOS – 2050 No Build (with US 98 Extension) – *SimTraffic* Methodology 20
Table 21: Intersection LOS – 2050 Build Alternative 1 (without US 98 Extension)– *HCM* Methodology 22
Table 22: Intersection LOS – 2050 Build Alternative 1 (without US 98 Extension)– *SimTraffic* Methodology 23
Table 23: Intersection LOS – 2050 Build Alternative 1 (with US 98 Extension) – *HCM* Methodology 23
Table 24: Intersection LOS – 2050 Build Alternative 1 (with US 98 Extension) – *SimTraffic* Methodology 24
Table 25: Intersection LOS – 2050 Build Alternative 2 (without US 98 Extension) – *HCM* Methodology 26
Table 26: Intersection LOS – 2050 Build Alternative 2 (without US 98 Extension) – *SimTraffic* Methodology 27
Table 27: Intersection LOS – 2050 Build Alternative 2 (with US 98 Extension) – *HCM* Methodology 27
Table 28: Intersection LOS – 2050 Build Alternative 2 (with US 98 Extension) – *SimTraffic* Methodology 28
Table 29: Intersection LOS – 2050 Build – US 11 at Old Okahola Road with Eastbound Right Turn Lane Added 29

List of Figures

Figure 1: Project Location 1
Figure 2: Crash Severity Map 4
Figure 3: Crash Type Map 5
Figure 4: Crash Heat Map 6
Figure 5: Level of Service (LOS) Categories 9

Figure 6: Existing Corridor Configuration 10
Figure 7: Two-Lane Highway LOS Thresholds (HCM 7 Exhibit 15-6) 11
Figure 8: Multilane Highway LOS Thresholds (HCM Exhibit 12-15) 14
Figure 9:Old Okahola Road at US 11 – Existing 16
Figure 10: Hartfield Road at US 11 – Existing 16
Figure 11: Steele Road at US 11 – Existing 16
Figure 12: US 98 Extension at US 11- No Build 18
Figure 13:Old Okahola Road at US 11- Alt 1 21
Figure 14: Hartfield Road at US 11- Alt 1 21
Figure 15: Steele Road at US 11- Alt 1 21
Figure 16:US 98 Extension at US 11- Alt 1 21
Figure 17: Hartfield Road at US 11- Alt 2 25
Figure 18: Steele Road at US 11- Alt 2 25
Figure 19:US 98 Extension at US 11- Alt 2 25

List of Appendices

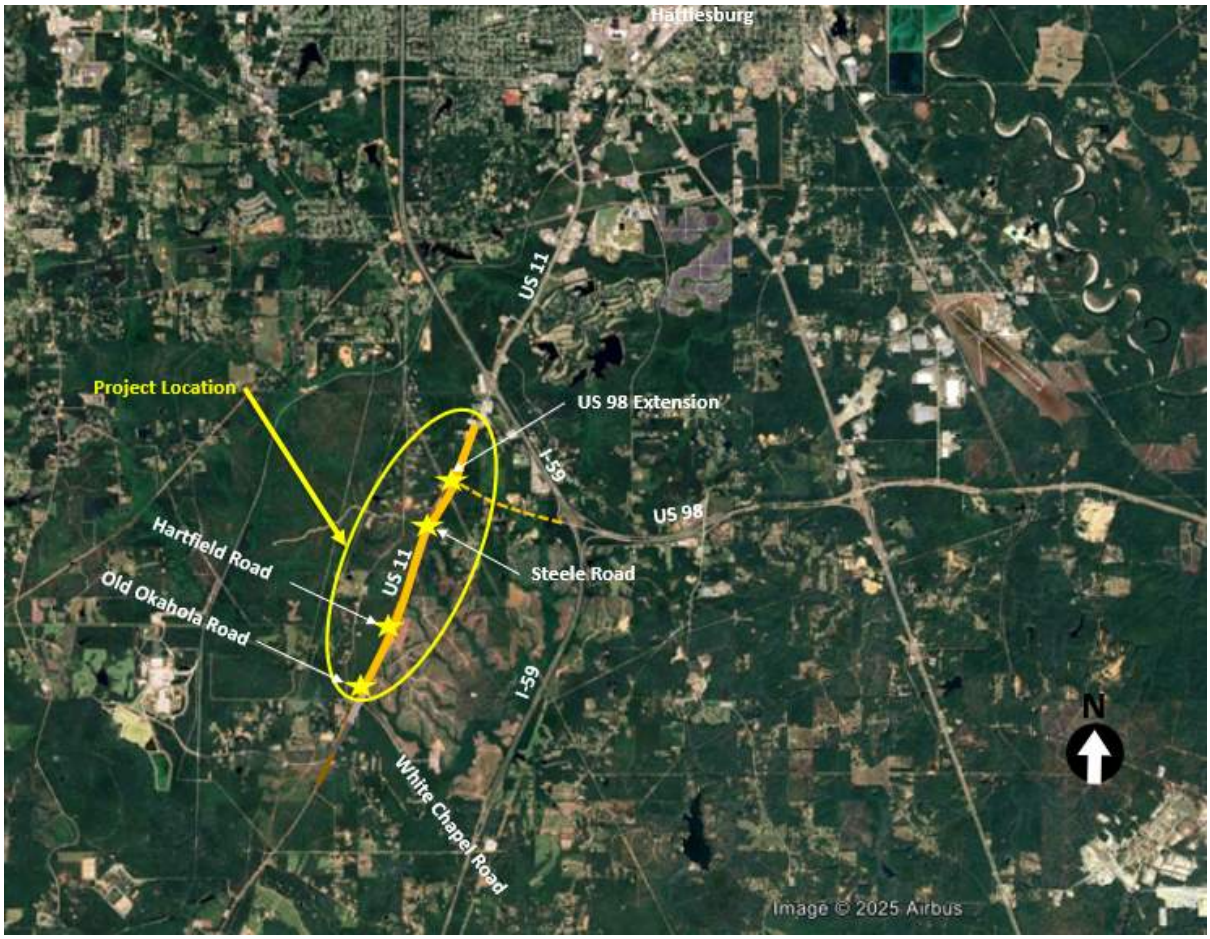
Appendix A- Traffic Volumes Memo
Appendix B- Corridor Analysis Results
Appendix C- Intersection Analysis Results

1.0 Introduction

The Mississippi Department of Transportation (MDOT) plans to widen US 11 to a four-lane divided highway to accommodate anticipated future traffic volumes due to background growth and induced volume from a planned nearby mega site. US 11 is currently a two-lane highway with a posted speed limit of 55 mph. Each lane is approximately 12 feet wide with two-foot shoulders and edge line rumble stripes. The corridor is primarily lined with trees and some residential areas on the south end of the study area. Driveways and intersections are minimal with stop control only on the minor approaches.

The study area lies within Forrest and Lamar Counties, extending approximately 3.5 miles along US 11 from Old Okahola Road to a point 0.6 miles south of I-59. At the south end of the study area, the typical section will transition from existing two-lane to proposed four-lane divided north of Old Okahola Road. On the north end of the study area, the proposed four-lane divided will tie to a four-lane undivided roadway, which is part of the diverging diamond (DDI) interchange project at I-59 and US 11 currently on-going. Another on-going project, the US 98 Extension, which will tie north of Steele Road, will also be evaluated as part of this study. The study area is shown in **Figure 1**. The purpose of this Traffic Analysis Report is to identify safety concerns, document the existing traffic conditions, and evaluate future traffic operations with and without improvements to develop recommendations.

Figure 1: Project Location



2.0 Safety Analysis

MDOT provided crash data from 2020 to 2024 (the latest five complete years of available data) which was evaluated to identify crash patterns and determine segment crash rates. White Chapel Road is just 175 feet south of Old Okahola Road, and crashes related to the intersection with Old Okahola Road likely overlap with crashes related to the intersection with White Chapel Road. Therefore, crashes occurring at White Chapel Road were included in the safety analysis of the study area which extends from Old Okahola Road to 0.6 miles south of I-59.

Tables 1 and 2 summarize the number of crashes by severity and the number of crashes by type of collision along the US 11 corridor. As shown in **Table 1**, the total number of crashes for the five-year period was 46 crashes and the majority were property damage only crashes. Within the five years, two fatal crashes were reported (one alcohol related), and 10 crashes resulted in injuries. Most of the crashes occurred along the corridor segment and rear end crashes were the leading crash type (50%) as displayed in **Table 2**. Review of the provided crash reports reveal rear end crashes to have occurred when vehicles stop or slow down to make a turn onto the side roads or driveways. It should be noted that 11 crashes occurred at intersections with nine located at the US 11 and White Chapel Road intersection.

Table 1: Crashes by Severity (2020 – 2024)

Year	Fatal (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	Property Damage Only (O)	Total
2020	0	0	2	1	6	9
2021	0	0	4	0	9	13
2022	1	0	1	0	9	11
2023	0	0	1	1	3	5
2024	1	0	0	0	7	8
Total	2	0	8	2	34	46
%	4.35%	0.00%	17.39%	4.35%	73.91%	100.00%

Table 2: Crashes by Type of Collision (2020 – 2024)

Year	Sideswipe	Angle	Rear End	Run Off Road	Head On	Other	Total
2020	0	1	5	3	0	0	9
2021	2	2	6	0	0	3	13
2022	2	0	3	4	0	2	11
2023	1	0	4	0	0	0	5
2024	0	1	5	0	1	1	8
Total	5	4	23	7	1	6	46
%	10.87%	8.70%	50.00%	15.22%	2.17%	13.04%	100.00%

"Angle" includes angle and left turn same roadway crashes
"Other" includes animal, fell from vehicle, and other in Road crashes

In **Table 3**, the crashes were further broken down for multiple sections along the US 11 corridor (White Chapel Road to Hartfield Road, Hartfield Road to Steele Road, Steele Road to end of project (EOP)). The

majority of the crashes occurred between White Chapel Road to Hartfield Road including both fatal crashes.

Table 3: Crash Distribution by Type of Collision

Crash Type	All Crashes		KA Crashes	
	No.	%	No.	%
Highway 11 corridor				
Sideswipe	5	10.87%	0	0.00%
Angle	4	8.70%	0	0.00%
Rear End	23	50.00%	0	0.00%
Run Off Road	7	15.22%	0	0.00%
Head On	1	2.17%	1	50.00%
Other	6	13.04%	1	50.00%
Total	46	100.00%	2	100.00%
Highway 11 from White Chapel Rd to Hartfield Rd				
Sideswipe	3	13.04%	0	0.00%
Angle	3	13.04%	0	0.00%
Rear End	10	43.48%	0	0.00%
Run Off Road	6	26.09%	0	0.00%
Head On	1	4.35%	1	50.00%
Other	0	0.00%	1	50.00%
Total	23	100.00%	2	100.00%
Highway 11 from Hartfield Rd to Steele Rd				
Sideswipe	2	12.50%	0	-
Angle	1	6.25%	0	-
Rear End	6	37.50%	0	-
Run Off Road	1	6.25%	0	-
Head On	0	0.00%	0	-
Other	6	37.50%	0	-
Total	16	100.00%	0	-
Highway 11 from Steele Rd to EOP				
Sideswipe	0	0.00%	0	-
Angle	0	0.00%	0	-
Rear End	7	100.00%	0	-
Run Off Road	0	0.00%	0	-
Head On	0	0.00%	0	-
Other	0	0.00%	0	-
Total	7	100.00%	0	-

Figures 2 and 3 display crash severities and crash types for all crashes in the study area from 2020 to 2024. **Figure 4** exhibits crash hot spots at multiple areas along the corridor, especially at US 11 and White Chapel Road intersection and on US 11 south of Hartfield Road.

Figure 2: Crash Severity Map

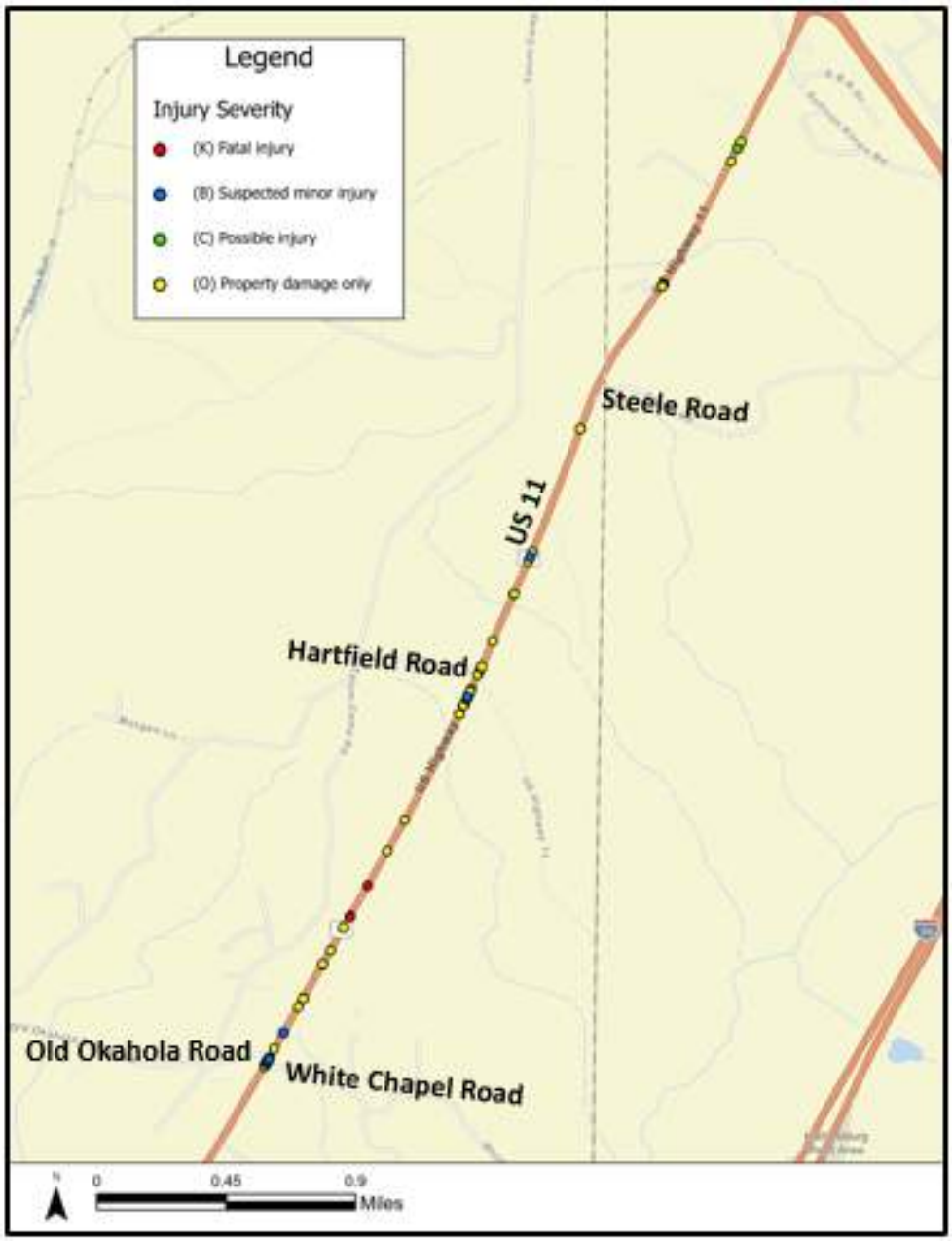


Figure 3: Crash Type Map

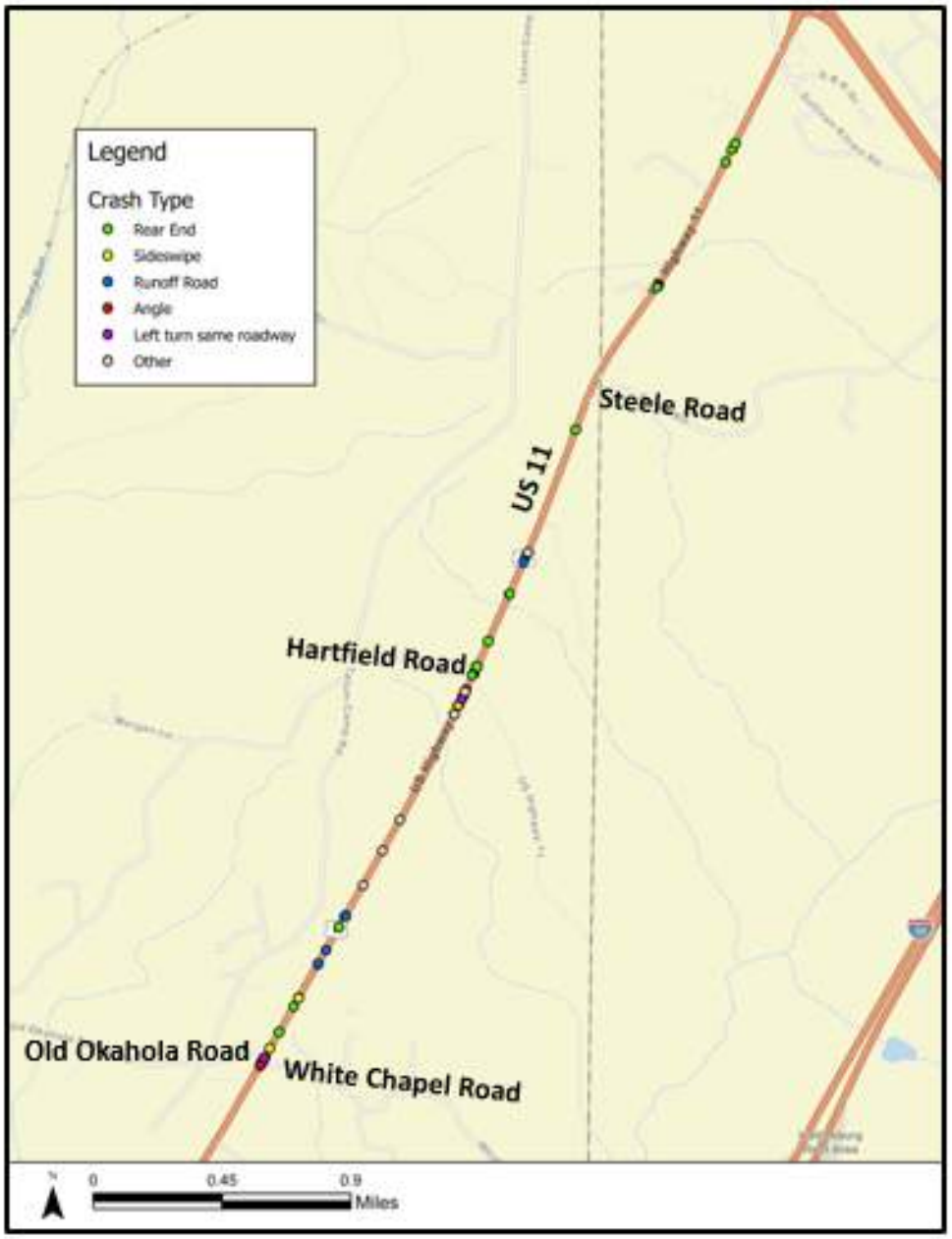
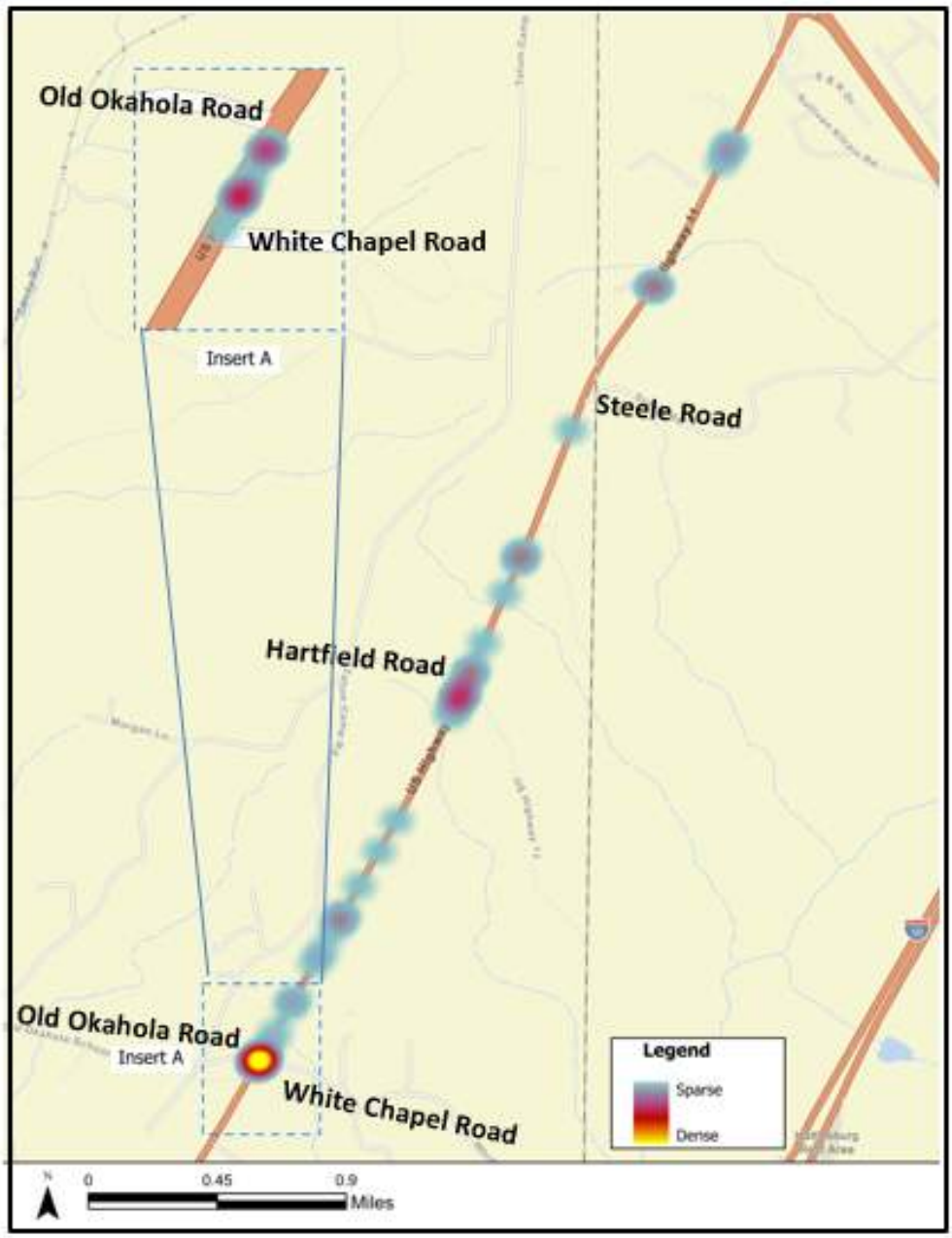


Figure 4: Crash Heat Map



2.1 Segment Crash Rates

Segment crash rates were calculated for the five years of crash data to evaluate the safety performance of the study corridor compared to statewide crash rates for similar facilities. The US 11 corridor, a rural two-lane facility, was divided into three segments (White Chapel Road to Hartfield Road, Hartfield Road to Steele Road, Steele Road to EOP) based on roadway characteristics and volumes. **Table 4** displays the segment crash rates for each segment. The average daily traffic (ADT) volume for each segment was estimated based on traffic counts from MDOT Traffic Counter website. The segment crash rates were compared to the Mississippi statewide average crash rate for rural two-lane facilities. As displayed in **Table 4**, the crash rate for segments between White Chapel Road and Hartfield Road and Hartfield Road and Steele Road are higher than the statewide average (highlighted in red).

The critical index was calculated for each segment with the following equation:

Critical Index = Crash Rate/Critical Crash Rate

A value above 1.0 indicates a segment crash rate that is higher than the average crash rate for similar facility types. The critical crash rate is calculated with the following equation:

$$R_c = R_a + K\,(R_a/m)^{1/2} + 0.5/m$$

Where:

- Rc = Critical crash rate (crashes per million vehicle miles traveled)
- Ra = Systemwide average crash rate of facility type (crashes per million vehicle miles traveled)
- m = Vehicle exposure during study period (million vehicle miles traveled)
- K = Constant based on level of confidence (at 95% level of confidence, K = 1.645)

The crash rates for all segments were below the critical crash rate though the critical index for segments between Old Okahola Road and Hartfield Road and Hartfield Road and Steele Road are approaching 1.0.

Table 4:Segment Crash Rates

From	To	Length (miles)	ADT (vpd)	Total Crashes	Crash Rate (per MVM)	MS Avg Crash Rate	Critical Crash Rate	Critical Index
White Chapel Rd	Hartfield Rd	1.50	5,900	23	1.42	0.96	1.50	0.95
Hartfield Rd	Steele Rd	1.00	5,900	16	1.49	0.96	1.50	0.99
Steele Rd	End of Project	1.00	6,900	7	0.56	0.96	1.45	0.38

MVM – Million vehicle miles

3.0 Traffic Volume Development

In order to evaluate traffic operations, volumes were developed for the three intersections along US 11 within the study area: Old Okahola Road, Hartfield Road, and Steele Road. As previously mentioned, two separate projects currently on-going, the diverging diamond (DDI) interchange at I-59 and US 11 and the US 98 extension from I-59 to US 11, were considered when developing traffic volumes for this project.

MDOT provided the annual growth rate (AGR) of 2.4% based on calculations from a previous study which utilized travel demand model data with the inclusion of a mega site development. The mega site has an anticipated completion date between 2030 and 2050. The 2.4% AGR does not consider the potential future US 98 extension. According to a previous study, if the US 98 extension is built, traffic that would be heading south on I-59 from US 11 to the south of the existing interchange would utilize the more direct US 98 extension and thus be diverted from US 11 north of the extension. This diversion accounts for 40% of the US 11 northbound traffic at the intersection of US 11 with the proposed US 98 Extension. Scenarios with and without the US 98 extension were developed for 2050 design year since it is uncertain whether this extension will be built by then. **Table 5** lists the scenarios that were developed and shows which roadway network and volume conditions were included in each scenario. The volumes for each of these scenarios are provided in **Figures 1 through 4** of the **Traffic Volumes Memo** which is included in **Appendix A – Traffic Volumes Memo**.

Table 5 - Scenarios

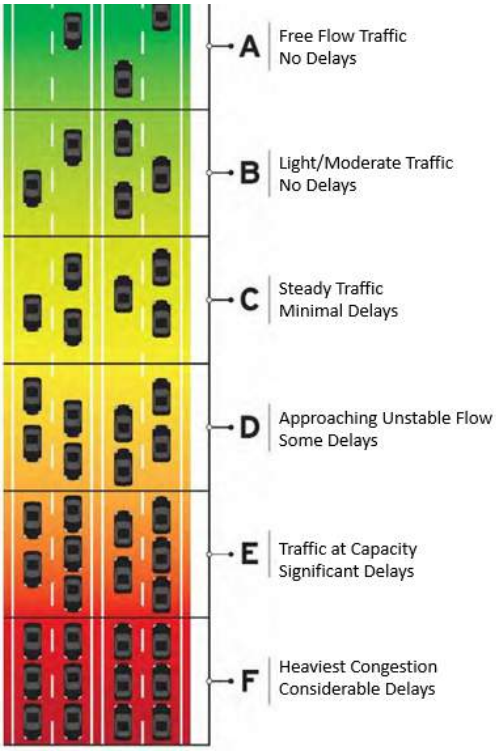
ID	Scenario	Year	Roadway Network Conditions	Volume Conditions
1	Existing	2025	Current Conditions	-
2	No Build	2030	Current Conditions, with DDI, without US 98 extension	Background growth + 100% Mega Site
3	No Build	2050	Current Conditions, with DDI, without US 98 extension	Background growth + 100% Mega Site
4	No Build	2050	Current Conditions, with DDI, with US 98 extension	Background growth + 100% Mega Site + Volume Diversions
5	Build	2050	4 lane US 11, with DDI, without US 98 extension	Background growth + 100% Mega Site
6	Build	2050	4 lane US 11, with DDI, with US 98 extension	Background growth + 100% Mega Site + Volume Diversions

4.0 Operational Analysis

The study area was evaluated under No Build and Build conditions with the various volume scenarios described in the previous section of this report to evaluate performance and develop recommendations. The process and results are detailed in the following subsections.

4.1 Methodology

Figure 5: Level of Service (LOS) Categories



The latest edition of the *Highway Capacity Manual (HCM)* was utilized to evaluate the operational performance of corridor segments and study intersections. The *HCM* qualitatively describes operating conditions within a traffic stream or at an intersection using a concept known as Level of Service (LOS). LOS is typically designated into six categories. These range from LOS A indicating free-flow, low density, or nearly negligible delay conditions to LOS F where demand exceeds capacity and large queues are experienced. A graphical representation of LOS is presented in **Figure 5**. For this study, LOS D is the threshold for acceptable level of service for any movement.

Operational analysis along the corridor was conducted using the latest *HCS* Highways module. For the Existing and No Build conditions, the corridor was analyzed as a two-lane highway. For the Build conditions, the corridor was analyzed as a four-lane divided highway.

The latest version of *Synchro* and its companion *SimTraffic* software were used to determine the LOS of the intersections within the study area based on the *HCM* methodology as well as the *SimTraffic* micro-simulation methodology. Two build alternatives are being considered for the intersections: stop control on the minor approaches allowing all movements at each intersection, and restricted crossing U-turn (RCUT) treatments at certain intersections. For RCUT intersections, the *HCM* methodology uses experienced travel time (ETT), measured in average seconds per vehicle, as the basis for determining LOS. ETT is calculated for each origin-destination (O-D) movement within an intersection and is the sum of control delays and extra distance travel time (EDTT). Control delay is the average stopped time per vehicle traveling through the intersection plus the movements at slower speeds due to the vehicles moving up in the queue or slowing upstream of the approach. EDTT applies only to the minor approach left and through movements within an RCUT intersection and accounts for the effect of those movements having to turn right and then U-turn downstream to complete an “equivalent left” or “equivalent through” O-D movement. The equation used to calculate EDTT is shown below:

$$EDTT = \frac{D_t + D_f}{1.47 * S_f}$$

D_t=distance from the main junction to the U-turn crossover (ft)
D_f=distance from the U-turn crossover to the main junction (ft)
S_f=major-street free-flow speed (mi/h)

Table 6 provides the LOS thresholds for stop-controlled RCUT intersections as stated in *HCM*, Exhibit 23-13. Note that the LOS defaults to LOS F for any lane group experiencing volume-to-capacity (v/c) ratios greater than 1.

Table 6: LOS Thresholds for RCUT Intersections (HCM 7 Exhibit 23-13)

ETT (s/veh)	LOS
0-10	A
>10-20	B
>20-35	C
>35-55	D
>55-80	E
>80	F

5.0 Corridor Analysis

As mentioned in the Methodology subsection, the *HCS* Highways module was utilized for analysis of the corridor. The lane configurations and operational results of each scenario are summarized in the following subsections. The detailed results from the corridor analyses are provided in **Appendix B- Corridor Analysis Results**.

5.1 2025 Existing Conditions

The US 11 corridor is currently a two-lane highway with intermittent passing permitted, as shown in **Figure 6**. For the two-lane highway analysis, this highway is considered a higher speed highway with posted speed limit of 55 mph. The measure of effectiveness (MOE) used to determine LOS for a two-lane highway is Follower Density (followers/mi/ln). Exhibit 15-6 (shown in **Figure 7**) from *HCM* shows the LOS thresholds for a two-lane highway.

Figure 6: Existing Corridor Configuration



Figure 7: Two-Lane Highway LOS Thresholds (HCM 7 Exhibit 15-6)

LOS	Follower Density (followers/mi/ln)	
	Higher-Speed Highways Posted Speed Limit ≥ 50 mi/h	Lower-Speed Highways Posted Speed Limit < 50 mi/h
A	≤ 2.0	≤ 2.5
B	> 2.0 – 4.0	> 2.5 – 5.0
C	> 4.0 – 8.0	> 5.0 – 10.0
D	> 8.0 – 12.0	> 10.0 – 15.0
E	> 12.0	> 15.0
F	Demand exceeds capacity	

The performance along the existing US 11 corridor is shown in **Table 7**. These results show that both directions of travel along the US 11 corridor currently operate at LOS C or better throughout the study area.

Table 7: Corridor LOS – 2025 Existing – *HCM* Methodology

US 11 Segment	Time Period	MOE	NB	SB
Old Okahola Rd toHartfield Rd	AM	Follower Density	5.0	1.3
		LOS	C	A
	PM	Follower Density	1.5	4.9
		LOS	A	C
Hartfield Rd to Steele Rd	AM	Follower Density	5.1	1.3
		LOS	C	A
	PM	Follower Density	1.5	5.4
		LOS	A	C
Steele Rd to End of Project	AM	Follower Density	5.3	1.4
		LOS	C	A
	PM	Follower Density	1.5	5.6
		LOS	A	C

5.2 2030 No Build Conditions

The performance along the US 11 corridor in 2030 No Build conditions is shown in **Table 8**. This scenario assumes the same configuration along the study area as 2025 Existing. The volumes account for background growth plus the completed mega site and DDI interchange. The results for this analysis show minimal increases in follower density with the same LOS as 2025 Existing conditions.

Table 8: Corridor LOS – 2030 No Build – *HCM* Methodology

US 11 Segment	Time Period	MOE	NB	SB
Old Okahola Rd to Hartfield Rd	AM	Follower Density	5.9	1.6
		LOS	C	A
	PM	Follower Density	1.8	5.9
		LOS	A	C
Hartfield Rd to Steele Rd	AM	Follower Density	6.1	1.6
		LOS	C	A
	PM	Follower Density	1.8	6.4
		LOS	A	C
Steele Rd to End of Project	AM	Follower Density	6.3	1.6
		LOS	C	A
	PM	Follower Density	1.9	6.6
		LOS	A	C

5.3 2050 No Build Conditions

The performance along the US 11 corridor in 2050 No Build conditions is shown in **Table 9**. This scenario assumes the same configuration along the study area as 2025 Existing. The volumes account for background growth plus the completed mega site and DDI interchange. **Table 10** shows the 2050 No Build conditions with the US 98 extension. The results for the 2050 No Build without the US 98 extension show that the northbound direction will fail during the AM peak with LOS E conditions from Hartfield Road to the northern end of the study area. The southbound direction will mirror this failure during the PM peak with LOS E conditions from the northern end of the study area to Hartfield Road. The results for 2050 No Build with the US 98 extension are similar with LOS E conditions between Steele Road and the US 98 Extension. This demonstrates the need for widening to accomodate the anticipated future volumes.

Table 9: Corridor LOS – 2050 No Build (without US 98 Extension) – *HCM* Methodology

US 11 Segment	Time Period	MOE	NB	SB
Old Okahola Rd to Hartfield Rd	AM	Follower Density	11.8	3.5
		LOS	D	B
	PM	Follower Density	3.9	11.8
		LOS	B	D
Hartfield Rd to Steele Rd	AM	Follower Density	12.1	3.4
		LOS	E	B
	PM	Follower Density	3.9	12.6
		LOS	B	E
Steele Rd to End of Project	AM	Follower Density	12.4	3.4
		LOS	E	B
	PM	Follower Density	3.9	13.0
		LOS	B	E

Table 10: Corridor LOS – 2050 No Build (with US 98 Extension) – *HCM* Methodology

US 11 Segment	Time Period	MOE	NB	SB
Old Okahola Rd to Hartfield Rd	AM	Follower Density	11.8	3.5
		LOS	D	B
	PM	Follower Density	3.9	11.8
		LOS	B	D
Hartfield Rd to Steele Rd	AM	Follower Density	12.1	3.4
		LOS	E	B
	PM	Follower Density	3.9	12.6
		LOS	B	E
Steele Rd to US 98 Extension	AM	Follower Density	12.7	3.5
		LOS	E	B
	PM	Follower Density	3.9	13.2
		LOS	B	E
US 98 Extension to End of Project	AM	Follower Density	6.2	1.6
		LOS	C	A
	PM	Follower Density	1.8	6.5
		LOS	A	C

5.4 2050 Build Conditions

Under the Build Conditions, US 11 will be widened to a four-lane divided typical section from approximately 0.6 miles north of Old Okahola Road to approximately 0.6 miles south of I-59. The section to Old Okahola will remain a two-lane roadway to minimize impacts to residences west of US 11. The 2050 Build Conditions for the widened section were analyzed using the multilane highway module of *HCS 2026*. For a multilane highway, the MOE used to determine the LOS is density in passenger cars per mile per hour (pc/mi/hr). The LOS thresholds are defined in *HCM* Exhibit 12-15 and are shown in **Figure 8**.

Figure 8: Multilane Highway LOS Thresholds (HCM Exhibit 12-15)

LOS	Density (pc/mi/ln)
A	≤11
B	>11–18
C	>18–26
D	>26–35
E	>35–45
F	Demand exceeds capacity OR density > 45

The performance along the US 11 corridor in 2050 with widening is shown in **Table 11**. The volumes account for background growth plus the completed mega site and DDI interchange. **Table 12** shows the 2050 Build conditions with the US 98 extension and diverted volumes. These results show that the widened US 11 corridor will perform well with LOS A conditions in both directions during both peaks throughout the study area with and without the US 98 extension. The section of US 11 that remains two-lanes will perform adequately with LOS D conditions in the peak direction and LOS B conditions in the off-peak direction.

Table 11: Corridor LOS – 2050 Build (without US 98 Extension) – *HCM* Methodology

US 11 Segment	Time Period	MOE	NB	SB
Old Okahola Rd to Begin 4-Lane	AM	Follower Density	11.7	3.3
		LOS	D	B
	PM	Follower Density	3.3	11.7
		LOS	B	D
Begin 4-Lane to Hartfield Rd	AM	Density	8.0	3.5
		LOS	A	A
	PM	Density	3.7	8.0
		LOS	A	A
Hartfield Rd to Steele Rd	AM	Density	8.3	3.4
		LOS	A	A
	PM	Density	3.8	8.2
		LOS	A	A
Steele Rd to End of Project	AM	Density	8.3	3.3
		LOS	A	A
	PM	Density	3.7	8.3
		LOS	A	A

Table 12: Corridor LOS – 2050 Build (with US 98 Extension) – *HCM* Methodology

US 11 Segment	Time Period	MOE	NB	SB
Old Okahola Rd to Begin 4-Lane	AM	Follower Density	11.7	3.3
		LOS	D	B
	PM	Follower Density	3.3	11.7
		LOS	B	D
Begin 4-Lane to Hartfield Rd	AM	Density	8.0	3.5
		LOS	A	A
	PM	Density	3.7	8.0
		LOS	A	A
Hartfield Rd to Steele Rd	AM	Density	8.3	3.4
		LOS	A	A
	PM	Density	3.8	8.2
		LOS	A	A
Steele Rd to US 98 Extension	AM	Density	8.3	3.3
		LOS	A	A
	PM	Density	3.7	8.3
		LOS	A	A
US 98 Extension to End of Project	AM	Density	4.9	2.1
		LOS	A	A
	PM	Density	2.2	5.1
		LOS	A	A

6.0 Intersection Analysis

As mentioned in the Methodology subsection, *Synchro* (*HCM* methodology) and *SimTraffic* software were used to analyze the study intersections. The performance and 95th percentile queue lengths anticipated for each movement were determined for each scenario and are described in the following subsections. The detailed results from the intersection analyses are provided in **Appendix C- Intersection Analysis Results**.

6.1 2025 Existing Conditions

The existing lane configurations of the three study intersections are shown in **Figures 9 through 11**. The performances of these intersections are shown in **Tables 13 and 14**. As shown, traffic operates acceptably with LOS C or better performance for all movements throughout the study area under the 2025 Existing conditions.

Figure 9:Old Okahola Road at US 11 – Existing



Figure 10: Hartfield Road at US 11 – Existing



Figure 11: Steele Road at US 11 – Existing



Table 13: Intersection LOS – 2025 Existing – *HCM* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	C			n/a[2]			A	n/a[1]		n/a[2]	n/a[1]		A
			Delay	17.0						7.7						3.5
			Queue	35.0						2.5						-
	PM		LOS	C			B			A	n/a[1]		n/a[2]	n/a[1]		A
			Delay	15.4			14.0			8.5						1.8
			Queue	15.0			0.0			2.5						-
US 11 at Hartfield Rd	AM	One-Way Stop	LOS	B		B				A	n/a[1]			n/a[1]		A
			Delay	13.0		13.0				7.7						0.6
			Queue	5.0		5.0				0.0						-
	PM		LOS	B		B				A	n/a[1]			n/a[1]		A
			Delay	12.9		12.9				8.4						0.2
			Queue	2.5		2.5				0.0						-
US 11 at Steele Rd	AM	One-Way Stop	LOS				B		B		n/a[1]		A	n/a[1]		A
			Delay				12.7		12.7				8.5			0.2
			Queue				2.5		2.5				0.0			-
	PM		LOS				B		B		n/a[1]		A	n/a[1]		A
			Delay				12.5		12.5				7.7			0.2
			Queue				2.5		2.5				0.0			-

n/a[1]: Free movement

n/a[2]: No volume modeled making this movement

Table 14: Intersection LOS – 2025 Existing – *SimTraffic* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	A	n/a[1]	A	n/a[1]	n/a[1]	n/a[1]	A	A	n/a[1]	n/a[1]	A	A	A
			Delay	9.2		5.2				3.6	4.8			7.2	6.8	6.0
			Queue	87.0			0.0			27.0			0.0			-
	PM		LOS	A	A	A	B	A	A	A	A	A	n/a[1]	B	B	A
			Delay	9.4	6.3	5.1	10.3	5.9	4.1	4.8	3.1	1.9		12.7	10.5	9.4
			Queue	58.0			16.0			37.0			3.0			-
US 11 at Hartfield Rd	AM	One-Way Stop	LOS	A		A				A	A			A	A	A
			Delay	5.2		2.0				5.4	8.2			4.0	2.8	6.8
			Queue	39.0		39.0				11.0				0.0		-
	PM		LOS	A		A				A	A			A	A	A
			Delay	4.2		3.7				5.0	4.7			6.7	6.2	6.0
			Queue	28.0		28.0				5.0				0.0		
US 11 at Steele Rd	AM	One-Way Stop	LOS				A		A		A	A	A	A		A
			Delay				5.8		3.1		7.0	5.6	7.5	1.9		5.6
			Queue				23.0		23.0		0.0		5.0			-
	PM		LOS				A		A		A	A	A	A		A
			Delay				8.4		2.0		4.2	3.7	3.9	3.8		3.9
			Queue				24.0		24.0		0.0		8.0			-

n/a[1]: No volume modeled making this movement

6.2 2030 No Build Conditions

For the 2030 No Build conditions, lane configurations of the three study intersections are the same as the 2025 Existing conditions. The 2030 No Build volumes were used for this analysis which include background growth plus volume from the completed mega site. The performances of the study intersections under 2030 No Build conditions are shown in **Tables 15 and 16**. Traffic operates similarly to the 2025 Existing conditions with LOS C or better performance for all movements throughout the study area.

Table 15: Intersection LOS – 2030 No Build – *HCM* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	C			n/a[2]			A	n/a[1]		n/a[2]	n/a[1]		A
			Delay	20.6						7.8						4.2
			Queue	52.5						2.5						-
	PM		LOS	C			C			A	n/a[1]		n/a[2]	n/a[1]		A
			Delay	17.6			15.4			8.7						2.0
			Queue	20.0			0.0			2.5						-
US 11 at Hartfield Rd	AM	One-Way Stop	LOS	B		B				A	n/a[1]			n/a[1]		A
			Delay	14.2		14.2				7.7						0.7
			Queue	7.5		7.5				0.0						-
	PM		LOS	B		B				A	n/a[1]			n/a[1]		A
			Delay	13.9		13.9				8.6						0.3
			Queue	2.5		2.5				0.0						-
US 11 at Steele Rd	AM	One-Way Stop	LOS				B		B		n/a[1]		A	n/a[1]		A
			Delay				13.7		13.7				8.7			0.2
			Queue				2.5		2.5				0.0			-
	PM		LOS				B		B		n/a[1]		A	n/a[1]		A
			Delay				13.3		13.3				7.8			0.3
			Queue				2.5		2.5				0.0			-

n/a[1]: Free movement
n/a[2]: No volume modeled making this movement

Table 16: Intersection LOS – 2030 No Build – *SimTraffic* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	A	n/a[1]	A	n/a[1]	n/a[1]	n/a[1]	A	A	n/a[1]	n/a[1]	A	A	A
			Delay	9.7		5.9				4.7	4.9			8.1	8.5	6.4
			Queue	83.0			0.0			31.0			0.0			-
	PM		LOS	B	A	A	A	A	A	A	A	A	n/a[1]	B	B	A
			Delay	10.2	10.0	4.8	7.3	9.0	4.5	3.8	3.3	5.5		13.4	10.8	9.8
			Queue	61.0			21.0			38.0			4.0			-
US 11 at Hartfield Rd	AM	One-Way Stop	LOS	A		A				A	A			A	A	A
			Delay	5.5		3.1				5.2	8.4			4.4	2.3	7.1
			Queue	45.0		45.0				11.0				0.0		-
	PM		LOS	A		A				A	A			A	A	A
			Delay	4.7		2.6				6.8	5.4			7.5	5.9	6.7
			Queue	29.0		29.0				12.0				0.0		
US 11 at Steele Rd	AM	One-Way Stop	LOS				A		A		A	A	A	A		A
			Delay				8.2		3.9		7.2	5.3	3.9	2.4		5.8
			Queue				24.0		24.0		0.0		5.0			-
	PM		LOS				A		A		A	A	A	A		A
			Delay				8.3		2.1		4.7	4.5	5.3	4.5		4.6
			Queue				23.0		23.0		0.0		28.0			-

n/a[1]: No volume modeled making this movement

6.3 2050 No Build Conditions

The study intersections were analyzed with and without the US 98 Extension for 2050 No Build conditions since it is uncertain whether this connector will be in place by 2050. The future US 98 Extension intersection was modeled with stop control on the US 98 Extension approach as shown in **Figure 12**.

Figure 12: US 98 Extension at US 11- No Build



Except for this potential connector, the intersection lane configurations are the same as 2025 Existing and 2030 No Build conditions. The 2050 No Build volumes were used which include background growth and the complete mega site without the US 98 Extension. With the US 98 Extension, diversion volumes are also included. The performance of the 2050 No Build intersections without the US 98 Extension is shown in **Tables 17 and 18**. Performance with the US 98 Extension is shown in **Tables 19 and 20**. As shown by these results, delay increases in 2050 and some movements show poor performance without improvements to the roadway, regardless of whether the US 98 Extension is built or not. The stop-controlled turning movements at Old Okahola Road fail with LOS E/F conditions during both AM and PM peaks. The turning movements from Hartfield Road onto US 11 worsen to LOS D according to the *HCM*

methodology results. For the 2050 No Build with US 98 Extension scenario, the *HCM* methodology shows LOS F on the Old Okahola Road approach and both methodologies demonstrate failing performance for the turning movements from the US 98 Extension onto US 11.

Table 17: Intersection LOS – 2050 No Build (without US 98 Extension)– *HCM* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	F			n/a[2]			A	n/a[1]		n/a[2]	n/a[1]		E
			Delay	235.5						8.3						44.0
			Queue	385.0						5.0						-
	PM		LOS	F			D			B	n/a[1]		n/a[2]	n/a[1]		A
			Delay	66.7			28.8			10.3						6.3
			Queue	110.0			2.5			7.5						-
US 11 at Hartfield Rd	AM	One-Way Stop	LOS	D		D				A	n/a[1]			n/a[1]		A
			Delay	25.3		25.3				8.1						1.2
			Queue	25.0		25.0				0.0						-
	PM		LOS	C		C				A	n/a[1]			n/a[1]		A
			Delay	22.3		22.3				9.9						0.4
			Queue	7.5		7.5				0.0						-
US 11 at Steele Rd	AM	One-Way Stop	LOS				C		C		n/a[1]		A	n/a[1]		A
			Delay				21.1		21.1				10.0			0.4
			Queue				7.5		7.5				0.0			-
	PM		LOS				C		C		n/a[1]		A	n/a[1]		A
			Delay				21.6		21.6				8.2			0.4
			Queue				5.0		5.0				0.0			-

n/a[1]: Free movement
n/a[2]: No volume modeled making this movement

Table 18: Intersection LOS – 2050 No Build (without US 98 Extension) – *SimTraffic* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	E	n/a[1]	D	n/a[1]	n/a[1]	n/a[1]	A	A	n/a[1]	n/a[1]	B	A	B
			Delay	36.3		26.7				8.2	8.2			10.7	9.3	13.5
			Queue	250.0			0.0			70.0			0.0			-
	PM		LOS	D	C	C	A	C	A	B	A	A	n/a[1]	C	B	B
			Delay	25.9	15.8	16.5	3.6	19.9	5.4	11.4	7.7	4.9		17.1	14.0	14.6
			Queue	103.0			27.0			126.0			8.0			-
US 11 at Hartfield Rd	AM	One-Way Stop	LOS	B		A				B	B			A	A	A
			Delay	10.8		5.1				11.5	11.3			6.0	5.1	9.7
			Queue	51.0		51.0				20.0				0.0		-
	PM		LOS	B		A				B	A			A	A	A
			Delay	11.0		6.0				11.7	7.8			9.2	7.2	8.7
			Queue	32.0		32.0				26.0				0.0		
US 11 at Steele Rd	AM	One-Way Stop	LOS				B		A		A	A	A	A		A
			Delay				14.7		6.8		8.7	7.4	7.9	3.2		7.2
			Queue				27.0		27.0		0.0		23.0			-
	PM		LOS				B		A		A	A	A	A		A
			Delay				12.3		2.6		6.3	5.9	6.2	5.8		5.9
			Queue				25.0		25.0		0.0		22.0			-

n/a[1]: No volume modeled making this movement

Table 19: Intersection LOS – 2050 No Build (with US 98 Extension) – *HCM* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	F						A						E
			Delay	235.5			n/a[2]			8.3	n/a[1]		n/a[2]	n/a[1]		44.0
			Queue	385.0						5.0						-
	PM		LOS	F			D			B						A
			Delay	66.7			28.8			10.3	n/a[1]		n/a[2]	n/a[1]		6.3
			Queue	110.0			2.5			7.5						-
US 11 at Hartfield Rd	AM	One-Way Stop	LOS	D		D				A						A
			Delay	25.3		25.3				8.1	n/a[1]			n/a[1]		1.2
			Queue	25.0		25.0				0.0						-
	PM		LOS	C		C				A						A
			Delay	22.3		22.3				9.9	n/a[1]			n/a[1]		0.4
			Queue	7.5		7.5				0.0						-
US 11 at Steele Rd	AM	One-Way Stop	LOS				C		C				A			A
			Delay				21.1		21.1		n/a[1]		10.0	n/a[1]		0.4
			Queue				7.5		7.5				0.0			-
	PM		LOS				C		C				A			A
			Delay				21.6		21.6		n/a[1]		8.2	n/a[1]		0.4
			Queue				5.0		5.0				0.0			-
US 11 at US 98 Extension	AM	One-Way Stop	LOS				D		D							A
			Delay				31.6		31.6		n/a[1]		n/a[2]	n/a[1]		3.6
			Queue				72.5		72.5							-
	PM		LOS				F		F							E
			Delay				153.4		153.4		n/a[1]		n/a[2]	n/a[1]		42.4
			Queue				410.0		410.0							-

n/a[1]: Free movement
n/a[2]: No volume modeled making this movement

Table 20: Intersection LOS – 2050 No Build (with US 98 Extension) – *SimTraffic* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	D	n/a[1]	C	n/a[1]	n/a[1]	n/a[1]	A	A	n/a[1]	n/a[1]	A	A	B
			Delay	28.1		19.9				7.6	8.4			9.4	6.6	11.7
			Queue	196.0			0.0			71.0			0.0			-
	PM		LOS	D	D	C	B	B	A	B	A	A	n/a[1]	C	B	B
			Delay	28.7	33.3	16.9	12.5	13.4	5.0	10.1	6.9	3.6		16.4	12.3	13.9
			Queue	109.0			23.0			109.0			8.0			-
US 11 at Hartfield Rd	AM	One-Way Stop	LOS	B		A				B	B			A	A	A
			Delay	10.9		5.3				12.0	11.3			4.9	4.2	9.4
			Queue	56.0		56.0				13.0				0.0		-
	PM		LOS	B		A				B	A			A	A	A
			Delay	10.8		5.2				13.6	7.4			7.8	7.3	7.7
			Queue	35.0		35.0				49.0				0.0		
US 11 at Steele Rd	AM	One-Way Stop	LOS				B		A		A	A	A	A		A
			Delay				13.4		6.9		8.8	6.9	8.3	2.5		7.1
			Queue				30.0		30.0		0.0		23.0			-
	PM		LOS				C		A		A	A	A	A		A
			Delay				21.7		3.4		6.1	5.2	5.2	4.4		5.1
			Queue				28.0		28.0		0.0		30.0			-
US 11 at US 98 Extension	AM	One-Way Stop	LOS				C		A		A	A	A	A		A
			Delay				21.7		3.4		6.1	5.2	5.2	4.4		5.1
			Queue				115.0		115.0		0.0		0.0			-
	PM		LOS				E		n/a[1]		A	A	n/a[1]	A		C
			Delay				40.9				6.9	3.9		7.8		16.4
			Queue				336.0		336.0		0.0		0.0			-

n/a[1]: No volume modeled making this movement

6.4 2050 Build Conditions

Under the Build Conditions, US 11 will be widened to a four-lane divided typical section from approximately 0.6 miles north of Old Okahola Road to approximately 0.6 miles south of I-59. Two alternatives are evaluated for the intersections under Build Conditions. Alternative 1 allows all movements at each intersection. Alternative 2 applies RCUT treatments to certain intersections. The performance of the intersections for the two Build Alternatives are detailed in the subsections below.

6.4.1 2050 Build Alternative 1

Build Alternative 1 is a four-lane divided highway with all movements allowed at intersections. **Figures 13 through 15** show the layouts of the study intersections under Build Alternative 1. Note that the Alternative 1 Build conditions were analyzed without the US 98 Extension and with the US 98 Extension intersection shown in **Figure 16**. All mainline left turn lanes were modeled with 100 feet of storage, and the median width is 64 feet.

Figure 13:Old Okahola Road at US 11- Alt 1



Figure 14: Hartfield Road at US 11- Alt 1



Figure 15: Steele Road at US 11- Alt 1



Figure 16:US 98 Extension at US 11- Alt 1



The performance of the study intersections without the US 98 Extension are shown in **Tables 21 and 22**, and the performance of the study intersections with the US 98 Extension and diverted volumes are shown in **Tables 23 and 24**.

These results demonstrate the same performance for the intersection of Old Okahola Road at US 11 as the 2050 No Build conditions since no improvements were modeled at this location. To the north of this intersection, where US 11 is widened to four lanes, the minor approach turning movements at Hartfield Road and at Steele Road improve from LOS D or better under 2050 No Build conditions to LOS C or better under Build Alternative 1 conditions. The improvements can be attributed to the ability for minor approach vehicles to make a two-stage left turn due to the presence of a median opening. The minimum storage length of 100 feet for the northbound left and southbound left turn lanes is adequate at the intersections of US 11 with Hartfield Road and US 11 with Steele Road.

For 2050 Build Alternative 1 with US 98 Extension, both methodologies demonstrate improvement in operations at the intersection of US 11 with US 98 Extension compared to the 2050 No Build conditions, but the westbound left turning movement still experiences marginally acceptable LOS D to failing LOS E performance during the PM peak. The storage length of 100 feet for the southbound left turn lane is adequate for this intersection. If performance under the 2050 Build Alternative 1 configuration does reach unacceptable levels of delay for the westbound left turning movement, then signal warrants could be checked at that time, and signalization would likely resolve the issue.

Table 21: Intersection LOS – 2050 Build Alternative 1 (without US 98 Extension)– *HCM* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	F			n/a[2]			A	n/a[1]	n/a[1]	n/a[2]	n/a[1]	n/a[1]	E
			Delay	235.5						8.3						44.0
			Queue	385.0						5.0						-
	PM		LOS	F			D			B	n/a[1]	n/a[1]	n/a[2]	n/a[1]	n/a[1]	A
			Delay	66.7			28.8			10.3						6.3
			Queue	110.0			2.5			7.5						-
US 11 at Hartfield Rd	AM	One-Way Stop	LOS	B		B				A	n/a[1]			n/a[1]	n/a[1]	A
			Delay	13.1		13.1				8.1						0.6
			Queue	10.0		10.0				0.0						-
	PM		LOS	B		B				A	n/a[1]			n/a[1]	n/a[1]	A
			Delay	14.8		14.8				9.9						0.3
			Queue	5.0		5.0				0.0						-
US 11 at Steele Rd	AM	One-Way Stop	LOS				B		B		n/a[1]	n/a[1]	A	n/a[1]		A
			Delay				14.4		14.4				10.0			0.3
			Queue				5.0		5.0				0.0			-
	PM		LOS				B		B		n/a[1]	n/a[1]	A	n/a[1]		A
			Delay				12.3		12.3				8.2			0.3
			Queue				2.5		2.5				0.0			-

n/a[1]: Free movement
n/a[2]: No volume modeled making this movement

Table 22: Intersection LOS – 2050 Build Alternative 1 (without US 98 Extension)– *SimTraffic* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	D	n/a[1]	D	n/a[1]	n/a[1]	n/a[1]	A	A	n/a[1]	n/a[1]	A	A	B
			Delay	34.6		27.4				7.5	8.3			4.7	3.1	11.8
			Queue	230.0			0.0			68.0			0.0			-
	PM		LOS	D	E	C	n/a[1]	C	A	B	A	A	n/a[1]	A	A	B
			Delay	27.3	36.8	19.2		22.7	9.0	10.4	7.5	5.3		10.0	6.2	10.3
			Queue	107.0			23.0			123.0			6.0			-
US 11 at Hartfield Rd	AM	One-Way Stop	LOS	B		A				A	A			A	A	A
			Delay	11.5		3.7				4.7	2.9			3.1	1.9	3.2
			Queue	56.0		56.0				10.0	0.0			6.0	3.0	-
	PM		LOS	B		A				A	A			A	A	A
			Delay	11.6		5.7				6.9	2.1			5.5	5.3	4.5
			Queue	35.0		35.0				14.0	0.0			20.0	0.0	-
US 11 at Steele Rd	AM	One-Way Stop	LOS				C		A		A	A	A	A		A
			Delay				19.4		4.0		4.8	4.6	8.7	1.5		4.0
			Queue				28.0		28.0		5.0	0.0	13.0	0.0		-
	PM		LOS				B		A		A	A	A	A		A
			Delay				11.8		2.4		3.3	2.7	5.7	2.8		3.1
			Queue				24.0		24.0		0.0	0.0	22.0	0.0		-

n/a[1]: No volume modeled making this movement

Table 23: Intersection LOS – 2050 Build Alternative 1 (with US 98 Extension) – *HCM* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	F			n/a[2]			A	n/a[1]	n/a[1]	n/a[2]	n/a[1]	n/a[1]	E
			Delay	235.5						8.3						44.0
			Queue	385.0						5.0						-
	PM		LOS	F			D			B	n/a[1]	n/a[1]	n/a[2]	n/a[1]	n/a[1]	A
			Delay	66.7			28.8			10.3						6.3
			Queue	110.0			2.5			7.5						-
US 11 at Hartfield Rd	AM	One-Way Stop	LOS	B		B				A	n/a[1]			n/a[1]	n/a[1]	A
			Delay	13.1		13.1				8.1						0.6
			Queue	10.0		10.0				0.0						-
	PM		LOS	B		B				A	n/a[1]			n/a[1]	n/a[1]	A
			Delay	14.8		14.8				9.9						0.3
			Queue	5.0		5.0				0.0						-
US 11 at Steele Rd	AM	One-Way Stop	LOS				B		B		n/a[1]	n/a[1]	A	n/a[1]		A
			Delay				14.4		14.4				10.0			0.3
			Queue				5.0		5.0				0.0			-
	PM		LOS				B		B		n/a[1]	n/a[1]	A	n/a[1]		A
			Delay				12.3		12.3				8.2			0.3
			Queue				2.5		2.5				0.0			-
US 11 at US 98 Extension	AM	One-Way Stop	LOS				C		C		n/a[1]	n/a[1]	n/a[2]	n/a[1]		A
			Delay				21.2		21.2							2.4
			Queue				47.5		47.5							-
	PM		LOS				D		D		n/a[1]	n/a[1]	n/a[2]	n/a[1]		A
			Delay				27.6		27.6							7.6
			Queue				145.0		145.0							-

n/a[1]: Free movement

n/a[2]: No volume modeled making this movement

Table 24: Intersection LOS – 2050 Build Alternative 1 (with US 98 Extension) – *SimTraffic* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	D	n/a[1]	C	n/a[1]	n/a[1]	n/a[1]	A	A	n/a[1]	n/a[1]	A	A	A
			Delay	26.6		18.2				7.8	8.3			4.2	3.3	9.8
			Queue	183.0			0.0			59.0			0.0			-
	PM		LOS	C	E	B	B	D	A	A	A	A	n/a[1]	A	A	A
			Delay	23.8	38.4	13.6	13.5	29.5	5.6	8.6	6.3	5.7		9.1	5.8	9.0
			Queue	98.0			24.0			95.0			8.0			-
US 11 at Hartfield Rd	AM	One-Way Stop	LOS	B		A				A	A			A	A	A
			Delay	12.2		4.1				5.3	3.0			2.0	1.3	3.0
			Queue	54.0		54.0				13.0	0.0			0.0	0.0	-
	PM		LOS	C		A				A	A			A	A	A
			Delay	15.8		3.8				7.4	2.0			3.9	3.9	3.5
			Queue	33.0		33.0				12.0	0.0			6.0	4.0	-
US 11 at Steele Rd	AM	One-Way Stop	LOS				C		A		A	A	A	A		A
			Delay				22.1		5.1		4.8	5.1	6.2	1.2		3.9
			Queue				32.0		32.0		6.0	5.0	15.0	0.0		-
	PM		LOS				B		A		A	A	A	A		A
			Delay				14.9		2.7		3.2	2.6	5.0	2.0		2.5
			Queue				28.0		28.0		0.0	0.0	19.0	0.0		-
US 11 at US 98 Extension	AM	One-Way Stop	LOS				C		n/a[1]		A	A	n/a[1]	A		A
			Delay				21.7				5.6	4.8		1.7		6.6
			Queue				114.0		114.0		32.0	32.0	0.0	0.0		-
	PM		LOS				E		n/a[1]		A	A	n/a[1]	A		B
			Delay				35.5				2.7	1.8		3.9		12.4
			Queue				263.0		263.0		9.0	8.0	0.0	0.0		-

n/a[1]: No volume modeled making this movement

6.4.2 2050 Build Alternative 2

Figures 17 and 18 show the layouts of the intersections at Hartfield Road and at Steele Road with the RCUT treatment under Build Alternative 2 conditions. The layout of US 11 at US 98 Extension with the RCUT treatment is shown in **Figure 19** and applies only for the 2050 Build Alternative 2 with the US 98 Extension. For all RCUT intersections, 100 feet of storage was modeled for the mainline left turn lanes, and the median u-turns were modeled at 880 feet downstream of the RCUT. The US 11 widened typical section will taper back down to the existing two-lane configuration north of Old Okahola Road, so the layout at this intersection was kept the same as No Build conditions and Alternative 1 conditions.

Figure 17: Hartfield Road at US 11- Alt 2



Figure 18: Steele Road at US 11- Alt 2



Figure 19:US 98 Extension at US 11- Alt 2



The performance of the study intersections without the US 98 Extension is shown in **Tables 25 and 26**, and the performance of the study intersections with the US 98 Extension and diverted volumes is shown in **Tables 27 and 28**. These results demonstrate the same performance as 2050 Build Alternative 1 and 2050 No Build for the intersection of Old Okahola Road at US 11 since no improvements were modeled at this location.

At the intersections of US 11 with Hartfield Road and US 11 with Steele Road, the minor approach left turns experience more delay under Alternative 2 than under Alternative 1 due to the additional distance that these movements must travel with the RCUT intersection and median u-turn configuration. The minor approach turning movements will all perform acceptably with LOS D or better. It should be noted that while the minor approach turning movements show less delay for Alternative 1 than for Alternative 2, the RCUT intersection configuration has the advantage of reducing the number of conflict points and thus improving safety. According to the Crash Modification Factors (CMF) Clearinghouse, applying the RCUT treatment to a traditional stop-controlled intersection on a multilane divided highway will reduce the number of crashes at the intersection by 58% (based on CMF Countermeasure ID: 10384).

For Alternative 2 with US 98 Extension, the US 98 Extension intersection with US 11 shows acceptable LOS D or better performance for all movements with the RCUT treatment based on both methodologies. The results from Alternative 2 analysis indicate that 100 feet of storage (not including the 64-foot median width) will be adequate for all northbound left and southbound left turn lanes at the RCUT intersections, and all movements at the RCUT intersections will perform adequately.

Table 25: Intersection LOS – 2050 Build Alternative 2 (without US 98 Extension) – *HCM* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	F			n/a[2]			A	n/a[1]	n/a[1]	n/a[2]	n/a[1]	n/a[1]	E
			Delay	235.5						8.3						44.0
			Queue	385.0						5.0						-
	PM		LOS	F			D			B	n/a[1]	n/a[1]	n/a[2]	n/a[1]	n/a[1]	A
			Delay	66.7			28.8			10.3						6.3
			Queue	110.0			2.5			7.5						-
US 11 at Hartfield Rd	AM	RCUT	LOS	D		A				B	n/a[1]			n/a[1]	n/a[1]	A
			Delay	43.9		9.8				11.5						1.5
			Queue	5.0		5.0				0.0						-
	PM		LOS	D		B				B	n/a[1]			n/a[1]	n/a[1]	A
			Delay	43.5		11.9				15.6						0.5
			Queue	2.5		2.5				0.0						-
US 11 at Steele Rd	AM	RCUT	LOS				D		B		n/a[1]	n/a[1]	B	n/a[1]		A
			Delay				43.4		11.9				19.0			0.4
			Queue				2.5		2.5				2.5			-
	PM		LOS				D		A		n/a[1]	n/a[1]	B	n/a[1]		A
			Delay				43.4		9.6				12.1			0.5
			Queue				2.5		2.5				2.5			-

n/a[1]: Free movement
n/a[2]: No volume modeled making this movement

Table 26: Intersection LOS – 2050 Build Alternative 2 (without US 98 Extension) – *SimTraffic* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	F	n/a[1]	E	n/a[1]	n/a[1]	n/a[1]	A	A	n/a[1]	n/a[1]	A	A	B
			Delay	54.5		44.9				5.2	6.0			1.6	0.1	13.5
			Queue	349.0			0.0			57.0				0.0		-
	PM		LOS	E	B	D	B	C	A	B	A	A	n/a[1]	A	A	A
			Delay	44.2	13.7	31.2	15.0	24.7	5.4	10.6	6.4	2.9		4.7	1.3	7.8
			Queue	145.0			25.0			114.0				8.0		-
US 11 at Hartfield Rd	AM	One-Way Stop	LOS	C		A				A	A			A	A	A
			Delay	31.7		2.2				3.7	1.1			2.5	3.5	2.5
			Queue	59.0		43.0				26.0	0.0			0.0	0.0	-
	PM		LOS	C		A				A	A			A	A	A
			Delay	29.1		2.9				5.1	0.7			4.7	5.2	3.7
			Queue	28.0		34.0				22.0	0.0			0.0	0.0	-
US 11 at Steele Rd	AM	One-Way Stop	LOS				C		A		A	A	A	A		A
			Delay				30.3		4.4		4.7	5.2	5.0	0.4		3.7
			Queue				27.0		31.0		11.0	11.0	14.0	0.0		-
	PM		LOS				C		A		A	A	A	A		A
			Delay				30.2		2.6		2.7	2.0	4.5	0.7		1.6
			Queue				27.0		25.0		0.0	0.0	26.0	0.0		-

n/a[1]: No volume modeled making this movement

Table 27: Intersection LOS – 2050 Build Alternative 2 (with US 98 Extension) – *HCM* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	F			n/a[2]			A	n/a[1]	n/a[1]	n/a[2]	n/a[1]	n/a[1]	E
			Delay	235.5						8.3						44.0
			Queue	385.0						5.0						-
	PM		LOS	F			D			B	n/a[1]	n/a[1]	n/a[2]	n/a[1]	n/a[1]	A
			Delay	66.7			28.8			10.3						6.3
			Queue	110.0			2.5			7.5						-
US 11 at Hartfield Rd	AM	RCUT	LOS	D		A				B	n/a[1]			n/a[1]	n/a[1]	A
			Delay	43.9		9.8				11.5						1.5
			Queue	5.0		5.0				0.0						-
	PM		LOS	D		B				B	n/a[1]			n/a[1]	n/a[1]	A
			Delay	43.5		11.9				15.6						0.5
			Queue	2.5		2.5				0.0						-
US 11 at Steele Rd	AM	RCUT	LOS				D		B		n/a[1]	n/a[1]	B	n/a[1]		A
			Delay				43.4		11.9				19.0			0.4
			Queue				2.5		2.5				2.5			-
	PM		LOS				D		A		n/a[1]	n/a[1]	B	n/a[1]		A
			Delay				43.4		9.6				12.1			0.5
			Queue				2.5		2.5				2.5			-
US 11 at US 98 Extension	AM	RCUT	LOS				D		B		n/a[1]	n/a[1]	n/a[2]	n/a[1]		A
			Delay				46.0		14.2							5.3
			Queue				27.5		27.5							-
	PM		LOS				D		B		n/a[1]	n/a[1]	n/a[2]	n/a[1]		B
			Delay				51.6		13.5							14.2
			Queue				62.5		62.5							-

n/a[1]: Free movement
n/a[2]: No volume modeled making this movement

Table 28: Intersection LOS – 2050 Build Alternative 2 (with US 98 Extension) – *SimTraffic* Methodology

Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
US 11 at Old Okahola Rd/ Driveway	AM	Two-Way Stop	LOS	E	n/a[1]	D	n/a[1]	n/a[1]	n/a[1]	A	A	n/a[1]	n/a[1]	A	A	B
			Delay	40.8		32.3				5.4	5.8			1.6	0.1	10.5
			Queue	251.0			0.0			62.0			0.0			-
	PM		LOS	D	D	C	C	D	A	A	A	A	n/a[1]	A	A	A
			Delay	26.7	31.1	16.6	15.7	31.9	5.7	7.7	5.0	2.5		4.3	1.2	5.9
			Queue	106.0			27.0			84.0			5.0			-
US 11 at Hartfield Rd	AM	One-Way Stop	LOS	C		A				A	A			A	A	A
			Delay	33.3		2.3				4.1	1.1			2.0	1.8	2.4
			Queue	56.0		44.0				26.0	0.0			0.0	0.0	-
	PM		LOS	C		A				A	A			A	A	A
			Delay	30.4		3.1				6.1	0.7			4.3	3.8	3.4
			Queue	29.0		32.0				18.0	0.0			0.0	0.0	-
US 11 at Steele Rd	AM	One-Way Stop	LOS				C		A		A	A	A	A		A
			Delay				29.3		4.0		4.7	4.7	7.2	0.3		3.6
			Queue				27.0		30.0		16.0	14.0	14.0	0.0		-
	PM		LOS				C		A		A	A	A	A		A
			Delay				30.0		25.0		2.6	3.0	5.4	0.6		1.5
			Queue				32.0		24.0		0.0	0.0	21.0	0.0		-
US 11 at US 98 Extension	AM	One-Way Stop	LOS				C		n/a[1]		A	A	n/a[1]	A		A
			Delay				33.4				4.0	3.1		0.5		6.5
			Queue				58.0		76.0		25.0	27.0	0.0	0.0		-
	PM		LOS				D		n/a[1]		A	A	n/a[1]	A		B
			Delay				42.0				2.7	0.9		0.8		12.5
			Queue				155.0		132.0		6.0	45.0	0.0	0.0		-

n/a[1]: No volume modeled making this movement

6.4.3 US 11 at Old Okahola Road Considerations

Based on analysis results, the intersection of US 11 and Old Okahola Road operates acceptably for all movements in 2030 No Build conditions. However, without improvements, both methodologies show that the eastbound left turning movement will experience unacceptable delays by 2050 due to insufficient gaps in US 11 traffic.

Additionally, the safety analysis revealed multiple crashes between Old Okahola Road to White Chapel Road (which is just 175 feet south of Old Okahola Road). These crashes can be attributed to the short spacing between these two intersections, absence of left-turn lanes on US 11 to separate the turning movement from the through movement, and limited sight-distance due to a vertical curve along US 11 which crests at Old Okahola Road. These safety issues combined with the anticipated future delays indicate that improvements are necessary.

For the Build alternatives, US 11 is proposed to taper back to two-lanes north of Old Okahola Road to minimize impacts to residential properties; therefore, US 11 will remain a two-lane roadway at the study intersection. US 11 at Old Okahola Road was modeled with a dedicated eastbound right-turn lane to examine its effectiveness in addressing future performance issues, and the results are shown in **Table 25**. These results demonstrate that adding the eastbound right-turn lane will reduce the delays experienced for all eastbound movements, but the *HCM* methodology still shows failing LOS F conditions for the eastbound left movement. A traffic signal may be warranted by 2050 to resolve the inadequate gaps for the left-turn movements. Alternative intersection improvements such as a roundabout can also be considered for further study.

Table 29: Intersection LOS – 2050 Build – US 11 at Old Okahola Road with Eastbound Right Turn Lane Added

Analysis Method	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
HCM	AM	Two-Way Stop	LOS	F		B	n/a[2]			A	n/a[1]	n/a[1]	n/a[2]	n/a[1]	n/a[1]	D
			Delay	203.9		11.4				8.3						25.2
			Queue	250.0		12.5				5.0						-
	PM		LOS	F		C	D			B	n/a[1]	n/a[1]	n/a[2]	n/a[1]	n/a[1]	A
			Delay	70.5		16.6	28.8			10.3						4.4
			Queue	67.5		15.0	2.5			7.5						-
Intersection	Time Period	Control	MOE	EB Movement			WB Movement			NB Movement			SB Movement			Overall
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
SimTraffic	AM	Two-Way Stop	LOS	D	n/a[1]	A	n/a[1]	n/a[1]	n/a[1]	A	A	n/a[1]	n/a[1]	A	A	A
			Delay	28.6		6.1				4.9	5.6			2.8	0.6	7.4
			Queue	122.0		58.0	0.0			60.0			0.0			-
	PM		LOS	D	C	A	D	C	A	B	A	A	n/a[1]	A	A	A
			Delay	25.1	17.1	8.9	28.6	21.0	3.9	10.8	5.3	1.6		6.3	2.5	6.8
			Queue	65.0		56.0	27.0			98.0			7.0			-

To improve safety, realignment of the intersections of US 11 at Old Okahola Road and US 11 at White Chapel Road should be considered to create a four-legged intersection. The realigned intersection should include northbound and southbound left-turn lanes. The vertical alignment should be evaluated to ensure adequate sight distance for all movements. Because White Chapel Road lies outside the current study area, additional analysis would be needed to address combined operational issues at this future intersection.

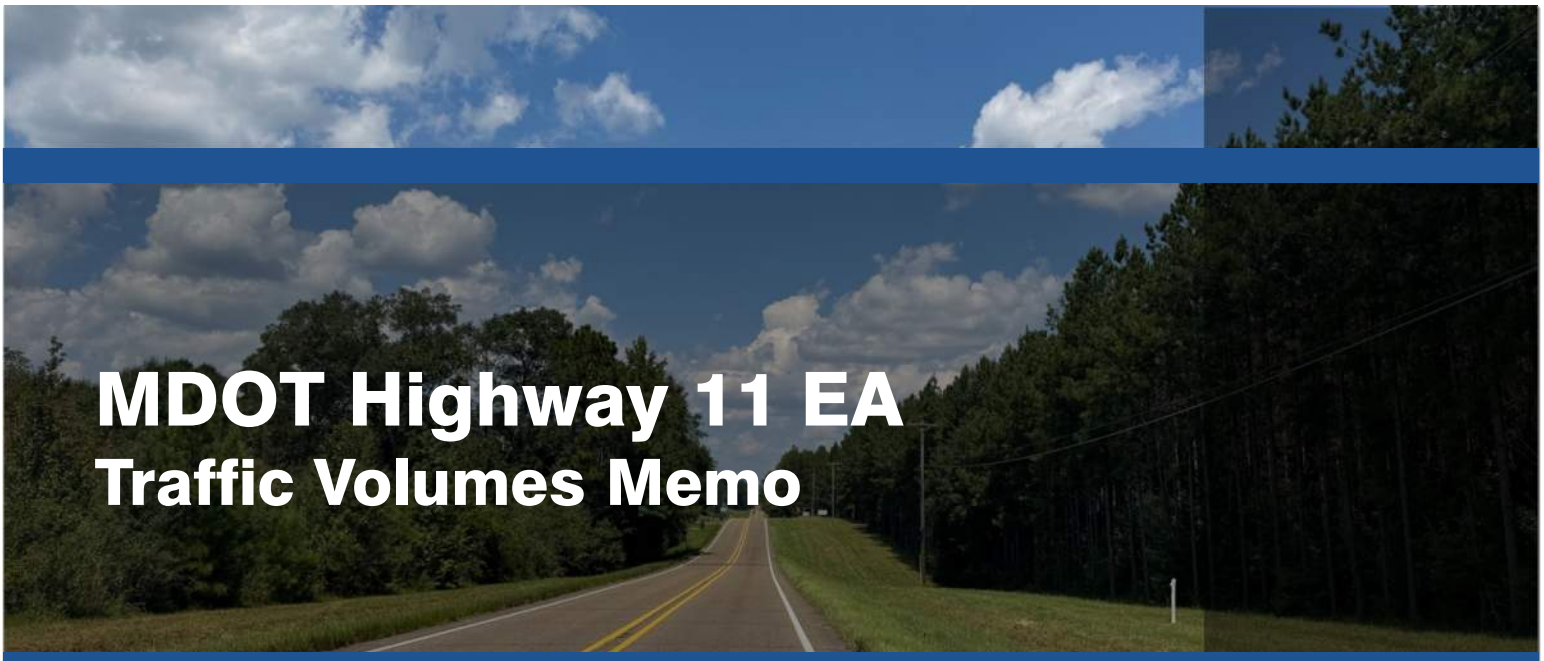
7.0 Recommendations

Based on the traffic analysis results, Alternative 2 with RCUT treatments at the study intersections is recommended. This configuration will provide acceptable performance for all movements at intersections within the widened four-lane divided typical section along US 11 through the 2050 design year with both background growth and volumes induced by the nearby Mega Site. The RCUT configuration also provides significant safety benefits with an anticipated 58% crash reduction compared to a traditional two-way stop-controlled intersection (based on Crash Modification Factor Countermeasure ID: 10384 from the Crash Modification Factors Clearinghouse).

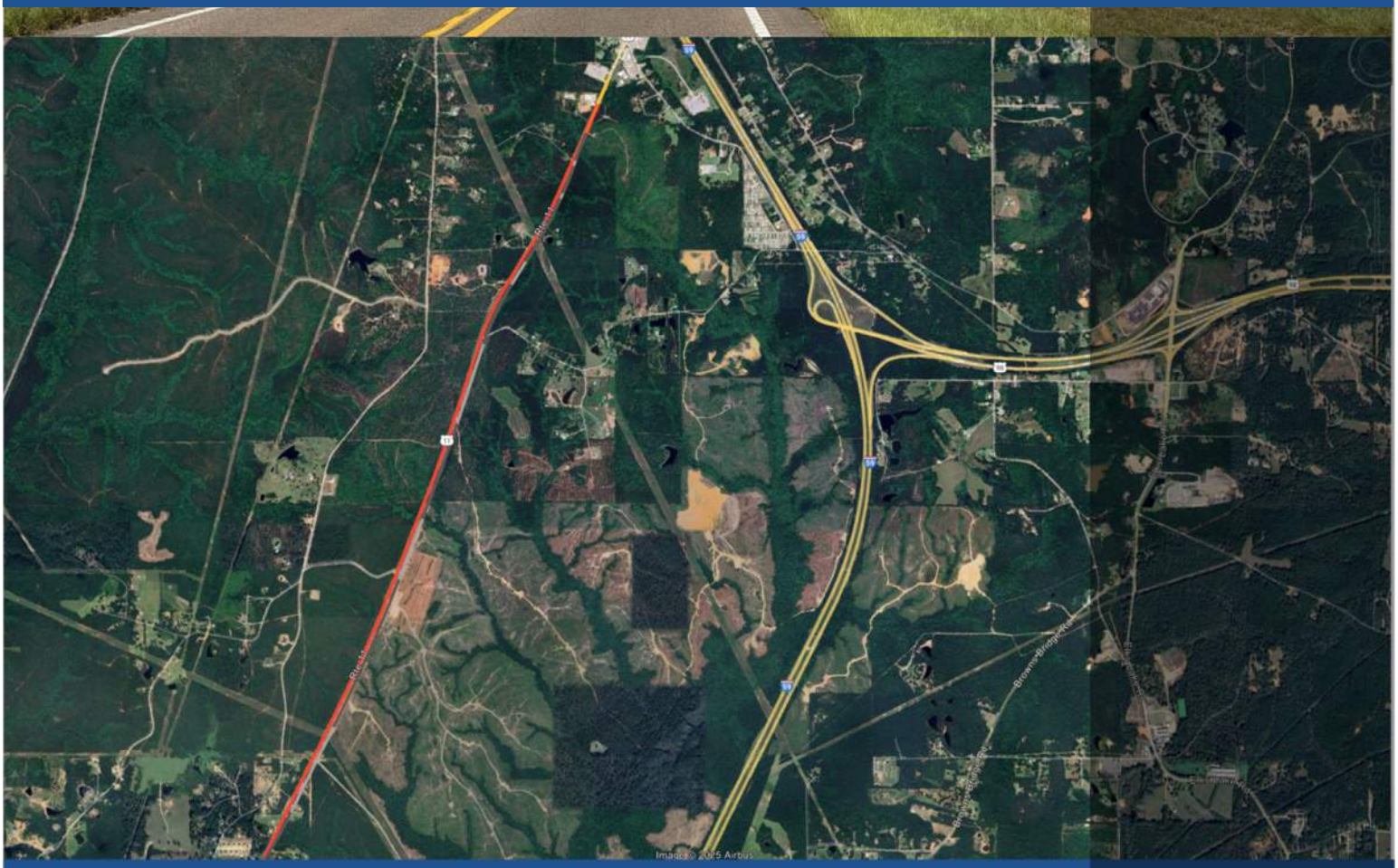
To address the identified safety issues, Old Okahola Road should be realigned with White Chapel Road, and left-turn lanes should be added along US 11 to separate the left turning movements from the through/right movements. The vertical alignment along US 11 should be evaluated while realigning the intersection to ensure adequate sight distance for all movements. Further study is recommended to address future operational performance for minor approaches at the realigned intersection.


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Appendix A- Traffic Volumes Memo



MDOT Highway 11 EA
Traffic Volumes Memo



Prepared For:

MDOT

November 2025

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At the request of Mississippi Department of Transportation (MDOT), traffic volumes were developed along US 11 in Forrest and Lamar Counties from Old Okahola School Road to approximately 0.6 miles south of I-59. With this project, US 11 is proposed to be widened from a two-lane to a four-lane divided highway to accommodate anticipated future traffic volumes. Two separate projects currently on-going, the diverging diamond (DDI) interchange at I-59 and US 11 and the US 98 extension from I-59 to US 11, are taken into account when developing traffic volumes for this US 11 widening project.

MDOT provided the annual growth rate (AGR) of 2.4% based on calculations from a previous study which utilized travel demand model data with the inclusion of a mega site development. The mega site has an anticipated completion date between 2030 and 2050. The 2.4% AGR does not consider the potential future US 98 extension. According to a previous study, if the US 98 extension is built, traffic that would be heading south on I-59 from US 11 northbound, which accounts for 40% of the US 11 northbound traffic, would utilize the US 98 extension and thus be removed from US 11 north of the extension. Scenarios with and without the US 98 extension were developed for 2050 design year since it is uncertain whether this extension will be built by then. **Table 1** lists the scenarios that were developed and shows which roadway network and volume conditions were included in each scenario.

Table 1- Scenarios

ID	Scenario	Year	Roadway Network Conditions	Volume Conditions
1	Existing	2025	Current Conditions	-
2	No Build	2030	Current Conditions, with DDI, without US-98 extension	Background growth + 100% Mega Site
3	No Build	2050	Current Conditions, with DDI, without US-98 extension	Background growth + 100% Mega Site
4	No Build	2050	Current Conditions, with DDI, with US-98 extension	Background growth + 100% Mega Site
5	Build	2050	4 lane US 11, with DDI, without US-98 extension	Background growth + 100% Mega Site
6	Build	2050	4 lane US 11, with DDI, with US-98 extension	Background growth + 100% Mega Site

The 2025 Existing volumes were developed based on twelve-hour turning movement counts which were collected at the three existing study intersections along US-11 (at Old Okahola School Road, Hartfield Road, and Steele Road) on Wednesday September 17, 2025. The turning movement count data is provided in **Appendix A- Traffic Count Data**. Seasonal adjustment factors were applied to these counts, and the data was processed to determine the traffic characteristics of the corridor. Based on the turning movement count data, the AM peak occurs from 7:00-8:00 AM with a peak hour factor (PHF) of 0.89 and 3% heavy vehicles. The PM peak occurs from 4:30-5:30 PM with a PHF of 0.88 and 2% heavy vehicles. The volumes developed for the 2025 Existing conditions (Scenario 1) are shown in **Figure 1**.

To develop the 2030 No Build volumes, the AGR of 2.4% was applied to the 2025 Existing volumes. The resulting volumes for 2030 No Build conditions (Scenario 2) are shown in **Figure 2**. As mentioned earlier, this scenario includes background growth as well as the complete mega site and DDI interchange. The US 98 extension is not included in this scenario.

Two scenarios (Scenarios 3 and 4) were developed for the 2050 No Build volumes. Scenario 3 does not include the US 98 extension and was developed in the same way as the 2030 No Build volumes. These 2050 No Build volumes without the US 98 extension are shown in **Figure 3**. To develop the 2050 No Build volumes with the US 98 extension (Scenario 4), 40% of the US 11 northbound traffic was diverted to utilize the US 98 extension. The 2050 No Build volumes with the US 98 extension are shown in **Figure 4**.

The build scenarios involve widening US 11 and will not impact the network volumes. Therefore, the Build 2050 volumes without the US 98 extension (Scenario 5) will be identical to the No Build 2050 volumes without the US 98 extension (shown in **Figure 3**), and the Build 2050 volumes with the US 98 extension (Scenario 6) will be identical to the No Build 2050 volumes with the US 98 extension (shown in **Figure 4**).

① Old Okahola Rd at US 11

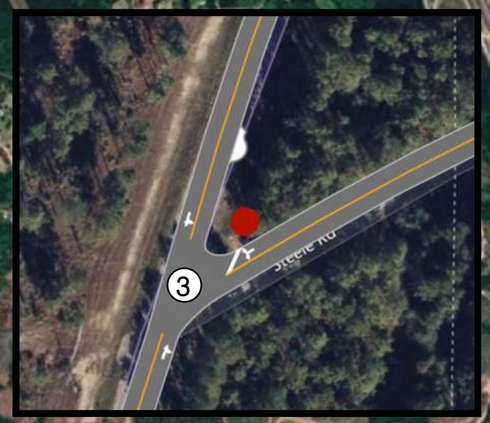
(71) 10	(370) 184	(0) 0	0 (1)		
			0 (1)		
			0 (1)		
(30) 84 (1) 0 (29) 48			29 (36)	357 (169)	0 (2)



② Hartfield Rd at US 11

(14) 7	(436) 179			
(5) 20				
(6) 10		4 (2)	440 (202)	





③ Steele Rd at US 11

(447) 182	(7) 2	6 (4)		
		4 (5)		
			451 (200)	9 (6)

3

2

1

N

Legend

XX AM Peak Hour Volume
(XX) PM Peak Hour Volume

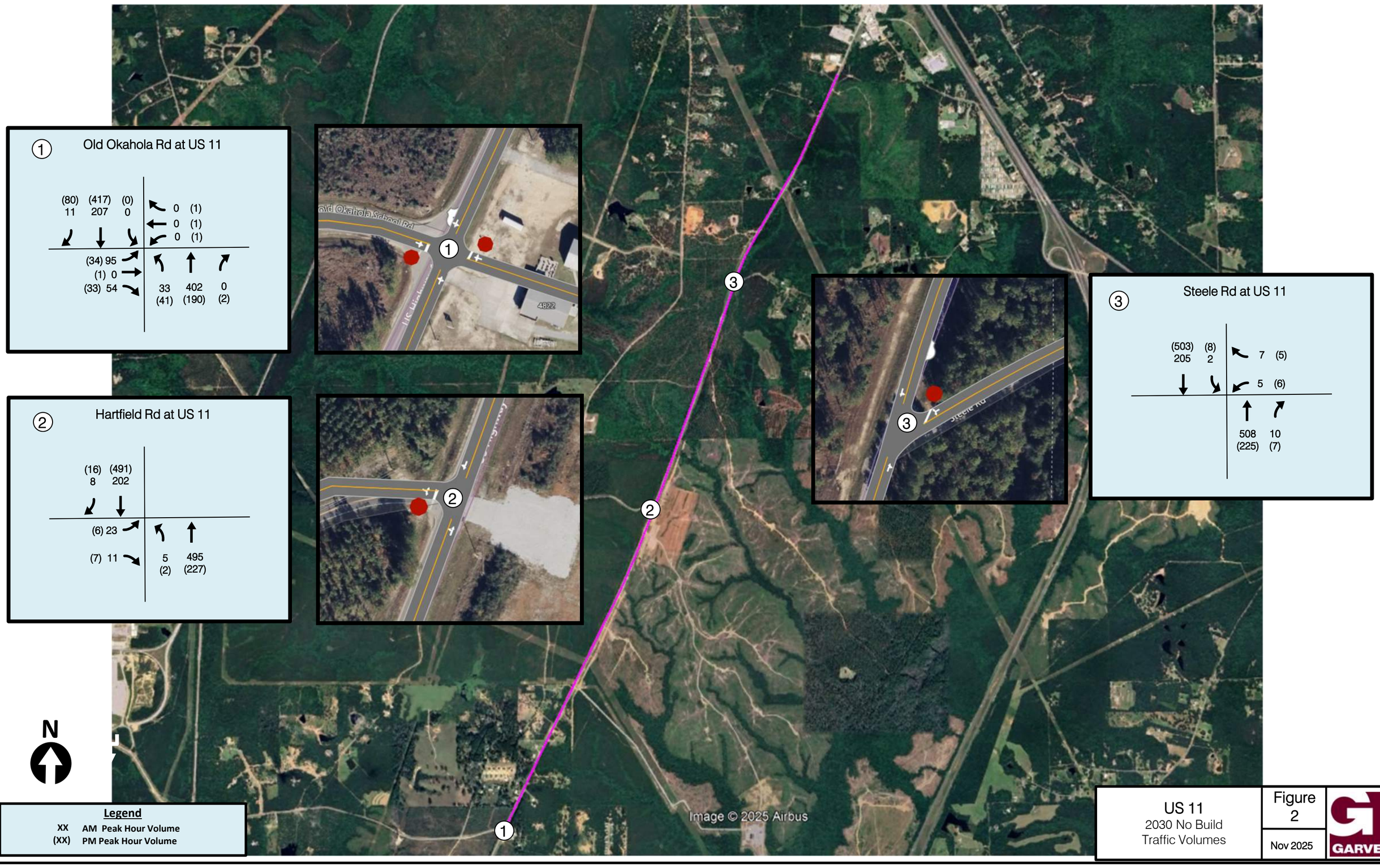
Image © 2025 Airbus

US 11
2025 Existing
Traffic Volumes

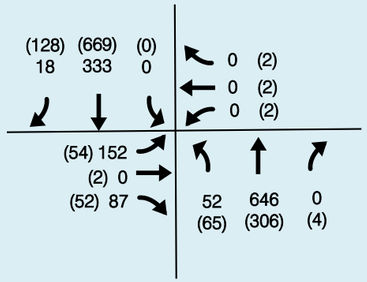
Figure 1

Nov 2025

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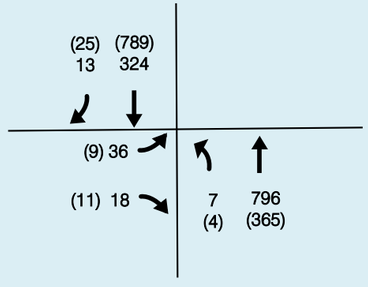

1
Old Okahola Rd at US 11
(80) 11
(417) 207
(0) 0
0 (1)
0 (1)
0 (1)
(34) 95
(1) 0
(33) 54
33 (41)
402 (190)
0 (2)
Old Okahola School Rd
US Highway 11
4822
2
Hartfield Rd at US 11
(16) 8
(491) 202
(6) 23
(7) 11
5 (2)
495 (227)
Hartfield Rd
3
Steele Rd at US 11
(503) 205
(8) 2
7 (5)
5 (6)
508 (225)
10 (7)
Steele Rd
N
Legend
XX AM Peak Hour Volume
(XX) PM Peak Hour Volume
Image © 2025 Airbus
US 11
2030 No Build
Traffic Volumes
Figure 2
Nov 2025
GARVER

① Old Okahola Rd at US 11





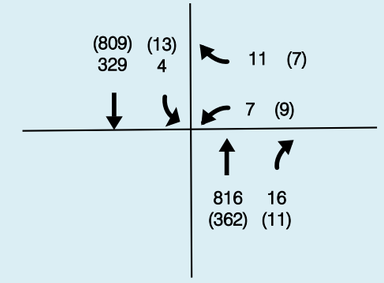
② Hartfield Rd at US 11







③ Steele Rd at US 11





Legend

XX AM Peak Hour Volume
(XX) PM Peak Hour Volume

Image © 2025 Airbus

US 11
2050 No Build
Traffic Volumes

Figure 3

Nov 2025

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① Old Okahola Rd at US 11



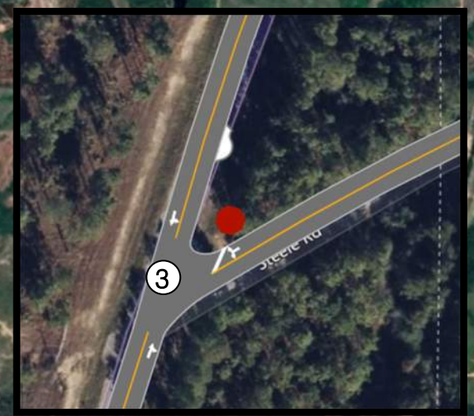
(128) 18	(669) 333	(0) 0
0 (2)		
0 (2)		
0 (2)		
(54) 152		
(2) 0		
(52) 87		
52 (65)	646 (306)	0 (4)

② Hartfield Rd at US 11



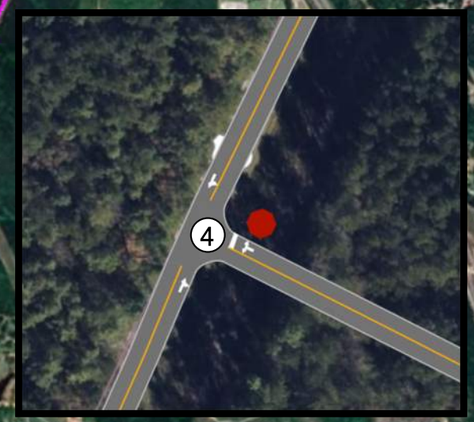
(25) 13	(789) 324
(9) 36	
(11) 18	
7 (4)	796 (365)

③ Steele Rd at US 11



(809) 329	(13) 4
11 (7)	
7 (9)	
816 (362)	16 (11)

④ US 98 Extension at US 11



(493) 200	(0) 0
0 (0)	
133 (329)	
496 (221)	331 (148)

N

Legend

XX AM Peak Hour Volume
(XX) PM Peak Hour Volume

Image © 2025 Airbus

US 11
2050 No Build
with US 98 Extension
Traffic Volumes

Figure 4

Nov 2025

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Appendix A- Traffic Count Data



MDOT
MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Turning Movement Count # 2510177
US 11 @ Old Okahola Rd
Purvis, MS
Lamar

US 11 Approaches



Northbound



Southbound

Old Okahola/Business Drwy Approaches



Eastbound



Westbound

Intersection Turning Movement Count

US 11 @ Old Okahola Rd
Purvis, MS

File Name : 2510177
Site Code : 2510177
Start Date : 9/17/2025
Page No : 1

Groups Printed- Lights - Buses - Single Unit Trucks - Articulated Trucks - Bicycles on the Road

	US 11 Southbound				Business Drwy Westbound				US 11 Northbound				Old Okahola Rd Eastbound				
Start Time	Left	Thru	Right	Uturns	Left	Thru	Right	Uturns	Left	Thru	Right	Uturns	Left	Thru	Right	Uturns	Int. Total
07:00	0	184	10	0	0	0	0	0	29	357	0	0	84	0	48	0	712
08:00	0	155	14	0	0	1	0	0	14	215	1	0	41	1	28	1	471
09:00	0	129	16	0	1	0	0	0	14	177	1	0	16	1	10	0	365
10:00	0	170	17	0	0	0	1	0	19	198	0	0	21	0	8	0	434
11:00	0	192	15	0	0	0	0	0	14	196	0	0	16	0	27	0	460
12:00	1	189	26	0	0	1	2	0	19	169	1	0	21	0	24	0	453
13:00	0	208	24	0	0	0	1	0	9	142	1	0	17	0	25	0	427
14:00	0	217	18	0	2	0	0	0	21	182	1	0	16	0	18	0	475
15:00	2	252	29	0	3	1	3	0	33	205	4	0	17	0	19	0	568
16:00	0	339	50	0	0	1	0	0	28	167	1	0	31	0	25	0	642
17:00	0	344	66	0	1	0	1	0	41	164	1	0	22	1	32	0	673
18:00	0	199	24	0	0	0	0	0	15	129	0	0	21	0	21	0	409
Grand Total	3	2578	309	0	7	4	8	0	256	2301	11	0	323	3	285	1	6089
Apprch %	0.1	89.2	10.7	0	36.8	21.1	42.1	0	10	89.6	0.4	0	52.8	0.5	46.6	0.2	
Total %	0	42.3	5.1	0	0.1	0.1	0.1	0	4.2	37.8	0.2	0	5.3	0	4.7	0	
Lights	3	2433	297	0	6	4	7	0	245	2190	10	0	311	2	267	1	5776
% Lights	100	94.4	96.1	0	85.7	100	87.5	0	95.7	95.2	90.9	0	96.3	66.7	93.7	100	94.9
Buses	0	4	1	0	0	0	0	0	4	8	0	0	0	0	5	0	22
% Buses	0	0.2	0.3	0	0	0	0	0	1.6	0.3	0	0	0	0	1.8	0	0.4
Single Unit Trucks	0	66	9	0	1	0	1	0	7	51	1	0	10	1	10	0	157
% Single Unit Trucks	0	2.6	2.9	0	14.3	0	12.5	0	2.7	2.2	9.1	0	3.1	33.3	3.5	0	2.6
Articulated Trucks	0	75	2	0	0	0	0	0	0	52	0	0	2	0	3	0	134
% Articulated Trucks	0	2.9	0.6	0	0	0	0	0	0	2.3	0	0	0.6	0	1.1	0	2.2
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

US 11 @ Old Okahola Rd
Purvis, MS

File Name : 2510177
Site Code : 2510177
Start Date : 9/17/2025
Page No : 1

Groups Printed- Lights - Buses - Single Unit Trucks - Articulated Trucks - Bicycles on the Road

	US 11 Southbound					Business Drwy Westbound					US 11 Northbound					Old Okahola Rd Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
07:00	0	44	4	0	48	0	0	0	0	0	7	71	0	0	78	21	0	17	0	38	164
07:15	0	49	1	0	50	0	0	0	0	0	6	83	0	0	89	23	0	13	0	36	175
07:30	0	44	3	0	47	0	0	0	0	0	3	109	0	0	112	23	0	13	0	36	195
07:45	0	47	2	0	49	0	0	0	0	0	13	94	0	0	107	17	0	5	0	22	178
Total	0	184	10	0	194	0	0	0	0	0	29	357	0	0	386	84	0	48	0	132	712
08:00	0	50	5	0	55	0	0	0	0	0	6	56	0	0	62	15	0	6	0	21	138
08:15	0	40	4	0	44	0	1	0	0	1	2	61	0	0	63	8	1	8	1	18	126
08:30	0	38	3	0	41	0	0	0	0	0	3	50	1	0	54	9	0	6	0	15	110
08:45	0	27	2	0	29	0	0	0	0	0	3	48	0	0	51	9	0	8	0	17	97
Total	0	155	14	0	169	0	1	0	0	1	14	215	1	0	230	41	1	28	1	71	471
09:00	0	32	4	0	36	0	0	0	0	0	5	43	0	0	48	2	0	3	0	5	89
09:15	0	38	4	0	42	0	0	0	0	0	2	49	0	0	51	2	0	2	0	4	97
09:30	0	21	5	0	26	0	0	0	0	0	5	43	1	0	49	4	0	4	0	8	83
09:45	0	38	3	0	41	1	0	0	0	1	2	42	0	0	44	8	1	1	0	10	96
Total	0	129	16	0	145	1	0	0	0	1	14	177	1	0	192	16	1	10	0	27	365
10:00	0	39	5	0	44	0	0	1	0	1	6	51	0	0	57	1	0	3	0	4	106
10:15	0	45	7	0	52	0	0	0	0	0	5	49	0	0	54	6	0	2	0	8	114
10:30	0	45	3	0	48	0	0	0	0	0	6	43	0	0	49	10	0	3	0	13	110
10:45	0	41	2	0	43	0	0	0	0	0	2	55	0	0	57	4	0	0	0	4	104
Total	0	170	17	0	187	0	0	1	0	1	19	198	0	0	217	21	0	8	0	29	434
11:00	0	45	4	0	49	0	0	0	0	0	3	54	0	0	57	3	0	6	0	9	115
11:15	0	56	4	0	60	0	0	0	0	0	4	43	0	0	47	3	0	7	0	10	117
11:30	0	45	3	0	48	0	0	0	0	0	4	49	0	0	53	10	0	7	0	17	118
11:45	0	46	4	0	50	0	0	0	0	0	3	50	0	0	53	0	0	7	0	7	110
Total	0	192	15	0	207	0	0	0	0	0	14	196	0	0	210	16	0	27	0	43	460
12:00	0	41	9	0	50	0	1	0	0	1	4	30	0	0	34	6	0	6	0	12	97
12:15	0	59	10	0	69	0	0	1	0	1	3	44	0	0	47	7	0	8	0	15	132
12:30	0	45	4	0	49	0	0	1	0	1	10	40	1	0	51	4	0	2	0	6	107
12:45	1	44	3	0	48	0	0	0	0	0	2	55	0	0	57	4	0	8	0	12	117
Total	1	189	26	0	216	0	1	2	0	3	19	169	1	0	189	21	0	24	0	45	453
13:00	0	53	3	0	56	0	0	0	0	0	2	30	0	0	32	5	0	8	0	13	101
13:15	0	47	9	0	56	0	0	0	0	0	3	33	1	0	37	3	0	6	0	9	102
13:30	0	57	4	0	61	0	0	1	0	1	4	38	0	0	42	5	0	4	0	9	113
13:45	0	51	8	0	59	0	0	0	0	0	0	41	0	0	41	4	0	7	0	11	111
Total	0	208	24	0	232	0	0	1	0	1	9	142	1	0	152	17	0	25	0	42	427
14:00	0	46	3	0	49	1	0	0	0	1	6	43	1	0	50	2	0	5	0	7	107
14:15	0	57	7	0	64	0	0	0	0	0	5	47	0	0	52	2	0	5	0	7	123
14:30	0	57	3	0	60	0	0	0	0	0	3	46	0	0	49	7	0	3	0	10	119
14:45	0	57	5	0	62	1	0	0	0	1	7	46	0	0	53	5	0	5	0	10	126
Total	0	217	18	0	235	2	0	0	0	2	21	182	1	0	204	16	0	18	0	34	475
15:00	2	62	4	0	68	1	0	1	0	2	2	45	3	0	50	3	0	1	0	4	124
15:15	0	71	12	0	83	1	1	2	0	4	12	49	0	0	61	2	0	8	0	10	158
15:30	0	56	3	0	59	1	0	0	0	1	10	51	1	0	62	7	0	5	0	12	134
15:45	0	63	10	0	73	0	0	0	0	0	9	60	0	0	69	5	0	5	0	10	152
Total	2	252	29	0	283	3	1	3	0	7	33	205	4	0	242	17	0	19	0	36	568

Intersection Turning Movement Count

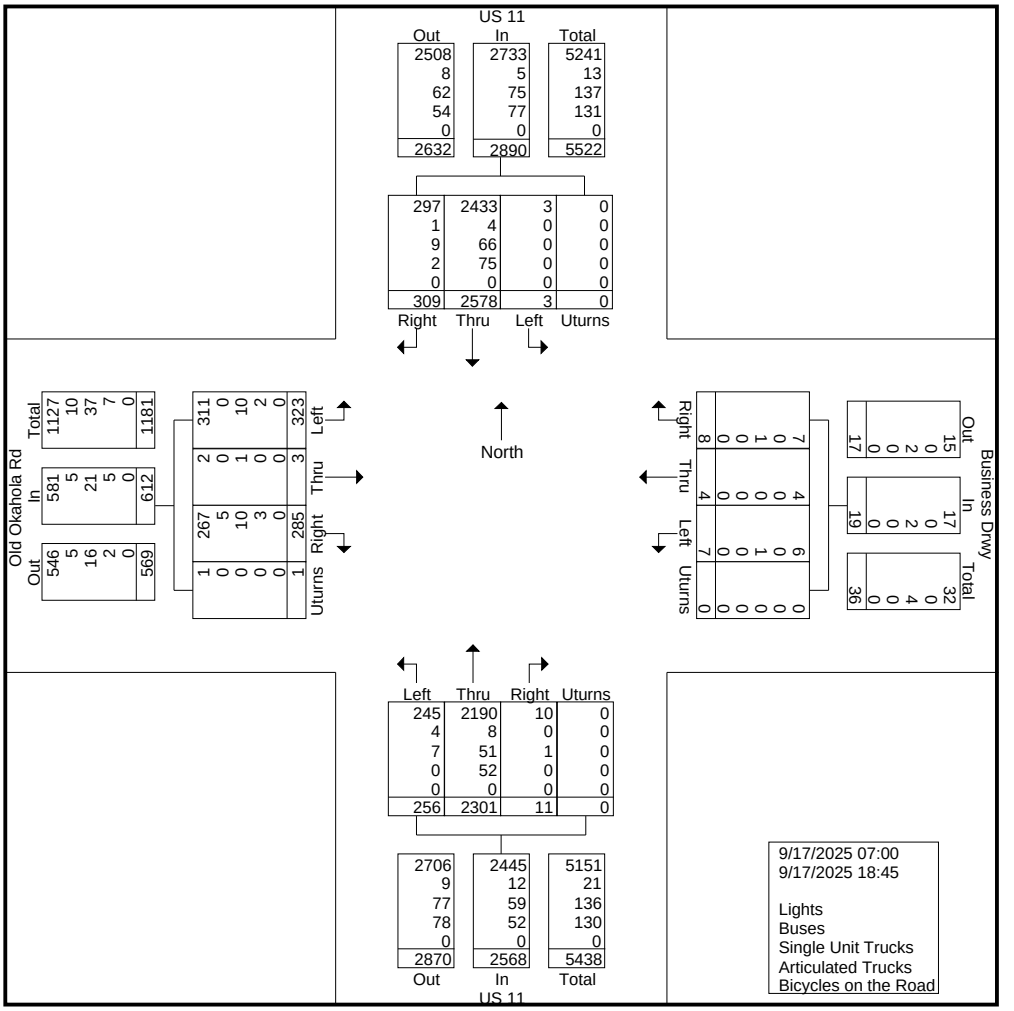
File Name : 2510177
Site Code : 2510177
Start Date : 9/17/2025
Page No : 2

Groups Printed- Lights - Buses - Single Unit Trucks - Articulated Trucks - Bicycles on the Road

	US 11 Southbound					Business Drwy Westbound					US 11 Northbound					Old Okahola Rd Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
16:00	0	70	16	0	86	0	0	0	0	0	5	36	0	0	41	6	0	5	0	11	138
16:15	0	91	11	0	102	0	0	0	0	0	7	44	0	0	51	6	0	6	0	12	165
16:30	0	84	11	0	95	0	1	0	0	1	9	41	1	0	51	10	0	8	0	18	165
16:45	0	94	12	0	106	0	0	0	0	0	7	46	0	0	53	9	0	6	0	15	174
Total	0	339	50	0	389	0	1	0	0	1	28	167	1	0	196	31	0	25	0	56	642
17:00	0	85	24	0	109	1	0	1	0	2	15	38	1	0	54	3	1	2	0	6	171
17:15	0	107	24	0	131	0	0	0	0	0	5	44	0	0	49	8	0	13	0	21	201
17:30	0	90	8	0	98	0	0	0	0	0	13	39	0	0	52	9	0	6	0	15	165
17:45	0	62	10	0	72	0	0	0	0	0	8	43	0	0	51	2	0	11	0	13	136
Total	0	344	66	0	410	1	0	1	0	2	41	164	1	0	206	22	1	32	0	55	673
18:00	0	61	6	0	67	0	0	0	0	0	8	44	0	0	52	4	0	6	0	10	129
18:15	0	48	6	0	54	0	0	0	0	0	3	34	0	0	37	8	0	7	0	15	106
18:30	0	50	5	0	55	0	0	0	0	0	3	35	0	0	38	6	0	2	0	8	101
18:45	0	40	7	0	47	0	0	0	0	0	1	16	0	0	17	3	0	6	0	9	73
Total	0	199	24	0	223	0	0	0	0	0	15	129	0	0	144	21	0	21	0	42	409
Grand Total	3	2578	309	0	2890	7	4	8	0	19	256	2301	11	0	2568	323	3	285	1	612	6089
Apprch %	0.1	89.2	10.7	0		36.8	21.1	42.1	0		10	89.6	0.4	0		52.8	0.5	46.6	0.2		
Total %	0	42.3	5.1	0	47.5	0.1	0.1	0.1	0	0.3	4.2	37.8	0.2	0	42.2	5.3	0	4.7	0	10.1	
Lights	3	2433	297	0	2733	6	4	7	0	17	245	2190	10	0	2445	311	2	267	1	581	5776
% Lights	100	94.4	96.1	0	94.6	85.7	100	87.5	0	89.5	95.7	95.2	90.9	0	95.2	96.3	66.7	93.7	100	94.9	94.9
Buses	0	4	1	0	5	0	0	0	0	0	4	8	0	0	12	0	0	5	0	5	22
% Buses	0	0.2	0.3	0	0.2	0	0	0	0	0	1.6	0.3	0	0	0.5	0	0	1.8	0	0.8	0.4
Single Unit Trucks	0	66	9	0	75	1	0	1	0	2	7	51	1	0	59	10	1	10	0	21	157
% Single Unit Trucks	0	2.6	2.9	0	2.6	14.3	0	12.5	0	10.5	2.7	2.2	9.1	0	2.3	3.1	33.3	3.5	0	3.4	2.6
Articulated Trucks	0	75	2	0	77	0	0	0	0	0	0	52	0	0	52	2	0	3	0	5	134
% Articulated Trucks	0	2.9	0.6	0	2.7	0	0	0	0	0	0	2.3	0	0	2	0.6	0	1.1	0	0.8	2.2
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

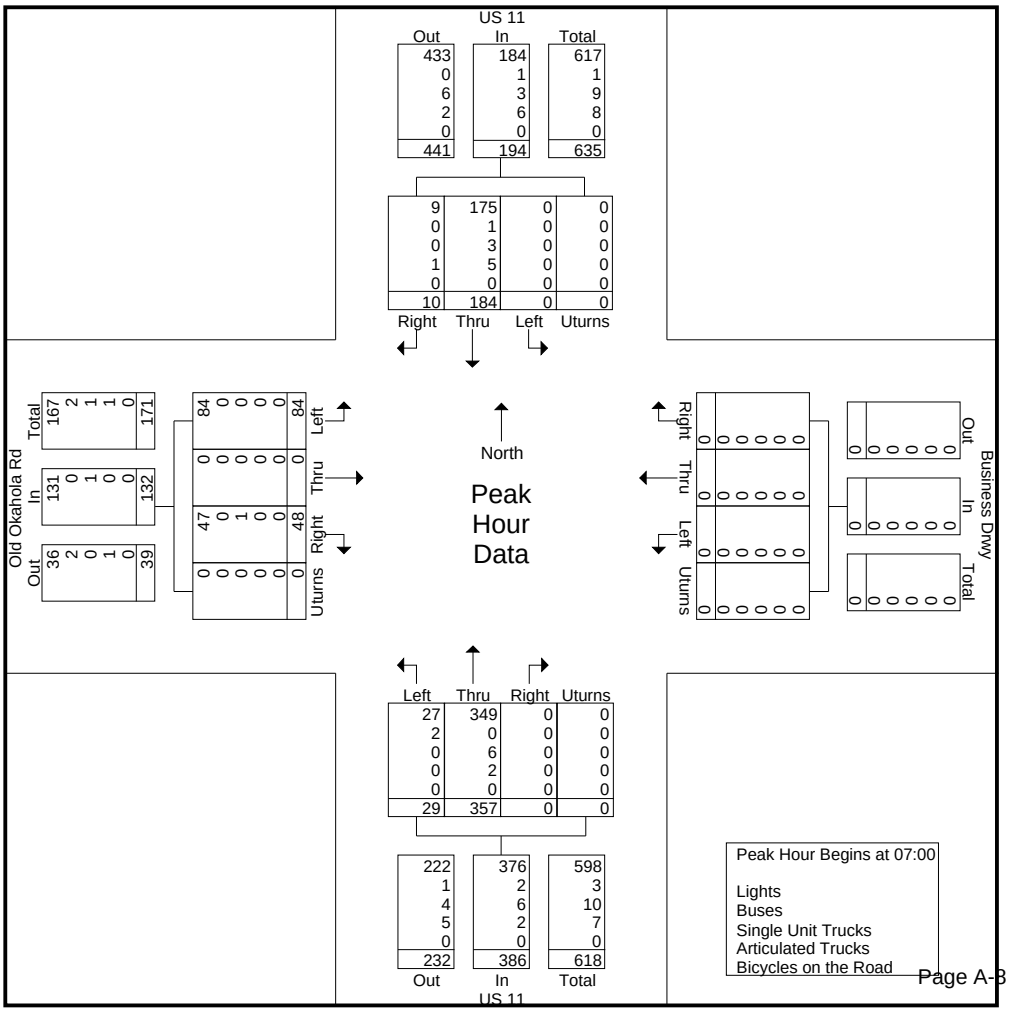
File Name : 2510177
Site Code : 2510177
Start Date : 9/17/2025
Page No : 3



Intersection Turning Movement Count

File Name : 2510177
Site Code : 2510177
Start Date : 9/17/2025
Page No : 4

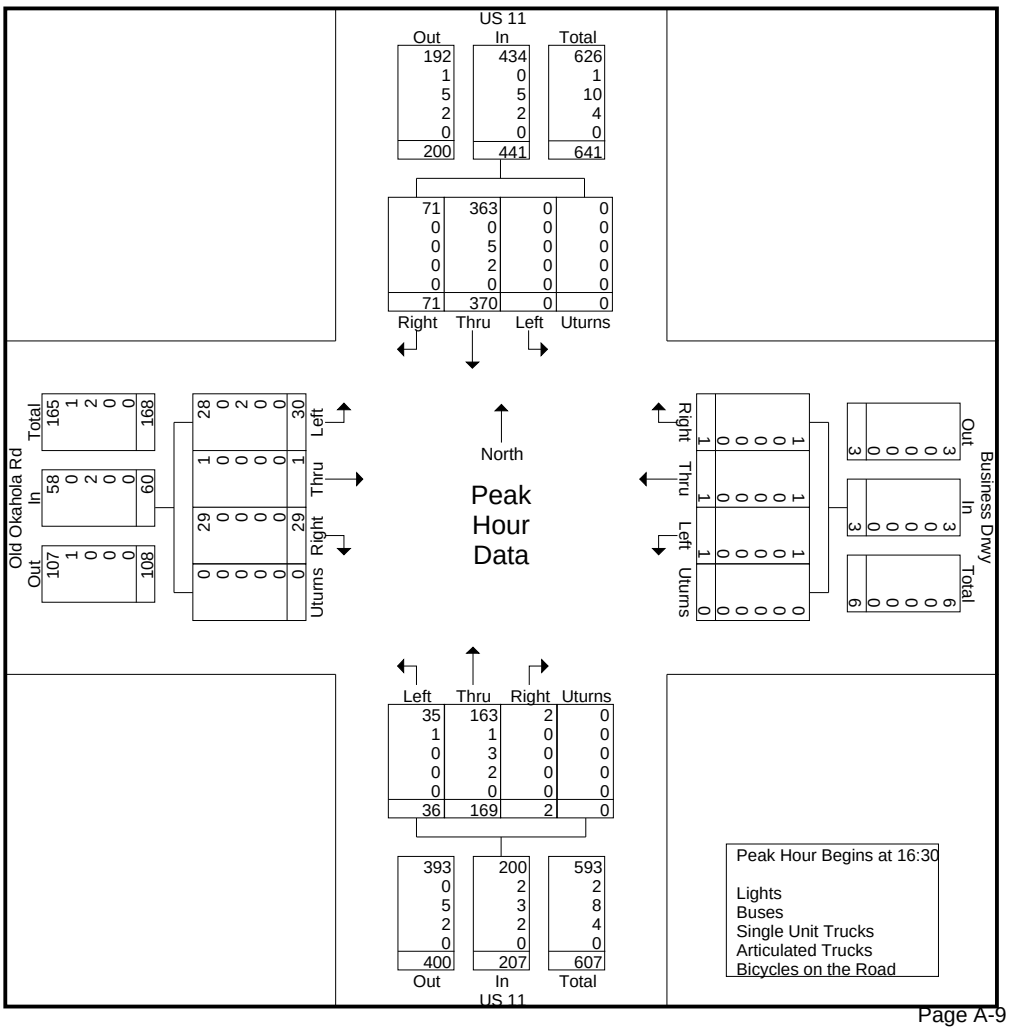
	US 11 Southbound					Business Drwy Westbound					US 11 Northbound					Old Okahola Rd Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	44	**4**	0	48	0	0	0	0	0	7	71	0	0	78	21	0	**17**	0	**38**	164
07:15	0	**49**	1	0	**50**	0	0	0	0	0	6	83	0	0	89	**23**	0	13	0	36	175
07:30	0	44	3	0	47	0	0	0	0	0	3	**109**	0	0	**112**	23	0	13	0	36	**195**
07:45	0	47	2	0	49	0	0	0	0	0	**13**	94	0	0	107	17	0	5	0	22	178
Total Volume	0	184	10	0	194	0	0	0	0	0	29	357	0	0	386	84	0	48	0	132	712
% App. Total	0	94.8	5.2	0		0	0	0	0		7.5	92.5	0	0		63.6	0	36.4	0		
PHF	.000	.939	.625	.000	.970	.000	.000	.000	.000	.000	.558	.819	.000	.000	.862	.913	.000	.706	.000	.868	.913
Lights	0	175	9	0	184	0	0	0	0	0	27	349	0	0	376	84	0	47	0	131	691
% Lights	0	95.1	90.0	0	94.8	0	0	0	0	0	93.1	97.8	0	0	97.4	100	0	97.9	0	99.2	97.1
Buses	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
% Buses	0	0.5	0	0	0.5	0	0	0	0	0	6.9	0	0	0	0.5	0	0	0	0	0	0.4
Single Unit Trucks	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	10
% Single Unit Trucks	0	1.6	0	0	1.5	0	0	0	0	0	0	1.7	0	0	1.6	0	0	2.1	0	0.8	1.4
Articulated Trucks	0	5	1	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
% Articulated Trucks	0	2.7	10.0	0	3.1	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	1.1
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Intersection Turning Movement Count

File Name : 2510177
Site Code : 2510177
Start Date : 9/17/2025
Page No : 5

	US 11 Southbound					Business Drwy Westbound					US 11 Northbound					Old Okahola Rd Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	84	11	0	95	0	**1**	0	0	1	9	41	**1**	0	51	**10**	0	8	0	18	165
16:45	0	94	12	0	106	0	0	0	0	0	7	**46**	0	0	53	9	0	6	0	15	174
17:00	0	85	**24**	0	109	**1**	0	**1**	0	**2**	**15**	38	1	0	**54**	3	**1**	2	0	6	171
17:15	0	**107**	24	0	**131**	0	0	0	0	0	5	44	0	0	49	8	0	**13**	0	**21**	**201**
Total Volume	0	370	71	0	441	1	1	1	0	3	36	169	2	0	207	30	1	29	0	60	711
% App. Total	0	83.9	16.1	0		33.3	33.3	33.3	0		17.4	81.6	1	0		50	1.7	48.3	0		
PHF	.000	.864	.740	.000	.842	.250	.250	.250	.000	.375	.600	.918	.500	.000	.958	.750	.250	.558	.000	.714	.884
Lights	0	363	71	0	434	1	1	1	0	3	35	163	2	0	200	28	1	29	0	58	695
% Lights	0	98.1	100	0	98.4	100	100	100	0	100	97.2	96.4	100	0	96.6	93.3	100	100	0	96.7	97.7
Buses	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	2.8	0.6	0	0	1.0	0	0	0	0	0	0.3
Single Unit Trucks	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	10
% Single Unit Trucks	0	1.4	0	0	1.1	0	0	0	0	0	0	1.8	0	0	1.4	6.7	0	0	0	3.3	1.4
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Articulated Trucks	0	0.5	0	0	0.5	0	0	0	0	0	0	1.2	0	0	1.0	0	0	0	0	0	0.6
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Intersection Turning Movement Count

US 11 @ Old Okahola Rd
Purvis, MS

File Name : 2510177
Site Code : 2510177
Start Date : 9/17/2025
Page No : 1

Groups Printed- Buses - Single Unit Trucks - Articulated Trucks

	US 11 Southbound					Business Drwy Westbound					US 11 Northbound					Old Okahola Rd Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
07:00	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
07:15	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
07:30	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
07:45	0	3	0	0	3	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	7
Total	0	9	1	0	10	0	0	0	0	0	2	8	0	0	10	0	0	1	0	1	21
08:00	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	8
08:15	0	7	1	0	8	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	13
08:30	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	6
08:45	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	9
Total	0	18	1	0	19	0	0	0	0	0	0	13	1	0	14	1	0	2	0	3	36
09:00	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	7
09:15	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
09:30	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	8
09:45	0	4	1	0	5	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	11
Total	0	12	2	0	14	1	0	0	0	1	1	14	0	0	15	1	1	1	0	3	33
10:00	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	6
10:15	0	5	2	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
10:30	0	4	1	0	5	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	11
10:45	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	9
Total	0	14	3	0	17	0	0	1	0	1	0	15	0	0	15	1	0	1	0	2	35
11:00	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	1	0	1	0	2	10
11:15	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
11:30	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	9
11:45	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
Total	0	14	1	0	15	0	0	0	0	0	2	10	0	0	12	2	0	2	0	4	31
12:00	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
12:15	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
12:30	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
12:45	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	0	0	2	0	2	12
Total	0	15	0	0	15	0	0	0	0	0	1	14	0	0	15	0	0	2	0	2	32
13:00	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
13:15	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	5
13:30	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
13:45	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	6
Total	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	1	0	2	0	3	18
14:00	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	9
14:15	0	7	0	0	7	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	9
14:30	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
14:45	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7
Total	0	16	1	0	17	0	0	0	0	0	1	9	0	0	10	1	0	2	0	3	30
15:00	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	7
15:15	0	2	1	0	3	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	7
15:30	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	10
15:45	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2	5
Total	0	11	2	0	13	0	0	0	0	0	2	8	0	0	10	1	0	5	0	6	29

Intersection Turning Movement Count

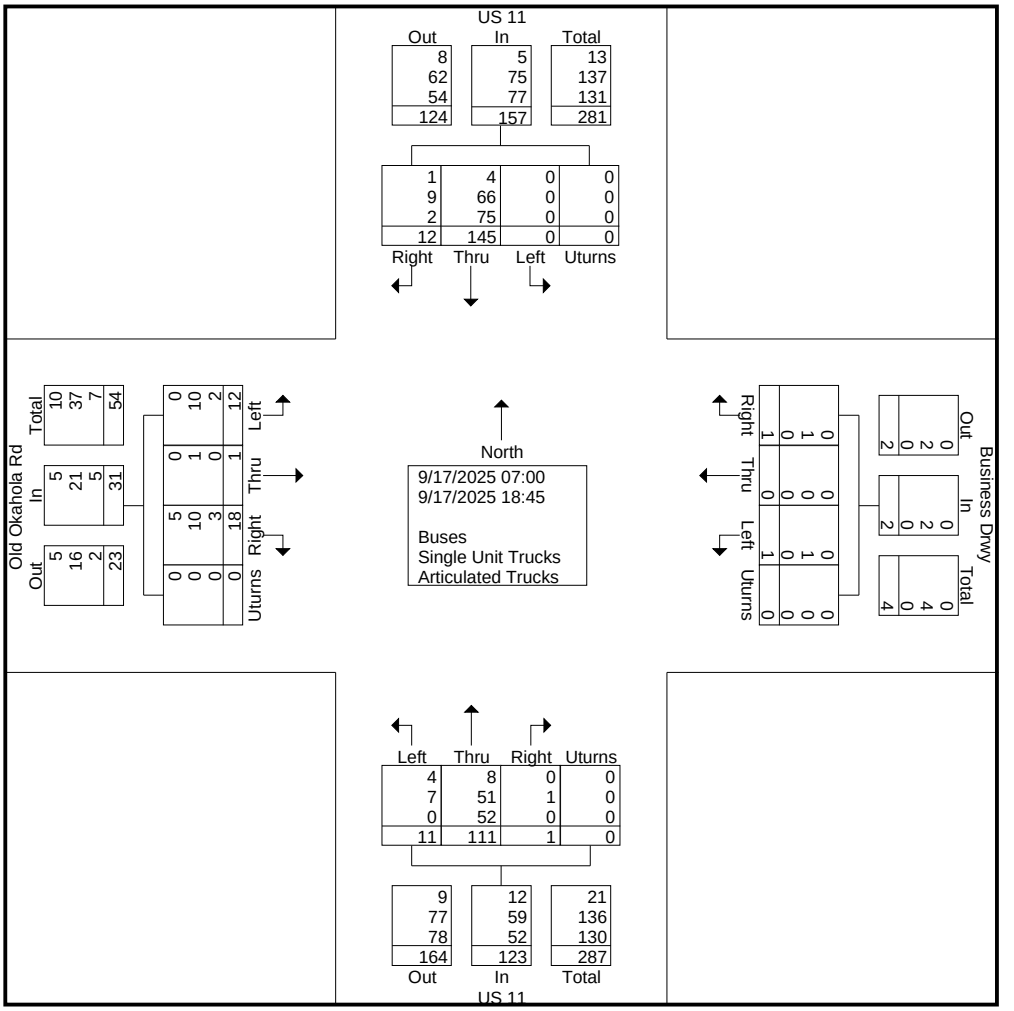
File Name : 2510177
Site Code : 2510177
Start Date : 9/17/2025
Page No : 2

Groups Printed- Buses - Single Unit Trucks - Articulated Trucks

	US 11 Southbound					Business Drwy Westbound					US 11 Northbound					Old Okahola Rd Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
16:00	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	5
16:15	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
16:30	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
16:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	10	1	0	11	0	0	0	0	0	1	4	0	0	5	2	0	0	0	2	18
17:00	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	7
17:15	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
17:30	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
17:45	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	10	0	0	10	0	0	0	0	0	1	9	0	0	10	1	0	0	0	1	21
18:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
18:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
18:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	9
Grand Total	0	145	12	0	157	1	0	1	0	2	11	111	1	0	123	12	1	18	0	31	313
Apprch %	0	92.4	7.6	0		50	0	50	0		8.9	90.2	0.8	0		38.7	3.2	58.1	0		
Total %	0	46.3	3.8	0	50.2	0.3	0	0.3	0	0.6	3.5	35.5	0.3	0	39.3	3.8	0.3	5.8	0	9.9	
Buses	0	4	1	0	5	0	0	0	0	0	4	8	0	0	12	0	0	5	0	5	22
% Buses	0	2.8	8.3	0	3.2	0	0	0	0	0	36.4	7.2	0	0	9.8	0	0	27.8	0	16.1	7
Single Unit Trucks	0	66	9	0	75	1	0	1	0	2	7	51	1	0	59	10	1	10	0	21	157
% Single Unit Trucks	0	45.5	75	0	47.8	100	0	100	0	100	63.6	45.9	100	0	48	83.3	100	55.6	0	67.7	50.2
Articulated Trucks	0	75	2	0	77	0	0	0	0	0	0	52	0	0	52	2	0	3	0	5	134
% Articulated Trucks	0	51.7	16.7	0	49	0	0	0	0	0	0	46.8	0	0	42.3	16.7	0	16.7	0	16.1	42.8

Intersection Turning Movement Count

File Name : 2510177
Site Code : 2510177
Start Date : 9/17/2025
Page No : 3



Intersection Turning Movement Count

US 11 @ Old Okahola Rd
Purvis, MS

File Name : 2510177 Peds
Site Code : 2510177P
Start Date : 9/17/2025
Page No : 1

Groups Printed- Pedestrians - Bicycles

	US 11 Southbound		Business Drwy Westbound		US 11 Northbound		Old Okahola Rd Eastbound		
Start Time	EB	WB	NB	SB	EB	WB	NB	SB	Int. Total
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	1	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

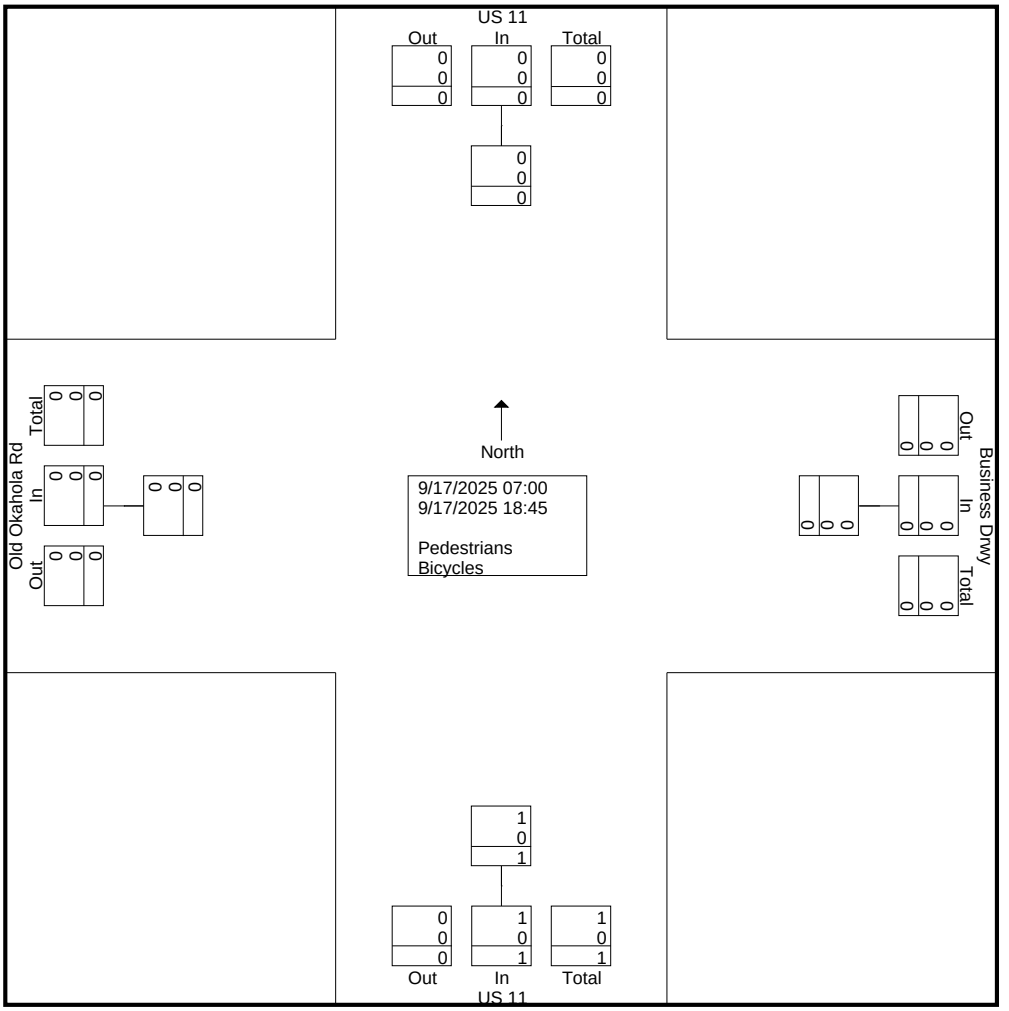
File Name : 2510177 Peds
Site Code : 2510177P
Start Date : 9/17/2025
Page No : 2

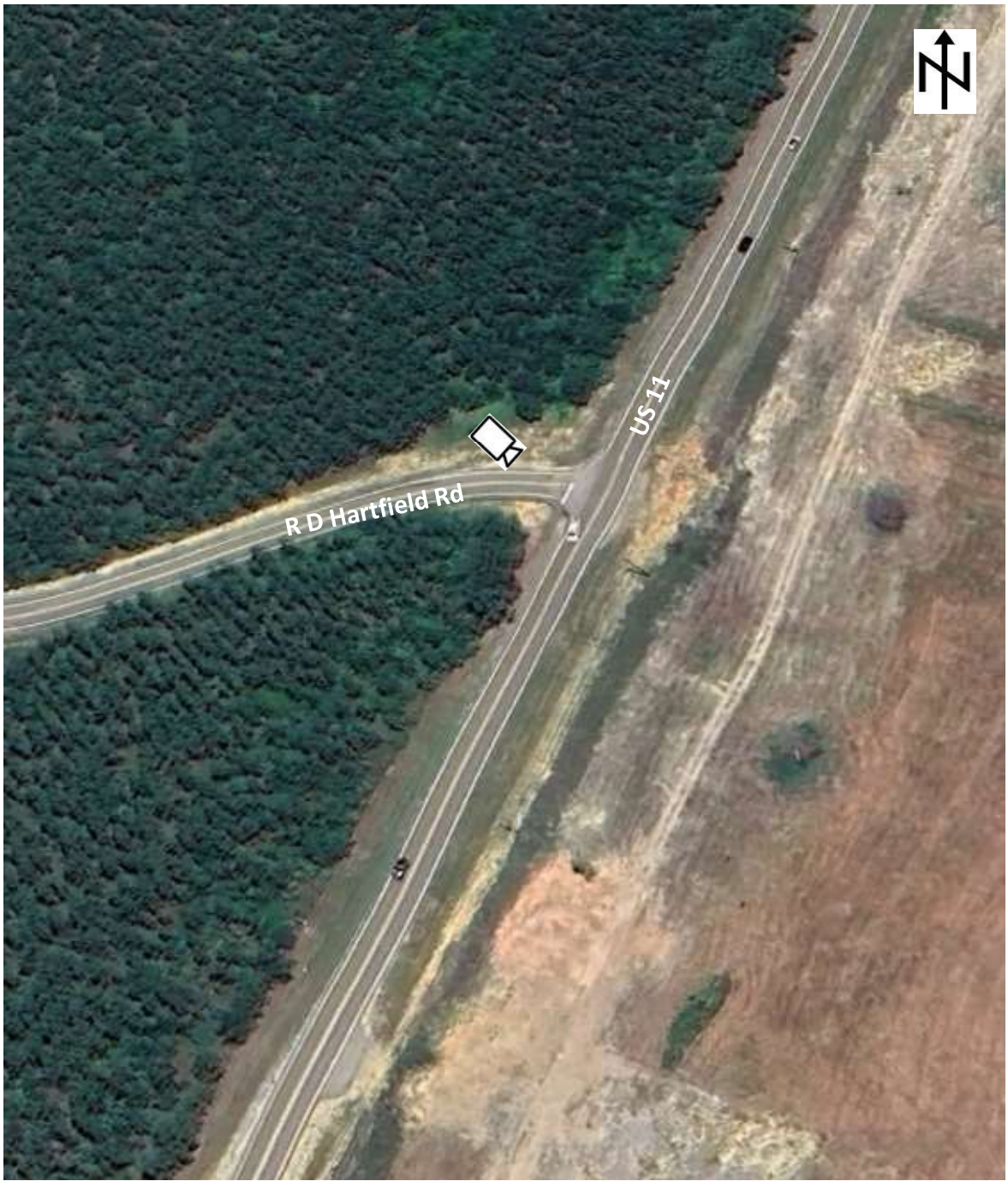
Groups Printed- Pedestrians - Bicycles

	US 11 Southbound		Business Drwy Westbound		US 11 Northbound		Old Okahola Rd Eastbound		
Start Time	EB	WB	NB	SB	EB	WB	NB	SB	Int. Total
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	0	0	0	1
Apprch %	0	0	0	0	100	0	0	0	
Total %	0	0	0	0	100	0	0	0	
Pedestrians	0	0	0	0	1	0	0	0	1
% Pedestrians	0	0	0	0	100	0	0	0	100
Bicycles	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

File Name : 2510177 Peds
Site Code : 2510177P
Start Date : 9/17/2025
Page No : 3





MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Turning Movement Count # 2510178

US 11 @ R D Hartfield Rd

Purvis, MS

Lamar

US 11 Approaches



Northbound



Southbound

R D Hartfield Rd Approach



Eastbound

Intersection Turning Movement Count

US 11 @ R D Hartfield Rd
Purvis, MS

File Name : 2510178
Site Code : 2510178
Start Date : 9/17/2025
Page No : 1

Groups Printed- Lights - Buses - Single Unit Trucks - Articulated Trucks - Bicycles on the Road

	US 11 Southbound			US 11 Northbound			R D Hartfield Rd Eastbound			
Start Time	Thru	Right	Uturns	Left	Thru	Uturns	Left	Right	Uturns	Int. Total
07:00	179	7	0	4	440	0	20	10	0	660
08:00	165	4	0	2	259	0	14	0	0	444
09:00	140	3	0	0	187	0	6	2	0	338
10:00	187	4	0	0	229	0	6	2	0	428
11:00	203	12	0	1	210	0	6	1	0	433
12:00	223	9	0	3	185	0	4	2	0	426
13:00	231	7	0	3	165	0	4	6	0	416
14:00	231	5	0	2	201	0	6	4	0	449
15:00	275	11	0	1	219	0	2	5	0	513
16:00	384	12	0	3	197	0	5	5	0	606
17:00	406	18	0	2	191	0	6	5	2	630
18:00	217	13	0	9	143	0	10	2	0	394
Grand Total	2841	105	0	30	2626	0	89	44	2	5737
Apprch %	96.4	3.6	0	1.1	98.9	0	65.9	32.6	1.5	
Total %	49.5	1.8	0	0.5	45.8	0	1.6	0.8	0	
Lights	2685	101	0	29	2508	0	87	42	0	5452
% Lights	94.5	96.2	0	96.7	95.5	0	97.8	95.5	0	95
Buses	4	1	0	0	7	0	1	0	0	13
% Buses	0.1	1	0	0	0.3	0	1.1	0	0	0.2
Single Unit Trucks	75	1	0	1	59	0	0	2	0	138
% Single Unit Trucks	2.6	1	0	3.3	2.2	0	0	4.5	0	2.4
Articulated Trucks	77	2	0	0	52	0	1	0	0	132
% Articulated Trucks	2.7	1.9	0	0	2	0	1.1	0	0	2.3
Bicycles on the Road	0	0	0	0	0	0	0	0	2	2
% Bicycles on the Road	0	0	0	0	0	0	0	0	100	0

Intersection Turning Movement Count

US 11 @ R D Hartfield Rd
Purvis, MS

File Name : 2510178
Site Code : 2510178
Start Date : 9/17/2025
Page No : 1

Groups Printed- Lights - Buses - Single Unit Trucks - Articulated Trucks - Bicycles on the Road

	US 11 Southbound				US 11 Northbound				R D Hartfield Rd Eastbound				
Start Time	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Int. Total
07:00	45	1	0	46	1	94	0	95	5	2	0	7	148
07:15	47	2	0	49	0	101	0	101	4	7	0	11	161
07:30	38	1	0	39	0	138	0	138	7	1	0	8	185
07:45	49	3	0	52	3	107	0	110	4	0	0	4	166
Total	179	7	0	186	4	440	0	444	20	10	0	30	660
08:00	51	1	0	52	1	74	0	75	3	0	0	3	130
08:15	44	1	0	45	0	69	0	69	1	0	0	1	115
08:30	42	0	0	42	0	59	0	59	5	0	0	5	106
08:45	28	2	0	30	1	57	0	58	5	0	0	5	93
Total	165	4	0	169	2	259	0	261	14	0	0	14	444
09:00	37	1	0	38	0	46	0	46	2	0	0	2	86
09:15	41	0	0	41	0	47	0	47	1	2	0	3	91
09:30	26	2	0	28	0	49	0	49	2	0	0	2	79
09:45	36	0	0	36	0	45	0	45	1	0	0	1	82
Total	140	3	0	143	0	187	0	187	6	2	0	8	338
10:00	47	2	0	49	0	61	0	61	0	1	0	1	111
10:15	49	0	0	49	0	50	0	50	1	0	0	1	100
10:30	49	1	0	50	0	62	0	62	5	1	0	6	118
10:45	42	1	0	43	0	56	0	56	0	0	0	0	99
Total	187	4	0	191	0	229	0	229	6	2	0	8	428
11:00	50	2	0	52	1	43	0	44	3	0	0	3	99
11:15	55	4	0	59	0	58	0	58	1	1	0	2	119
11:30	50	1	0	51	0	59	0	59	1	0	0	1	111
11:45	48	5	0	53	0	50	0	50	1	0	0	1	104
Total	203	12	0	215	1	210	0	211	6	1	0	7	433
12:00	52	4	0	56	1	34	0	35	1	2	0	3	94
12:15	73	1	0	74	0	54	0	54	0	0	0	0	128
12:30	53	2	0	55	1	41	0	42	1	0	0	1	98
12:45	45	2	0	47	1	56	0	57	2	0	0	2	106
Total	223	9	0	232	3	185	0	188	4	2	0	6	426
13:00	53	3	0	56	0	44	0	44	2	2	0	4	104
13:15	58	1	0	59	0	35	0	35	1	2	0	3	97
13:30	61	2	0	63	1	43	0	44	0	0	0	0	107
13:45	59	1	0	60	2	43	0	45	1	2	0	3	108
Total	231	7	0	238	3	165	0	168	4	6	0	10	416
14:00	51	0	0	51	1	42	0	43	1	1	0	2	96
14:15	52	1	0	53	1	55	0	56	2	2	0	4	113
14:30	70	1	0	71	0	46	0	46	2	0	0	2	119
14:45	58	3	0	61	0	58	0	58	1	1	0	2	121
Total	231	5	0	236	2	201	0	203	6	4	0	10	449
15:00	64	3	0	67	0	49	0	49	1	1	0	2	118
15:15	85	2	0	87	1	47	0	48	0	0	0	0	135
15:30	58	4	0	62	0	61	0	61	1	1	0	2	125
15:45	68	2	0	70	0	62	0	62	0	3	0	3	135
Total	275	11	0	286	1	219	0	220	2	5	0	7	513

Intersection Turning Movement Count

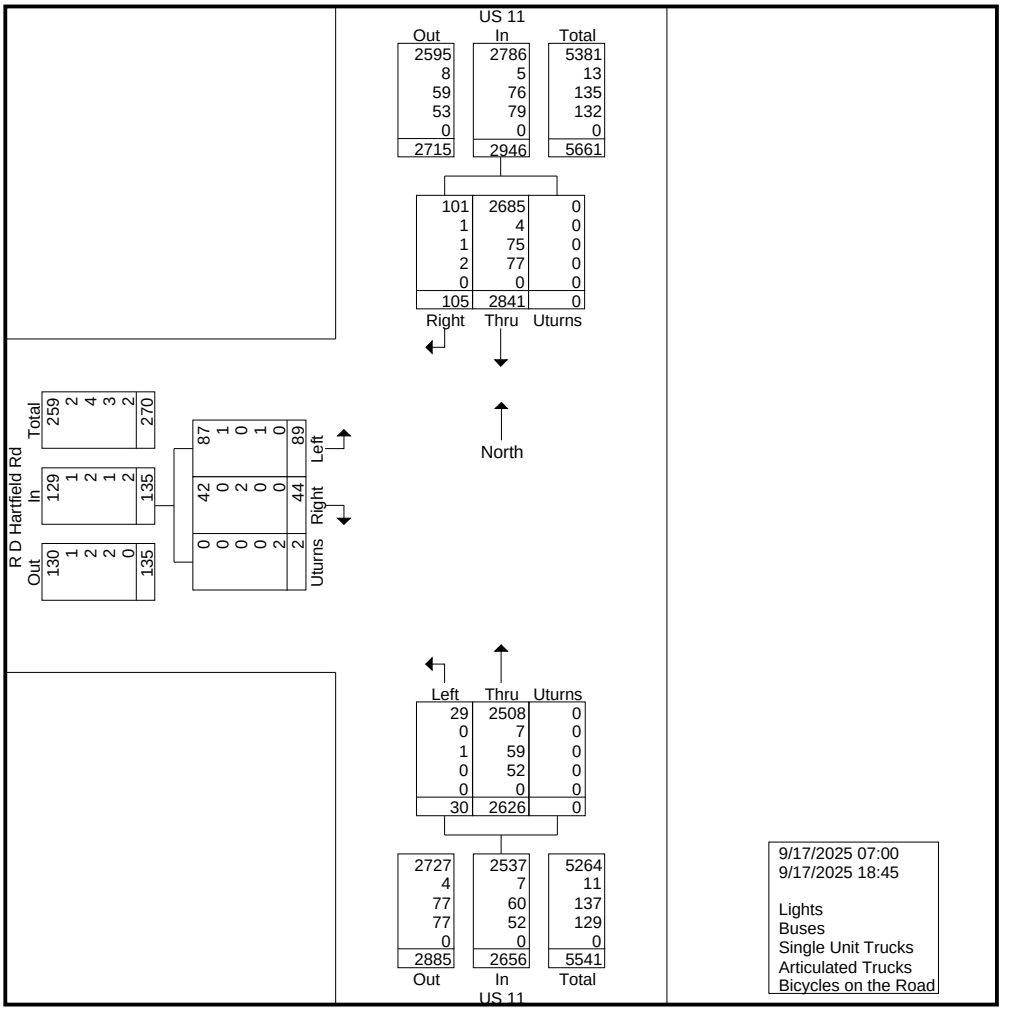
File Name : 2510178
Site Code : 2510178
Start Date : 9/17/2025
Page No : 2

Groups Printed- Lights - Buses - Single Unit Trucks - Articulated Trucks - Bicycles on the Road

	US 11 Southbound				US 11 Northbound				R D Hartfield Rd Eastbound				
Start Time	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Int. Total
16:00	88	4	0	92	1	43	0	44	0	0	0	0	136
16:15	110	2	0	112	1	45	0	46	2	1	0	3	161
16:30	94	4	0	98	0	55	0	55	1	1	0	2	155
16:45	92	2	0	94	1	54	0	55	2	3	0	5	154
Total	384	12	0	396	3	197	0	200	5	5	0	10	606
17:00	121	2	0	123	0	40	0	40	1	0	0	1	164
17:15	129	6	0	135	1	53	0	54	1	2	0	3	192
17:30	90	4	0	94	1	48	0	49	3	2	2	7	150
17:45	66	6	0	72	0	50	0	50	1	1	0	2	124
Total	406	18	0	424	2	191	0	193	6	5	2	13	630
18:00	66	6	0	72	1	43	0	44	3	1	0	4	120
18:15	52	3	0	55	6	41	0	47	2	0	0	2	104
18:30	61	2	0	63	2	41	0	43	2	0	0	2	108
18:45	38	2	0	40	0	18	0	18	3	1	0	4	62
Total	217	13	0	230	9	143	0	152	10	2	0	12	394
Grand Total	2841	105	0	2946	30	2626	0	2656	89	44	2	135	5737
Apprch %	96.4	3.6	0		1.1	98.9	0		65.9	32.6	1.5		
Total %	49.5	1.8	0	51.4	0.5	45.8	0	46.3	1.6	0.8	0	2.4	
Lights	2685	101	0	2786	29	2508	0	2537	87	42	0	129	5452
% Lights	94.5	96.2	0	94.6	96.7	95.5	0	95.5	97.8	95.5	0	95.6	95
Buses	4	1	0	5	0	7	0	7	1	0	0	1	13
% Buses	0.1	1	0	0.2	0	0.3	0	0.3	1.1	0	0	0.7	0.2
Single Unit Trucks	75	1	0	76	1	59	0	60	0	2	0	2	138
% Single Unit Trucks	2.6	1	0	2.6	3.3	2.2	0	2.3	0	4.5	0	1.5	2.4
Articulated Trucks	77	2	0	79	0	52	0	52	1	0	0	1	132
% Articulated Trucks	2.7	1.9	0	2.7	0	2	0	2	1.1	0	0	0.7	2.3
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	2	2	2
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	100	1.5	0

Intersection Turning Movement Count

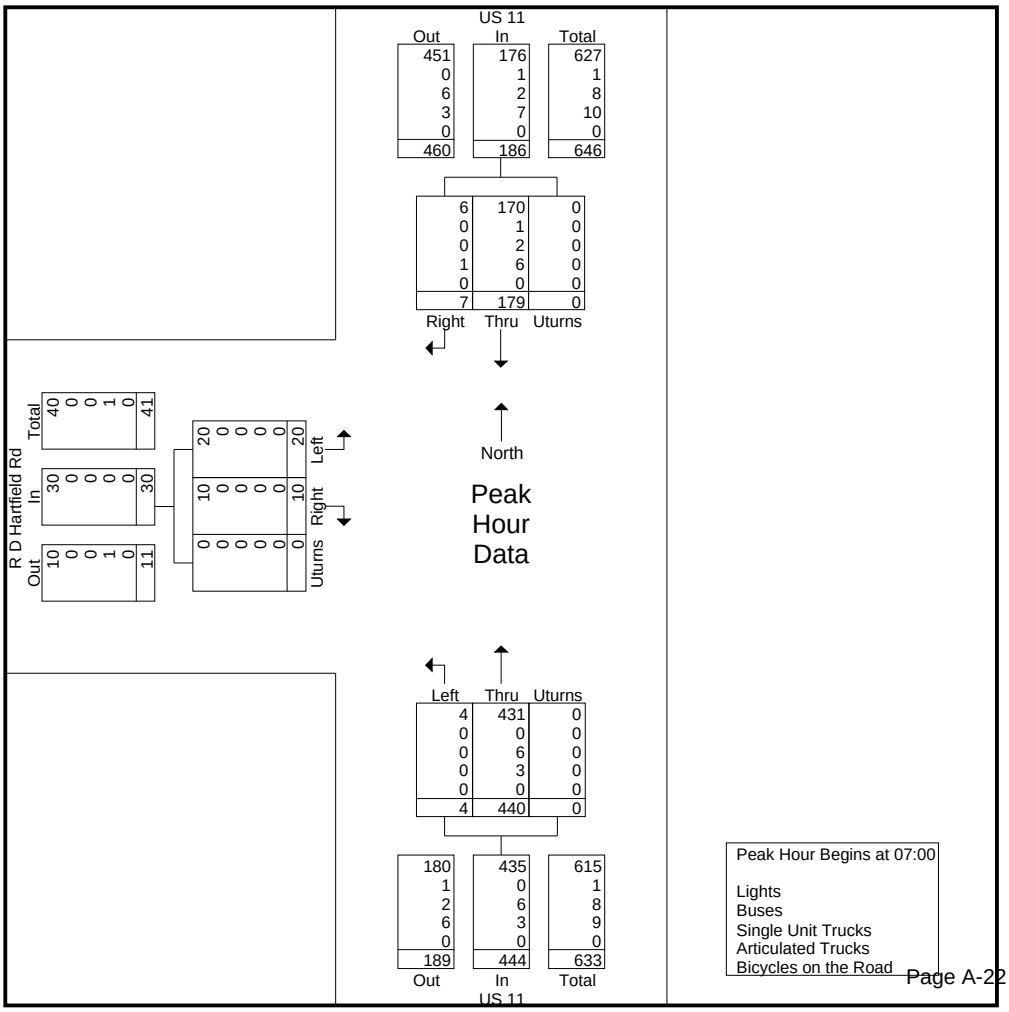
File Name : 2510178
Site Code : 2510178
Start Date : 9/17/2025
Page No : 3



Intersection Turning Movement Count

File Name : 2510178
Site Code : 2510178
Start Date : 9/17/2025
Page No : 4

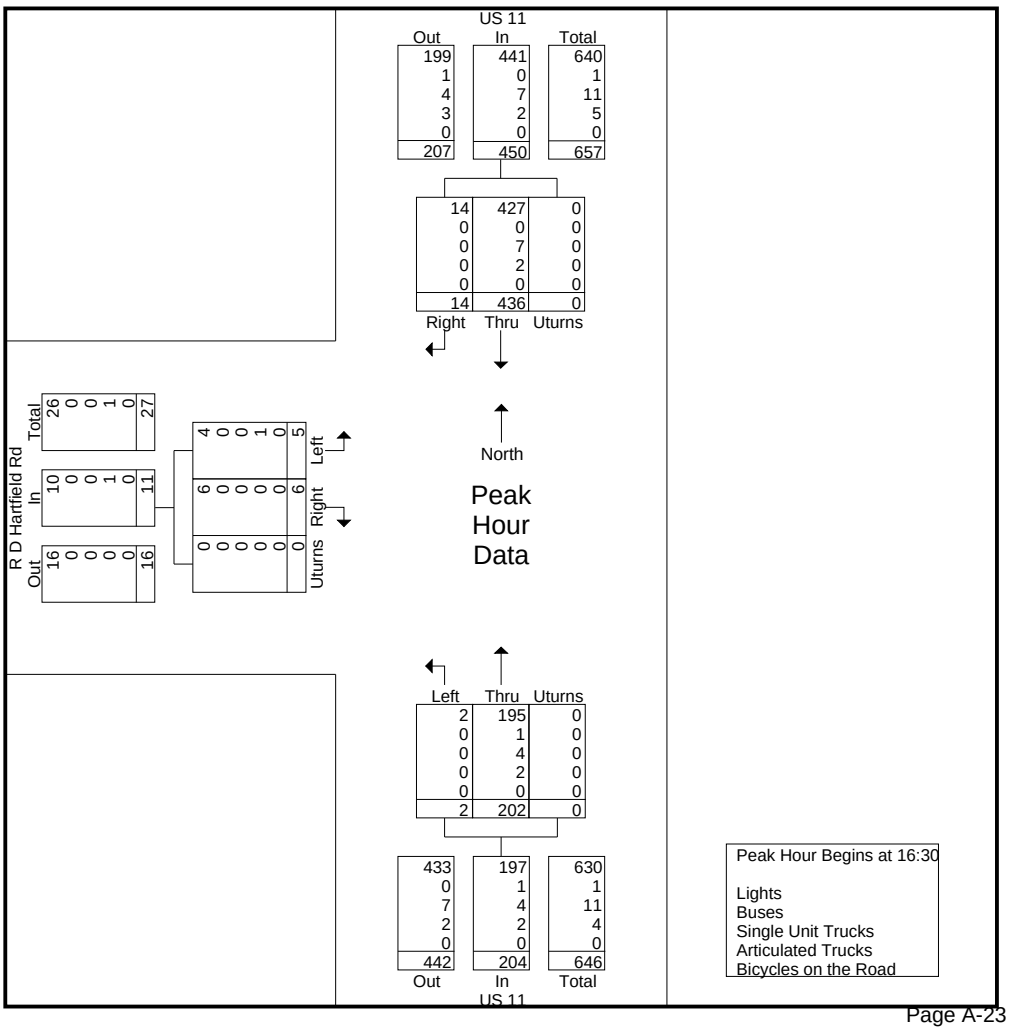
	US 11 Southbound				US 11 Northbound				R D Hartfield Rd Eastbound				
Start Time	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00													
07:00	45	1	0	46	1	94	0	95	5	2	0	7	148
07:15	47	2	0	49	0	101	0	101	4	**7**	0	**11**	161
07:30	38	1	0	39	0	**138**	0	**138**	**7**	1	0	8	**185**
07:45	**49**	**3**	0	**52**	**3**	107	0	110	4	0	0	4	166
Total Volume	179	7	0	186	4	440	0	444	20	10	0	30	660
% App. Total	96.2	3.8	0		0.9	99.1	0		66.7	33.3	0		
PHF	.913	.583	.000	.894	.333	.797	.000	.804	.714	.357	.000	.682	.892
Lights	170	6	0	176	4	431	0	435	20	10	0	30	641
% Lights	95.0	85.7	0	94.6	100	98.0	0	98.0	100	100	0	100	97.1
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1
% Buses	0.6	0	0	0.5	0	0	0	0	0	0	0	0	0.2
Single Unit Trucks	2	0	0	2	0	6	0	6	0	0	0	0	8
% Single Unit Trucks	1.1	0	0	1.1	0	1.4	0	1.4	0	0	0	0	1.2
Articulated Trucks	6	1	0	7	0	3	0	3	0	0	0	0	10
% Articulated Trucks	3.4	14.3	0	3.8	0	0.7	0	0.7	0	0	0	0	1.5
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0



Intersection Turning Movement Count

File Name : 2510178
Site Code : 2510178
Start Date : 9/17/2025
Page No : 5

	US 11 Southbound				US 11 Northbound				R D Hartfield Rd Eastbound				
Start Time	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 18:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 16:30													
16:30	94	4	0	98	0	**55**	0	**55**	1	1	0	2	155
16:45	92	2	0	94	**1**	54	0	55	**2**	**3**	0	**5**	154
17:00	121	2	0	123	0	40	0	40	1	0	0	1	164
17:15	**129**	**6**	0	**135**	1	53	0	54	1	2	0	3	**192**
Total Volume	436	14	0	450	2	202	0	204	5	6	0	11	665
% App. Total	96.9	3.1	0		1	99	0		45.5	54.5	0		
PHF	.845	.583	.000	.833	.500	.918	.000	.927	.625	.500	.000	.550	.866
Lights	427	14	0	441	2	195	0	197	4	6	0	10	648
% Lights	97.9	100	0	98.0	100	96.5	0	96.6	80.0	100	0	90.9	97.4
Buses	0	0	0	0	0	1	0	1	0	0	0	0	1
% Buses	0	0	0	0	0	0.5	0	0.5	0	0	0	0	0.2
Single Unit Trucks	7	0	0	7	0	4	0	4	0	0	0	0	11
% Single Unit Trucks	1.6	0	0	1.6	0	2.0	0	2.0	0	0	0	0	1.7
Articulated Trucks	2	0	0	2	0	2	0	2	1	0	0	1	5
% Articulated Trucks	0.5	0	0	0.4	0	1.0	0	1.0	20.0	0	0	9.1	0.8
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0



Intersection Turning Movement Count

US 11 @ R D Hartfield Rd
Purvis, MS

File Name : 2510178
Site Code : 2510178
Start Date : 9/17/2025
Page No : 1

Groups Printed- Buses - Single Unit Trucks - Articulated Trucks

	US 11 Southbound				US 11 Northbound				R D Hartfield Rd Eastbound				
Start Time	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Int. Total
07:00	2	1	0	3	0	3	0	3	0	0	0	0	6
07:15	1	0	0	1	0	3	0	3	0	0	0	0	4
07:30	3	0	0	3	0	2	0	2	0	0	0	0	5
07:45	3	0	0	3	0	1	0	1	0	0	0	0	4
Total	9	1	0	10	0	9	0	9	0	0	0	0	19
08:00	4	0	0	4	0	2	0	2	0	0	0	0	6
08:15	8	0	0	8	0	5	0	5	0	0	0	0	13
08:30	3	0	0	3	0	1	0	1	0	0	0	0	4
08:45	5	1	0	6	0	3	0	3	0	0	0	0	9
Total	20	1	0	21	0	11	0	11	0	0	0	0	32
09:00	3	0	0	3	0	3	0	3	0	0	0	0	6
09:15	4	0	0	4	0	4	0	4	0	0	0	0	8
09:30	1	0	0	1	0	5	0	5	0	0	0	0	6
09:45	5	0	0	5	0	3	0	3	0	0	0	0	8
Total	13	0	0	13	0	15	0	15	0	0	0	0	28
10:00	2	0	0	2	0	5	0	5	0	0	0	0	7
10:15	7	0	0	7	0	3	0	3	0	0	0	0	10
10:30	5	0	0	5	0	5	0	5	0	0	0	0	10
10:45	4	0	0	4	0	6	0	6	0	0	0	0	10
Total	18	0	0	18	0	19	0	19	0	0	0	0	37
11:00	5	0	0	5	0	4	0	4	0	0	0	0	9
11:15	3	0	0	3	0	1	0	1	0	0	0	0	4
11:30	4	0	0	4	0	5	0	5	0	0	0	0	9
11:45	3	0	0	3	0	2	0	2	0	0	0	0	5
Total	15	0	0	15	0	12	0	12	0	0	0	0	27
12:00	4	0	0	4	1	1	0	2	0	1	0	1	7
12:15	5	0	0	5	0	4	0	4	0	0	0	0	9
12:30	4	0	0	4	0	1	0	1	0	0	0	0	5
12:45	3	1	0	4	0	5	0	5	0	0	0	0	9
Total	16	1	0	17	1	11	0	12	0	1	0	1	30
13:00	1	0	0	1	0	2	0	2	0	0	0	0	3
13:15	3	0	0	3	0	1	0	1	0	0	0	0	4
13:30	4	0	0	4	0	0	0	0	0	0	0	0	4
13:45	2	0	0	2	0	3	0	3	0	0	0	0	5
Total	10	0	0	10	0	6	0	6	0	0	0	0	16
14:00	4	0	0	4	0	4	0	4	0	0	0	0	8
14:15	5	0	0	5	0	0	0	0	0	1	0	1	6
14:30	4	0	0	4	0	2	0	2	1	0	0	1	7
14:45	2	0	0	2	0	3	0	3	0	0	0	0	5
Total	15	0	0	15	0	9	0	9	1	1	0	2	26
15:00	5	0	0	5	0	3	0	3	0	0	0	0	8
15:15	4	1	0	5	0	1	0	1	0	0	0	0	6
15:30	3	0	0	3	0	2	0	2	0	0	0	0	5
15:45	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	12	1	0	13	0	7	0	7	0	0	0	0	20

Intersection Turning Movement Count

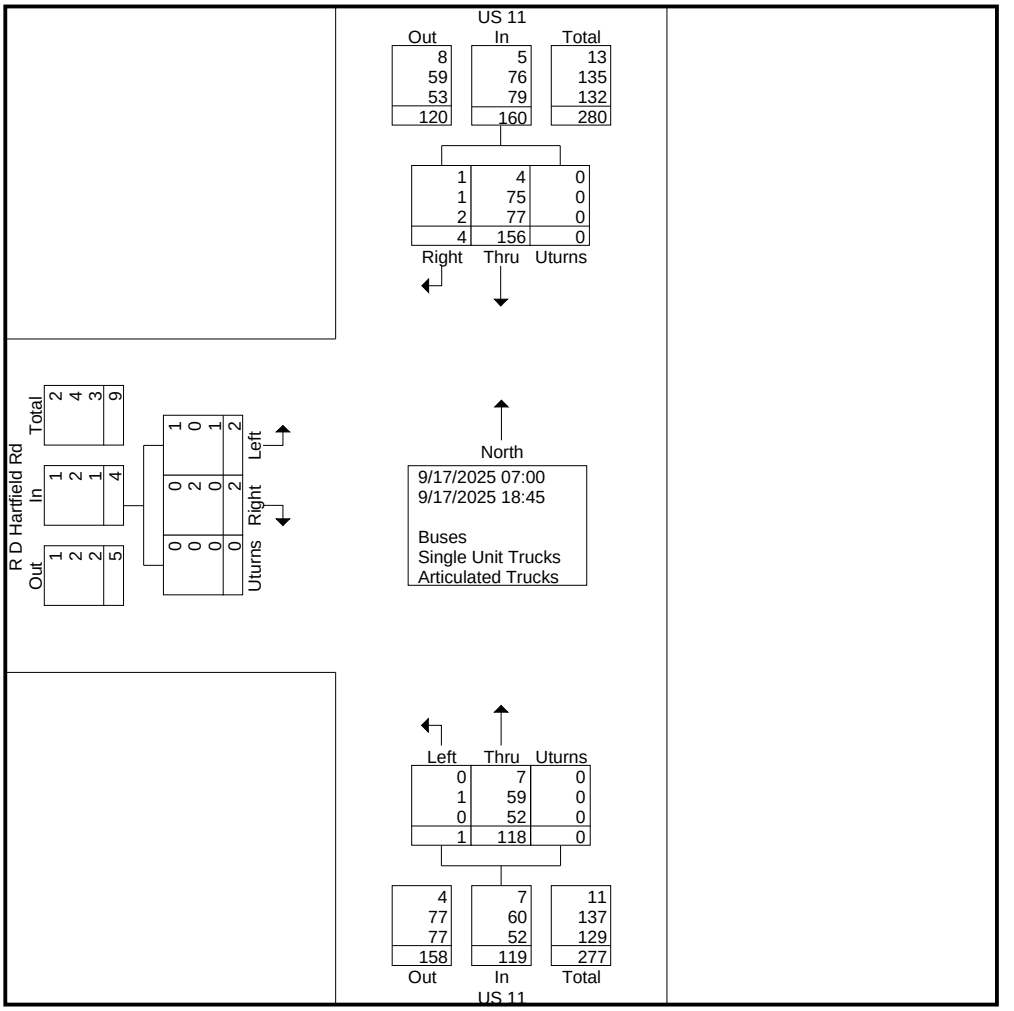
File Name : 2510178
Site Code : 2510178
Start Date : 9/17/2025
Page No : 2

Groups Printed- Buses - Single Unit Trucks - Articulated Trucks

	US 11 Southbound				US 11 Northbound				R D Hartfield Rd Eastbound				
Start Time	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Int. Total
16:00	4	0	0	4	0	3	0	3	0	0	0	0	7
16:15	4	0	0	4	0	3	0	3	0	0	0	0	7
16:30	3	0	0	3	0	1	0	1	0	0	0	0	4
16:45	1	0	0	1	0	1	0	1	0	0	0	0	2
Total	12	0	0	12	0	8	0	8	0	0	0	0	20
17:00	3	0	0	3	0	3	0	3	1	0	0	1	7
17:15	2	0	0	2	0	2	0	2	0	0	0	0	4
17:30	4	0	0	4	0	1	0	1	0	0	0	0	5
17:45	2	0	0	2	0	2	0	2	0	0	0	0	4
Total	11	0	0	11	0	8	0	8	1	0	0	1	20
18:00	1	0	0	1	0	1	0	1	0	0	0	0	2
18:15	1	0	0	1	0	0	0	0	0	0	0	0	1
18:30	3	0	0	3	0	2	0	2	0	0	0	0	5
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	5	0	3	0	3	0	0	0	0	8
Grand Total	156	4	0	160	1	118	0	119	2	2	0	4	283
Apprch %	97.5	2.5	0		0.8	99.2	0		50	50	0		
Total %	55.1	1.4	0	56.5	0.4	41.7	0	42	0.7	0.7	0	1.4	
Buses	4	1	0	5	0	7	0	7	1	0	0	1	13
% Buses	2.6	25	0	3.1	0	5.9	0	5.9	50	0	0	25	4.6
Single Unit Trucks	75	1	0	76	1	59	0	60	0	2	0	2	138
% Single Unit Trucks	48.1	25	0	47.5	100	50	0	50.4	0	100	0	50	48.8
Articulated Trucks	77	2	0	79	0	52	0	52	1	0	0	1	132
% Articulated Trucks	49.4	50	0	49.4	0	44.1	0	43.7	50	0	0	25	46.6

Intersection Turning Movement Count

File Name : 2510178
Site Code : 2510178
Start Date : 9/17/2025
Page No : 3



Intersection Turning Movement Count

US 11 @ R D Hartfield Rd
Purvis, MS

File Name : 2510178 Peds
Site Code : 2510178P
Start Date : 9/17/2025
Page No : 1

Groups Printed- Pedestrians - Bicycles

	US 11 Southbound		US 11 Northbound		R D Hartfield Rd Eastbound		
Start Time	EB	WB	EB	WB	NB	SB	Int. Total
07:00	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

Intersection Turning Movement Count

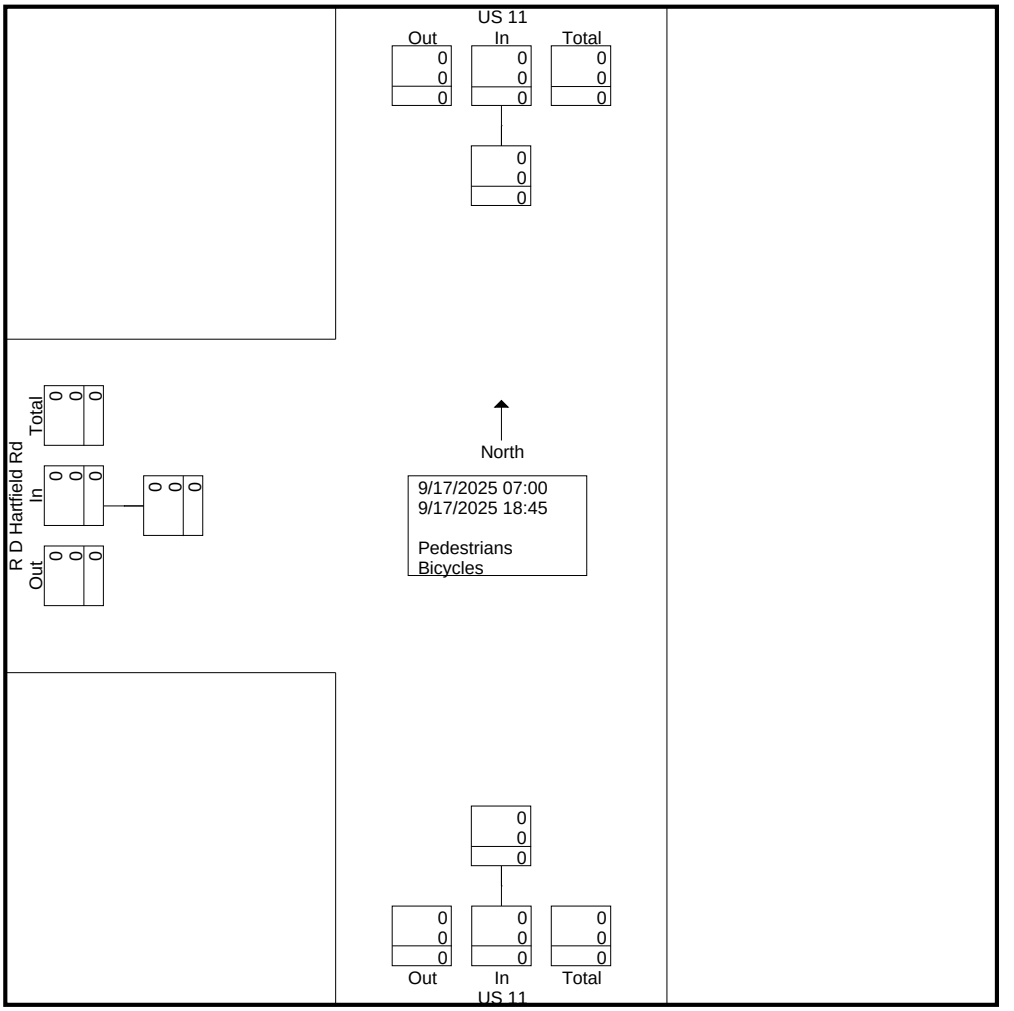
File Name : 2510178 Peds
Site Code : 2510178P
Start Date : 9/17/2025
Page No : 2

Groups Printed- Pedestrians - Bicycles

	US 11 Southbound		US 11 Northbound		R D Hartfield Rd Eastbound		
Start Time	EB	WB	EB	WB	NB	SB	Int. Total
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	
Total %							
Pedestrians							0
% Pedestrians	0	0	0	0	0	0	0
Bicycles							0
% Bicycles	0	0	0	0	0	0	0

Intersection Turning Movement Count

File Name : 2510178 Peds
Site Code : 2510178P
Start Date : 9/17/2025
Page No : 3





MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Turning Movement Count # 2510179

US 11 @ Steele Rd

Purvis, MS

Lamar

US 11 Approaches



Northbound



Southbound

Steele Rd Approach



Westbound

Intersection Turning Movement Count

US 11 @ Steele Rd
Purvis, MS

File Name : 2510179
Site Code : 2510179
Start Date : 9/17/2025
Page No : 1

Groups Printed- Lights - Buses - Single Unit Trucks - Articulated Trucks - Bicycles on the Road

	US 11 Southbound			Steele Rd Westbound			US 11 Northbound			
Start Time	Left	Thru	Uturns	Left	Right	Uturns	Thru	Right	Uturns	Int. Total
07:00	2	182	0	4	6	0	451	9	0	654
08:00	1	165	0	5	3	0	276	1	0	451
09:00	1	147	0	1	2	0	196	0	0	347
10:00	1	186	0	2	2	0	233	2	0	426
11:00	3	219	0	2	4	0	219	2	0	449
12:00	3	234	0	3	5	0	184	1	0	430
13:00	4	240	0	0	7	0	172	0	0	423
14:00	1	240	0	0	3	0	206	3	0	453
15:00	1	285	0	5	2	0	213	2	0	508
16:00	4	390	0	7	3	0	193	3	0	600
17:00	7	425	0	3	5	0	202	3	0	645
18:00	2	225	0	3	0	0	152	4	0	386
Grand Total	30	2938	0	35	42	0	2697	30	0	5772
Apprch %	1	99	0	45.5	54.5	0	98.9	1.1	0	
Total %	0.5	50.9	0	0.6	0.7	0	46.7	0.5	0	
Lights	30	2780	0	32	41	0	2580	29	0	5492
% Lights	100	94.6	0	91.4	97.6	0	95.7	96.7	0	95.1
Buses	0	5	0	0	0	0	8	0	0	13
% Buses	0	0.2	0	0	0	0	0.3	0	0	0.2
Single Unit Trucks	0	75	0	2	1	0	58	0	0	136
% Single Unit Trucks	0	2.6	0	5.7	2.4	0	2.2	0	0	2.4
Articulated Trucks	0	78	0	1	0	0	51	1	0	131
% Articulated Trucks	0	2.7	0	2.9	0	0	1.9	3.3	0	2.3
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

US 11 @ Steele Rd
Purvis, MS

File Name : 2510179
Site Code : 2510179
Start Date : 9/17/2025
Page No : 1

Groups Printed- Lights - Buses - Single Unit Trucks - Articulated Trucks - Bicycles on the Road

	US 11 Southbound				Steele Rd Westbound				US 11 Northbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
07:00	1	45	0	46	1	1	0	2	90	3	0	93	141
07:15	0	48	0	48	0	2	0	2	109	1	0	110	160
07:30	0	44	0	44	1	3	0	4	142	2	0	144	192
07:45	1	45	0	46	2	0	0	2	110	3	0	113	161
Total	2	182	0	184	4	6	0	10	451	9	0	460	654
08:00	0	52	0	52	2	0	0	2	77	1	0	78	132
08:15	0	40	0	40	1	1	0	2	74	0	0	74	116
08:30	0	45	0	45	0	1	0	1	66	0	0	66	112
08:45	1	28	0	29	2	1	0	3	59	0	0	59	91
Total	1	165	0	166	5	3	0	8	276	1	0	277	451
09:00	1	41	0	42	0	0	0	0	46	0	0	46	88
09:15	0	39	0	39	1	0	0	1	47	0	0	47	87
09:30	0	28	0	28	0	1	0	1	53	0	0	53	82
09:45	0	39	0	39	0	1	0	1	50	0	0	50	90
Total	1	147	0	148	1	2	0	3	196	0	0	196	347
10:00	0	46	0	46	0	0	0	0	60	1	0	61	107
10:15	0	48	0	48	2	2	0	4	53	0	0	53	105
10:30	0	50	0	50	0	0	0	0	66	1	0	67	117
10:45	1	42	0	43	0	0	0	0	54	0	0	54	97
Total	1	186	0	187	2	2	0	4	233	2	0	235	426
11:00	0	53	0	53	1	1	0	2	49	2	0	51	106
11:15	1	61	0	62	0	1	0	1	56	0	0	56	119
11:30	1	51	0	52	0	1	0	1	62	0	0	62	115
11:45	1	54	0	55	1	1	0	2	52	0	0	52	109
Total	3	219	0	222	2	4	0	6	219	2	0	221	449
12:00	1	58	0	59	0	1	0	1	35	0	0	35	95
12:15	1	76	0	77	1	1	0	2	55	0	0	55	134
12:30	0	50	0	50	1	1	0	2	45	0	0	45	97
12:45	1	50	0	51	1	2	0	3	49	1	0	50	104
Total	3	234	0	237	3	5	0	8	184	1	0	185	430
13:00	2	56	0	58	0	1	0	1	45	0	0	45	104
13:15	1	64	0	65	0	0	0	0	38	0	0	38	103
13:30	0	66	0	66	0	1	0	1	45	0	0	45	112
13:45	1	54	0	55	0	5	0	5	44	0	0	44	104
Total	4	240	0	244	0	7	0	7	172	0	0	172	423
14:00	1	51	0	52	0	2	0	2	44	1	0	45	99
14:15	0	51	0	51	0	0	0	0	52	1	0	53	104
14:30	0	76	0	76	0	1	0	1	49	0	0	49	126
14:45	0	62	0	62	0	0	0	0	61	1	0	62	124
Total	1	240	0	241	0	3	0	3	206	3	0	209	453
15:00	0	72	0	72	0	0	0	0	48	0	0	48	120
15:15	1	74	0	75	2	0	0	2	50	1	0	51	128
15:30	0	67	0	67	2	1	0	3	51	1	0	52	122
15:45	0	72	0	72	1	1	0	2	64	0	0	64	138
Total	1	285	0	286	5	2	0	7	213	2	0	215	508

Intersection Turning Movement Count

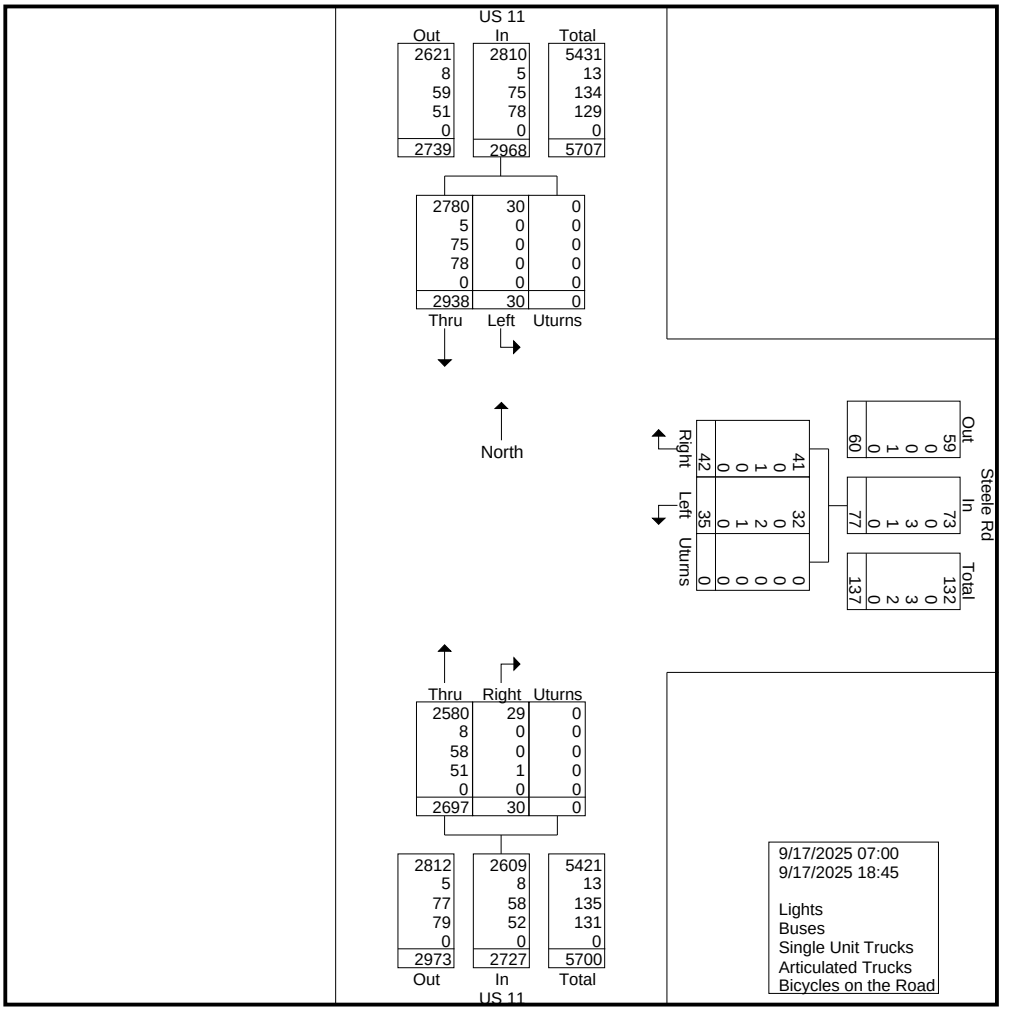
File Name : 2510179
Site Code : 2510179
Start Date : 9/17/2025
Page No : 2

Groups Printed- Lights - Buses - Single Unit Trucks - Articulated Trucks - Bicycles on the Road

	US 11 Southbound				Steele Rd Westbound				US 11 Northbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
16:00	1	88	0	89	3	0	0	3	48	0	0	48	140
16:15	1	111	0	112	1	0	0	1	46	0	0	46	159
16:30	1	100	0	101	2	0	0	2	57	0	0	57	160
16:45	1	91	0	92	1	3	0	4	42	3	0	45	141
Total	4	390	0	394	7	3	0	10	193	3	0	196	600
17:00	3	127	0	130	1	1	0	2	46	1	0	47	179
17:15	2	129	0	131	1	0	0	1	55	2	0	57	189
17:30	2	91	0	93	0	1	0	1	54	0	0	54	148
17:45	0	78	0	78	1	3	0	4	47	0	0	47	129
Total	7	425	0	432	3	5	0	8	202	3	0	205	645
18:00	1	68	0	69	1	0	0	1	46	0	0	46	116
18:15	0	60	0	60	1	0	0	1	46	1	0	47	108
18:30	1	57	0	58	0	0	0	0	39	2	0	41	99
18:45	0	40	0	40	1	0	0	1	21	1	0	22	63
Total	2	225	0	227	3	0	0	3	152	4	0	156	386
Grand Total	30	2938	0	2968	35	42	0	77	2697	30	0	2727	5772
Apprch %	1	99	0		45.5	54.5	0		98.9	1.1	0		
Total %	0.5	50.9	0	51.4	0.6	0.7	0	1.3	46.7	0.5	0	47.2	
Lights	30	2780	0	2810	32	41	0	73	2580	29	0	2609	5492
% Lights	100	94.6	0	94.7	91.4	97.6	0	94.8	95.7	96.7	0	95.7	95.1
Buses	0	5	0	5	0	0	0	0	8	0	0	8	13
% Buses	0	0.2	0	0.2	0	0	0	0	0.3	0	0	0.3	0.2
Single Unit Trucks	0	75	0	75	2	1	0	3	58	0	0	58	136
% Single Unit Trucks	0	2.6	0	2.5	5.7	2.4	0	3.9	2.2	0	0	2.1	2.4
Articulated Trucks	0	78	0	78	1	0	0	1	51	1	0	52	131
% Articulated Trucks	0	2.7	0	2.6	2.9	0	0	1.3	1.9	3.3	0	1.9	2.3
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

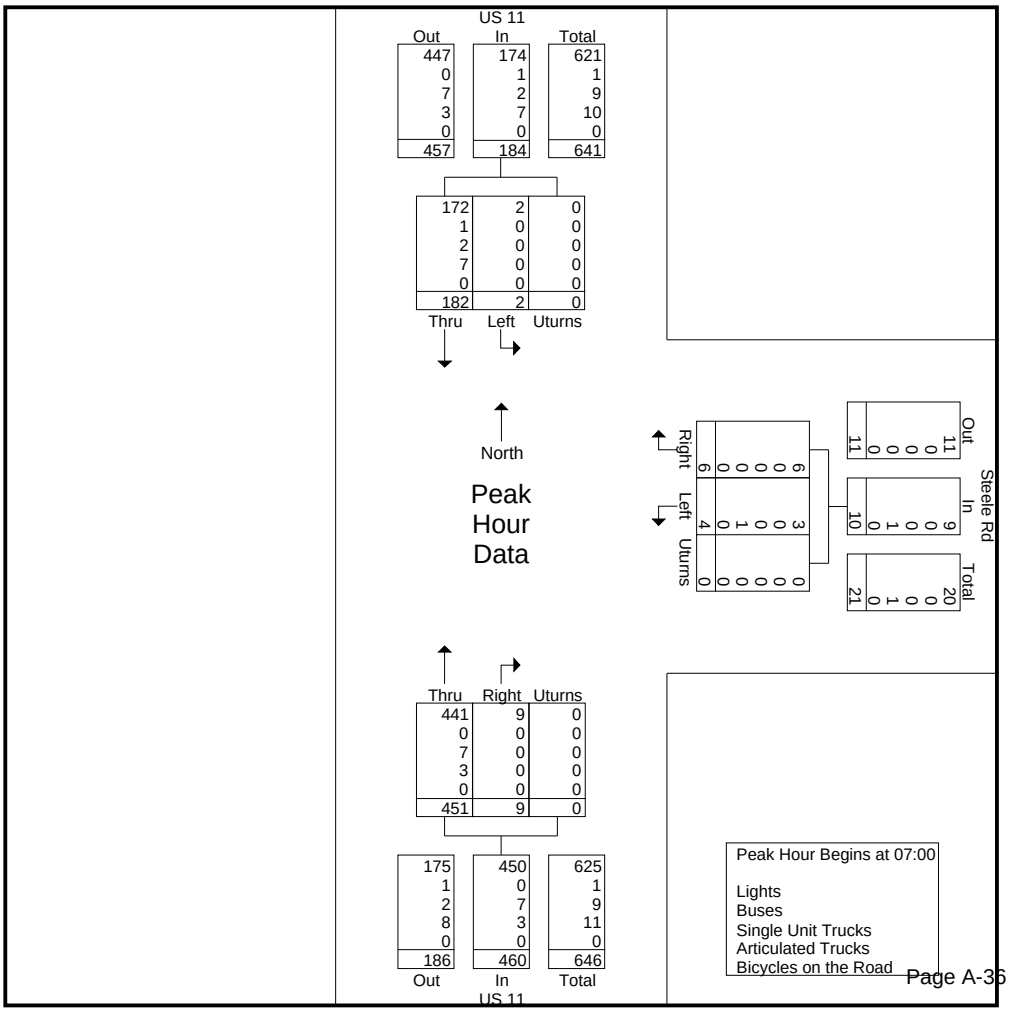
File Name : 2510179
Site Code : 2510179
Start Date : 9/17/2025
Page No : 3



Intersection Turning Movement Count

File Name : 2510179
Site Code : 2510179
Start Date : 9/17/2025
Page No : 4

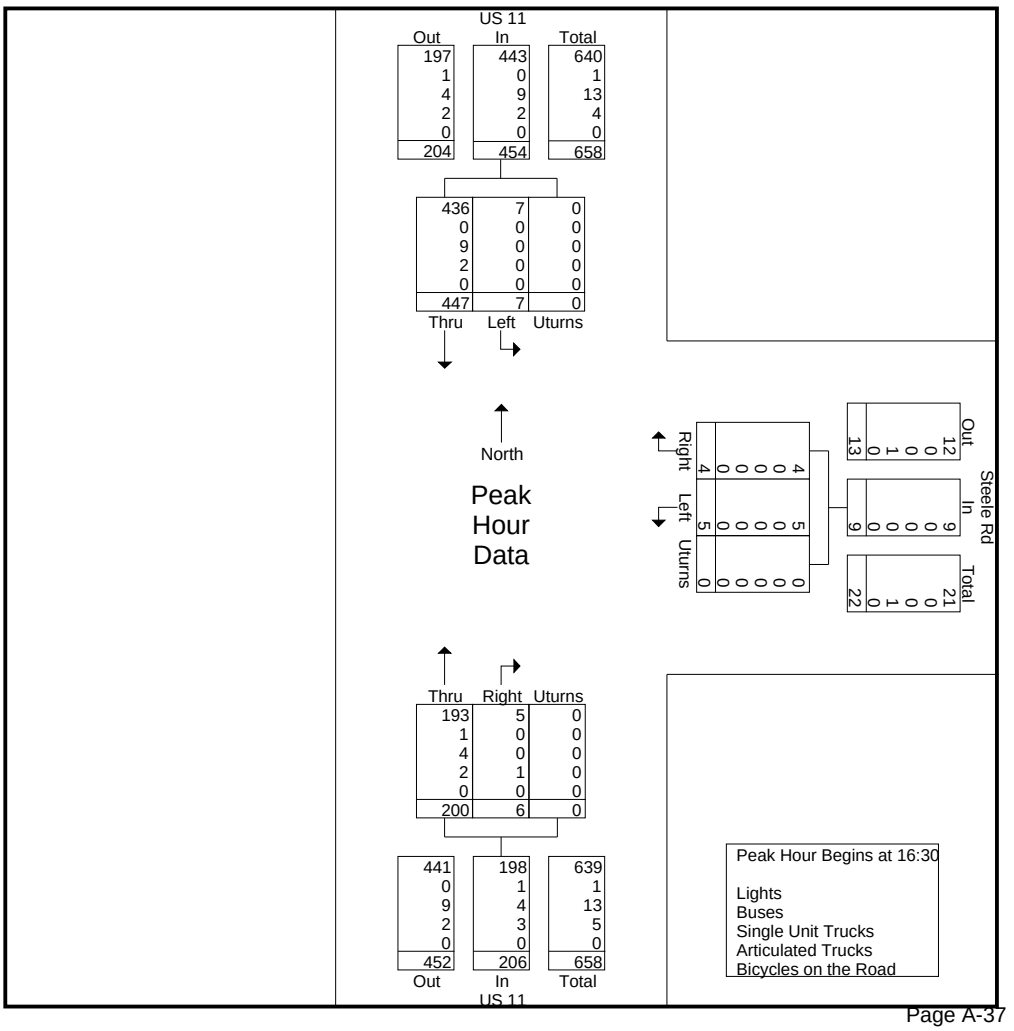
	US 11 Southbound				Steele Rd Westbound				US 11 Northbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00													
07:00	**1**	45	0	46	1	1	0	2	90	**3**	0	93	141
07:15	0	**48**	0	**48**	0	2	0	2	109	1	0	110	160
07:30	0	44	0	44	1	**3**	0	**4**	**142**	2	0	**144**	**192**
07:45	1	45	0	46	**2**	0	0	2	110	3	0	113	161
Total Volume	2	182	0	184	4	6	0	10	451	9	0	460	654
% App. Total	1.1	98.9	0		40	60	0		98	2	0		
PHF	.500	.948	.000	.958	.500	.500	.000	.625	.794	.750	.000	.799	.852
Lights	2	172	0	174	3	6	0	9	441	9	0	450	633
% Lights	100	94.5	0	94.6	75.0	100	0	90.0	97.8	100	0	97.8	96.8
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
% Buses	0	0.5	0	0.5	0	0	0	0	0	0	0	0	0.2
Single Unit Trucks	0	2	0	2	0	0	0	0	7	0	0	7	9
% Single Unit Trucks	0	1.1	0	1.1	0	0	0	0	1.6	0	0	1.5	1.4
Articulated Trucks	0	7	0	7	1	0	0	1	3	0	0	3	11
% Articulated Trucks	0	3.8	0	3.8	25.0	0	0	10.0	0.7	0	0	0.7	1.7
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0



Intersection Turning Movement Count

File Name : 2510179
Site Code : 2510179
Start Date : 9/17/2025
Page No : 5

	US 11 Southbound				Steele Rd Westbound				US 11 Northbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 18:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 16:30													
16:30	1	100	0	101	**2**	0	0	2	**57**	0	0	**57**	160
16:45	1	91	0	92	1	**3**	0	**4**	42	**3**	0	45	141
17:00	**3**	127	0	130	1	1	0	2	46	1	0	47	179
17:15	2	**129**	0	**131**	1	0	0	1	55	2	0	57	**189**
Total Volume	7	447	0	454	5	4	0	9	200	6	0	206	669
% App. Total	1.5	98.5	0		55.6	44.4	0		97.1	2.9	0		
PHF	.583	.866	.000	.866	.625	.333	.000	.563	.877	.500	.000	.904	.885
Lights	7	436	0	443	5	4	0	9	193	5	0	198	650
% Lights	100	97.5	0	97.6	100	100	0	100	96.5	83.3	0	96.1	97.2
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0.5	0	0	0.5	0.1
Single Unit Trucks	0	9	0	9	0	0	0	0	4	0	0	4	13
% Single Unit Trucks	0	2.0	0	2.0	0	0	0	0	2.0	0	0	1.9	1.9
Articulated Trucks	0	2	0	2	0	0	0	0	2	1	0	3	5
% Articulated Trucks	0	0.4	0	0.4	0	0	0	0	1.0	16.7	0	1.5	0.7
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0



Intersection Turning Movement Count

US 11 @ Steele Rd
Purvis, MS

File Name : 2510179
Site Code : 2510179
Start Date : 9/17/2025
Page No : 1

Groups Printed- Buses - Single Unit Trucks - Articulated Trucks

	US 11 Southbound				Steele Rd Westbound				US 11 Northbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
07:00	0	2	0	2	1	0	0	1	4	0	0	4	7
07:15	0	1	0	1	0	0	0	0	2	0	0	2	3
07:30	0	3	0	3	0	0	0	0	3	0	0	3	6
07:45	0	4	0	4	0	0	0	0	1	0	0	1	5
Total	0	10	0	10	1	0	0	1	10	0	0	10	21
08:00	0	3	0	3	0	0	0	0	3	0	0	3	6
08:15	0	7	0	7	0	1	0	1	5	0	0	5	13
08:30	0	4	0	4	0	0	0	0	1	0	0	1	5
08:45	0	6	0	6	0	0	0	0	3	0	0	3	9
Total	0	20	0	20	0	1	0	1	12	0	0	12	33
09:00	0	2	0	2	0	0	0	0	3	0	0	3	5
09:15	0	4	0	4	0	0	0	0	4	0	0	4	8
09:30	0	1	0	1	0	0	0	0	3	0	0	3	4
09:45	0	6	0	6	0	0	0	0	5	0	0	5	11
Total	0	13	0	13	0	0	0	0	15	0	0	15	28
10:00	0	2	0	2	0	0	0	0	5	0	0	5	7
10:15	0	7	0	7	0	0	0	0	2	0	0	2	9
10:30	0	4	0	4	0	0	0	0	5	0	0	5	9
10:45	0	4	0	4	0	0	0	0	6	0	0	6	10
Total	0	17	0	17	0	0	0	0	18	0	0	18	35
11:00	0	5	0	5	0	0	0	0	3	0	0	3	8
11:15	0	3	0	3	0	0	0	0	1	0	0	1	4
11:30	0	4	0	4	0	0	0	0	3	0	0	3	7
11:45	0	3	0	3	0	0	0	0	3	0	0	3	6
Total	0	15	0	15	0	0	0	0	10	0	0	10	25
12:00	0	4	0	4	0	0	0	0	1	0	0	1	5
12:15	0	7	0	7	0	0	0	0	3	0	0	3	10
12:30	0	2	0	2	0	0	0	0	2	0	0	2	4
12:45	0	3	0	3	0	0	0	0	5	0	0	5	8
Total	0	16	0	16	0	0	0	0	11	0	0	11	27
13:00	0	2	0	2	0	0	0	0	1	0	0	1	3
13:15	0	2	0	2	0	0	0	0	1	0	0	1	3
13:30	0	5	0	5	0	0	0	0	1	0	0	1	6
13:45	0	1	0	1	0	0	0	0	3	0	0	3	4
Total	0	10	0	10	0	0	0	0	6	0	0	6	16
14:00	0	6	0	6	0	0	0	0	3	0	0	3	9
14:15	0	3	0	3	0	0	0	0	0	0	0	0	3
14:30	0	6	0	6	0	0	0	0	3	0	0	3	9
14:45	0	1	0	1	0	0	0	0	3	0	0	3	4
Total	0	16	0	16	0	0	0	0	9	0	0	9	25
15:00	0	5	0	5	0	0	0	0	3	0	0	3	8
15:15	0	3	0	3	2	0	0	2	1	0	0	1	6
15:30	0	3	0	3	0	0	0	0	1	0	0	1	4
15:45	0	1	0	1	0	0	0	0	1	0	0	1	2
Total	0	12	0	12	2	0	0	2	6	0	0	6	20

Intersection Turning Movement Count

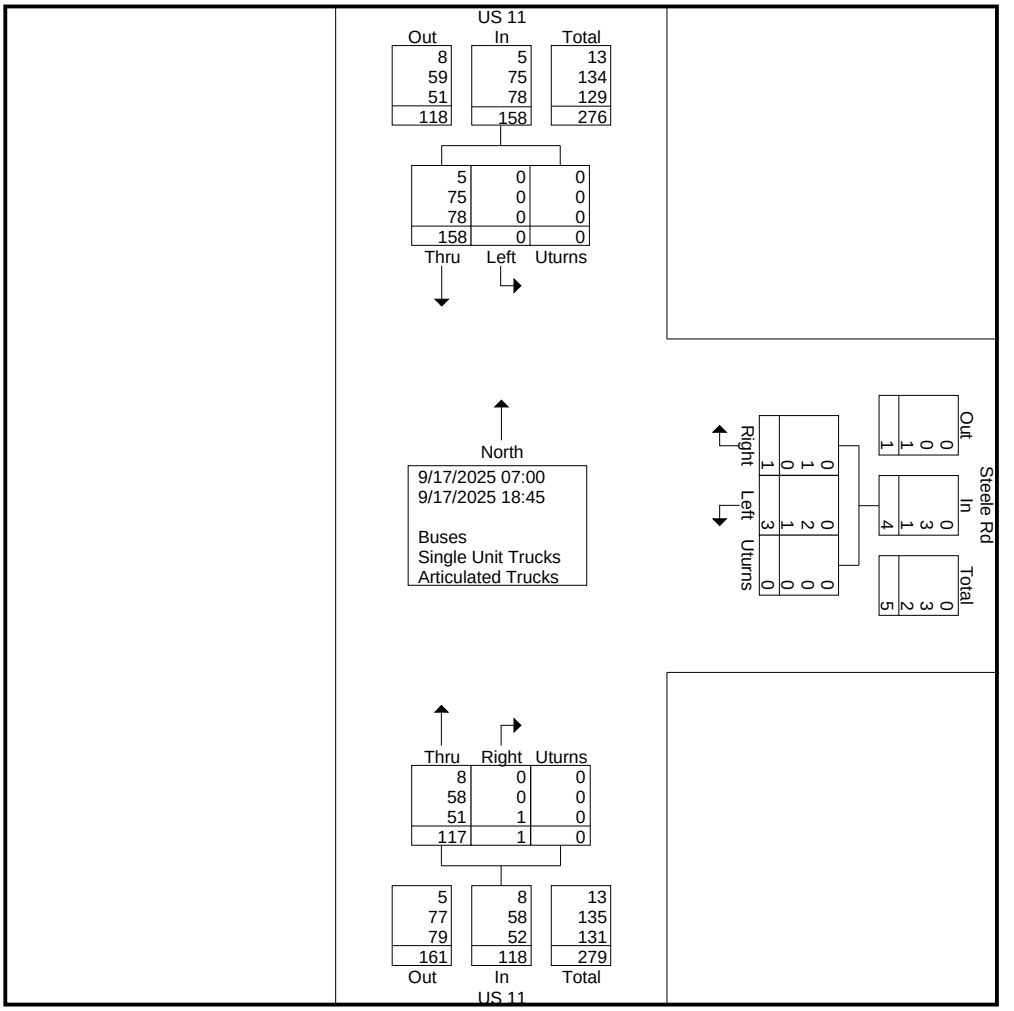
File Name : 2510179
Site Code : 2510179
Start Date : 9/17/2025
Page No : 2

Groups Printed- Buses - Single Unit Trucks - Articulated Trucks

	US 11 Southbound				Steele Rd Westbound				US 11 Northbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
16:00	0	3	0	3	0	0	0	0	4	0	0	4	7
16:15	0	4	0	4	0	0	0	0	3	0	0	3	7
16:30	0	4	0	4	0	0	0	0	1	0	0	1	5
16:45	0	1	0	1	0	0	0	0	1	0	0	1	2
Total	0	12	0	12	0	0	0	0	9	0	0	9	21
17:00	0	5	0	5	0	0	0	0	3	1	0	4	9
17:15	0	1	0	1	0	0	0	0	2	0	0	2	3
17:30	0	4	0	4	0	0	0	0	1	0	0	1	5
17:45	0	2	0	2	0	0	0	0	2	0	0	2	4
Total	0	12	0	12	0	0	0	0	8	1	0	9	21
18:00	0	1	0	1	0	0	0	0	1	0	0	1	2
18:15	0	1	0	1	0	0	0	0	0	0	0	0	1
18:30	0	3	0	3	0	0	0	0	2	0	0	2	5
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	5	0	0	0	0	3	0	0	3	8
Grand Total	0	158	0	158	3	1	0	4	117	1	0	118	280
Apprch %	0	100	0		75	25	0		99.2	0.8	0		
Total %	0	56.4	0	56.4	1.1	0.4	0	1.4	41.8	0.4	0	42.1	
Buses	0	5	0	5	0	0	0	0	8	0	0	8	13
% Buses	0	3.2	0	3.2	0	0	0	0	6.8	0	0	6.8	4.6
Single Unit Trucks	0	75	0	75	2	1	0	3	58	0	0	58	136
% Single Unit Trucks	0	47.5	0	47.5	66.7	100	0	75	49.6	0	0	49.2	48.6
Articulated Trucks	0	78	0	78	1	0	0	1	51	1	0	52	131
% Articulated Trucks	0	49.4	0	49.4	33.3	0	0	25	43.6	100	0	44.1	46.8

Intersection Turning Movement Count

File Name : 2510179
Site Code : 2510179
Start Date : 9/17/2025
Page No : 3



Intersection Turning Movement Count

US 11 @ Steele Rd
Purvis, MS

File Name : 2510179 Peds
Site Code : 2510179P
Start Date : 9/17/2025
Page No : 1

Groups Printed- Pedestrians - Bicycles

	US 11 Southbound		Steele Rd Westbound		US 11 Northbound		
Start Time	EB	WB	NB	SB	EB	WB	Int. Total
07:00	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:45	0	0	1	0	0	0	1
Total	0	0	1	0	0	0	1
08:00	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

Intersection Turning Movement Count

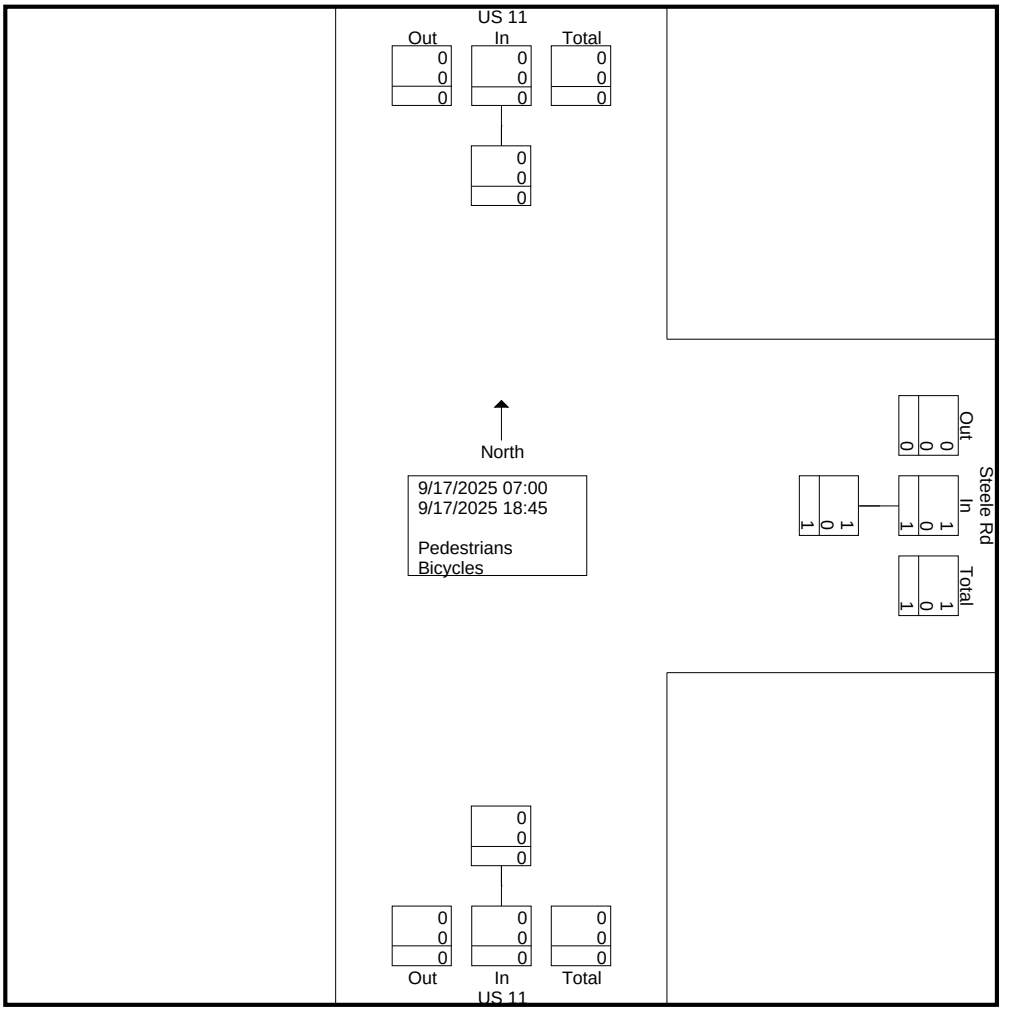
File Name : 2510179 Peds
Site Code : 2510179P
Start Date : 9/17/2025
Page No : 2

Groups Printed- Pedestrians - Bicycles

	US 11 Southbound		Steele Rd Westbound		US 11 Northbound		
Start Time	EB	WB	NB	SB	EB	WB	Int. Total
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	1	0	0	0	1
Apprch %	0	0	100	0	0	0	
Total %	0	0	100	0	0	0	
Pedestrians	0	0	1	0	0	0	1
% Pedestrians	0	0	100	0	0	0	100
Bicycles	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0

Intersection Turning Movement Count

File Name : 2510179 Peds
Site Code : 2510179P
Start Date : 9/17/2025
Page No : 3



Appendix B- Corridor Analysis Results

HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2025
Jurisdiction	MDOT	Time Analyzed	2025 AM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 NB - 2025 Existing Conditions		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	south of gulf pipeline	Passing Constrained	3085	12	1	55	5.1
2	north of gulf pipeline	Passing Zone	942	12	1	55	5.6
3	hartfield road	Passing Constrained	3915	12	1	55	1.4
4	north of hartfield road	Passing Zone	1620	12	1	55	0.0
5	steele Road	Passing Constrained	3610	12	1	55	1.5
6	south of dobby dr	Passing Constrained	1346	12	1	55	0.0
7	north of dobby dr	Passing Zone	1717	12	1	55	3.1
8	north of US 98 ext	Passing Constrained	2193	12	1	55	4.8

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
499	-	0.89	2.76	1700	0.29	55.3	55.0	5.0	C

Segment 2: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
499	218	0.89	2.76	1700	0.29	55.6	53.7	4.8	C

Segment 3: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
499	-	0.89	2.76	1700	0.29	56.2	54.2	4.8	C

Segment 4: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
517	209	0.89	2.76	1700	0.30	56.9	53.7	4.9	C

Segment 5: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
517	-	0.89	2.76	1700	0.30	56.2	55.4	5.1	C

Segment 6: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
513	-	0.89	2.76	1700	0.30	56.5	57.7	5.2	C

Segment 7: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
513	207	0.89	2.76	1700	0.30	56.2	53.5	4.9	C

Segment 8: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
513	-	0.89	2.76	1700	0.30	55.4	56.6	5.3	C

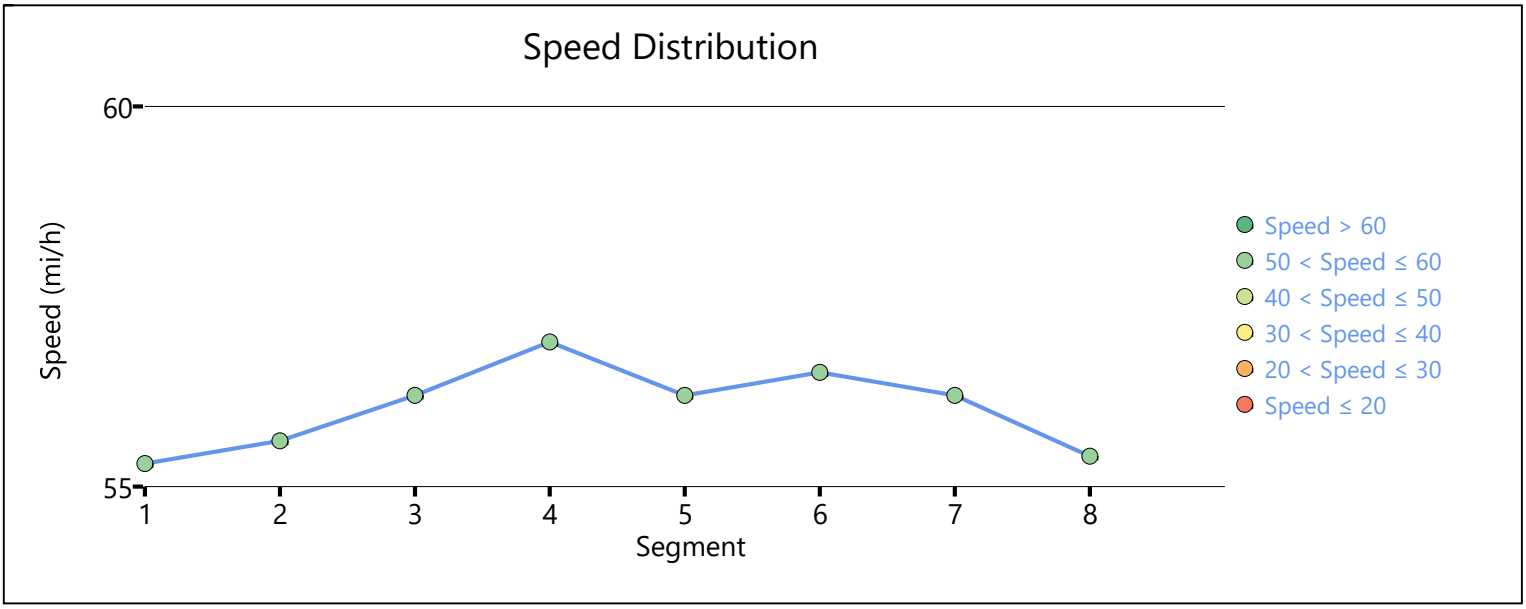
Facility Results

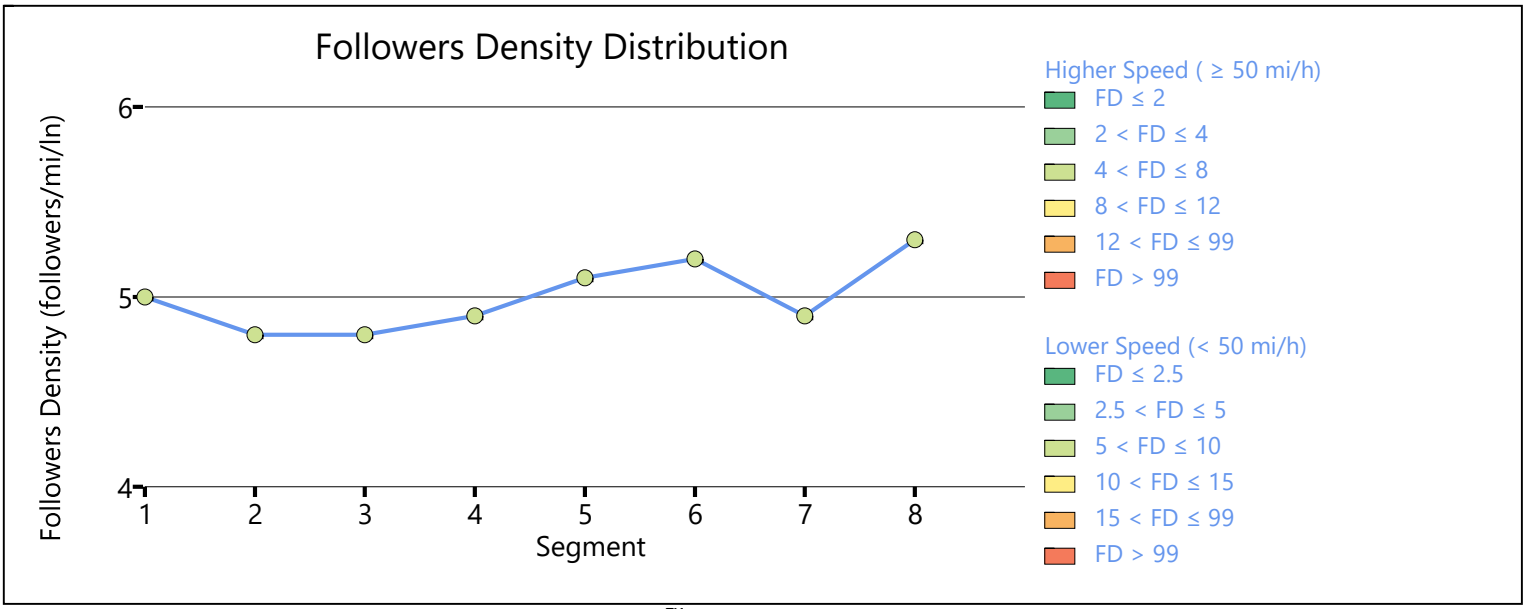
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
395	0.30	5.0	3.70	56.0	C

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 2. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2025
Jurisdiction	MDOT	Time Analyzed	2025 AM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 SB - 2025 Existing Conditions		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	north of dobby dr	Passing Constrained	1106	12	1	55	9.6
2	north of dobby dr	Passing Zone	1387	12	1	55	0.0
3	steele road	Passing Constrained	2785	12	1	55	3.8
4	north of hartfield road	Passing Constrained	2520	12	1	55	0.0
5	north of hartfield road	Passing Zone	1700	12	1	55	0.0
6	hartfield road	Passing Constrained	1057	12	1	55	5.0
7	north of gulf pipeline	Passing Constrained	2934	12	1	55	1.8
8	north of gulf pipeline	Passing Zone	949	12	1	55	0.0
9	old okahola road	Passing Constrained	3990	12	1	55	4.0

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
207	-	0.89	2.76	1700	0.12	55.3	36.4	1.4	A

Segment 2: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
207	513	0.89	2.76	1700	0.12	57.9	33.4	1.2	A

Segment 3: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
207	-	0.89	2.76	1700	0.12	56.7	33.9	1.2	A

Segment 4: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
209	-	0.89	2.76	1700	0.12	57.6	34.1	1.2	A

Segment 5: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS

209	517	0.89	2.76	1700	0.12	57.9	33.1	1.2	A

Segment 6: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
209	-	0.89	2.76	1700	0.12	56.4	36.3	1.3	A

Segment 7: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
218	-	0.89	2.76	1700	0.13	57.1	34.7	1.3	A

Segment 8: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
218	499	0.89	2.76	1700	0.13	57.8	34.6	1.3	A

Segment 9: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
218	-	0.89	2.76	1700	0.13	56.6	34.3	1.3	A

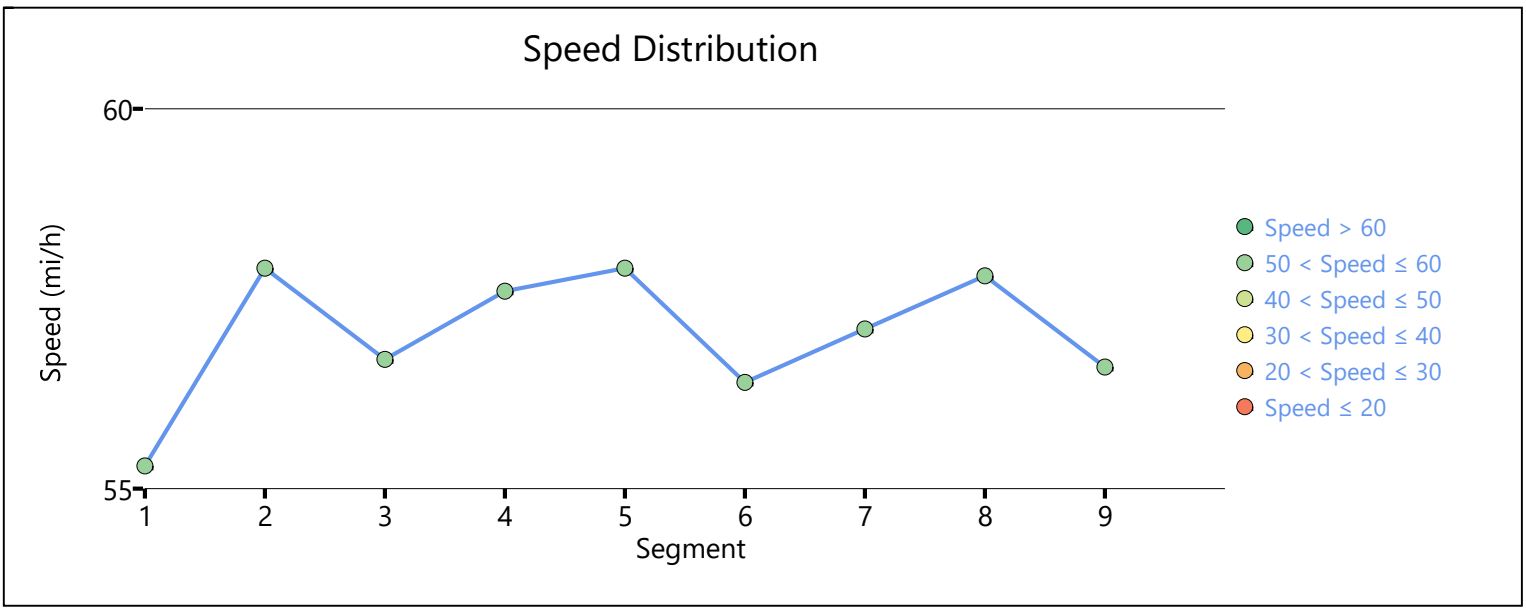
Facility Results

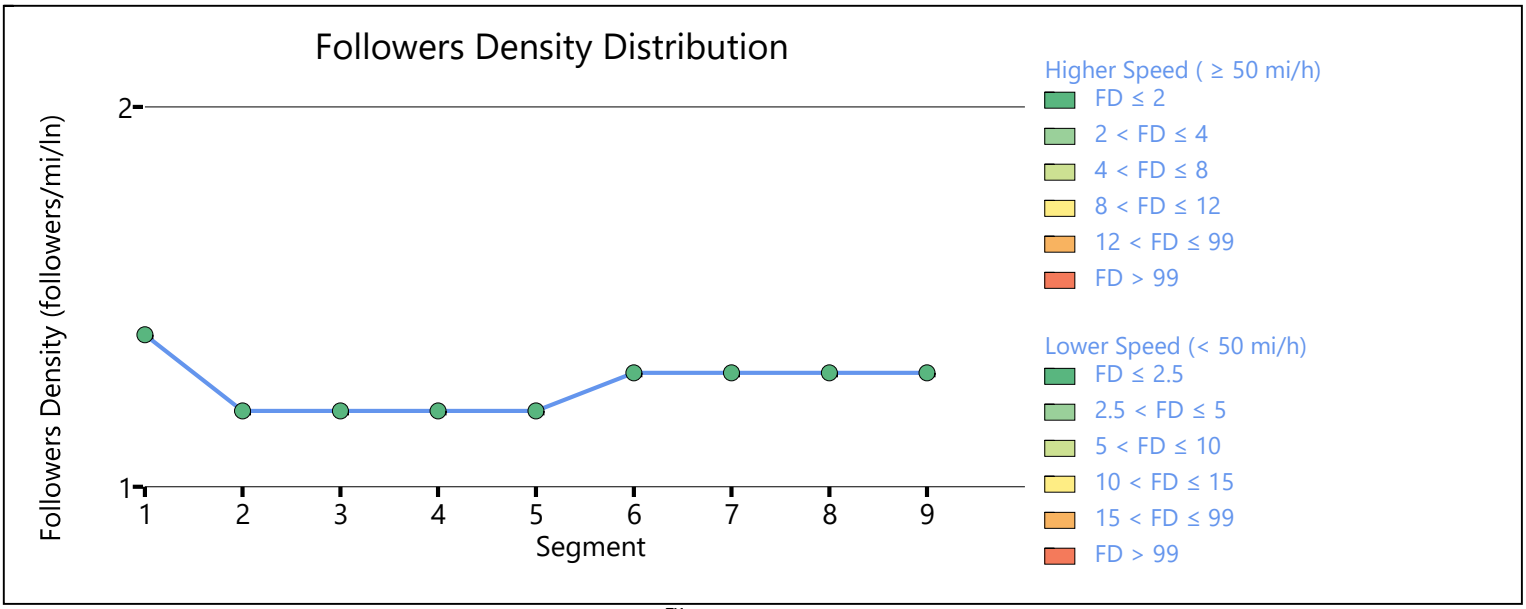
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
165	0.07	1.3	3.70	57.0	A

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 1. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 2	Segment Length Over/Under recommended lengths on segment 6. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 3	Segment Length Over/Under recommended lengths on segment 8. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2025
Jurisdiction	MDOT	Time Analyzed	2025 PM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 NB - 2025 Existing Conditions		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	south of gulf pipeline	Passing Constrained	3085	12	1	55	5.1
2	north of gulf pipeline	Passing Zone	942	12	1	55	5.6
3	hartfield road	Passing Constrained	3915	12	1	55	1.4
4	north of hartfield road	Passing Zone	1620	12	1	55	0.0
5	steele Road	Passing Constrained	3610	12	1	55	1.5
6	south of dobby dr	Passing Constrained	1346	12	1	55	0.0
7	north of dobby dr	Passing Zone	1717	12	1	55	3.1
8	north of US 98 ext	Passing Constrained	2193	12	1	55	4.8

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
232	-	0.88	2.35	1700	0.14	56.3	36.2	1.5	A

Segment 2: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
232	502	0.88	2.35	1700	0.14	56.4	36.2	1.5	A

Segment 3: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
232	-	0.88	2.35	1700	0.14	57.2	35.4	1.4	A

Segment 4: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
235	514	0.88	2.35	1700	0.14	57.8	35.7	1.5	A

Segment 5: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
235	-	0.88	2.35	1700	0.14	57.1	35.9	1.5	A

Segment 6: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
232	-	0.88	2.35	1700	0.14	57.5	38.1	1.5	A

Segment 7: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
232	516	0.88	2.35	1700	0.14	57.0	35.4	1.4	A

Segment 8: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
232	-	0.88	2.35	1700	0.14	56.3	37.0	1.5	A

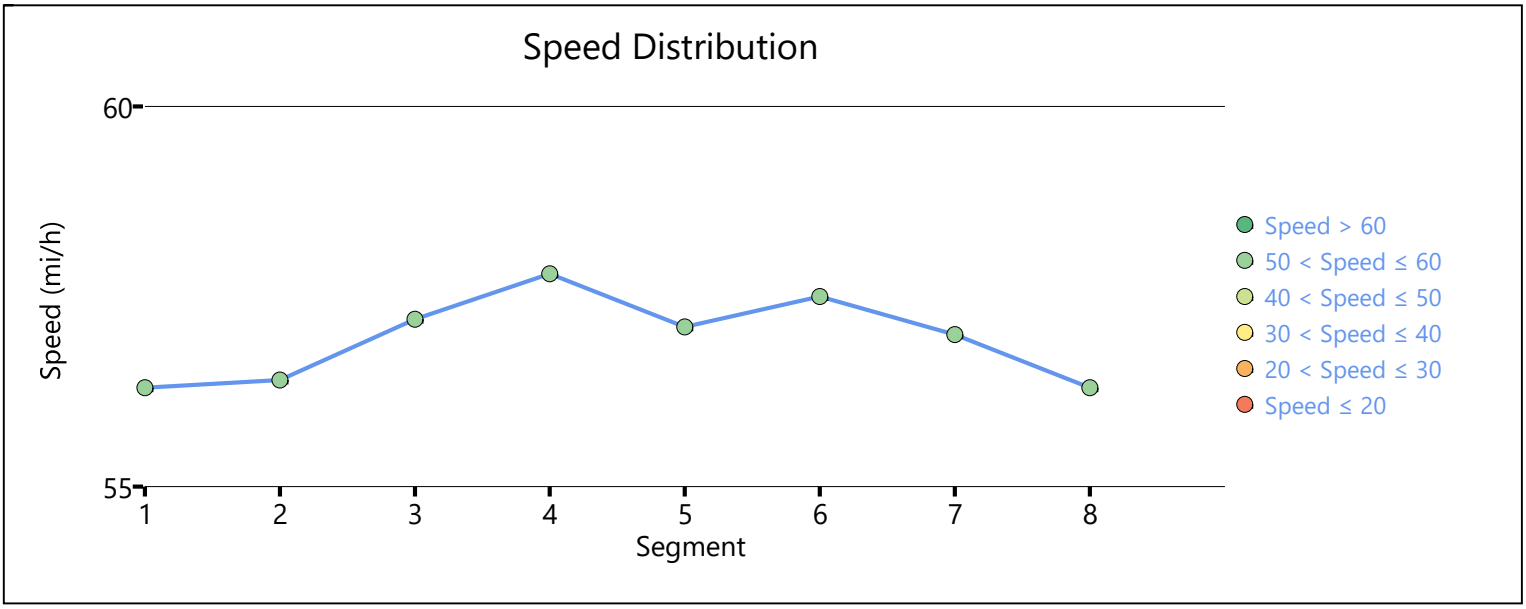
Facility Results

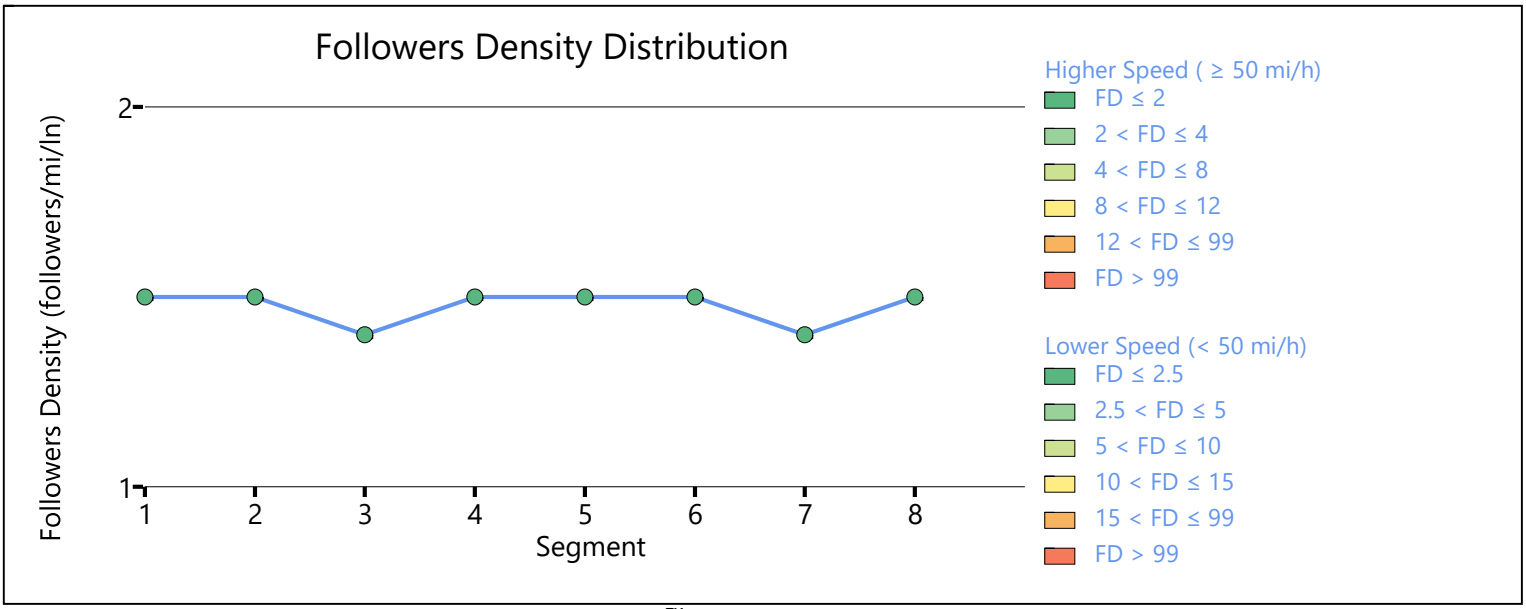
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
179	0.08	1.5	3.70	56.9	A

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 2. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2025
Jurisdiction	MDOT	Time Analyzed	2025 PM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 SB - 2025 Existing Conditions		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	north of dobby dr	Passing Constrained	1106	12	1	55	9.6
2	north of dobby dr	Passing Zone	1387	12	1	55	0.0
3	steele road	Passing Constrained	2785	12	1	55	3.8
4	north of hartfield road	Passing Constrained	2520	12	1	55	0.0
5	north of hartfield road	Passing Zone	1700	12	1	55	0.0
6	hartfield road	Passing Constrained	1057	12	1	55	5.0
7	north of gulf pipeline	Passing Constrained	2934	12	1	55	1.8
8	north of gulf pipeline	Passing Zone	949	12	1	55	0.0
9	old okahola road	Passing Constrained	3990	12	1	55	4.0

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
516	-	0.88	2.35	1700	0.30	54.2	58.5	5.6	C

Segment 2: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
516	232	0.88	2.35	1700	0.30	56.9	54.3	4.9	C

Segment 3: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
516	-	0.88	2.35	1700	0.30	55.6	56.1	5.2	C

Segment 4: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
514	-	0.88	2.35	1700	0.30	56.5	55.9	5.1	C

Segment 5: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS

514	235	0.88	2.35	1700	0.30	56.9	53.6	4.8	C

Segment 6: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
514	-	0.88	2.35	1700	0.30	55.3	58.1	5.4	C

Segment 7: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
502	-	0.88	2.35	1700	0.30	56.1	55.1	4.9	C

Segment 8: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
502	232	0.88	2.35	1700	0.30	57.0	53.7	4.7	C

Segment 9: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
502	-	0.88	2.35	1700	0.30	55.6	54.6	4.9	C

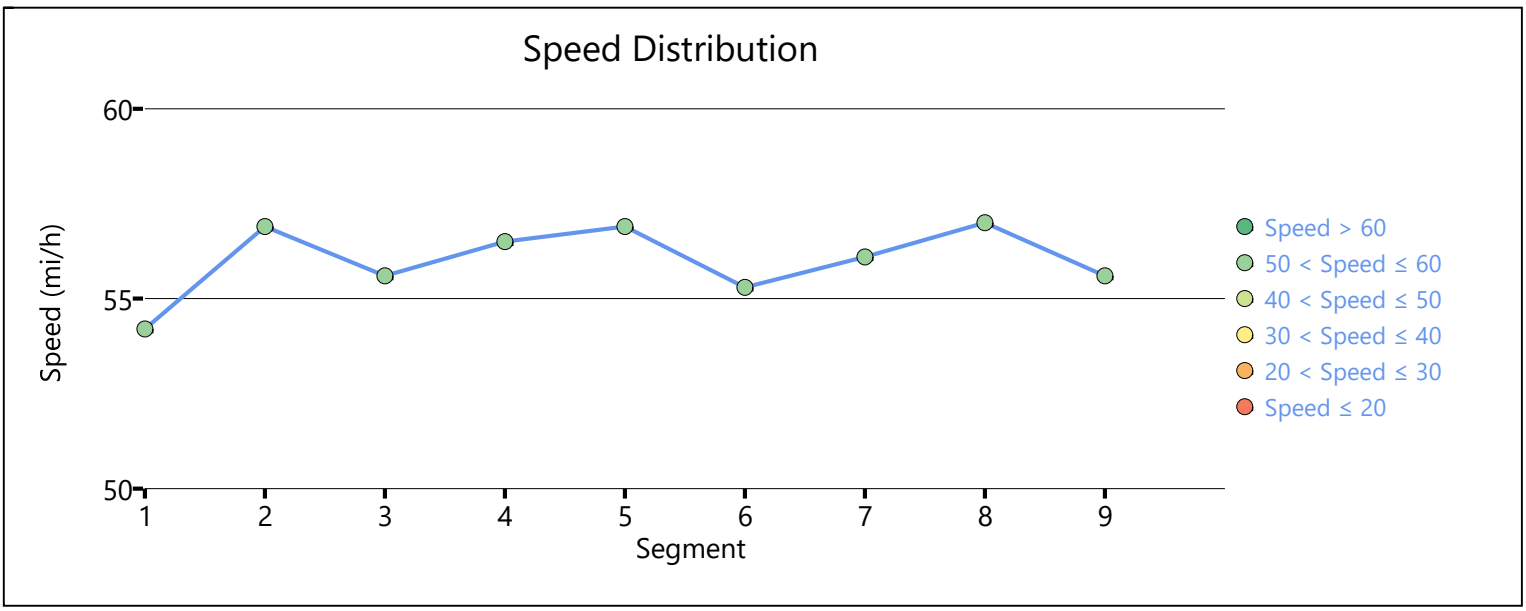
Facility Results

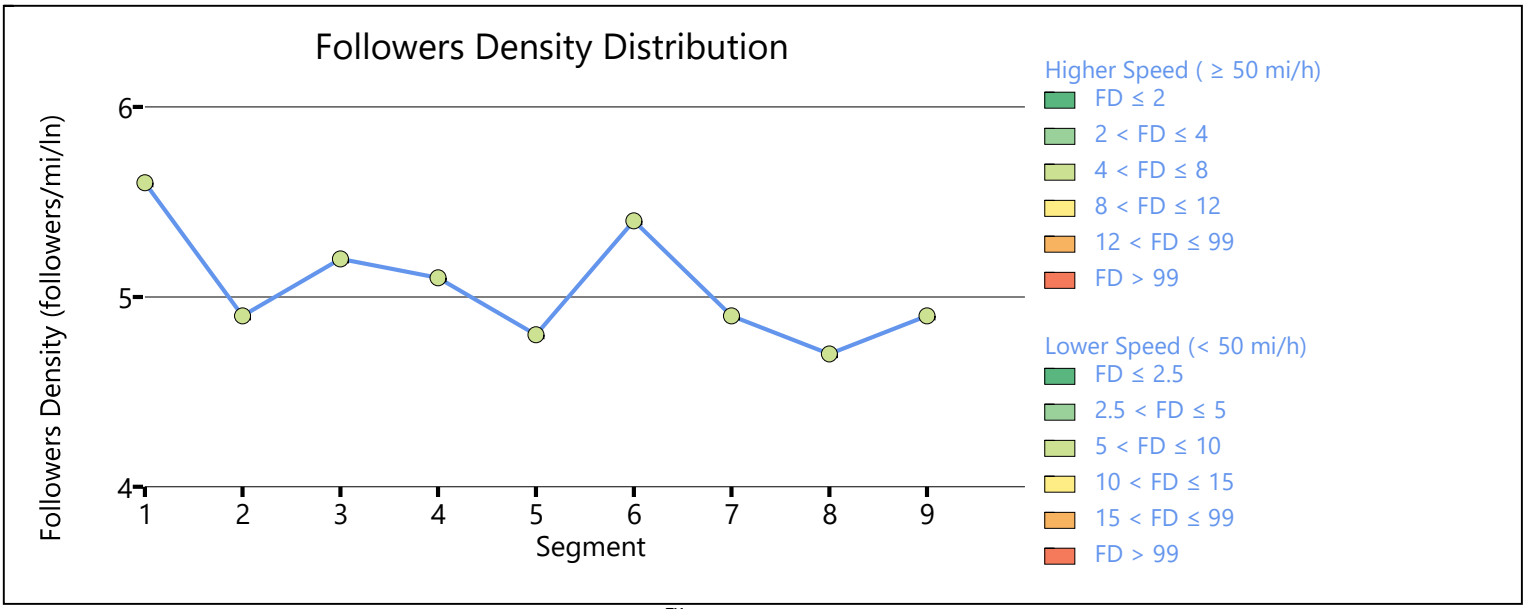
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
391	0.29	5.0	3.70	56.0	C

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 1. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 2	Segment Length Over/Under recommended lengths on segment 6. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 3	Segment Length Over/Under recommended lengths on segment 8. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2030
Jurisdiction	MDOT	Time Analyzed	2030 AM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 NB - 2030 No Build Conditions		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	south of gulf pipeline	Passing Constrained	3085	12	1	55	5.1
2	north of gulf pipeline	Passing Zone	942	12	1	55	5.6
3	hartfield road	Passing Constrained	3915	12	1	55	1.4
4	north of hartfield road	Passing Zone	1620	12	1	55	0.0
5	steele Road	Passing Constrained	3610	12	1	55	1.5
6	south of dobby dr	Passing Constrained	1346	12	1	55	0.0
7	north of dobby dr	Passing Zone	1717	12	1	55	3.1
8	north of US 98 ext	Passing Constrained	2193	12	1	55	4.8

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
562	-	0.89	2.76	1700	0.33	55.2	58.2	5.9	C

Segment 2: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
562	245	0.89	2.76	1700	0.33	55.4	57.2	5.8	C

Segment 3: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
562	-	0.89	2.76	1700	0.33	56.1	57.5	5.8	C

Segment 4: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
582	235	0.89	2.76	1700	0.34	56.7	57.3	5.9	C

Segment 5: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
582	-	0.89	2.76	1700	0.34	56.0	58.6	6.1	C

Segment 6: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
579	-	0.89	2.76	1700	0.34	56.4	60.9	6.2	C

Segment 7: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
579	233	0.89	2.76	1700	0.34	56.0	57.1	5.9	C

Segment 8: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
579	-	0.89	2.76	1700	0.34	55.2	59.9	6.3	C

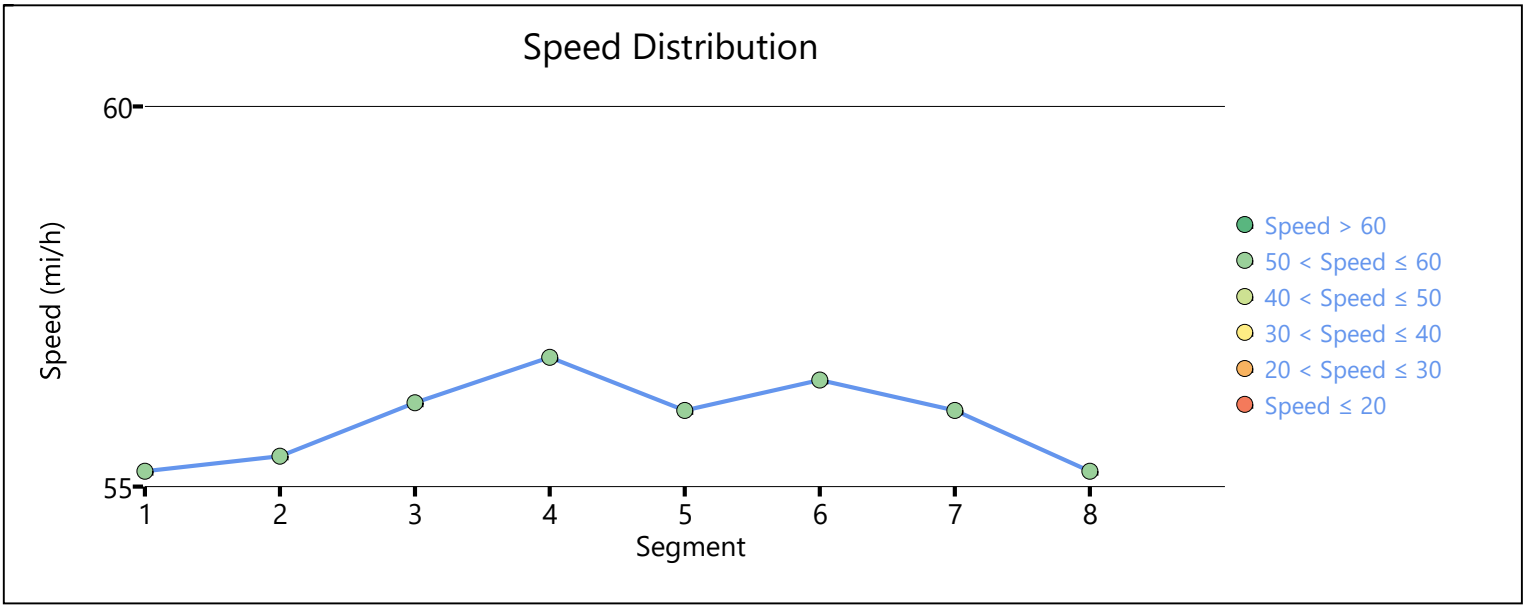
Facility Results

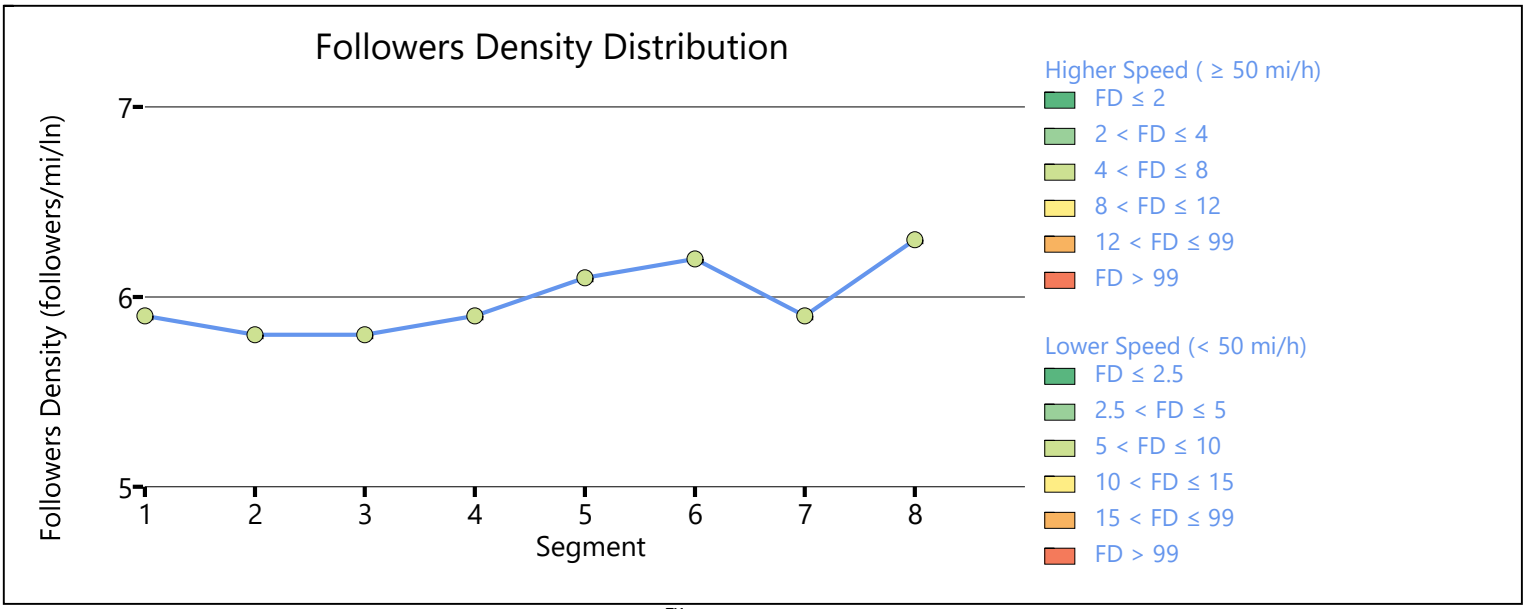
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
444	0.36	6.0	3.80	55.8	C

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 2. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2030
Jurisdiction	MDOT	Time Analyzed	2030 AM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 SB - 2030 No Build Conditions		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	north of dobby dr	Passing Constrained	1106	12	1	55	9.6
2	north of dobby dr	Passing Zone	1387	12	1	55	0.0
3	steele road	Passing Constrained	2785	12	1	55	3.8
4	north of hartfield road	Passing Constrained	2520	12	1	55	0.0
5	north of hartfield road	Passing Zone	1700	12	1	55	0.0
6	hartfield road	Passing Constrained	1057	12	1	55	5.0
7	north of gulf pipeline	Passing Constrained	2934	12	1	55	1.8
8	north of gulf pipeline	Passing Zone	949	12	1	55	0.0
9	old okahola road	Passing Constrained	3990	12	1	55	4.0

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
233	-	0.89	2.76	1700	0.14	55.2	38.9	1.6	A

Segment 2: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
233	579	0.89	2.76	1700	0.14	57.7	36.1	1.5	A

Segment 3: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
233	-	0.89	2.76	1700	0.14	56.6	36.4	1.5	A

Segment 4: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
235	-	0.89	2.76	1700	0.14	57.5	36.6	1.5	A

Segment 5: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS

235	582	0.89	2.76	1700	0.14	57.7	35.8	1.5	A

Segment 6: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
235	-	0.89	2.76	1700	0.14	56.3	38.8	1.6	A

Segment 7: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
245	-	0.89	2.76	1700	0.14	57.0	37.3	1.6	A

Segment 8: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
245	562	0.89	2.76	1700	0.14	57.7	37.4	1.6	A

Segment 9: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
245	-	0.89	2.76	1700	0.14	56.5	36.8	1.6	A

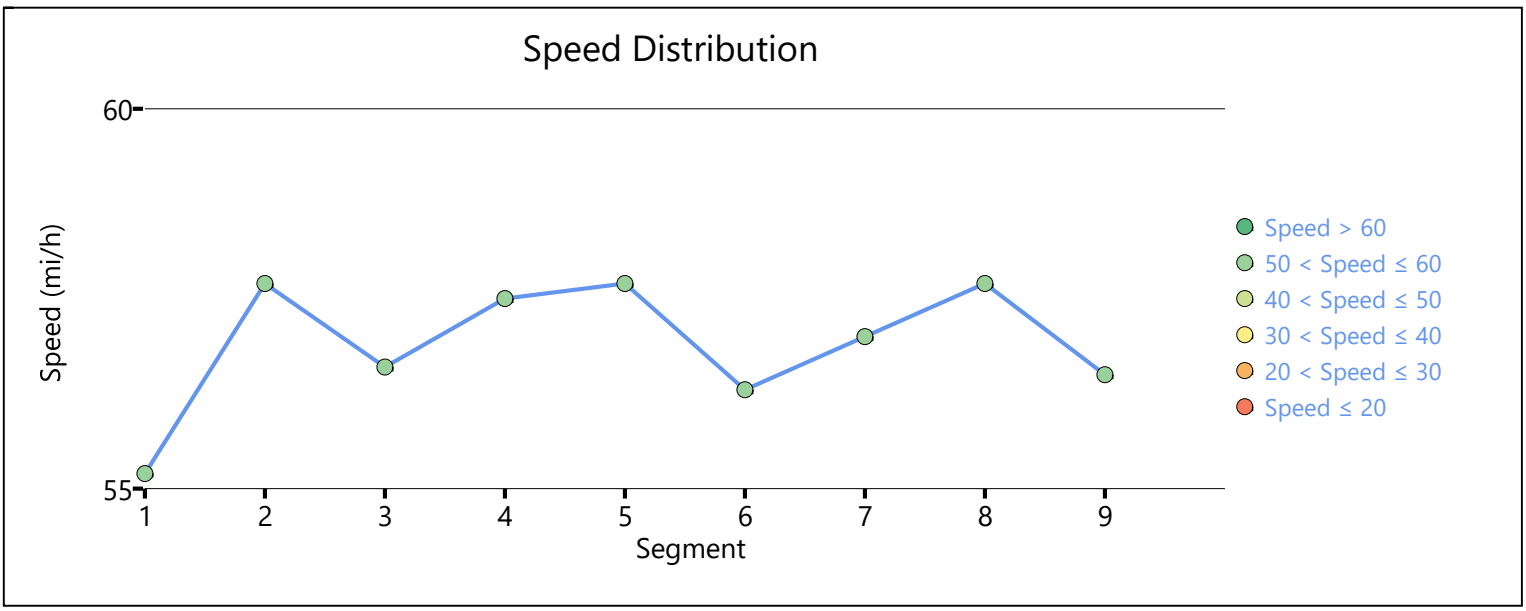
Facility Results

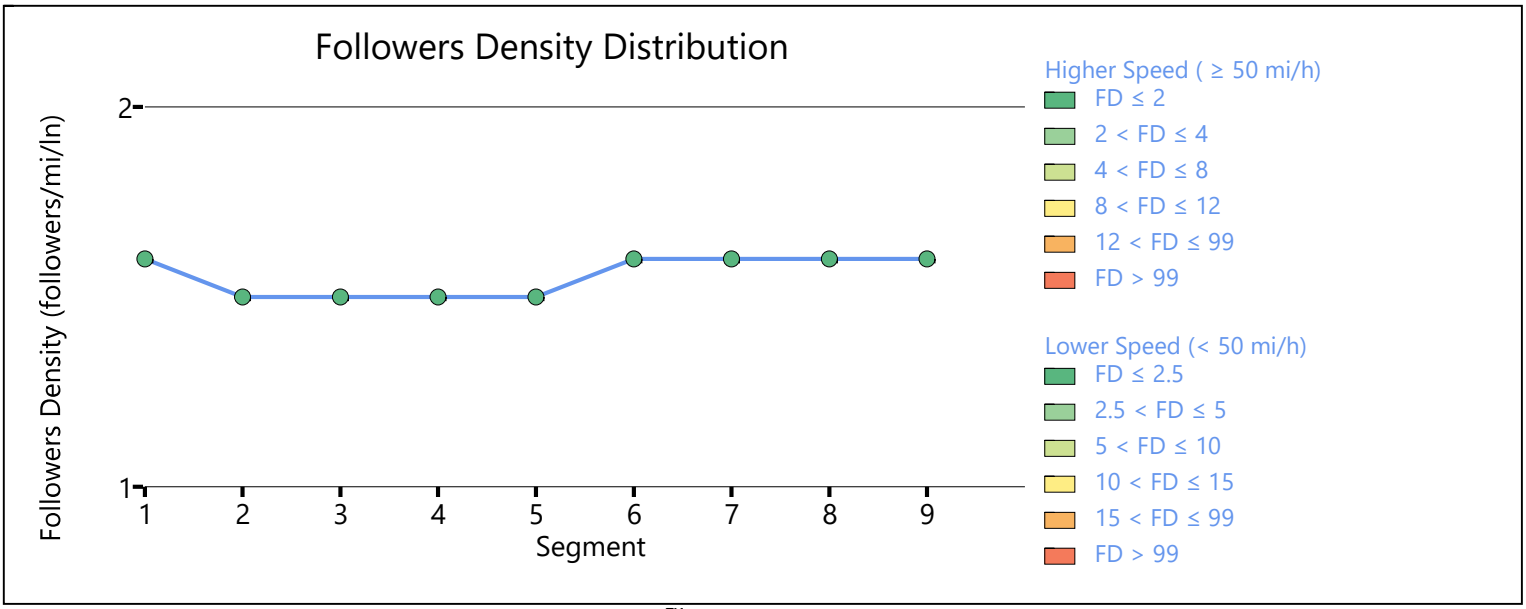
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
185	0.09	1.5	3.70	56.9	A

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 1. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 2	Segment Length Over/Under recommended lengths on segment 6. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 3	Segment Length Over/Under recommended lengths on segment 8. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2030
Jurisdiction	MDOT	Time Analyzed	2030 PM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 NB - 2030 No Build Conditions		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	south of gulf pipeline	Passing Constrained	3085	12	1	55	5.1
2	north of gulf pipeline	Passing Zone	942	12	1	55	5.6
3	hartfield road	Passing Constrained	3915	12	1	55	1.4
4	north of hartfield road	Passing Zone	1620	12	1	55	0.0
5	steele Road	Passing Constrained	3610	12	1	55	1.5
6	south of dobby dr	Passing Constrained	1346	12	1	55	0.0
7	north of dobby dr	Passing Zone	1717	12	1	55	3.1
8	north of US 98 ext	Passing Constrained	2193	12	1	55	4.8

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
261	-	0.88	2.35	1700	0.15	56.1	38.8	1.8	A

Segment 2: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
261	566	0.88	2.35	1700	0.15	56.3	39.2	1.8	A

Segment 3: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
261	-	0.88	2.35	1700	0.15	57.0	38.1	1.7	A

Segment 4: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
265	578	0.88	2.35	1700	0.16	57.6	38.6	1.8	A

Segment 5: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
265	-	0.88	2.35	1700	0.16	57.0	38.5	1.8	A

Segment 6: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
261	-	0.88	2.35	1700	0.15	57.4	40.8	1.9	A

Segment 7: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
261	581	0.88	2.35	1700	0.15	56.9	38.3	1.8	A

Segment 8: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
261	-	0.88	2.35	1700	0.15	56.2	39.7	1.8	A

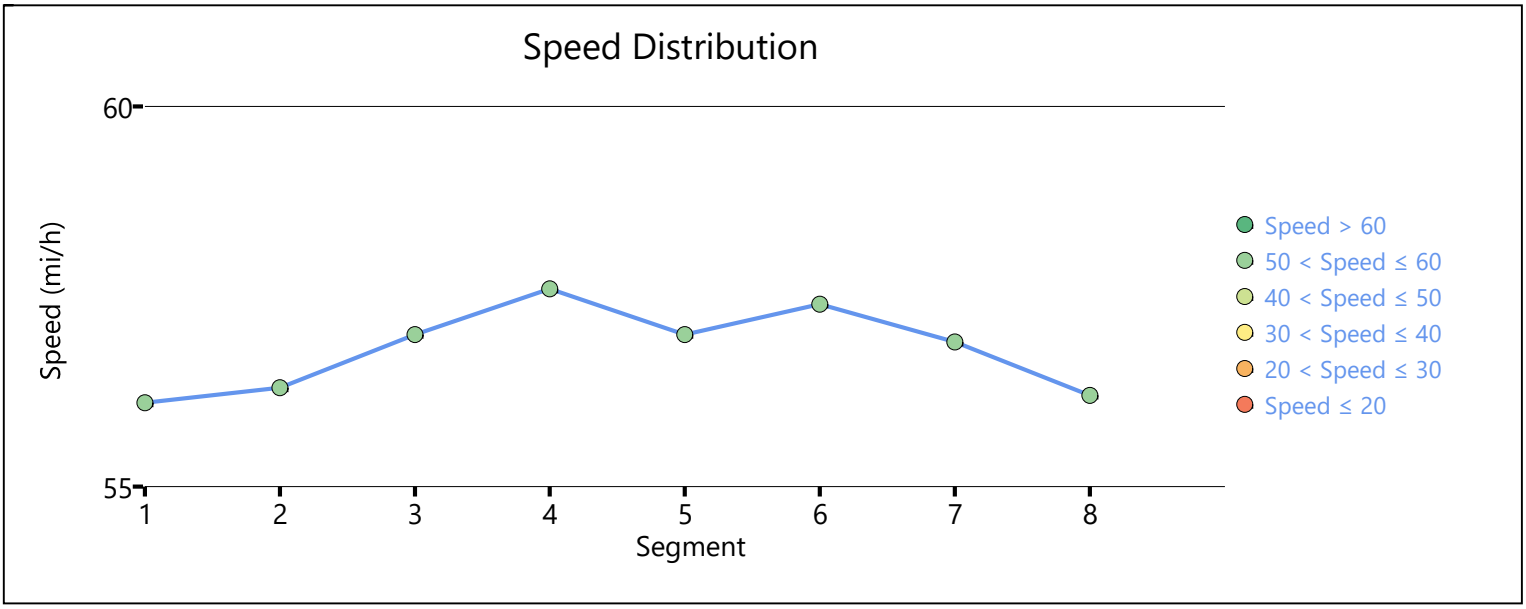
Facility Results

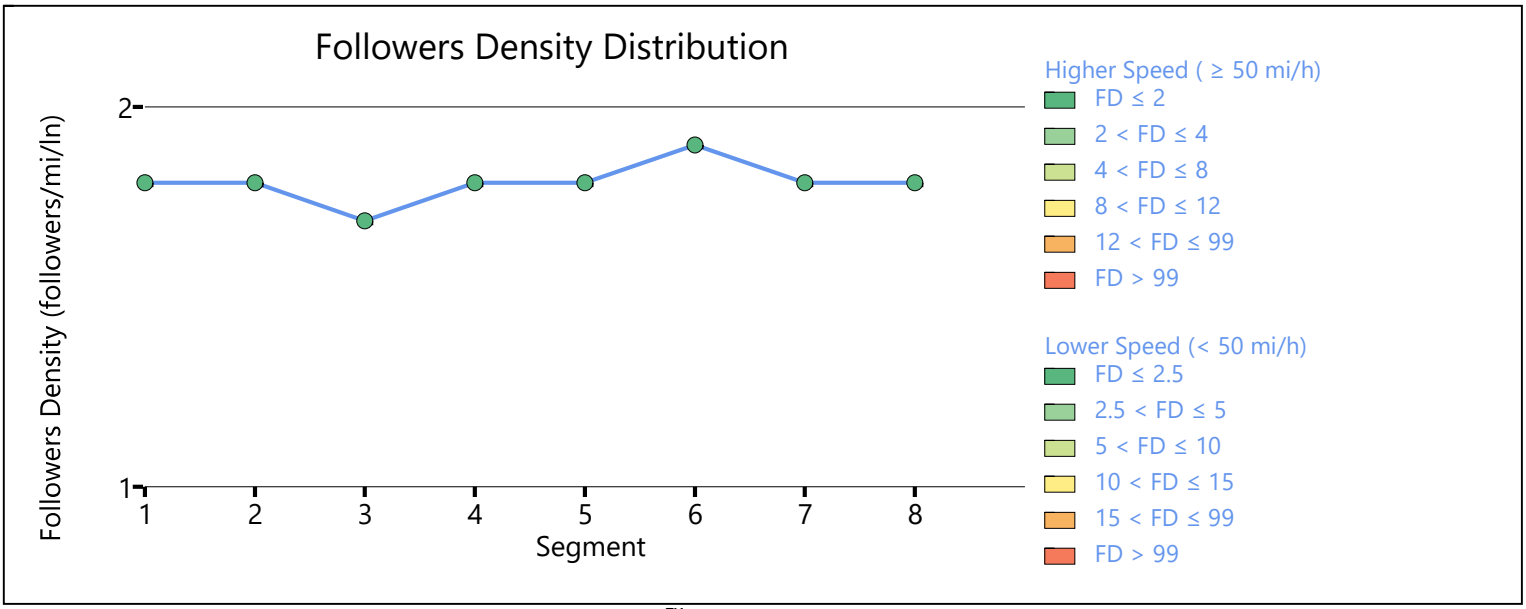
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
201	0.10	1.8	3.70	56.8	A

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 2. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2030
Jurisdiction	MDOT	Time Analyzed	2030 PM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 SB - 2030 No Build Conditions		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	north of dobby dr	Passing Constrained	1106	12	1	55	9.6
2	north of dobby dr	Passing Zone	1387	12	1	55	0.0
3	steele road	Passing Constrained	2785	12	1	55	3.8
4	north of hartfield road	Passing Constrained	2520	12	1	55	0.0
5	north of hartfield road	Passing Zone	1700	12	1	55	0.0
6	hartfield road	Passing Constrained	1057	12	1	55	5.0
7	north of gulf pipeline	Passing Constrained	2934	12	1	55	1.8
8	north of gulf pipeline	Passing Zone	949	12	1	55	0.0
9	old okahola road	Passing Constrained	3990	12	1	55	4.0

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
581	-	0.88	2.35	1700	0.34	54.1	61.7	6.6	C

Segment 2: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
581	261	0.88	2.35	1700	0.34	56.8	57.8	5.9	C

Segment 3: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
581	-	0.88	2.35	1700	0.34	55.5	59.3	6.2	C

Segment 4: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
578	-	0.88	2.35	1700	0.34	56.4	59.2	6.1	C

Segment 5: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS

578	265	0.88	2.35	1700	0.34	56.8	57.2	5.8	C

Segment 6: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
578	-	0.88	2.35	1700	0.34	55.2	61.3	6.4	C

Segment 7: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
566	-	0.88	2.35	1700	0.33	56.0	58.3	5.9	C

Segment 8: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
566	261	0.88	2.35	1700	0.33	56.8	57.3	5.7	C

Segment 9: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
566	-	0.88	2.35	1700	0.33	55.4	57.8	5.9	C

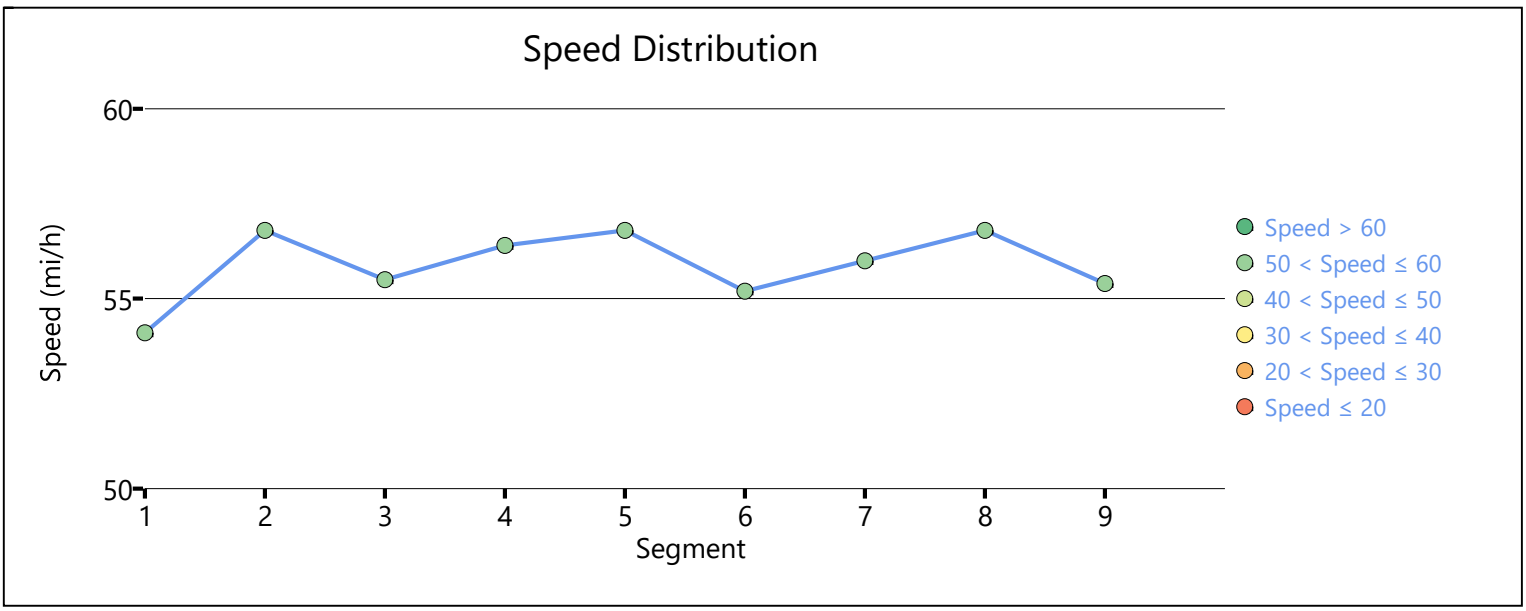
Facility Results

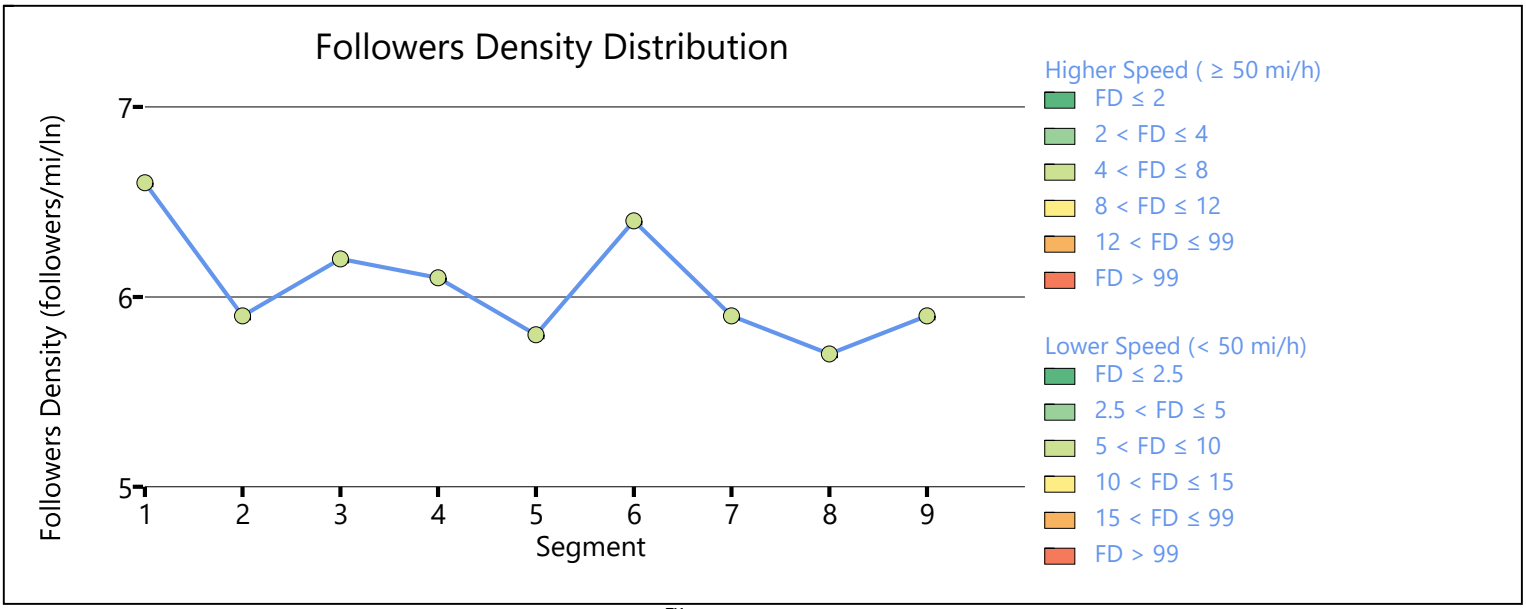
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
441	0.35	6.0	3.80	55.8	C

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 1. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 2	Segment Length Over/Under recommended lengths on segment 6. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 3	Segment Length Over/Under recommended lengths on segment 8. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 AM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 NB - 2050 No Build without US98 Extension		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	south of gulf pipeline	Passing Constrained	3085	12	1	55	5.1
2	north of gulf pipeline	Passing Zone	942	12	1	55	5.6
3	hartfield road	Passing Constrained	3915	12	1	55	1.4
4	north of hartfield road	Passing Zone	1620	12	1	55	0.0
5	steele Road	Passing Constrained	3610	12	1	55	1.5
6	south of dobby dr	Passing Constrained	1346	12	1	55	0.0
7	north of dobby dr	Passing Zone	1717	12	1	55	3.1
8	north of US 98 ext	Passing Constrained	2193	12	1	55	4.8

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
902	-	0.89	2.76	1700	0.53	54.5	71.2	11.8	D

Segment 2: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
902	394	0.89	2.76	1700	0.53	54.6	71.4	11.8	D

Segment 3: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
902	-	0.89	2.76	1700	0.53	55.4	70.6	11.5	D

Segment 4: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
935	379	0.89	2.76	1700	0.55	55.9	71.6	12.0	D

Segment 5: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
935	-	0.89	2.76	1700	0.55	55.3	71.7	12.1	E

Segment 6: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
929	-	0.89	2.76	1700	0.55	55.7	73.5	12.3	E

Segment 7: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
929	374	0.89	2.76	1700	0.55	55.2	71.4	12.0	E

Segment 8: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
929	-	0.89	2.76	1700	0.55	54.5	72.7	12.4	E

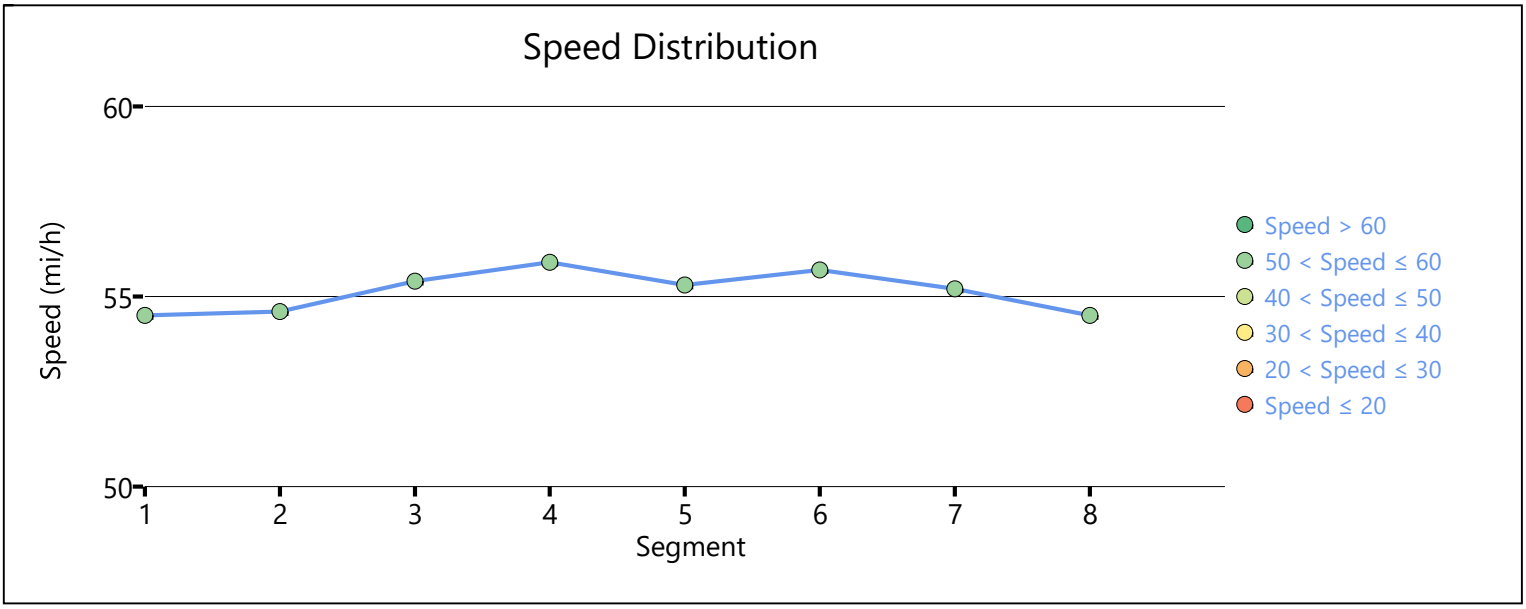
Facility Results

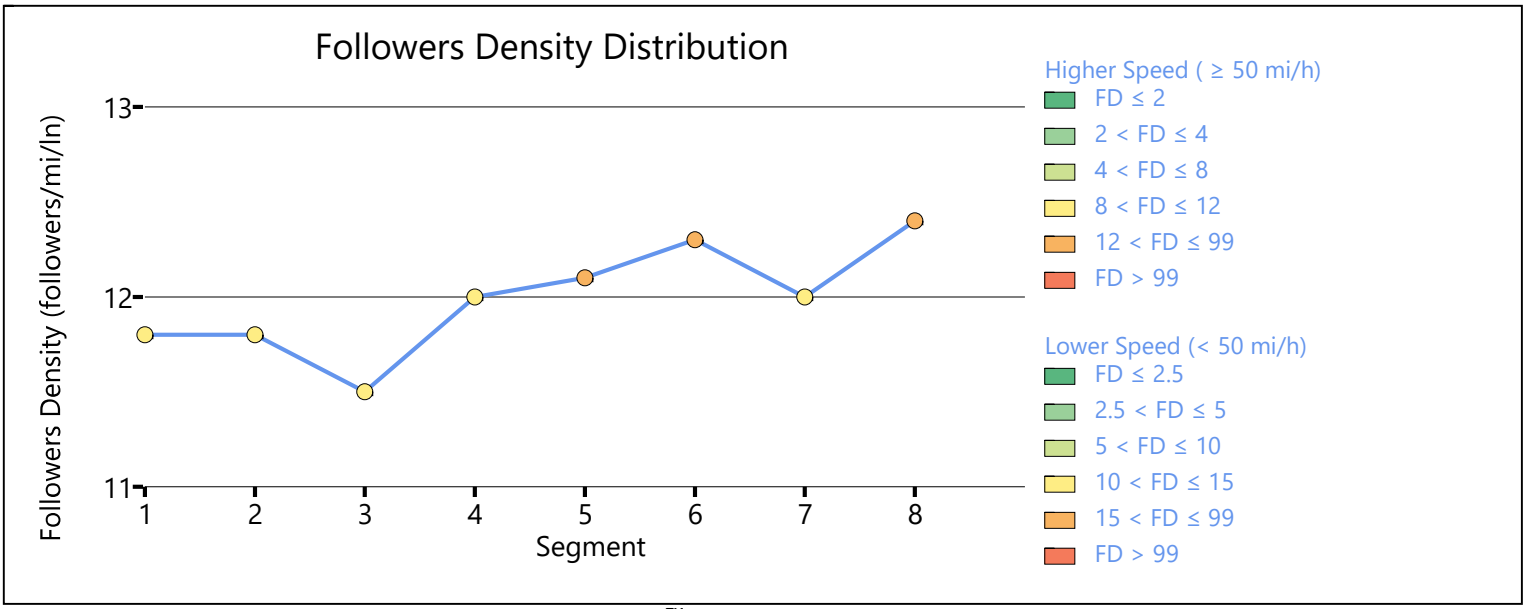
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
714	0.74	11.9	3.80	55.1	D

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 2. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 AM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 SB - 2050 No Build without US98 Extension		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	north of dobby dr	Passing Constrained	1106	12	1	55	9.6
2	north of dobby dr	Passing Zone	1387	12	1	55	0.0
3	steele road	Passing Constrained	2785	12	1	55	3.8
4	north of hartfield road	Passing Constrained	2520	12	1	55	0.0
5	north of hartfield road	Passing Zone	1700	12	1	55	0.0
6	hartfield road	Passing Constrained	1057	12	1	55	5.0
7	north of gulf pipeline	Passing Constrained	2934	12	1	55	1.8
8	north of gulf pipeline	Passing Zone	949	12	1	55	0.0
9	old okahola road	Passing Constrained	3990	12	1	55	4.0

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
374	-	0.89	2.76	1700	0.22	54.6	50.2	3.4	B

Segment 2: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
374	929	0.89	2.76	1700	0.22	57.1	48.5	3.2	B

Segment 3: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
374	-	0.89	2.76	1700	0.22	56.0	47.6	3.2	B

Segment 4: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
379	-	0.89	2.76	1700	0.22	56.9	47.9	3.2	B

Segment 5: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS

379	935	0.89	2.76	1700	0.22	57.0	48.2	3.2	B

Segment 6: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
379	-	0.89	2.76	1700	0.22	55.7	50.1	3.4	B

Segment 7: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
394	-	0.89	2.76	1700	0.23	56.4	48.7	3.4	B

Segment 8: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
394	902	0.89	2.76	1700	0.23	57.0	50.0	3.5	B

Segment 9: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
394	-	0.89	2.76	1700	0.23	55.9	48.2	3.4	B

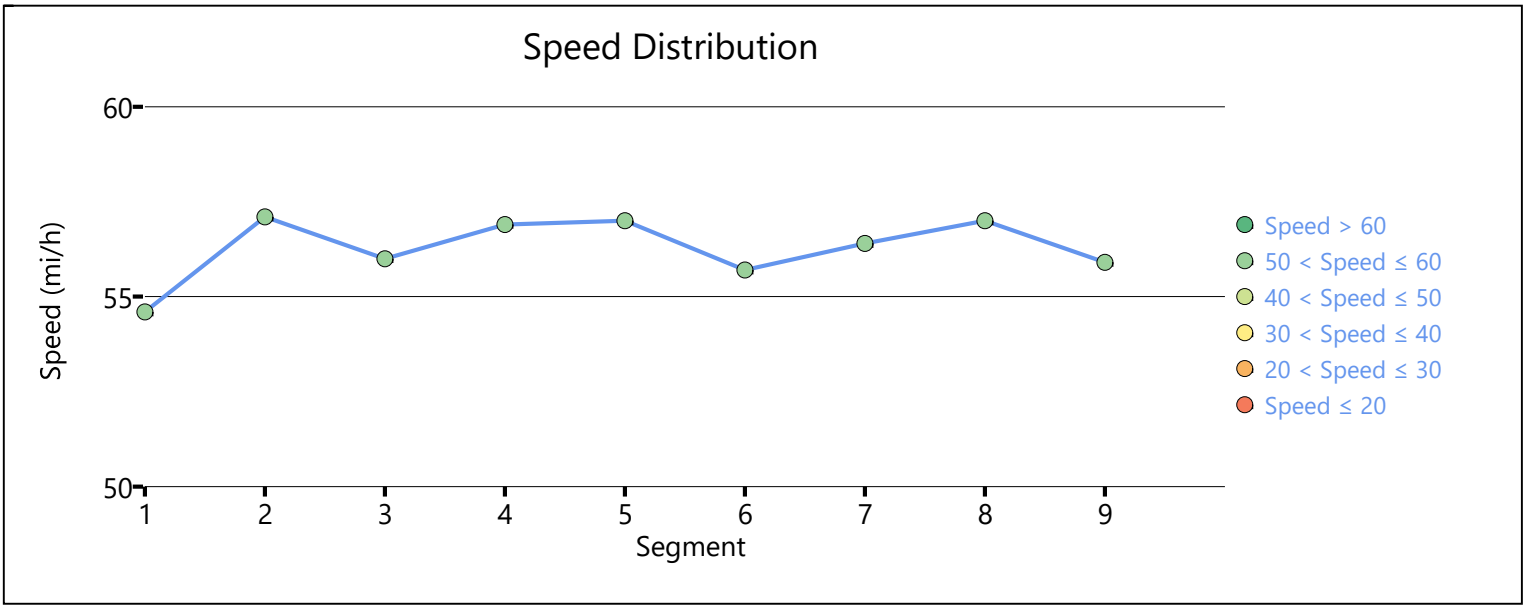
Facility Results

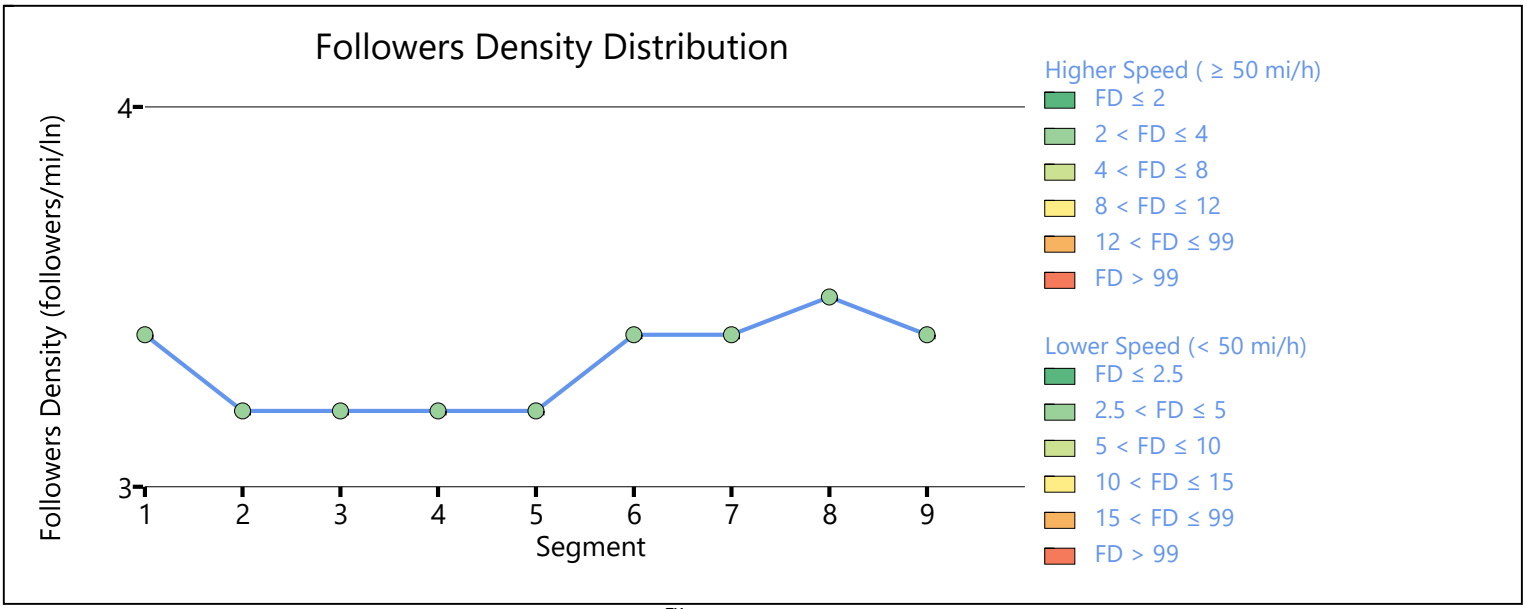
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
298	0.20	3.3	3.70	56.3	B

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 1. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 2	Segment Length Over/Under recommended lengths on segment 6. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 3	Segment Length Over/Under recommended lengths on segment 8. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 PM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US11NB 2050 PM Nobuild without US98 Extension		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	south of gulf pipeline	Passing Constrained	3085	12	1	55	5.1
2	north of gulf pipeline	Passing Zone	942	12	1	55	5.6
3	hartfield road	Passing Constrained	3915	12	1	55	1.4
4	north of hartfield road	Passing Zone	1620	12	1	55	0.0
5	steele Road	Passing Constrained	3610	12	1	55	1.5
6	south of dobby dr	Passing Constrained	1346	12	1	55	0.0
7	north of dobby dr	Passing Zone	1717	12	1	55	3.1
8	north of US 98 ext	Passing Constrained	2193	12	1	55	4.8

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
419	-	0.88	2.35	1700	0.25	55.6	50.4	3.8	B

Segment 2: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
419	909	0.88	2.35	1700	0.25	55.6	51.9	3.9	B

Segment 3: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
419	-	0.88	2.35	1700	0.25	56.5	49.6	3.7	B

Segment 4: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
426	930	0.88	2.35	1700	0.25	56.9	51.4	3.9	B

Segment 5: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
426	-	0.88	2.35	1700	0.25	56.4	50.2	3.8	B

Segment 6: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
419	-	0.88	2.35	1700	0.25	56.8	52.3	3.9	B

Segment 7: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
419	933	0.88	2.35	1700	0.25	56.2	51.1	3.8	B

Segment 8: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
419	-	0.88	2.35	1700	0.25	55.6	51.3	3.9	B

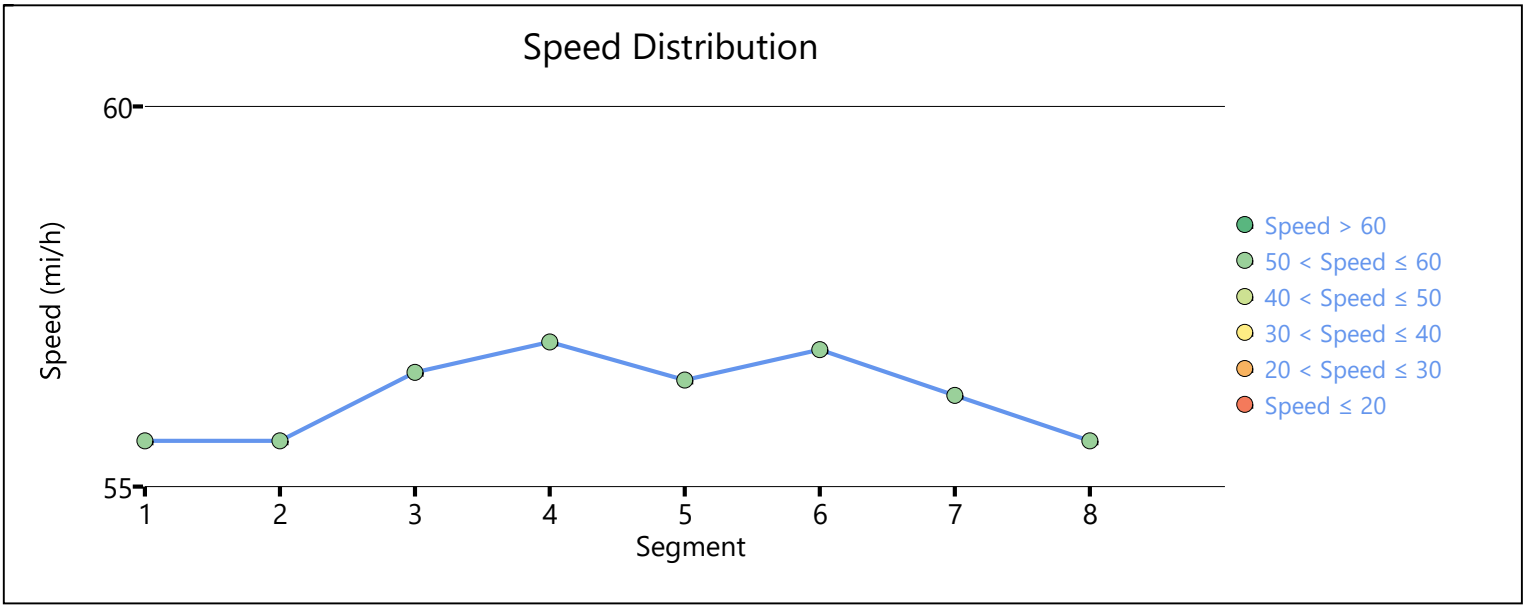
Facility Results

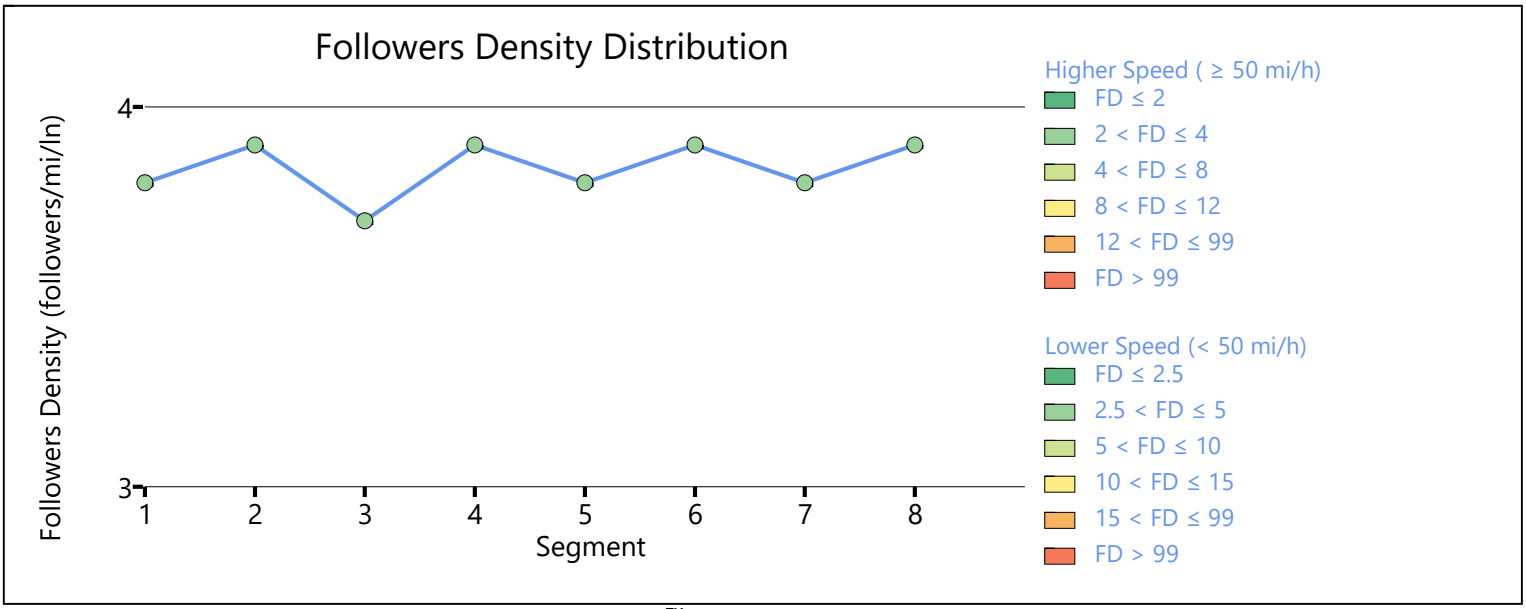
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
323	0.22	3.8	3.70	56.2	B

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 2. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 PM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 SB - 2050 No Build without US98 Extension		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	north of dobby dr	Passing Constrained	1106	12	1	55	9.6
2	north of dobby dr	Passing Zone	1387	12	1	55	0.0
3	steele road	Passing Constrained	2785	12	1	55	3.8
4	north of hartfield road	Passing Constrained	2520	12	1	55	0.0
5	north of hartfield road	Passing Zone	1700	12	1	55	0.0
6	hartfield road	Passing Constrained	1057	12	1	55	5.0
7	north of gulf pipeline	Passing Constrained	2934	12	1	55	1.8
8	north of gulf pipeline	Passing Zone	949	12	1	55	0.0
9	old okahola road	Passing Constrained	3990	12	1	55	4.0

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
933	-	0.88	2.35	1700	0.55	53.4	74.2	13.0	E

Segment 2: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
933	419	0.88	2.35	1700	0.55	55.9	72.1	12.0	E

Segment 3: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
933	-	0.88	2.35	1700	0.55	54.8	72.3	12.3	E

Segment 4: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
930	-	0.88	2.35	1700	0.55	55.7	72.2	12.1	E

Segment 5: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS

930	426	0.88	2.35	1700	0.55	55.9	71.6	11.9	D

Segment 6: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
930	-	0.88	2.35	1700	0.55	54.5	73.9	12.6	E

Segment 7: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
909	-	0.88	2.35	1700	0.53	55.3	71.4	11.7	D

Segment 8: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
909	419	0.88	2.35	1700	0.53	55.9	71.5	11.6	D

Segment 9: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
909	-	0.88	2.35	1700	0.53	54.7	70.9	11.8	D

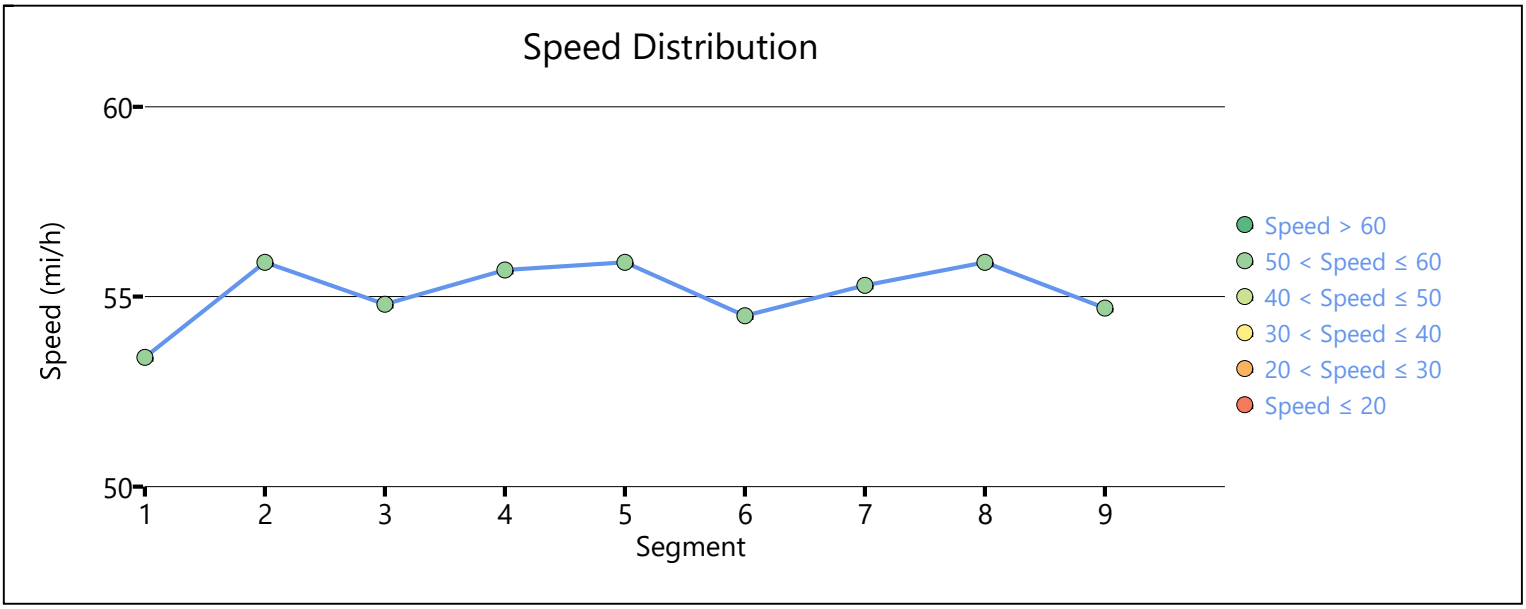
Facility Results

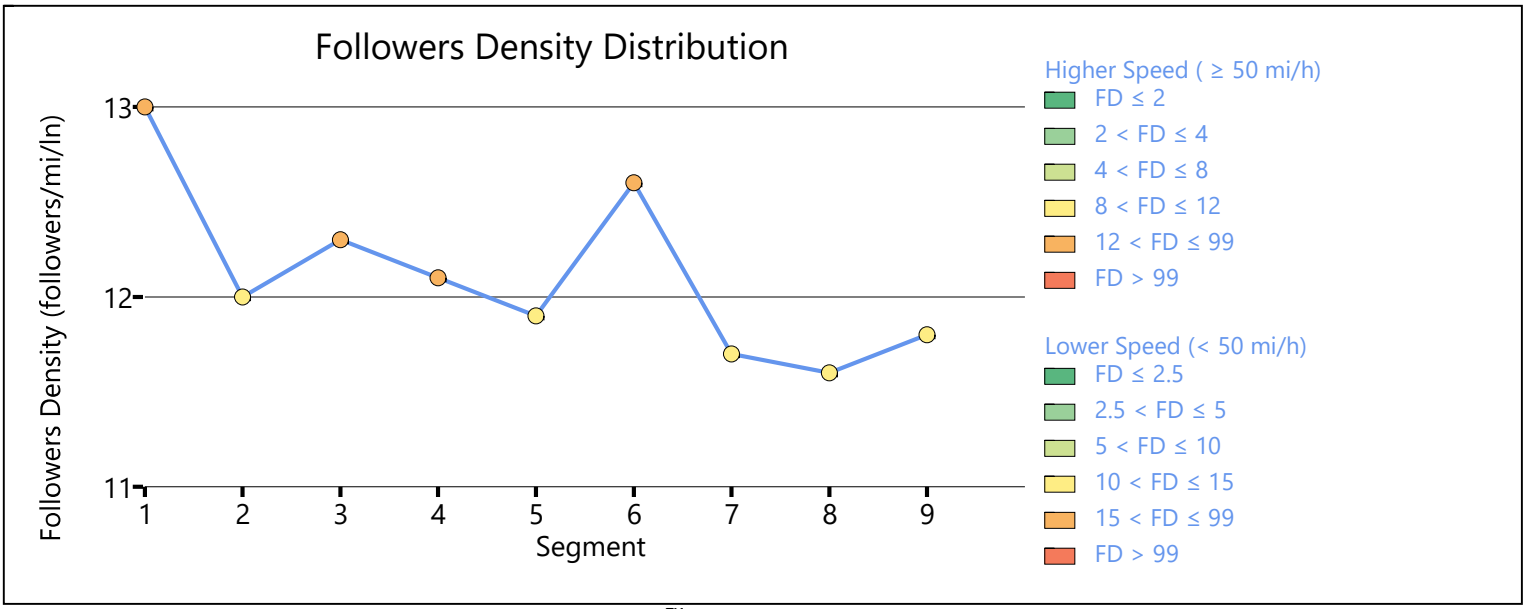
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
708	0.74	12.0	3.80	55.1	E

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 1. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 2	Segment Length Over/Under recommended lengths on segment 6. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 3	Segment Length Over/Under recommended lengths on segment 8. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 AM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 NB - 2050 No Build with US 98 Extension		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	south of gulf pipeline	Passing Constrained	3085	12	1	55	5.1
2	north of gulf pipeline	Passing Zone	942	12	1	55	5.6
3	hartfield road	Passing Constrained	3915	12	1	55	1.4
4	north of hartfield road	Passing Zone	1620	12	1	55	0.0
5	steele Road	Passing Constrained	3610	12	1	55	1.5
6	south of dobby dr	Passing Constrained	1346	12	1	55	0.0
7	north of dobby dr	Passing Zone	1717	12	1	55	3.1
8	US 98 ext	Passing Constrained	1508	12	1	55	7.0
9	north of US 98 ext	Passing Constrained	685	12	1	55	7.7

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
902	-	0.89	2.76	1700	0.53	54.5	71.2	11.8	D

Segment 2: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
902	394	0.89	2.76	1700	0.53	54.6	71.4	11.8	D

Segment 3: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
902	-	0.89	2.76	1700	0.53	55.4	70.6	11.5	D

Segment 4: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
935	379	0.89	2.76	1700	0.55	55.9	71.6	12.0	D

Segment 5: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS

935	-	0.89	2.76	1700	0.55	55.3	71.7	12.1	E

Segment 6: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
929	-	0.89	2.76	1700	0.55	55.7	73.5	12.3	E

Segment 7: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
929	374	0.89	2.76	1700	0.55	55.2	71.4	12.0	E

Segment 8: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
929	-	0.89	2.76	1700	0.55	54.0	73.7	12.7	E

Segment 9: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
557	-	0.89	2.76	1700	0.33	54.6	60.5	6.2	C

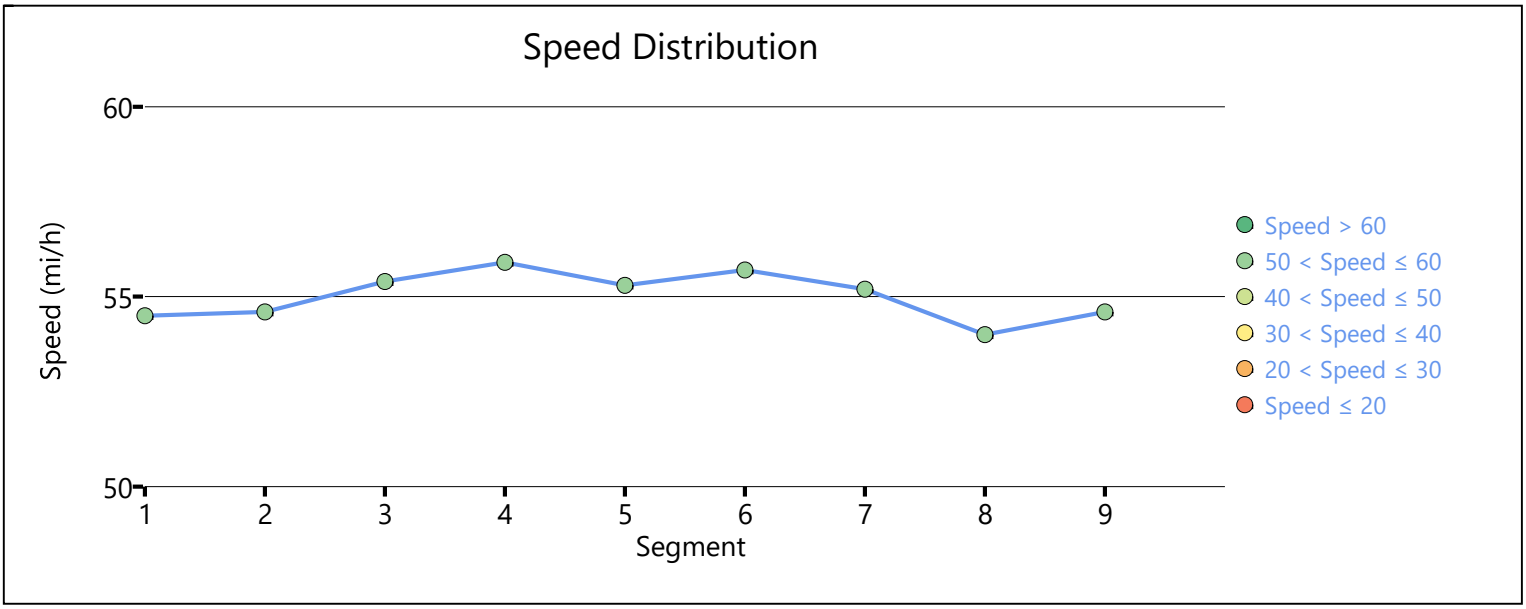
Facility Results

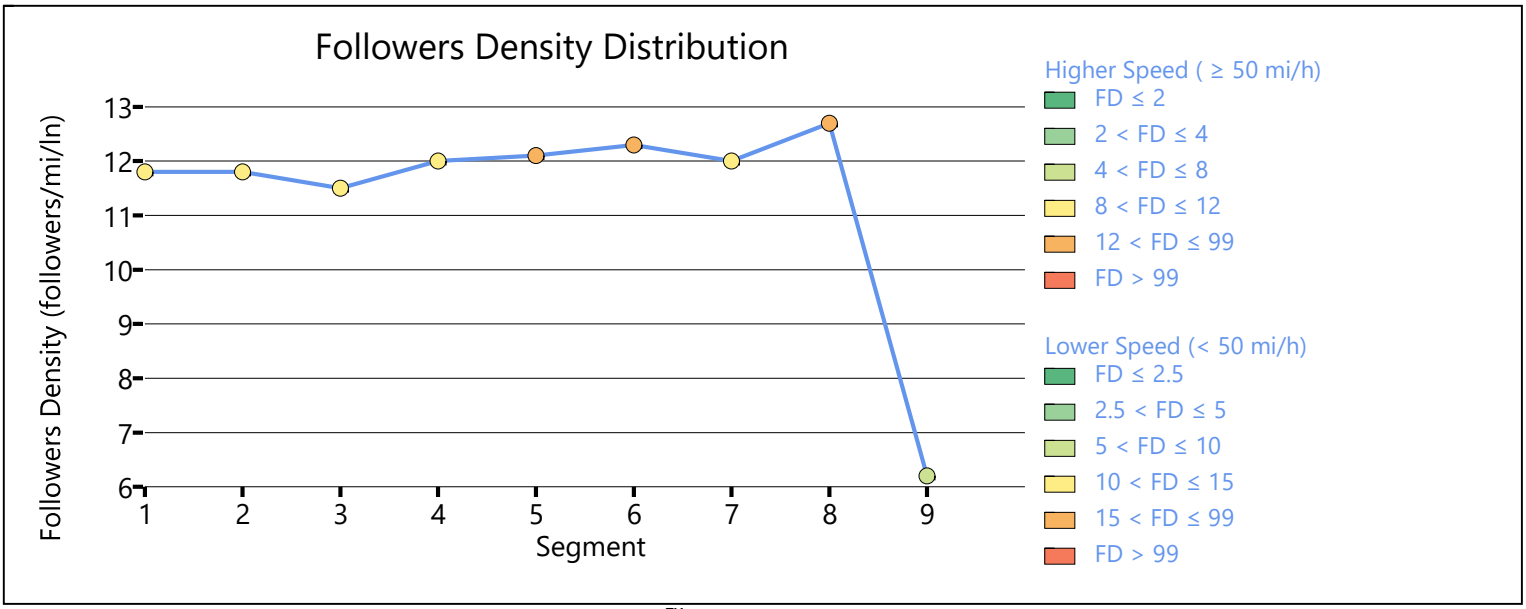
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
703	0.73	11.7	3.80	55.1	D

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 2. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 2	Segment Length Over/Under recommended lengths on segment 9. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 3	Volumes differ more than 10% between segments 8 and 9. Verify volumes, and consider using alternative tools for this analysis.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 AM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 SB - 2050 No Build with US98 Extension		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	US 98 ext	Passing Constrained	685	12	1	55	15.4
2	north of dobby dr	Passing Constrained	421	12	1	55	12.5
3	north of dobby dr	Passing Zone	1387	12	1	55	0.0
4	steele road	Passing Constrained	2785	12	1	55	3.8
5	north of hartfield road	Passing Constrained	2520	12	1	55	0.0
6	north of hartfield road	Passing Zone	1700	12	1	55	0.0
7	hartfield road	Passing Constrained	1057	12	1	55	5.0
8	north of gulf pipeline	Passing Constrained	2934	12	1	55	1.8
9	north of gulf pipeline	Passing Zone	949	12	1	55	0.0
10	old okahola road	Passing Constrained	3990	12	1	55	4.0

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
225	-	0.89	2.76	1700	0.13	53.8	38.5	1.6	A

Segment 2: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
374	-	0.89	2.76	1700	0.22	53.9	50.4	3.5	B

Segment 3: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
374	929	0.89	2.76	1700	0.22	57.1	48.5	3.2	B

Segment 4: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
374	-	0.89	2.76	1700	0.22	56.0	47.6	3.2	B

Segment 5: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
379	-	0.89	2.76	1700	0.22	56.9	47.9	3.2	B

Segment 6: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
379	935	0.89	2.76	1700	0.22	57.0	48.2	3.2	B

Segment 7: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
379	-	0.89	2.76	1700	0.22	55.7	50.1	3.4	B

Segment 8: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
394	-	0.89	2.76	1700	0.23	56.4	48.7	3.4	B

Segment 9: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
394	902	0.89	2.76	1700	0.23	57.0	50.0	3.5	B

Segment 10: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
394	-	0.89	2.76	1700	0.23	55.9	48.2	3.4	B

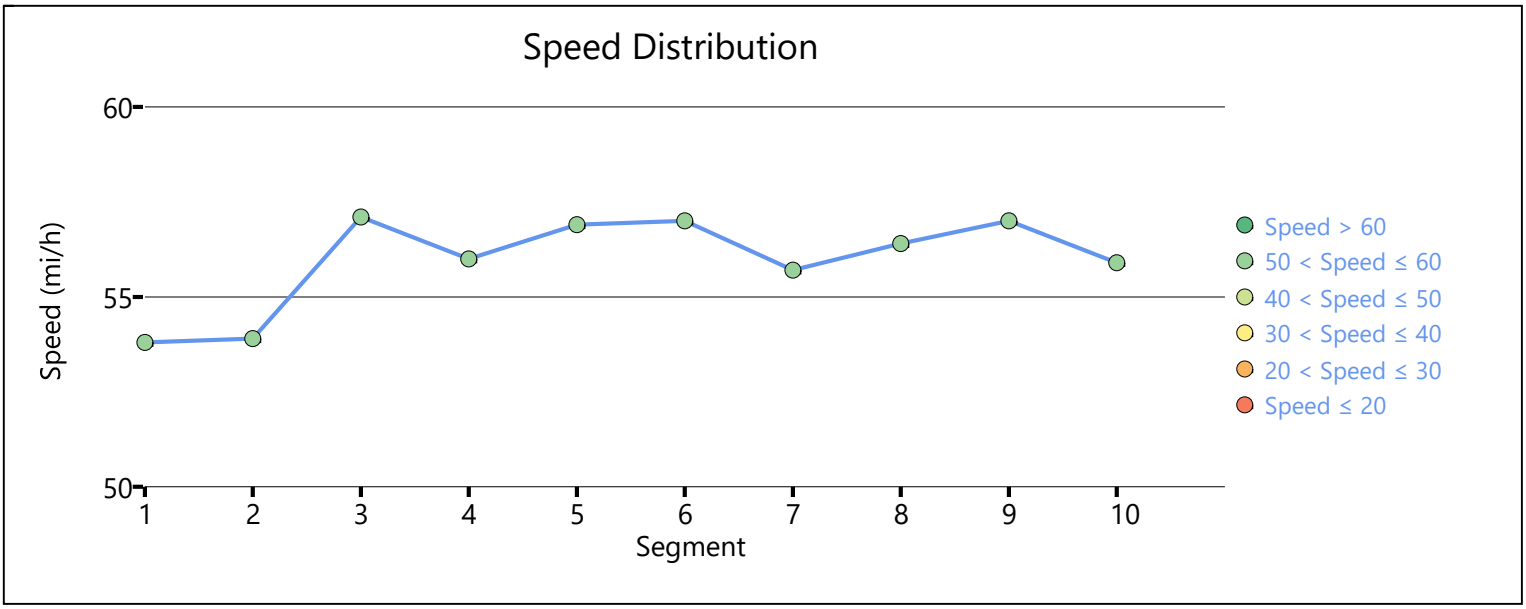
Facility Results

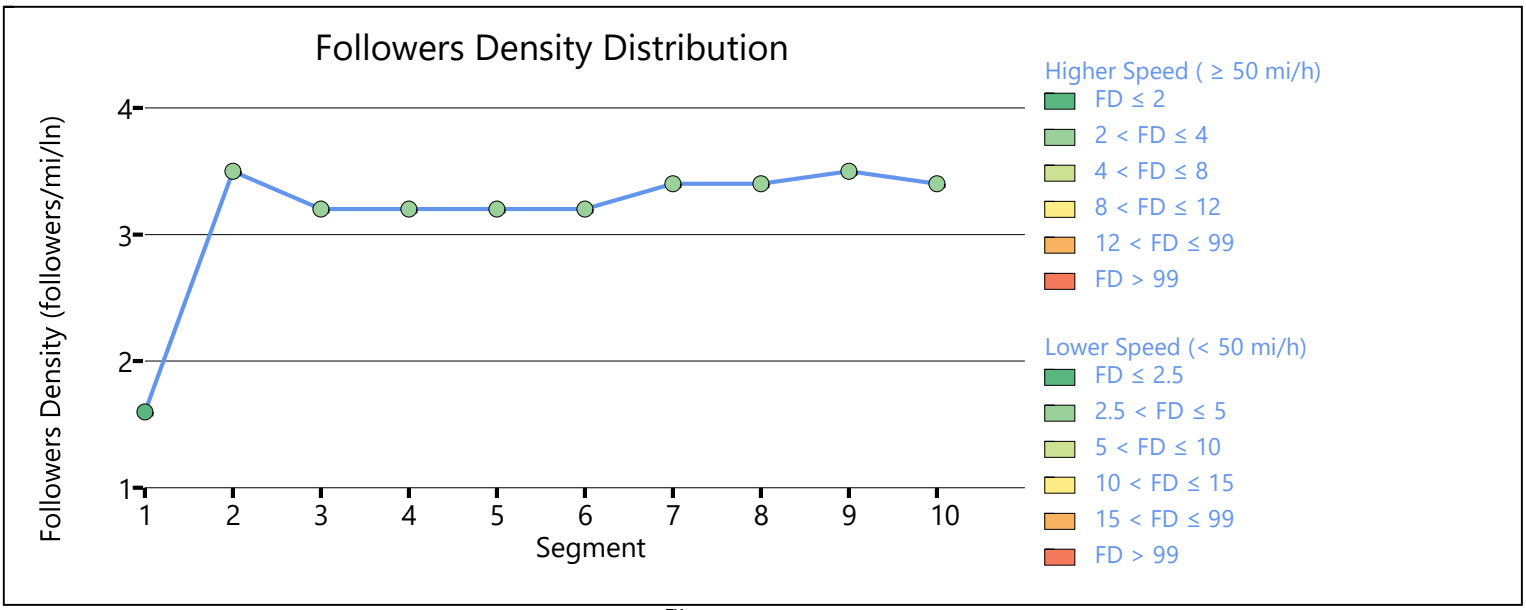
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
294	0.19	3.2	3.70	56.3	B

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 1. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 2	Segment Length Over/Under recommended lengths on segment 2. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 3	Volumes differ more than 10% between segments 1 and 2. Verify volumes, and consider using alternative tools for this analysis.
WARNING 4	Segment Length Over/Under recommended lengths on segment 7. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 5	Segment Length Over/Under recommended lengths on segment 9. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 PM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 NB - 2050 No Build with US98 Extension		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	south of gulf pipeline	Passing Constrained	3085	12	1	55	5.1
2	north of gulf pipeline	Passing Zone	942	12	1	55	5.6
3	hartfield road	Passing Constrained	3915	12	1	55	1.4
4	north of hartfield road	Passing Zone	1620	12	1	55	0.0
5	steele Road	Passing Constrained	3610	12	1	55	1.5
6	south of dobby dr	Passing Constrained	1346	12	1	55	0.0
7	north of dobby dr	Passing Zone	1717	12	1	55	3.1
8	US 98 ext	Passing Constrained	1508	12	1	55	7.0
9	north of US 98	Passing Constrained	685	12	1	55	7.7

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
419	-	0.88	2.35	1700	0.25	55.6	50.4	3.8	B

Segment 2: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
419	909	0.88	2.35	1700	0.25	55.6	51.9	3.9	B

Segment 3: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
419	-	0.88	2.35	1700	0.25	56.5	49.6	3.7	B

Segment 4: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
426	930	0.88	2.35	1700	0.25	56.9	51.4	3.9	B

Segment 5: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS

426	-	0.88	2.35	1700	0.25	56.4	50.2	3.8	B

Segment 6: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
419	-	0.88	2.35	1700	0.25	56.8	52.3	3.9	B

Segment 7: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
419	933	0.88	2.35	1700	0.25	56.2	51.1	3.8	B

Segment 8: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
419	-	0.88	2.35	1700	0.25	55.1	52.5	4.0	B

Segment 9: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
251	-	0.88	2.35	1700	0.15	55.6	40.5	1.8	A

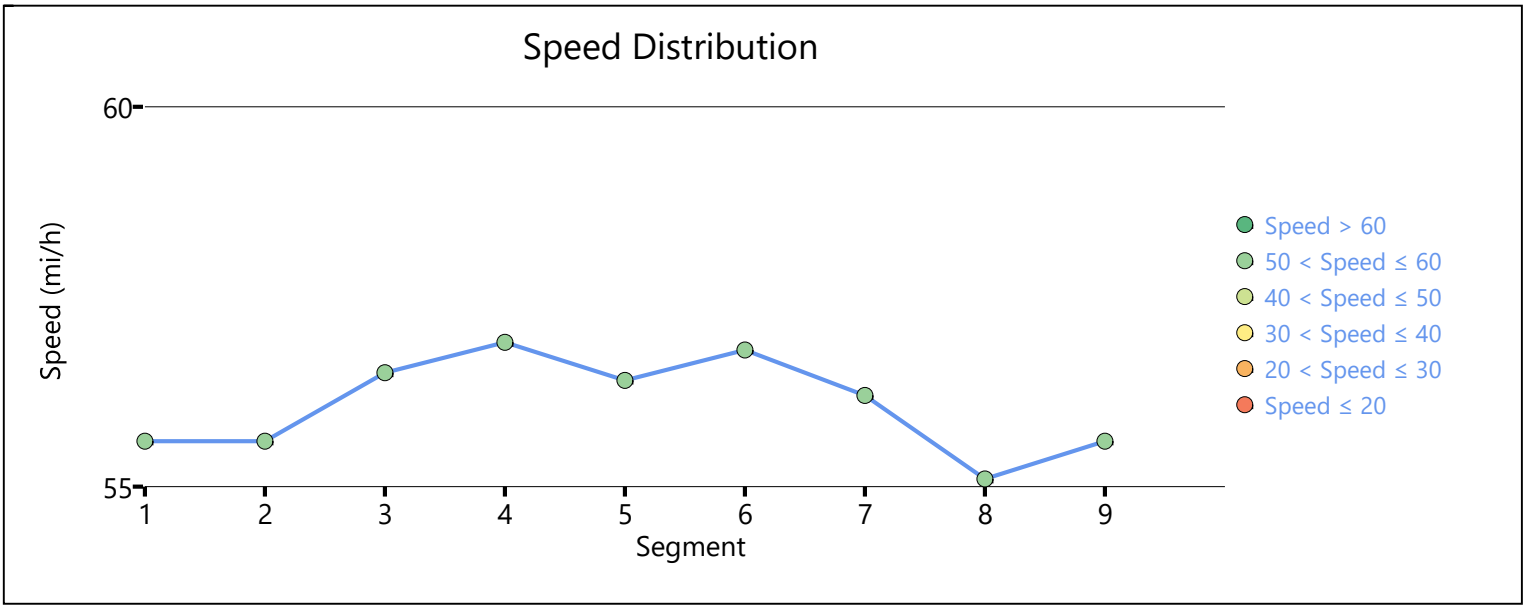
Facility Results

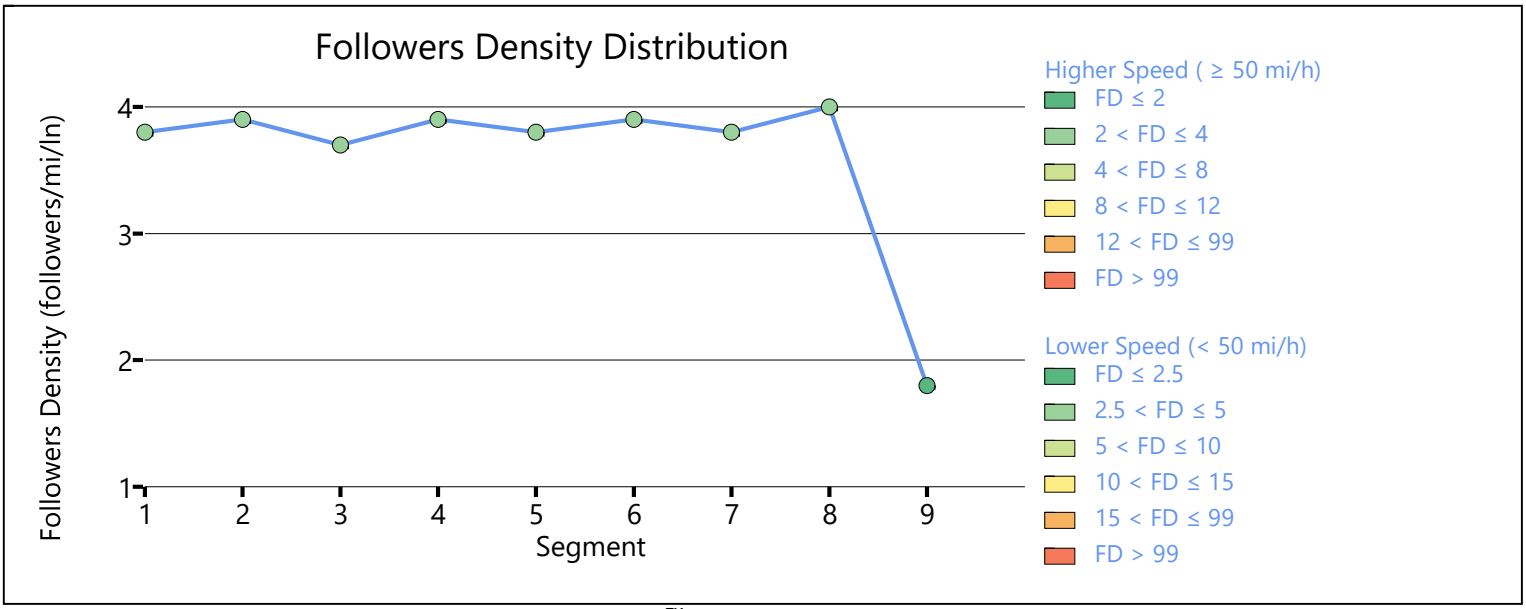
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
319	0.22	3.7	3.70	56.2	B

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 2. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 2	Segment Length Over/Under recommended lengths on segment 9. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 3	Volumes differ more than 10% between segments 8 and 9. Verify volumes, and consider using alternative tools for this analysis.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 PM
Facility Length, mi	3.49	Units	U.S. Customary
Project Description	US 11 SB - 2050 No Build with US98 Extension		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	US 98 ext	Passing Constrained	685	12	1	55	15.4
2	north of dobby dr	Passing Constrained	421	12	1	55	12.5
3	north of dobby dr	Passing Zone	1387	12	1	55	0.0
4	steele road	Passing Constrained	2785	12	1	55	3.8
5	north of hartfield road	Passing Constrained	2520	12	1	55	0.0
6	north of hartfield road	Passing Zone	1700	12	1	55	0.0
7	hartfield road	Passing Constrained	1057	12	1	55	5.0
8	north of gulf pipeline	Passing Constrained	2934	12	1	55	1.8
9	north of gulf pipeline	Passing Zone	949	12	1	55	0.0
10	old okahola road	Passing Constrained	3990	12	1	55	4.0

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
560	-	0.88	2.35	1700	0.33	52.7	61.1	6.5	C

Segment 2: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
933	-	0.88	2.35	1700	0.55	52.7	74.4	13.2	E

Segment 3: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
933	419	0.88	2.35	1700	0.55	55.9	72.1	12.0	E

Segment 4: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
933	-	0.88	2.35	1700	0.55	54.8	72.3	12.3	E

Segment 5: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
930	-	0.88	2.35	1700	0.55	55.7	72.2	12.1	E

Segment 6: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
930	426	0.88	2.35	1700	0.55	55.9	71.6	11.9	D

Segment 7: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
930	-	0.88	2.35	1700	0.55	54.5	73.9	12.6	E

Segment 8: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
909	-	0.88	2.35	1700	0.53	55.3	71.4	11.7	D

Segment 9: Passing Zone

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
909	419	0.88	2.35	1700	0.53	55.9	71.5	11.6	D

Segment 10: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
909	-	0.88	2.35	1700	0.53	54.7	70.9	11.8	D

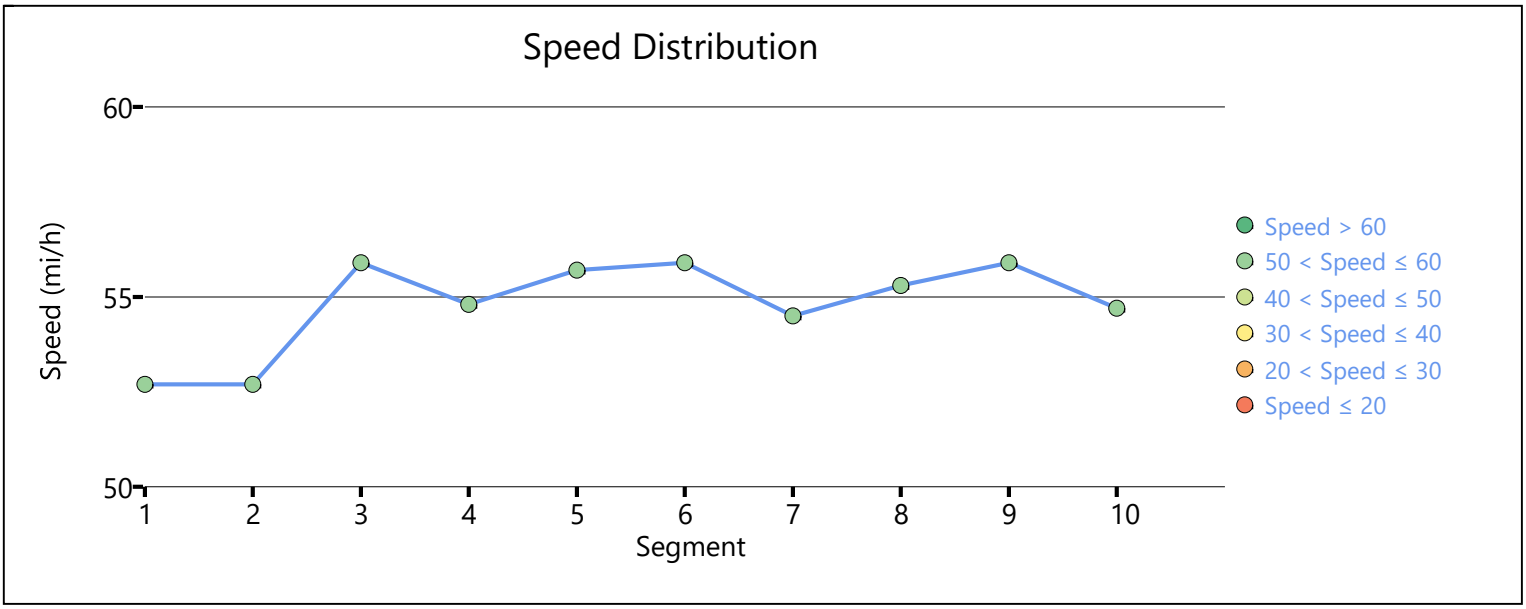
Facility Results

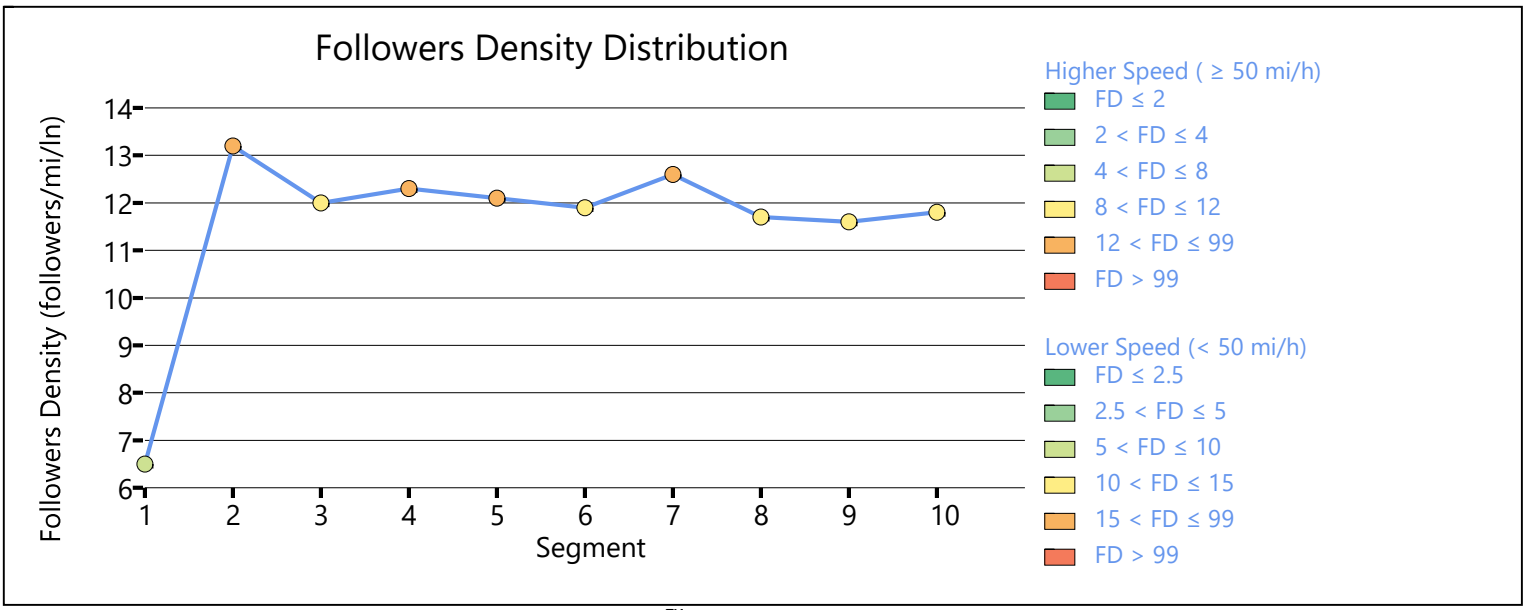
VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
697	0.72	11.8	3.80	55.1	D

Messages

WARNING 1	Segment Length Over/Under recommended lengths on segment 1. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 2	Segment Length Over/Under recommended lengths on segment 2. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 3	Volumes differ more than 10% between segments 1 and 2. Verify volumes, and consider using alternative tools for this analysis.
WARNING 4	Segment Length Over/Under recommended lengths on segment 7. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.
WARNING 5	Segment Length Over/Under recommended lengths on segment 9. Segment analyzed at recommended length. Split/Combine segment(s) to resolve this warning.

Comments





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HCS Two-Lane Highway Facility Report

Project Information

Analyst	APS	Date	11/24/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 AM
Facility Length, mi	0.64	Units	U.S. Customary
Project Description	US 11 NB - 2050 Build TwoLane Section (Old Okahola Rd to Begin 4 Lane Section)		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	Old Okahola to Begin 4 lane section	Passing Constrained	3400	12	1	55	4.7

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
902	-	0.89	2.76	1700	0.53	54.6	71.0	11.7	D

Facility Results

VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
129	0.14	11.7	0.70	54.6	D

Messages

Comments

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HCS Two-Lane Highway Facility Report

Project Information

Analyst	APS	Date	11/24/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 PM
Facility Length, mi	0.64	Units	U.S. Customary
Project Description	US 11 NB - 2050 Build TwoLane Section (Old Okahola Rd to Begin 4 Lane Section)		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	Old Okahola to Begin 4 lane section	Passing Constrained	3400	12	1	55	4.7

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
384	-	0.89	2.76	1700	0.23	55.8	47.9	3.3	B

Facility Results

VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
55	0.04	3.3	0.70	55.8	B

Messages

Comments

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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 AM
Facility Length, mi	0.64	Units	U.S. Customary
Project Description	US 11 SB - 2050 Build Two Lane Segment (End 4 Lane Segment to Old Okahola Rd)		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	4 lane section to Old Okahola Rd	Passing Constrained	3400	12	1	55	4.7

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
384	-	0.89	2.76	1700	0.23	55.8	47.9	3.3	B

Facility Results

VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
55	0.04	3.3	0.70	55.8	B

Messages

Comments

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HCS Two-Lane Highway Facility Report

Project Information

Analyst	SCO	Date	11/24/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 PM
Facility Length, mi	0.64	Units	U.S. Customary
Project Description	US 11 SB - 2050 Build Two Lane Segment (End 4 Lane Segment to Old Okahola Rd)		

Facility Segment Data

No.	Name	Type	Length ft	Lane Width ft	Shoulder Width ft	Speed Limit mi/h	Access Point Density pts/mi
1	4 lane section to Old Okahola Rd	Passing Constrained	3400	12	1	55	4.7

Segment 1: Passing Constrained

Demand veh/h	Opp. Demand veh/h	PHF	%HV	Capacity veh/h	D/C	Speed mi/h	% Followers	Follower Density followers/mi/ln	LOS
899	-	0.89	2.76	1700	0.53	54.6	70.9	11.7	D

Facility Results

VMT veh-mi/AP	VHD veh-h/AP	Follower Density followers/mi/ln	Travel Time min	Space Mean Speed mi/h	LOS
129	0.14	11.7	0.70	54.6	D

Messages

Comments

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HCS Multilane Highway Report

Project Information			
Analyst	SCO	Date	11/25/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 AM
Project Description	US11 - 2050 Build without US98 - Begin 4 Lane to Hartfield	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.2
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.3	Total Lateral Clearance (TLC), ft	10

Direction 1 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity			
Volume (V) veh/h	803	Heavy Vehicle Adjustment Factor (f_{HV})	0.973
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	464
Total Trucks, %	2.76	Capacity (c), pc/h/ln	2186
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.8
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	8.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.2
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.3	Total Lateral Clearance (TLC), ft	10
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	351	Heavy Vehicle Adjustment Factor (f_{HV})	0.973
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	202
Total Trucks, %	2.76	Capacity (c), pc/h/ln	2186
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.10
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.8
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	3.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	SCO	Date	11/25/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 AM
Project Description	US11 - 2050 Build without US98 - Hartfield to Steele	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.4	Total Lateral Clearance (TLC), ft	10

Direction 1 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity			
Volume (V) veh/h	832	Heavy Vehicle Adjustment Factor (f_{HV})	0.973
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	480
Total Trucks, %	2.76	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2118
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.9
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	8.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.4	Total Lateral Clearance (TLC), ft	10
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	337	Heavy Vehicle Adjustment Factor (f_{HV})	0.973
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	194
Total Trucks, %	2.76	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2118
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.09
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.9
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	3.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	SCO	Date	11/25/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 AM
Project Description	US11 - 2050 Build without US98 - Steele to EOP	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.4	Total Lateral Clearance (TLC), ft	10

Direction 1 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity			
Volume (V) veh/h	827	Heavy Vehicle Adjustment Factor (f_{HV})	0.973
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	478
Total Trucks, %	2.76	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2118
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.9
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	8.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	3.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	58.9	Total Lateral Clearance (TLC), ft	10
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	333	Heavy Vehicle Adjustment Factor (f_{HV})	0.973
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	192
Total Trucks, %	2.76	Capacity (c), pc/h/ln	2177
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2108
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.09
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.4
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	3.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.8		

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HCS Multilane Highway Report

Project Information			
Analyst	SCO	Date	11/25/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 PM
Project Description	US11 - 2050 Build without US98 - Begin 4 Lane to Hartfield	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.2
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.3	Total Lateral Clearance (TLC), ft	10

Direction 1 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity			
Volume (V) veh/h	369	Heavy Vehicle Adjustment Factor (f_{HV})	0.977
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	214
Total Trucks, %	2.35	Capacity (c), pc/h/ln	2186
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.10

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.8
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	3.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.2
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.3	Total Lateral Clearance (TLC), ft	10
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	800	Heavy Vehicle Adjustment Factor (f_{HV})	0.977
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	465
Total Trucks, %	2.35	Capacity (c), pc/h/ln	2186
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.8
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	8.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	SCO	Date	11/25/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 PM
Project Description	US11 - 2050 Build without US98 - Hartfield to Steele	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.4	Total Lateral Clearance (TLC), ft	10

Direction 1 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity			
Volume (V) veh/h	375	Heavy Vehicle Adjustment Factor (f_{HV})	0.977
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	218
Total Trucks, %	2.35	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2118
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.10

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.9
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	3.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.4	Total Lateral Clearance (TLC), ft	10
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	818	Heavy Vehicle Adjustment Factor (f_{HV})	0.977
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	476
Total Trucks, %	2.35	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2118
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.9
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	8.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	SCO	Date	11/25/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 PM
Project Description	US11 - 2050 Build without US98 - Steele to EOP	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.4	Total Lateral Clearance (TLC), ft	10

Direction 1 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity			
Volume (V) veh/h	369	Heavy Vehicle Adjustment Factor (f_{HV})	0.977
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	214
Total Trucks, %	2.35	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2118
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.10

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.9
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	3.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.4	Total Lateral Clearance (TLC), ft	10
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	821	Heavy Vehicle Adjustment Factor (f_{HV})	0.977
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	478
Total Trucks, %	2.35	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2118
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.9
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	8.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	SCO	Date	11/25/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 AM
Project Description	US11 - 2050 Build with US98 - Begin 4 Lane to Hartfield	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.2
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.3	Total Lateral Clearance (TLC), ft	10

Direction 1 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity			
Volume (V) veh/h	803	Heavy Vehicle Adjustment Factor (f_{HV})	0.973
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	464
Total Trucks, %	2.76	Capacity (c), pc/h/ln	2186
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.8
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	8.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.2
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.3	Total Lateral Clearance (TLC), ft	10
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	351	Heavy Vehicle Adjustment Factor (f_{HV})	0.973
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	202
Total Trucks, %	2.76	Capacity (c), pc/h/ln	2186
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.10
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.8
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	3.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	SCO	Date	11/25/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 AM
Project Description	US11 - 2050 Build with US98 - Hartfield to Steele	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.4	Total Lateral Clearance (TLC), ft	10

Direction 1 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity			
Volume (V) veh/h	832	Heavy Vehicle Adjustment Factor (f_{HV})	0.973
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	480
Total Trucks, %	2.76	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2118
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.9
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	8.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.4	Total Lateral Clearance (TLC), ft	10
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	337	Heavy Vehicle Adjustment Factor (f_{HV})	0.973
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	194
Total Trucks, %	2.76	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2118
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.09
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.9
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	3.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	SCO	Date	11/25/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 AM
Project Description	US11 - 2050 Build with US98 - Steele to US98 Extension	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.2
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.3	Total Lateral Clearance (TLC), ft	10

Direction 1 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity			
Volume (V) veh/h	827	Heavy Vehicle Adjustment Factor (f_{HV})	0.973
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	478
Total Trucks, %	2.76	Capacity (c), pc/h/ln	2186
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.8
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	8.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	3.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	58.9	Total Lateral Clearance (TLC), ft	10
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	333	Heavy Vehicle Adjustment Factor (f_{HV})	0.973
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	192
Total Trucks, %	2.76	Capacity (c), pc/h/ln	2177
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2108
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.09
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.4
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	3.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.8		

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HCS Multilane Highway Report

Project Information			
Analyst	SCO	Date	11/25/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 AM
Project Description	US11 - 2050 Build with US98 - US98 Extension to EOP	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.6	Total Lateral Clearance (TLC), ft	10

Direction 1 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity			
Volume (V) veh/h	496	Heavy Vehicle Adjustment Factor (f_{HV})	0.973
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	286
Total Trucks, %	2.76	Capacity (c), pc/h/ln	2192
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2122
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.1
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	4.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	7.7
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	57.7	Total Lateral Clearance (TLC), ft	10
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	200	Heavy Vehicle Adjustment Factor (f_{HV})	0.973
Peak Hour Factor	0.89	Flow Rate (V_p), pc/h/ln	116
Total Trucks, %	2.76	Capacity (c), pc/h/ln	2153
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2084
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.06
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	56.2
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	2.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.9		

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HCS Multilane Highway Report

Project Information			
Analyst	SCO	Date	11/25/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 PM
Project Description	US11 - 2050 Build with US98 - Begin 4 Lane to Hartfield	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.2
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.3	Total Lateral Clearance (TLC), ft	10

Direction 1 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity			
Volume (V) veh/h	369	Heavy Vehicle Adjustment Factor (f_{HV})	0.977
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	214
Total Trucks, %	2.35	Capacity (c), pc/h/ln	2186
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.10

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.8
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	3.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.2
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.3	Total Lateral Clearance (TLC), ft	10
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	800	Heavy Vehicle Adjustment Factor (f_{HV})	0.977
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	465
Total Trucks, %	2.35	Capacity (c), pc/h/ln	2186
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.8
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	8.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	SCO	Date	11/25/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 PM
Project Description	US11 - 2050 Build with US98 - Hartfield to Steele	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.4	Total Lateral Clearance (TLC), ft	10

Direction 1 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity			
Volume (V) veh/h	375	Heavy Vehicle Adjustment Factor (f_{HV})	0.977
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	218
Total Trucks, %	2.35	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2118
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.10

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.9
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	3.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.4	Total Lateral Clearance (TLC), ft	10
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	818	Heavy Vehicle Adjustment Factor (f_{HV})	0.977
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	476
Total Trucks, %	2.35	Capacity (c), pc/h/ln	2188
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2118
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.9
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	8.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	SCO	Date	11/25/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 PM
Project Description	US11 - 2050 Build with US98 - Steele to US98 Extension	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	1.2
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.3	Total Lateral Clearance (TLC), ft	10

Direction 1 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity			
Volume (V) veh/h	369	Heavy Vehicle Adjustment Factor (f_{HV})	0.977
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	214
Total Trucks, %	2.35	Capacity (c), pc/h/ln	2186
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2116
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.10

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.8
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	3.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	3.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	58.9	Total Lateral Clearance (TLC), ft	10
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	821	Heavy Vehicle Adjustment Factor (f_{HV})	0.977
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	478
Total Trucks, %	2.35	Capacity (c), pc/h/ln	2177
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2108
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.4
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	8.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.8		

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HCS Multilane Highway Report

Project Information			
Analyst	SCO	Date	11/25/2025
Agency	Garver	Analysis Year	2050
Jurisdiction	MDOT	Time Analyzed	2050 PM
Project Description	US11 - 2050 Build with US98 - US98 Extension to EOP	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	59.6	Total Lateral Clearance (TLC), ft	10

Direction 1 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity			
Volume (V) veh/h	221	Heavy Vehicle Adjustment Factor (f_{HV})	0.977
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	128
Total Trucks, %	2.35	Capacity (c), pc/h/ln	2192
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2122
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.06

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.1
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	2.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	7.7
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	4
Free-Flow Speed (FFS), mi/h	57.7	Total Lateral Clearance (TLC), ft	10
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	493	Heavy Vehicle Adjustment Factor (f_{HV})	0.977
Peak Hour Factor	0.88	Flow Rate (V_p), pc/h/ln	286
Total Trucks, %	2.35	Capacity (c), pc/h/ln	2153
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2084
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	56.2
Total Lateral Clearance Adj. (f_{LLC})	0.4	Density (D), pc/mi/ln	5.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.9		

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Appendix C- Intersection Analysis Results

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	84	0	48	0	0	0	29	357	0	0	184	10
Future Vol, veh/h	84	0	48	0	0	0	29	357	0	0	184	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	94	0	54	0	0	0	33	401	0	0	207	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	679	679	212	673	684	401	218	0	0	401	0	0
Stage 1	212	212	-	466	466	-	-	-	-	-	-	-
Stage 2	466	466	-	207	218	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	364	373	825	368	370	647	1346	-	-	1152	-	-
Stage 1	788	725	-	575	561	-	-	-	-	-	-	-
Stage 2	575	561	-	793	721	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	353	361	825	333	358	647	1346	-	-	1152	-	-
Mov Cap-2 Maneuver	353	361	-	333	358	-	-	-	-	-	-	-
Stage 1	788	725	-	557	543	-	-	-	-	-	-	-
Stage 2	557	543	-	741	721	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.05	0	0.58	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	135	-	-	446	-	1152	-	-
HCM Lane V/C Ratio	0.024	-	-	0.333	-	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	17	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	-	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	10	4	440	179	7
Future Vol, veh/h	20	10	4	440	179	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	22	11	4	494	201	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	708	205	209	0	-	0
Stage 1	205	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	399	833	1356	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	398	833	1356	-	-	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	605	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.04	0.07	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	16	-	481	-	-
HCM Lane V/C Ratio	0.003	-	0.07	-	-
HCM Ctrl Dly (s/v)	7.7	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	6	451	9	2	182
Future Vol, veh/h	4	6	451	9	2	182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	7	507	10	2	204

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	721	512	0	0	517	0
Stage 1	512	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	393	560	-	-	1044	-
Stage 1	600	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	392	560	-	-	1044	-
Mov Cap-2 Maneuver	392	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	822	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.71	0	0.09
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	478	20	-
HCM Lane V/C Ratio	-	-	0.024	0.002	-
HCM Ctrl Dly (s/v)	-	-	12.7	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	1	29	1	1	1	36	169	2	0	370	71
Future Vol, veh/h	30	1	29	1	1	1	36	169	2	0	370	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	1	33	1	1	1	41	192	2	0	420	81

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	735	737	461	696	776	193	501	0	0	194	0	0
Stage 1	461	461	-	275	275	-	-	-	-	-	-	-
Stage 2	274	276	-	421	501	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	335	346	601	356	328	848	1063	-	-	1379	-	-
Stage 1	581	565	-	731	683	-	-	-	-	-	-	-
Stage 2	732	682	-	610	542	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	319	331	601	321	314	848	1063	-	-	1379	-	-
Mov Cap-2 Maneuver	319	331	-	321	314	-	-	-	-	-	-	-
Stage 1	581	565	-	700	653	-	-	-	-	-	-	-
Stage 2	698	652	-	576	542	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.43	14.05	1.48	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	312	-	-	413	401	1379	-	-
HCM Lane V/C Ratio	0.038	-	-	0.165	0.008	-	-	-
HCM Ctrl Dly (s/v)	8.5	0	-	15.4	14	0	-	-
HCM Lane LOS	A	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	2	202	436	14
Future Vol, veh/h	5	6	2	202	436	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	7	2	230	495	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	738	503	511	0	-	0
Stage 1	503	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	385	568	1054	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	384	568	1054	-	-	-
Mov Cap-2 Maneuver	384	-	-	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	805	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.92	0.08	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	18	-	467	-	-
HCM Lane V/C Ratio	0.002	-	0.027	-	-
HCM Ctrl Dly (s/v)	8.4	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	200	6	7	447
Future Vol, veh/h	5	4	200	6	7	447
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	5	227	7	8	508

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	755	231	0	0	234	0
Stage 1	231	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	377	809	-	-	1333	-
Stage 1	808	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	374	809	-	-	1333	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.49	0	0.12
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	491	28	-
HCM Lane V/C Ratio	-	-	0.021	0.006	-
HCM Ctrl Dly (s/v)	-	-	12.5	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

3: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.3	0.4	0.0	0.0	0.2
Total Delay (hr)	0.2	0.1	0.0	0.5	0.4	0.0	1.2
Total Del/Veh (s)	9.2	5.2	3.6	4.8	7.2	6.8	6.0
Stop Delay (hr)	0.2	0.1	0.0	0.0	0.0	0.0	0.2
Stop Del/Veh (s)	6.4	3.9	0.4	0.0	0.0	0.0	1.1
Total Stops	89	45	4	1	0	0	139
Stop/Veh	0.98	0.98	0.13	0.00	0.00	0.00	0.19
Travel Dist (mi)	51.2	26.1	35.1	435.1	269.8	11.8	829.1
Travel Time (hr)	1.8	0.9	0.7	8.5	5.3	0.2	17.5
Avg Speed (mph)	29	30	49	51	51	49	48
Fuel Used (gal)	1.3	0.7	0.9	12.1	7.5	0.3	22.9
Fuel Eff. (mpg)	38.2	37.9	37.8	35.9	35.9	38.1	36.2
HC Emissions (g)	14	6	9	200	138	1	368
CO Emissions (g)	286	123	298	5457	3376	54	9594
NOx Emissions (g)	47	20	52	915	619	14	1667
Vehicles Entered	89	46	30	368	185	8	726
Vehicles Exited	89	45	30	368	181	8	721
Hourly Exit Rate	89	45	30	368	181	8	721
Input Volume	84	48	29	357	184	10	712
% of Volume	106	94	103	103	99	78	101
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1126
Occupancy (veh)	2	1	1	8	5	0	17

6: US 11 & Hartfield Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	1.1	0.2	0.0	1.3
Total Del/Veh (s)	5.2	2.0	5.4	8.2	4.0	2.8	6.8
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	3.7	1.8	0.9	0.1	0.0	0.0	0.2
Total Stops	16	10	1	0	0	0	27
Stop/Veh	1.00	1.00	0.25	0.00	0.00	0.00	0.04
Travel Dist (mi)	18.3	10.9	6.1	680.9	175.7	8.4	900.3
Travel Time (hr)	0.4	0.3	0.1	13.7	3.4	0.2	18.1
Avg Speed (mph)	41	43	48	50	51	51	50
Fuel Used (gal)	0.5	0.3	0.2	19.6	4.8	0.2	25.6
Fuel Eff. (mpg)	39.8	39.2	35.5	34.7	36.4	38.8	35.2
HC Emissions (g)	2	1	1	312	87	1	404
CO Emissions (g)	64	39	46	8687	2098	43	10977
NOx Emissions (g)	18	11	8	1433	398	10	1877
Vehicles Entered	16	10	4	456	174	8	668
Vehicles Exited	16	10	4	457	179	8	674
Hourly Exit Rate	16	10	4	457	179	8	674
Input Volume	20	10	4	440	179	7	660
% of Volume	81	98	100	104	100	110	102
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1052
Occupancy (veh)	0	0	0	14	3	0	18

8: US 11 & Steele Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.9	0.0	0.0	0.1	1.0
Total Del/Veh (s)	5.8	3.1	7.0	5.6	7.5	1.9	5.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	4.7	3.7	0.0	0.0	6.1	0.0	0.1
Total Stops	3	8	0	0	1	0	12
Stop/Veh	0.75	1.00	0.00	0.00	1.00	0.00	0.02
Travel Dist (mi)	1.9	4.5	458.5	11.1	0.9	110.2	587.1
Travel Time (hr)	0.1	0.1	9.4	0.2	0.0	2.1	11.9
Avg Speed (mph)	30	31	49	48	46	52	49
Fuel Used (gal)	0.0	0.1	12.6	0.3	0.0	3.0	16.1
Fuel Eff. (mpg)	39.4	38.8	36.5	37.7	36.8	36.7	36.6
HC Emissions (g)	0	0	183	1	0	54	239
CO Emissions (g)	3	9	4490	53	5	1292	5852
NOx Emissions (g)	1	2	892	13	1	247	1157
Vehicles Entered	4	8	463	11	1	180	667
Vehicles Exited	3	8	461	11	1	179	663
Hourly Exit Rate	3	8	461	11	1	179	663
Input Volume	4	6	452	9	2	182	656
% of Volume	75	128	102	119	50	98	101
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							952
Occupancy (veh)	0	0	9	0	0	2	12

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	6.1
Total Del/Veh (s)	26.6
Stop Delay (hr)	0.3
Stop Del/Veh (s)	1.2
Total Stops	178
Stop/Veh	0.22
Travel Dist (mi)	3854.0
Travel Time (hr)	78.7
Avg Speed (mph)	49
Fuel Used (gal)	107.7
Fuel Eff. (mpg)	35.8
HC Emissions (g)	1640
CO Emissions (g)	43137
NOx Emissions (g)	7741
Vehicles Entered	760
Vehicles Exited	741
Hourly Exit Rate	741
Input Volume	3420
% of Volume	22
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	775
Occupancy (veh)	79

Intersection: 3: US 11 & Old Okahola Rd/Driveway

Movement	EB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	105	52
Average Queue (ft)	47	5
95th Queue (ft)	87	27
Link Distance (ft)	3037	6215
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: US 11 & Hartfield Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	43	26
Average Queue (ft)	16	1
95th Queue (ft)	39	11
Link Distance (ft)	5907	7834
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: US 11 & Steele Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	26	15
Average Queue (ft)	7	0
95th Queue (ft)	23	5
Link Distance (ft)	2866	3187
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

3: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	1.4	0.2	1.9
Total Del/Veh (s)	9.4	6.3	5.1	10.3	5.9	4.1	4.8	3.1	1.9	12.7	10.5	9.4
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	7.0	2.3	4.4	9.4	4.5	4.0	2.1	0.1	0.0	0.0	0.0	0.6
Total Stops	28	1	26	1	1	2	11	2	0	0	0	72
Stop/Veh	1.00	1.00	1.00	1.00	1.00	1.00	0.32	0.01	0.00	0.00	0.00	0.10
Travel Dist (mi)	16.1	0.6	15.0	0.4	0.3	0.7	38.9	199.2	2.4	562.3	110.9	946.8
Travel Time (hr)	0.6	0.0	0.5	0.0	0.0	0.0	0.8	3.8	0.0	11.7	2.3	19.8
Avg Speed (mph)	29	32	31	20	22	21	49	52	51	48	47	48
Fuel Used (gal)	0.4	0.0	0.4	0.0	0.0	0.0	1.0	5.7	0.1	15.2	2.9	25.7
Fuel Eff. (mpg)	37.8	37.8	36.9	30.6	31.4	34.8	37.3	35.1	42.0	37.0	38.5	36.8
HC Emissions (g)	3	0	8	0	0	0	20	94	0	197	14	337
CO Emissions (g)	63	1	151	1	1	2	520	2645	17	4846	462	8709
NOx Emissions (g)	11	0	25	0	0	0	85	433	3	1011	132	1701
Vehicles Entered	28	1	26	1	1	2	33	169	2	377	75	715
Vehicles Exited	28	1	26	1	1	2	33	168	2	373	74	709
Hourly Exit Rate	28	1	26	1	1	2	33	168	2	373	74	709
Input Volume	30	1	29	1	1	1	36	169	2	371	71	712
% of Volume	93	100	89	100	100	200	92	100	100	101	104	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												989
Occupancy (veh)	1	0	0	0	0	0	1	4	0	12	2	20

6: US 11 & Hartfield Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.3	0.9	0.0	1.2
Total Del/Veh (s)	4.2	3.7	5.0	4.7	6.7	6.2	6.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	3.5	3.9	0.3	0.1	0.0	0.0	0.1
Total Stops	4	6	0	0	0	0	10
Stop/Veh	1.00	1.00	0.00	0.00	0.00	0.00	0.01
Travel Dist (mi)	4.2	6.5	2.4	298.7	444.8	10.2	766.8
Travel Time (hr)	0.1	0.2	0.0	5.8	9.0	0.2	15.4
Avg Speed (mph)	42	42	49	51	49	49	50
Fuel Used (gal)	0.1	0.2	0.1	8.7	12.2	0.3	21.5
Fuel Eff. (mpg)	42.0	41.5	38.3	34.4	36.5	38.4	35.7
HC Emissions (g)	0	1	0	139	157	1	298
CO Emissions (g)	11	18	13	3919	3914	51	7925
NOx Emissions (g)	4	6	3	647	815	12	1487
Vehicles Entered	4	6	2	201	449	10	672
Vehicles Exited	4	6	2	201	450	10	673
Hourly Exit Rate	4	6	2	201	450	10	673
Input Volume	5	6	2	202	439	14	668
% of Volume	76	96	100	99	103	73	101
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1241
Occupancy (veh)	0	0	0	6	9	0	15

8: US 11 & Steele Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.5	0.7
Total Del/Veh (s)	8.4	2.0	4.2	3.7	3.9	3.8	3.9
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	6.3	2.4	0.0	0.0	0.3	0.0	0.1
Total Stops	5	7	0	0	1	0	13
Stop/Veh	1.00	1.00	0.00	0.00	0.17	0.00	0.02
Travel Dist (mi)	2.6	3.7	197.0	5.3	3.8	278.3	490.8
Travel Time (hr)	0.1	0.1	3.9	0.1	0.1	5.6	9.8
Avg Speed (mph)	30	32	51	49	45	50	50
Fuel Used (gal)	0.1	0.1	5.5	0.1	0.1	7.5	13.4
Fuel Eff. (mpg)	40.8	40.0	36.0	44.0	40.0	37.0	36.7
HC Emissions (g)	0	0	87	1	0	100	189
CO Emissions (g)	7	8	2146	18	14	2395	4587
NOx Emissions (g)	1	2	414	6	4	516	943
Vehicles Entered	5	7	200	5	6	452	675
Vehicles Exited	5	7	199	5	6	454	676
Hourly Exit Rate	5	7	199	5	6	454	676
Input Volume	5	4	201	6	7	447	672
% of Volume	95	165	99	80	83	102	101
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1153
Occupancy (veh)	0	0	4	0	0	6	10

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	5.9
Total Del/Veh (s)	26.5
Stop Delay (hr)	0.2
Stop Del/Veh (s)	0.7
Total Stops	95
Stop/Veh	0.12
Travel Dist (mi)	3844.3
Travel Time (hr)	78.3
Avg Speed (mph)	49
Fuel Used (gal)	107.6
Fuel Eff. (mpg)	35.7
HC Emissions (g)	1505
CO Emissions (g)	40384
NOx Emissions (g)	7364
Vehicles Entered	748
Vehicles Exited	729
Hourly Exit Rate	729
Input Volume	3455
% of Volume	21
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	779
Occupancy (veh)	78

Intersection: 3: US 11 & Old Okahola Rd/Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	66	30	55	4
Average Queue (ft)	31	3	10	0
95th Queue (ft)	58	16	37	3
Link Distance (ft)	3037	2470	6215	7834
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: US 11 & Hartfield Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	38	5
Average Queue (ft)	8	0
95th Queue (ft)	28	5
Link Distance (ft)	5907	7834
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: US 11 & Steele Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	15
Average Queue (ft)	6	1
95th Queue (ft)	24	8
Link Distance (ft)	2866	3187
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	95	0	54	0	0	0	33	402	0	0	207	11
Future Vol, veh/h	95	0	54	0	0	0	33	402	0	0	207	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	107	0	61	0	0	0	37	452	0	0	233	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	765	765	239	758	771	452	245	0	0	452	0	0
Stage 1	239	239	-	526	526	-	-	-	-	-	-	-
Stage 2	526	526	-	233	245	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	319	332	798	322	330	606	1315	-	-	1104	-	-
Stage 1	762	706	-	533	527	-	-	-	-	-	-	-
Stage 2	533	527	-	768	702	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	307	320	798	286	317	606	1315	-	-	1104	-	-
Mov Cap-2 Maneuver	307	320	-	286	317	-	-	-	-	-	-	-
Stage 1	762	706	-	513	507	-	-	-	-	-	-	-
Stage 2	513	507	-	710	702	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.65	0	0.59	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	137	-	-	395	-	1104	-	-
HCM Lane V/C Ratio	0.028	-	-	0.424	-	-	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	20.6	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	-	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	11	5	495	202	8
Future Vol, veh/h	23	11	5	495	202	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	26	12	6	556	227	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	799	231	236	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	353	805	1325	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	351	805	1325	-	-	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.2	0.08	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	18	-	429	-	-
HCM Lane V/C Ratio	0.004	-	0.089	-	-
HCM Ctrl Dly (s/v)	7.7	0	14.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	7	508	10	2	205
Future Vol, veh/h	5	7	508	10	2	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	8	571	11	2	230

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	811	576	0	0	582	0
Stage 1	576	-	-	-	-	-
Stage 2	235	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	347	515	-	-	987	-
Stage 1	560	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	346	515	-	-	987	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	800	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.68	0	0.08
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	428	17	-
HCM Lane V/C Ratio	-	-	0.031	0.002	-
HCM Ctrl Dly (s/v)	-	-	13.7	8.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	1	33	1	1	1	41	190	2	0	417	80
Future Vol, veh/h	34	1	33	1	1	1	41	190	2	0	417	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	1	38	1	1	1	47	216	2	0	474	91

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	829	831	519	785	875	217	565	0	0	218	0	0
Stage 1	519	519	-	310	310	-	-	-	-	-	-	-
Stage 2	310	311	-	474	565	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	290	305	557	310	288	823	1007	-	-	1351	-	-
Stage 1	540	532	-	700	659	-	-	-	-	-	-	-
Stage 2	701	658	-	571	508	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	273	289	557	273	273	823	1007	-	-	1351	-	-
Mov Cap-2 Maneuver	273	289	-	273	273	-	-	-	-	-	-	-
Stage 1	540	532	-	663	624	-	-	-	-	-	-	-
Stage 2	662	623	-	531	508	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.57	15.35	1.54	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	316	-	-	363	351	1351	-	-
HCM Lane V/C Ratio	0.046	-	-	0.213	0.01	-	-	-
HCM Ctrl Dly (s/v)	8.7	0	-	17.6	15.4	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	7	2	227	491	16
Future Vol, veh/h	6	7	2	227	491	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	8	2	258	558	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	830	567	576	0	-	0
Stage 1	567	-	-	-	-	-
Stage 2	263	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	340	523	997	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	339	523	997	-	-	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	781	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.92	0.08	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	16	-	418	-	-
HCM Lane V/C Ratio	0.002	-	0.035	-	-
HCM Ctrl Dly (s/v)	8.6	0	13.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	5	225	7	8	503
Future Vol, veh/h	6	5	225	7	8	503
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	6	256	8	9	572

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	849	260	0	0	264	0
Stage 1	260	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	331	779	-	-	1300	-
Stage 1	784	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	328	779	-	-	1300	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	548	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.33	0	0.12
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	445	28	-
HCM Lane V/C Ratio	-	-	0.028	0.007	-
HCM Ctrl Dly (s/v)	-	-	13.3	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

3: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.4	0.4	0.0	0.0	0.2
Total Delay (hr)	0.3	0.1	0.0	0.5	0.5	0.0	1.4
Total Del/Veh (s)	9.7	5.9	4.7	4.9	8.1	8.5	6.4
Stop Delay (hr)	0.2	0.1	0.0	0.0	0.0	0.0	0.3
Stop Del/Veh (s)	6.9	4.3	0.7	0.0	0.0	0.0	1.2
Total Stops	92	59	6	2	0	0	159
Stop/Veh	0.98	0.98	0.18	0.01	0.00	0.00	0.20
Travel Dist (mi)	53.2	34.0	39.3	457.9	298.9	17.7	901.0
Travel Time (hr)	1.9	1.1	0.8	9.0	6.0	0.4	19.2
Avg Speed (mph)	29	30	49	51	50	48	47
Fuel Used (gal)	1.4	0.9	1.1	12.9	8.3	0.5	25.0
Fuel Eff. (mpg)	38.4	37.7	36.8	35.5	36.1	38.9	36.1
HC Emissions (g)	11	15	16	247	138	2	429
CO Emissions (g)	241	277	460	6397	3414	70	10860
NOx Emissions (g)	39	46	76	1049	633	20	1863
Vehicles Entered	93	59	33	390	203	12	790
Vehicles Exited	92	59	34	387	202	12	786
Hourly Exit Rate	92	59	34	387	202	12	786
Input Volume	95	54	33	402	207	11	802
% of Volume	97	109	102	96	98	107	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1026
Occupancy (veh)	2	1	1	9	6	0	19

6: US 11 & Hartfield Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	1.1	0.3	0.0	1.5
Total Del/Veh (s)	5.5	3.1	5.2	8.4	4.4	2.3	7.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	4.0	2.9	0.5	0.1	0.0	0.0	0.2
Total Stops	24	10	1	0	0	0	35
Stop/Veh	0.96	0.91	0.20	0.00	0.00	0.00	0.05
Travel Dist (mi)	26.9	11.6	6.6	712.1	199.0	7.3	963.5
Travel Time (hr)	0.7	0.3	0.1	14.4	3.9	0.1	19.5
Avg Speed (mph)	41	41	49	49	51	51	49
Fuel Used (gal)	0.7	0.3	0.2	20.7	5.5	0.2	27.5
Fuel Eff. (mpg)	40.2	40.1	34.0	34.4	36.2	37.2	35.0
HC Emissions (g)	16	1	1	349	101	1	469
CO Emissions (g)	315	40	61	9503	2415	48	12382
NOx Emissions (g)	60	11	9	1548	448	9	2085
Vehicles Entered	24	11	5	477	201	7	725
Vehicles Exited	24	10	5	481	200	8	728
Hourly Exit Rate	24	10	5	481	200	8	728
Input Volume	23	11	5	496	202	8	746
% of Volume	104	89	95	97	99	97	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							976
Occupancy (veh)	1	0	0	14	4	0	20

8: US 11 & Steele Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	1.0	0.0	0.0	0.1	1.2
Total Del/Veh (s)	8.2	3.9	7.2	5.3	3.9	2.4	5.8
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	6.8	4.4	0.0	0.0	0.5	0.0	0.1
Total Stops	6	8	0	0	0	0	14
Stop/Veh	1.00	1.00	0.00	0.00	0.00	0.00	0.02
Travel Dist (mi)	3.3	4.1	492.9	8.2	1.1	124.5	633.9
Travel Time (hr)	0.1	0.1	10.1	0.2	0.0	2.4	13.0
Avg Speed (mph)	30	30	49	47	46	51	49
Fuel Used (gal)	0.1	0.1	13.7	0.2	0.0	3.4	17.5
Fuel Eff. (mpg)	41.2	39.3	35.9	37.2	40.2	36.7	36.1
HC Emissions (g)	0	0	220	1	0	64	285
CO Emissions (g)	6	8	5327	38	4	1474	6858
NOx Emissions (g)	2	2	1017	9	1	283	1314
Vehicles Entered	6	8	495	8	2	202	721
Vehicles Exited	6	8	496	8	2	202	722
Hourly Exit Rate	6	8	496	8	2	202	722
Input Volume	5	7	508	10	2	205	738
% of Volume	114	110	98	78	100	98	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							874
Occupancy (veh)	0	0	10	0	0	2	13

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	6.9
Total Del/Veh (s)	27.8
Stop Delay (hr)	0.3
Stop Del/Veh (s)	1.4
Total Stops	208
Stop/Veh	0.23
Travel Dist (mi)	4183.7
Travel Time (hr)	86.1
Avg Speed (mph)	49
Fuel Used (gal)	117.5
Fuel Eff. (mpg)	35.6
HC Emissions (g)	1956
CO Emissions (g)	49876
NOx Emissions (g)	8777
Vehicles Entered	837
Vehicles Exited	811
Hourly Exit Rate	811
Input Volume	3856
% of Volume	21
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	708
Occupancy (veh)	86

Intersection: 3: US 11 & Old Okahola Rd/Driveway

Movement	EB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	113	60
Average Queue (ft)	45	6
95th Queue (ft)	83	31
Link Distance (ft)	3037	6215
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: US 11 & Hartfield Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	60	26
Average Queue (ft)	19	1
95th Queue (ft)	45	11
Link Distance (ft)	5907	7834
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: US 11 & Steele Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	27	10
Average Queue (ft)	8	0
95th Queue (ft)	24	5
Link Distance (ft)	2866	3187
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

3: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.2	0.1	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	1.6	0.3	2.2
Total Del/Veh (s)	10.2	10.0	4.8	7.3	9.0	4.5	3.8	3.3	5.5	13.4	10.8	9.8
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	7.8	6.4	4.2	6.6	7.3	4.3	2.0	0.1	0.0	0.0	0.0	0.6
Total Stops	29	1	28	1	1	2	13	2	0	0	0	77
Stop/Veh	0.97	0.50	0.97	1.00	1.00	1.00	0.34	0.01	0.00	0.00	0.00	0.10
Travel Dist (mi)	16.9	0.9	16.0	0.3	0.4	1.1	43.8	221.2	1.4	613.0	124.5	1039.4
Travel Time (hr)	0.6	0.0	0.5	0.0	0.0	0.0	0.9	4.3	0.0	12.8	2.6	21.9
Avg Speed (mph)	29	29	31	20	21	23	49	52	50	48	47	48
Fuel Used (gal)	0.4	0.0	0.4	0.0	0.0	0.0	1.2	6.3	0.0	16.5	3.2	28.2
Fuel Eff. (mpg)	38.7	36.3	38.3	30.7	35.3	35.9	37.0	35.3	39.8	37.1	38.5	36.9
HC Emissions (g)	5	0	9	0	0	0	9	105	0	171	41	341
CO Emissions (g)	100	3	154	1	1	2	339	2953	8	4511	1010	9082
NOx Emissions (g)	17	0	26	0	0	0	65	477	2	989	213	1790
Vehicles Entered	29	2	28	1	1	2	37	187	1	413	84	785
Vehicles Exited	29	1	28	1	1	2	37	188	1	408	83	779
Hourly Exit Rate	29	1	28	1	1	2	37	188	1	408	83	779
Input Volume	34	1	33	1	1	1	41	190	2	420	80	802
% of Volume	86	100	85	100	100	200	90	99	50	97	104	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												897
Occupancy (veh)	1	0	1	0	0	0	1	4	0	13	3	22

6: US 11 & Hartfield Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.3	1.0	0.0	1.4
Total Del/Veh (s)	4.7	2.6	6.8	5.4	7.5	5.9	6.7
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	3.9	2.8	1.5	0.1	0.0	0.0	0.1
Total Stops	6	6	1	0	0	0	13
Stop/Veh	1.00	1.00	0.50	0.00	0.00	0.00	0.02
Travel Dist (mi)	6.6	5.9	3.0	333.3	490.0	13.6	852.3
Travel Time (hr)	0.2	0.1	0.1	6.5	10.0	0.3	17.2
Avg Speed (mph)	41	42	49	51	49	47	49
Fuel Used (gal)	0.2	0.1	0.1	9.6	13.4	0.3	23.7
Fuel Eff. (mpg)	42.7	41.4	35.6	34.8	36.5	39.4	35.9
HC Emissions (g)	1	1	0	147	148	1	299
CO Emissions (g)	20	18	26	4195	3927	50	8236
NOx Emissions (g)	6	6	4	700	834	15	1564
Vehicles Entered	6	5	2	223	492	14	742
Vehicles Exited	6	6	2	227	493	14	748
Hourly Exit Rate	6	6	2	227	493	14	748
Input Volume	6	7	2	228	494	16	753
% of Volume	96	83	100	100	100	89	99
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1107
Occupancy (veh)	0	0	0	7	10	0	17

8: US 11 & Steele Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.3	0.0	0.0	0.6	1.0
Total Del/Veh (s)	8.3	2.1	4.7	4.5	5.3	4.5	4.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	6.9	2.5	0.0	0.0	1.3	0.0	0.1
Total Stops	8	5	0	0	2	1	16
Stop/Veh	1.00	1.00	0.00	0.00	0.22	0.00	0.02
Travel Dist (mi)	4.1	2.7	221.9	8.5	5.6	307.2	549.9
Travel Time (hr)	0.1	0.1	4.4	0.2	0.1	6.3	11.2
Avg Speed (mph)	29	32	51	49	44	49	49
Fuel Used (gal)	0.1	0.1	6.1	0.2	0.1	8.2	14.8
Fuel Eff. (mpg)	38.8	37.9	36.4	38.0	42.0	37.4	37.1
HC Emissions (g)	0	0	89	1	1	90	181
CO Emissions (g)	11	7	2237	45	18	2205	4524
NOx Emissions (g)	2	1	442	10	6	511	971
Vehicles Entered	7	5	224	8	9	500	753
Vehicles Exited	8	5	225	9	9	499	755
Hourly Exit Rate	8	5	225	9	9	499	755
Input Volume	6	5	226	7	8	503	756
% of Volume	128	95	99	124	109	99	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1015
Occupancy (veh)	0	0	4	0	0	6	11

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	7.2
Total Del/Veh (s)	28.8
Stop Delay (hr)	0.2
Stop Del/Veh (s)	0.7
Total Stops	106
Stop/Veh	0.12
Travel Dist (mi)	4257.3
Travel Time (hr)	87.4
Avg Speed (mph)	49
Fuel Used (gal)	118.4
Fuel Eff. (mpg)	36.0
HC Emissions (g)	1486
CO Emissions (g)	41296
NOx Emissions (g)	7663
Vehicles Entered	826
Vehicles Exited	809
Hourly Exit Rate	809
Input Volume	3892
% of Volume	21
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	698
Occupancy (veh)	87

Intersection: 3: US 11 & Old Okahola Rd/Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	88	30	51	8
Average Queue (ft)	31	4	11	0
95th Queue (ft)	61	21	38	4
Link Distance (ft)	3037	2470	6215	7834
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: US 11 & Hartfield Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	32	24
Average Queue (ft)	9	1
95th Queue (ft)	29	12
Link Distance (ft)	5907	7834
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: US 11 & Steele Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	27	51
Average Queue (ft)	7	3
95th Queue (ft)	23	28
Link Distance (ft)	2866	3187
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection	
Int Delay, s/veh	44

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	152	0	87	0	0	0	52	646	0	0	333	18
Future Vol, veh/h	152	0	87	0	0	0	52	646	0	0	333	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	171	0	98	0	0	0	58	726	0	0	374	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1227	1227	384	1217	1237	726	394	0	0	726	0	0
Stage 1	384	384	-	843	843	-	-	-	-	-	-	-
Stage 2	843	843	-	374	394	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	~ 154	178	661	157	175	423	1159	-	-	873	-	-
Stage 1	637	609	-	357	378	-	-	-	-	-	-	-
Stage 2	357	378	-	645	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 141	163	661	122	160	423	1159	-	-	873	-	-
Mov Cap-2 Maneuver	~ 141	163	-	122	160	-	-	-	-	-	-	-
Stage 1	637	609	-	327	346	-	-	-	-	-	-	-
Stage 2	327	346	-	549	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	235.55	0	0.62	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	134	-	-	198	-	873	-	-
HCM Lane V/C Ratio	0.05	-	-	1.356	-	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	235.5	0	0	-	-
HCM Lane LOS	A	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	15.4	-	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	18	7	796	324	13
Future Vol, veh/h	36	18	7	796	324	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	40	20	8	894	364	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1281	371	379	0	-	0
Stage 1	371	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	182	672	1174	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	179	672	1174	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	25.31	0.07	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	16	-	237	-	-
HCM Lane V/C Ratio	0.007	-	0.256	-	-
HCM Ctrl Dly (s/v)	8.1	0	25.3	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	11	816	16	4	329
Future Vol, veh/h	7	11	816	16	4	329
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	12	917	18	4	370

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1304	926	0	0	935	0
Stage 1	926	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	176	324	-	-	728	-
Stage 1	384	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	175	324	-	-	728	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	384	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.14	0	0.12
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	243	22	-
HCM Lane V/C Ratio	-	-	0.083	0.006	-
HCM Ctrl Dly (s/v)	-	-	21.1	10	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	2	52	2	2	2	65	306	4	0	669	128
Future Vol, veh/h	54	2	52	2	2	2	65	306	4	0	669	128
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	2	59	2	2	2	74	348	5	0	760	145

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1330	1333	833	1259	1403	350	906	0	0	352	0	0
Stage 1	833	833	-	498	498	-	-	-	-	-	-	-
Stage 2	497	500	-	761	906	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	132	154	369	147	140	693	751	-	-	1207	-	-
Stage 1	363	384	-	554	544	-	-	-	-	-	-	-
Stage 2	555	543	-	398	355	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	113	135	369	107	123	693	751	-	-	1207	-	-
Mov Cap-2 Maneuver	113	135	-	107	123	-	-	-	-	-	-	-
Stage 1	363	384	-	487	478	-	-	-	-	-	-	-
Stage 2	483	477	-	332	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	66.7	28.75	1.79	0
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	311	-	-	171	158	1207	-	-
HCM Lane V/C Ratio	0.098	-	-	0.718	0.043	-	-	-
HCM Ctrl Dly (s/v)	10.3	0	-	66.7	28.8	0	-	-
HCM Lane LOS	B	A	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	11	4	365	789	25
Future Vol, veh/h	9	11	4	365	789	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	13	5	415	897	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1335	911	925	0	-	0
Stage 1	911	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	170	332	739	-	-	-
Stage 1	392	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	168	332	739	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	389	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.29	0.11	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	231	-	-
HCM Lane V/C Ratio	0.006	-	0.098	-	-
HCM Ctrl Dly (s/v)	9.9	0	22.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	7	362	11	13	809
Future Vol, veh/h	9	7	362	11	13	809
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	8	411	13	15	919

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1366	418	0	0	424	0
Stage 1	418	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	162	635	-	-	1135	-
Stage 1	665	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	158	635	-	-	1135	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	366	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.59	0	0.13
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	235	28	-
HCM Lane V/C Ratio	-	-	0.077	0.013	-
HCM Ctrl Dly (s/v)	-	-	21.6	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

3: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.3	0.7	0.7	0.0	0.1	0.4
Total Delay (hr)	1.6	0.6	0.1	1.5	1.0	0.1	4.9
Total Del/Veh (s)	36.3	26.7	8.2	8.2	10.7	9.3	13.5
Stop Delay (hr)	1.5	0.6	0.0	0.0	0.0	0.0	2.1
Stop Del/Veh (s)	33.0	25.1	1.4	0.1	0.0	0.0	5.8
Total Stops	156	86	13	10	0	0	265
Stop/Veh	0.98	0.99	0.25	0.02	0.00	0.00	0.20
Travel Dist (mi)	90.6	49.4	57.3	759.1	492.8	30.8	1480.1
Travel Time (hr)	4.3	2.2	1.2	15.6	10.1	0.6	34.0
Avg Speed (mph)	21	23	47	49	49	48	44
Fuel Used (gal)	2.6	1.4	1.5	20.6	13.7	0.8	40.7
Fuel Eff. (mpg)	34.4	35.5	37.7	36.8	36.1	36.6	36.4
HC Emissions (g)	30	15	36	382	264	33	760
CO Emissions (g)	602	301	813	9431	6275	666	18088
NOx Emissions (g)	95	48	141	1632	1123	109	3147
Vehicles Entered	158	86	49	644	333	22	1292
Vehicles Exited	156	86	48	646	331	20	1287
Hourly Exit Rate	156	86	48	646	331	20	1287
Input Volume	152	87	52	646	333	18	1287
% of Volume	102	99	92	100	99	113	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							579
Occupancy (veh)	4	2	1	15	10	1	34

6: US 11 & Hartfield Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	2.6	0.6	0.0	3.3
Total Del/Veh (s)	10.8	5.1	11.5	11.3	6.0	5.1	9.7
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	9.3	4.5	0.7	0.1	0.0	0.0	0.4
Total Stops	30	18	1	1	0	0	50
Stop/Veh	0.97	1.00	0.12	0.00	0.00	0.00	0.04
Travel Dist (mi)	33.5	20.2	11.3	1190.7	327.0	11.4	1594.1
Travel Time (hr)	0.9	0.5	0.2	24.7	6.6	0.2	33.1
Avg Speed (mph)	38	41	46	48	50	49	48
Fuel Used (gal)	0.8	0.5	0.3	35.0	9.0	0.3	46.0
Fuel Eff. (mpg)	40.2	39.7	34.7	34.0	36.2	38.9	34.6
HC Emissions (g)	3	8	2	632	190	1	835
CO Emissions (g)	111	170	88	17056	4335	45	21806
NOx Emissions (g)	31	34	14	2699	790	13	3582
Vehicles Entered	30	18	8	799	327	11	1193
Vehicles Exited	30	18	7	797	329	11	1192
Hourly Exit Rate	30	18	7	797	329	11	1192
Input Volume	36	18	7	796	324	13	1194
% of Volume	83	101	97	100	101	86	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							576
Occupancy (veh)	1	0	0	25	7	0	33

8: US 11 & Steele Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	2.0	0.0	0.0	0.3	2.4
Total Del/Veh (s)	14.7	6.8	8.7	7.4	7.9	3.2	7.2
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	13.2	7.0	0.0	0.0	4.4	0.1	0.2
Total Stops	7	9	0	0	2	2	20
Stop/Veh	0.88	1.00	0.00	0.00	0.50	0.01	0.02
Travel Dist (mi)	3.9	4.7	806.7	15.7	2.5	201.9	1035.4
Travel Time (hr)	0.2	0.2	16.9	0.3	0.1	4.0	21.6
Avg Speed (mph)	26	29	48	47	43	50	48
Fuel Used (gal)	0.1	0.1	22.3	0.4	0.1	5.5	28.5
Fuel Eff. (mpg)	38.7	38.8	36.1	39.0	38.7	36.8	36.3
HC Emissions (g)	0	0	379	1	0	116	497
CO Emissions (g)	12	11	8955	65	10	2565	11618
NOx Emissions (g)	2	2	1701	17	3	484	2209
Vehicles Entered	8	8	812	16	4	329	1177
Vehicles Exited	7	9	812	16	4	330	1178
Hourly Exit Rate	7	9	812	16	4	330	1178
Input Volume	7	11	816	16	4	329	1184
% of Volume	97	80	99	102	100	100	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							526
Occupancy (veh)	0	0	17	0	0	4	22

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	16.1
Total Del/Veh (s)	39.7
Stop Delay (hr)	2.3
Stop Del/Veh (s)	5.8
Total Stops	335
Stop/Veh	0.23
Travel Dist (mi)	6839.7
Travel Time (hr)	145.1
Avg Speed (mph)	47
Fuel Used (gal)	192.3
Fuel Eff. (mpg)	35.6
HC Emissions (g)	3500
CO Emissions (g)	86210
NOx Emissions (g)	15009
Vehicles Entered	1348
Vehicles Exited	1308
Hourly Exit Rate	1308
Input Volume	6180
% of Volume	21
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	421
Occupancy (veh)	145

Intersection: 3: US 11 & Old Okahola Rd/Driveway

Movement	EB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	266	112
Average Queue (ft)	110	18
95th Queue (ft)	250	70
Link Distance (ft)	3037	6215
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: US 11 & Hartfield Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	60	50
Average Queue (ft)	24	2
95th Queue (ft)	51	20
Link Distance (ft)	5907	7834
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: US 11 & Steele Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	35	53
Average Queue (ft)	9	2
95th Queue (ft)	27	23
Link Distance (ft)	2866	3187
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

3: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.4	0.3	0.7	0.0	0.0	0.1
Total Delay (hr)	0.4	0.0	0.2	0.0	0.0	0.0	0.2	0.7	0.0	3.2	0.5	5.3
Total Del/Veh (s)	25.9	15.8	16.5	3.6	19.9	5.4	11.4	7.7	4.9	17.1	14.0	14.6
Stop Delay (hr)	0.3	0.0	0.2	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.8
Stop Del/Veh (s)	23.2	11.1	15.4	3.0	18.1	4.6	6.3	1.4	0.5	0.0	0.0	2.3
Total Stops	53	2	54	1	3	3	40	32	0	0	2	190
Stop/Veh	0.98	1.00	1.00	1.00	1.00	1.00	0.60	0.10	0.00	0.00	0.02	0.15
Travel Dist (mi)	29.8	1.3	31.0	0.3	1.3	1.6	77.0	353.0	4.7	995.4	188.5	1684.0
Travel Time (hr)	1.3	0.0	1.2	0.0	0.1	0.1	1.7	7.2	0.1	21.6	4.2	37.4
Avg Speed (mph)	23	27	26	21	18	22	45	50	50	46	45	45
Fuel Used (gal)	0.8	0.0	0.9	0.0	0.0	0.0	2.1	9.8	0.1	26.5	4.9	45.3
Fuel Eff. (mpg)	35.6	35.7	35.3	35.9	33.4	36.0	37.4	35.9	37.2	37.5	38.3	37.2
HC Emissions (g)	3	0	9	0	0	0	17	148	1	304	42	525
CO Emissions (g)	102	4	190	1	3	4	596	4193	35	7871	1193	14190
NOx Emissions (g)	15	1	31	0	0	0	110	693	6	1622	261	2740
Vehicles Entered	52	2	54	1	3	3	65	300	4	667	126	1277
Vehicles Exited	52	2	53	1	3	3	66	299	4	662	124	1269
Hourly Exit Rate	52	2	53	1	3	3	66	299	4	662	124	1269
Input Volume	54	2	52	2	2	2	65	306	4	672	128	1290
% of Volume	96	100	101	50	150	150	102	98	94	99	97	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												525
Occupancy (veh)	1	0	1	0	0	0	2	7	0	22	4	37

6: US 11 & Hartfield Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.8	2.0	0.1	2.9
Total Del/Veh (s)	11.0	6.0	11.7	7.8	9.2	7.2	8.7
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	10.2	5.8	5.0	0.1	0.0	0.0	0.2
Total Stops	7	10	3	3	0	0	23
Stop/Veh	1.00	1.00	0.60	0.01	0.00	0.00	0.02
Travel Dist (mi)	7.6	11.4	7.5	529.6	784.0	26.2	1366.3
Travel Time (hr)	0.2	0.3	0.2	10.6	16.5	0.6	28.3
Avg Speed (mph)	39	40	47	50	48	47	48
Fuel Used (gal)	0.2	0.3	0.2	15.7	21.3	0.7	38.4
Fuel Eff. (mpg)	40.0	40.1	34.9	33.7	36.7	39.8	35.5
HC Emissions (g)	1	1	1	206	232	2	443
CO Emissions (g)	27	30	71	6596	6104	103	12930
NOx Emissions (g)	7	10	10	1026	1292	28	2374
Vehicles Entered	7	10	5	358	788	26	1194
Vehicles Exited	7	10	5	355	787	26	1190
Hourly Exit Rate	7	10	5	355	787	26	1190
Input Volume	9	11	4	365	793	25	1207
% of Volume	76	93	118	97	99	104	99
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							674
Occupancy (veh)	0	0	0	11	16	1	28

8: US 11 & Steele Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.6	0.0	0.0	1.3	2.0
Total Del/Veh (s)	12.3	2.6	6.3	5.9	6.2	5.8	5.9
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	11.1	2.9	0.0	0.0	0.7	0.0	0.1
Total Stops	8	6	0	0	3	1	18
Stop/Veh	1.00	1.00	0.00	0.00	0.27	0.00	0.01
Travel Dist (mi)	4.2	3.2	353.3	8.1	7.0	494.6	870.3
Travel Time (hr)	0.2	0.1	7.1	0.2	0.2	10.4	18.1
Avg Speed (mph)	27	32	50	48	43	48	48
Fuel Used (gal)	0.1	0.1	9.8	0.2	0.2	13.1	23.5
Fuel Eff. (mpg)	40.3	38.7	36.1	39.3	41.1	37.7	37.1
HC Emissions (g)	0	0	121	1	1	136	259
CO Emissions (g)	9	9	3126	37	22	3342	6545
NOx Emissions (g)	2	2	642	9	7	785	1447
Vehicles Entered	8	6	354	8	11	805	1192
Vehicles Exited	8	6	357	8	11	806	1196
Hourly Exit Rate	8	6	357	8	11	806	1196
Input Volume	9	7	363	11	13	809	1212
% of Volume	86	83	98	74	86	100	99
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							627
Occupancy (veh)	0	0	7	0	0	10	18

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	15.4
Total Del/Veh (s)	38.6
Stop Delay (hr)	1.0
Stop Del/Veh (s)	2.4
Total Stops	231
Stop/Veh	0.16
Travel Dist (mi)	6856.9
Travel Time (hr)	145.0
Avg Speed (mph)	47
Fuel Used (gal)	191.6
Fuel Eff. (mpg)	35.8
HC Emissions (g)	2231
CO Emissions (g)	63807
NOx Emissions (g)	11757
Vehicles Entered	1340
Vehicles Exited	1306
Hourly Exit Rate	1306
Input Volume	6246
% of Volume	21
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	421
Occupancy (veh)	145

Intersection: 3: US 11 & Old Okahola Rd/Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	142	35	207	16
Average Queue (ft)	53	7	50	1
95th Queue (ft)	103	27	136	8
Link Distance (ft)	3037	2470	6215	7834
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: US 11 & Hartfield Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	34	68
Average Queue (ft)	11	3
95th Queue (ft)	32	26
Link Distance (ft)	5907	7834
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: US 11 & Steele Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	52
Average Queue (ft)	8	3
95th Queue (ft)	25	22
Link Distance (ft)	2866	3187
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection	
Int Delay, s/veh	44

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	152	0	87	0	0	0	52	646	0	0	333	18
Future Vol, veh/h	152	0	87	0	0	0	52	646	0	0	333	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	171	0	98	0	0	0	58	726	0	0	374	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1227	1227	384	1217	1237	726	394	0	0	726	0	0
Stage 1	384	384	-	843	843	-	-	-	-	-	-	-
Stage 2	843	843	-	374	394	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	~ 154	178	661	157	175	423	1159	-	-	873	-	-
Stage 1	637	609	-	357	378	-	-	-	-	-	-	-
Stage 2	357	378	-	645	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 141	163	661	122	160	423	1159	-	-	873	-	-
Mov Cap-2 Maneuver	~ 141	163	-	122	160	-	-	-	-	-	-	-
Stage 1	637	609	-	327	346	-	-	-	-	-	-	-
Stage 2	327	346	-	549	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	235.55	0	0.62	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	134	-	-	198	-	873	-	-
HCM Lane V/C Ratio	0.05	-	-	1.356	-	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	235.5	0	0	-	-
HCM Lane LOS	A	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	15.4	-	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	18	7	796	324	13
Future Vol, veh/h	36	18	7	796	324	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	40	20	8	894	364	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1281	371	379	0	-	0
Stage 1	371	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	182	672	1174	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	179	672	1174	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	25.31	0.07	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	16	-	237	-	-
HCM Lane V/C Ratio	0.007	-	0.256	-	-
HCM Ctrl Dly (s/v)	8.1	0	25.3	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	11	816	16	4	329
Future Vol, veh/h	7	11	816	16	4	329
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	12	917	18	4	370

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1304	926	0	0	935	0
Stage 1	926	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	176	324	-	-	728	-
Stage 1	384	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	175	324	-	-	728	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	384	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.14	0	0.12
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	243	22	-
HCM Lane V/C Ratio	-	-	0.083	0.006	-
HCM Ctrl Dly (s/v)	-	-	21.1	10	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	133	0	496	331	0	200
Future Vol, veh/h	133	0	496	331	0	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	149	0	557	372	0	225

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	968	743	0	0	929	0
Stage 1	743	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	280	413	-	-	732	-
Stage 1	468	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	280	413	-	-	732	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	31.58	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	280	732	-
HCM Lane V/C Ratio	-	-	0.533	-	-
HCM Ctrl Dly (s/v)	-	-	31.6	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	2.9	0	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	2	52	2	2	2	65	306	4	0	669	128
Future Vol, veh/h	54	2	52	2	2	2	65	306	4	0	669	128
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	2	59	2	2	2	74	348	5	0	760	145

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1330	1333	833	1259	1403	350	906	0	0	352	0	0
Stage 1	833	833	-	498	498	-	-	-	-	-	-	-
Stage 2	497	500	-	761	906	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	132	154	369	147	140	693	751	-	-	1207	-	-
Stage 1	363	384	-	554	544	-	-	-	-	-	-	-
Stage 2	555	543	-	398	355	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	113	135	369	107	123	693	751	-	-	1207	-	-
Mov Cap-2 Maneuver	113	135	-	107	123	-	-	-	-	-	-	-
Stage 1	363	384	-	487	478	-	-	-	-	-	-	-
Stage 2	483	477	-	332	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	66.7	28.75	1.79	0
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	311	-	-	171	158	1207	-	-
HCM Lane V/C Ratio	0.098	-	-	0.718	0.043	-	-	-
HCM Ctrl Dly (s/v)	10.3	0	-	66.7	28.8	0	-	-
HCM Lane LOS	B	A	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	11	4	365	789	25
Future Vol, veh/h	9	11	4	365	789	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	13	5	415	897	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1335	911	925	0	-	0
Stage 1	911	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	170	332	739	-	-	-
Stage 1	392	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	168	332	739	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	389	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.29	0.11	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	231	-	-
HCM Lane V/C Ratio	0.006	-	0.098	-	-
HCM Ctrl Dly (s/v)	9.9	0	22.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	7	362	11	13	809
Future Vol, veh/h	9	7	362	11	13	809
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	8	411	13	15	919

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1366	418	0	0	424	0
Stage 1	418	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	162	635	-	-	1135	-
Stage 1	665	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	158	635	-	-	1135	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	366	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.59	0	0.13
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	235	28	-
HCM Lane V/C Ratio	-	-	0.077	0.013	-
HCM Ctrl Dly (s/v)	-	-	21.6	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	42.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	329	0	221	148	0	493
Future Vol, veh/h	329	0	221	148	0	493
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	374	0	251	168	0	560

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	895	335	0	0	419	0
Stage 1	335	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 311	707	-	-	1140	-
Stage 1	724	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 311	707	-	-	1140	-
Mov Cap-2 Maneuver	~ 311	-	-	-	-	-
Stage 1	724	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	153.36	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	311	1140	-
HCM Lane V/C Ratio	-	-	1.202	-	-
HCM Ctrl Dly (s/v)	-	-	153.4	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	16.4	0	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

3: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.2	0.7	0.6	0.0	0.0	0.4
Total Delay (hr)	1.2	0.5	0.1	1.5	0.9	0.0	4.2
Total Del/Veh (s)	28.1	19.9	7.6	8.4	9.4	6.6	11.7
Stop Delay (hr)	1.0	0.5	0.0	0.0	0.0	0.0	1.5
Stop Del/Veh (s)	24.7	18.2	1.3	0.1	0.0	0.0	4.3
Total Stops	151	88	12	11	0	0	262
Stop/Veh	0.99	0.97	0.24	0.02	0.00	0.00	0.20
Travel Dist (mi)	86.9	50.8	57.8	748.1	465.9	32.2	1441.7
Travel Time (hr)	3.8	2.1	1.2	15.3	9.5	0.7	32.6
Avg Speed (mph)	23	25	47	49	49	48	44
Fuel Used (gal)	2.4	1.4	1.5	20.4	13.0	0.9	39.7
Fuel Eff. (mpg)	35.7	36.1	38.2	36.7	35.8	37.1	36.4
HC Emissions (g)	25	20	20	332	231	41	668
CO Emissions (g)	503	379	518	8529	5759	801	16488
NOx Emissions (g)	82	61	101	1499	1008	131	2881
Vehicles Entered	150	88	49	636	316	22	1261
Vehicles Exited	151	88	49	635	311	21	1255
Hourly Exit Rate	151	88	49	635	311	21	1255
Input Volume	152	87	52	646	333	18	1287
% of Volume	99	101	94	98	93	118	97
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							605
Occupancy (veh)	4	2	1	15	9	1	32

6: US 11 & Hartfield Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	2.5	0.4	0.0	3.1
Total Del/Veh (s)	10.9	5.3	12.0	11.3	4.9	4.2	9.4
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Stop Del/Veh (s)	9.1	4.6	0.7	0.1	0.0	0.0	0.5
Total Stops	37	19	1	0	0	0	57
Stop/Veh	1.00	0.95	0.14	0.00	0.00	0.00	0.05
Travel Dist (mi)	40.5	21.4	9.7	1169.0	311.2	12.8	1564.6
Travel Time (hr)	1.1	0.5	0.2	24.2	6.2	0.3	32.4
Avg Speed (mph)	38	40	47	48	50	49	48
Fuel Used (gal)	1.0	0.5	0.3	34.5	8.6	0.3	45.3
Fuel Eff. (mpg)	40.1	39.1	34.7	33.9	36.1	38.6	34.6
HC Emissions (g)	6	19	1	557	170	1	754
CO Emissions (g)	174	362	79	15719	4035	59	20428
NOx Emissions (g)	44	65	12	2481	718	15	3335
Vehicles Entered	36	19	7	785	312	13	1172
Vehicles Exited	37	19	6	785	313	13	1173
Hourly Exit Rate	37	19	6	785	313	13	1173
Input Volume	36	18	7	796	324	13	1194
% of Volume	102	107	83	99	97	102	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							588
Occupancy (veh)	1	1	0	24	6	0	32

8: US 11 & Steele Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	2.0	0.0	0.0	0.2	2.3
Total Del/Veh (s)	13.4	6.9	8.8	6.9	8.3	2.5	7.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	11.9	7.2	0.0	0.0	6.2	0.3	0.3
Total Stops	8	12	0	0	2	1	23
Stop/Veh	1.00	1.00	0.00	0.00	0.50	0.00	0.02
Travel Dist (mi)	4.4	6.3	802.7	14.3	2.4	193.6	1023.7
Travel Time (hr)	0.2	0.2	16.8	0.3	0.1	4.0	21.5
Avg Speed (mph)	27	29	48	47	41	49	48
Fuel Used (gal)	0.1	0.2	22.3	0.4	0.1	6.6	29.5
Fuel Eff. (mpg)	40.9	38.7	36.1	38.4	29.4	29.5	34.7
HC Emissions (g)	0	1	337	1	1	142	482
CO Emissions (g)	10	11	8298	63	40	4600	13022
NOx Emissions (g)	2	3	1592	15	4	533	2149
Vehicles Entered	8	11	807	15	4	317	1162
Vehicles Exited	8	12	811	14	4	318	1167
Hourly Exit Rate	8	12	811	14	4	318	1167
Input Volume	7	11	816	16	4	330	1184
% of Volume	110	107	99	89	100	97	99
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							527
Occupancy (veh)	0	0	17	0	0	4	22

10: US 11 & Hwy 98 Extension Performance by movement

Movement	WBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.2	0.1
Total Delay (hr)	0.8	1.9	0.8	0.2	3.6
Total Del/Veh (s)	22.4	13.3	8.5	3.2	11.2
Stop Delay (hr)	0.7	0.0	0.0	0.0	0.7
Stop Del/Veh (s)	19.4	0.0	0.0	0.0	2.1
Total Stops	123	0	0	0	123
Stop/Veh	0.98	0.00	0.00	0.00	0.11
Travel Dist (mi)	146.6	304.8	200.6	289.2	941.1
Travel Time (hr)	3.6	7.5	5.0	5.5	21.6
Avg Speed (mph)	40	41	40	53	44
Fuel Used (gal)	4.2	7.5	4.7	8.2	24.5
Fuel Eff. (mpg)	35.1	40.9	43.0	35.1	38.4
HC Emissions (g)	82	103	71	195	451
CO Emissions (g)	2258	2699	1769	4848	11573
NOx Emissions (g)	330	460	302	766	1857
Vehicles Entered	125	495	326	199	1145
Vehicles Exited	122	493	324	199	1138
Hourly Exit Rate	122	493	324	199	1138
Input Volume	133	497	331	200	1161
% of Volume	92	99	98	99	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					793
Occupancy (veh)	4	7	5	6	22

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	15.5
Total Del/Veh (s)	38.8
Stop Delay (hr)	2.5
Stop Del/Veh (s)	6.2
Total Stops	465
Stop/Veh	0.32
Travel Dist (mi)	6610.7
Travel Time (hr)	142.0
Avg Speed (mph)	47
Fuel Used (gal)	191.9
Fuel Eff. (mpg)	34.5
HC Emissions (g)	3297
CO Emissions (g)	92771
NOx Emissions (g)	14059
Vehicles Entered	1336
Vehicles Exited	1306
Hourly Exit Rate	1306
Input Volume	6183
% of Volume	21
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	474
Occupancy (veh)	142

Intersection: 3: US 11 & Old Okahola Rd/Driveway

Movement	EB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	233	110
Average Queue (ft)	95	18
95th Queue (ft)	196	71
Link Distance (ft)	3037	6215
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: US 11 & Hartfield Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	70	26
Average Queue (ft)	30	1
95th Queue (ft)	56	13
Link Distance (ft)	5907	7834
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: US 11 & Steele Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	39
Average Queue (ft)	11	3
95th Queue (ft)	30	23
Link Distance (ft)	2866	3179
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: US 11 & Hwy 98 Extension

Movement	WB
Directions Served	LR
Maximum Queue (ft)	143
Average Queue (ft)	58
95th Queue (ft)	115
Link Distance (ft)	6231
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

3: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.3	0.3	0.2	0.0	0.0	0.1
Total Delay (hr)	0.4	0.0	0.3	0.0	0.0	0.0	0.2	0.6	0.0	3.1	0.5	5.1
Total Del/Veh (s)	28.7	33.3	16.9	12.5	13.4	5.0	10.1	6.9	3.6	16.4	12.3	13.9
Stop Delay (hr)	0.4	0.0	0.2	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.8
Stop Del/Veh (s)	25.9	28.4	15.7	11.3	11.8	4.9	5.9	1.0	0.6	0.0	0.0	2.3
Total Stops	53	1	53	2	2	2	41	26	0	0	1	181
Stop/Veh	1.00	1.00	0.98	1.00	1.00	1.00	0.64	0.08	0.00	0.00	0.01	0.14
Travel Dist (mi)	30.3	0.7	30.5	0.8	0.7	0.9	72.9	360.9	5.0	985.1	205.8	1693.7
Travel Time (hr)	1.3	0.0	1.2	0.0	0.0	0.0	1.6	7.2	0.1	21.2	4.5	37.3
Avg Speed (mph)	23	24	26	21	19	22	46	50	49	47	46	45
Fuel Used (gal)	0.9	0.0	0.8	0.0	0.0	0.0	1.9	10.0	0.1	26.4	5.4	45.7
Fuel Eff. (mpg)	34.9	43.7	36.0	35.0	32.0	31.9	37.7	35.9	37.5	37.3	38.4	37.1
HC Emissions (g)	4	0	9	0	0	0	13	151	1	360	74	611
CO Emissions (g)	104	3	181	2	1	2	524	4331	30	8826	1774	15779
NOx Emissions (g)	15	0	29	0	0	0	99	711	6	1760	359	2981
Vehicles Entered	53	1	53	2	1	2	62	308	4	663	137	1286
Vehicles Exited	52	1	52	2	2	2	62	304	4	656	137	1274
Hourly Exit Rate	52	1	52	2	2	2	62	304	4	656	137	1274
Input Volume	54	2	52	2	2	2	65	306	4	672	128	1290
% of Volume	96	50	100	100	100	100	95	99	94	98	107	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												526
Occupancy (veh)	1	0	1	0	0	0	2	7	0	21	4	37

6: US 11 & Hartfield Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.8	1.8	0.1	2.6
Total Del/Veh (s)	10.8	5.2	13.6	7.4	7.8	7.3	7.7
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	10.1	5.1	6.4	0.2	0.0	0.0	0.2
Total Stops	8	12	2	3	0	0	25
Stop/Veh	0.89	1.00	0.67	0.01	0.00	0.00	0.02
Travel Dist (mi)	9.7	13.6	4.9	537.2	787.3	26.4	1379.0
Travel Time (hr)	0.3	0.3	0.1	10.7	16.2	0.6	28.2
Avg Speed (mph)	38	40	45	50	49	47	49
Fuel Used (gal)	0.2	0.3	0.1	15.9	21.5	0.7	38.8
Fuel Eff. (mpg)	38.8	40.5	32.6	33.8	36.6	39.3	35.5
HC Emissions (g)	1	1	1	212	305	2	523
CO Emissions (g)	29	42	37	6766	7437	94	14405
NOx Emissions (g)	9	13	6	1052	1489	29	2597
Vehicles Entered	9	12	3	362	792	26	1204
Vehicles Exited	8	12	3	366	792	26	1207
Hourly Exit Rate	8	12	3	366	792	26	1207
Input Volume	9	11	4	365	793	25	1207
% of Volume	86	112	71	100	100	104	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							677
Occupancy (veh)	0	0	0	11	16	1	28

8: US 11 & Steele Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.6	0.0	0.0	1.0	1.7
Total Del/Veh (s)	21.7	3.4	6.1	5.2	5.2	4.4	5.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Stop Del/Veh (s)	19.9	3.7	0.0	0.0	1.7	0.3	0.3
Total Stops	7	7	0	0	3	2	19
Stop/Veh	1.00	1.00	0.00	0.00	0.30	0.00	0.02
Travel Dist (mi)	3.8	3.7	361.5	10.2	6.4	496.7	882.3
Travel Time (hr)	0.2	0.1	7.3	0.2	0.1	10.7	18.6
Avg Speed (mph)	24	31	50	48	43	47	48
Fuel Used (gal)	0.1	0.1	10.0	0.3	0.2	17.4	28.0
Fuel Eff. (mpg)	35.7	38.3	36.2	40.2	29.7	28.6	31.5
HC Emissions (g)	0	0	128	1	2	270	402
CO Emissions (g)	12	10	3306	44	107	10457	13936
NOx Emissions (g)	2	2	667	12	9	1130	1821
Vehicles Entered	7	7	364	10	10	811	1209
Vehicles Exited	7	7	363	11	10	812	1210
Hourly Exit Rate	7	7	363	11	10	812	1210
Input Volume	9	7	363	11	13	810	1213
% of Volume	76	97	100	102	78	100	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							611
Occupancy (veh)	0	0	7	0	0	11	19

10: US 11 & Hwy 98 Extension Performance by movement

Movement	WBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.3	0.0	0.0	0.4	0.3
Total Delay (hr)	3.8	0.4	0.2	1.1	5.6
Total Del/Veh (s)	40.9	6.9	3.9	7.8	16.4
Stop Delay (hr)	3.3	0.0	0.0	0.0	3.3
Stop Del/Veh (s)	35.1	0.0	0.0	0.0	9.7
Total Stops	330	0	0	0	330
Stop/Veh	0.97	0.00	0.00	0.00	0.27
Travel Dist (mi)	389.4	141.1	86.0	719.4	1335.9
Travel Time (hr)	11.5	3.0	1.9	14.4	30.8
Avg Speed (mph)	34	46	45	50	43
Fuel Used (gal)	10.8	3.9	2.1	19.9	36.7
Fuel Eff. (mpg)	36.0	36.4	40.2	36.2	36.4
HC Emissions (g)	176	44	32	264	516
CO Emissions (g)	4722	1406	830	7393	14351
NOx Emissions (g)	760	228	145	1323	2456
Vehicles Entered	330	229	139	495	1193
Vehicles Exited	329	229	139	493	1190
Hourly Exit Rate	329	229	139	493	1190
Input Volume	329	222	148	493	1192
% of Volume	100	103	94	100	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					558
Occupancy (veh)	11	3	2	14	31

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	17.2
Total Del/Veh (s)	42.4
Stop Delay (hr)	4.3
Stop Del/Veh (s)	10.7
Total Stops	555
Stop/Veh	0.38
Travel Dist (mi)	6774.1
Travel Time (hr)	146.3
Avg Speed (mph)	46
Fuel Used (gal)	196.2
Fuel Eff. (mpg)	34.5
HC Emissions (g)	2721
CO Emissions (g)	81860
NOx Emissions (g)	12831
Vehicles Entered	1353
Vehicles Exited	1314
Hourly Exit Rate	1314
Input Volume	6247
% of Volume	21
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	459
Occupancy (veh)	146

Intersection: 3: US 11 & Old Okahola Rd/Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	145	30	155	16
Average Queue (ft)	54	5	39	1
95th Queue (ft)	109	23	109	8
Link Distance (ft)	3037	2470	6215	7834
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: US 11 & Hartfield Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	42	84
Average Queue (ft)	12	6
95th Queue (ft)	35	49
Link Distance (ft)	5907	7834
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: US 11 & Steele Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	44	60
Average Queue (ft)	8	5
95th Queue (ft)	28	30
Link Distance (ft)	2866	3179
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: US 11 & Hwy 98 Extension

Movement	WB
Directions Served	LR
Maximum Queue (ft)	370
Average Queue (ft)	150
95th Queue (ft)	336
Link Distance (ft)	6231
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Intersection	
Int Delay, s/veh	44

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	152	0	87	0	0	0	52	646	0	0	333	18
Future Vol, veh/h	152	0	87	0	0	0	52	646	0	0	333	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	171	0	98	0	0	0	58	726	0	0	374	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1227	1227	384	1217	1237	726	394	0	0	726	0	0
Stage 1	384	384	-	843	843	-	-	-	-	-	-	-
Stage 2	843	843	-	374	394	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	~ 154	178	661	157	175	423	1159	-	-	873	-	-
Stage 1	637	609	-	357	378	-	-	-	-	-	-	-
Stage 2	357	378	-	645	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 141	163	661	122	160	423	1159	-	-	873	-	-
Mov Cap-2 Maneuver	~ 141	163	-	122	160	-	-	-	-	-	-	-
Stage 1	637	609	-	327	346	-	-	-	-	-	-	-
Stage 2	327	346	-	549	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	235.55	0	0.62	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	134	-	-	198	-	873	-	-
HCM Lane V/C Ratio	0.05	-	-	1.356	-	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	235.5	0	0	-	-
HCM Lane LOS	A	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	15.4	-	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	18	7	796	324	13
Future Vol, veh/h	36	18	7	796	324	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	40	20	8	894	364	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	834	189	379	0	-	0
Stage 1	371	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	305	817	1169	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	303	817	1169	-	-	-
Mov Cap-2 Maneuver	424	-	-	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	597	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.11	0.07	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1169	-	505	-	-
HCM Lane V/C Ratio	0.007	-	0.12	-	-
HCM Ctrl Dly (s/v)	8.1	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	11	816	16	4	329
Future Vol, veh/h	7	11	816	16	4	329
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	12	917	18	4	370

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1120	467	0	0	935	0
Stage 1	926	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	199	539	-	-	722	-
Stage 1	344	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	198	539	-	-	722	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	344	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.41	0	0.12
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	403	722	-
HCM Lane V/C Ratio	-	-	0.05	0.006	-
HCM Ctrl Dly (s/v)	-	-	14.4	10	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	2	52	2	2	2	65	306	4	0	669	128
Future Vol, veh/h	54	2	52	2	2	2	65	306	4	0	669	128
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	2	59	2	2	2	74	348	5	0	760	145

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1330	1333	833	1259	1403	350	906	0	0	352	0	0
Stage 1	833	833	-	498	498	-	-	-	-	-	-	-
Stage 2	497	500	-	761	906	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	132	154	369	147	140	693	751	-	-	1207	-	-
Stage 1	363	384	-	554	544	-	-	-	-	-	-	-
Stage 2	555	543	-	398	355	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	113	135	369	107	123	693	751	-	-	1207	-	-
Mov Cap-2 Maneuver	113	135	-	107	123	-	-	-	-	-	-	-
Stage 1	363	384	-	487	478	-	-	-	-	-	-	-
Stage 2	483	477	-	332	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	66.7	28.75	1.79	0
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	311	-	-	171	158	1207	-	-
HCM Lane V/C Ratio	0.098	-	-	0.718	0.043	-	-	-
HCM Ctrl Dly (s/v)	10.3	0	-	66.7	28.8	0	-	-
HCM Lane LOS	B	A	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	11	4	365	789	25
Future Vol, veh/h	9	11	4	365	789	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	13	5	415	897	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1127	463	925	0	-	0
Stage 1	911	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	198	546	734	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	197	546	734	-	-	-
Mov Cap-2 Maneuver	291	-	-	-	-	-
Stage 1	350	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.75	0.11	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	734	-	392	-	-
HCM Lane V/C Ratio	0.006	-	0.058	-	-
HCM Ctrl Dly (s/v)	9.9	-	14.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	7	362	11	13	809
Future Vol, veh/h	9	7	362	11	13	809
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	8	411	13	15	919

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	907	212	0	0	424	0
Stage 1	418	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	275	793	-	-	1132	-
Stage 1	633	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	272	793	-	-	1132	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.33	0	0.13
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	509	1132	-
HCM Lane V/C Ratio	-	-	0.036	0.013	-
HCM Ctrl Dly (s/v)	-	-	12.3	8.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

3: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.2
Denied Del/Veh (s)	0.3	0.3	0.7	0.7	0.1	0.0	0.4
Total Delay (hr)	1.5	0.7	0.1	1.5	0.4	0.0	4.3
Total Del/Veh (s)	34.6	27.4	7.5	8.3	4.7	3.1	11.8
Stop Delay (hr)	1.4	0.7	0.0	0.0	0.0	0.0	2.1
Stop Del/Veh (s)	31.3	25.5	1.2	0.1	0.0	0.0	5.7
Total Stops	152	95	16	9	0	0	272
Stop/Veh	0.97	0.98	0.29	0.01	0.00	0.00	0.21
Travel Dist (mi)	87.8	55.0	63.6	747.4	242.5	13.9	1210.2
Travel Time (hr)	4.1	2.4	1.4	15.3	4.9	0.3	28.4
Avg Speed (mph)	21	23	47	49	50	48	43
Fuel Used (gal)	2.5	1.5	1.7	20.5	6.7	0.3	33.3
Fuel Eff. (mpg)	34.7	35.6	38.3	36.5	36.2	41.2	36.4
HC Emissions (g)	27	19	25	385	89	12	557
CO Emissions (g)	538	372	648	9493	2457	243	13751
NOx Emissions (g)	86	59	116	1637	447	41	2387
Vehicles Entered	153	95	54	636	333	19	1290
Vehicles Exited	152	94	54	635	330	19	1284
Hourly Exit Rate	152	94	54	635	330	19	1284
Input Volume	152	87	52	646	333	18	1287
% of Volume	100	108	104	98	99	107	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							552
Occupancy (veh)	4	2	1	15	5	0	28

6: US 11 & Hartfield Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.6	0.3	0.0	1.1
Total Del/Veh (s)	11.5	3.7	4.7	2.9	3.1	1.9	3.2
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	9.8	2.8	1.5	0.0	0.0	0.1	0.3
Total Stops	33	18	2	0	0	0	53
Stop/Veh	0.94	1.00	0.40	0.00	0.00	0.00	0.04
Travel Dist (mi)	37.5	19.8	4.1	591.7	327.1	11.7	991.9
Travel Time (hr)	1.0	0.5	0.1	11.5	6.3	0.2	19.6
Avg Speed (mph)	38	41	46	51	52	51	51
Fuel Used (gal)	0.9	0.5	0.1	17.0	9.0	0.3	27.9
Fuel Eff. (mpg)	40.3	37.2	37.1	34.9	36.3	38.6	35.6
HC Emissions (g)	9	16	1	327	121	2	475
CO Emissions (g)	208	313	28	8744	3264	75	12632
NOx Emissions (g)	48	54	5	1372	628	15	2122
Vehicles Entered	34	18	5	786	325	12	1180
Vehicles Exited	34	18	5	784	325	12	1178
Hourly Exit Rate	34	18	5	784	325	12	1178
Input Volume	36	18	7	796	324	13	1194
% of Volume	94	101	69	99	100	94	99
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1452
Occupancy (veh)	1	0	0	12	6	0	20

8: US 11 & Steele Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	1.1	0.0	0.0	0.1	1.3
Total Del/Veh (s)	19.4	4.0	4.8	4.6	8.7	1.5	4.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	18.1	4.3	0.0	0.1	6.3	0.0	0.2
Total Stops	6	13	0	0	2	0	21
Stop/Veh	1.00	1.00	0.00	0.00	0.67	0.00	0.02
Travel Dist (mi)	2.9	6.6	797.5	18.4	1.6	199.9	1026.9
Travel Time (hr)	0.1	0.2	15.8	0.4	0.0	3.8	20.4
Avg Speed (mph)	25	30	50	49	41	52	50
Fuel Used (gal)	0.1	0.2	22.4	0.5	0.0	5.5	28.6
Fuel Eff. (mpg)	39.4	39.9	35.7	36.0	38.2	36.5	35.9
HC Emissions (g)	0	1	409	9	0	74	493
CO Emissions (g)	7	18	10145	257	7	1950	12384
NOx Emissions (g)	2	3	1788	37	2	384	2216
Vehicles Entered	5	12	799	18	3	330	1167
Vehicles Exited	5	13	801	19	3	330	1171
Hourly Exit Rate	5	13	801	19	3	330	1171
Input Volume	7	11	816	16	4	329	1184
% of Volume	69	116	98	121	75	100	99
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1125
Occupancy (veh)	0	0	16	0	0	4	20

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	11.8
Total Del/Veh (s)	29.1
Stop Delay (hr)	2.3
Stop Del/Veh (s)	5.7
Total Stops	346
Stop/Veh	0.24
Travel Dist (mi)	6796.5
Travel Time (hr)	140.3
Avg Speed (mph)	49
Fuel Used (gal)	193.2
Fuel Eff. (mpg)	35.2
HC Emissions (g)	3249
CO Emissions (g)	86272
NOx Emissions (g)	14428
Vehicles Entered	1350
Vehicles Exited	1320
Hourly Exit Rate	1320
Input Volume	7320
% of Volume	18
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	718
Occupancy (veh)	140

Intersection: 3: US 11 & Old Okahola Rd/Driveway

Movement	EB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	290	102
Average Queue (ft)	116	20
95th Queue (ft)	230	68
Link Distance (ft)	3037	6215
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: US 11 & Hartfield Rd

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	77	16	8	5
Average Queue (ft)	28	1	0	0
95th Queue (ft)	56	10	6	3
Link Distance (ft)	5863		5200	5200
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: US 11 & Steele Rd

Movement	WB	NB	NB	SB
Directions Served	LR	T	TR	L
Maximum Queue (ft)	32	18	11	27
Average Queue (ft)	10	0	0	2
95th Queue (ft)	28	5	0	13
Link Distance (ft)	2802	5200	5200	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

3: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1		0.1	0.1	0.3	0.3	0.5	0.0	0.0	0.1
Total Delay (hr)	0.4	0.0	0.3	0.0	0.0	0.0	0.2	0.7	0.0	1.9	0.2	3.8
Total Del/Veh (s)	27.3	36.8	19.2		22.7	9.0	10.4	7.5	5.3	10.0	6.2	10.3
Stop Delay (hr)	0.4	0.0	0.3	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.9
Stop Del/Veh (s)	24.3	32.4	17.7		20.9	8.9	5.9	1.2	1.4	0.0	0.0	2.5
Total Stops	57	2	57	0	2	2	42	30	0	0	1	193
Stop/Veh	1.00	1.00	0.98		1.00	1.00	0.63	0.09	0.00	0.00	0.01	0.15
Travel Dist (mi)	32.2	1.4	32.6	0.2	0.8	1.0	77.8	367.4	5.2	500.5	91.1	1110.3
Travel Time (hr)	1.4	0.1	1.3	0.0	0.0	0.1	1.7	7.4	0.1	11.1	2.1	25.3
Avg Speed (mph)	23	22	25	20	18	21	46	50	48	45	44	44
Fuel Used (gal)	0.9	0.0	0.9	0.0	0.0	0.0	2.1	10.2	0.1	13.4	2.3	30.0
Fuel Eff. (mpg)	34.7	32.1	36.1	39.0	32.9	31.8	37.9	35.9	38.2	37.4	39.6	37.0
HC Emissions (g)	5	0	12	0	0	0	21	161	1	173	40	412
CO Emissions (g)	130	4	237	0	2	2	668	4479	28	4790	962	11302
NOx Emissions (g)	19	1	38	0	0	0	120	739	6	836	165	1925
Vehicles Entered	55	2	56	0	2	2	66	313	5	682	124	1307
Vehicles Exited	56	2	57	0	2	2	66	312	4	676	122	1299
Hourly Exit Rate	56	2	57	0	2	2	66	312	4	676	122	1299
Input Volume	54	2	52	2	2	2	65	306	4	672	128	1290
% of Volume	103	100	109	0	100	100	102	102	94	101	95	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												617
Occupancy (veh)	1	0	1	0	0	0	2	7	0	11	2	25

6: US 11 & Hartfield Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.2	1.2	0.0	1.6
Total Del/Veh (s)	11.6	5.7	6.9	2.1	5.5	5.3	4.5
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	10.7	5.1	5.2	0.0	0.0	0.1	0.2
Total Stops	10	11	2	0	1	2	26
Stop/Veh	1.00	1.00	0.50	0.00	0.00	0.07	0.02
Travel Dist (mi)	10.5	12.2	2.7	277.0	803.3	29.3	1135.1
Travel Time (hr)	0.3	0.3	0.1	5.3	16.0	0.6	22.6
Avg Speed (mph)	38	41	45	52	50	48	50
Fuel Used (gal)	0.3	0.3	0.1	7.8	22.2	0.8	31.4
Fuel Eff. (mpg)	41.2	39.3	37.0	35.5	36.2	35.9	36.1
HC Emissions (g)	1	1	0	117	317	15	452
CO Emissions (g)	32	43	20	3225	8046	426	11792
NOx Emissions (g)	10	12	3	567	1554	64	2209
Vehicles Entered	9	11	4	371	802	29	1226
Vehicles Exited	10	11	4	369	803	29	1226
Hourly Exit Rate	10	11	4	369	803	29	1226
Input Volume	9	11	4	365	793	25	1207
% of Volume	108	102	94	101	101	116	102
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1259
Occupancy (veh)	0	0	0	5	16	1	23

8: US 11 & Steele Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.3	0.0	0.0	0.7	1.1
Total Del/Veh (s)	11.8	2.4	3.3	2.7	5.7	2.8	3.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	10.4	2.8	0.0	0.0	2.6	0.0	0.1
Total Stops	8	5	0	0	6	0	19
Stop/Veh	1.00	1.00	0.00	0.00	0.50	0.00	0.02
Travel Dist (mi)	4.0	2.8	365.7	11.9	7.2	499.3	891.0
Travel Time (hr)	0.1	0.1	7.1	0.2	0.2	9.8	17.6
Avg Speed (mph)	27	32	52	50	44	51	51
Fuel Used (gal)	0.1	0.1	10.2	0.3	0.2	13.8	24.6
Fuel Eff. (mpg)	40.9	40.6	36.0	38.1	38.5	36.2	36.2
HC Emissions (g)	0	0	153	2	1	204	361
CO Emissions (g)	8	6	3985	80	39	5155	9274
NOx Emissions (g)	2	1	747	15	8	989	1762
Vehicles Entered	7	5	367	12	12	825	1228
Vehicles Exited	8	5	369	12	12	824	1230
Hourly Exit Rate	8	5	369	12	12	824	1230
Input Volume	9	7	363	11	13	809	1212
% of Volume	86	69	102	112	94	102	101
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1305
Occupancy (veh)	0	0	7	0	0	10	18

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	11.9
Total Del/Veh (s)	28.7
Stop Delay (hr)	1.1
Stop Del/Veh (s)	2.6
Total Stops	246
Stop/Veh	0.17
Travel Dist (mi)	7023.1
Travel Time (hr)	144.4
Avg Speed (mph)	49
Fuel Used (gal)	200.4
Fuel Eff. (mpg)	35.0
HC Emissions (g)	2905
CO Emissions (g)	83396
NOx Emissions (g)	13674
Vehicles Entered	1376
Vehicles Exited	1342
Hourly Exit Rate	1342
Input Volume	7408
% of Volume	18
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	697
Occupancy (veh)	144

Intersection: 3: US 11 & Old Okahola Rd/Driveway

Movement	EB	WB	NB	SB	B12
Directions Served	LTR	LTR	LTR	LTR	
Maximum Queue (ft)	136	39	154	11	22
Average Queue (ft)	57	4	46	1	1
95th Queue (ft)	107	23	123	6	13
Link Distance (ft)	3037	2469	6215	3843	3933
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: US 11 & Hartfield Rd

Movement	EB	NB	SB
Directions Served	LR	L	T
Maximum Queue (ft)	42	25	40
Average Queue (ft)	13	2	2
95th Queue (ft)	35	14	20
Link Distance (ft)	5863		5200
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: US 11 & Steele Rd

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	32	28
Average Queue (ft)	7	5
95th Queue (ft)	24	22
Link Distance (ft)	2802	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection	
Int Delay, s/veh	44

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	152	0	87	0	0	0	52	646	0	0	333	18
Future Vol, veh/h	152	0	87	0	0	0	52	646	0	0	333	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	171	0	98	0	0	0	58	726	0	0	374	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1227	1227	384	1217	1237	726	394	0	0	726	0	0
Stage 1	384	384	-	843	843	-	-	-	-	-	-	-
Stage 2	843	843	-	374	394	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	~ 154	178	661	157	175	423	1159	-	-	873	-	-
Stage 1	637	609	-	357	378	-	-	-	-	-	-	-
Stage 2	357	378	-	645	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 141	163	661	122	160	423	1159	-	-	873	-	-
Mov Cap-2 Maneuver	~ 141	163	-	122	160	-	-	-	-	-	-	-
Stage 1	637	609	-	327	346	-	-	-	-	-	-	-
Stage 2	327	346	-	549	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	235.55	0	0.62	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	134	-	-	198	-	873	-	-
HCM Lane V/C Ratio	0.05	-	-	1.356	-	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	235.5	0	0	-	-
HCM Lane LOS	A	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	15.4	-	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	18	7	796	324	13
Future Vol, veh/h	36	18	7	796	324	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	40	20	8	894	364	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	834	189	379	0	-	0
Stage 1	371	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	305	817	1169	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	303	817	1169	-	-	-
Mov Cap-2 Maneuver	424	-	-	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	597	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.11	0.07	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1169	-	505	-	-
HCM Lane V/C Ratio	0.007	-	0.12	-	-
HCM Ctrl Dly (s/v)	8.1	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	11	816	16	4	329
Future Vol, veh/h	7	11	816	16	4	329
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	12	917	18	4	370

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1120	467	0	0	935	0
Stage 1	926	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	199	539	-	-	722	-
Stage 1	344	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	198	539	-	-	722	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	344	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.41	0	0.12
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	403	722	-
HCM Lane V/C Ratio	-	-	0.05	0.006	-
HCM Ctrl Dly (s/v)	-	-	14.4	10	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	133	0	496	331	0	200
Future Vol, veh/h	133	0	496	331	0	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	149	0	557	372	0	225

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	856	465	0	0	929	0
Stage 1	743	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	295	542	-	-	726	-
Stage 1	428	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	295	542	-	-	726	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	428	-	-	-	-	-
Stage 2	897	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.24	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	369	726	-
HCM Lane V/C Ratio	-	-	0.405	-	-
HCM Ctrl Dly (s/v)	-	-	21.2	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.9	0	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	2	52	2	2	2	65	306	4	0	669	128
Future Vol, veh/h	54	2	52	2	2	2	65	306	4	0	669	128
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	2	59	2	2	2	74	348	5	0	760	145

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1330	1333	833	1259	1403	350	906	0	0	352	0	0
Stage 1	833	833	-	498	498	-	-	-	-	-	-	-
Stage 2	497	500	-	761	906	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	132	154	369	147	140	693	751	-	-	1207	-	-
Stage 1	363	384	-	554	544	-	-	-	-	-	-	-
Stage 2	555	543	-	398	355	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	113	135	369	107	123	693	751	-	-	1207	-	-
Mov Cap-2 Maneuver	113	135	-	107	123	-	-	-	-	-	-	-
Stage 1	363	384	-	487	478	-	-	-	-	-	-	-
Stage 2	483	477	-	332	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	66.7	28.75	1.79	0
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	311	-	-	171	158	1207	-	-
HCM Lane V/C Ratio	0.098	-	-	0.718	0.043	-	-	-
HCM Ctrl Dly (s/v)	10.3	0	-	66.7	28.8	0	-	-
HCM Lane LOS	B	A	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	11	4	365	789	25
Future Vol, veh/h	9	11	4	365	789	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	13	5	415	897	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1127	463	925	0	-	0
Stage 1	911	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	198	546	734	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	197	546	734	-	-	-
Mov Cap-2 Maneuver	291	-	-	-	-	-
Stage 1	350	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.75	0.11	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	734	-	392	-	-
HCM Lane V/C Ratio	0.006	-	0.058	-	-
HCM Ctrl Dly (s/v)	9.9	-	14.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	7	362	11	13	809
Future Vol, veh/h	9	7	362	11	13	809
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	8	411	13	15	919

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	907	212	0	0	424	0
Stage 1	418	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	275	793	-	-	1132	-
Stage 1	633	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	272	793	-	-	1132	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.33	0	0.13
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	509	1132	-
HCM Lane V/C Ratio	-	-	0.036	0.013	-
HCM Ctrl Dly (s/v)	-	-	12.3	8.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	7.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	329	0	221	148	0	493
Future Vol, veh/h	329	0	221	148	0	493
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	374	0	251	168	0	560

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	615	210	0	0	419	0
Stage 1	335	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	423	796	-	-	1136	-
Stage 1	696	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	423	796	-	-	1136	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	27.62	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	520	1136	-
HCM Lane V/C Ratio	-	-	0.718	-	-
HCM Ctrl Dly (s/v)	-	-	27.6	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	5.8	0	-

3: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.2
Denied Del/Veh (s)	0.3	0.2	0.8	0.7	0.0	0.0	0.4
Total Delay (hr)	1.0	0.5	0.1	1.5	0.4	0.0	3.6
Total Del/Veh (s)	26.6	18.2	7.8	8.3	4.2	3.3	9.8
Stop Delay (hr)	0.9	0.4	0.0	0.0	0.0	0.0	1.4
Stop Del/Veh (s)	23.0	16.2	1.1	0.1	0.0	0.0	3.7
Total Stops	139	92	13	8	0	0	252
Stop/Veh	0.98	0.99	0.24	0.01	0.00	0.00	0.19
Travel Dist (mi)	80.3	52.7	61.9	766.4	247.6	13.3	1222.2
Travel Time (hr)	3.4	2.1	1.3	15.7	5.0	0.3	27.8
Avg Speed (mph)	23	25	47	49	50	48	44
Fuel Used (gal)	2.2	1.5	1.6	20.9	6.8	0.3	33.4
Fuel Eff. (mpg)	35.7	36.1	37.7	36.7	36.4	38.2	36.6
HC Emissions (g)	19	20	37	343	110	15	544
CO Emissions (g)	401	385	841	8740	2855	312	13534
NOx Emissions (g)	65	64	147	1542	507	49	2374
Vehicles Entered	140	92	52	650	342	18	1294
Vehicles Exited	138	91	53	650	338	18	1288
Hourly Exit Rate	138	91	53	650	338	18	1288
Input Volume	152	87	52	646	333	18	1287
% of Volume	91	105	102	101	102	101	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							565
Occupancy (veh)	3	2	1	16	5	0	28

6: US 11 & Hartfield Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.7	0.2	0.0	1.0
Total Del/Veh (s)	12.2	4.1	5.3	3.0	2.0	1.3	3.0
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	10.2	3.7	1.2	0.0	0.0	0.0	0.3
Total Stops	32	18	3	0	0	0	53
Stop/Veh	0.97	0.95	0.38	0.00	0.00	0.00	0.04
Travel Dist (mi)	35.8	19.9	6.2	593.8	332.6	12.4	1000.7
Travel Time (hr)	0.9	0.5	0.1	11.5	6.3	0.2	19.7
Avg Speed (mph)	38	41	47	51	53	51	51
Fuel Used (gal)	0.9	0.5	0.2	17.0	9.3	0.3	28.1
Fuel Eff. (mpg)	39.5	40.0	37.3	35.0	36.0	37.0	35.6
HC Emissions (g)	8	13	1	291	164	2	479
CO Emissions (g)	198	257	42	7999	4251	85	12833
NOx Emissions (g)	46	47	7	1285	748	16	2149
Vehicles Entered	32	18	8	786	333	12	1189
Vehicles Exited	32	18	8	790	333	13	1194
Hourly Exit Rate	32	18	8	790	333	13	1194
Input Volume	36	18	7	796	324	13	1194
% of Volume	88	101	110	99	103	102	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1447
Occupancy (veh)	1	0	0	12	6	0	20

8: US 11 & Steele Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	1.1	0.0	0.0	0.1	1.3
Total Del/Veh (s)	22.1	5.1	4.8	5.1	6.2	1.2	3.9
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	20.5	5.3	0.0	0.1	4.8	0.2	0.3
Total Stops	9	13	0	1	3	0	26
Stop/Veh	1.00	1.00	0.00	0.06	0.50	0.00	0.02
Travel Dist (mi)	4.7	6.9	800.0	17.6	3.4	204.1	1036.7
Travel Time (hr)	0.2	0.2	15.8	0.4	0.1	4.2	20.9
Avg Speed (mph)	24	30	51	48	41	49	50
Fuel Used (gal)	0.1	0.2	22.5	0.5	0.1	6.9	30.3
Fuel Eff. (mpg)	35.9	37.0	35.6	35.7	29.3	29.5	34.2
HC Emissions (g)	1	1	366	5	1	131	504
CO Emissions (g)	12	18	9611	190	54	4673	14559
NOx Emissions (g)	2	3	1678	28	5	521	2238
Vehicles Entered	9	13	804	17	6	336	1185
Vehicles Exited	9	13	799	18	5	335	1179
Hourly Exit Rate	9	13	799	18	5	335	1179
Input Volume	7	11	816	16	4	330	1184
% of Volume	124	116	98	114	125	102	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1100
Occupancy (veh)	0	0	16	0	0	4	21

10: US 11 & Hwy 98 Extension Performance by movement

Movement	WBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.0
Total Delay (hr)	0.9	0.8	0.4	0.1	2.2
Total Del/Veh (s)	21.7	5.6	4.8	1.7	6.6
Stop Delay (hr)	0.7	0.0	0.0	0.0	0.8
Stop Del/Veh (s)	18.9	0.0	0.1	0.0	2.3
Total Stops	137	3	14	0	154
Stop/Veh	0.97	0.01	0.04	0.00	0.13
Travel Dist (mi)	161.0	300.7	196.8	298.9	957.4
Travel Time (hr)	4.0	6.3	4.5	5.6	20.4
Avg Speed (mph)	40	48	43	54	47
Fuel Used (gal)	4.5	8.6	5.1	8.6	26.8
Fuel Eff. (mpg)	36.0	34.8	38.4	34.9	35.7
HC Emissions (g)	82	143	84	173	481
CO Emissions (g)	2284	4638	2640	4723	14285
NOx Emissions (g)	345	606	339	726	2017
Vehicles Entered	137	491	321	206	1155
Vehicles Exited	136	491	321	205	1153
Hourly Exit Rate	136	491	321	205	1153
Input Volume	133	497	331	200	1161
% of Volume	102	99	97	102	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					1747
Occupancy (veh)	4	6	5	6	20

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	11.2
Total Del/Veh (s)	27.4
Stop Delay (hr)	2.4
Stop Del/Veh (s)	5.8
Total Stops	488
Stop/Veh	0.33
Travel Dist (mi)	6730.4
Travel Time (hr)	139.8
Avg Speed (mph)	48
Fuel Used (gal)	196.6
Fuel Eff. (mpg)	34.2
HC Emissions (g)	3354
CO Emissions (g)	97644
NOx Emissions (g)	14483
Vehicles Entered	1367
Vehicles Exited	1331
Hourly Exit Rate	1331
Input Volume	7323
% of Volume	18
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	821
Occupancy (veh)	140

Intersection: 3: US 11 & Old Okahola Rd/Driveway

Movement	EB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	247	90
Average Queue (ft)	92	15
95th Queue (ft)	183	59
Link Distance (ft)	3037	6215
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: US 11 & Hartfield Rd

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	64	25
Average Queue (ft)	27	2
95th Queue (ft)	54	13
Link Distance (ft)	5863	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: US 11 & Steele Rd

Movement	WB	NB	NB	SB
Directions Served	LR	T	TR	L
Maximum Queue (ft)	37	11	7	25
Average Queue (ft)	12	0	0	3
95th Queue (ft)	32	6	5	15
Link Distance (ft)	2802	5200	5200	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: US 11 & Hwy 98 Extension

Movement	WB	NB	NB
Directions Served	LR	T	TR
Maximum Queue (ft)	157	59	53
Average Queue (ft)	59	5	7
95th Queue (ft)	114	32	32
Link Distance (ft)	6186	3129	3129
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

3: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.2	0.1	0.1	0.1	0.4	0.3	0.7	0.0	0.0	0.1
Total Delay (hr)	0.4	0.0	0.2	0.0	0.0	0.0	0.1	0.5	0.0	1.7	0.2	3.2
Total Del/Veh (s)	23.8	38.4	13.6	13.5	29.5	5.6	8.6	6.3	5.7	9.1	5.8	9.0
Stop Delay (hr)	0.3	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.7
Stop Del/Veh (s)	21.2	31.6	12.5	12.4	26.7	5.4	4.4	0.6	0.9	0.0	0.0	1.9
Total Stops	56	2	53	2	1	2	35	18	0	0	1	170
Stop/Veh	0.98	1.00	0.98	1.00	1.00	1.00	0.60	0.06	0.00	0.00	0.01	0.13
Travel Dist (mi)	32.6	1.3	30.4	0.8	0.7	0.9	66.8	353.8	5.1	487.4	88.8	1068.7
Travel Time (hr)	1.4	0.1	1.1	0.0	0.0	0.0	1.4	7.0	0.1	10.6	2.0	23.9
Avg Speed (mph)	24	22	27	20	19	22	46	51	48	46	44	45
Fuel Used (gal)	0.9	0.0	0.8	0.0	0.0	0.0	1.8	9.9	0.1	13.2	2.2	29.1
Fuel Eff. (mpg)	35.6	33.2	36.8	32.6	36.3	33.6	37.8	35.8	40.2	37.0	39.7	36.8
HC Emissions (g)	6	0	7	0	0	0	18	164	1	164	30	389
CO Emissions (g)	142	5	160	2	1	2	573	4596	28	4716	779	11004
NOx Emissions (g)	22	1	26	0	0	0	107	736	6	813	144	1855
Vehicles Entered	57	2	52	2	1	2	57	300	4	664	120	1261
Vehicles Exited	56	2	53	2	1	2	57	300	4	657	120	1254
Hourly Exit Rate	56	2	53	2	1	2	57	300	4	657	120	1254
Input Volume	54	2	52	2	2	2	65	306	4	672	128	1290
% of Volume	103	100	101	100	50	100	88	98	94	98	94	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												656
Occupancy (veh)	1	0	1	0	0	0	1	7	0	11	2	24

6: US 11 & Hartfield Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.2	0.9	0.0	1.2
Total Del/Veh (s)	15.8	3.8	7.4	2.0	3.9	3.9	3.5
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	14.8	4.0	3.9	0.0	0.0	0.1	0.2
Total Stops	9	8	2	0	0	1	20
Stop/Veh	0.90	0.89	0.50	0.00	0.00	0.04	0.02
Travel Dist (mi)	10.4	9.1	3.3	271.0	778.0	24.8	1096.7
Travel Time (hr)	0.3	0.2	0.1	5.2	15.1	0.5	21.4
Avg Speed (mph)	37	41	45	52	51	50	51
Fuel Used (gal)	0.3	0.2	0.1	7.6	21.4	0.7	30.3
Fuel Eff. (mpg)	38.5	41.6	37.4	35.5	36.3	37.6	36.2
HC Emissions (g)	1	1	0	120	282	6	411
CO Emissions (g)	36	30	18	3275	7599	232	11190
NOx Emissions (g)	10	9	4	573	1464	38	2097
Vehicles Entered	9	8	4	362	776	25	1184
Vehicles Exited	9	8	4	363	777	24	1185
Hourly Exit Rate	9	8	4	363	777	24	1185
Input Volume	9	11	4	365	793	25	1207
% of Volume	97	74	94	100	98	96	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1330
Occupancy (veh)	0	0	0	5	15	0	21

8: US 11 & Steele Rd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.3	0.0	0.0	0.5	0.8
Total Del/Veh (s)	14.9	2.7	3.2	2.6	5.0	2.0	2.5
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	13.6	2.8	0.0	0.0	2.9	0.2	0.3
Total Stops	9	8	0	0	4	0	21
Stop/Veh	1.00	1.00	0.00	0.00	0.33	0.00	0.02
Travel Dist (mi)	4.6	4.1	356.6	14.0	7.2	484.0	870.5
Travel Time (hr)	0.2	0.1	6.9	0.3	0.2	10.1	17.7
Avg Speed (mph)	26	31	52	50	42	48	49
Fuel Used (gal)	0.1	0.1	10.0	0.4	0.2	16.9	27.8
Fuel Eff. (mpg)	39.1	38.8	35.5	38.3	30.7	28.6	31.3
HC Emissions (g)	1	0	156	2	2	245	406
CO Emissions (g)	12	12	4170	100	125	10416	14836
NOx Emissions (g)	2	2	750	18	10	1059	1842
Vehicles Entered	9	8	358	14	12	795	1196
Vehicles Exited	9	8	358	14	12	793	1194
Hourly Exit Rate	9	8	358	14	12	793	1194
Input Volume	9	7	363	11	13	810	1213
% of Volume	97	110	99	130	94	98	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							1297
Occupancy (veh)	0	0	7	0	0	10	18

10: US 11 & Hwy 98 Extension Performance by movement

Movement	WBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.0	0.0	0.1	0.2
Total Delay (hr)	3.4	0.2	0.1	0.5	4.1
Total Del/Veh (s)	35.5	2.7	1.8	3.9	12.4
Stop Delay (hr)	2.8	0.0	0.0	0.0	2.8
Stop Del/Veh (s)	29.5	0.0	0.0	0.0	8.4
Total Stops	331	0	2	0	333
Stop/Veh	0.97	0.00	0.01	0.00	0.28
Travel Dist (mi)	388.3	134.8	88.4	699.0	1310.4
Travel Time (hr)	11.0	2.6	1.8	13.4	28.8
Avg Speed (mph)	35	51	48	52	46
Fuel Used (gal)	10.7	4.0	2.3	19.8	36.8
Fuel Eff. (mpg)	36.4	33.9	38.1	35.3	35.6
HC Emissions (g)	138	55	43	262	499
CO Emissions (g)	4009	1910	1255	8453	15627
NOx Emissions (g)	666	263	176	1327	2433
Vehicles Entered	334	221	144	483	1182
Vehicles Exited	329	221	144	478	1172
Hourly Exit Rate	329	221	144	478	1172
Input Volume	329	222	148	493	1192
% of Volume	100	100	97	97	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					1238
Occupancy (veh)	11	3	2	13	29

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	12.7
Total Del/Veh (s)	31.9
Stop Delay (hr)	3.7
Stop Del/Veh (s)	9.2
Total Stops	551
Stop/Veh	0.38
Travel Dist (mi)	6671.3
Travel Time (hr)	139.8
Avg Speed (mph)	48
Fuel Used (gal)	194.9
Fuel Eff. (mpg)	34.2
HC Emissions (g)	2701
CO Emissions (g)	86938
NOx Emissions (g)	12818
Vehicles Entered	1335
Vehicles Exited	1296
Hourly Exit Rate	1296
Input Volume	7409
% of Volume	17
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	820
Occupancy (veh)	140

Intersection: 3: US 11 & Old Okahola Rd/Driveway

Movement	EB	WB	NB	SB	B12	B12
Directions Served	LTR	LTR	LTR	LTR	T	
Maximum Queue (ft)	138	38	147	17	18	16
Average Queue (ft)	50	5	34	1	0	1
95th Queue (ft)	98	24	95	8	3	10
Link Distance (ft)	3037	2469	6215	3843	3933	3933
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 6: US 11 & Hartfield Rd

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	34	20	14	10
Average Queue (ft)	12	2	0	0
95th Queue (ft)	33	12	6	4
Link Distance (ft)	5863		5200	5200
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: US 11 & Steele Rd

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	36	31
Average Queue (ft)	9	4
95th Queue (ft)	28	19
Link Distance (ft)	2802	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: US 11 & Hwy 98 Extension

Movement	WB	NB	NB
Directions Served	LR	T	TR
Maximum Queue (ft)	314	24	21
Average Queue (ft)	135	1	1
95th Queue (ft)	263	9	8
Link Distance (ft)	6186	3129	3129
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	54	0	7	0	0	0	0	0	324	13
Future Vol, veh/h	0	0	54	0	7	0	0	0	0	0	324	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	61	0	8	0	0	0	0	0	364	15

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	-	189	-	379	-			-	-	0
Stage 1	-	-	-	-	0	-			-	-	-
Stage 2	-	-	-	-	379	-			-	-	-
Critical Hdwy	-	-	6.96	-	6.56	-			-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-			-	-	-
Follow-up Hdwy	-	-	3.33	-	4.03	-			-	-	-
Pot Cap-1 Maneuver	0	0	817	0	550	0			0	-	-
Stage 1	0	0	-	0	-	0			0	-	-
Stage 2	0	0	-	0	611	0			0	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	-	817	-	550	-			-	-	-
Mov Cap-2 Maneuver	-	-	-	-	564	-			-	-	-
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	611	-			-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	9.76	11.47	0
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	817	564	-	-
HCM Lane V/C Ratio	0.074	0.014	-	-
HCM Ctrl Dly (s/v)	9.8	11.5	-	-
HCM Lane LOS	A	B	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	0	0	0	0	333
Future Vol, veh/h	7	0	0	0	0	333
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	0	0	0	0	374

Major/Minor	Minor1		Major2	
Conflicting Flow All	187	-	-	-
Stage 1	0	-	-	-
Stage 2	187	-	-	-
Critical Hdwy	6.86	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-
Follow-up Hdwy	3.53	-	-	-
Pot Cap-1 Maneuver	782	0	0	-
Stage 1	-	0	0	-
Stage 2	823	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	782	-	-	-
Mov Cap-2 Maneuver	782	-	-	-
Stage 1	-	-	-	-
Stage 2	823	-	-	-

Approach	WB	SB
HCM Ctrl Dly, s/v	9.65	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	782	-
HCM Lane V/C Ratio	0.01	-
HCM Ctrl Dly (s/v)	9.7	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	4	0	0	0	18	0	816	16	0	0	0
Future Vol, veh/h	0	4	0	0	0	18	0	816	16	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	4	0	0	0	20	0	917	18	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	-	935	-	-	-	467	-	0	0
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	935	-	-	-	-	-	-	-
Critical Hdwy	-	6.56	-	-	-	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.03	-	-	-	3.33	-	-	-
Pot Cap-1 Maneuver	0	262	0	0	0	539	0	-	-
Stage 1	0	-	0	0	0	-	0	-	-
Stage 2	0	340	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	262	-	-	-	539	-	-	-
Mov Cap-2 Maneuver	-	262	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	340	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	18.96	11.93	0
HCM LOS	C	B	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	262	539
HCM Lane V/C Ratio	-	-	0.017	0.037
HCM Ctrl Dly (s/v)	-	-	19	11.9
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	0	0	803	0	0
Future Vol, veh/h	36	0	0	803	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	40	0	0	902	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	451	-	-	0
Stage 1	0	-	-	-
Stage 2	451	-	-	-
Critical Hdwy	6.86	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-
Follow-up Hdwy	3.53	-	-	-
Pot Cap-1 Maneuver	534	0	0	-
Stage 1	-	0	0	-
Stage 2	606	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	534	-	-	-
Mov Cap-2 Maneuver	534	-	-	-
Stage 1	-	-	-	-
Stage 2	606	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	12.29	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	534
HCM Lane V/C Ratio	-	0.076
HCM Ctrl Dly (s/v)	-	12.3
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.2

Intersection	
Int Delay, s/veh	44

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	152	0	87	0	0	0	52	646	0	0	333	18
Future Vol, veh/h	152	0	87	0	0	0	52	646	0	0	333	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	171	0	98	0	0	0	58	726	0	0	374	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1227	1227	384	1217	1237	726	394	0	0	726	0	0
Stage 1	384	384	-	843	843	-	-	-	-	-	-	-
Stage 2	843	843	-	374	394	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	~ 154	178	661	157	175	423	1159	-	-	873	-	-
Stage 1	637	609	-	357	378	-	-	-	-	-	-	-
Stage 2	357	378	-	645	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 141	163	661	122	160	423	1159	-	-	873	-	-
Mov Cap-2 Maneuver	~ 141	163	-	122	160	-	-	-	-	-	-	-
Stage 1	637	609	-	327	346	-	-	-	-	-	-	-
Stage 2	327	346	-	549	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	235.55	0	0.62	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	134	-	-	198	-	873	-	-
HCM Lane V/C Ratio	0.05	-	-	1.356	-	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	235.5	0	0	-	-
HCM Lane LOS	A	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	15.4	-	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	20	0	4	0	0	0	0	0	789	25
Future Vol, veh/h	0	0	20	0	4	0	0	0	0	0	789	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	5	0	0	0	0	0	897	28

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	-	463	-	925	-		-	-	0
Stage 1	-	-	-	-	0	-		-	-	-
Stage 2	-	-	-	-	925	-		-	-	-
Critical Hdwy	-	-	6.94	-	6.54	-		-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-		-	-	-
Follow-up Hdwy	-	-	3.32	-	4.02	-		-	-	-
Pot Cap-1 Maneuver	0	0	546	0	268	0		0	-	-
Stage 1	0	0	-	0	-	0		0	-	-
Stage 2	0	0	-	0	346	0		0	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	-	546	-	268	-		-	-	-
Mov Cap-2 Maneuver	-	-	-	-	345	-		-	-	-
Stage 1	-	-	-	-	-	-		-	-	-
Stage 2	-	-	-	-	346	-		-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	11.88	15.57	0
HCM LOS	B	C	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	546	345	-	-
HCM Lane V/C Ratio	0.042	0.013	-	-
HCM Ctrl Dly (s/v)	11.9	15.6	-	-
HCM Lane LOS	B	C	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	0	0	0	0	821
Future Vol, veh/h	9	0	0	0	0	821
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	0	0	0	933

Major/Minor	Minor1		Major2	
Conflicting Flow All	466	-	-	-
Stage 1	0	-	-	-
Stage 2	466	-	-	-
Critical Hdwy	6.84	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-
Follow-up Hdwy	3.52	-	-	-
Pot Cap-1 Maneuver	525	0	0	-
Stage 1	-	0	0	-
Stage 2	598	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	525	-	-	-
Mov Cap-2 Maneuver	525	-	-	-
Stage 1	-	-	-	-
Stage 2	598	-	-	-

Approach	WB	SB
HCM Ctrl Dly, s/v	11.99	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	525	-
HCM Lane V/C Ratio	0.019	-
HCM Ctrl Dly (s/v)	12	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	13	0	0	0	16	0	362	11	0	0	0
Future Vol, veh/h	0	13	0	0	0	16	0	362	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	0	0	0	18	0	411	13	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	-	424	-	-	-	212	-	0	0
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	424	-	-	-	-	-	-	-
Critical Hdwy	-	6.54	-	-	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	-	-	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	520	0	0	0	793	0	-	-
Stage 1	0	-	0	0	0	-	0	-	-
Stage 2	0	586	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	520	-	-	-	793	-	-	-
Mov Cap-2 Maneuver	-	520	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	586	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	12.12	9.64	0
HCM LOS	B	A	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	520	793
HCM Lane V/C Ratio	-	-	0.028	0.023
HCM Ctrl Dly (s/v)	-	-	12.1	9.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	0	0	369	0	0
Future Vol, veh/h	9	0	0	369	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	0	419	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	210	-	-	0
Stage 1	0	-	-	-
Stage 2	210	-	-	-
Critical Hdwy	6.84	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-
Follow-up Hdwy	3.52	-	-	-
Pot Cap-1 Maneuver	759	0	0	-
Stage 1	-	0	0	-
Stage 2	805	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	759	-	-	-
Mov Cap-2 Maneuver	759	-	-	-
Stage 1	-	-	-	-
Stage 2	805	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	9.8	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	759
HCM Lane V/C Ratio	-	0.013
HCM Ctrl Dly (s/v)	-	9.8
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	2	52	2	2	2	65	306	4	0	669	128
Future Vol, veh/h	54	2	52	2	2	2	65	306	4	0	669	128
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	2	59	2	2	2	74	348	5	0	760	145

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1330	1333	833	1259	1403	350	906	0	0	352	0	0
Stage 1	833	833	-	498	498	-	-	-	-	-	-	-
Stage 2	497	500	-	761	906	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	132	154	369	147	140	693	751	-	-	1207	-	-
Stage 1	363	384	-	554	544	-	-	-	-	-	-	-
Stage 2	555	543	-	398	355	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	113	135	369	107	123	693	751	-	-	1207	-	-
Mov Cap-2 Maneuver	113	135	-	107	123	-	-	-	-	-	-	-
Stage 1	363	384	-	487	478	-	-	-	-	-	-	-
Stage 2	483	477	-	332	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	66.7	28.75	1.79	0
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	311	-	-	171	158	1207	-	-
HCM Lane V/C Ratio	0.098	-	-	0.718	0.043	-	-	-
HCM Ctrl Dly (s/v)	10.3	0	-	66.7	28.8	0	-	-
HCM Lane LOS	B	A	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4.4	0.1	0	-	-

2: US 11 NB & Steele Rd U-turn Performance by movement

Movement	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.2	0.2
Total Del/Veh (s)	0.5	1.0	1.0
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	1.3	139.3	140.6
Travel Time (hr)	0.0	2.8	2.9
Avg Speed (mph)	38	49	49
Fuel Used (gal)	0.0	4.2	4.2
Fuel Eff. (mpg)	41.1	33.4	33.4
HC Emissions (g)	0	71	71
CO Emissions (g)	12	2074	2086
NOx Emissions (g)	1	308	309
Vehicles Entered	8	819	827
Vehicles Exited	8	820	828
Hourly Exit Rate	8	820	828
Input Volume	7	827	834
% of Volume	110	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			898
Occupancy (veh)	0	3	3

3: US 11 SB & Hartfield Rd/US 11 NBL to Hartfield Rd Performance by movement

Movement	EBR	WBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.2	0.0	0.3
Total Del/Veh (s)	2.2	3.7	2.5	3.5	2.5
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	2.0	2.9	0.0	0.0	0.3
Total Stops	51	6	0	0	57
Stop/Veh	0.98	1.00	0.00	0.00	0.15
Travel Dist (mi)	18.9	0.1	315.8	11.0	345.8
Travel Time (hr)	0.5	0.0	6.0	0.2	6.7
Avg Speed (mph)	37	8	53	50	51
Fuel Used (gal)	0.5	0.0	8.8	0.3	9.5
Fuel Eff. (mpg)	40.5	28.1	36.0	37.7	36.2
HC Emissions (g)	11	0	159	2	172
CO Emissions (g)	246	0	4026	80	4353
NOx Emissions (g)	38	0	710	14	761
Vehicles Entered	51	6	316	11	384
Vehicles Exited	51	6	318	11	386
Hourly Exit Rate	51	6	318	11	386
Input Volume	54	7	325	13	399
% of Volume	94	83	98	86	97
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					1873
Occupancy (veh)	1	0	6	0	7

6: US 11 SB & Steele Rd Performance by movement

Movement	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.4	0.4
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	0.7	55.9	56.5
Travel Time (hr)	0.0	1.1	1.1
Avg Speed (mph)	39	52	52
Fuel Used (gal)	0.0	1.6	1.6
Fuel Eff. (mpg)	50.3	34.4	34.6
HC Emissions (g)	0	29	29
CO Emissions (g)	4	816	820
NOx Emissions (g)	1	129	129
Vehicles Entered	4	325	329
Vehicles Exited	4	325	329
Hourly Exit Rate	4	325	329
Input Volume	4	336	340
% of Volume	100	97	97
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			2472
Occupancy (veh)	0	1	1

9: US 11 SB & Steele Rd U-turn Performance by movement

Movement	WBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	3.7	1.4	1.5
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	3.2	0.0	0.1
Total Stops	8	0	8
Stop/Veh	1.00	0.00	0.02
Travel Dist (mi)	0.1	269.8	270.0
Travel Time (hr)	0.0	5.1	5.1
Avg Speed (mph)	8	53	53
Fuel Used (gal)	0.0	7.6	7.6
Fuel Eff. (mpg)	26.6	35.7	35.7
HC Emissions (g)	0	144	144
CO Emissions (g)	0	3717	3717
NOx Emissions (g)	0	627	627
Vehicles Entered	8	322	330
Vehicles Exited	8	321	329
Hourly Exit Rate	8	321	329
Input Volume	7	333	340
% of Volume	110	96	97
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			1762
Occupancy (veh)	0	5	5

12: US 11 NB & US 11 NBL to Hartfield Rd Performance by movement

Movement	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.2	0.3
Total Del/Veh (s)	3.6	1.1	1.1
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	1.3	161.6	162.8
Travel Time (hr)	0.1	5.7	5.7
Avg Speed (mph)	25	28	28
Fuel Used (gal)	0.0	4.5	4.6
Fuel Eff. (mpg)	36.9	35.8	35.8
HC Emissions (g)	0	50	50
CO Emissions (g)	4	830	834
NOx Emissions (g)	1	137	138
Vehicles Entered	6	825	831
Vehicles Exited	6	826	832
Hourly Exit Rate	6	826	832
Input Volume	7	832	840
% of Volume	83	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			531
Occupancy (veh)	0	6	6

17: US 11 NB & Steele Rd Performance by movement

Movement	EBT	WBR	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	1.1	0.0	1.1
Total Del/Veh (s)	5.0	4.4	4.7	5.2	4.7
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	4.3	4.7	0.0	0.2	0.1
Total Stops	4	18	0	1	23
Stop/Veh	1.00	1.00	0.00	0.06	0.03
Travel Dist (mi)	0.1	9.2	812.9	15.1	837.1
Travel Time (hr)	0.0	0.3	16.6	0.3	17.2
Avg Speed (mph)	6	30	49	47	49
Fuel Used (gal)	0.0	0.2	27.1	0.5	27.8
Fuel Eff. (mpg)	23.1	39.0	30.0	29.5	30.1
HC Emissions (g)	0	3	467	4	474
CO Emissions (g)	0	60	17080	252	17393
NOx Emissions (g)	0	11	1895	21	1927
Vehicles Entered	4	18	811	15	848
Vehicles Exited	4	18	808	15	845
Hourly Exit Rate	4	18	808	15	845
Input Volume	4	18	817	16	854
% of Volume	100	101	99	95	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					779
Occupancy (veh)	0	0	17	0	17

20: US 11 NB & Hartfield Rd U-turn Performance by movement

Movement	EBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	1.2	1.2
Total Del/Veh (s)	6.6	5.1	5.2
Stop Delay (hr)	0.1	0.0	0.1
Stop Del/Veh (s)	6.3	0.0	0.3
Total Stops	34	0	34
Stop/Veh	1.00	0.00	0.04
Travel Dist (mi)	0.5	764.5	764.9
Travel Time (hr)	0.1	15.2	15.3
Avg Speed (mph)	5	50	50
Fuel Used (gal)	0.0	19.5	19.6
Fuel Eff. (mpg)	19.0	39.1	39.1
HC Emissions (g)	0	343	343
CO Emissions (g)	2	8690	8692
NOx Emissions (g)	0	1488	1489
Vehicles Entered	34	798	832
Vehicles Exited	34	797	831
Hourly Exit Rate	34	797	831
Input Volume	36	803	839
% of Volume	94	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			670
Occupancy (veh)	0	15	15

22: US 11 SB & Hartfield Rd U-turn Performance by movement

Movement	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	0.9	0.6	0.7
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.2	0.0	0.1
Total Stops	2	0	2
Stop/Veh	0.06	0.00	0.01
Travel Dist (mi)	6.6	65.0	71.6
Travel Time (hr)	0.2	1.3	1.5
Avg Speed (mph)	38	48	47
Fuel Used (gal)	0.2	2.3	2.5
Fuel Eff. (mpg)	38.6	28.3	29.0
HC Emissions (g)	1	46	47
CO Emissions (g)	68	1660	1728
NOx Emissions (g)	7	175	182
Vehicles Entered	34	335	369
Vehicles Exited	34	334	368
Hourly Exit Rate	34	334	368
Input Volume	36	342	378
% of Volume	94	98	97
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			1982
Occupancy (veh)	0	1	2

25: US 11/US 11 SB & US 11 NB Performance by movement

Movement	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	0.4	0.1	0.5
Total Del/Veh (s)	1.8	0.9	1.5
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.1	0.0	0.1
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	107.1	68.5	175.6
Travel Time (hr)	2.6	1.3	4.0
Avg Speed (mph)	41	51	44
Fuel Used (gal)	5.7	1.9	7.6
Fuel Eff. (mpg)	18.8	35.9	23.1
HC Emissions (g)	103	37	139
CO Emissions (g)	5084	955	6039
NOx Emissions (g)	359	154	513
Vehicles Entered	794	345	1139
Vehicles Exited	793	345	1138
Hourly Exit Rate	793	345	1138
Input Volume	798	351	1149
% of Volume	99	98	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			447
Occupancy (veh)	3	1	4

26: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.2	0.7	0.7	0.0	0.1	0.4
Total Delay (hr)	2.4	1.2	0.1	1.1	0.1	0.0	4.9
Total Del/Veh (s)	54.5	44.9	5.2	6.0	1.6	0.1	13.5
Stop Delay (hr)	2.3	1.2	0.0	0.0	0.0	0.0	3.5
Stop Del/Veh (s)	52.1	43.8	1.3	0.1	0.0	0.0	9.6
Total Stops	156	93	18	8	0	0	275
Stop/Veh	0.98	0.98	0.32	0.01	0.00	0.00	0.21
Travel Dist (mi)	87.1	52.0	39.3	460.0	43.0	2.5	683.9
Travel Time (hr)	5.0	2.8	0.9	9.6	0.9	0.1	19.3
Avg Speed (mph)	17	19	45	48	46	39	36
Fuel Used (gal)	2.7	1.6	1.0	12.6	1.3	0.0	19.2
Fuel Eff. (mpg)	32.2	32.6	39.2	36.6	33.1	60.8	35.6
HC Emissions (g)	25	27	15	219	23	1	310
CO Emissions (g)	518	497	418	5895	808	28	8164
NOx Emissions (g)	78	79	68	926	89	4	1244
Vehicles Entered	155	92	54	640	327	19	1287
Vehicles Exited	154	92	55	639	327	19	1286
Hourly Exit Rate	154	92	55	639	327	19	1286
Input Volume	152	87	52	646	334	18	1289
% of Volume	101	106	106	99	98	107	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							507
Occupancy (veh)	5	3	1	10	1	0	19

30: US 11 SB & US 11 NB/US 11 Performance by movement

Movement	NBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.3	0.1
Total Delay (hr)	0.6	0.0	0.6
Total Del/Veh (s)	2.5	0.3	1.9
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	205.5	49.1	254.6
Travel Time (hr)	4.3	1.0	5.3
Avg Speed (mph)	47	53	48
Fuel Used (gal)	6.7	1.7	8.4
Fuel Eff. (mpg)	30.6	29.2	30.4
HC Emissions (g)	110	35	145
CO Emissions (g)	3570	1347	4917
NOx Emissions (g)	473	124	597
Vehicles Entered	816	324	1140
Vehicles Exited	814	323	1137
Hourly Exit Rate	814	323	1137
Input Volume	827	333	1160
% of Volume	98	97	98
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			404
Occupancy (veh)	4	1	5

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	11.8
Total Del/Veh (s)	29.2
Stop Delay (hr)	3.7
Stop Del/Veh (s)	9.1
Total Stops	413
Stop/Veh	0.28
Travel Dist (mi)	5501.8
Travel Time (hr)	119.3
Avg Speed (mph)	46
Fuel Used (gal)	164.7
Fuel Eff. (mpg)	33.4
HC Emissions (g)	2876
CO Emissions (g)	87558
NOx Emissions (g)	11819
Vehicles Entered	1355
Vehicles Exited	1343
Hourly Exit Rate	1343
Input Volume	12079
% of Volume	11
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	768
Occupancy (veh)	119

Intersection: 2: US 11 NB & Steele Rd U-turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: US 11 SB & Hartfield Rd/US 11 NBL to Hartfield Rd

Movement	EB	WB
Directions Served	R	T
Maximum Queue (ft)	49	36
Average Queue (ft)	21	6
95th Queue (ft)	43	26
Link Distance (ft)	1946	46
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: US 11 SB & Steele Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: US 11 SB & Steele Rd U-turn

Movement	WB
Directions Served	L
Maximum Queue (ft)	31
Average Queue (ft)	7
95th Queue (ft)	27
Link Distance (ft)	57
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: US 11 NB & US 11 NBL to Hartfield Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 17: US 11 NB & Steele Rd

Movement	EB	WB	NB
Directions Served	T	R	T
Maximum Queue (ft)	21	39	20
Average Queue (ft)	3	11	1
95th Queue (ft)	14	31	11
Link Distance (ft)	25	2714	5257
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: US 11 NB & Hartfield Rd U-turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	46
Average Queue (ft)	23
95th Queue (ft)	47
Link Distance (ft)	36
Upstream Blk Time (%)	5
Queuing Penalty (veh)	2
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 22: US 11 SB & Hartfield Rd U-turn

Movement	SB
Directions Served	L
Maximum Queue (ft)	19
Average Queue (ft)	1
95th Queue (ft)	12
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 25: US 11/US 11 SB & US 11 NB

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 26: US 11 & Old Okahola Rd/Driveway

Movement	EB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	438	81
Average Queue (ft)	145	17
95th Queue (ft)	349	57
Link Distance (ft)	2961	3792
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: US 11 SB & US 11 NB/US 11

Movement	B15	B15
Directions Served	T	
Maximum Queue (ft)	34	61
Average Queue (ft)	2	5
95th Queue (ft)	16	32
Link Distance (ft)	4345	4345
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 2

2: US 11 NB & Steele Rd U-turn Performance by movement

Movement	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	0.4	0.6	0.6
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	1.1	64.9	66.0
Travel Time (hr)	0.0	1.3	1.3
Avg Speed (mph)	40	51	50
Fuel Used (gal)	0.0	2.0	2.0
Fuel Eff. (mpg)	47.4	32.6	32.8
HC Emissions (g)	0	24	24
CO Emissions (g)	9	896	905
NOx Emissions (g)	1	124	125
Vehicles Entered	6	372	378
Vehicles Exited	6	370	376
Hourly Exit Rate	6	370	376
Input Volume	9	369	378
% of Volume	65	100	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			2013
Occupancy (veh)	0	1	1

3: US 11 SB & Hartfield Rd/US 11 NBL to Hartfield Rd Performance by movement

Movement	EBR	WBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	1.1	0.0	1.1
Total Del/Veh (s)	2.9	5.1	4.7	5.2	4.7
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	3.1	4.2	0.0	0.1	0.1
Total Stops	22	5	0	1	28
Stop/Veh	1.00	1.00	0.00	0.04	0.03
Travel Dist (mi)	8.1	0.1	805.5	23.9	837.5
Travel Time (hr)	0.2	0.0	15.9	0.5	16.6
Avg Speed (mph)	36	7	51	49	50
Fuel Used (gal)	0.2	0.0	22.0	0.6	22.8
Fuel Eff. (mpg)	43.1	24.5	36.6	37.0	36.7
HC Emissions (g)	1	0	278	9	287
CO Emissions (g)	26	0	7434	249	7710
NOx Emissions (g)	7	0	1468	44	1519
Vehicles Entered	22	5	802	24	853
Vehicles Exited	22	5	805	24	856
Hourly Exit Rate	22	5	805	24	856
Input Volume	20	4	793	25	842
% of Volume	110	118	101	96	102
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					762
Occupancy (veh)	0	0	16	0	17

6: US 11 SB & Steele Rd Performance by movement

Movement	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0
Total Delay (hr)	0.0	0.2	0.2
Total Del/Veh (s)	0.4	0.7	0.7
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	3.1	148.1	151.2
Travel Time (hr)	0.1	2.9	3.0
Avg Speed (mph)	39	51	51
Fuel Used (gal)	0.1	4.1	4.2
Fuel Eff. (mpg)	46.8	35.7	35.9
HC Emissions (g)	0	53	54
CO Emissions (g)	13	1563	1575
NOx Emissions (g)	3	277	280
Vehicles Entered	17	826	843
Vehicles Exited	17	825	842
Hourly Exit Rate	17	825	842
Input Volume	13	818	831
% of Volume	133	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			939
Occupancy (veh)	0	3	3

9: US 11 SB & Steele Rd U-turn Performance by movement

Movement	WBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.6	0.6
Total Del/Veh (s)	5.1	2.7	2.7
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	4.5	0.0	0.0
Total Stops	6	0	6
Stop/Veh	1.00	0.00	0.01
Travel Dist (mi)	0.1	695.9	696.0
Travel Time (hr)	0.0	13.4	13.4
Avg Speed (mph)	8	52	52
Fuel Used (gal)	0.0	19.6	19.6
Fuel Eff. (mpg)	25.8	35.6	35.6
HC Emissions (g)	0	261	261
CO Emissions (g)	0	7732	7733
NOx Emissions (g)	0	1323	1323
Vehicles Entered	6	836	842
Vehicles Exited	6	836	842
Hourly Exit Rate	6	836	842
Input Volume	9	821	830
% of Volume	65	102	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			662
Occupancy (veh)	0	13	13

12: US 11 NB & US 11 NBL to Hartfield Rd Performance by movement

Movement	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	2.4	0.7	0.7
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	0.9	76.3	77.2
Travel Time (hr)	0.0	2.6	2.7
Avg Speed (mph)	26	29	29
Fuel Used (gal)	0.0	2.1	2.1
Fuel Eff. (mpg)	36.1	36.6	36.6
HC Emissions (g)	0	17	17
CO Emissions (g)	3	270	273
NOx Emissions (g)	0	48	49
Vehicles Entered	5	374	379
Vehicles Exited	5	374	379
Hourly Exit Rate	5	374	379
Input Volume	4	374	378
% of Volume	118	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			1193
Occupancy (veh)	0	3	3

17: US 11 NB & Steele Rd Performance by movement

Movement	EBT	WBR	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.3	0.0	0.3
Total Del/Veh (s)	4.5	2.6	2.7	2.0	2.8
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	3.9	2.9	0.0	0.0	0.3
Total Stops	17	16	0	0	33
Stop/Veh	0.94	0.94	0.00	0.00	0.08
Travel Dist (mi)	0.2	8.3	364.5	10.3	383.4
Travel Time (hr)	0.0	0.3	7.2	0.2	7.7
Avg Speed (mph)	7	31	51	51	50
Fuel Used (gal)	0.0	0.2	12.3	0.3	12.8
Fuel Eff. (mpg)	23.8	39.3	29.7	29.9	29.9
HC Emissions (g)	0	1	165	3	169
CO Emissions (g)	1	18	7314	193	7526
NOx Emissions (g)	0	4	745	16	765
Vehicles Entered	17	16	364	10	407
Vehicles Exited	18	16	363	10	407
Hourly Exit Rate	18	16	363	10	407
Input Volume	13	16	363	11	402
% of Volume	141	102	100	93	101
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					1734
Occupancy (veh)	0	0	7	0	8

20: US 11 NB & Hartfield Rd U-turn Performance by movement

Movement	EBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.4	0.4
Total Del/Veh (s)	3.7	3.7	3.7
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	3.2	0.0	0.1
Total Stops	8	0	8
Stop/Veh	1.00	0.00	0.02
Travel Dist (mi)	0.1	347.3	347.4
Travel Time (hr)	0.0	6.8	6.8
Avg Speed (mph)	8	51	51
Fuel Used (gal)	0.0	8.9	8.9
Fuel Eff. (mpg)	26.4	39.2	39.2
HC Emissions (g)	0	104	104
CO Emissions (g)	0	3049	3049
NOx Emissions (g)	0	562	562
Vehicles Entered	8	365	373
Vehicles Exited	8	370	378
Hourly Exit Rate	8	370	378
Input Volume	9	369	378
% of Volume	86	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			1501
Occupancy (veh)	0	7	7

22: US 11 SB & Hartfield Rd U-turn Performance by movement

Movement	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.3
Total Del/Veh (s)	0.6	1.1	1.1
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	1.5	166.3	167.9
Travel Time (hr)	0.0	3.3	3.4
Avg Speed (mph)	40	50	50
Fuel Used (gal)	0.0	5.0	5.1
Fuel Eff. (mpg)	41.6	33.2	33.2
HC Emissions (g)	0	64	64
CO Emissions (g)	12	2205	2216
NOx Emissions (g)	1	318	319
Vehicles Entered	7	817	824
Vehicles Exited	8	818	826
Hourly Exit Rate	8	818	826
Input Volume	9	800	810
% of Volume	86	102	102
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			930
Occupancy (veh)	0	3	3

25: US 11/US 11 SB & US 11 NB Performance by movement

Movement	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.2	0.6	0.7
Total Del/Veh (s)	1.7	2.5	2.2
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.1	0.0	0.0
Total Stops	0	1	1
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	48.5	164.8	213.2
Travel Time (hr)	1.1	3.6	4.7
Avg Speed (mph)	42	46	45
Fuel Used (gal)	2.5	4.6	7.1
Fuel Eff. (mpg)	19.4	35.5	29.9
HC Emissions (g)	35	60	95
CO Emissions (g)	2102	2166	4268
NOx Emissions (g)	133	272	405
Vehicles Entered	359	821	1180
Vehicles Exited	359	819	1178
Hourly Exit Rate	359	819	1178
Input Volume	362	800	1162
% of Volume	99	102	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			373
Occupancy (veh)	1	4	5

26: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.3	0.3	0.7	0.0	0.0	0.1
Total Delay (hr)	0.7	0.0	0.4	0.0	0.0	0.0	0.2	0.5	0.0	0.9	0.1	2.8
Total Del/Veh (s)	44.2	13.7	31.2	15.0	24.7	5.4	10.6	6.4	2.9	4.7	1.3	7.8
Stop Delay (hr)	0.6	0.0	0.4	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	1.4
Stop Del/Veh (s)	42.0	8.6	30.6	14.0	22.6	5.2	7.8	1.7	0.0	0.0	0.0	3.8
Total Stops	51	1	48	1	3	3	44	38	0	0	2	191
Stop/Veh	0.96	1.00	0.94	1.00	1.00	1.00	0.72	0.12	0.00	0.00	0.01	0.15
Travel Dist (mi)	28.8	0.7	27.7	0.3	1.3	1.2	43.3	220.0	2.3	89.9	17.7	433.1
Travel Time (hr)	1.5	0.0	1.3	0.0	0.1	0.1	1.1	4.6	0.0	2.5	0.6	11.8
Avg Speed (mph)	19	29	22	19	18	22	41	48	47	35	31	37
Fuel Used (gal)	0.9	0.0	0.8	0.0	0.0	0.0	1.2	6.2	0.1	2.3	0.3	11.8
Fuel Eff. (mpg)	32.2	36.9	33.7	30.1	34.2	41.5	37.5	35.6	37.3	38.5	62.3	36.6
HC Emissions (g)	3	0	12	0	0	0	11	77	0	28	3	135
CO Emissions (g)	110	2	236	1	3	2	403	2606	13	919	65	4360
NOx Emissions (g)	15	0	37	0	0	0	61	385	3	119	11	632
Vehicles Entered	51	1	50	1	3	3	60	306	3	682	135	1295
Vehicles Exited	51	1	48	1	3	3	60	305	3	681	134	1290
Hourly Exit Rate	51	1	48	1	3	3	60	305	3	681	134	1290
Input Volume	54	2	52	2	2	2	65	306	4	670	128	1288
% of Volume	94	50	92	50	150	150	92	100	71	102	105	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												826
Occupancy (veh)	2	0	1	0	0	0	1	5	0	3	1	12

30: US 11 SB & US 11 NB/US 11 Performance by movement

Movement	NBT	SBR	All
Denied Delay (hr)	0.0	0.2	0.2
Denied Del/Veh (s)	0.0	0.9	0.6
Total Delay (hr)	0.1	0.2	0.3
Total Del/Veh (s)	1.2	0.8	0.9
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	92.3	126.8	219.1
Travel Time (hr)	1.8	2.7	4.5
Avg Speed (mph)	51	51	51
Fuel Used (gal)	2.6	4.1	6.7
Fuel Eff. (mpg)	35.6	31.0	32.8
HC Emissions (g)	29	58	87
CO Emissions (g)	862	2340	3201
NOx Emissions (g)	162	252	414
Vehicles Entered	367	836	1203
Vehicles Exited	365	835	1200
Hourly Exit Rate	365	835	1200
Input Volume	369	821	1190
% of Volume	99	102	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			492
Occupancy (veh)	2	3	4

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	10.3
Total Del/Veh (s)	25.1
Stop Delay (hr)	1.5
Stop Del/Veh (s)	3.6
Total Stops	279
Stop/Veh	0.19
Travel Dist (mi)	5687.4
Travel Time (hr)	119.5
Avg Speed (mph)	48
Fuel Used (gal)	166.2
Fuel Eff. (mpg)	34.2
HC Emissions (g)	2109
CO Emissions (g)	71195
NOx Emissions (g)	10261
Vehicles Entered	1360
Vehicles Exited	1357
Hourly Exit Rate	1357
Input Volume	12190
% of Volume	11
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	769
Occupancy (veh)	119

Intersection: 2: US 11 NB & Steele Rd U-turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: US 11 SB & Hartfield Rd/US 11 NBL to Hartfield Rd

Movement	EB	WB
Directions Served	R	T
Maximum Queue (ft)	29	31
Average Queue (ft)	13	4
95th Queue (ft)	34	22
Link Distance (ft)	1949	56
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: US 11 SB & Steele Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: US 11 SB & Steele Rd U-turn

Movement	WB
Directions Served	L
Maximum Queue (ft)	31
Average Queue (ft)	7
95th Queue (ft)	27
Link Distance (ft)	62
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: US 11 NB & US 11 NBL to Hartfield Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 17: US 11 NB & Steele Rd

Movement	EB	WB
Directions Served	T	R
Maximum Queue (ft)	25	22
Average Queue (ft)	9	9
95th Queue (ft)	26	25
Link Distance (ft)	25	2711
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: US 11 NB & Hartfield Rd U-turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	32
Average Queue (ft)	7
95th Queue (ft)	28
Link Distance (ft)	55
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 22: US 11 SB & Hartfield Rd U-turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 25: US 11/US 11 SB & US 11 NB

Movement	B1	B1
Directions Served	T	
Maximum Queue (ft)	36	45
Average Queue (ft)	2	3
95th Queue (ft)	16	25
Link Distance (ft)	4990	4990
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 26: US 11 & Old Okahola Rd/Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	192	30	176	19
Average Queue (ft)	61	6	42	1
95th Queue (ft)	145	25	114	8
Link Distance (ft)	2961	2277	3792	650
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 30: US 11 SB & US 11 NB/US 11

Movement	B15
Directions Served	
Maximum Queue (ft)	9
Average Queue (ft)	0
95th Queue (ft)	7
Link Distance (ft)	4319
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	54	0	7	0	0	0	0	0	324	13
Future Vol, veh/h	0	0	54	0	7	0	0	0	0	0	324	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	61	0	8	0	0	0	0	0	364	15

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	-	189	-	379	-			-	-	0
Stage 1	-	-	-	-	0	-			-	-	-
Stage 2	-	-	-	-	379	-			-	-	-
Critical Hdwy	-	-	6.96	-	6.56	-			-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-			-	-	-
Follow-up Hdwy	-	-	3.33	-	4.03	-			-	-	-
Pot Cap-1 Maneuver	0	0	817	0	550	0			0	-	-
Stage 1	0	0	-	0	-	0			0	-	-
Stage 2	0	0	-	0	611	0			0	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	-	817	-	550	-			-	-	-
Mov Cap-2 Maneuver	-	-	-	-	564	-			-	-	-
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	611	-			-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	9.76	11.47	0
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	817	564	-	-
HCM Lane V/C Ratio	0.074	0.014	-	-
HCM Ctrl Dly (s/v)	9.8	11.5	-	-
HCM Lane LOS	A	B	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	133	0	496	331	0	0	0
Future Vol, veh/h	0	0	0	0	0	133	0	496	331	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	149	0	557	372	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	-	929	-	-	-	465	-	0	0
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	929	-	-	-	-	-	-	-
Critical Hdwy	-	6.56	-	-	-	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.03	-	-	-	3.33	-	-	-
Pot Cap-1 Maneuver	0	264	0	0	0	542	0	-	-
Stage 1	0	-	0	0	0	-	0	-	-
Stage 2	0	342	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	264	-	-	-	542	-	-	-
Mov Cap-2 Maneuver	-	264	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	342	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	14.16	0
HCM LOS	A	B	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	542
HCM Lane V/C Ratio	-	-	-	0.276
HCM Ctrl Dly (s/v)	-	-	0	14.2
HCM Lane LOS	-	-	A	B
HCM 95th %tile Q(veh)	-	-	-	1.1

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	0	0	0	0	333
Future Vol, veh/h	7	0	0	0	0	333
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	0	0	0	0	374

Major/Minor	Minor1			Major2	
Conflicting Flow All	187	-		-	-
Stage 1	0	-		-	-
Stage 2	187	-		-	-
Critical Hdwy	6.86	-		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	5.86	-		-	-
Follow-up Hdwy	3.53	-		-	-
Pot Cap-1 Maneuver	782	0		0	-
Stage 1	-	0		0	-
Stage 2	823	0		0	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	782	-		-	-
Mov Cap-2 Maneuver	782	-		-	-
Stage 1	-	-		-	-
Stage 2	823	-		-	-

Approach	WB	SB
HCM Ctrl Dly, s/v	9.65	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	782	-
HCM Lane V/C Ratio	0.01	-
HCM Ctrl Dly (s/v)	9.7	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	4	0	0	0	18	0	816	16	0	0	0
Future Vol, veh/h	0	4	0	0	0	18	0	816	16	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	4	0	0	0	20	0	917	18	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	-	935	-	-	-	467	-	0	0
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	935	-	-	-	-	-	-	-
Critical Hdwy	-	6.56	-	-	-	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.03	-	-	-	3.33	-	-	-
Pot Cap-1 Maneuver	0	262	0	0	0	539	0	-	-
Stage 1	0	-	0	0	0	-	0	-	-
Stage 2	0	340	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	262	-	-	-	539	-	-	-
Mov Cap-2 Maneuver	-	262	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	340	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	18.96	11.93	0
HCM LOS	C	B	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	262	539
HCM Lane V/C Ratio	-	-	0.017	0.037
HCM Ctrl Dly (s/v)	-	-	19	11.9
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	0	0	803	0	0
Future Vol, veh/h	36	0	0	803	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	40	0	0	902	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	451	-	-	0
Stage 1	0	-	-	-
Stage 2	451	-	-	-
Critical Hdwy	6.86	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-
Follow-up Hdwy	3.53	-	-	-
Pot Cap-1 Maneuver	534	0	0	-
Stage 1	-	0	0	-
Stage 2	606	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	534	-	-	-
Mov Cap-2 Maneuver	534	-	-	-
Stage 1	-	-	-	-
Stage 2	606	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	12.29	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	534
HCM Lane V/C Ratio	-	0.076
HCM Ctrl Dly (s/v)	-	12.3
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.2

Intersection	
Int Delay, s/veh	44

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	152	0	87	0	0	0	52	646	0	0	333	18
Future Vol, veh/h	152	0	87	0	0	0	52	646	0	0	333	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	171	0	98	0	0	0	58	726	0	0	374	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1227	1227	384	1217	1237	726	394	0	0	726	0	0
Stage 1	384	384	-	843	843	-	-	-	-	-	-	-
Stage 2	843	843	-	374	394	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	~ 154	178	661	157	175	423	1159	-	-	873	-	-
Stage 1	637	609	-	357	378	-	-	-	-	-	-	-
Stage 2	357	378	-	645	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 141	163	661	122	160	423	1159	-	-	873	-	-
Mov Cap-2 Maneuver	~ 141	163	-	122	160	-	-	-	-	-	-	-
Stage 1	637	609	-	327	346	-	-	-	-	-	-	-
Stage 2	327	346	-	549	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	235.55	0	0.62	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	134	-	-	198	-	873	-	-
HCM Lane V/C Ratio	0.05	-	-	1.356	-	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	235.5	0	0	-	-
HCM Lane LOS	A	A	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	15.4	-	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	133	0	0	0	0	200
Future Vol, veh/h	133	0	0	0	0	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	149	0	0	0	0	225

Major/Minor	Minor1		Major2	
Conflicting Flow All	112	-	-	-
Stage 1	0	-	-	-
Stage 2	112	-	-	-
Critical Hdwy	6.86	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-
Follow-up Hdwy	3.53	-	-	-
Pot Cap-1 Maneuver	869	0	0	-
Stage 1	-	0	0	-
Stage 2	897	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	869	-	-	-
Mov Cap-2 Maneuver	869	-	-	-
Stage 1	-	-	-	-
Stage 2	897	-	-	-

Approach	WB	SB
HCM Ctrl Dly, s/v	10	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	869	-
HCM Lane V/C Ratio	0.172	-
HCM Ctrl Dly (s/v)	10	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.6	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	20	0	4	0	0	0	0	0	789	25
Future Vol, veh/h	0	0	20	0	4	0	0	0	0	0	789	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	5	0	0	0	0	0	897	28

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	-	463	-	925	-			-	-	0
Stage 1	-	-	-	-	0	-			-	-	-
Stage 2	-	-	-	-	925	-			-	-	-
Critical Hdwy	-	-	6.94	-	6.54	-			-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-			-	-	-
Follow-up Hdwy	-	-	3.32	-	4.02	-			-	-	-
Pot Cap-1 Maneuver	0	0	546	0	268	0			0	-	-
Stage 1	0	0	-	0	-	0			0	-	-
Stage 2	0	0	-	0	346	0			0	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	-	546	-	268	-			-	-	-
Mov Cap-2 Maneuver	-	-	-	-	345	-			-	-	-
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	346	-			-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	11.88	15.57	0
HCM LOS	B	C	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	546	345	-	-
HCM Lane V/C Ratio	0.042	0.013	-	-
HCM Ctrl Dly (s/v)	11.9	15.6	-	-
HCM Lane LOS	B	C	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	329	0	221	148	0	0	0
Future Vol, veh/h	0	0	0	0	0	329	0	221	148	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	374	0	251	168	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	-	419	-	-	-	210	-	0	0
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	419	-	-	-	-	-	-	-
Critical Hdwy	-	6.54	-	-	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	-	-	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	524	0	0	0	796	0	-	-
Stage 1	0	-	0	0	0	-	0	-	-
Stage 2	0	588	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	524	-	-	-	796	-	-	-
Mov Cap-2 Maneuver	-	524	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	588	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	13.46	0
HCM LOS	A	B	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	796
HCM Lane V/C Ratio	-	-	-	0.47
HCM Ctrl Dly (s/v)	-	-	0	13.5
HCM Lane LOS	-	-	A	B
HCM 95th %tile Q(veh)	-	-	-	2.5

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	0	0	0	0	821
Future Vol, veh/h	9	0	0	0	0	821
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	0	0	0	933

Major/Minor	Minor1		Major2	
Conflicting Flow All	466	-	-	-
Stage 1	0	-	-	-
Stage 2	466	-	-	-
Critical Hdwy	6.84	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-
Follow-up Hdwy	3.52	-	-	-
Pot Cap-1 Maneuver	525	0	0	-
Stage 1	-	0	0	-
Stage 2	598	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	525	-	-	-
Mov Cap-2 Maneuver	525	-	-	-
Stage 1	-	-	-	-
Stage 2	598	-	-	-

Approach	WB	SB
HCM Ctrl Dly, s/v	11.99	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	525	-
HCM Lane V/C Ratio	0.019	-
HCM Ctrl Dly (s/v)	12	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	13	0	0	0	16	0	362	11	0	0	0
Future Vol, veh/h	0	13	0	0	0	16	0	362	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	0	0	0	18	0	411	13	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	-	424	-	-	-	212	-	0	0
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	424	-	-	-	-	-	-	-
Critical Hdwy	-	6.54	-	-	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	-	-	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	520	0	0	0	793	0	-	-
Stage 1	0	-	0	0	0	-	0	-	-
Stage 2	0	586	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	520	-	-	-	793	-	-	-
Mov Cap-2 Maneuver	-	520	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	586	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	12.12	9.64	0
HCM LOS	B	A	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	520	793
HCM Lane V/C Ratio	-	-	0.028	0.023
HCM Ctrl Dly (s/v)	-	-	12.1	9.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	0	0	369	0	0
Future Vol, veh/h	9	0	0	369	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	0	419	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	210	-	-	0
Stage 1	0	-	-	-
Stage 2	210	-	-	-
Critical Hdwy	6.84	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-
Follow-up Hdwy	3.52	-	-	-
Pot Cap-1 Maneuver	759	0	0	-
Stage 1	-	0	0	-
Stage 2	805	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	759	-	-	-
Mov Cap-2 Maneuver	759	-	-	-
Stage 1	-	-	-	-
Stage 2	805	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	9.8	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	759
HCM Lane V/C Ratio	-	0.013
HCM Ctrl Dly (s/v)	-	9.8
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	2	52	2	2	2	65	306	4	0	669	128
Future Vol, veh/h	54	2	52	2	2	2	65	306	4	0	669	128
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	2	59	2	2	2	74	348	5	0	760	145

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1330	1333	833	1259	1403	350	906	0	0	352	0	0
Stage 1	833	833	-	498	498	-	-	-	-	-	-	-
Stage 2	497	500	-	761	906	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	132	154	369	147	140	693	751	-	-	1207	-	-
Stage 1	363	384	-	554	544	-	-	-	-	-	-	-
Stage 2	555	543	-	398	355	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	113	135	369	107	123	693	751	-	-	1207	-	-
Mov Cap-2 Maneuver	113	135	-	107	123	-	-	-	-	-	-	-
Stage 1	363	384	-	487	478	-	-	-	-	-	-	-
Stage 2	483	477	-	332	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	66.7	28.75	1.79	0
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	311	-	-	171	158	1207	-	-
HCM Lane V/C Ratio	0.098	-	-	0.718	0.043	-	-	-
HCM Ctrl Dly (s/v)	10.3	0	-	66.7	28.8	0	-	-
HCM Lane LOS	B	A	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	6.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	329	0	0	0	0	493
Future Vol, veh/h	329	0	0	0	0	493
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	374	0	0	0	0	560

Major/Minor	Minor1		Major2	
Conflicting Flow All	280	-	-	-
Stage 1	0	-	-	-
Stage 2	280	-	-	-
Critical Hdwy	6.84	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-
Follow-up Hdwy	3.52	-	-	-
Pot Cap-1 Maneuver	687	0	0	-
Stage 1	-	0	0	-
Stage 2	742	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	687	-	-	-
Mov Cap-2 Maneuver	687	-	-	-
Stage 1	-	-	-	-
Stage 2	742	-	-	-

Approach	WB	SB
HCM Ctrl Dly, s/v	16.33	0
HCM LOS	C	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	687	-
HCM Lane V/C Ratio	0.544	-
HCM Ctrl Dly (s/v)	16.3	-
HCM Lane LOS	C	-
HCM 95th %tile Q(veh)	3.3	-

2: US 11 NB & Steele Rd U-turn Performance by movement

Movement	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.2	0.2
Total Del/Veh (s)	0.5	1.0	1.0
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	1.2	150.7	151.9
Travel Time (hr)	0.0	3.0	3.1
Avg Speed (mph)	39	50	50
Fuel Used (gal)	0.0	4.7	4.7
Fuel Eff. (mpg)	46.4	32.4	32.5
HC Emissions (g)	0	74	74
CO Emissions (g)	5	2518	2522
NOx Emissions (g)	1	323	324
Vehicles Entered	6	829	835
Vehicles Exited	7	828	835
Hourly Exit Rate	7	828	835
Input Volume	7	827	834
% of Volume	97	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			900
Occupancy (veh)	0	3	3

3: US 11 SB & Hartfield Rd/US 11 NBL to Hartfield Rd Performance by movement

Movement	EBR	WBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.2	0.0	0.2
Total Del/Veh (s)	2.3	4.1	2.0	1.8	2.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	2.1	3.2	0.0	0.0	0.3
Total Stops	53	6	0	0	59
Stop/Veh	0.98	1.00	0.00	0.00	0.15
Travel Dist (mi)	19.6	0.1	325.9	9.8	355.5
Travel Time (hr)	0.5	0.0	6.2	0.2	6.9
Avg Speed (mph)	37	8	53	50	51
Fuel Used (gal)	0.5	0.0	9.0	0.3	9.8
Fuel Eff. (mpg)	40.6	27.5	36.1	36.5	36.3
HC Emissions (g)	9	0	145	1	155
CO Emissions (g)	226	0	3752	60	4038
NOx Emissions (g)	36	0	685	12	733
Vehicles Entered	53	6	328	10	397
Vehicles Exited	53	6	324	10	393
Hourly Exit Rate	53	6	324	10	393
Input Volume	54	7	325	13	399
% of Volume	98	83	100	78	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					1823
Occupancy (veh)	1	0	6	0	7

6: US 11 SB & Steele Rd Performance by movement

Movement	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.3	0.3
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	0.8	63.3	64.1
Travel Time (hr)	0.0	1.2	1.2
Avg Speed (mph)	41	53	53
Fuel Used (gal)	0.0	1.8	1.8
Fuel Eff. (mpg)	46.4	34.9	35.0
HC Emissions (g)	0	28	28
CO Emissions (g)	3	811	814
NOx Emissions (g)	1	134	135
Vehicles Entered	4	339	343
Vehicles Exited	4	337	341
Hourly Exit Rate	4	337	341
Input Volume	4	336	340
% of Volume	100	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			2403
Occupancy (veh)	0	1	1

7: US 11 NB & US 98 Extension Performance by movement

Movement	WBR	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.3	0.6	0.3	1.1
Total Del/Veh (s)	7.4	4.0	3.1	4.2
Stop Delay (hr)	0.1	0.0	0.0	0.1
Stop Del/Veh (s)	3.6	0.0	0.1	0.5
Total Stops	137	2	11	150
Stop/Veh	0.96	0.00	0.03	0.15
Travel Dist (mi)	150.6	234.8	152.0	537.3
Travel Time (hr)	5.5	4.9	3.5	13.9
Avg Speed (mph)	28	48	43	39
Fuel Used (gal)	4.1	6.7	3.8	14.6
Fuel Eff. (mpg)	36.6	35.1	39.9	36.7
HC Emissions (g)	45	106	64	215
CO Emissions (g)	721	3570	2080	6371
NOx Emissions (g)	125	455	249	829
Vehicles Entered	139	502	326	967
Vehicles Exited	137	503	324	964
Hourly Exit Rate	137	503	324	964
Input Volume	133	496	331	960
% of Volume	103	101	98	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				777
Occupancy (veh)	5	5	4	14

9: US 11 SB & Steele Rd U-turn Performance by movement

Movement	WBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	3.2	0.4	0.5
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	2.9	0.0	0.1
Total Stops	7	0	7
Stop/Veh	1.00	0.00	0.02
Travel Dist (mi)	0.1	156.0	156.1
Travel Time (hr)	0.0	2.9	2.9
Avg Speed (mph)	8	54	53
Fuel Used (gal)	0.0	4.4	4.4
Fuel Eff. (mpg)	26.3	35.5	35.5
HC Emissions (g)	0	70	70
CO Emissions (g)	0	1941	1942
NOx Emissions (g)	0	330	330
Vehicles Entered	7	337	344
Vehicles Exited	7	336	343
Hourly Exit Rate	7	336	343
Input Volume	7	333	340
% of Volume	97	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			1698
Occupancy (veh)	0	3	3

11: US 11 SB & US 98 Extension Performance by movement

Movement	SBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.5	0.5
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Travel Dist (mi)	59.7	59.7
Travel Time (hr)	1.3	1.3
Avg Speed (mph)	44	44
Fuel Used (gal)	2.9	2.9
Fuel Eff. (mpg)	20.6	20.6
HC Emissions (g)	51	51
CO Emissions (g)	2616	2616
NOx Emissions (g)	178	178
Vehicles Entered	339	339
Vehicles Exited	338	338
Hourly Exit Rate	338	338
Input Volume	334	334
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		2046
Occupancy (veh)	1	1

12: US 11 NB & US 11 NBL to Hartfield Rd Performance by movement

Movement	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.3
Total Del/Veh (s)	3.0	1.1	1.1
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	1.3	170.7	172.0
Travel Time (hr)	0.1	6.0	6.1
Avg Speed (mph)	25	28	28
Fuel Used (gal)	0.0	4.7	4.8
Fuel Eff. (mpg)	37.0	36.0	36.0
HC Emissions (g)	0	54	55
CO Emissions (g)	4	890	893
NOx Emissions (g)	1	149	149
Vehicles Entered	6	833	839
Vehicles Exited	6	835	841
Hourly Exit Rate	6	835	841
Input Volume	7	832	840
% of Volume	83	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			527
Occupancy (veh)	0	6	6

16: US 11 NB & US 98 U-Turn Performance by movement

Movement	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.4
Total Del/Veh (s)	2.2	2.0	2.0
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.1	0.1	0.1
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	23.0	88.6	111.6
Travel Time (hr)	0.7	2.1	2.8
Avg Speed (mph)	32	42	39
Fuel Used (gal)	0.8	4.4	5.2
Fuel Eff. (mpg)	28.8	20.3	21.6
HC Emissions (g)	12	80	92
CO Emissions (g)	596	4202	4798
NOx Emissions (g)	40	268	308
Vehicles Entered	132	508	640
Vehicles Exited	132	508	640
Hourly Exit Rate	132	508	640
Input Volume	133	496	630
% of Volume	99	102	102
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			948
Occupancy (veh)	1	2	3

17: US 11 NB & Steele Rd Performance by movement

Movement	EBT	WBR	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	1.1	0.0	1.1
Total Del/Veh (s)	7.2	4.0	4.7	4.7	4.7
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	6.6	4.4	0.0	0.3	0.1
Total Stops	4	18	1	1	24
Stop/Veh	1.00	0.95	0.00	0.06	0.03
Travel Dist (mi)	0.1	9.5	821.4	17.2	848.1
Travel Time (hr)	0.0	0.3	16.7	0.4	17.4
Avg Speed (mph)	5	30	49	48	49
Fuel Used (gal)	0.0	0.2	27.4	0.6	28.2
Fuel Eff. (mpg)	19.8	38.3	30.0	30.2	30.0
HC Emissions (g)	0	2	473	11	485
CO Emissions (g)	0	34	17653	411	18097
NOx Emissions (g)	0	7	1906	40	1952
Vehicles Entered	4	19	818	17	858
Vehicles Exited	4	18	818	17	857
Hourly Exit Rate	4	18	818	17	857
Input Volume	4	18	817	16	854
% of Volume	100	101	100	108	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					769
Occupancy (veh)	0	0	17	0	17

20: US 11 NB & Hartfield Rd U-turn Performance by movement

Movement	EBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	1.2	1.3
Total Del/Veh (s)	8.1	5.2	5.3
Stop Delay (hr)	0.1	0.0	0.1
Stop Del/Veh (s)	7.8	0.0	0.3
Total Stops	36	0	36
Stop/Veh	1.00	0.00	0.04
Travel Dist (mi)	0.6	765.0	765.6
Travel Time (hr)	0.1	15.2	15.4
Avg Speed (mph)	5	50	50
Fuel Used (gal)	0.0	19.5	19.5
Fuel Eff. (mpg)	18.1	39.3	39.2
HC Emissions (g)	0	340	340
CO Emissions (g)	4	8651	8654
NOx Emissions (g)	0	1480	1481
Vehicles Entered	36	805	841
Vehicles Exited	36	803	839
Hourly Exit Rate	36	803	839
Input Volume	36	803	839
% of Volume	99	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			662
Occupancy (veh)	0	15	15

22: US 11 SB & Hartfield Rd U-turn Performance by movement

Movement	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	0.7	0.6	0.6
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.2	0.0	0.1
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	7.3	69.9	77.2
Travel Time (hr)	0.2	1.4	1.6
Avg Speed (mph)	38	49	47
Fuel Used (gal)	0.2	2.5	2.7
Fuel Eff. (mpg)	35.4	28.4	28.9
HC Emissions (g)	3	44	47
CO Emissions (g)	124	1674	1798
NOx Emissions (g)	12	173	185
Vehicles Entered	36	341	377
Vehicles Exited	36	341	377
Hourly Exit Rate	36	341	377
Input Volume	36	342	378
% of Volume	99	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			1948
Occupancy (veh)	0	1	2

25: US 11/US 11 SB & US 11 NB Performance by movement

Movement	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.5
Total Del/Veh (s)	1.7	0.8	1.4
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.1	0.0	0.1
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	107.9	69.1	177.0
Travel Time (hr)	2.6	1.4	4.0
Avg Speed (mph)	41	51	45
Fuel Used (gal)	5.5	1.9	7.4
Fuel Eff. (mpg)	19.6	36.1	23.8
HC Emissions (g)	97	31	127
CO Emissions (g)	4818	847	5665
NOx Emissions (g)	344	140	484
Vehicles Entered	799	350	1149
Vehicles Exited	799	348	1147
Hourly Exit Rate	799	348	1147
Input Volume	798	351	1149
% of Volume	100	99	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			447
Occupancy (veh)	3	1	4

26: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.2
Denied Del/Veh (s)	0.2	0.2	0.7	0.7	0.0	0.0	0.4
Total Delay (hr)	1.7	0.8	0.1	1.1	0.1	0.0	3.8
Total Del/Veh (s)	40.8	32.3	5.4	5.8	1.6	0.1	10.5
Stop Delay (hr)	1.6	0.8	0.0	0.0	0.0	0.0	2.4
Stop Del/Veh (s)	38.1	30.9	1.5	0.1	0.0	0.0	6.7
Total Stops	148	88	19	9	0	0	264
Stop/Veh	0.97	0.99	0.37	0.01	0.00	0.00	0.20
Travel Dist (mi)	83.2	49.4	36.0	469.8	43.6	2.3	684.2
Travel Time (hr)	4.2	2.3	0.8	9.8	0.9	0.1	18.2
Avg Speed (mph)	20	21	45	49	46	40	38
Fuel Used (gal)	2.5	1.5	0.9	12.8	1.3	0.0	19.0
Fuel Eff. (mpg)	33.9	34.0	38.9	36.6	33.6	60.0	36.0
HC Emissions (g)	18	20	22	236	20	1	318
CO Emissions (g)	402	394	531	6307	747	19	8401
NOx Emissions (g)	62	63	84	981	83	3	1275
Vehicles Entered	148	88	50	655	331	17	1289
Vehicles Exited	148	87	50	651	331	17	1284
Hourly Exit Rate	148	87	50	651	331	17	1284
Input Volume	152	87	52	646	334	18	1289
% of Volume	97	100	96	101	99	96	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							540
Occupancy (veh)	4	2	1	10	1	0	18

28: US 11 SB & US 98 U-Turn Performance by movement

Movement	WBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.2
Total Del/Veh (s)	3.7	0.5	1.8
Stop Delay (hr)	0.1	0.0	0.1
Stop Del/Veh (s)	3.0	0.0	1.2
Total Stops	132	0	132
Stop/Veh	1.00	0.00	0.39
Travel Dist (mi)	2.7	37.9	40.7
Travel Time (hr)	0.3	0.7	1.0
Avg Speed (mph)	9	52	40
Fuel Used (gal)	0.1	1.1	1.2
Fuel Eff. (mpg)	25.5	33.8	33.0
HC Emissions (g)	1	20	20
CO Emissions (g)	17	625	642
NOx Emissions (g)	2	84	86
Vehicles Entered	132	207	339
Vehicles Exited	132	207	339
Hourly Exit Rate	132	207	339
Input Volume	133	200	334
% of Volume	99	103	102
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			1992
Occupancy (veh)	0	1	1

30: US 11 SB & US 11 NB/US 11 Performance by movement

Movement	NBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1
Total Delay (hr)	0.1	0.0	0.2
Total Del/Veh (s)	1.0	0.2	0.8
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	127.6	31.2	158.8
Travel Time (hr)	2.5	0.6	3.1
Avg Speed (mph)	51	53	52
Fuel Used (gal)	3.5	1.1	4.6
Fuel Eff. (mpg)	35.9	28.9	34.3
HC Emissions (g)	62	21	83
CO Emissions (g)	1610	848	2457
NOx Emissions (g)	277	76	352
Vehicles Entered	508	206	714
Vehicles Exited	505	206	711
Hourly Exit Rate	505	206	711
Input Volume	496	200	696
% of Volume	102	103	102
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			692
Occupancy (veh)	2	1	3

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	10.6
Total Del/Veh (s)	26.1
Stop Delay (hr)	2.9
Stop Del/Veh (s)	7.1
Total Stops	674
Stop/Veh	0.46
Travel Dist (mi)	5780.7
Travel Time (hr)	127.6
Avg Speed (mph)	45
Fuel Used (gal)	175.9
Fuel Eff. (mpg)	32.9
HC Emissions (g)	2958
CO Emissions (g)	96319
NOx Emissions (g)	12069
Vehicles Entered	1376
Vehicles Exited	1343
Hourly Exit Rate	1343
Input Volume	13409
% of Volume	10
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	780
Occupancy (veh)	127

Intersection: 2: US 11 NB & Steele Rd U-turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: US 11 SB & Hartfield Rd/US 11 NBL to Hartfield Rd

Movement	EB	WB
Directions Served	R	T
Maximum Queue (ft)	55	31
Average Queue (ft)	23	6
95th Queue (ft)	44	26
Link Distance (ft)	1946	46
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: US 11 SB & Steele Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 7: US 11 NB & US 98 Extension

Movement	WB	NB	NB
Directions Served	R	T	TR
Maximum Queue (ft)	89	45	48
Average Queue (ft)	47	3	6
95th Queue (ft)	76	25	27
Link Distance (ft)	5760	2420	2420
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: US 11 SB & Steele Rd U-turn

Movement	WB
Directions Served	L
Maximum Queue (ft)	31
Average Queue (ft)	7
95th Queue (ft)	27
Link Distance (ft)	45
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: US 11 SB & US 98 Extension

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 12: US 11 NB & US 11 NBL to Hartfield Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 16: US 11 NB & US 98 U-Turn

Movement	NB
Directions Served	L
Maximum Queue (ft)	6
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: US 11 NB & Steele Rd

Movement	EB	WB	NB	NB
Directions Served	T	R	T	TR
Maximum Queue (ft)	21	36	30	19
Average Queue (ft)	3	11	1	1
95th Queue (ft)	14	30	16	14
Link Distance (ft)	27	2717	5257	5257
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 20: US 11 NB & Hartfield Rd U-turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	53
Average Queue (ft)	23
95th Queue (ft)	51
Link Distance (ft)	44
Upstream Blk Time (%)	2
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 22: US 11 SB & Hartfield Rd U-turn

Movement	SB
Directions Served	L
Maximum Queue (ft)	10
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 25: US 11/US 11 SB & US 11 NB

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 26: US 11 & Old Okahola Rd/Driveway

Movement	EB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	320	89
Average Queue (ft)	116	18
95th Queue (ft)	251	62
Link Distance (ft)	2961	3792
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: US 11 SB & US 98 U-Turn

Movement	WB
Directions Served	L
Maximum Queue (ft)	71
Average Queue (ft)	36
95th Queue (ft)	54
Link Distance (ft)	74
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 30: US 11 SB & US 11 NB/US 11

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 1

2: US 11 NB & Steele Rd U-turn Performance by movement

Movement	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	0.3	0.5	0.5
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	1.7	70.0	71.7
Travel Time (hr)	0.0	1.4	1.4
Avg Speed (mph)	41	51	51
Fuel Used (gal)	0.0	2.2	2.2
Fuel Eff. (mpg)	45.7	31.7	31.9
HC Emissions (g)	0	27	27
CO Emissions (g)	10	1098	1109
NOx Emissions (g)	2	134	136
Vehicles Entered	9	367	376
Vehicles Exited	9	368	377
Hourly Exit Rate	9	368	377
Input Volume	9	369	378
% of Volume	97	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			2037
Occupancy (veh)	0	1	1

3: US 11 SB & Hartfield Rd/US 11 NBL to Hartfield Rd Performance by movement

Movement	EBR	WBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.9	0.0	1.0
Total Del/Veh (s)	3.1	6.1	4.3	3.8	4.2
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	3.2	5.1	0.0	0.0	0.1
Total Stops	19	4	0	0	23
Stop/Veh	1.00	1.00	0.00	0.00	0.03
Travel Dist (mi)	6.9	0.1	790.6	24.4	822.0
Travel Time (hr)	0.2	0.0	15.5	0.5	16.2
Avg Speed (mph)	36	6	51	49	51
Fuel Used (gal)	0.2	0.0	21.7	0.6	22.5
Fuel Eff. (mpg)	40.9	23.2	36.5	37.6	36.6
HC Emissions (g)	1	0	277	8	287
CO Emissions (g)	27	0	7345	251	7624
NOx Emissions (g)	6	0	1453	43	1503
Vehicles Entered	19	4	792	24	839
Vehicles Exited	19	4	787	24	834
Hourly Exit Rate	19	4	787	24	834
Input Volume	20	4	793	25	842
% of Volume	95	94	99	96	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					781
Occupancy (veh)	0	0	15	0	16

6: US 11 SB & Steele Rd Performance by movement

Movement	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	0.4	0.6	0.6
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	1.8	157.7	159.5
Travel Time (hr)	0.0	3.0	3.1
Avg Speed (mph)	40	52	52
Fuel Used (gal)	0.0	4.4	4.5
Fuel Eff. (mpg)	44.8	35.7	35.8
HC Emissions (g)	0	60	60
CO Emissions (g)	10	1701	1711
NOx Emissions (g)	2	303	305
Vehicles Entered	9	817	826
Vehicles Exited	9	817	826
Hourly Exit Rate	9	817	826
Input Volume	13	818	831
% of Volume	71	100	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			976
Occupancy (veh)	0	3	3

7: US 11 NB & US 98 Extension Performance by movement

Movement	WBR	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.2
Total Delay (hr)	1.3	0.2	0.0	1.5
Total Del/Veh (s)	13.4	2.7	0.9	7.5
Stop Delay (hr)	0.5	0.0	0.0	0.5
Stop Del/Veh (s)	5.2	0.0	0.0	2.5
Total Stops	333	1	0	334
Stop/Veh	0.97	0.00	0.00	0.47
Travel Dist (mi)	360.6	102.6	65.6	528.9
Travel Time (hr)	13.7	2.1	1.4	17.1
Avg Speed (mph)	26	50	48	31
Fuel Used (gal)	9.9	2.9	1.7	14.5
Fuel Eff. (mpg)	36.3	35.4	39.7	36.5
HC Emissions (g)	105	32	22	159
CO Emissions (g)	1674	1200	746	3619
NOx Emissions (g)	276	170	104	550
Vehicles Entered	330	225	143	698
Vehicles Exited	333	224	144	701
Hourly Exit Rate	333	224	144	701
Input Volume	329	221	148	698
% of Volume	101	101	97	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0
Density (ft/veh)				624
Occupancy (veh)	14	2	1	17

9: US 11 SB & Steele Rd U-turn Performance by movement

Movement	WBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.2	0.2
Total Del/Veh (s)	4.7	1.0	1.0
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	4.1	0.0	0.0
Total Stops	9	0	9
Stop/Veh	1.00	0.00	0.01
Travel Dist (mi)	0.2	373.2	373.4
Travel Time (hr)	0.0	7.1	7.1
Avg Speed (mph)	8	53	52
Fuel Used (gal)	0.0	10.4	10.4
Fuel Eff. (mpg)	24.3	36.0	36.0
HC Emissions (g)	0	147	147
CO Emissions (g)	1	4177	4177
NOx Emissions (g)	0	729	729
Vehicles Entered	9	817	826
Vehicles Exited	9	816	825
Hourly Exit Rate	9	816	825
Input Volume	9	821	830
% of Volume	97	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			694
Occupancy (veh)	0	7	7

11: US 11 SB & US 98 Extension Performance by movement

Movement	SBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Total Stops	0	0
Stop/Veh	0.00	0.00
Travel Dist (mi)	144.5	144.5
Travel Time (hr)	3.4	3.4
Avg Speed (mph)	43	43
Fuel Used (gal)	7.5	7.5
Fuel Eff. (mpg)	19.2	19.2
HC Emissions (g)	121	121
CO Emissions (g)	6955	6955
NOx Emissions (g)	423	423
Vehicles Entered	818	818
Vehicles Exited	818	818
Hourly Exit Rate	818	818
Input Volume	823	823
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		818
Occupancy (veh)	3	3

12: US 11 NB & US 11 NBL to Hartfield Rd Performance by movement

Movement	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	2.7	0.7	0.7
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	0.7	75.4	76.1
Travel Time (hr)	0.0	2.6	2.6
Avg Speed (mph)	26	29	29
Fuel Used (gal)	0.0	2.1	2.1
Fuel Eff. (mpg)	36.9	36.5	36.5
HC Emissions (g)	0	17	17
CO Emissions (g)	2	272	274
NOx Emissions (g)	0	48	49
Vehicles Entered	4	371	375
Vehicles Exited	4	369	373
Hourly Exit Rate	4	369	373
Input Volume	4	374	378
% of Volume	94	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			1209
Occupancy (veh)	0	3	3

16: US 11 NB & US 98 U-Turn Performance by movement

Movement	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.5
Total Del/Veh (s)	4.1	2.4	3.5
Stop Delay (hr)	0.1	0.0	0.1
Stop Del/Veh (s)	0.9	0.2	0.6
Total Stops	29	0	29
Stop/Veh	0.08	0.00	0.05
Travel Dist (mi)	59.2	37.4	96.6
Travel Time (hr)	2.3	1.1	3.4
Avg Speed (mph)	25	34	28
Fuel Used (gal)	2.5	2.4	4.9
Fuel Eff. (mpg)	23.4	15.9	19.8
HC Emissions (g)	39	43	82
CO Emissions (g)	1990	2464	4454
NOx Emissions (g)	126	132	257
Vehicles Entered	340	217	557
Vehicles Exited	340	216	556
Hourly Exit Rate	340	216	556
Input Volume	329	221	550
% of Volume	103	98	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			790
Occupancy (veh)	2	1	3

17: US 11 NB & Steele Rd Performance by movement

Movement	EBT	WBR	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.3	0.0	0.3
Total Del/Veh (s)	5.4	2.7	2.6	3.0	2.7
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	4.8	2.9	0.0	0.0	0.2
Total Stops	9	17	0	0	26
Stop/Veh	1.00	0.94	0.00	0.00	0.06
Travel Dist (mi)	0.1	9.0	362.1	8.4	379.6
Travel Time (hr)	0.0	0.3	7.2	0.2	7.6
Avg Speed (mph)	6	31	51	49	50
Fuel Used (gal)	0.0	0.2	12.3	0.3	12.8
Fuel Eff. (mpg)	23.1	39.1	29.5	30.2	29.7
HC Emissions (g)	0	1	167	2	170
CO Emissions (g)	0	22	7454	139	7615
NOx Emissions (g)	0	4	750	12	767
Vehicles Entered	9	18	361	8	396
Vehicles Exited	9	17	360	8	394
Hourly Exit Rate	9	17	360	8	394
Input Volume	13	16	363	11	402
% of Volume	71	108	99	74	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					1752
Occupancy (veh)	0	0	7	0	8

20: US 11 NB & Hartfield Rd U-turn Performance by movement

Movement	EBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.4	0.4
Total Del/Veh (s)	4.8	3.7	3.7
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	4.4	0.0	0.1
Total Stops	8	0	8
Stop/Veh	1.00	0.00	0.02
Travel Dist (mi)	0.1	345.8	345.9
Travel Time (hr)	0.0	6.7	6.7
Avg Speed (mph)	7	51	51
Fuel Used (gal)	0.0	8.8	8.8
Fuel Eff. (mpg)	23.8	39.2	39.2
HC Emissions (g)	0	109	109
CO Emissions (g)	0	3114	3114
NOx Emissions (g)	0	579	579
Vehicles Entered	8	365	373
Vehicles Exited	8	366	374
Hourly Exit Rate	8	366	374
Input Volume	9	369	378
% of Volume	86	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			1509
Occupancy (veh)	0	7	7

22: US 11 SB & Hartfield Rd U-turn Performance by movement

Movement	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.2	0.2
Total Del/Veh (s)	0.7	1.1	1.1
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	1.6	162.3	163.9
Travel Time (hr)	0.0	3.3	3.3
Avg Speed (mph)	40	50	50
Fuel Used (gal)	0.0	4.8	4.9
Fuel Eff. (mpg)	43.0	33.7	33.7
HC Emissions (g)	0	61	61
CO Emissions (g)	10	2027	2037
NOx Emissions (g)	1	305	306
Vehicles Entered	8	796	804
Vehicles Exited	8	794	802
Hourly Exit Rate	8	794	802
Input Volume	9	800	810
% of Volume	86	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			960
Occupancy (veh)	0	3	3

25: US 11/US 11 SB & US 11 NB Performance by movement

Movement	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.2	0.5	0.7
Total Del/Veh (s)	1.5	2.3	2.1
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.1	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	48.3	157.8	206.2
Travel Time (hr)	1.1	3.4	4.5
Avg Speed (mph)	43	46	45
Fuel Used (gal)	2.5	4.4	6.9
Fuel Eff. (mpg)	19.4	35.5	29.7
HC Emissions (g)	36	53	89
CO Emissions (g)	2116	1954	4070
NOx Emissions (g)	135	255	390
Vehicles Entered	358	786	1144
Vehicles Exited	359	785	1144
Hourly Exit Rate	359	785	1144
Input Volume	362	800	1162
% of Volume	99	98	98
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			389
Occupancy (veh)	1	3	5

26: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.4	0.4	0.5	0.0	0.0	0.1
Total Delay (hr)	0.4	0.0	0.2	0.0	0.0	0.0	0.1	0.4	0.0	0.8	0.0	2.1
Total Del/Veh (s)	26.7	31.1	16.6	15.7	31.9	5.7	7.7	5.0	2.5	4.3	1.2	5.9
Stop Delay (hr)	0.4	0.0	0.2	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.8
Stop Del/Veh (s)	24.5	26.9	15.8	14.2	29.5	5.4	5.2	0.6	0.5	0.0	0.0	2.2
Total Stops	55	2	47	1	2	3	42	19	0	0	1	172
Stop/Veh	0.98	1.00	0.98	1.00	1.00	1.00	0.61	0.06	0.00	0.00	0.01	0.14
Travel Dist (mi)	31.1	1.1	26.5	0.5	1.0	1.5	49.1	216.8	3.7	87.1	15.9	434.3
Travel Time (hr)	1.3	0.0	1.0	0.0	0.1	0.1	1.1	4.4	0.1	2.4	0.5	11.1
Avg Speed (mph)	23	23	26	20	17	22	43	49	48	36	31	39
Fuel Used (gal)	0.9	0.0	0.7	0.0	0.0	0.0	1.3	6.1	0.1	2.3	0.3	11.8
Fuel Eff. (mpg)	35.3	36.0	35.8	30.9	33.0	34.8	37.8	35.4	37.6	38.0	62.9	36.8
HC Emissions (g)	8	0	9	0	0	0	13	75	1	27	2	135
CO Emissions (g)	175	4	186	1	2	3	471	2571	31	909	50	4404
NOx Emissions (g)	27	1	29	0	0	0	75	381	4	118	8	644
Vehicles Entered	56	2	47	1	2	3	68	301	5	662	121	1268
Vehicles Exited	54	2	47	1	2	3	68	300	5	661	121	1264
Hourly Exit Rate	54	2	47	1	2	3	68	300	5	661	121	1264
Input Volume	54	2	52	2	2	2	65	306	4	670	128	1288
% of Volume	100	100	90	50	100	150	105	98	118	99	95	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												877
Occupancy (veh)	1	0	1	0	0	0	1	4	0	2	1	11

28: US 11 SB & US 98 U-Turn Performance by movement

Movement	WBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.6	0.2	0.7
Total Del/Veh (s)	6.0	1.2	3.2
Stop Delay (hr)	0.5	0.0	0.5
Stop Del/Veh (s)	5.2	0.0	2.2
Total Stops	334	0	334
Stop/Veh	0.98	0.00	0.41
Travel Dist (mi)	7.1	87.3	94.4
Travel Time (hr)	1.0	1.8	2.8
Avg Speed (mph)	7	50	34
Fuel Used (gal)	0.3	2.8	3.1
Fuel Eff. (mpg)	21.0	31.5	30.4
HC Emissions (g)	2	39	41
CO Emissions (g)	51	1692	1743
NOx Emissions (g)	7	167	174
Vehicles Entered	340	476	816
Vehicles Exited	341	476	817
Hourly Exit Rate	341	476	817
Input Volume	329	493	822
% of Volume	104	97	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			745
Occupancy (veh)	1	2	3

30: US 11 SB & US 11 NB/US 11 Performance by movement

Movement	NBT	SBR	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.4	0.3
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	0.4	0.4	0.4
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Travel Dist (mi)	53.9	72.3	126.2
Travel Time (hr)	1.0	1.4	2.4
Avg Speed (mph)	53	52	53
Fuel Used (gal)	1.5	2.4	3.9
Fuel Eff. (mpg)	36.5	29.7	32.2
HC Emissions (g)	23	38	61
CO Emissions (g)	619	1630	2248
NOx Emissions (g)	113	152	265
Vehicles Entered	215	477	692
Vehicles Exited	213	476	689
Hourly Exit Rate	213	476	689
Input Volume	221	493	714
% of Volume	96	97	96
Denied Entry Before	0	0	0
Denied Entry After	0	0	0
Density (ft/veh)			889
Occupancy (veh)	1	1	2

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	10.9
Total Del/Veh (s)	27.4
Stop Delay (hr)	2.0
Stop Del/Veh (s)	5.1
Total Stops	941
Stop/Veh	0.66
Travel Dist (mi)	5840.3
Travel Time (hr)	130.8
Avg Speed (mph)	45
Fuel Used (gal)	176.9
Fuel Eff. (mpg)	33.0
HC Emissions (g)	2299
CO Emissions (g)	82195
NOx Emissions (g)	10492
Vehicles Entered	1338
Vehicles Exited	1307
Hourly Exit Rate	1307
Input Volume	14131
% of Volume	9
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	762
Occupancy (veh)	131

Intersection: 2: US 11 NB & Steele Rd U-turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: US 11 SB & Hartfield Rd/US 11 NBL to Hartfield Rd

Movement	EB	WB	SB
Directions Served	R	T	T
Maximum Queue (ft)	30	31	9
Average Queue (ft)	12	3	0
95th Queue (ft)	32	18	0
Link Distance (ft)	1949	56	5247
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: US 11 SB & Steele Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 7: US 11 NB & US 98 Extension

Movement	WB	NB	NB
Directions Served	R	T	TR
Maximum Queue (ft)	158	8	32
Average Queue (ft)	82	0	2
95th Queue (ft)	132	6	15
Link Distance (ft)	5760	2363	2363
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: US 11 SB & Steele Rd U-turn

Movement	WB
Directions Served	L
Maximum Queue (ft)	31
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	70
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: US 11 SB & US 98 Extension

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 12: US 11 NB & US 11 NBL to Hartfield Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 16: US 11 NB & US 98 U-Turn

Movement	NB
Directions Served	L
Maximum Queue (ft)	107
Average Queue (ft)	17
95th Queue (ft)	67
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 17: US 11 NB & Steele Rd

Movement	EB	WB
Directions Served	T	R
Maximum Queue (ft)	21	27
Average Queue (ft)	6	8
95th Queue (ft)	21	25
Link Distance (ft)	27	2714
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: US 11 NB & Hartfield Rd U-turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	31
Average Queue (ft)	7
95th Queue (ft)	29
Link Distance (ft)	49
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 22: US 11 SB & Hartfield Rd U-turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 25: US 11/US 11 SB & US 11 NB

Movement	B1	B1
Directions Served	T	
Maximum Queue (ft)	46	61
Average Queue (ft)	2	4
95th Queue (ft)	19	27
Link Distance (ft)	4986	4986
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 26: US 11 & Old Okahola Rd/Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	120	38	131	11
Average Queue (ft)	52	6	32	0
95th Queue (ft)	106	27	84	5
Link Distance (ft)	2961	2277	3792	650
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 28: US 11 SB & US 98 U-Turn

Movement	WB
Directions Served	L
Maximum Queue (ft)	86
Average Queue (ft)	59
95th Queue (ft)	88
Link Distance (ft)	74
Upstream Blk Time (%)	4
Queuing Penalty (veh)	12
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 30: US 11 SB & US 11 NB/US 11

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 12

Intersection	
Int Delay, s/veh	25.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	152	0	87	0	0	0	52	646	0	0	333	18
Future Vol, veh/h	152	0	87	0	0	0	52	646	0	0	333	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	171	0	98	0	0	0	58	726	0	0	374	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1227	1227	384	1217	1237	726	394	0	0	726	0	0
Stage 1	384	384	-	843	843	-	-	-	-	-	-	-
Stage 2	843	843	-	374	394	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	~ 154	178	661	157	175	423	1159	-	-	873	-	-
Stage 1	637	609	-	357	378	-	-	-	-	-	-	-
Stage 2	357	378	-	645	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 141	163	661	122	160	423	1159	-	-	873	-	-
Mov Cap-2 Maneuver	~ 141	163	-	122	160	-	-	-	-	-	-	-
Stage 1	637	609	-	327	346	-	-	-	-	-	-	-
Stage 2	327	346	-	549	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	133.82	0	0.62	0
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	134	-	-	141	661	-	873	-	-
HCM Lane V/C Ratio	0.05	-	-	1.208	0.148	-	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	203.9	11.4	0	0	-	-
HCM Lane LOS	A	A	-	F	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	10	0.5	-	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	2	52	2	2	2	65	306	4	0	669	128
Future Vol, veh/h	54	2	52	2	2	2	65	306	4	0	669	128
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	2	59	2	2	2	74	348	5	0	760	145

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1330	1333	833	1259	1403	350	906	0	0	352	0	0
Stage 1	833	833	-	498	498	-	-	-	-	-	-	-
Stage 2	497	500	-	761	906	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	132	154	369	147	140	693	751	-	-	1207	-	-
Stage 1	363	384	-	554	544	-	-	-	-	-	-	-
Stage 2	555	543	-	398	355	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	113	135	369	107	123	693	751	-	-	1207	-	-
Mov Cap-2 Maneuver	113	135	-	107	123	-	-	-	-	-	-	-
Stage 1	363	384	-	487	478	-	-	-	-	-	-	-
Stage 2	483	477	-	332	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	44.58	28.75	1.79	0
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	311	-	-	114	369	158	1207	-	-
HCM Lane V/C Ratio	0.098	-	-	0.558	0.16	0.043	-	-	-
HCM Ctrl Dly (s/v)	10.3	0	-	70.5	16.6	28.8	0	-	-
HCM Lane LOS	B	A	-	F	C	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.7	0.6	0.1	0	-	-

26: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.2	0.7	0.7	0.0	0.0	0.4
Total Delay (hr)	1.2	0.2	0.1	1.0	0.3	0.0	2.7
Total Del/Veh (s)	28.6	6.1	4.9	5.6	2.8	0.6	7.4
Stop Delay (hr)	1.1	0.1	0.0	0.0	0.0	0.0	1.2
Stop Del/Veh (s)	25.5	4.4	1.8	0.1	0.0	0.0	3.4
Total Stops	152	88	17	11	0	0	268
Stop/Veh	0.98	0.98	0.35	0.02	0.00	0.00	0.20
Travel Dist (mi)	78.4	45.5	34.3	461.5	61.6	3.4	684.6
Travel Time (hr)	3.6	1.6	0.8	9.6	1.4	0.1	17.0
Avg Speed (mph)	22	29	45	49	44	38	41
Fuel Used (gal)	2.3	1.2	0.9	12.8	1.6	0.1	18.8
Fuel Eff. (mpg)	34.4	38.0	39.9	36.1	37.4	56.4	36.4
HC Emissions (g)	23	13	9	263	26	1	336
CO Emissions (g)	478	301	293	6853	724	27	8676
NOx Emissions (g)	73	45	48	1044	110	5	1324
Vehicles Entered	151	88	48	644	360	20	1311
Vehicles Exited	152	89	48	644	360	19	1312
Hourly Exit Rate	152	89	48	644	360	19	1312
Input Volume	152	87	52	646	333	18	1287
% of Volume	100	103	92	100	108	107	102
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							734
Occupancy (veh)	4	2	1	9	1	0	17

Intersection: 26: US 11 & Old Okahola Rd/Driveway

Movement	EB	EB	NB
Directions Served	LT	R	LTR
Maximum Queue (ft)	150	73	99
Average Queue (ft)	67	32	17
95th Queue (ft)	122	58	60
Link Distance (ft)	2719		3778
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		200	
Storage Blk Time (%)			
Queuing Penalty (veh)			

26: US 11 & Old Okahola Rd/Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.4	0.3	0.3	0.0	0.0	0.1
Total Delay (hr)	0.4	0.0	0.1	0.0	0.0	0.0	0.2	0.5	0.0	1.2	0.1	2.4
Total Del/Veh (s)	25.1	17.1	8.9	28.6	21.0	3.9	10.8	5.3	1.6	6.3	2.5	6.8
Stop Delay (hr)	0.4	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.7
Stop Del/Veh (s)	22.7	13.3	8.0	26.9	19.1	3.7	7.7	1.1	0.3	0.0	0.0	2.0
Total Stops	55	2	54	1	2	4	36	24	0	0	1	179
Stop/Veh	0.98	1.00	0.98	1.00	1.00	1.00	0.62	0.08	0.00	0.00	0.01	0.14
Travel Dist (mi)	28.4	1.0	28.2	0.5	0.9	1.6	41.3	222.5	4.1	115.2	21.7	465.6
Travel Time (hr)	1.2	0.0	1.0	0.0	0.1	0.1	1.0	4.6	0.1	3.3	0.7	12.1
Avg Speed (mph)	23	26	28	18	19	23	41	49	48	35	32	39
Fuel Used (gal)	0.8	0.0	0.7	0.0	0.0	0.0	1.1	6.3	0.1	2.6	0.4	12.1
Fuel Eff. (mpg)	34.8	35.5	37.7	34.5	32.7	37.6	38.0	35.4	38.7	44.7	61.7	38.5
HC Emissions (g)	3	0	7	0	0	0	10	87	1	28	3	139
CO Emissions (g)	105	3	157	1	2	3	354	2796	27	712	63	4223
NOx Emissions (g)	15	1	24	0	0	0	58	416	5	120	13	651
Vehicles Entered	55	2	54	1	2	4	57	310	6	658	124	1273
Vehicles Exited	55	2	54	1	2	4	58	310	6	657	124	1273
Hourly Exit Rate	55	2	54	1	2	4	58	310	6	657	124	1273
Input Volume	54	2	52	2	2	2	65	306	4	669	128	1287
% of Volume	101	100	103	50	100	200	89	101	141	98	97	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												1035
Occupancy (veh)	1	0	1	0	0	0	1	5	0	3	1	12

Intersection: 26: US 11 & Old Okahola Rd/Driveway

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	86	75	30	169	11
Average Queue (ft)	32	27	6	34	1
95th Queue (ft)	65	56	27	98	7
Link Distance (ft)	2739		2277	3781	867
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		200			
Storage Blk Time (%)					
Queuing Penalty (veh)					