



Beaufort County

Signal Re-Timing Project

SUMMARY REPORT

SEA ISLAND PARKWAY (US 21)
from Beaufort High School to Lady's Island Drive (SC 802)

January 2011



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SECTION 1

TIME OF DAY SUMMARY

IMPLEMENTED TOD PLANS (WEEKDAY AND WEEKEND)

TIME	CORRIDOR			
	Weekday	Weekday (No School)	Saturday	Sunday
	US 21	US 21	US 21	US 21
0:00	FREE	FREE	FREE	FREE
0:30				
1:00				
1:30				
2:00				
2:30				
3:00				
3:30				
4:00				
4:30				
5:00				
5:30				
6:00	AM EARLY PEAK	AM EARLY PEAK		
6:30	100 PT 1	100 PT 1		
7:00	AM SCHOOL PEAK			
7:30	80/160 PT 7			
7:45	AM PEAK	AM PEAK		
8:00	160 PT 8	160 PT 8		
8:30				
9:00	AM OFF PEAK	AM OFF PEAK		
9:30	120 PT 3	120 PT 3	AM OFF PEAK	AM OFF PEAK
10:00			120 PT 3	120 PT 3
10:30				
11:00				
11:30				
12:00	MID DAY PEAK	MID DAY PEAK	MID DAY PEAK	MID DAY PEAK
12:30	140 PT 4	140 PT 4	140 PT 4	140 PT 4
13:00				
13:30				
14:00				
14:25	PM SCHOOL PEAK			
15:05	70/140 PT 6			
15:30			AM OFF PEAK	AM OFF PEAK
16:00	PM PEAK	PM PEAK	120 PT 3	120 PT 3
16:30	150 PT 5	150 PT 5		
17:00				
17:30				
18:00				
18:30				
19:00	PM OFF PEAK	PM OFF PEAK		
19:30	100 PT 2	100 PT 2		
20:00				
20:30				
21:00				
21:30	FREE	FREE	FREE	
22:00				
22:30				
23:00				
23:30				
0:00				
Numer of Plans	8	6	3	3

SECTION 2

**COORDINATION SPLITS &
BASIC TIMINGS**

Location: Sea Island Parkway @ Sam's Point/Lady's Island Dr

Intersection:

Date Printed: 4/20/2011

Last Retiming: Winter 2011

East-West Road: Sea Island Parkway

North-South Road: Sam's Point

Last Retiming: DRMP

Intersection No. 1 of 2

Controller Type: Naztec TS2

Time of Day Plans

MON - FRI

Time Step	Pat#	Cycle	Offset	Split
00:00 - 06:00	99	FREE	-	-
06:00 - 07:00	1	100	0	1
07:00 - 07:45	7	160	0	7
07:45 - 09:00	8	160	0	8
09:00 - 11:00	3	120	0	3
11:00 - 14:25	4	140	0	4
14:25 - 15:05	6	140	0	6
15:05 - 18:00	5	150	0	5
18:30 - 21:00	2	100	0	2
21:00 - 24:00	99	FREE	-	-

MON - FRI (No School)

Time Step	Pat#	Cycle	Offset	Split
00:00 - 06:00	99	FREE	-	-
06:00 - 07:00	1	100	0	1
07:00 - 09:00	7	160	0	7
09:00 - 11:00	3	120	0	3
11:00 - 14:30	4	140	0	4
15:30 - 18:00	5	150	0	5
18:30 - 21:00	2	100	0	2
21:00 - 24:00	99	FREE	-	-

SATURDAY

Time Step	Pat#	Cycle	Offset	Split
00:00 - 09:30	99	FREE	-	-
09:30 - 11:00	3	120	0	3
11:00 - 15:00	4	140	0	4
15:00 - 18:00	3	120	0	3
18:00 - 24:00	99	FREE	-	-

SUNDAY

Time Step	Pat#	Cycle	Offset	Split
00:00 - 09:30	99	FREE	-	-
09:30 - 11:00	3	120	0	3
11:00 - 15:00	4	140	0	4
15:00 - 18:00	3	120	0	3
18:00 - 24:00	99	FREE	-	-

Coordination Modes Summary, Phasing Diagram & Split Tables

Force-Off: FIXED
Correction: SHORT/LONG
Maximum: MAX_INH

Splits and Phases: 1: US 21 & SC 802



Split	Movement Number								COMMENTS
	1	2	3	4	5	6	7	8	
1	18	30	13	39	14	34	13	39	AM Early Peak (100)
2	19	31	18	32	19	31	18	32	PM Off- Peak (100)
3	22	43	18	37	22	43	17	38	AM Off- Peak (120)
4	35	43	20	42	38	40	20	42	Mid-Day Peak (140)
5	32	49	20	49	39	42	24	45	PM Peak (150)
6	35	43	20	42	38	40	20	42	School PM Peak (140)
7	36	36	20	68	26	46	20	68	School AM Peak (160)
8	36	36	20	68	26	46	20	68	AM Peak (160)

- indicates coordinated phases

**Sea Island Pkwy at Sam's Point/Lady's Island Dr
1/26/2011**

Monday - Friday	Plan 1
Saturday	Plan 2
Sunday	Plan 3
M-F (no school)	Plan 4

Plan 1
Pattern 1, 7, 8, 3, 4, 6, 5, 2
Plan 2
Pattern 3, 4, 3
Plan 3
Pattern 3, 4, 3
Plan 4
Pattern 1, 7, 3, 4, 5, 2

Time

0600; 0700; 0745; 0900; 1100; 1425; 1505; 1800; 2100

0930; 1100; 1500; 1800

0930; 1100; 1500; 1800

0600; 0700; 0900; 1100; 1530; 1800; 2100

Expanded Split Table	Phases								Description
	1	2	3	4	5	6	7	8	
Pattern 1	18	30	13	39	14	34	13	39	AM Early Peak
2	19	31	18	32	19	31	18	32	PM Off-Peak
3	22	43	18	37	22	43	17	38	AM Off-Peak
4	35	43	20	42	38	40	20	42	Mid-Day
5	32	49	20	49	39	42	24	45	PM Peak
6	35	43	20	42	38	40	20	42	School PM Peak
7	36	36	20	68	26	46	20	68	School AM Peak
8	36	36	20	68	26	46	20	68	AM Peak
9									
10									
11									
12									
13									
14									
Min	6	20	6	15	6	20	6	15	
Max	15	32	12	30	15	32	15	25	

Expanded Pattern Table	Cycle	Offset	Split
Pattern 1	100	0	1
2	100	0	2
3	120	0	3
4	140	0	4
5	150	0	5
6	140	0	6
7	160	0	7
8	160	0	8
9			9
10			10
11			11
12			12
13			13
14			14

Location: Sea Island Parkway @ Beaufort High School

Intersection:

Date Printed: 4/20/2011

Last Retiming: Winter 2011

East-West Road: Sea Island Parkway

North-South Road: Beaufort High School

Last Retiming: DRMP

Intersection No. 2 of 2

Controller Type: Naztec TS2

Time of Day Plans

MON - FRI

Time Step	Pat#	Cycle	Offset	Split
00:00 - 06:00	99	FREE	-	-
06:00 - 07:00	1	100	87	1
07:00 - 07:45	7	80	25	7
07:45 - 09:00	8	160	25	8
09:00 - 11:00	3	120	93	3
11:00 - 14:25	4	140	19	4
14:25 - 15:05	6	70	19	6
15:05 - 18:00	5	150	90	5
18:00 - 21:00	2	100	99	2
21:30 - 24:00	99	FREE	-	-

MON - FRI (No School)

Time Step	Pat#	Cycle	Offset	Split
00:00 - 06:00	100	FREE	-	-
06:00 - 07:00	1	100	87	1
07:00 - 09:00	8	160	25	8
09:00 - 11:00	3	120	93	3
11:00 - 15:30	4	140	19	4
15:30 - 18:00	5	150	90	5
18:00 - 21:00	2	100	99	2
21:30 - 24:00	100	FREE	-	-
21:30 - 24:00	100	FREE	-	-

SATURDAY

Time Step	Pat#	Cycle	Offset	Split
00:00 - 09:30	100	FREE	-	-
09:30 - 11:00	3	120	93	3
11:00 - 15:00	4	140	19	4
15:00 - 18:00	3	120	93	3
18:00 - 24:00	100	100	-	-

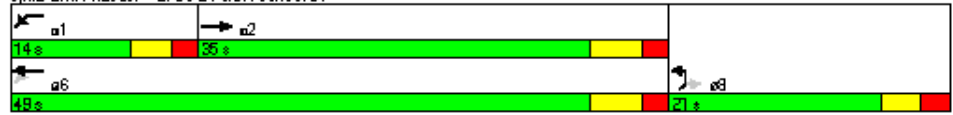
SUNDAY

Time Step	Pat#	Cycle	Offset	Split
00:00 - 07:30	100	FREE	-	-
09:30 - 11:00	3	120	93	3
11:00 - 15:00	4	140	19	4
15:00 - 18:00	3	120	93	3
21:00 - 24:00	100	100	-	-

Coordination Modes Summary, Phasing Diagram & Split Tables

Force-Off: FIXED
Correction: SHORT/LONG
Maximum: MAX_INH

Splits and Phases: 2: US 21 & BH School Dr



Split	Movement Number								COMMENTS
	1	2	3	4	5	6	7	8	
1	19	49	NA	32	NA	68	NA	32	AM Early Peak (100)
2	16	52	NA	32	NA	68	NA	32	PM Off- Peak (100)
3	24	62	NA	34	NA	86	NA	34	AM Off- Peak (120)
4	13	93	NA	34	NA	106	NA	34	Mid-Day Peak (140)
5	18	97	NA	35	NA	115	NA	35	PM Peak (150)
6	14	35	NA	21	NA	49	NA	21	School PM Peak (70)
7	24	35	NA	21	NA	59	NA	21	School AM Peak (80)
8	35	91	NA	34	NA	126	NA	34	AM Peak (160)

- indicates coordinated phases

**Sea Island Pkwy at Beaufort High School
1/26/2011**

Monday - Friday	Plan 1
Saturday	Plan 2
Sunday	Plan 3
M-F (no school)	Plan 4

Plan 1
Pattern 1, 7, 8, 3, 4, 6, 5, 2
Plan 2
Pattern 3, 4, 3
Plan 3
Pattern 3, 4, 3
Plan 4
Pattern 1, 7, 3, 4, 5, 2

Time

0600; 0700; 0745; 0900; 1100; 1425; 1505; 1800; 2100

0930; 1100; 1500; 1800

0930; 1100; 1500; 1800

0600; 0700; 0900; 1100; 1530; 1800; 2100

Expanded Split Table	Phases								Description
	1	2	3	4	5	6	7	8	
Pattern 1	19	49	N/A	32	N/A	68	N/A	32	AM Early Peak
2	16	52	N/A	32	N/A	68	N/A	32	PM Off-Peak
3	24	62	N/A	34	N/A	86	N/A	34	AM Off-Peak
4	13	93	N/A	34	N/A	106	N/A	34	Mid-Day
5	18	97	N/A	35	N/A	115	N/A	35	PM Peak
6	14	35	N/A	21	N/A	49	N/A	21	School PM Peak
7	24	35	N/A	21	N/A	59	N/A	21	School AM Peak
8	35	91	N/A	34	N/A	126	N/A	34	AM Peak
9									
10									
11									
12									
13									
14									
Min	6	15	N/A	N/A	N/A	15	N/A	8	
Max	15	75	N/A	N/A	N/A	75	N/A	15	

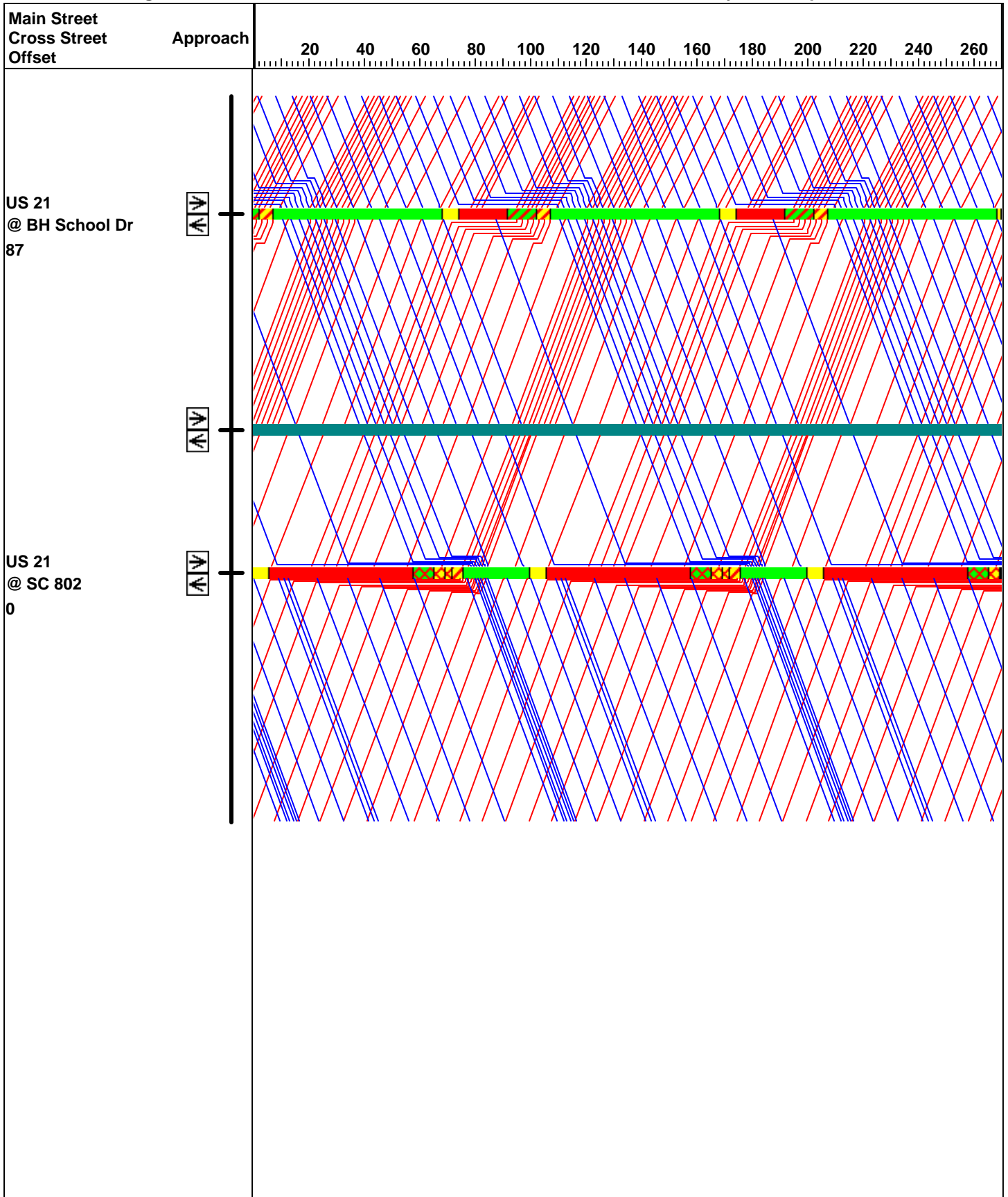
Expanded Pattern Table	Cycle	Offset	Split
Pattern 1	100	87	1
2	100	99	2
3	120	93	3
4	140	19	4
5	150	90	5
6	70	19	6
7	80	25	7
8	160	25	8
9			9
10			10
11			11
12			12
13			13
14			14

SECTION 3

TIME-SPACE DIAGRAMS

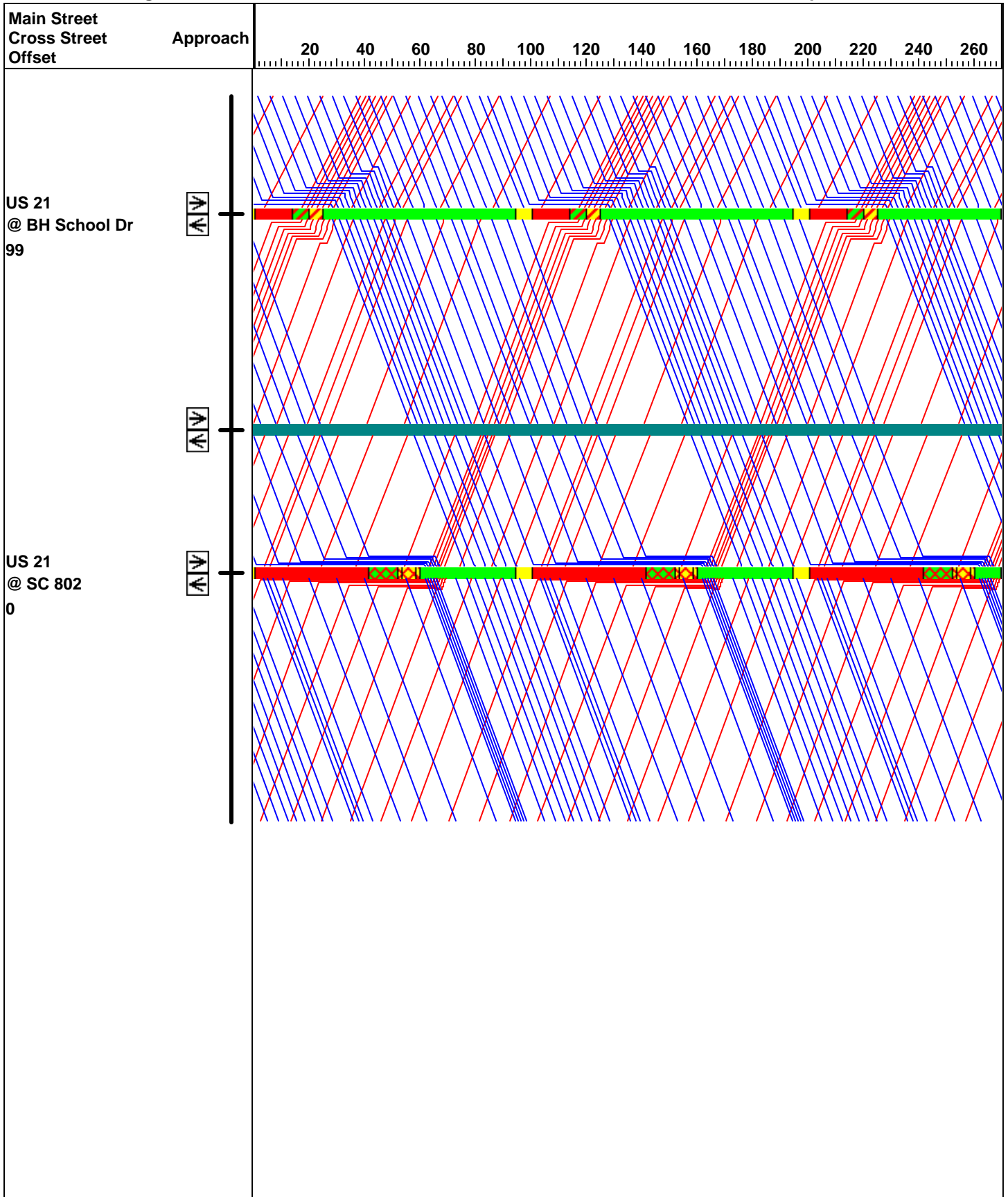
Signal Retiming US 21 - Beaufort, SC
 Traffic Flow Diagram, 50th Percentile Flow

AM Early Peak Implemented 01/18/2011



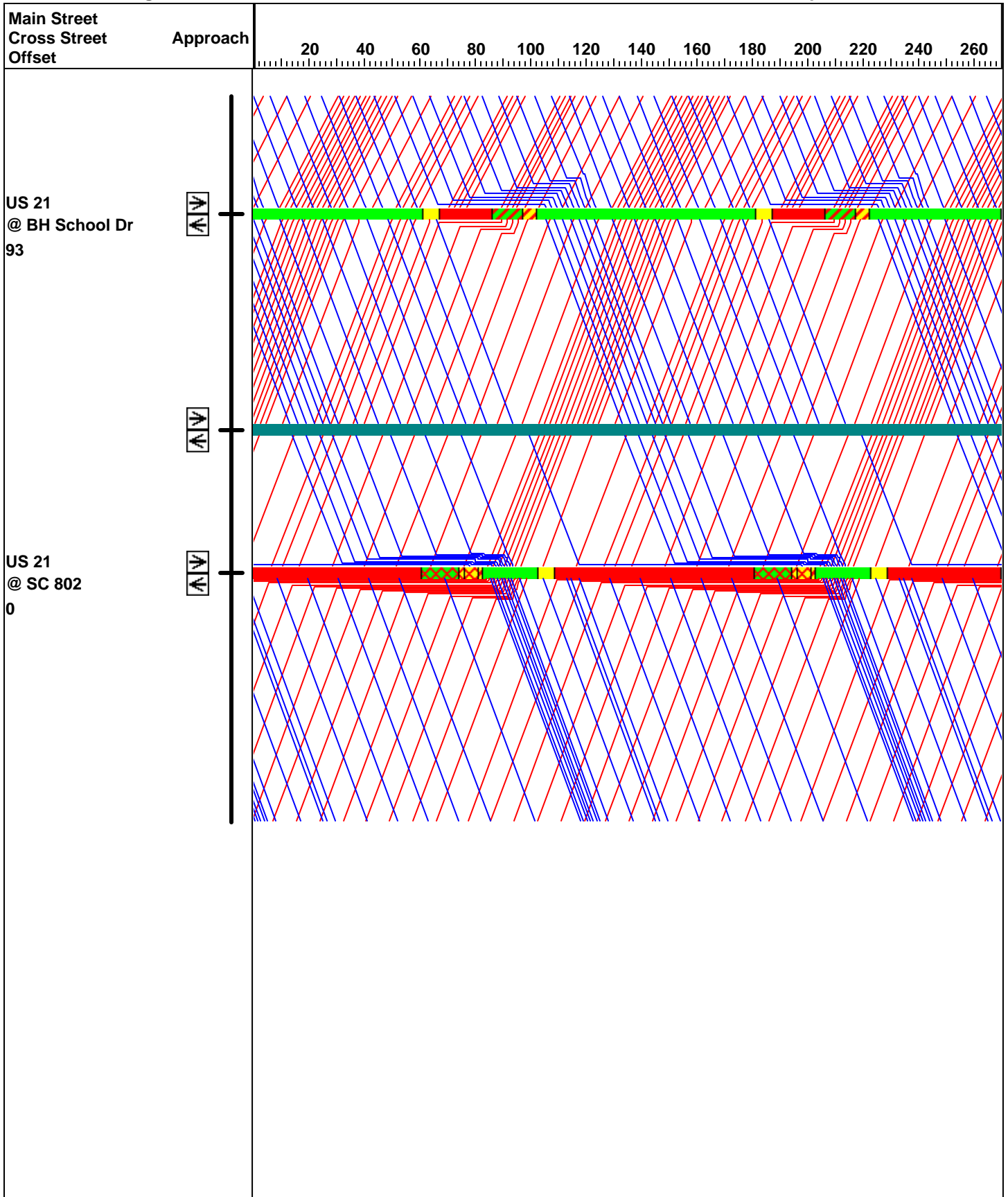
Signal Retiming US 21 - Beaufort, SC
 Traffic Flow Diagram, 50th Percentile Flow

PM Off Peak Implemented 01/18/2011



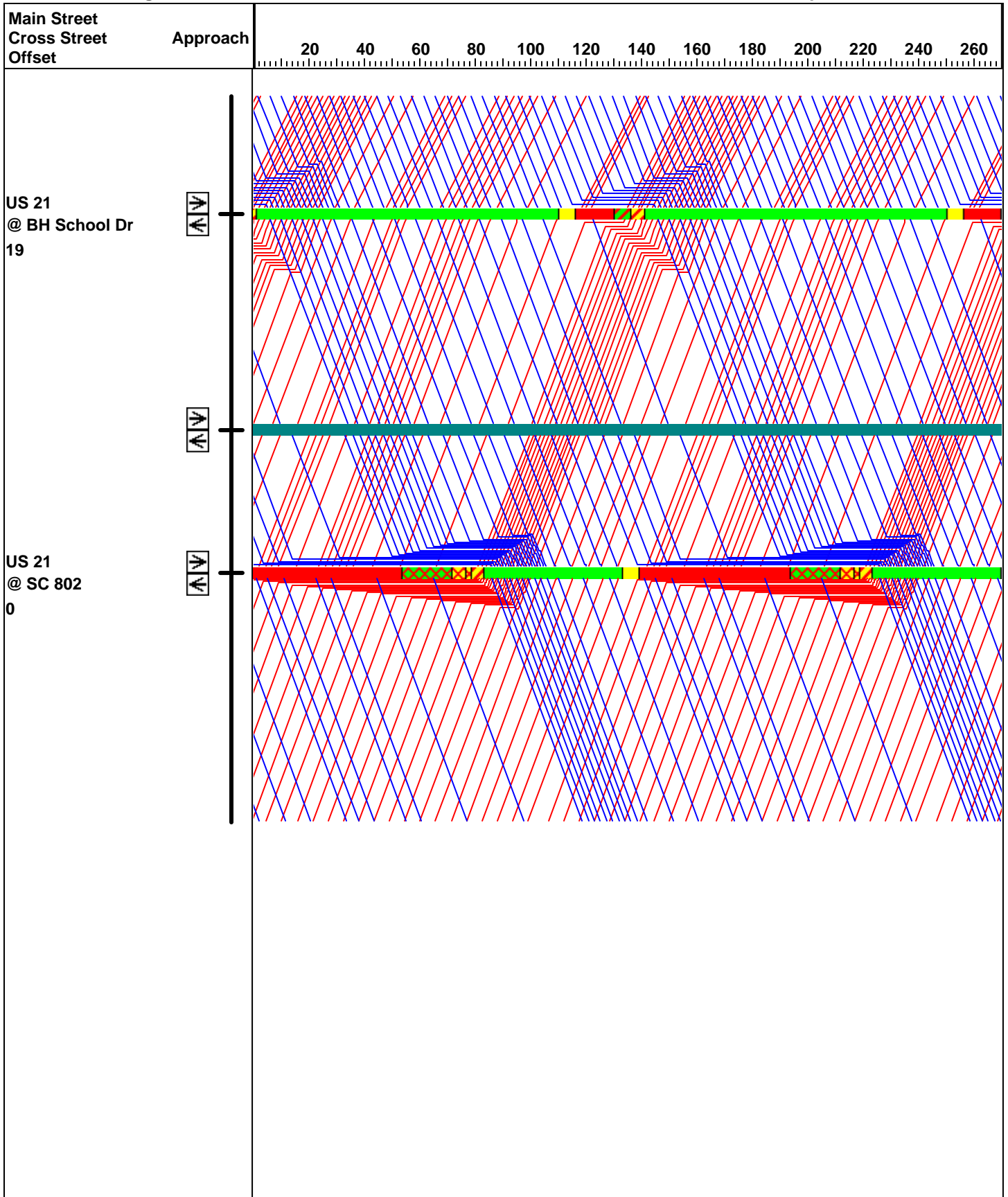
Signal Retiming US 21 - Beaufort, SC
 Traffic Flow Diagram, 50th Percentile Flow

AM Off Peak Implemented 01/18/2011



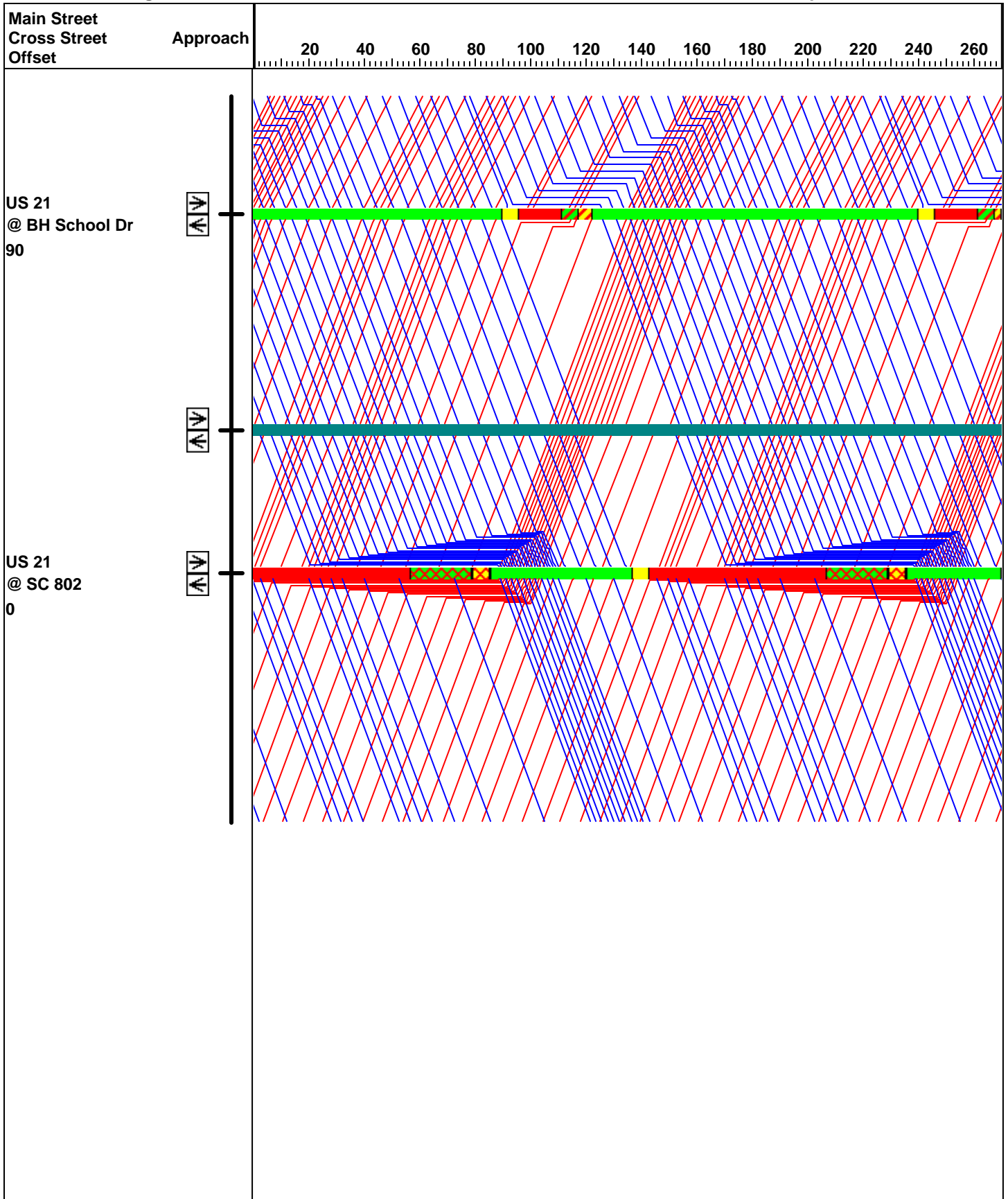
Signal Retiming US 21 - Beaufort, SC
 Traffic Flow Diagram, 50th Percentile Flow

MD Peak Implemented 01/18/2011



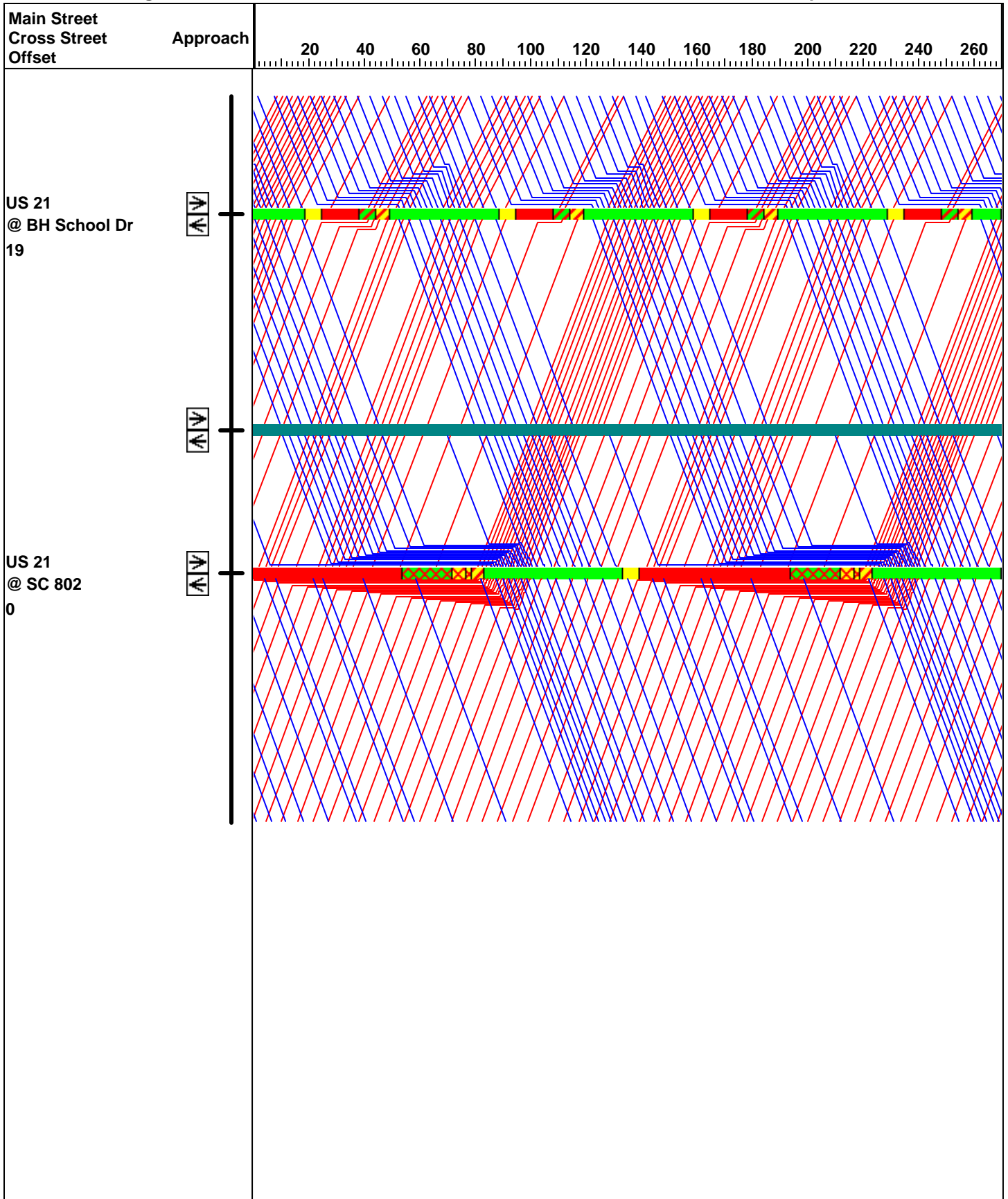
Signal Retiming US 21 - Beaufort, SC
 Traffic Flow Diagram, 50th Percentile Flow

PM Peak Implemented 01/18/2011



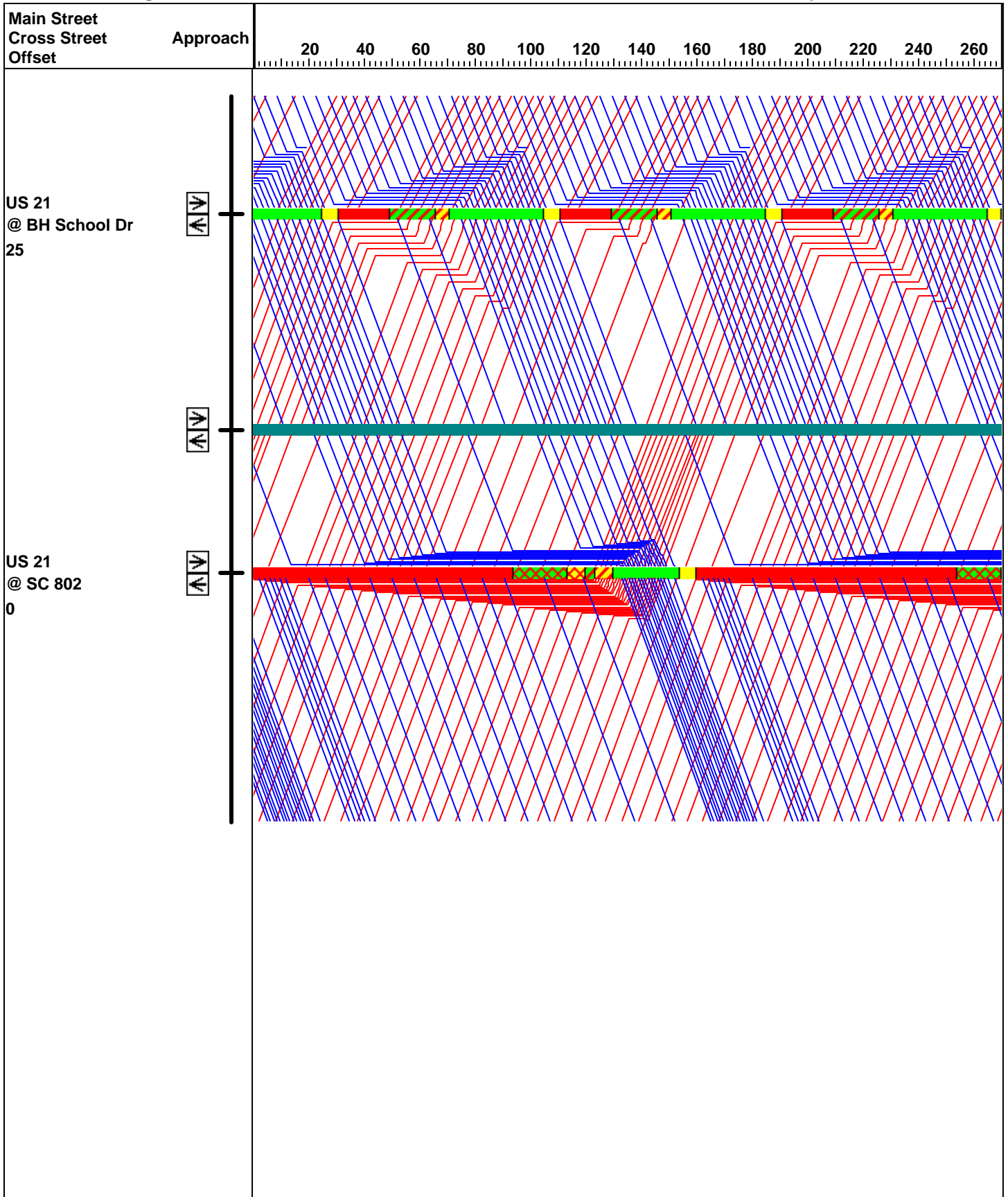
Signal Retiming US 21 - Beaufort, SC
 Traffic Flow Diagram, 50th Percentile Flow

School PM Peak Implemented 01/18/2011



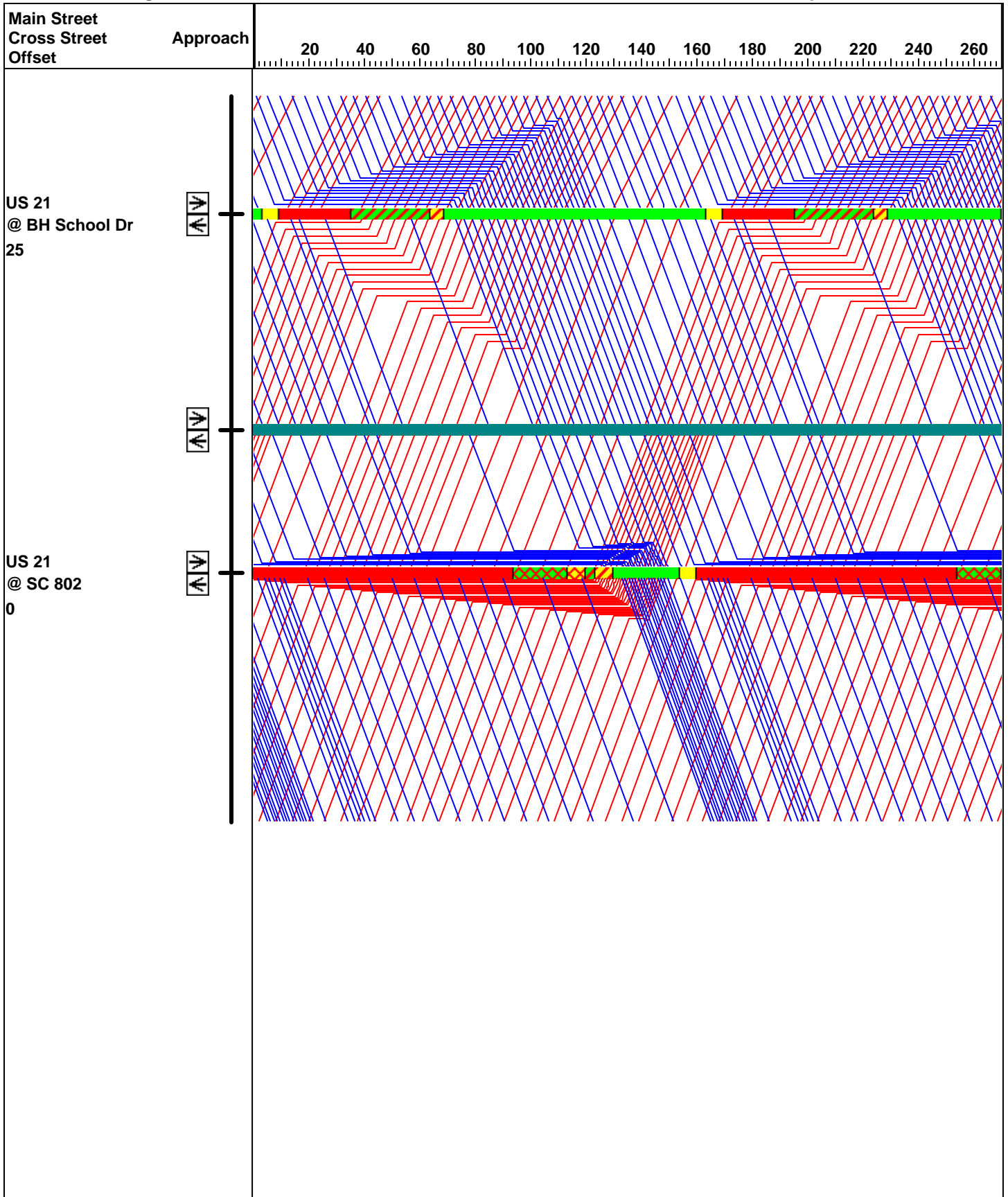
Signal Retiming US 21 - Beaufort, SC
 Traffic Flow Diagram, 50th Percentile Flow

School AM Peak Implemented 01/18/2011



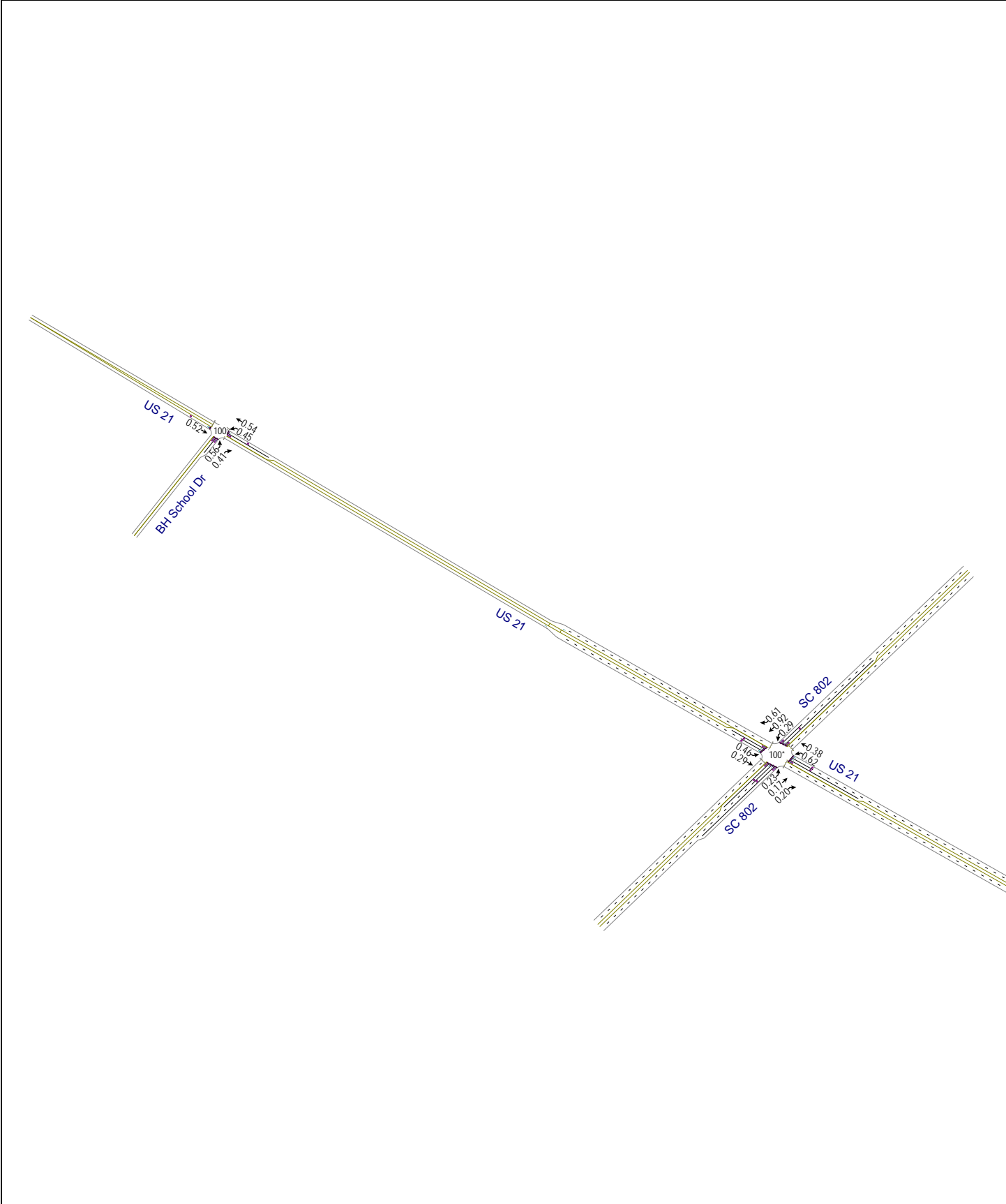
Signal Retiming US 21 - Beaufort, SC
 Traffic Flow Diagram, 50th Percentile Flow

AM Peak Implemented 01/18/2011



SECTION 4

SYNCHRO SUMMARIES



Signal Retiming US 21 - Beaufort, SC

1: US 21 & SC 802

Timings

AM Early Peak Implemented 01/18/2011

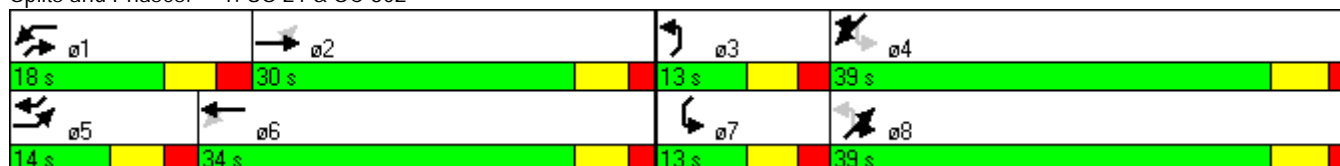


Lane Group	EBL	EBT	WBL	WBT	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Volume (vph)	165	269	349	487	41	196	194	142	636	628
Turn Type	pm+pt		pm+pt		pm+pt		pt+ov	pm+pt		pt+ov
Protected Phases	5	2	1	6	3	8	8 1	7	4	4 5
Permitted Phases	2		6		8			4		
Detector Phase	5	2	1	6	3	8	8 1	7	4	4 5
Switch Phase										
Minimum Initial (s)	6.0	25.0	6.0	25.0	6.0	15.0		6.0	15.0	
Minimum Split (s)	13.3	45.0	13.3	41.0	12.3	44.3		12.3	41.3	
Total Split (s)	14.0	30.0	18.0	34.0	13.0	39.0	57.0	13.0	39.0	53.0
Total Split (%)	14.0%	30.0%	18.0%	34.0%	13.0%	39.0%	57.0%	13.0%	39.0%	53.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.3		4.0	4.3	
All-Red Time (s)	2.6	2.0	2.6	2.0	2.3	2.0		2.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.0	6.6	6.0	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	Min	None	None		None	None	
Act Effect Green (s)	34.8	27.7	42.7	31.7	35.1	28.7	47.0	38.0	34.0	48.3
Actuated g/C Ratio	0.35	0.28	0.43	0.32	0.35	0.29	0.47	0.38	0.34	0.48
v/c Ratio	0.46	0.29	0.62	0.38	0.23	0.17	0.20	0.29	0.92	0.61
Control Delay	20.3	23.1	26.4	28.7	19.0	26.0	2.7	19.4	53.5	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	23.1	26.4	28.7	19.0	26.0	2.7	19.4	53.5	12.6
LOS	C	C	C	C	B	C	A	B	D	B
Approach Delay		22.0		27.7		15.0			32.1	
Approach LOS		C		C		B			C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 27.0
 Intersection LOS: C
 Intersection Capacity Utilization 85.9%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: US 21 & SC 802



Signal Retiming US 21 - Beaufort, SC
 2: US 21 & BH School Dr

Timings
 AM Early Peak Implemented 01/18/2011



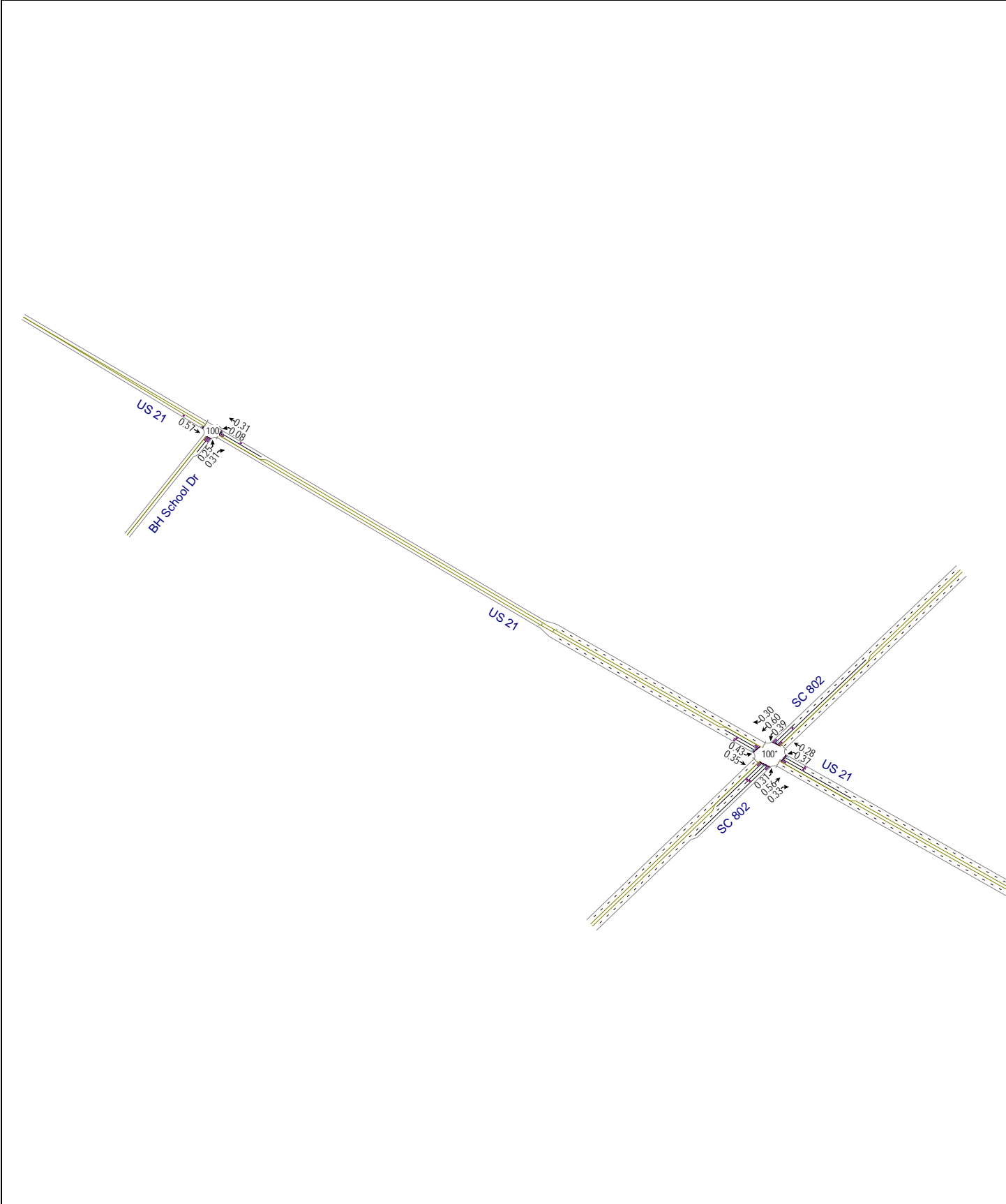
Lane Group	EBT	WBL	WBT	NEL	NER
Lane Configurations	↻	↻	↻	↻	↻
Volume (vph)	475	175	930	80	83
Turn Type		pm+pt			Perm
Protected Phases	2	1	6	8	
Permitted Phases		6			8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	15.0	6.0	15.0	8.0	8.0
Minimum Split (s)	33.8	12.5	32.8	33.3	33.3
Total Split (s)	49.0	19.0	68.0	32.0	32.0
Total Split (%)	49.0%	19.0%	68.0%	32.0%	32.0%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?					
Recall Mode	C-Min	None	Min	None	None
Act Effct Green (s)	61.4	77.3	76.3	12.4	12.4
Actuated g/C Ratio	0.61	0.77	0.76	0.12	0.12
v/c Ratio	0.52	0.45	0.54	0.56	0.41
Control Delay	13.7	5.9	7.0	50.6	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.7	5.9	7.0	50.6	11.2
LOS	B	A	A	D	B
Approach Delay	13.7		6.7	30.7	
Approach LOS	B		A	C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 87 (87%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 12.1
 Intersection LOS: B
 Intersection Capacity Utilization 52.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 2: US 21 & BH School Dr





Signal Retiming US 21 - Beaufort, SC
 2: US 21 & BH School Dr

Timings
 PM Off Peak Implemented 01/18/2011

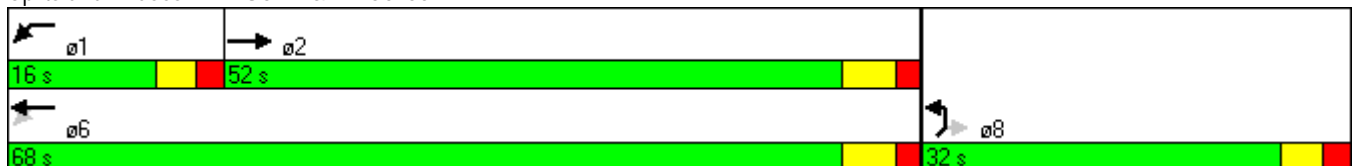


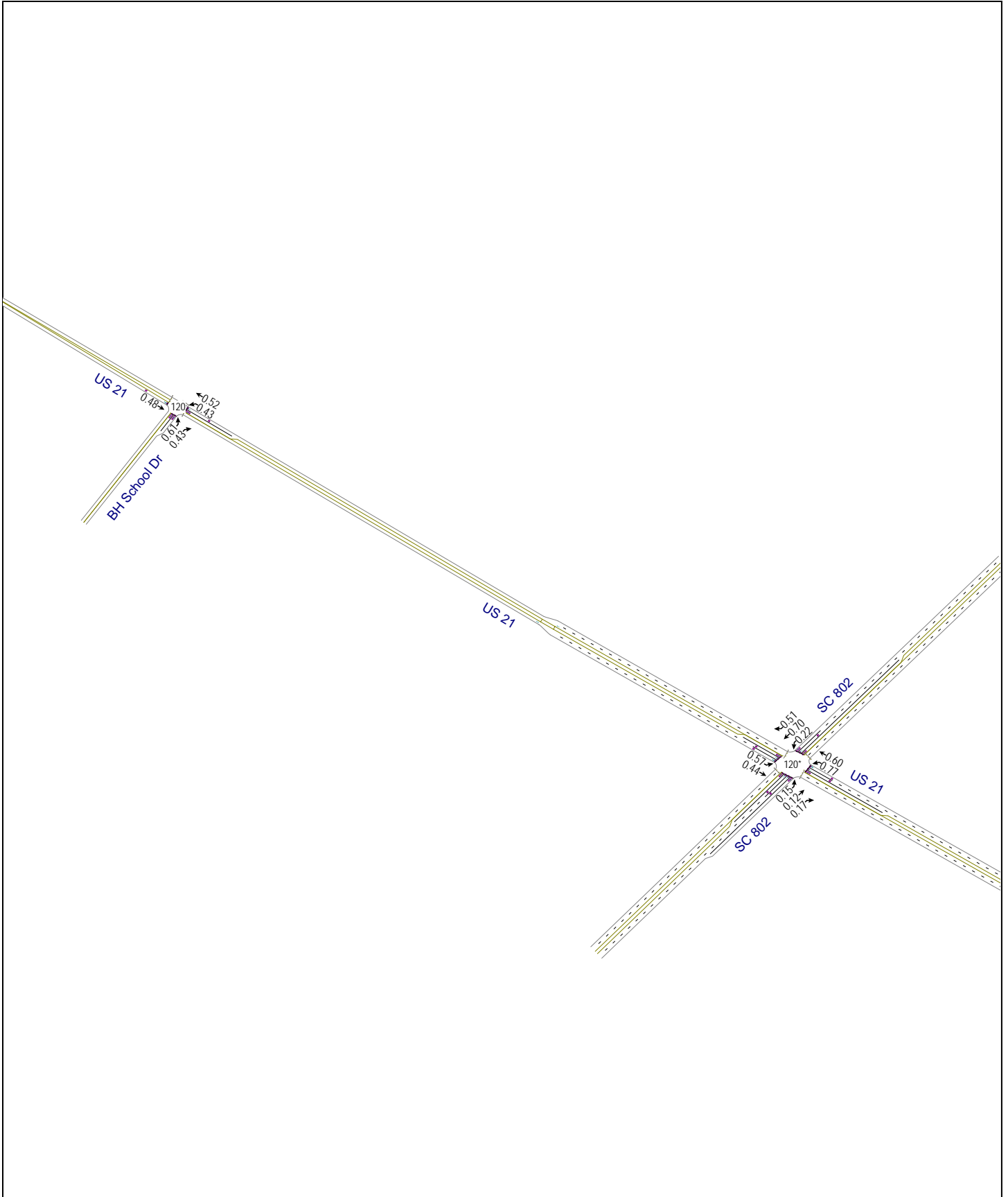
Lane Group	EBT	WBL	WBT	NEL	NER
Lane Configurations	↻	↻	↻	↻	↻
Volume (vph)	1063	35	651	36	53
Turn Type		pm+pt			Perm
Protected Phases	2	1	6	8	
Permitted Phases		6			8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	15.0	6.0	15.0	8.0	8.0
Minimum Split (s)	33.8	12.5	32.8	33.3	33.3
Total Split (s)	52.0	16.0	68.0	32.0	32.0
Total Split (%)	52.0%	16.0%	68.0%	32.0%	32.0%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Min	None	Min	None	None
Act Effct Green (s)	77.4	83.8	84.0	8.5	8.5
Actuated g/C Ratio	0.77	0.84	0.84	0.08	0.08
v/c Ratio	0.57	0.08	0.31	0.25	0.31
Control Delay	8.8	1.6	3.7	46.6	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	8.8	1.6	3.7	46.6	16.1
LOS	A	A	A	D	B
Approach Delay	8.8		3.5	27.9	
Approach LOS	A		A	C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 99 (99%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 8.2
 Intersection LOS: A
 Intersection Capacity Utilization 56.5%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: US 21 & BH School Dr





Signal Retiming US 21 - Beaufort, SC
1: US 21 & SC 802

Timings
AM Off Peak Implemented 01/18/2011

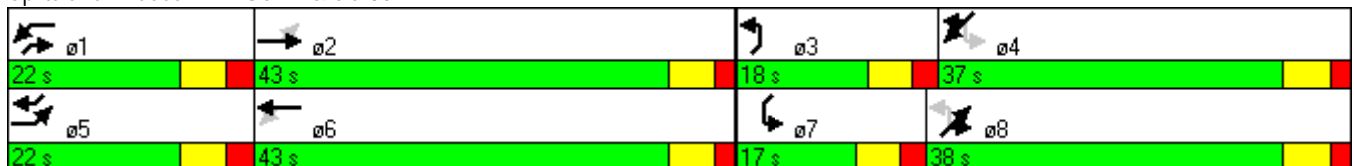


Lane Group	EBL	EBT	WBL	WBT	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Volume (vph)	165	269	349	487	41	196	194	142	636	628
Turn Type	pm+pt		pm+pt		pm+pt		pt+ov	pm+pt		pt+ov
Protected Phases	5	2	1	6	3	8	8 1	7	4	4 5
Permitted Phases	2		6		8			4		
Detector Phase	5	2	1	6	3	8	8 1	7	4	4 5
Switch Phase										
Minimum Initial (s)	6.0	20.0	6.0	20.0	6.0	15.0		6.0	15.0	
Minimum Split (s)	13.3	45.0	13.3	41.0	12.3	44.3		12.3	41.3	
Total Split (s)	22.0	43.0	22.0	43.0	18.0	38.0	60.0	17.0	37.0	59.0
Total Split (%)	18.3%	35.8%	18.3%	35.8%	15.0%	31.7%	50.0%	14.2%	30.8%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.3		4.0	4.3	
All-Red Time (s)	2.6	2.0	2.6	2.0	2.3	2.0		2.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.0	6.6	6.0	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	Min	None	None		None	None	
Act Effct Green (s)	34.5	22.1	38.8	24.2	54.5	47.8	69.6	61.8	53.4	73.0
Actuated g/C Ratio	0.29	0.18	0.32	0.20	0.45	0.40	0.58	0.52	0.44	0.61
v/c Ratio	0.57	0.44	0.77	0.60	0.15	0.12	0.17	0.22	0.70	0.51
Control Delay	27.1	34.6	45.4	47.3	16.0	24.4	2.5	15.8	34.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	34.6	45.4	47.3	16.0	24.4	2.5	15.8	34.2	7.2
LOS	C	C	D	D	B	C	A	B	C	A
Approach Delay		31.7		46.5		13.9			20.5	
Approach LOS		C		D		B			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 28.1
 Intersection LOS: C
 Intersection Capacity Utilization 81.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: US 21 & SC 802



Signal Retiming US 21 - Beaufort, SC
 2: US 21 & BH School Dr

Timings
 AM Off Peak Implemented 01/18/2011



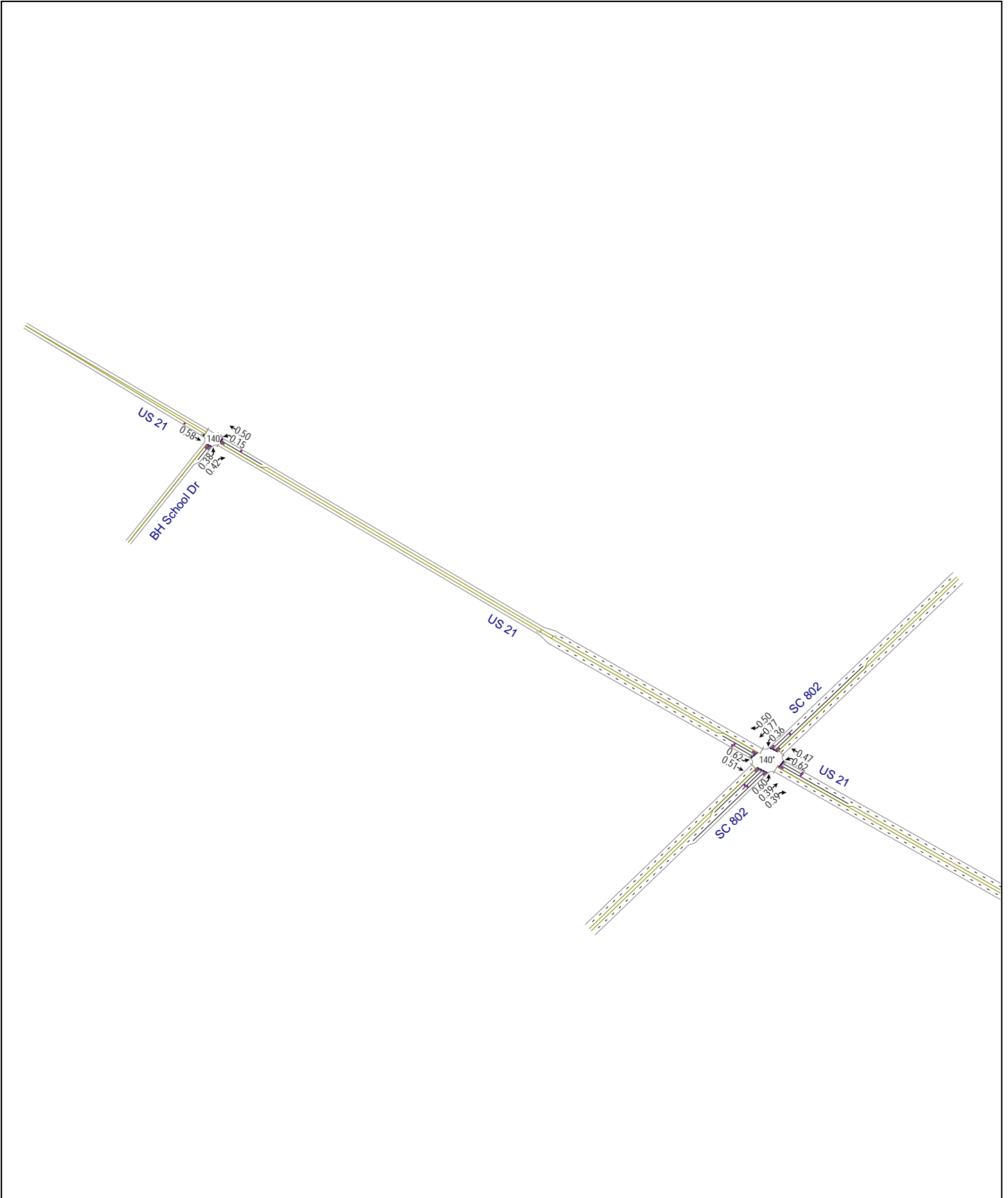
Lane Group	EBT	WBL	WBT	NEL	NER
Lane Configurations	↔	↔	↕	↔	↔
Volume (vph)	475	175	930	80	83
Turn Type		pm+pt			Perm
Protected Phases	2	1	6	8	
Permitted Phases		6			8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	15.0	6.0	15.0	8.0	8.0
Minimum Split (s)	33.8	12.5	32.8	33.3	33.3
Total Split (s)	62.0	24.0	86.0	34.0	34.0
Total Split (%)	51.7%	20.0%	71.7%	28.3%	28.3%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?					
Recall Mode	C-Min	None	Min	None	None
Act Effct Green (s)	79.4	96.0	95.0	13.7	13.7
Actuated g/C Ratio	0.66	0.80	0.79	0.11	0.11
v/c Ratio	0.48	0.43	0.52	0.61	0.43
Control Delay	12.4	5.4	5.0	62.9	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	5.4	5.0	62.9	12.6
LOS	B	A	A	E	B
Approach Delay	12.4		5.1	37.5	
Approach LOS	B		A	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 93 (78%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 11.7
 Intersection Capacity Utilization 52.3%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 2: US 21 & BH School Dr





Signal Retiming US 21 - Beaufort, SC
1: US 21 & SC 802

Timings
MD Peak Implemented 01/18/2011

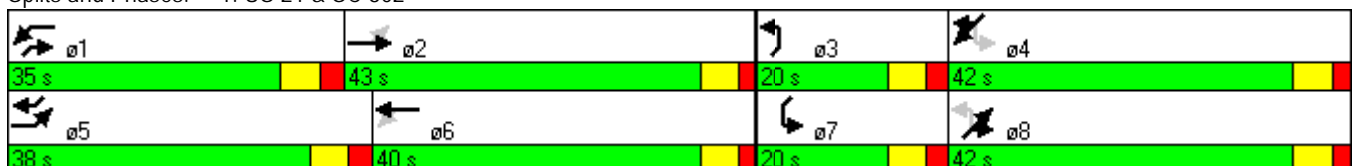


Lane Group	EBL	EBT	WBL	WBT	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Volume (vph)	236	425	265	426	113	225	248	104	247	299
Turn Type	pm+pt		pm+pt		pm+pt		pt+ov	pm+pt		pt+ov
Protected Phases	5	2	1	6	3	8	8 1	7	4	4 5
Permitted Phases	2		6		8			4		
Detector Phase	5	2	1	6	3	8	8 1	7	4	4 5
Switch Phase										
Minimum Initial (s)	6.0	20.0	6.0	20.0	6.0	15.0		6.0	15.0	
Minimum Split (s)	13.3	45.0	13.3	41.0	12.3	44.3		12.3	41.3	
Total Split (s)	38.0	43.0	35.0	40.0	20.0	42.0	77.0	20.0	42.0	80.0
Total Split (%)	27.1%	30.7%	25.0%	28.6%	14.3%	30.0%	55.0%	14.3%	30.0%	57.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.3		4.0	4.3	
All-Red Time (s)	2.6	2.0	2.6	2.0	2.3	2.0		2.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.0	6.6	6.0	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	Min	None	None		None	None	
Act Effct Green (s)	69.8	51.3	76.9	54.9	42.5	29.5	58.8	39.2	27.9	53.5
Actuated g/C Ratio	0.50	0.37	0.55	0.39	0.30	0.21	0.42	0.28	0.20	0.38
v/c Ratio	0.62	0.51	0.62	0.47	0.60	0.39	0.39	0.36	0.77	0.50
Control Delay	18.8	32.4	23.5	35.9	42.4	48.2	9.0	34.6	66.3	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	32.4	23.5	35.9	42.4	48.2	9.0	34.6	66.3	21.2
LOS	B	C	C	D	D	D	A	C	E	C
Approach Delay		28.2		32.0		31.2			40.6	
Approach LOS		C		C		C			D	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 32.7
 Intersection LOS: C
 Intersection Capacity Utilization 73.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: US 21 & SC 802



Signal Retiming US 21 - Beaufort, SC
 2: US 21 & BH School Dr

Timings
 MD Peak Implemented 01/18/2011

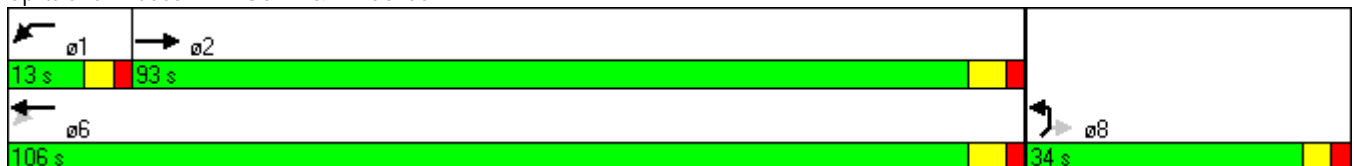


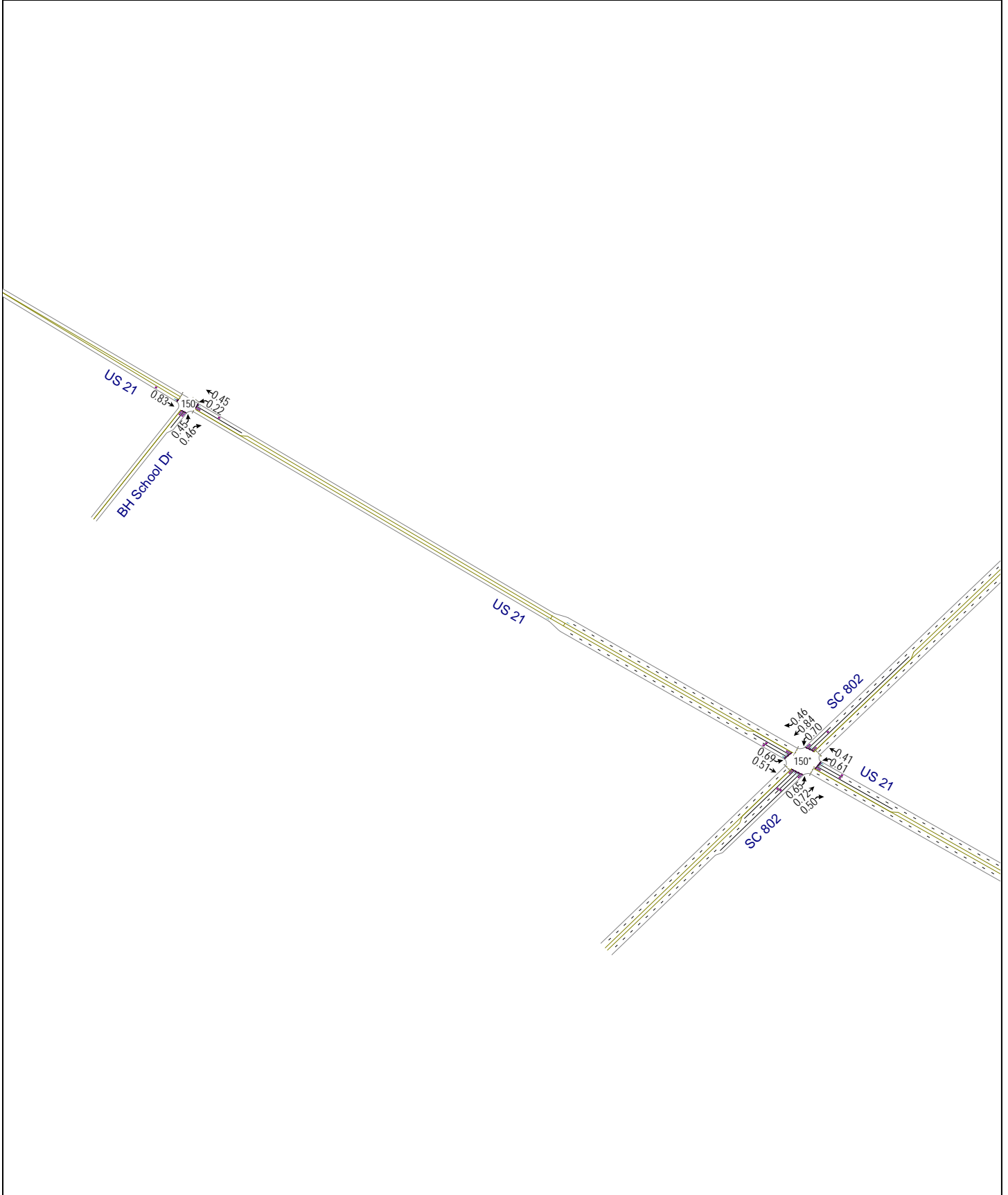
Lane Group	EBT	WBL	WBT	NEL	NER
Lane Configurations	↻	↻	↻	↻	↻
Volume (vph)	700	53	663	28	34
Turn Type		pm+pt			Perm
Protected Phases	2	1	6	8	
Permitted Phases		6			8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	15.0	6.0	15.0	8.0	8.0
Minimum Split (s)	33.8	12.5	32.8	33.3	33.3
Total Split (s)	93.0	13.0	106.0	34.0	34.0
Total Split (%)	66.4%	9.3%	75.7%	24.3%	24.3%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?					
Recall Mode	C-Min	None	Min	None	None
Act Effect Green (s)	110.2	120.1	119.1	9.6	9.6
Actuated g/C Ratio	0.79	0.86	0.85	0.07	0.07
v/c Ratio	0.58	0.15	0.50	0.38	0.42
Control Delay	8.4	1.6	6.4	70.9	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	1.6	6.4	70.9	19.9
LOS	A	A	A	E	B
Approach Delay	8.4		6.0	39.2	
Approach LOS	A		A	D	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 9.3
 Intersection LOS: A
 Intersection Capacity Utilization 62.3%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: US 21 & BH School Dr





Signal Retiming US 21 - Beaufort, SC
1: US 21 & SC 802

Timings
PM Peak Implemented 01/18/2010

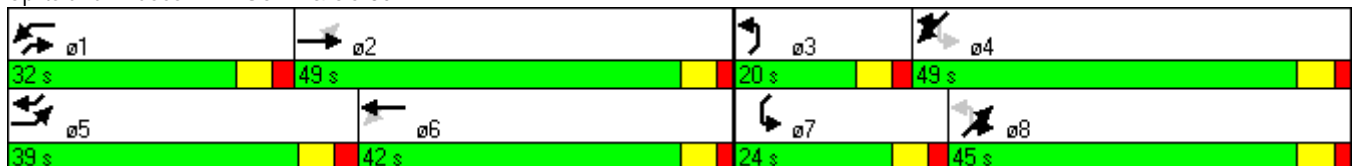


Lane Group	EBL	EBT	WBL	WBT	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Volume (vph)	300	503	239	389	107	479	282	140	291	305
Turn Type	pm+pt		pm+pt		pm+pt		pt+ov	pm+pt		pt+ov
Protected Phases	5	2	1	6	3	8	8 1	7	4	4 5
Permitted Phases	2		6		8			4		
Detector Phase	5	2	1	6	3	8	8 1	7	4	4 5
Switch Phase										
Minimum Initial (s)	6.0	20.0	6.0	20.0	6.0	15.0		6.0	15.0	
Minimum Split (s)	13.3	45.0	13.3	41.0	12.3	44.3		12.3	41.3	
Total Split (s)	39.0	49.0	32.0	42.0	20.0	45.0	77.0	24.0	49.0	88.0
Total Split (%)	26.0%	32.7%	21.3%	28.0%	13.3%	30.0%	51.3%	16.0%	32.7%	58.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.3		4.0	4.3	
All-Red Time (s)	2.6	2.0	2.6	2.0	2.3	2.0		2.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.0	6.6	6.0	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	Min	None	None		None	None	
Act Effct Green (s)	76.4	54.3	72.8	52.5	47.0	33.8	61.3	52.1	36.3	65.7
Actuated g/C Ratio	0.51	0.36	0.49	0.35	0.31	0.23	0.41	0.35	0.24	0.44
v/c Ratio	0.69	0.51	0.61	0.41	0.65	0.72	0.50	0.70	0.84	0.46
Control Delay	18.4	33.9	27.3	40.6	44.4	58.7	22.3	45.7	70.1	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	33.9	27.3	40.6	44.4	58.7	22.3	45.7	70.1	17.0
LOS	B	C	C	D	D	E	C	D	E	B
Approach Delay		28.5		36.0		44.6			44.6	
Approach LOS		C		D		D			D	

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 38.6
 Intersection LOS: D
 Intersection Capacity Utilization 76.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: US 21 & SC 802



Signal Retiming US 21 - Beaufort, SC
 2: US 21 & BH School Dr

Timings
 PM Peak Implemented 01/18/2010

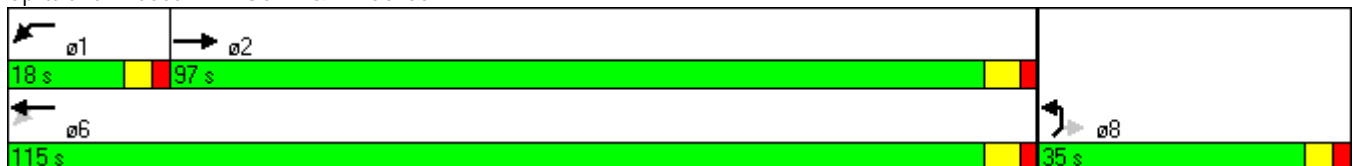


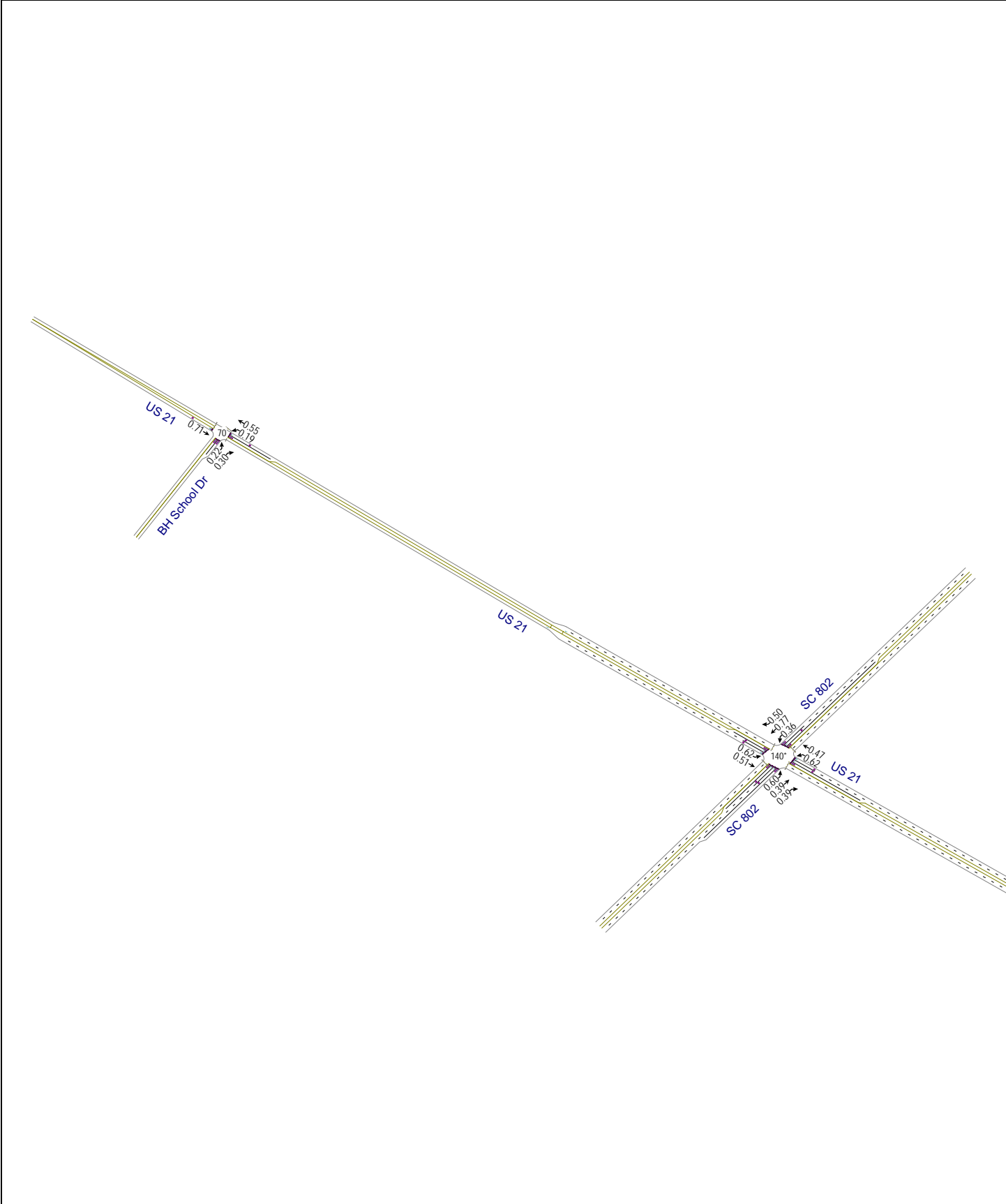
Lane Group	EBT	WBL	WBT	NEL	NER
Lane Configurations	↻	↻	↻	↻	↻
Volume (vph)	1063	35	651	36	53
Turn Type		pm+pt			Perm
Protected Phases	2	1	6	8	
Permitted Phases		6			8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	15.0	6.0	15.0	8.0	8.0
Minimum Split (s)	33.8	12.5	32.8	33.3	33.3
Total Split (s)	97.0	18.0	115.0	35.0	35.0
Total Split (%)	64.7%	12.0%	76.7%	23.3%	23.3%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?					
Recall Mode	C-Min	None	Min	None	None
Act Effct Green (s)	118.9	129.3	128.3	10.4	10.4
Actuated g/C Ratio	0.79	0.86	0.86	0.07	0.07
v/c Ratio	0.83	0.22	0.45	0.45	0.46
Control Delay	17.3	3.4	3.2	77.9	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	3.4	3.2	77.9	19.8
LOS	B	A	A	E	B
Approach Delay	17.3		3.2	42.2	
Approach LOS	B		A	D	

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 90 (60%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 13.9
 Intersection LOS: B
 Intersection Capacity Utilization 76.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: US 21 & BH School Dr





Signal Retiming US 21 - Beaufort, SC
Timings

2: US 21 & BH School Dr
School PM Peak Implemented 01/18/2011

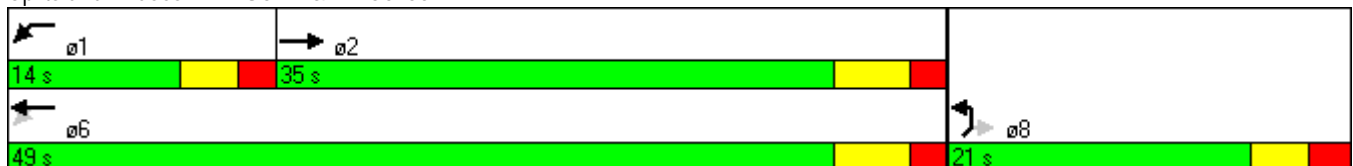


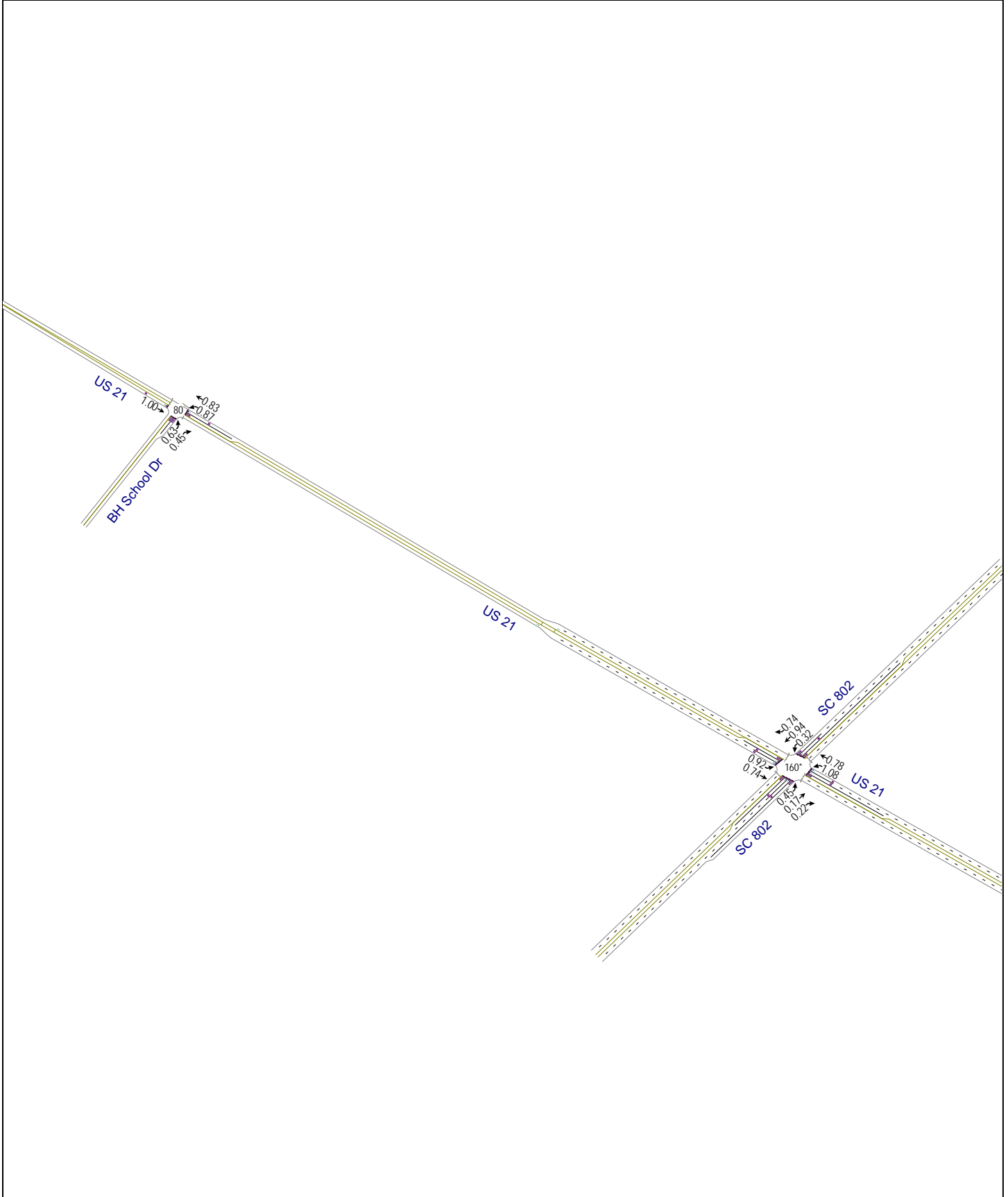
Lane Group	EBT	WBL	WBT	NEL	NER
Lane Configurations	↻	↻	↻	↻	↻
Volume (vph)	700	53	663	28	34
Turn Type		pm+pt			Perm
Protected Phases	2	1	6	8	
Permitted Phases		6			8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	15.0	6.0	15.0	8.0	8.0
Minimum Split (s)	33.8	12.5	32.8	33.3	33.3
Total Split (s)	35.0	14.0	49.0	21.0	21.0
Total Split (%)	50.0%	20.0%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?					
Recall Mode	C-Min	None	Min	None	None
Act Effect Green (s)	45.2	54.0	54.2	8.4	8.4
Actuated g/C Ratio	0.65	0.77	0.77	0.12	0.12
v/c Ratio	0.71	0.19	0.55	0.22	0.30
Control Delay	16.5	3.9	8.5	30.4	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	3.9	8.5	30.4	11.1
LOS	B	A	A	C	B
Approach Delay	16.5		8.1	18.3	
Approach LOS	B		A	B	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 19 (27%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 12.6
 Intersection LOS: B
 Intersection Capacity Utilization 62.3%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: US 21 & BH School Dr





Signal Retiming US 21 - Beaufort, SC
Timings

1: US 21 & SC 802
School AM Peak Implemented 01/18/2011

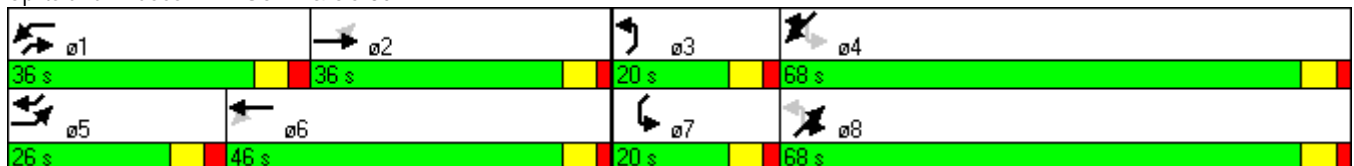


Lane Group	EBL	EBT	WBL	WBT	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Volume (vph)	165	269	349	487	41	196	194	142	636	628
Turn Type	pm+pt		pm+pt		pm+pt		pt+ov	pm+pt		pt+ov
Protected Phases	5	2	1	6	3	8	8 1	7	4	4 5
Permitted Phases	2		6		8			4		
Detector Phase	5	2	1	6	3	8	8 1	7	4	4 5
Switch Phase										
Minimum Initial (s)	6.0	20.0	6.0	20.0	6.0	15.0		6.0	15.0	
Minimum Split (s)	13.3	45.0	13.3	41.0	12.3	44.3		12.3	41.3	
Total Split (s)	26.0	36.0	36.0	46.0	20.0	68.0	104.0	20.0	68.0	94.0
Total Split (%)	16.3%	22.5%	22.5%	28.8%	12.5%	42.5%	65.0%	12.5%	42.5%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.3		4.0	4.3	
All-Red Time (s)	2.6	2.0	2.6	2.0	2.3	2.0		2.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.0	6.6	6.0	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	Min	None	None		None	None	
Act Effct Green (s)	42.7	24.6	60.2	35.5	75.3	67.6	103.8	86.1	75.3	100.6
Actuated g/C Ratio	0.27	0.15	0.38	0.22	0.47	0.42	0.65	0.54	0.47	0.63
v/c Ratio	0.92	0.74	1.08	0.78	0.45	0.17	0.22	0.32	0.94	0.74
Control Delay	72.4	54.4	107.9	65.7	33.1	30.1	2.4	21.1	59.7	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.4	54.4	107.9	65.7	33.1	30.1	2.4	21.1	59.7	21.3
LOS	E	D	F	E	C	C	A	C	E	C
Approach Delay		61.3		83.1		18.3			38.8	
Approach LOS		E		F		B			D	

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 51.0
 Intersection LOS: D
 Intersection Capacity Utilization 97.6%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 1: US 21 & SC 802



Signal Retiming US 21 - Beaufort, SC
Timings

2: US 21 & BH School Dr
School AM Peak Implemented 01/18/2011



Lane Group	EBT	WBL	WBT	NEL	NER
Lane Configurations	↻	↻	↻	↻	↻
Volume (vph)	475	175	930	80	83
Turn Type		pm+pt			Perm
Protected Phases	2	1	6	8	
Permitted Phases		6			8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	15.0	6.0	15.0	8.0	8.0
Minimum Split (s)	33.8	12.5	32.8	33.3	33.3
Total Split (s)	35.0	24.0	59.0	21.0	21.0
Total Split (%)	43.8%	30.0%	73.8%	26.3%	26.3%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?					
Recall Mode	C-Min	None	Min	None	None
Act Effect Green (s)	36.0	57.1	56.1	12.6	12.6
Actuated g/C Ratio	0.45	0.71	0.70	0.16	0.16
v/c Ratio	1.00	0.87	0.83	0.63	0.45
Control Delay	56.8	40.2	19.1	41.3	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	40.2	19.1	41.3	8.6
LOS	E	D	B	D	A
Approach Delay	56.8		24.5	24.8	
Approach LOS	E		C	C	

Intersection Summary

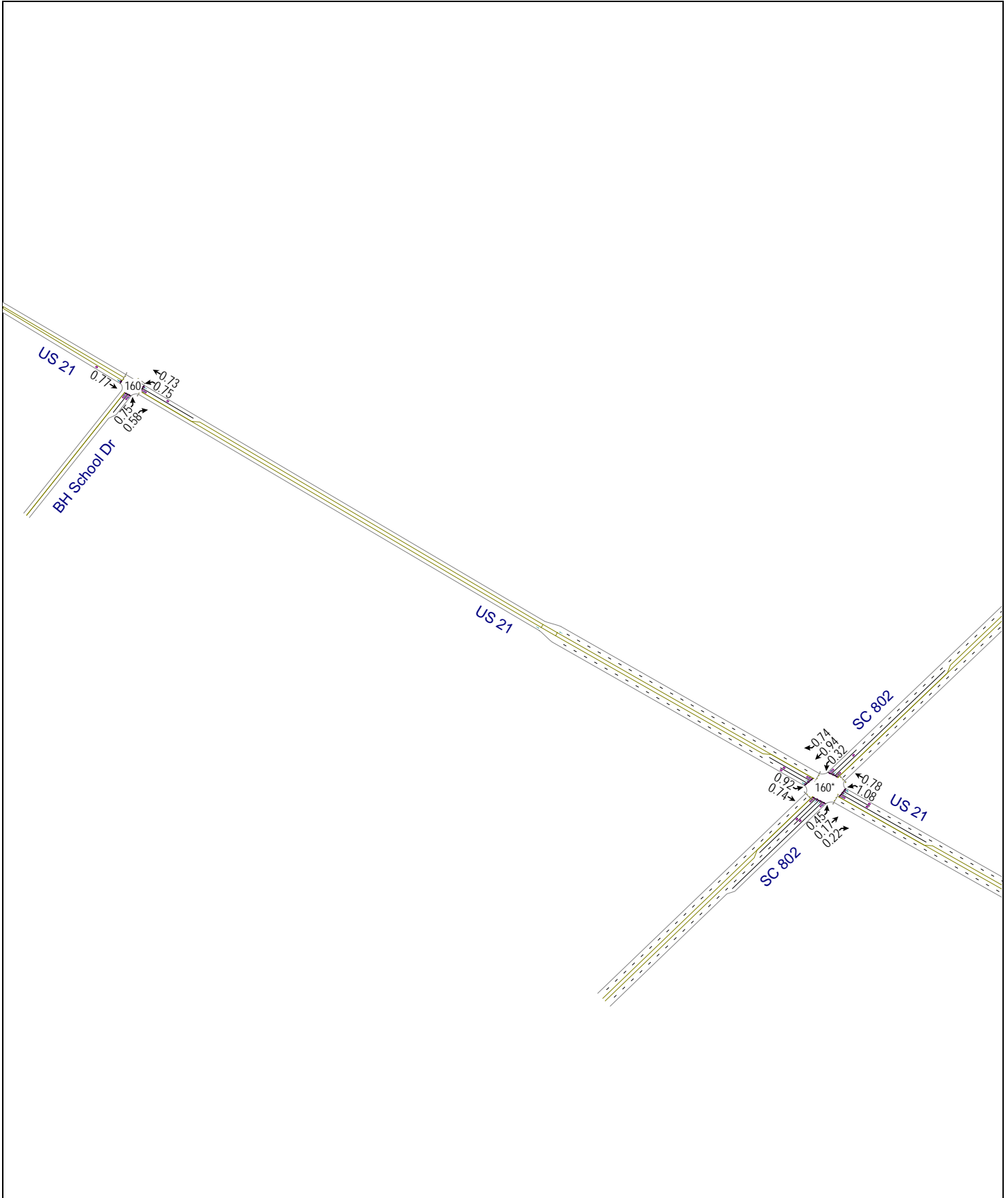
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 25 (31%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 34.6
 Intersection LOS: C
 Intersection Capacity Utilization 67.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: US 21 & BH School Dr



Signal Retiming US 21 - Beaufort, SC
Cycle Lengths

AM Peak Implemented 01/18/2011



Signal Retiming US 21 - Beaufort, SC
1: US 21 & SC 802

Timings
AM Peak Implemented 01/18/2011

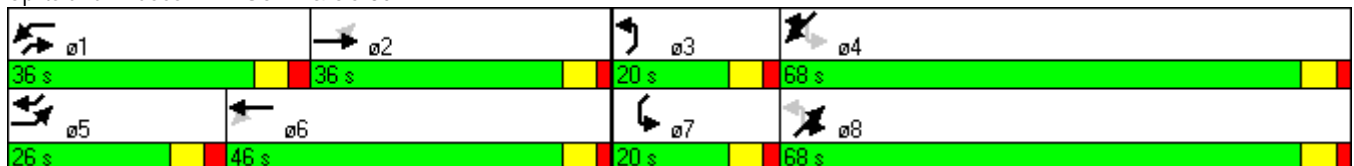


Lane Group	EBL	EBT	WBL	WBT	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Volume (vph)	165	269	349	487	41	196	194	142	636	628
Turn Type	pm+pt		pm+pt		pm+pt		pt+ov	pm+pt		pt+ov
Protected Phases	5	2	1	6	3	8	8 1	7	4	4 5
Permitted Phases	2		6		8			4		
Detector Phase	5	2	1	6	3	8	8 1	7	4	4 5
Switch Phase										
Minimum Initial (s)	6.0	20.0	6.0	20.0	6.0	15.0		6.0	15.0	
Minimum Split (s)	13.3	45.0	13.3	41.0	12.3	44.3		12.3	41.3	
Total Split (s)	26.0	36.0	36.0	46.0	20.0	68.0	104.0	20.0	68.0	94.0
Total Split (%)	16.3%	22.5%	22.5%	28.8%	12.5%	42.5%	65.0%	12.5%	42.5%	58.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.3		4.0	4.3	
All-Red Time (s)	2.6	2.0	2.6	2.0	2.3	2.0		2.3	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.0	6.6	6.0	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	Min	None	None		None	None	
Act Effct Green (s)	42.7	24.6	60.2	35.5	75.3	67.6	103.8	86.1	75.3	100.6
Actuated g/C Ratio	0.27	0.15	0.38	0.22	0.47	0.42	0.65	0.54	0.47	0.63
v/c Ratio	0.92	0.74	1.08	0.78	0.45	0.17	0.22	0.32	0.94	0.74
Control Delay	83.0	72.9	107.9	65.7	33.1	30.1	2.4	21.1	59.7	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.0	72.9	107.9	65.7	33.1	30.1	2.4	21.1	59.7	21.3
LOS	F	E	F	E	C	C	A	C	E	C
Approach Delay		76.8		83.1		18.3			38.8	
Approach LOS		E		F		B			D	

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow, Master Intersection
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 53.5
 Intersection LOS: D
 Intersection Capacity Utilization 97.6%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 1: US 21 & SC 802



Signal Retiming US 21 - Beaufort, SC
 2: US 21 & BH School Dr

Timings
 AM Peak Implemented 01/18/2011

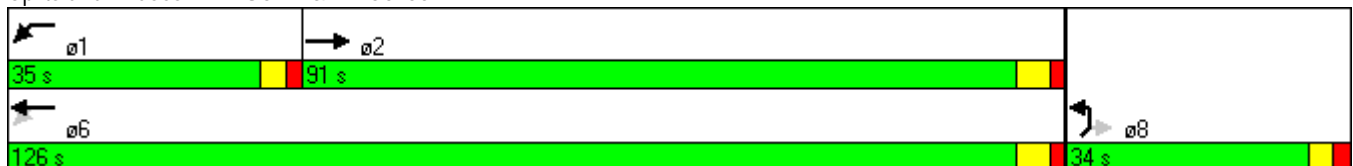


Lane Group	EBT	WBL	WBT	NEL	NER
Lane Configurations	↻	↻	↻	↻	↻
Volume (vph)	475	175	930	80	83
Turn Type		pm+pt			Perm
Protected Phases	2	1	6	8	
Permitted Phases		6			8
Detector Phase	2	1	6	8	8
Switch Phase					
Minimum Initial (s)	15.0	6.0	15.0	8.0	8.0
Minimum Split (s)	33.8	12.5	32.8	33.3	33.3
Total Split (s)	91.0	35.0	126.0	34.0	34.0
Total Split (%)	56.9%	21.9%	78.8%	21.3%	21.3%
Yellow Time (s)	4.0	3.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	5.3	5.3
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?					
Recall Mode	C-Min	None	Min	None	None
Act Effect Green (s)	94.8	128.7	127.7	21.0	21.0
Actuated g/C Ratio	0.59	0.80	0.80	0.13	0.13
v/c Ratio	0.77	0.75	0.73	0.75	0.58
Control Delay	31.5	23.8	18.9	86.1	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	23.8	18.9	86.1	31.8
LOS	C	C	B	F	C
Approach Delay	31.5		20.1	58.7	
Approach LOS	C		C	E	

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 25 (16%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 28.9
 Intersection LOS: C
 Intersection Capacity Utilization 67.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: US 21 & BH School Dr

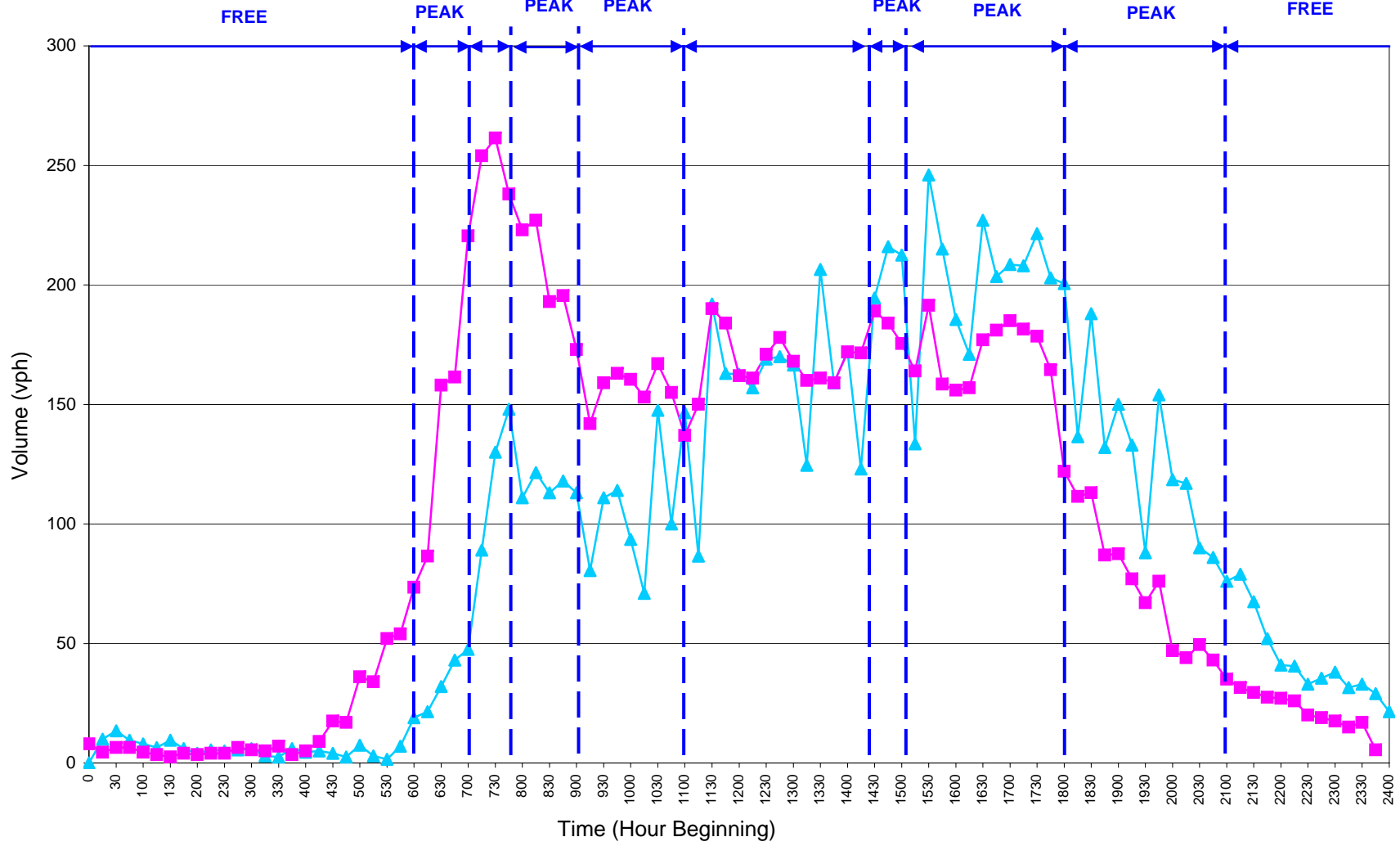


SECTION 5

SUPPORT DATA

24-Hour Volume: US 21 w/o SC 802

Eastbound Westbound





Installed By: BE
 Counter Number: 487/576
 Weather: Mild
 Other: BCG

Traffic Data Connection
 PO Box 445
 Abbeville GA 31001
 843.216.3304

Site Code: 10145-01AB
 Station ID: #1 AB
 SEB Sea Island Pkwy SE of Sunset Blvd
 NWB Sea Island Pkwy SE of Sunset Blvd
 Latitude: 0.000 Undefined

Start Time	09-Nov-10		SEB Sea Island P		NWB Sea Island		Combined		10-Nov-		SEB Sea Island P		NWB Sea Island		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			11	146	12	168	23	314			9	168	4	156	13	324
12:15			15	172	5	170	20	342			12	166	4	152	16	318
12:30			10	179	9	158	19	337			9	161	4	184	13	345
12:45			10	157	4	184	14	341			6	176	9	172	15	348
01:00			8	119	5	164	13	283			5	130	4	172	9	302
01:15			7	224	2	162	9	386			12	189	5	158	17	347
01:30			3	144	3	150	6	294			9	174	2	172	11	346
01:45			4	152	2	166	6	318			4	192	6	152	10	344
02:00			4	120	4	169	8	289			7	126	3	175	10	301
02:15			2	200	4	172	6	372			8	189	4	171	12	360
02:30			3	220	3	216	6	436			8	212	5	162	13	374
02:45			6	197	4	180	10	377			6	228	9	188	15	416
03:00			4	125	4	155	8	280			2	142	7	196	9	338
03:15			2	234	4	158	6	392			3	258	6	170	9	428
03:30			6	213	7	201	13	414			6	217	7	182	13	399
03:45			7	174	5	147	12	321			2	197	2	170	4	367
04:00			3	198	8	156	11	354			7	144	2	156	9	300
04:15			2	208	6	142	8	350			6	246	12	172	18	418
04:30			2	199	22	174	24	373			3	208	13	180	16	388
04:45			11	197	19	176	30	373			4	220	15	186	19	406
05:00			3	210	34	180	37	390			3	206	38	190	41	396
05:15			0	226	25	166	25	392			3	217	43	197	46	414
05:30			8	200	56	165	64	365			6	206	48	192	54	398
05:45			23	189	54	160	77	349			15	212	54	169	69	381
06:00			20	107	76	116	96	223			23	166	71	128	94	294
06:15			33	206	81	108	114	314			31	170	92	115	123	285
06:30			41	142	168	102	209	244			45	122	148	124	193	246
06:45			58	160	157	72	215	232			37	140	166	102	203	242
07:00			74	130	213	84	287	214			104	136	228	91	332	227
07:15			126	134	268	81	394	215			134	42	240	73	374	115
07:30			142	112	255	68	397	180			154	196	268	66	422	262
07:45			108	100	232	62	340	162			114	137	244	90	358	227
08:00			121	106	208	47	329	153			122	128	238	47	360	175
08:15			118	94	212	34	330	128			108	86	242	54	350	140
08:30			112	68	188	41	300	109			124	104	198	58	322	162
08:45			116	75	174	38	290	113			110	77	217	48	327	125
09:00			85	73	186	35	271	108			76	85	160	35	236	120
09:15			100	64	142	31	242	95			122	71	142	32	264	103
09:30			116	40	164	24	280	64			112	64	154	35	266	99
09:45			92	38	152	26	244	64			95	44	174	29	269	73
10:00			30	39	151	28	181	67			112	42	170	26	282	68
10:15			174	32	152	22	326	54			121	34	154	30	275	64
10:30			84	31	160	12	244	43			116	40	174	28	290	68
10:45			141	28	154	18	295	46			152	48	156	20	308	68
11:00			101	29	140	15	241	44			72	34	134	20	206	54
11:15			170	27	150	12	320	39			214	39	150	18	364	57
11:30			137	16	194	16	331	32			189	42	186	18	375	60
11:45			168	17	170	5	338	22			157	26	198	6	355	32
Total			2621	6271	4448	5136	7069	11407			2799	6657	4610	5467	7409	12124
Day Total			8892		9584		18476				9456		10077		19533	
% Total			14.2%	33.9%	24.1%	27.8%					14.3%	34.1%	23.6%	28.0%		
Peak			11:00	04:45	07:00	02:00	07:15	04:30			11:00	04:15	07:30	04:45	07:15	04:45
Vol.			576	833	968	737	1460	1528			632	880	992	765	1514	1614
P.H.F.			0.847	0.921	0.903	0.853	0.919	0.974			0.738	0.853	0.925	0.971	0.897	0.975

Beaufort County Traffic Engineering

PO Drawer 1228
Beaufort, SC 29906
843-255-2940

File Name : US21 @ Beaufort High School
Site Code : 0000024
Start Date : 5/18/2010
Page No : 1

Technician: Chris Greco
Weather: Sunny
Day: Tuesday (5/18/10)

Groups Printed- Unshifted

Start Time	Sea Island Parkway North (Bridge) Southbound				Shopping Center Westbound				Sea Island Parkway South Northbound				Beaufort High School Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	24	54	1	0	1	0	0	0	0	165	42	0	17	1	9	0	314
07:15 AM	52	76	0	0	0	0	0	0	0	201	89	0	21	0	23	0	462
07:30 AM	36	121	0	0	0	0	1	0	1	224	59	0	42	0	42	0	526
07:45 AM	3	134	0	0	0	0	1	0	0	246	14	0	10	0	12	0	420
Total	115	385	1	0	1	0	2	0	1	836	204	0	90	1	86	0	1722
08:00 AM	3	144	1	0	2	0	0	0	0	259	13	0	10	0	3	0	435
08:15 AM	9	131	0	1	0	0	0	0	1	256	6	1	7	0	6	0	418
08:30 AM	3	123	0	0	0	0	0	0	0	208	9	0	7	0	6	0	356
08:45 AM	6	128	1	2	1	0	0	0	0	192	9	1	6	0	5	0	351
Total	21	526	2	3	3	0	0	0	1	915	37	2	30	0	20	0	1560
09:00 AM	3	78	0	0	0	0	1	1	0	150	15	0	8	0	3	0	259
09:15 AM	4	116	0	0	0	0	0	0	1	162	6	0	7	1	5	0	302
*** BREAK ***																	
Total	7	194	0	0	0	0	1	1	1	312	21	0	15	1	8	0	561
*** BREAK ***																	
11:30 AM	6	159	0	0	0	0	0	0	2	182	6	0	9	0	5	1	370
11:45 AM	6	156	4	0	0	0	0	0	0	164	7	0	8	0	4	0	349
Total	12	315	4	0	0	0	0	0	2	346	13	0	17	0	9	1	719
12:00 PM	8	187	2	0	1	0	0	0	2	173	14	0	3	0	7	0	397
12:15 PM	7	192	1	0	0	0	0	0	3	150	12	2	5	0	7	1	380
12:30 PM	9	155	2	1	2	0	0	0	0	151	10	1	18	0	11	0	360
12:45 PM	4	166	2	0	1	0	0	0	2	189	17	1	8	0	3	0	393
Total	28	700	7	1	4	0	0	0	7	663	53	4	34	0	28	1	1530
01:00 PM	4	113	0	1	0	0	0	0	1	165	4	0	15	0	15	0	318
01:15 PM	3	196	0	0	0	0	1	0	1	160	9	0	6	0	5	0	381
*** BREAK ***																	
Total	7	309	0	1	0	0	1	0	2	325	13	0	21	0	20	0	699
02:00 PM	12	172	1	0	1	0	1	0	1	164	6	0	10	0	6	0	374
02:15 PM	22	182	0	0	0	0	0	0	1	146	27	0	15	0	12	0	405
02:30 PM	21	194	1	0	0	0	0	0	0	175	23	0	67	0	39	0	520
02:45 PM	11	201	0	0	0	0	0	0	3	190	9	0	30	0	32	1	477
Total	66	749	2	0	1	0	1	0	5	675	65	0	122	0	89	1	1776
03:00 PM	7	212	3	1	1	0	0	0	1	200	14	1	18	0	21	0	479
03:15 PM	7	241	0	0	1	0	0	0	1	163	13	0	17	0	11	0	454
*** BREAK ***																	
Total	14	453	3	1	2	0	0	0	2	363	27	1	35	0	32	0	933
04:00 PM	10	256	0	0	1	0	1	0	0	173	7	0	8	0	8	0	464
04:15 PM	10	264	1	1	0	0	0	0	4	154	7	0	8	0	8	0	457
04:30 PM	8	270	0	0	1	0	0	0	1	152	3	1	21	0	9	0	466
04:45 PM	6	238	0	0	1	0	1	0	3	161	13	3	13	0	13	0	452
Total	34	1028	1	1	3	0	2	0	8	640	30	4	50	0	38	0	1839
05:00 PM	6	274	0	0	0	0	1	0	1	172	8	0	11	0	5	0	478
05:15 PM	10	281	0	2	1	0	0	0	0	166	11	1	8	0	9	0	489
05:30 PM	9	262	1	0	0	0	1	0	0	153	4	0	25	0	5	0	460
05:45 PM	13	208	0	0	0	0	0	0	0	175	24	1	14	0	6	0	441
Total	38	1025	1	2	1	0	2	0	1	666	47	2	58	0	25	0	1868
Grand Total	342	5684	21	9	15	0	9	1	30	5741	510	13	472	2	355	3	13207
Apprch %	5.6	93.9	0.3	0.1	60	0	36	4	0.5	91.2	8.1	0.2	56.7	0.2	42.7	0.4	
Total %	2.6	43	0.2	0.1	0.1	0	0.1	0	0.2	43.5	3.9	0.1	3.6	0	2.7	0	

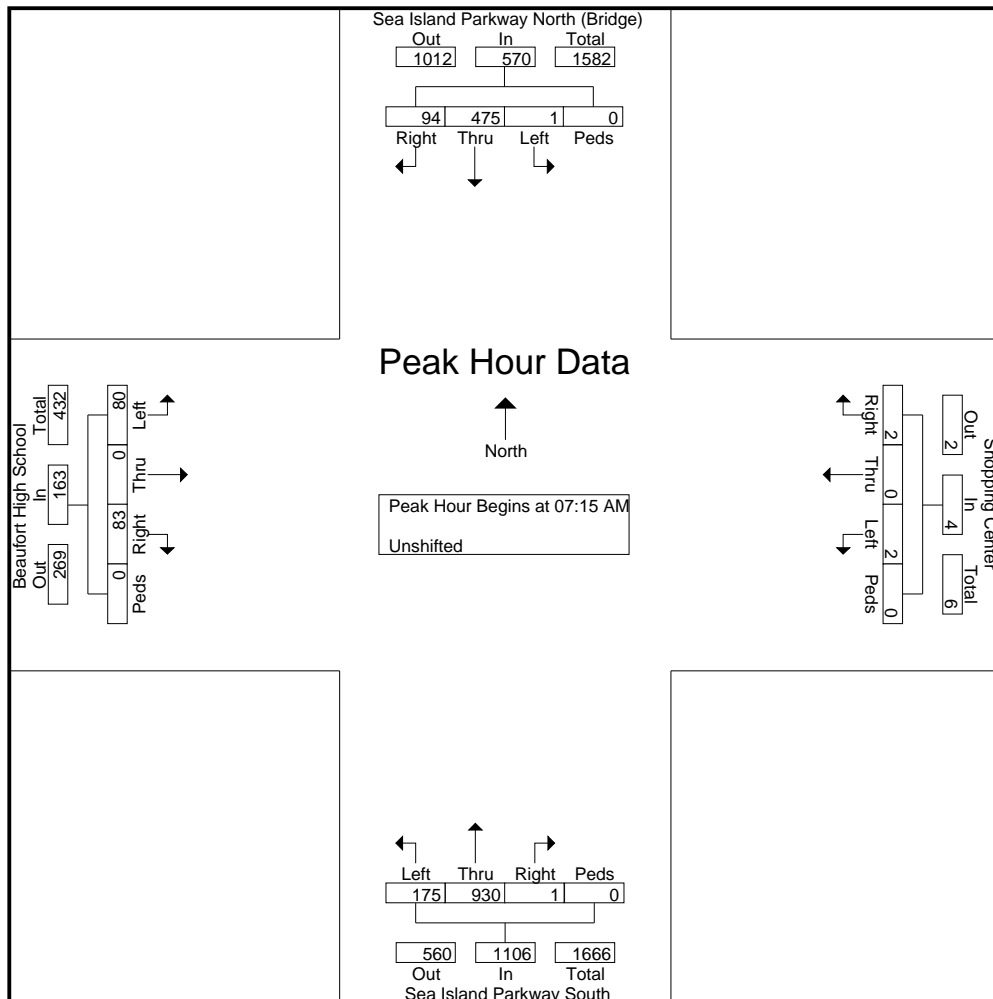
Beaufort County Traffic Engineering

PO Drawer 1228
Beaufort, SC 29906
843-255-2940

File Name : US21 @ Beaufort High School
Site Code : 0000024
Start Date : 5/18/2010
Page No : 2

Technician: Chris Greco
Weather: Sunny
Day: Tuesday (5/18/10)

Start Time	Sea Island Parkway North (Bridge) Southbound					Shopping Center Westbound					Sea Island Parkway South Northbound					Beaufort High School Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	52	76	0	0	128	0	0	0	0	0	0	201	89	0	290	21	0	23	0	44	462
07:30 AM	36	121	0	0	157	0	0	1	0	1	1	224	59	0	284	42	0	42	0	84	526
07:45 AM	3	134	0	0	137	0	0	1	0	1	0	246	14	0	260	10	0	12	0	22	420
08:00 AM	3	144	1	0	148	2	0	0	0	2	0	259	13	0	272	10	0	3	0	13	435
Total Volume	94	475	1	0	570	2	0	2	0	4	1	930	175	0	1106	83	0	80	0	163	1843
% App. Total	16.5	83.3	0.2	0		50	0	50	0		0.1	84.1	15.8	0		50.9	0	49.1	0		
PHF	.452	.825	.250	.000	.908	.250	.000	.500	.000	.500	.250	.898	.492	.000	.953	.494	.000	.476	.000	.485	.876



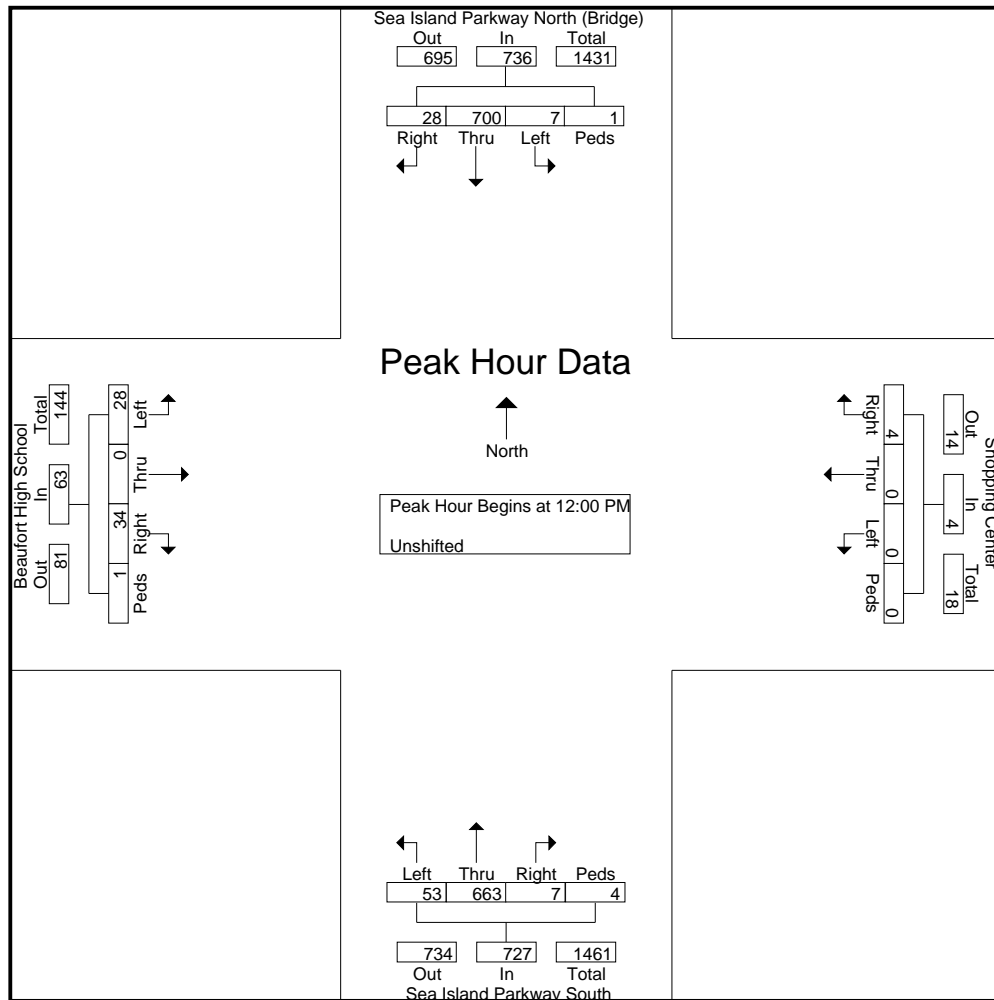
Beaufort County Traffic Engineering

PO Drawer 1228
Beaufort, SC 29906
843-255-2940

File Name : US21 @ Beaufort High School
Site Code : 0000024
Start Date : 5/18/2010
Page No : 3

Technician: Chris Greco
Weather: Sunny
Day: Tuesday (5/18/10)

Start Time	Sea Island Parkway North (Bridge) Southbound					Shopping Center Westbound					Sea Island Parkway South Northbound					Beaufort High School Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	8	187	2	0	197	1	0	0	0	1	2	173	14	0	189	3	0	7	0	10	397
12:15 PM	7	192	1	0	200	0	0	0	0	0	3	150	12	2	167	5	0	7	1	13	380
12:30 PM	9	155	2	1	167	2	0	0	0	2	0	151	10	1	162	18	0	11	0	29	360
12:45 PM	4	166	2	0	172	1	0	0	0	1	2	189	17	1	209	8	0	3	0	11	393
Total Volume	28	700	7	1	736	4	0	0	0	4	7	663	53	4	727	34	0	28	1	63	1530
% App. Total	3.8	95.1	1	0.1		100	0	0	0		1	91.2	7.3	0.6		54	0	44.4	1.6		
PHF	.778	.911	.875	.250	.920	.500	.000	.000	.000	.500	.583	.877	.779	.500	.870	.472	.000	.636	.250	.543	.963



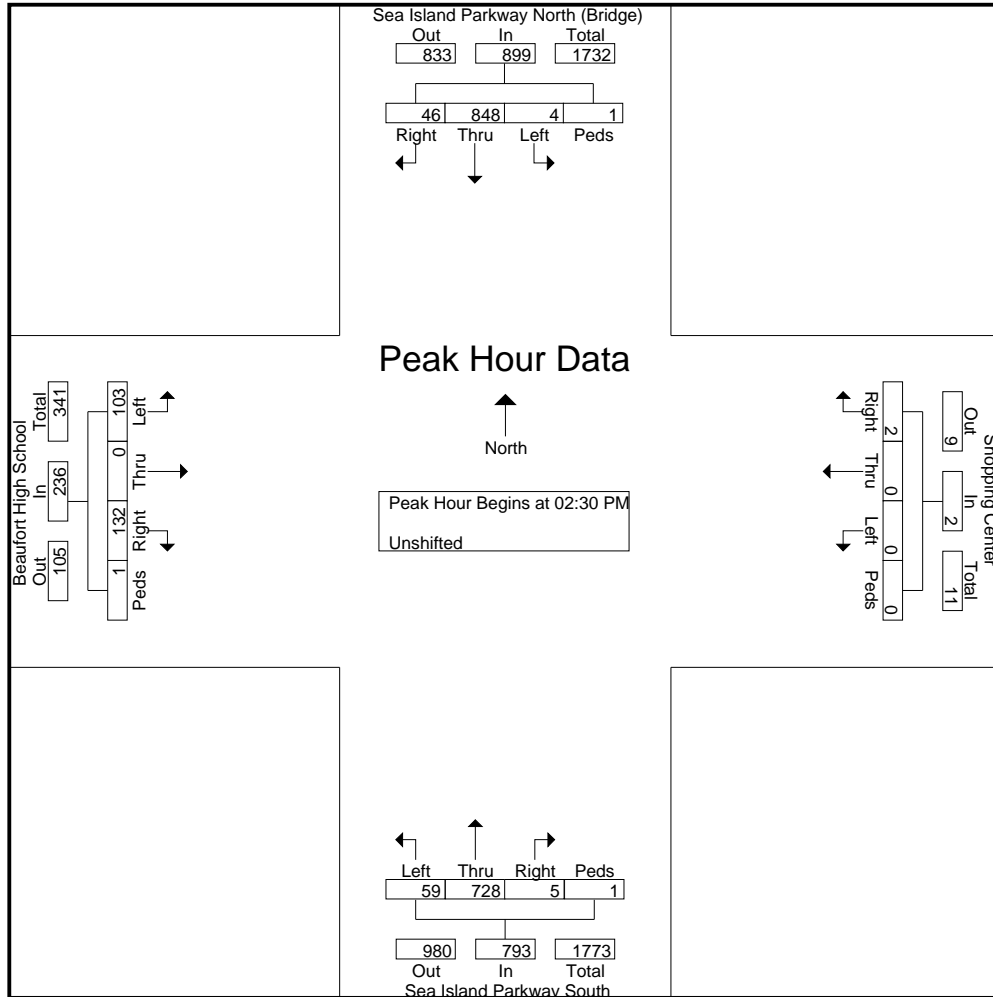
Beaufort County Traffic Engineering

PO Drawer 1228
Beaufort, SC 29906
843-255-2940

File Name : US21 @ Beaufort High School
Site Code : 0000024
Start Date : 5/18/2010
Page No : 4

Technician: Chris Greco
Weather: Sunny
Day: Tuesday (5/18/10)

Start Time	Sea Island Parkway North (Bridge) Southbound					Shopping Center Westbound					Sea Island Parkway South Northbound					Beaufort High School Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	21	194	1	0	216	0	0	0	0	0	0	175	23	0	198	67	0	39	0	106	520
02:45 PM	11	201	0	0	212	0	0	0	0	0	3	190	9	0	202	30	0	32	1	63	477
03:00 PM	7	212	3	1	223	1	0	0	0	1	1	200	14	1	216	18	0	21	0	39	479
03:15 PM	7	241	0	0	248	1	0	0	0	1	1	163	13	0	177	17	0	11	0	28	454
Total Volume	46	848	4	1	899	2	0	0	0	2	5	728	59	1	793	132	0	103	1	236	1930
% App. Total	5.1	94.3	0.4	0.1		100	0	0	0		0.6	91.8	7.4	0.1		55.9	0	43.6	0.4		
PHF	.548	.880	.333	.250	.906	.500	.000	.000	.000	.500	.417	.910	.641	.250	.918	.493	.000	.660	.250	.557	.928



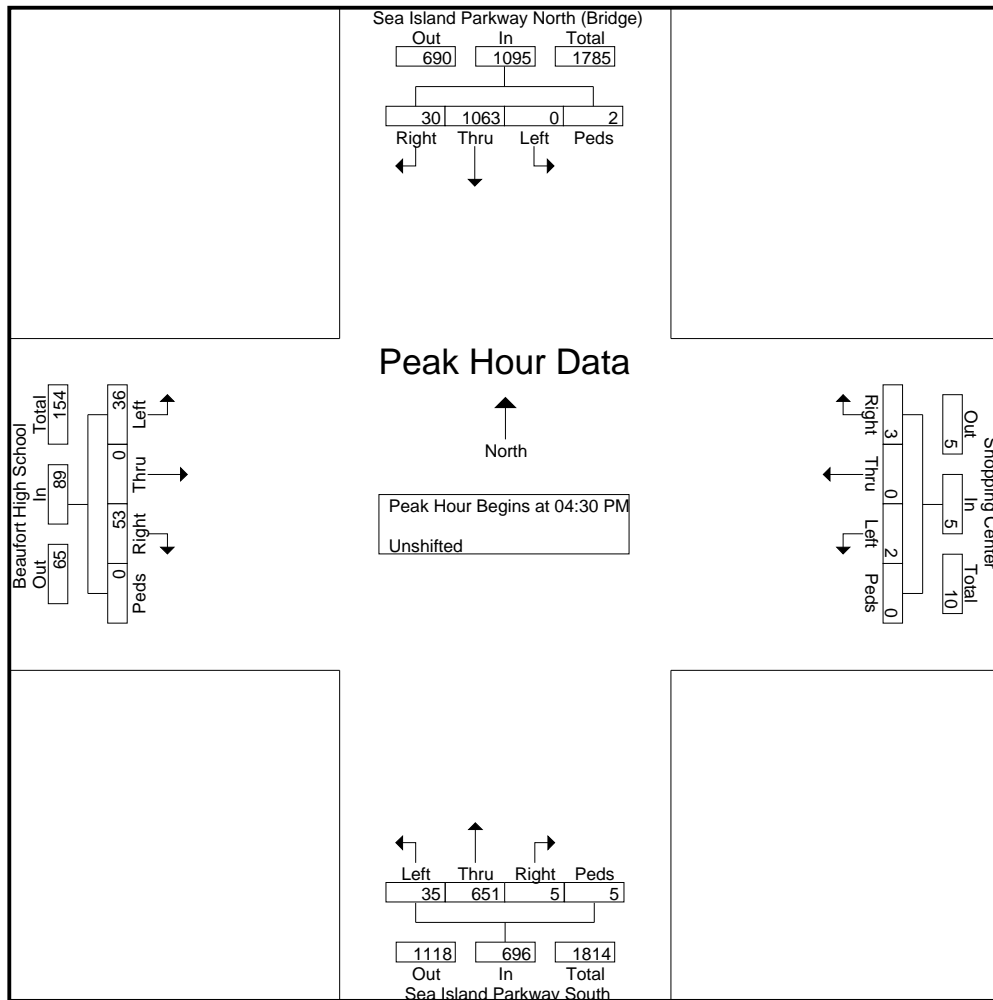
Beaufort County Traffic Engineering

PO Drawer 1228
Beaufort, SC 29906
843-255-2940

File Name : US21 @ Beaufort High School
Site Code : 0000024
Start Date : 5/18/2010
Page No : 5

Technician: Chris Greco
Weather: Sunny
Day: Tuesday (5/18/10)

Start Time	Sea Island Parkway North (Bridge) Southbound					Shopping Center Westbound					Sea Island Parkway South Northbound					Beaufort High School Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	8	270	0	0	278	1	0	0	0	1	1	152	3	1	157	21	0	9	0	30	466
04:45 PM	6	238	0	0	244	1	0	1	0	2	3	161	13	3	180	13	0	13	0	26	452
05:00 PM	6	274	0	0	280	0	0	1	0	1	1	172	8	0	181	11	0	5	0	16	478
05:15 PM	10	281	0	2	293	1	0	0	0	1	0	166	11	1	178	8	0	9	0	17	489
Total Volume	30	1063	0	2	1095	3	0	2	0	5	5	651	35	5	696	53	0	36	0	89	1885
% App. Total	2.7	97.1	0	0.2		60	0	40	0		0.7	93.5	5	0.7		59.6	0	40.4	0		
PHF	.750	.946	.000	.250	.934	.750	.000	.500	.000	.625	.417	.946	.673	.417	.961	.631	.000	.692	.000	.742	.964



Beaufort County Traffic Engineering

PO Drawer 1228
Beaufort, SC 29906
843-255-2940

Counter: TDC-12
Technician: Chris Greco
Weather: Afternoon Showers
Other: Wednesday 6-02-10

File Name : US21 @ 802
Site Code : 11111111
Start Date : 6/2/2010
Page No : 1

Groups Printed- Unshifted

Start Time	Sea Island Parkway (US21) Southbound					Sams Point (802) Westbound					Sea Island Parkway (US21) Northbound					Lady's Island Drive (802) Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	4	44	24	0	72	96	120	20	1	237	13	105	79	0	197	23	30	8	0	61	567
07:15 AM	8	52	43	0	103	188	171	20	0	379	3	114	101	0	218	34	42	7	0	83	783
07:30 AM	17	71	60	0	148	172	130	31	0	333	4	181	72	0	257	49	40	13	0	102	840
07:45 AM	6	67	32	0	105	155	197	45	0	397	5	86	96	0	187	54	55	14	0	123	812
Total	35	234	159	0	428	611	618	116	1	1346	25	486	348	0	859	160	167	42	0	369	3002
08:00 AM	11	79	30	0	120	113	138	46	0	297	4	106	80	0	190	57	59	7	0	123	730
08:15 AM	8	73	47	0	128	153	108	62	0	323	5	121	89	0	215	59	30	24	1	114	780
08:30 AM	5	57	41	0	103	87	100	29	0	216	12	121	98	0	231	51	43	16	0	110	660
08:45 AM	9	77	29	0	115	99	96	25	1	221	4	120	74	0	198	59	54	20	0	133	667
Total	33	286	147	0	466	452	442	162	1	1057	25	468	341	0	834	226	186	67	1	480	2837
*** BREAK ***																					
11:30 AM	11	81	56	0	148	59	81	30	0	170	6	104	52	0	162	53	63	25	0	141	621
11:45 AM	25	109	60	0	194	78	56	26	1	161	11	142	69	0	222	65	55	23	0	143	720
Total	36	190	116	0	342	137	137	56	1	331	17	246	121	0	384	118	118	48	0	284	1341
12:00 PM	17	92	54	0	163	78	76	31	1	186	8	100	67	0	175	59	55	22	0	136	660
12:15 PM	13	120	49	0	182	75	63	29	1	168	10	124	60	0	194	56	53	23	0	132	676
12:30 PM	14	87	49	0	150	70	68	27	0	165	5	80	66	0	151	52	80	33	0	165	631
12:45 PM	17	136	60	0	213	81	61	26	1	169	16	139	62	0	217	66	64	21	0	151	750
Total	61	435	212	0	708	304	268	113	3	688	39	443	255	0	737	233	252	99	0	584	2717
01:00 PM	13	91	59	0	163	77	66	22	4	169	14	88	66	0	168	73	63	38	0	174	674
01:15 PM	19	111	68	0	198	71	52	29	0	152	12	119	71	0	202	57	48	21	0	126	678
*** BREAK ***																					
Total	32	202	127	0	361	148	118	51	4	321	26	207	137	0	370	130	111	59	0	300	1352
*** BREAK ***																					
04:00 PM	10	126	77	0	213	77	78	34	2	191	14	90	63	0	167	83	109	28	0	220	791
04:15 PM	7	142	69	0	218	58	65	23	0	146	19	100	75	0	194	88	118	19	0	225	783
04:30 PM	11	142	77	1	231	69	52	30	0	151	39	89	61	2	191	76	101	37	0	214	787
04:45 PM	6	116	83	0	205	74	65	28	0	167	15	103	63	0	181	63	136	21	1	221	774
Total	34	526	306	1	867	278	260	115	2	655	87	382	262	2	733	310	464	105	1	880	3135
05:00 PM	8	131	73	0	212	85	90	36	0	211	16	95	55	0	166	85	117	23	0	225	814
05:15 PM	9	114	67	0	190	77	84	46	0	207	17	102	60	0	179	58	125	26	0	209	785
05:30 PM	4	108	74	0	186	70	72	53	0	195	15	66	55	0	136	74	114	9	0	197	714
05:45 PM	10	118	73	0	201	81	57	38	1	177	13	58	44	0	115	82	124	7	0	213	706
Total	31	471	287	0	789	313	303	173	1	790	61	321	214	0	596	299	480	65	0	844	3019
Grand Total	262	2344	1354	1	3961	2243	2146	786	13	5188	280	2553	1678	2	4513	1476	1778	485	2	3741	17403
Apprch %	6.6	59.2	34.2	0		43.2	41.4	15.2	0.3		6.2	56.6	37.2	0		39.5	47.5	13	0.1		
Total %	1.5	13.5	7.8	0	22.8	12.9	12.3	4.5	0.1	29.8	1.6	14.7	9.6	0	25.9	8.5	10.2	2.8	0	21.5	

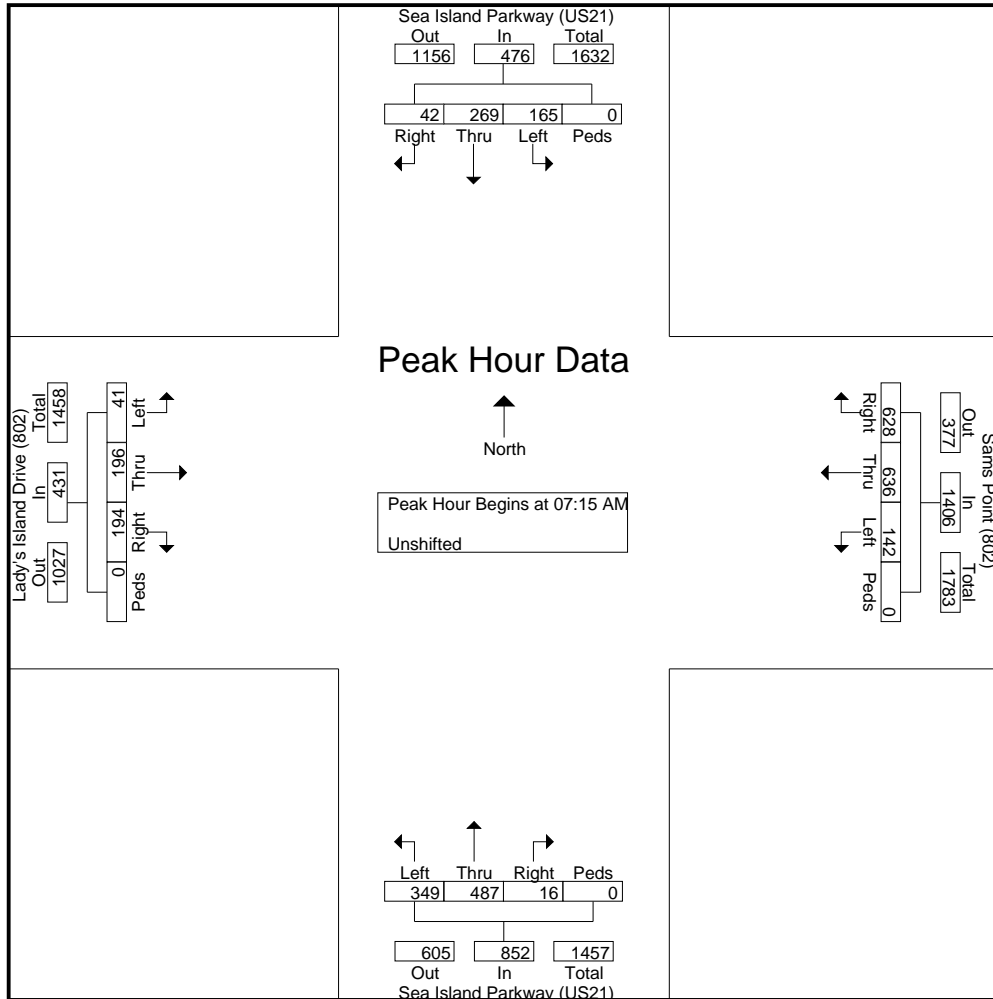
Beaufort County Traffic Engineering

PO Drawer 1228
Beaufort, SC 29906
843-255-2940

Counter: TDC-12
Technician: Chris Greco
Weather: Afternoon Showers
Other: Wednesday 6-02-10

File Name : US21 @ 802
Site Code : 11111111
Start Date : 6/2/2010
Page No : 2

Start Time	Sea Island Parkway (US21) Southbound					Sams Point (802) Westbound					Sea Island Parkway (US21) Northbound					Lady's Island Drive (802) Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	8	52	43	0	103	188	171	20	0	379	3	114	101	0	218	34	42	7	0	83	783
07:30 AM	17	71	60	0	148	172	130	31	0	333	4	181	72	0	257	49	40	13	0	102	840
07:45 AM	6	67	32	0	105	155	197	45	0	397	5	86	96	0	187	54	55	14	0	123	812
08:00 AM	11	79	30	0	120	113	138	46	0	297	4	106	80	0	190	57	59	7	0	123	730
Total Volume	42	269	165	0	476	628	636	142	0	1406	16	487	349	0	852	194	196	41	0	431	3165
% App. Total	8.8	56.5	34.7	0		44.7	45.2	10.1	0		1.9	57.2	41	0		45	45.5	9.5	0		
PHF	.618	.851	.688	.000	.804	.835	.807	.772	.000	.885	.800	.673	.864	.000	.829	.851	.831	.732	.000	.876	.942



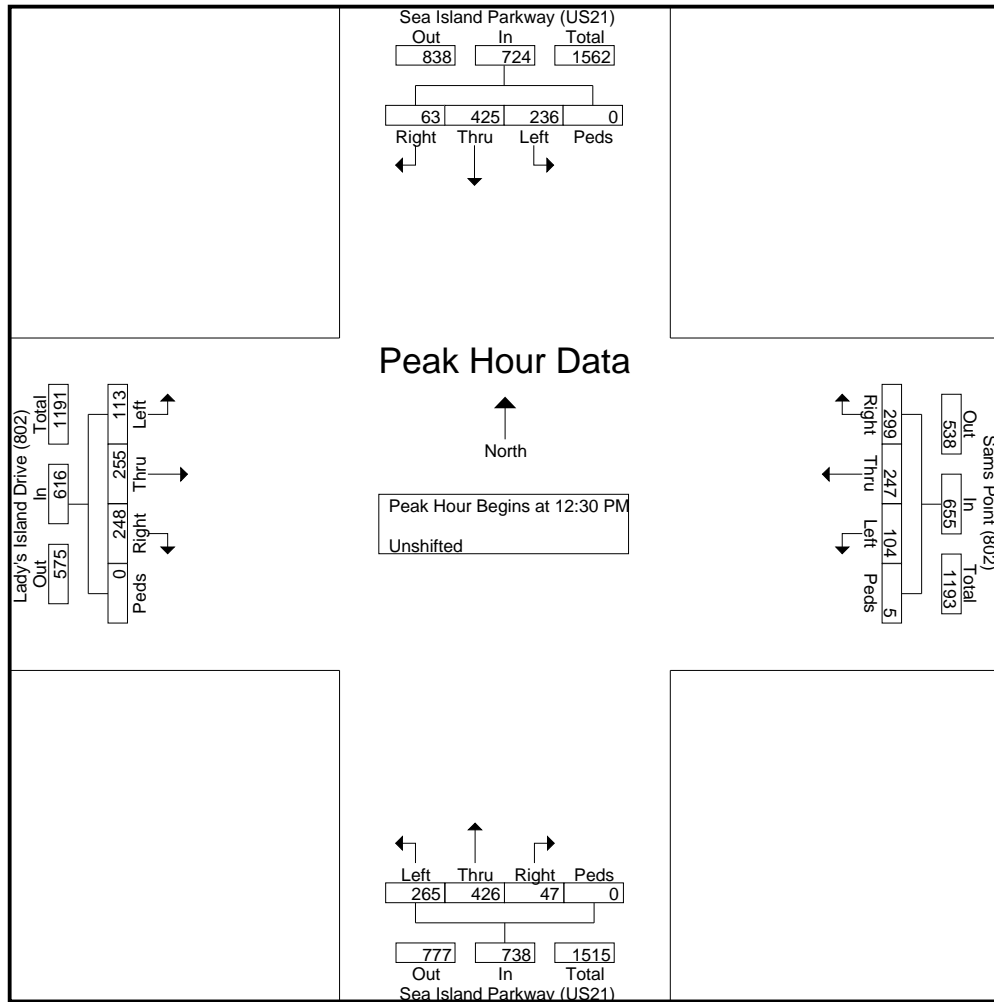
Beaufort County Traffic Engineering

PO Drawer 1228
Beaufort, SC 29906
843-255-2940

Counter: TDC-12
Technician: Chris Greco
Weather: Afternoon Showers
Other: Wednesday 6-02-10

File Name : US21 @ 802
Site Code : 11111111
Start Date : 6/2/2010
Page No : 3

Start Time	Sea Island Parkway (US21) Southbound					Sams Point (802) Westbound					Sea Island Parkway (US21) Northbound					Lady's Island Drive (802) Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	14	87	49	0	150	70	68	27	0	165	5	80	66	0	151	52	80	33	0	165	631
12:45 PM	17	136	60	0	213	81	61	26	1	169	16	139	62	0	217	66	64	21	0	151	750
01:00 PM	13	91	59	0	163	77	66	22	4	169	14	88	66	0	168	73	63	38	0	174	674
01:15 PM	19	111	68	0	198	71	52	29	0	152	12	119	71	0	202	57	48	21	0	126	678
Total Volume	63	425	236	0	724	299	247	104	5	655	47	426	265	0	738	248	255	113	0	616	2733
% App. Total	8.7	58.7	32.6	0		45.6	37.7	15.9	0.8		6.4	57.7	35.9	0		40.3	41.4	18.3	0		
PHF	.829	.781	.868	.000	.850	.923	.908	.897	.313	.969	.734	.766	.933	.000	.850	.849	.797	.743	.000	.885	.911



Beaufort County Traffic Engineering

PO Drawer 1228
Beaufort, SC 29906
843-255-2940

Counter: TDC-12
Technician: Chris Greco
Weather: Afternoon Showers
Other: Wednesday 6-02-10

File Name : US21 @ 802
Site Code : 11111111
Start Date : 6/2/2010
Page No : 4

Start Time	Sea Island Parkway (US21) Southbound					Sams Point (802) Westbound					Sea Island Parkway (US21) Northbound					Lady's Island Drive (802) Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	11	142	77	1	231	69	52	30	0	151	39	89	61	2	191	76	101	37	0	214	787
04:45 PM	6	116	83	0	205	74	65	28	0	167	15	103	63	0	181	63	136	21	1	221	774
05:00 PM	8	131	73	0	212	85	90	36	0	211	16	95	55	0	166	85	117	23	0	225	814
05:15 PM	9	114	67	0	190	77	84	46	0	207	17	102	60	0	179	58	125	26	0	209	785
Total Volume	34	503	300	1	838	305	291	140	0	736	87	389	239	2	717	282	479	107	1	869	3160
% App. Total	4.1	60	35.8	0.1		41.4	39.5	19	0		12.1	54.3	33.3	0.3		32.5	55.1	12.3	0.1		
PHF	.773	.886	.904	.250	.907	.897	.808	.761	.000	.872	.558	.944	.948	.250	.938	.829	.881	.723	.250	.966	.971

