

The LOS grades and delays experienced at the study intersection for the existing, open and future volumes are summarized in **Table 9**. The study intersection was modeled with existing signal timings and roadway geometry for the existing and future no-build scenarios. For the Open and Future Build scenarios, the signal phasing/timing was modified and the Val Del Rd approach lane movements were modified from a left, through, and right lane configuration to a left, shared left-through, and right turn lane configuration. The proposed configuration is shown in **Appendix A**. The design year of 2042 was used for the analysis. Detailed analysis reports are attached in **Appendix F**. The modification of the lane movements and the signal phasing improve the operations of the intersection from unacceptable to acceptable.

Table 10: Level of Service for SR 7 / US 41 / N Valdosta Road at Old US 41/ Val Del Road			
Year	Intersection Control	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
Existing (2022)	Signal	77 (E)	22 (C)
Open Year Build (2022)	Signal	26 (C)	19 (B)
Future No-Build (2042)	Signal	200 (F)	50 (D)
Future Build (2042)	Signal	53 (D)	33 (C)

### Intersection Control Evaluation (ICE)

Intersection Control Evaluation (ICE) analysis was completed for the intersection SR 7 / US 41 / N Valdosta Road / Old US 41/ Val Del Road utilizing the methodology and data provided in this report for existing and proposed build conditions. Intersection control was analyzed per the Highway Capacity Manual (6<sup>th</sup> edition) methodology. An analysis of peak hour traffic conditions was performed to determine the level of service (LOS) at the study intersections for the control options. LOS for an intersection is based on vehicular delay at the intersection and is a typical measure of effectiveness used to evaluate intersection operations. As previously mentioned, the HCM provides ranges of delay for each LOS definition, spanning from very minimal delays (LOS A) to high delays (LOS F).

Due to the type of improvement analyzed for this intersection an ICE Waiver Form was completed for the revision of an existing signal permit at the intersection. The completed ICE analysis report is included in **Attachment B**.