

Transportation Analysis

Cherokee Street Multi-Use Development  
Development of Regional Impact #2724  
City of Kennesaw, Georgia

October 24, 2017

**MARC R. ACAMPORA, PE, LLC**  
**TRAFFIC ENGINEERING**



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City of Kennesaw, Georgia

study prepared for:

Sanctuary Capital

October 24, 2017



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TRAFFIC ENGINEERING



858 Myrtle Street, NE  
Atlanta, Georgia 30308  
(678) 637-1763



e-mail: [acamporatraffic@comcast.net](mailto:acamporatraffic@comcast.net)  
web: [www.acamporatraffic.com](http://www.acamporatraffic.com)

## Summary

This Transportation Analysis was performed for the proposed Cherokee Street Development of Regional Impact (DRI) #2724. The site location is generally along Cherokee Street and Russell Drive from McCollum Parkway to Dogwood Drive in the City of Kennesaw, Georgia. This study was performed to meet the Georgia Regional Transportation Authority (GRTA) Development of Regional Impact non-expedited review requirements.

The project will consist of 885 residential units including 235 market-rate apartments, 560 senior age-restricted apartments, and 90 townhomes. Retail will include 39,000 ft<sup>2</sup> of specialty shops, a 4,500 ft<sup>2</sup> outdoor market, and a 36,000 ft<sup>2</sup> grocery store. The development will also include 32,500 ft<sup>2</sup> of restaurants, 81,800 ft<sup>2</sup> of office, a 102 room hotel, a 105,000 ft<sup>2</sup> self-storage facility, and a 5.46 acre public park. Vehicular access will be provided at multiple accesses along Cherokee Street and McCollum Parkway, with side street accesses on Dobbins Drive and Smith Drive.

The study network for this project was agreed to with GRTA and specified in GRTA's Letter of Understanding (LOU) dated September 25, 2017. The network intersections are presented in the following table.:

**Intersections Included in the Study Network**

#	Description
1.	Shiloh Road / George Busbee Parkway
2.	Wade Green Road / I-75 northbound ramps
3.	Wade Green Road / I-75 southbound ramps
4.	Cherokee Street / Wade Green Road / Shiloh Road
5.	Cherokee Street / Jiles Road
6.	McCollum Parkway / Grant Drive
7.	Cherokee Street / McCollum Parkway / Bensman Lane
8.	Cherokee Street / Oak Drive / Pine Lane
9.	Cherokee Street / Maple Drive
10.	Cherokee Street / Dobbins Drive
11.	Cherokee Street / Smith Drive
12.	Cherokee Street / Dogwood Drive
13.	Cherokee Street / Ben King Road / Twelve Oaks Circle
14.	Cherokee Street / Big Shanty Drive / Shirley Drive
15.	Cherokee Street / North/South Main Street
16.	South Main Street / Summers Street
17A.	McCollum Parkway southbound / Ben King Road
17B.	McCollum Parkway northbound / Big Shanty Road
18.	primary site accesses

The trip generation for the project is summarized in the following table.

### Cherokee Street SRI Trip Generation Summary

Total Project Gross Trips	527	472	999	711	672	1,383	15,464
-multi-use	-67	-66	-133	-94	-112	-206	-2,338
multi-use percentage	-13%	-14%	-13%	-13%	-17%	-15%	-15%
-pass-by	-61	-47	-108	-134	-115	-249	-2,091
Total Project New Trips	399	359	758	483	445	928	11,035

The following programmed improvements are anticipated to be completed before build-out of the Cherokee Street DRI:

### Programmed Transportation Infrastructure Projects to be Completed by 2022

Source/Project	Description	Network Year
Croy	Widen Cherokee Street from 2 to 4 lanes from its current 4 lane section at Jiles Road to Ben King Road. South of Ben King Road, Cherokee Street will be widened to Shirley Drive to include a median. This will include realigning Twelve Oaks Circle to align with Ben King Road.	2022
Croy/plans by Heath & Lineback	The third northbound through lane on Cherokee Street that currently receives the third eastbound left turn lane from Jiles Road terminates a short distance north of Jiles. This third lane will be extended to Shiloh Road. The northbound approach of Cherokee at Shiloh will be modified to include a left, 3 throughs, and a right	2019
Croy	Sardis Street will be extended from its current terminus at Big Shanty Drive to Cherokee Street. Ultimately Sardis will continue northwest to intersect with a realigned Cherokee Street, but this work will occur after the 2022 future horizon year.	2022
Croy	Big Shanty Drive will terminate at Sardis Street. The traffic currently traveling northbound up Sardis and Big Shanty will now meet Cherokee Street at the new Cherokee/ Sardis intersection created by the above project description. Up to year 2022, Cherokee will continue as existing from Shirley/Big Shanty to downtown, but the Big Shanty leg will become a dead end, terminating at the Sardis Street extension and only serving the existing properties on the short segment of Big Shanty between Sardis and Cherokee. The new Cherokee Street / Sardis Street intersection will be signalized.	2022
Croy/plans by Gresham Smith	The dual adjacent stop sign controlled intersections of McCollum/Ben King/Big Shanty will be replaced with a roundabout.	2022

The following tables summarize the mitigation identified for the existing, no-build, and build conditions:

### Summary of Existing Mitigation

**Intersection 1 – Shiloh Road at George Busbee Parkway** – Provide a second eastbound right turn lane, which mitigates the a.m. failure. Provide a second northbound left turn lane on Busbee, which mitigates the p.m. failure. The feasibility of providing the second northbound left turn lane is dependent on adding a westbound receiving lane on the west leg of Shiloh which includes widening the bridge over I-75.

**Intersection 4 – Cherokee Street / Wade Green Road at Shiloh Road** – The addition of a third northbound through lane would mitigate this failure. This specific improvement is currently programmed and in the design phase, as identified previously in this report.

**Intersection 14 – Cherokee Street at Big Shanty Drive / Shirley Drive** – This intersection is currently programmed to be relocated. The existing Big Shanty / Shirley side street approach delays and the future Sardis approach side street approach delays can be mitigated by the installation of a traffic signal, which is programmed for the realigned intersection. It is not logical to recommend signalization of the existing intersection, since its reconfiguration is imminent.

**Intersection 15 – North/South Main Street at Cherokee Street** – Widen the westbound approach over the railroad tracks to provide separate left, through, and right turn lanes and provide a westbound right turn overlap phase to run concurrently with the protected portion of the southbound left turn phase. The feasibility of this modification is questionable.

**Intersection 17A/17B – McCollum Parkway at Ben King Road / Big Shanty Road** – These intersections are programmed to be combined and reconfigured with a roundabout, and this project is in the design phase. The roundabout, as designed, will achieve the LOS goal.

### Summary of No-Build Mitigation

**Intersection 1 – Shiloh Road at George Busbee Parkway** – The existing mitigation is still applicable in the no-build condition and will allow the intersection to meet the LOS goal.

**Intersection 4 – Cherokee Street / Wade Green Road at Shiloh Road** – Add a northbound right turn overlap phase on Cherokee Street which would run concurrently with the westbound protected left turn phase. This overlap phase will mitigate the no-build condition, and should be implemented as part of the programmed widening of the northbound approach and accompanying updates to the traffic signal.

**Intersection 15 – North/South Main Street at Cherokee Street** – In addition to the existing mitigation, a northbound right turn overlap phase should be added to run concurrently with the protected portion of the westbound left turn phase.

## Summary of Build Mitigation

**Intersection 1 – Shiloh Road at George Busbee Parkway** – The existing and no-build mitigation is still applicable in the build condition.

**Intersection 5 – Cherokee Street at Jiles Road** – The addition of a protected right turn overlap phase on the eastbound approach, which will operate concurrently with the northbound protected left turn phase, will increase that right turn lane capacity and allow the LOS goal to be satisfied.

**Intersection 9 – Cherokee Street at Maple Drive / Access C** – The site plan for the project anticipates signalization of this intersection and this signal would allow the LOS goal to be satisfied. It is recommended that a signal warrant analysis be performed according to the standards set forth in the Federal Highway Administration's *Manual On Uniform Traffic Control Devices* (MUTCD) to determine if signalization of this intersection will be warranted.

**Intersection 12 – Cherokee Street at Dogwood Drive / Access F** – Signalization would eliminate the LOS E. However, signalization would introduce new delays to Cherokee Street. It is noted that the side street approach volume exiting Dogwood, which will incur the LOS E, is very low (17 lefts and 22 rights). Therefore, this intersection would be a weak candidate for signalization.

**Intersection 15 – North/South Main Street at Cherokee Street** – The mitigation identified in the existing and no-build analysis will continue to satisfy the LOS goal in the build condition.

Several east-west and north-south streets will create a rough grid of intersecting streets through the site, with multiple connections to the adjacent streets. The main site access will align with Maple Drive at a new proposed traffic signal. This will provide direct connectivity between the project and the neighborhood to the west.

The programmed widening of Cherokee Street includes the addition of new sidewalk along the east side of the road. The internal project sidewalk network will include sidewalk connections to this new sidewalk on Cherokee at multiple locations. No sidewalk is planned along McCollum Parkway and no sidewalk connections are proposed on the site plan to McCollum. No bicycle lanes exist in the study area and none are proposed within the Cherokee Street DRI site.

The Cherokee Street DRI #2724 project was found to be generally compliant with the five criteria presented in Section 3-101 – General Criteria Applicable to All Proposed DRIs, and the three criteria presented in Section 3-103 – Criteria for GRTA DRI Non-Expedited Review, both found in *Procedures and Principles for GRTA Development of Regional Impact Review*, effective February 13, 2013.

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## 1. Project Description

This Transportation Analysis was performed for the proposed Cherokee Street Development of Regional Impact (DRI) #2724. The site location is generally along Cherokee Street and Russell Drive from McCollum Parkway to Dogwood Drive in the City of Kennesaw. An area map is presented in Figure 1. The total square footage of the multi-use development exceeds 500,000 square feet, which is a DRI threshold for a multi-use development in “Maturing Neighborhoods, Established Suburbs, and Developing Suburbs” as set forth in the Rules of the Georgia Department of Community Affairs (DCA), Chapter 110-12-7, Developments of Regional Impact: Alternative Requirements – Atlanta Regional Commission. This study was performed to meet the Georgia Regional Transportation Authority (GRTA) Development of Regional Impact non-expedited review requirements, according to the GRTA DRI Review Package Technical Guidelines.

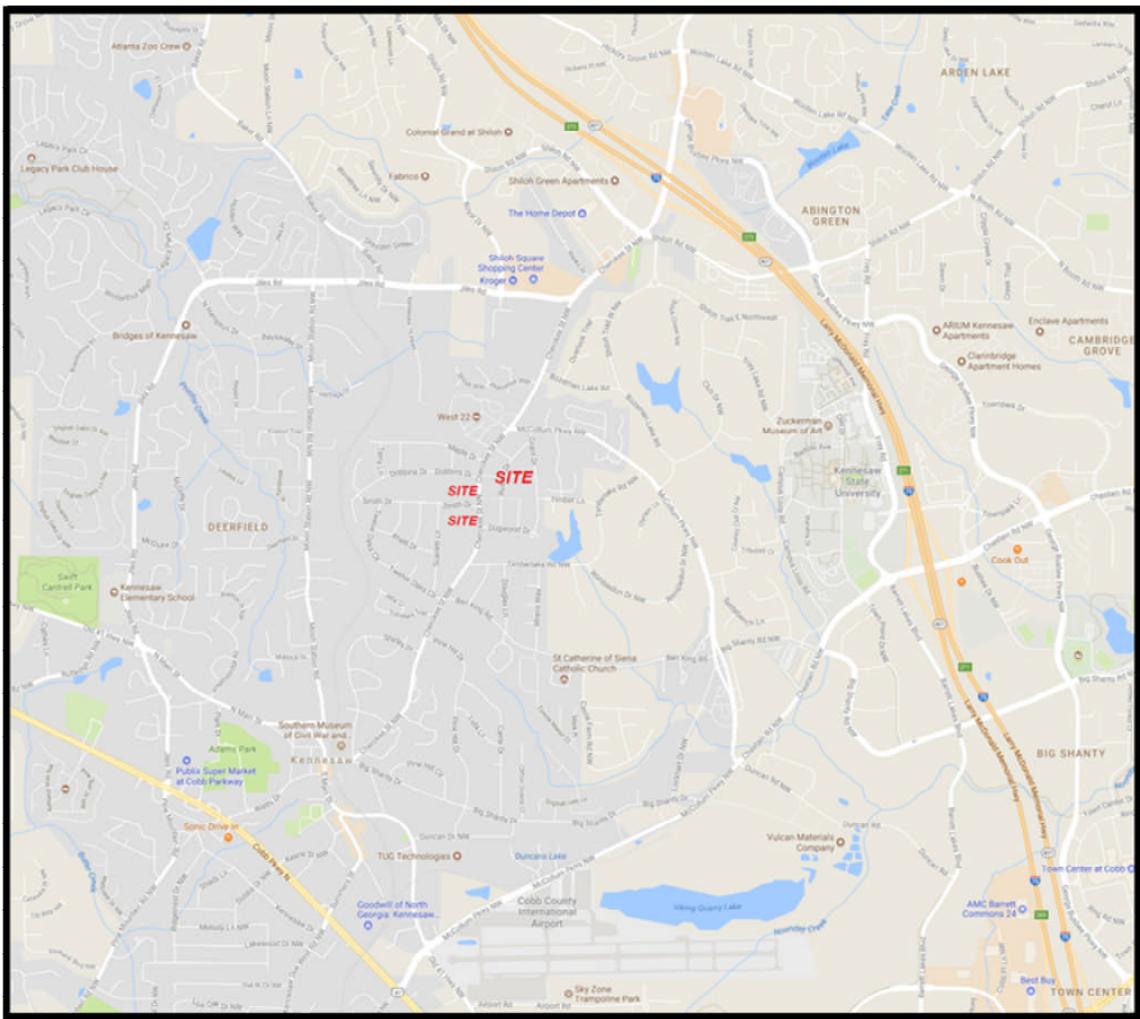


Figure 1 – Area Map

## 1.1 Project Phasing, Pods, and Land Uses

The subject site is an assemblage of multiple individual lots. Most of this land is developed with low-density single-family housing, including mobile homes. Along Cherokee Street, some of the land is developed with low-density retail and restaurants. A few of the restaurants will remain, such as the Thai and BBQ restaurants in the southwest corner of Cherokee Street at Smith Drive. The site plan incorporates those restaurants and anticipates new restaurant space, as well. Grant Drive, Pine Lane, Poplar Drive, Rock Springs Drive, and much of Russell Drive and Branch Drive, and the development along these streets, will be replaced by the development.

The project will consist of 885 residential units including 235 market-rate apartments, 560 senior age-restricted apartments, and 90 townhomes. Retail will include 39,000 ft<sup>2</sup> of specialty shops, a 4,500 ft<sup>2</sup> outdoor market, and a 36,000 ft<sup>2</sup> grocery store. The development will also include 32,500 ft<sup>2</sup> of restaurants, 81,800 ft<sup>2</sup> of office, a 102 room hotel, a 105,000 ft<sup>2</sup> self-storage facility, and a 5.46 acre public park. Table 1 presents the programmed land uses and sizes. The Special Districts (SDs) correspond to the site plan presented in Figure 2.

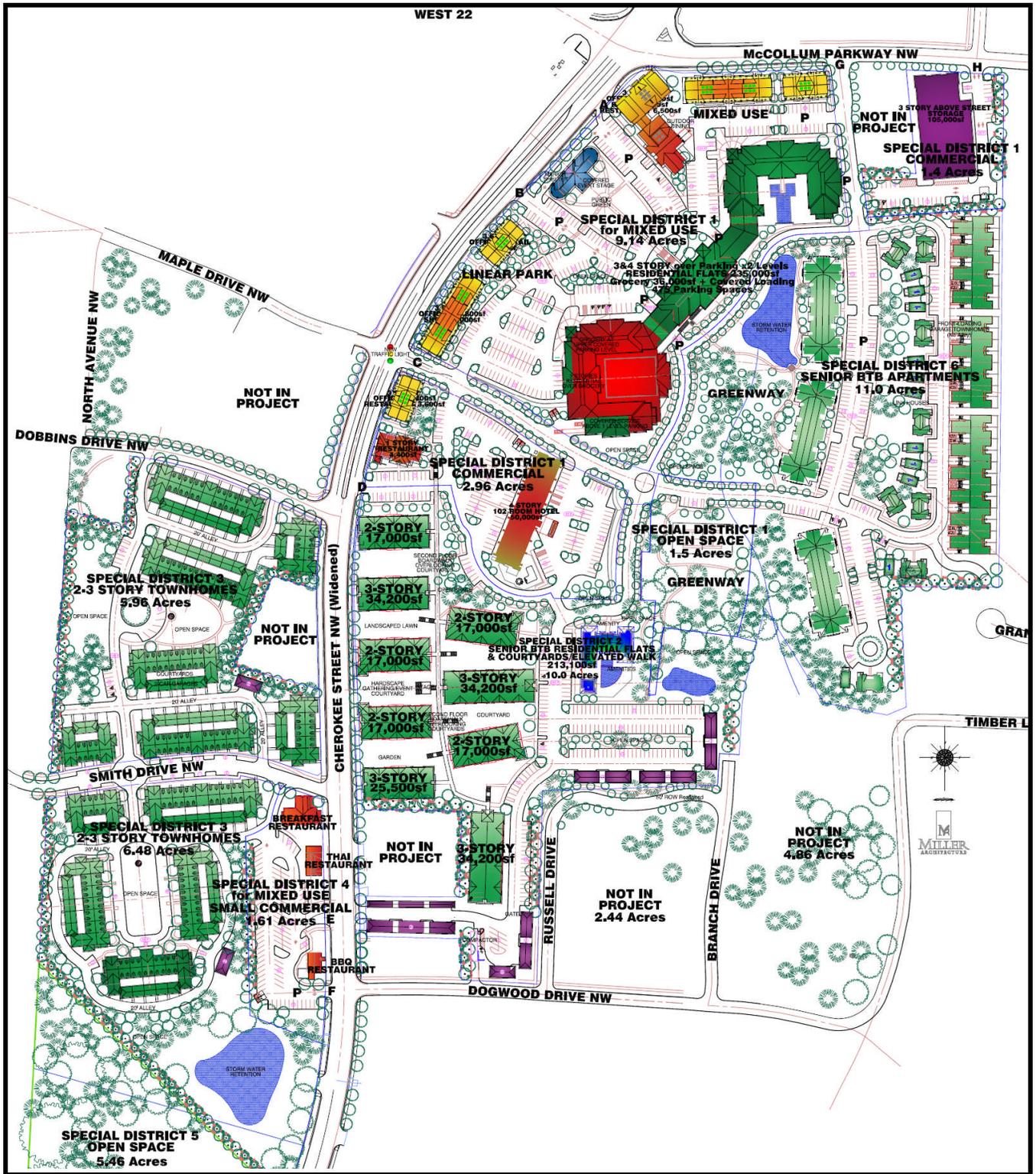
**Table 1 – Cherokee Street DRI Proposed Land Uses and Sizes**

Special District	Land Use	Size
SD1	Retail + Outdoor Market	27,000 ft <sup>2</sup> + 4,500 ft <sup>2</sup>
	Grocery Store	36,000 ft <sup>2</sup>
	Restaurants	14,500 ft <sup>2</sup>
	Offices	81,800 ft <sup>2</sup>
	Hotel	102 rooms
	Apartments	235 units
	Storage	105,000 ft <sup>2</sup>
	SD2	Senior Apartments
SD3	Townhomes	90 units
SD4	Retail	12,000 ft <sup>2</sup>
	Restaurants	18,000 ft <sup>2</sup>
SD5	Public Park	5.46 acres
SD6	Senior Apartments	350 units

from 10-06-17 site plan by Miller Architecture

## 1.2 Site Plan

This study is based on the site plan for the project, prepared by Miller Architecture, dated October 6, 2017, as shown in Figure 2.



site plan by Miller Architecture

Figure 2 – Cherokee Street DRI Site Plan

Cherokee Street DRI #2724  
Transportation Analysis

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### 1.3 Site Vehicular Access

Vehicular access will be provided at multiple accesses along Cherokee Street and McCollum Parkway, with side street accesses on Dobbins Drive and Smith Drive. Along Cherokee Street, from north to south, there will be a right-out exit only from the site, just south of McCollum Parkway (Access A). Access B will be a right-in/right-out (RIRO) access serving SD1. Access C will be a new fourth leg that will align with Maple Drive. Full movements will be permitted and signalization of this intersection is anticipated. Access D will be a RIRO driveway into a small parking area (connected to the rest of the project internally) in SD1. It will be slightly offset to the north of Dobbins Drive. Access E will be a full movement access on both the east and west sides of Cherokee Street. The west leg will serve the retail and restaurants in SD4 while the east leg will connect to a gated access at the southern end of the senior apartments in SD2. Access F will be the fourth leg of the Cherokee/Dogwood intersection and will serve SD 4. Access G is a full-movement access on McCollum Parkway and will replace Grant Drive, aligning with the existing access to the small retail shops northeast of Cherokee at McCollum. Access H will be a full-movement driveway serving the self-storage use. There will also be two driveways on the south side of Dobbins Drive, serving the SD3 townhomes. On Smith Drive, one access will serve the SD3 townhomes and one access will serve as a minor driveway to the SD4 retail and restaurants.

### 1.4 On-Site Pedestrian and Bicycle Facilities

Sidewalks will be provided on both sides of most streets within the site and there will be a system of paths between the different special districts. There are no dedicated or shared striped bicycle lanes adjacent to the subject site and no dedicated bicycle lanes are proposed within the Cherokee Street development.

### 1.5 Transit Access

Kennesaw State University (KSU) runs the BIG Owl Bus, which is a shuttle service to and from and through the KSU campus. The West Campus route runs between the West 22 community, on the west side of Cherokee Street at McCollum Parkway, along McCollum Parkway to Big Shanty Road and into the KSU campus. A route map for the KSU West Campus route is provided in the Appendix. There is no other regularly-scheduled public transit service available immediately adjacent to the subject site.

## 1.6 Parking

Parking will be provided on-site by a combination of surface parking lots, a parking deck, and on-street parking. All parking is shown on the site plan submitted with this report. The on-site parking is summarized in Table 2.

**Table 2 – Cherokee Street DRI On-Site Parking**

Special District	Land Use	Size	Spaces Required	Spaces Provided
SD1	Retail	27,000 ft <sup>2</sup>	1/200 ft <sup>2</sup> = 135	
	Outdoor Market	4,500 ft <sup>2</sup>	1/500 ft <sup>2</sup> = 9	
	Grocery Store	36,000 ft <sup>2</sup>	1/200 ft <sup>2</sup> = 180	
	Restaurants	14,500 ft <sup>2</sup>	1/100 ft <sup>2</sup> = 145	
	Offices	81,800 ft <sup>2</sup>	1/285 ft <sup>2</sup> = 288	
	Hotel	102 rooms	1/room = 102	
	Apartments	235 units	<u>1.27/unit=300</u>	
	SD1 total excluding Storage			
	Storage	105,000 ft <sup>2</sup>	5	32
SD2	Apartments	210 units	1 per unit = 210	233
SD3	Townhomes	90 units	2.35/unit = 212	212
SD4	Retail	12,000 ft <sup>2</sup>	1/200 ft <sup>2</sup> x 1.5 = 90	
	Restaurants	18,000 ft <sup>2</sup>	<u>1/100 ft<sup>2</sup> = 180</u>	
	SD4 total		270	142 shared
SD5	Public Park	5.46 acres	NA	30
SD6	Senior Apartments	350 units	1 per bedroom = 350	350

from 10-06-17 site plan by Miller Architecture

## 2. Study Network

The study network for this project was agreed to with GRTA and specified in GRTA's Letter of Understanding (LOU) dated September 25, 2017. The network intersections are presented in Table 3.

**Table 3 – Intersections Included in the Study Network**

#	Description
1.	Shiloh Road / George Busbee Parkway
2.	Wade Green Road / I-75 northbound ramps
3.	Wade Green Road / I-75 southbound ramps
4.	Cherokee Street / Wade Green Road / Shiloh Road
5.	Cherokee Street / Jiles Road
6.	McCollum Parkway / Grant Drive
7.	Cherokee Street / McCollum Parkway / Bensman Lane
8.	Cherokee Street / Oak Drive / Pine Lane
9.	Cherokee Street / Maple Drive
10.	Cherokee Street / Dobbins Drive
11.	Cherokee Street / Smith Drive
12.	Cherokee Street / Dogwood Drive
13.	Cherokee Street / Ben King Road / Twelve Oaks Circle
14.	Cherokee Street / Big Shanty Drive / Shirley Drive
15.	Cherokee Street / North/South Main Street
16.	South Main Street / Summers Street
17A.	McCollum Parkway southbound / Ben King Road
17B.	McCollum Parkway northbound / Big Shanty Road
18.	primary site accesses

### 2.1 Peak Time Periods And Analysis Conditions

All analyses are performed for the weekday a.m. peak hour (counted 7:00-9:00 a.m.) and the weekday p.m. peak hour (counted 4:30-6:30 p.m.). The existing 2017, 2022 no-build, and 2022 build conditions are evaluated.

### 2.2 Level of Service Standard

The level of service standard is that level of service considered to be the minimum that provides acceptable operating conditions. A level of service (LOS) standard of D is used for suburban and urban areas, and for this study a LOS D standard was applied to all facilities. In the facilities needs analysis, mitigation is developed with LOS D as the minimum goal. The Appendix includes a description of the methodology used for the intersection analysis.

### 3. Existing Transportation Facilities

This section provides a description of the existing transportation infrastructure that will serve the proposed Cherokee Street DRI. An inventory was performed of the lanes and method of control at the existing traffic facilities in the vicinity of the site. The availability of transit, bicycle, and pedestrian facilities adjacent to the site was also reviewed. Figures 5 and 6 in the Existing Traffic Analysis section of this report, depict the existing lanes and control for the intersections in the study network. The following is a brief description of each of these facilities.

#### 3.1 Cherokee Street

Cherokee Street is a southwest-northeast roadway that begins at North/South Main Street in downtown Kennesaw (west of which the street is named J O Stephenson Avenue and terminates at Dallas Street) and continues past the subject development site to Shiloh Road, where the street changes names to Wade Green Road and continues to the north. The road currently has one through lane in each direction from downtown Kennesaw to McCollum Parkway. North of McCollum Parkway, Cherokee Street has two northbound lanes and one southbound lane, and exclusive turn lanes, and north of Plantation Way the road has two through lanes in each direction. A programmed improvement, currently in the design phase, will widen Cherokee Street to four lanes to Ben King Road, then add a median from Ben King Road to Shirley Drive. Cherokee Street serves a mix of low and mid density residential, low density retail/restaurants, strip shopping centers and churches. The terrain along Cherokee Street is gently rolling and the posted speed limit in the vicinity of the proposed DRI is 35 mph. The Georgia Department of Transportation (Georgia DOT) recorded an Annual Average Daily Traffic (AADT) volume of 12,800 vehicles per day (vpd) on Cherokee Street north of Dogwood Drive in 2016.

#### 3.2 McCollum Parkway

McCollum Parkway is a two lane roadway that begins at Cherokee Street (west of which is the access to the West 22 residential community) and extends to the southeast to Chastain Road. The section of roadway from the Pinetree Country Club to just south of Big Shanty Road, is divided by a landscaped median. Development along McCollum Parkway is primarily the aforementioned country club and low-density single family residential. The terrain is very gently rolling and the posted speed limit is 35 mph in the vicinity of the proposed Cherokee Street DRI.

#### 3.3 Jiles Road

Jiles Road begins at Cherokee Street and travels west to Legacy Park Boulevard, then turns south, intersects with North Main Street / Old Highway 41, then continues south to Cobb Parkway (US 41), where it changes name to

Pine Mountain Road and continues south. The road has two through lanes in each direction with exclusive turn lanes at major intersections, including an eastbound triple left turn lane at Cherokee Street. The eastern portion of Jiles Road is primarily developed with retail shopping centers, commercial uses, and fast food restaurants, while the western and southern sections are primarily lined with single-family residential and undeveloped land. The terrain along Jiles Road is level to gently rolling and the posted speed limit near Cherokee Street is 35 mph. In 2016 the Georgia DOT recorded an AADT of 17,800 vpd on Jiles Road south of Lone Oak Trail.

### **3.4 Shiloh Road**

Shiloh Road is two lane roadway that begins to the northwest at Hickory Grove Road travels through commercial land uses and higher-density single-family and multi-family residential communities, then intersects Cherokee Street, continues to the northeast, crossing over I-75, intersects with George Busbee Parkway, then continues to Bells Ferry Road where it changes name to Shallowford Road and continues to the northeast. The terrain on Shiloh Road is gently rolling and the posted speed limit is 40 mph.

### **3.5 Main Street**

North Main Street begins at Jiles Road (west of which it is called Old US 41), extends southeast then bends to the south through downtown Kennesaw. The Main Street / Cherokee Street intersection is at the center of downtown Kennesaw. At Cherokee Street, the road becomes South Main Street and continues to the south, bends to the east, intersects with Summers Street, crosses railroad tracks, then bends to the south again to McCollum Parkway, where it changes names back to Old US 41 and continues to the southeast. The terrain is level to gently rolling along North and South Main Street and through downtown the posted speed limit is 25 mph.

### **3.6 Local Adjacent Streets**

There are several local streets adjacent to and through the site of the Cherokee Street DRI. These include Pine Lane, Russell Drive, Grant Drive, Poplar Drive, Maple Drive, Dobbins Drive, Smith Drive, Rock Springs Drive, and Dogwood Drive. Each of these roads are two lane local streets that primarily serve low-density single family residential uses. All of these except Grant and Russell intersect with Cherokee at side street stop sign controlled intersections. Russell connects from Dogwood to Grant and will mostly be incorporated into the Cherokee Street DRI. Grant meets McCollum Parkway at a side street stop sign controlled intersection. The terrain on these streets range from gently rolling to hilly and the posted speed limit is generally 25 mph on all of these streets.

### 3.7 Transit Service

Kennesaw State University (KSU) runs the BIG Owl Bus, which is a shuttle service to and from and through the KSU campus. The West Campus route runs between the West 22 community, on the west side of Cherokee Street at McCollum Parkway, along McCollum Parkway to Big Shanty Road and into the KSU campus. A route map for the KSU West Campus route is provided in the Appendix. There is no other regularly-scheduled public transit service available immediately adjacent to, or through, the subject site.

### 3.8 Bicycle and Pedestrian Facilities

Sidewalk is sporadic along the streets adjacent to the Cherokee Street DRI. There is a very narrow sidewalk along the west side of most of Cherokee Street, widening closer to West 22 and the McCollum Parkway intersection. There is sidewalk along the north side of McCollum Parkway. The local residential streets do not have sidewalks. Crosswalks and pedestrian signals are provided near the site at the Cherokee/McCollum intersection, and at all of the signalized intersections in the study network. There are no dedicated or shared striped bicycle lanes adjacent to, or in the vicinity of, the subject site.

## 4. Project Traffic Characteristics

This section describes the anticipated traffic characteristics of the proposed Cherokee Street DRI, including a site description, how much traffic the project will generate, and where that traffic will travel.

### 4.1 Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed Cherokee Street DRI. Trip generation was calculated using the standard rates and equations from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9<sup>th</sup> edition. The raw trip generation for the retail shopping was calculated using ITE Land Use 826 – Specialty Retail Center. No data was available for the a.m. peak hour of adjacent street traffic for this land use. Therefore, a ratio was developed of the a.m. to p.m. peak hour trip rates for ITE Land Use 820 – Shopping Center. This ratio was applied to the p.m. peak hour calculated trips for Land Use 826 to obtain the a.m. peak hour trips. The enter/exit split was based on that for Land Use 820. The trip generation for the restaurants was calculated using ITE Land Use 932 – High-Turnover (Sit-Down) Restaurant. The trips for the grocery store were calculated using ITE Land Use 850 – Supermarket. The hotel trips were calculated using ITE Land Use 310 – Hotel. The trips for the standard apartments were calculated using ITE Land Use 220 – Apartment. The trips for the senior age-targeted apartments were based on ITE Land Use 252 – Senior Adult Housing – Attached. ITE Land Use – 230 – Residential Condominium / Townhouse was used for the townhomes. The office trips were calculated using ITE Land Use 750 – Office Park. The average rates were used for Office Park, rather than the equations, since the size of the independent variable, square feet, was much higher in the ITE data, than the proposed development. The public park trips were calculated using ITE Land Use 411 – County Park. The trip rates for the City Park were reviewed and produced unreasonable results, including peak hour volumes that were higher than the 24-hour volume. This is attributed to the very small data sample. This led to the choice of the County Park land use. The trip generation for this park was negligible, and that is consistent with the expectation that this park will serve the surrounding community, and will be accessed primarily by pedestrians or bicycles. The storage facility trips were based on ITE Land Use 151 – Mini-Warehouse.

Two adjustments were applied to the raw trip generation. First, a multi-use adjustment was developed based on the methodology proscribed in the ITE *Trip Generation Manual, Volume 1: User's Guide and Handbook* (ITE Handbook). This methodology is used to calculate how many trips will occur between compatible land uses within the Cherokee Street development. For example, some of the residential trips that are included in the raw trip generation calculations include trips that will travel to and from a grocery store. Since the project includes a grocery store, these trips will be accommodated within the property and will not be new external trips from the site. Therefore, these duplicate trips are subtracted from the raw project trip generation.

In addition, an adjustment was made to the retail, restaurant, and grocery store trips to account for the effect of pass-by trips. Pass-by trips are trips that are already driving by the property, but will be intercepted by the retail and dining opportunities in the Cherokee Street project. For example, a trip that is now currently traveling southbound on Cherokee Street in the evening peak hour, may turn into the project to grocery shop, then return to Cherokee Street and continue south enroute to its final destination. These trips are new to the project driveways, but do not represent new trips to the adjacent roadways, since they are currently occurring and are, therefore, included in the existing traffic volume counts. The ITE *User's Guide and Handbook* provides formulas and average rates for the pass-by percentages for certain retail and restaurant land uses. There is no data for Land Use 826 – Specialty Retail, but comparable use 820 – Shopping Center has an average p.m. peak hour pass-by percentage of 34%. Land Use 850 – Supermarket has an average p.m. peak hour pass-by percentage of 36%. Land Use 932 – High-Turnover Restaurant has an average p.m. peak hour pass-by percentage of 43%. It was decided to apply a p.m. pass-by percentage of 34% to all of the retail land uses in SD1 and SD4, which would yield slightly-conservatively-high new trip totals. A 24% reduction was applied to the a.m. and 24-hour time periods.

To be conservative, and given the conditions in the area, it was decided not to subtract any trips from the Cherokee Street vehicular trip generation projections to account for pedestrian activity. While it is acknowledged that some external vehicular trips will be replaced by walking, it is also recognized that, as described previously, this area is suburban in character, and distances are significant between this site and much of the origin and destination locations for trips to and from this site. Therefore, it is expected that much of the peak hour pedestrian activity to/from the Cherokee Street project will be for recreation and exercise and that most peak hour purpose-motivated trips will be made by automobile. Since there are no dedicated bicycle lanes or mass transit (other than the KSU shuttle bus) available adjacent to the Cherokee Street site, no trip reductions were made for these modes, either. The decision to not employ any pedestrian, bicycle, or transit reductions was agreed to with GRTA/ARC and results in trip projections that are realistic, if very slightly conservatively-high.

Table 4 presents the trip generation for the Cherokee Street DRI. Table 5 summarizes the trip generation for the entire project. The worksheets with the multi-use calculations are included in the Appendix.

Table 4 – Cherokee Street DRI Trip Generation

SD	Land Use	Size	ITE Code	A.M. Peak Hour			P.M. Peak Hour			24-Hour
				Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
SD1	Retail + Outdoor Market	27k ft <sup>2</sup> +4.5k ft <sup>2</sup>	826	16	9	25	43	54	97	1,386
	Grocery Store	36,000 ft <sup>2</sup>	850	76	46	122	187	179	366	3,802
	Restaurants	14,500 ft <sup>2</sup>	932	86	71	157	86	57	143	1,844
	Retail/Grocery/Rest Sub			178	126	304	316	290	606	7,032
	-multi-use			-24	-14	-38	-35	-39	-74	-826
	subtotal			154	112	266	281	251	532	6,206
	-pass-by	24/34/24%		-37	-27	-64	-96	-85	-181	-1,489
	Retail/Grocery/Rest New			117	85	202	185	166	351	4,717
	Offices	81,800 ft <sup>2</sup>	750	124	16	140	17	104	121	934
	-multi-use			-6	-5	-11	-5	-11	-16	-182
	Office New Trips			118	11	129	12	93	105	752
	Hotel	102 rooms	310	32	22	54	31	30	61	540
	Apartments	235 units	220	24	95	119	95	52	147	1,548
	Hotel/Apartment Sub			56	117	173	126	82	208	2,088
	-multi-use			-10	-15	-25	-17	-21	-38	-405
	Hotel/Apartment New			46	102	148	109	61	170	1,683
	Storage	105,000 ft <sup>2</sup>	151	8	7	15	13	14	27	262
	<i>SD1 New Trips</i>			289	205	494	319	334	653	7,414
SD2	Apartments	210 units	220	21	86	107	87	46	133	1,396
	-multi-use			-4	-11	-15	-12	-12	-24	-271
	<i>SD2 New Trips</i>			17	75	92	75	34	109	1,125
SD3	Townhomes	90 units	230	8	39	47	37	18	55	586
	-multi-use			-2	-5	-7	-5	-5	-10	-114
	<i>SD3 New Trips</i>			6	34	40	32	13	45	472
SD4	Retail	12,000 ft <sup>2</sup>	826	8	5	13	22	28	50	552
	Restaurants	18,000 ft <sup>2</sup>	932	107	88	195	106	71	177	2,288
	Retail/Restaurant Sub			115	93	208	128	99	227	2,840
	-multi-use			-16	-10	-26	-14	-13	-27	-334
	subtotal			99	83	182	114	86	200	25,06
	-pass-by	24/34/24%		-24	-20	-44	39	-29	-68	-601
	Retail/Restaurant New			75	63	138	75	57	132	1,905
	<i>SD4 New Trips</i>			75	63	138	75	57	132	1,905

*continued on next page*

SD5	Public Park	5.46 acres	412	0	0	0	0	1	1	12
	<i>SD5 New Trips</i>			0	0	0	0	1	1	12
SD6	Senior Apartments	350 units	252	24	46	70	46	40	86	1,064
	-multi-use			-4	-6	-10	-6	-11	-17	-206
	<i>SD6 New Trips</i>			20	40	60	40	29	69	858

Table 5 – Cherokee Street DRI Trip Generation Summary

Land Use / Adjustment	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	Enter
Total Retail/Restaurant/Grocery Gross Trips	293	219	512	444	389	833	9,872
-multi-use	-40	-24	-64	-49	-52	-101	-1,160
-pass-by	-61	-47	-108	-134	-115	-249	-2,091
Total Retail/Restaurant/Grocery New Trips	192	148	340	261	222	483	6,621
Total Residential/Hotel Gross Trips	102	230	332	237	164	401	4,384
-multi-use	-21	-37	-58	-40	-49	-89	-996
Total Residential/Hotel New Trips	81	193	274	197	115	312	3,388
Total Office Gross Trips	124	16	140	17	104	121	934
-multi-use	-6	-5	-11	-5	-11	-16	-182
Total Office New Trips	118	11	129	12	93	105	752
Storage Gross Trips	8	7	15	13	14	27	262
Public Park Gross Trips	0	0	0	0	1	1	12
Total Project Gross Trips	527	472	999	711	672	1,383	15,464
-multi-use	-67	-66	-133	-94	-112	-206	-2,338
multi-use percentage	-13%	-14%	-13%	-13%	-17%	-15%	-15%
-pass-by	-61	-47	-108	-134	-115	-249	-2,091
Total Project New Trips	399	359	758	483	445	928	11,035

The traffic counts at the existing Thai/BBQ restaurant driveway aligning with Dogwood Drive reveals negligible a.m. and p.m. peak hour entering and exiting volumes (1 entering and 0 exiting trips at that driveway in the a.m. peak hour and 1 entering and 2 exiting trips at that driveway in the p.m. peak hour). Likewise, the counted volumes entering and exiting Pine Lane at Cherokee Street and Grant Drive at McCollum Parkway were minimal. Rather than spot-subtract the small volumes of existing trips that will be removed from each study intersection for these land uses that will be removed, the entering and exiting volumes at these specific intersections were

zeroed and replaced with the new project trips, but were left in the remaining intersections. This will produce accurate results at the site accesses, and will produce minimally-conservative volumes at the adjacent intersections.

## 4.2 Trip Distribution and Assignment

The trip distribution percentages indicate what proportion of the project's trips will travel to and from various directions. The trip distribution percentages for the retail, restaurants, grocery store, and self-storage facility were developed based on population densities in the area and the distances of those populations to the site (an approximation of a gravity model). The trip distribution for the residential and hotel uses was developed based on the locations and proximity of likely trip origins and destinations, such as other retail and offices in the area, other regional trip attractors and employment centers such as the City of Atlanta, City of Marietta, the Town Center Mall area, and the Cumberland Mall area, and the major routes of travel to those attractors, including Interstate 75 and Cobb Parkway. The distances to these trip attractors were considered, but less so than for the retail distribution percentages. The office distribution percentages were also based on population densities, but with just minimal consideration given to the distances to those populations. The logic here is that motorists will typically drive significantly greater distances for employment trips than for shopping or dining. The new project trips, shown in Table 4, were assigned to the roadway network based on the percentages for each land use grouping. The trip distribution percentages and the a.m. and p.m. peak hour trips expected to be generated by the Cherokee Street DRI, are shown in Figures 3 and 4.

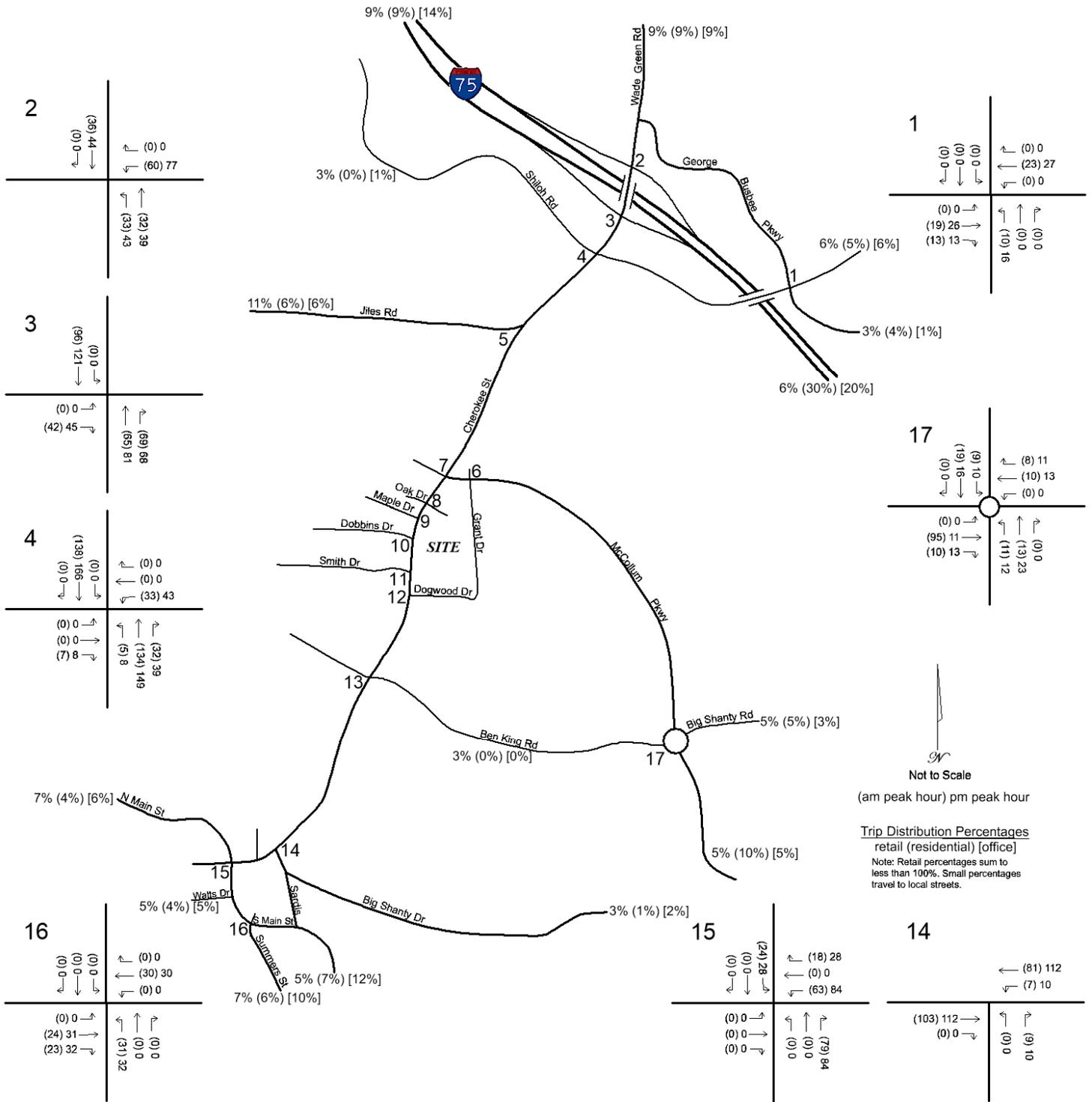


Figure 3 – Cherokee Street Weekday A.M. and P.M. Peak Hour Site Trips and Distribution Outer Intersections

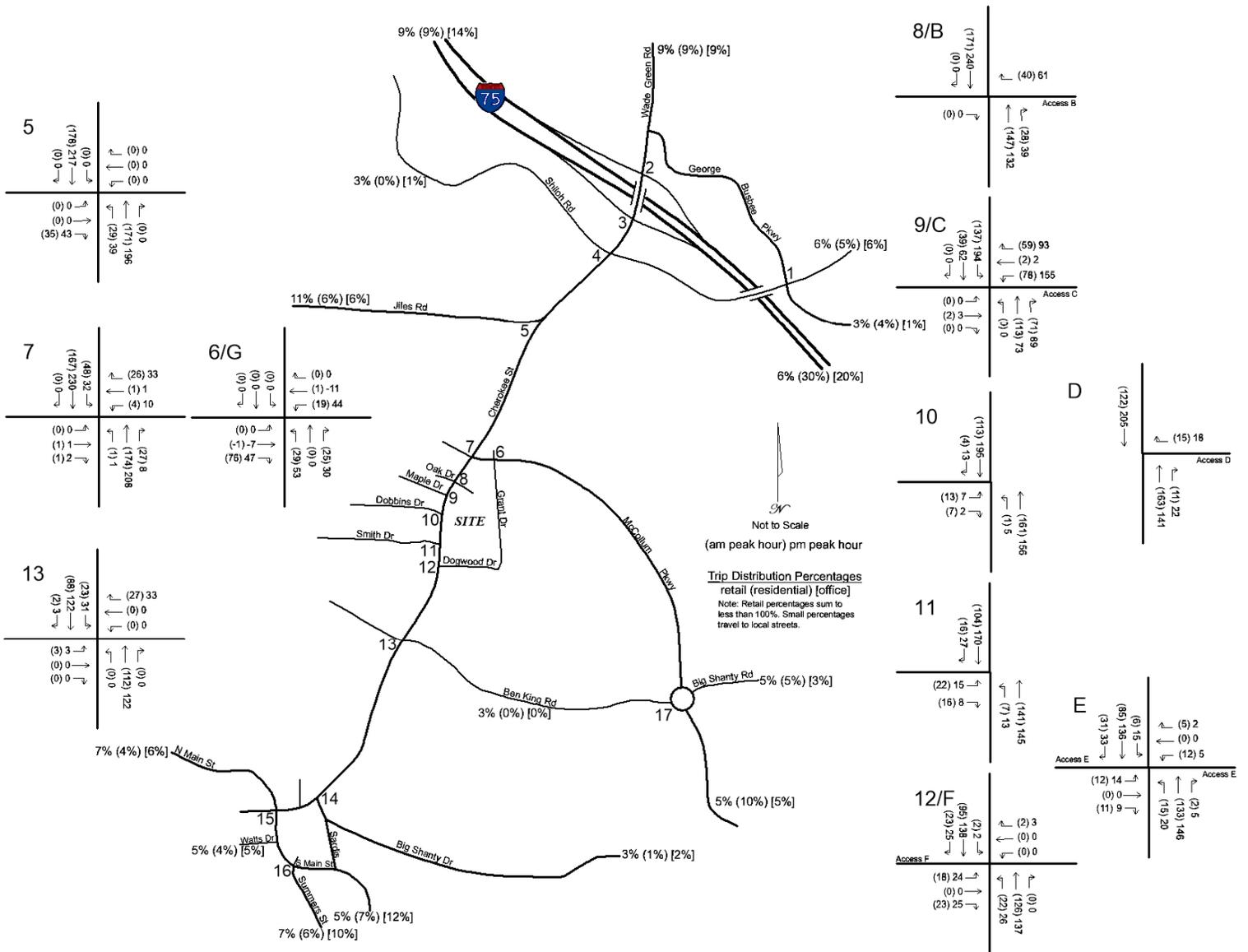


Figure 4 – Cherokee Street Weekday A.M. and P.M. Peak Hour Site Trips and Distribution Inner Intersections

## 5. Existing Traffic Analysis

This chapter presents the results of the capacity analysis and facilities needs analysis for the existing condition.

### 5.1 Existing Lanes and Traffic Control

A description of the existing conditions was provided previously in this report. Figures 5 and 6 present the existing lane configuration and method of traffic control at each study intersection.

### 5.2 Existing Traffic Volumes

Existing full turning movement traffic volume counts were collected at the existing intersections (1 – 17B, presented previously in Table 3) in the study network. The counts were collected on Thursday, September 21, 2017 at intersections 1 through 16. At intersections 17A and 17B, the counts were collected on Tuesday, October 3, 2017. Cobb County public schools were in standard session on both days on which the counts were recorded. KSU was in standard session on September 21, and in final exams on October 3. All counts were collected from 7:00 a.m. to 9:00 a.m. and from 4:30 p.m. to 6:30 p.m.

From the count data, the highest four consecutive 15-minute interval volumes at each intersection, during each time period, were determined. These volumes make up the typical weekday a.m. and p.m. peak hour traffic volumes at that intersection. The existing a.m. and p.m. peak hour turning movement volumes are shown in Figure 7 for the outer study network intersections, while Figure 8 shows the existing volumes at the inner intersections, closest to the site. The figures were separated for graphical clarity. The intersection raw count data is found in the Appendix.

In addition to the intersection turning movement counts, Georgia Department of Transportation (GDOT) Annual Average Daily Traffic (AADT) volume counts were obtained on nearby roadways, as available. The 2016 AADT volumes include: Cherokee Street north of Dogwood Drive: 12,800 vehicles per day (vpd), Cherokee Street North of Jiles Road: 35,100 vpd, and South Main Street east of Sardis Street: 16,900 vpd. Table 9, presented in the No-Build Traffic Analysis section of this report, shows these historic Georgia DOT counts, and a few other area counts, and the annual growth rates between the counts.

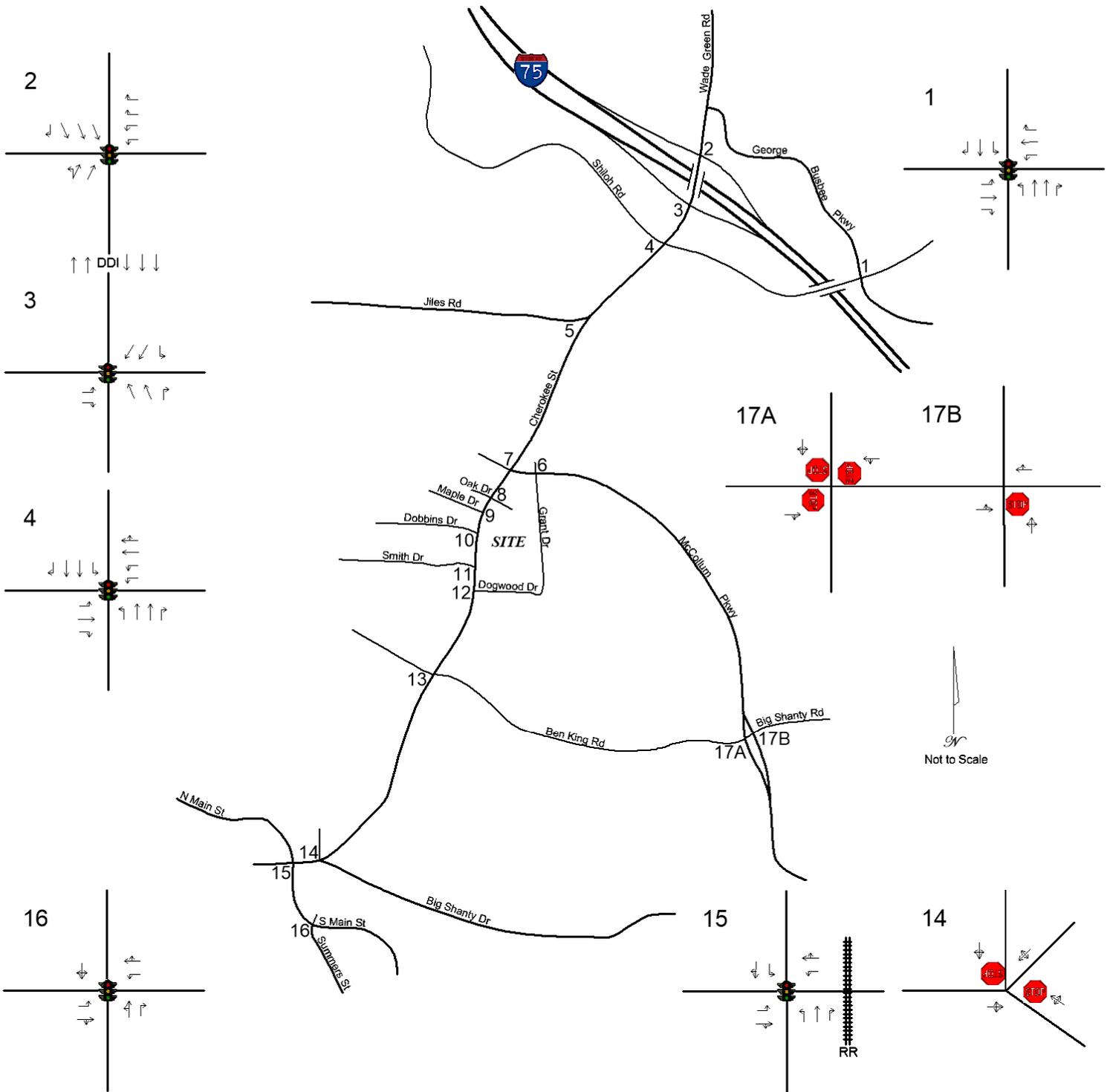


Figure 5 – Existing Lane Configuration and Traffic Control Outer Intersections

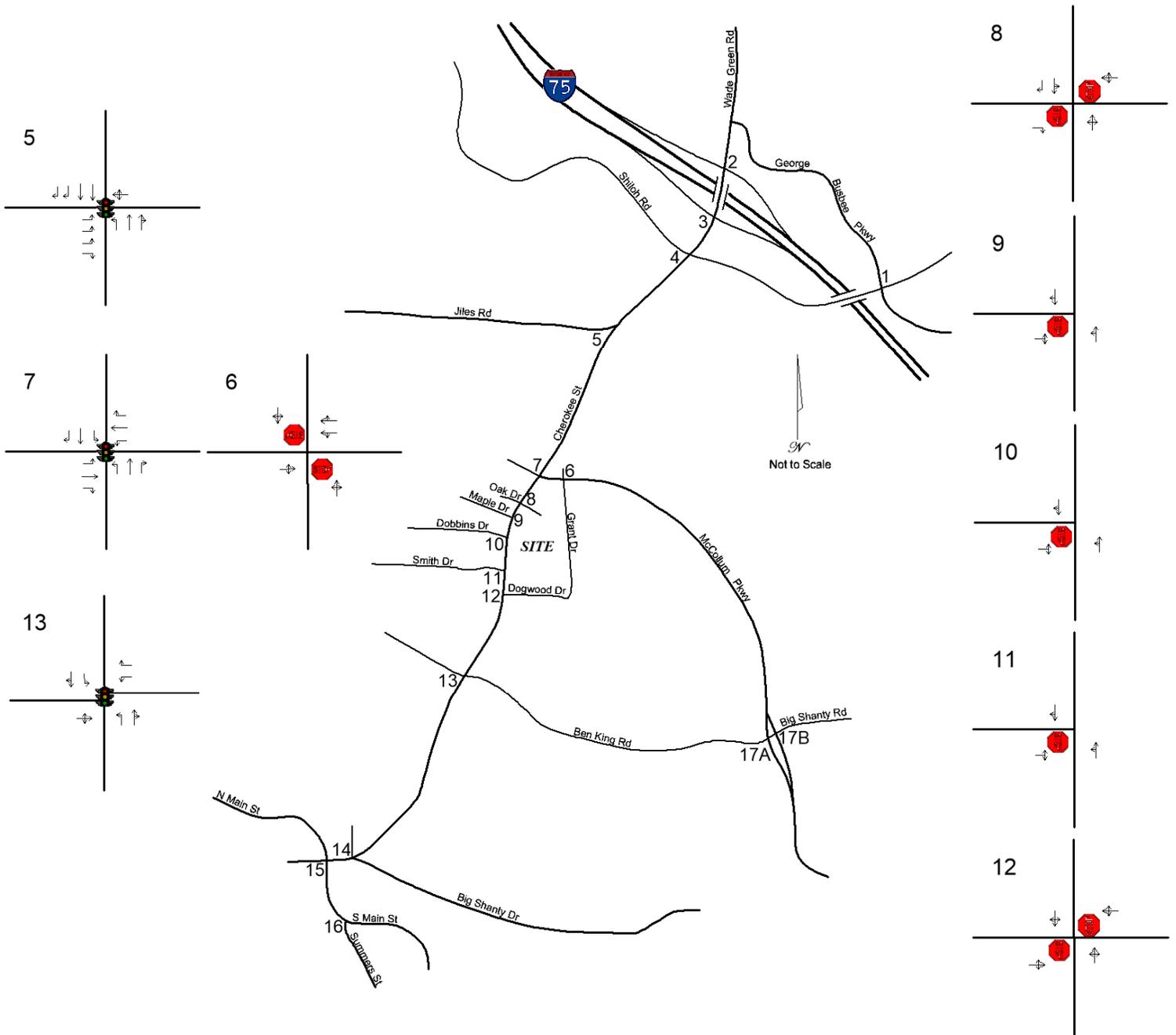


Figure 6 – Existing Lane Configuration and Traffic Control Inner Intersections

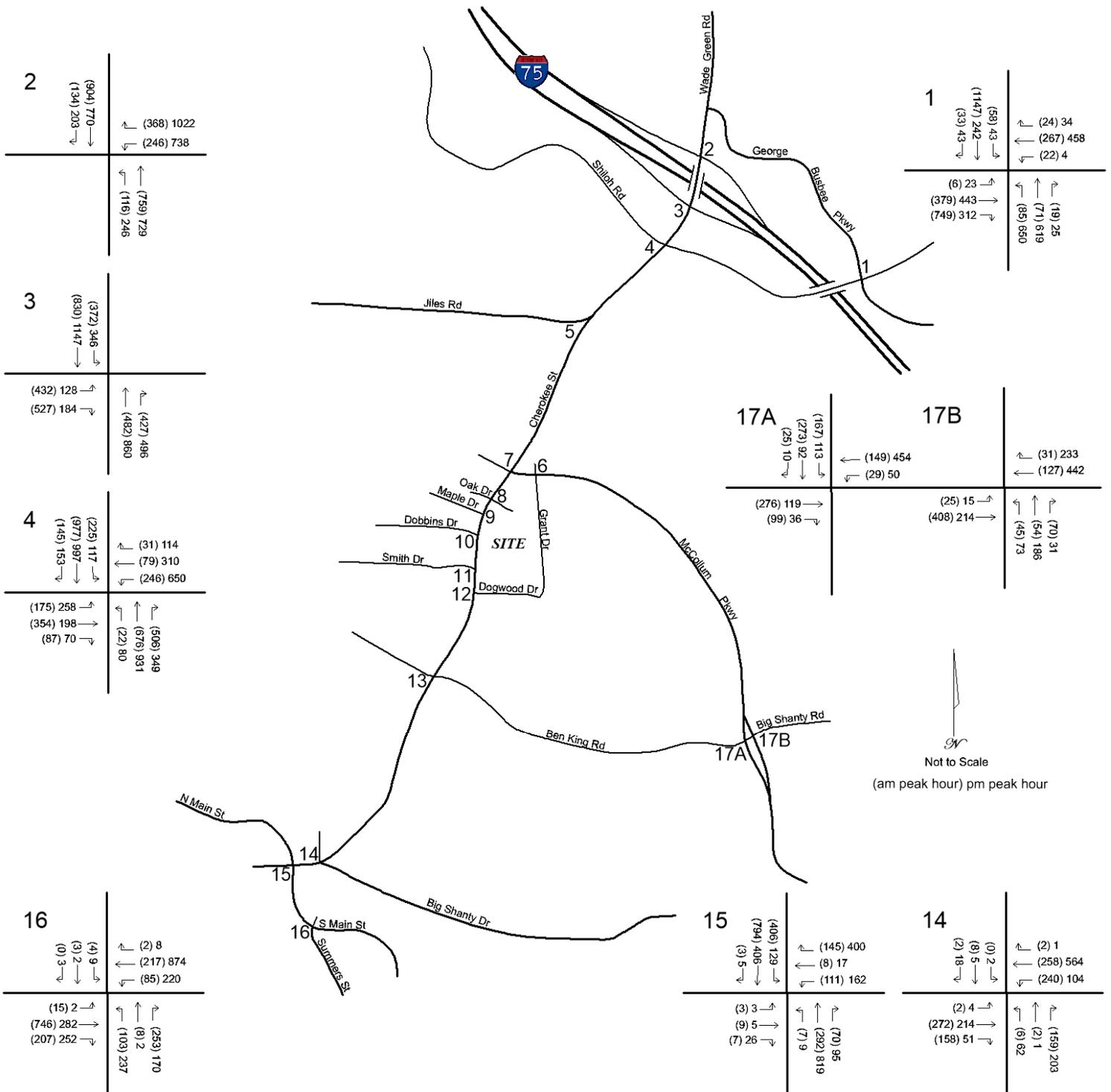


Figure 7 – Existing A.M. and P.M. Peak Hour Volumes Outer Intersections

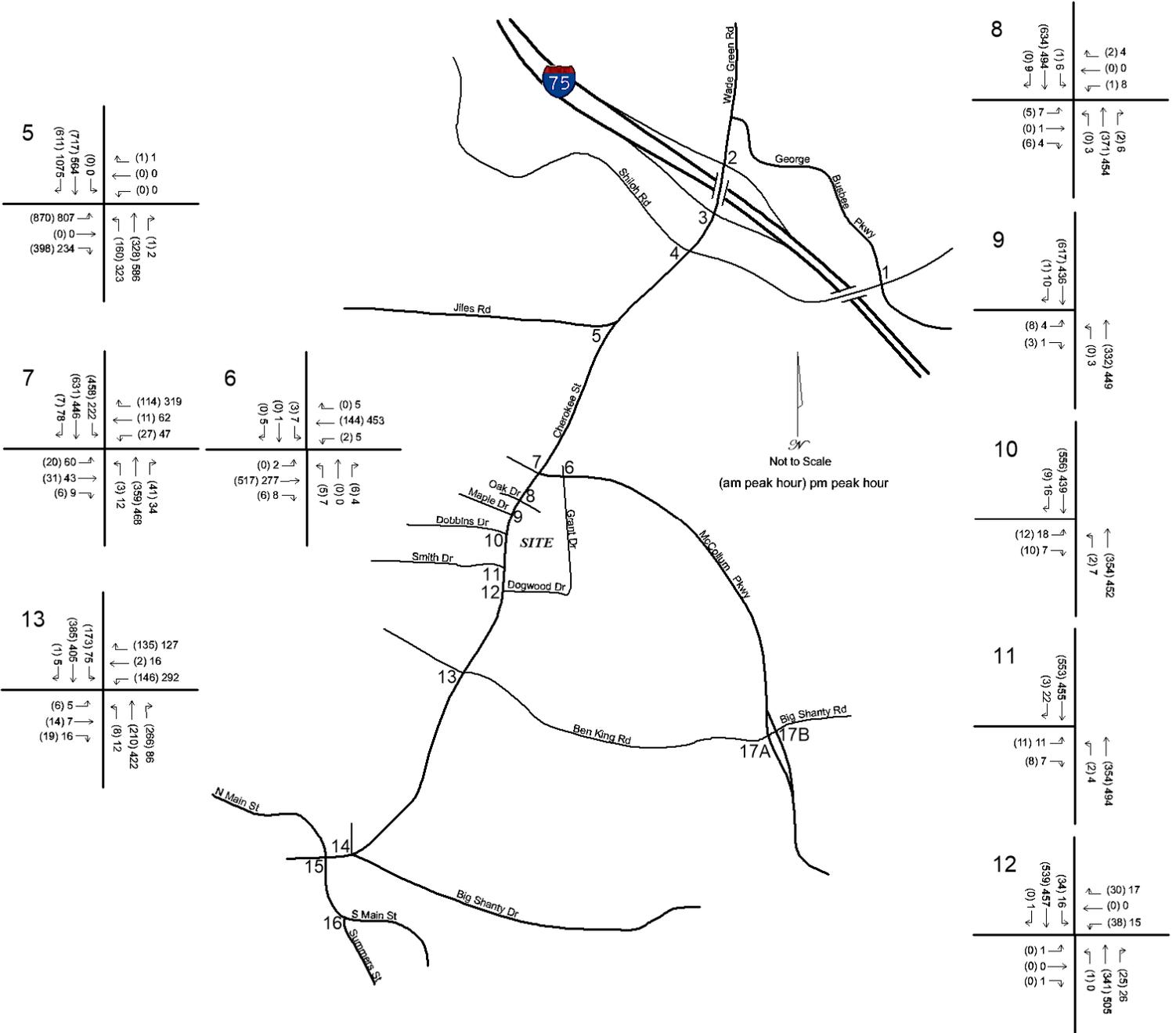


Figure 8 – Existing A.M. and P.M. Peak Hour Volumes Inner Intersections

### 5.3 Existing Intersection Operations

An analysis was performed for each existing study intersection, based on the counted traffic volumes, existing lane configurations, and method of traffic control. The results of the analysis are shown in Table 6. For the Diverging Diamond Interchange (DDI) at Wade Green Road at the I-75 northbound and southbound ramps, the Synchro model includes all of the ramps and various merging and yielding in the DDI. However, the levels of service and delays are shown in the table just for the main signalized crossing of the northbound and southbound lanes, for clarity of presentation. Each analysis of the DDI in the existing, no-build, and build condition included a review of the LOS and delays of all parts of the DDI, and they were found to meet the LOS D goals in all conditions. The Synchro computer printouts present all of these results for the DDI and detailed analysis information for each intersection. These printouts are included in the Appendix.

**Table 6 – Existing Intersection Levels of Service**

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Shiloh Road / George Busbee Parkway	<b>E</b>	<b>61.0</b>	D	46.9
northbound approach	D	49.2	D	36.3
southbound approach	D	55.0	D	48.7
eastbound approach	<b>F</b>	<b>82.5</b>	D	51.2
westbound approach	B	20.0	<b>E</b>	<b>68.1</b>
2. Wade Green Road / I-75 northbound ramps	B	14.2	B	14.0
northbound approach	A	8.0	A	7.5
southbound approach	B	19.7	B	19.8
3. Wade Green Road / I-75 southbound ramps	B	15.0	B	16.6
northbound approach	A	8.4	B	14.6
southbound approach	B	18.9	B	18.1
4. Cherokee Street / Wade Green Road / Shiloh Road	D	45.0	D	40.3
northbound approach	<b>E</b>	<b>70.5</b>	D	49.1
southbound approach	C	23.9	C	25.3
eastbound approach	D	41.3	D	38.9
westbound approach	D	46.3	D	47.2
5. Cherokee Street / Jiles Road	C	24.3	B	19.3
northbound approach	B	17.7	B	17.3
southbound approach	B	12.7	B	14.5
eastbound approach	D	39.3	C	27.7
<i>continued on next page</i>				

6. McCollum Parkway / Grant Drive	A	0.5	A	0.8
northbound approach	B	14.0	B	13.2
southbound approach	C	17.9	C	16.4
eastbound left turn	A	0.0	A	8.5
westbound left turn	A	8.6	A	7.9
7. Cherokee Street / McCollum Parkway / Bensman Lane	B	11.6	C	21.0
northbound approach	B	13.5	C	21.4
southbound approach	A	7.3	B	10.1
eastbound approach	C	27.5	C	23.7
westbound approach	C	29.2	D	37.2
8. Cherokee Street / Oak Drive / Pine Lane	A	0.4	A	0.9
northbound left turn	A	0.0	A	8.5
southbound left turn	A	8.1	A	8.3
eastbound approach	C	20.1	C	19.8
westbound approach	C	16.0	C	20.5
9. Cherokee Street / Maple Drive	A	0.4	A	0.3
northbound left turn	A	0.0	A	8.4
eastbound approach	C	20.1	C	17.5
10. Cherokee Street / Dobbins Drive	A	0.6	A	0.7
northbound left turn	A	9.1	A	8.4
eastbound approach	C	19.5	C	18.5
11. Cherokee Street / Smith Drive	A	0.4	A	0.6
northbound left turn	A	9.1	A	8.4
eastbound approach	C	19.4	C	18.0
12. Cherokee Street / Dogwood Drive	A	2.7	A	1.0
northbound left turn	A	8.9	A	0.0
southbound left turn	A	8.3	A	8.7
eastbound approach	A	0.0	C	18.5
westbound approach	D	32.0	C	20.0
13. Cherokee Street / Ben King Road / Twelve Oaks Circle	C	26.9	C	23.9
northbound approach	C	29.5	C	22.1
southbound approach	B	15.3	B	15.4
eastbound approach	D	49.4	D	42.2
westbound approach	D	38.8	C	33.6
<i>continued on next page</i>				

14. Cherokee Street / Big Shanty Drive / Shirley Drive	A	6.4	<b>E</b>	<b>48.6</b>
northbound approach	C	23.1	<b>F</b>	<b>208.2</b>
southbound approach	<b>F</b>	<b>57.6</b>	D	27.1
eastbound approach	A	7.9	A	9.1
westbound approach	B	10.3	A	8.4
15. Cherokee Street / North/South Main Street	B	14.0	D	39.5
northbound approach	B	14.9	D	39.4
southbound approach	B	10.7	B	15.5
eastbound approach	C	29.6	C	31.1
westbound approach	C	24.9	<b>E</b>	<b>60.7</b>
16. South Main Street / Summers Street	C	22.7	C	20.4
northbound approach	D	36.4	C	23.9
southbound approach	C	23.4	B	18.9
eastbound approach	B	20.0	A	9.6
westbound approach	B	14.9	C	24.1
17A. McCollum Parkway southbound / Ben King Road	<b>E</b>	<b>36.9</b>	C	18.2
southbound approach	<b>E</b>	<b>49.3</b>	B	13.3
eastbound approach	D	33.2	B	10.2
westbound approach	B	15.0	C	22.9
17B. McCollum Parkway northbound / Big Shanty Road	A	3.7	B	15.3
northbound approach	C	16.9	<b>F</b>	<b>59.6</b>
eastbound left turn	A	7.7	A	9.3

## 5.4 Existing Facilities Needs Analysis

The analysis of existing conditions reveals that several locations do not meet the LOS D standard. These are summarized in Table 7, with a discussion of mitigation at each location following.

**Table 7 – Existing Locations that Do Not Meet LOS D Standard**

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Shiloh Road / George Busbee Parkway	<i>E</i>	<b>61.0</b>	D	46.9
eastbound approach	<i>F</i>	<b>82.5</b>	D	51.2
westbound approach	B	20.0	<i>E</i>	<b>68.1</b>
2. Cherokee Street / Wade Green Road / Shiloh Road	D	45.0	D	40.3
northbound approach	<i>E</i>	<b>70.5</b>	D	49.1
3. Cherokee Street / Big Shanty Drive / Shirley Drive	A	6.4	<i>E</i>	<b>48.6</b>
northbound approach	C	23.1	<i>F</i>	<b>208.2</b>
southbound approach	<i>F</i>	<b>57.6</b>	D	27.1
4. Cherokee Street / North/South Main Street	B	14.0	D	39.5
westbound approach	C	24.9	<i>E</i>	<b>60.7</b>
17A. McCollum Parkway southbound / Ben King Road	<i>E</i>	<b>36.9</b>	C	18.2
southbound approach	<i>E</i>	<b>49.3</b>	B	13.3
17B. McCollum Parkway northbound / Big Shanty Road	A	3.7	B	15.3
northbound approach	C	16.9	<i>F</i>	<b>59.6</b>

### Intersection 1 – Shiloh Road at George Busbee Parkway

In the a.m. peak the failure is primarily attributable to the high eastbound right turn volume (749). The bridge over I-75 is located just a short distance to the west, making it difficult to widen Shiloh or extend the length of the eastbound right turn lane. The addition of a second eastbound right turn lane will allow the intersection to meet the LOS standards in the a.m. In the p.m., additional capacity is needed for the northbound left turn movement (650). However, a second northbound left turn lane would need a second westbound receiving lane on Shiloh, but, widening of Shiloh west of Busbee is constrained by the bridge over I-75. Therefore, the mitigation identified here is 1) provide a second eastbound right turn lane, which mitigates the a.m. failure, 2) provide a second northbound left turn lane on Busbee, which mitigates the p.m. failure. However, it is recognized that the feasibility of providing the second northbound left turn lane is dependent on adding a westbound receiving lane on the west leg of Shiloh which includes widening the bridge over I-75.

#### **Intersection 4 – Cherokee Street / Wade Green Road at Shiloh Road**

The northbound approach fails in the a.m. The addition of a third northbound through lane would mitigate this failure. This specific improvement is currently programmed and in the design phase, as identified previously in this report.

#### **Intersection 14 – Cherokee Street at Big Shanty Drive / Shirley Drive**

The failure in the a.m. is on the southbound stop sign controlled southbound approach of Shirley. In the p.m., the failure is on the northbound stop sign controlled approach of Big Shanty. This intersection is currently programmed to be relocated, as described previously in this report. The no-build and future analysis evaluate the new T-intersection of Sardis Street at Cherokee Street. The existing Big Shanty / Shirley side street approach delays and the future Sardis approach side street approach delays can be mitigated by the installation of a traffic signal. It is not logical to recommend signalization of the existing intersection, since its reconfiguration is imminent. Signalization of the future intersection is anticipated as part of the programmed realignment.

#### **Intersection 15 – North/South Main Street at Cherokee Street**

The failure at this intersection is on the westbound approach in the p.m.. This intersection has several constraints, most notably the railroad crossing directly to the east. The westbound approach consists of the westbound through lane on Cherokee Street becoming the left turn lane at N/S Main, and a short through right turn lane provided, beginning just east of the tracks. Options reviewed included the possibility of switching the westbound lane assignment to shared left/through and an exclusive right turn lane, and providing a right turn overlap phase. However, due to the split phase required, this option would not achieve the LOS goal. Creating a new separate right turn lane would allow the intersection to meet the LOS standard. This would require widening over the railroad tracks and might not be feasible. The westbound through volume is also very low, so this improvement, provides a lot of unnecessary westbound through capacity. As an alternative, prohibiting the westbound through movement, so as to only allow westbound lefts and rights, then providing a westbound right turn overlap phase was also tested, but did not achieve the LOS goal. Therefore, the mitigation identified at this intersection is widening the westbound approach over the railroad tracks, to provide separate left, through, and right turn lanes and providing a westbound right turn overlap phase to run concurrently with the protected portion of the southbound left turn phase. However, the feasibility of this modification is questionable.

#### **Intersection 17A/17B – McCollum Parkway at Ben King Road / Big Shanty Road**

This intersection operates as a pair. The western intersection, with southbound McCollum Parkway, operates with three-way stop sign control (there is no northbound approach). The eastern intersection operates with northbound McCollum Parkway as the side street stop sign controlled approach. In both locations the side street

stop sign controlled approaches fail. Signalization of each intersection would achieve the LOS goal. However, these intersections are programmed to be combined and reconfigured with a roundabout, and this project is in the design phase. The roundabout, as designed, will achieve the LOS goal.

## 6. No-Build Traffic Analysis

A no-build analysis condition was developed for the DRI's build-out year of 2022. The no-build analysis provides a reference by which to measure the traffic impact of the proposed Cherokee Street DRI.

### 6.1 Programmed Infrastructure Projects

Several transportation infrastructure projects are programmed to be implemented before the 2022 future analysis year. These are summarized in Table 8. Project information sheets are located in the Appendix. The projects listing “Croy” as the source were identified by Croy Engineering as programmed and in the design phase, expected to be operational by 2022. Croy Engineering is the engineering consultant for the City of Kennesaw.

**Table 8 – Programmed Transportation Infrastructure Projects**

Source/Project	Description	Network Year
Croy	Widen Cherokee Street from 2 to 4 lanes from its current 4 lane section at Jiles Road to Ben King Road. South of Ben King Road, Cherokee Street will be widened to Shirley Drive to include a median. This will include realigning Twelve Oaks Circle to align with Ben King Road.	2022
Croy/plans by Heath & Lineback	The third northbound through lane on Cherokee Street that currently receives the third eastbound left turn lane from Jiles Road terminates a short distance north of Jiles. This third lane will be extended to Shiloh Road. The northbound approach of Cherokee at Shiloh will be modified to include a left, 3 throughs, and a right	2019
Croy	Sardis Street will be extended from its current terminus at Big Shanty Drive to Cherokee Street. Ultimately Sardis will continue northwest to intersect with a realigned Cherokee Street, but this work will occur after the 2022 future horizon year.	2022
Croy	Big Shanty Drive will terminate at Sardis Street. The traffic currently traveling northbound up Sardis and Big Shanty will now meet Cherokee Street at the new Cherokee/ Sardis intersection created by the above project description. Up to year 2022, Cherokee will continue as existing from Shirley/Big Shanty to downtown, but the Big Shanty leg will become a dead end, terminating at the Sardis Street extension and only serving the existing properties on the short segment of Big Shanty between Sardis and Cherokee. The new Cherokee Street / Sardis Street intersection will be signalized.	2022
Croy/plans by Gresham Smith	The dual adjacent stop sign controlled intersections of McCollum/Ben King/Big Shanty will be replaced with a roundabout.	2022
AR-475	Connect Bus Rapid Transit Corridor from KSU To Arts Center MARTA. First phase includes dedicated guideway on US 41.	2031-2040
AR-ML-930	Managed lanes on I-75 (Hickory Grove to Akers Mill) and I-575	2020
CO-401	North Cobb Park and Ride Lot, Chastain at George Busbee	2020
CO-445A	Kennesaw truck route signage to bypass downtown Kennesaw between I-75 and US 41, Jiles Rd from Paulding to Old 41	TBD
CO-445B	Kennesaw truck route signage, phase 2, Cherokee Street from Ben King to Shiloh	TBD

The projects identified by Croy will all occur by 2022 and were, therefore, included in the no-build analysis. Other projects in downtown Kennesaw were identified by Croy as being longer-term, and were, therefore, excluded from the 2022 analysis. The other listed projects are either long-term projects, do not have an identified network year, or will not directly impact any study intersections. Figure 9 shows the no-build lanes and traffic control at the outer study intersections and Figure 10 shows the no-build lanes and control at the inner intersections.

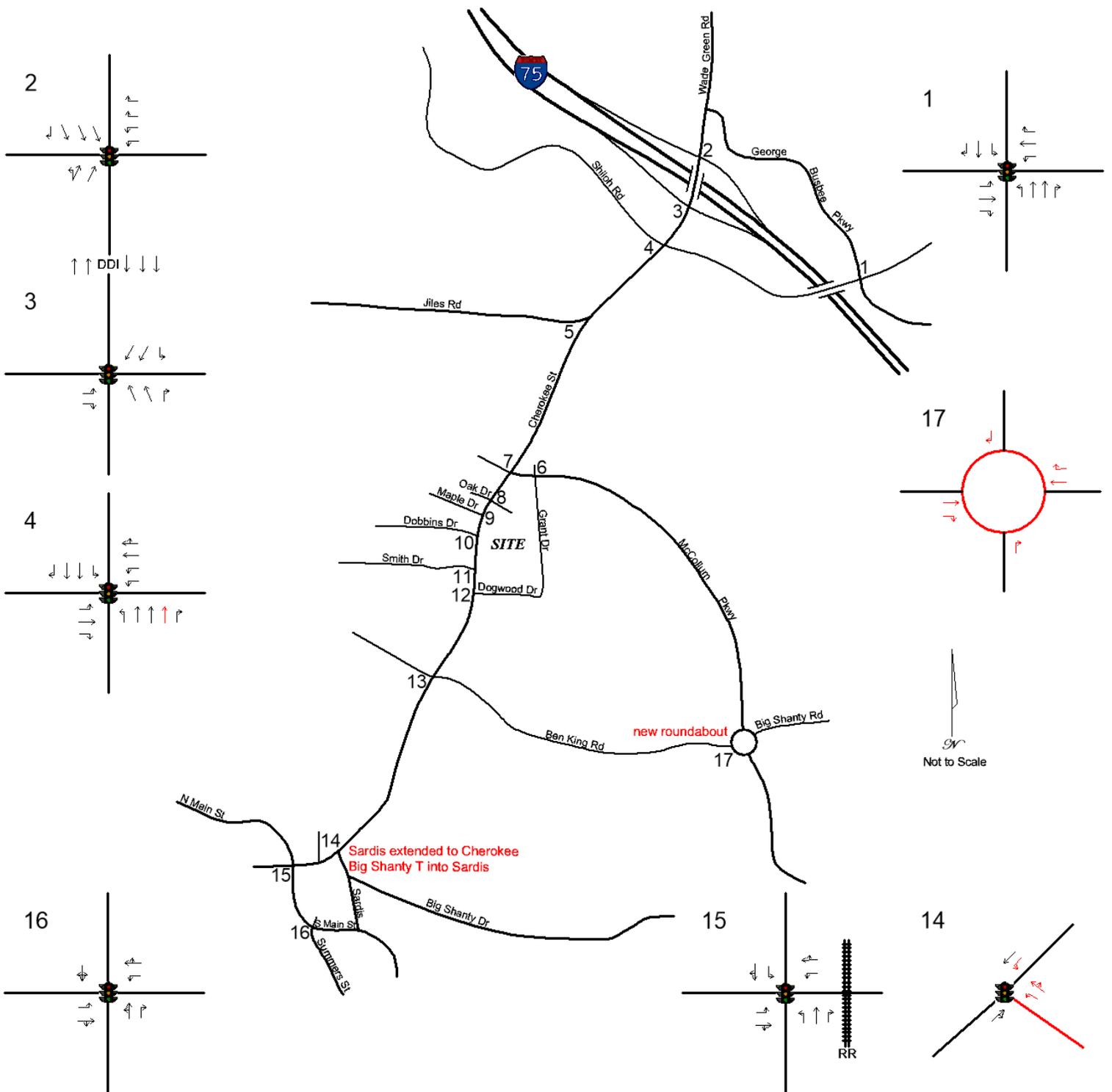


Figure 9 – No-Build Lane Configuration and Traffic Control Outer Intersections

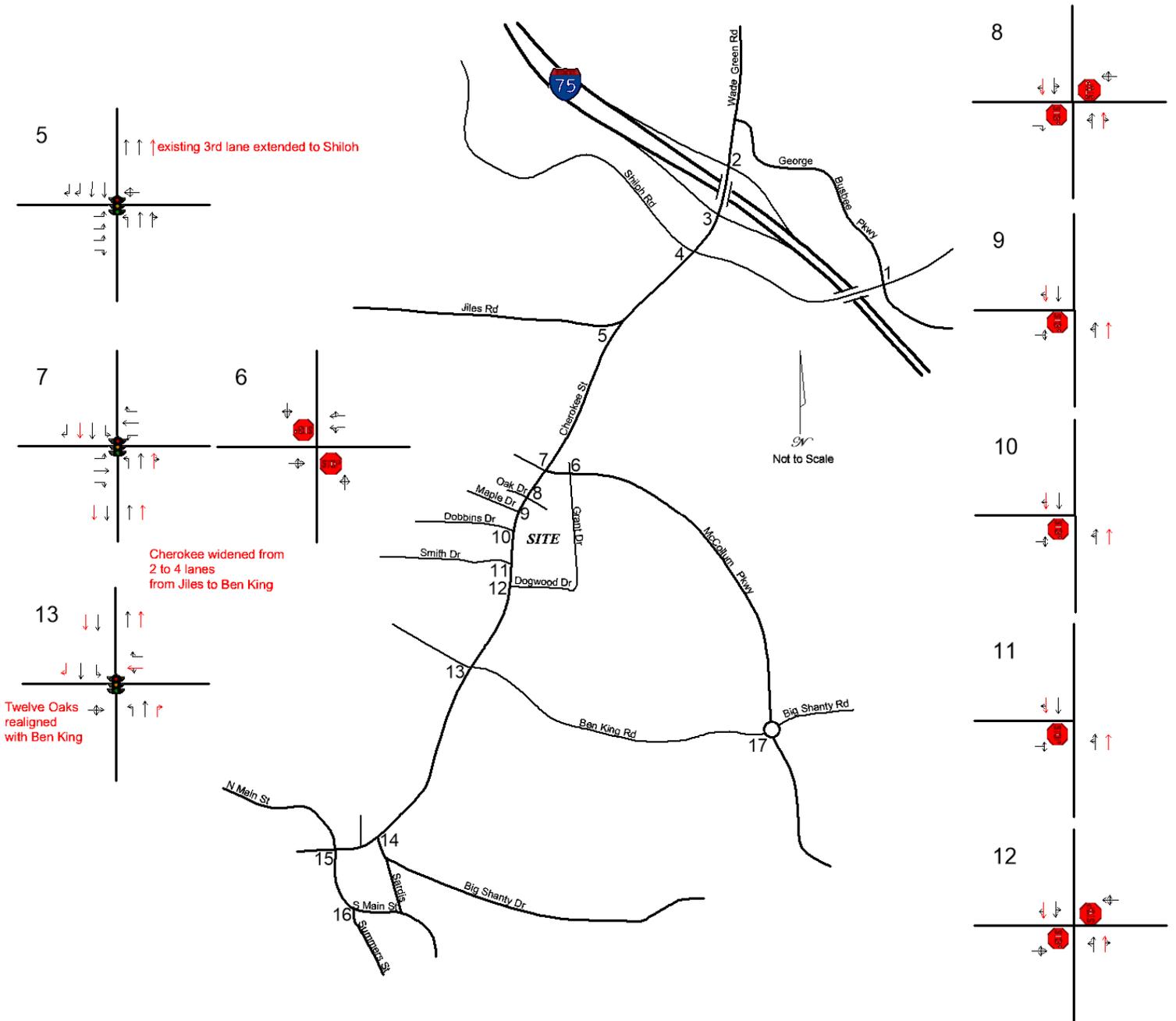


Figure 10 – No-Build Lane Configuration and Traffic Control Inner Intersections

## 6.2 No-Build Traffic Volumes

The no-build condition includes background increases in traffic volumes that will occur whether or not the Cherokee Street DRI is built. Georgia DOT historic traffic volume count data was collected at the GDOT count stations closest to the subject development. The data was obtained for the five years 2012 through 2016 (the last year for which data was available at the time this study was performed). This data was used to develop annual growth rates for each year, and an overall growth percentage from 2012 to 2016. Table 9 presents this historic GDOT data and the growth rates.

**Table 9 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates**

Year	Cherokee N of Dogwood	Annual Growth	Cherokee N of Cherokee Ridge	Annual Growth	Cherokee N of Jiles	Annual Growth	Jiles S of Lone Oak	Annual Growth	S Main E of Sardis	Annual Growth
Station ID	0670867		0670865		0670869		0670647		0670632	
2012	10,870		11,970		34,910		11,540		12,900	
2013	10,920	0.5%	12,030	0.5%	35,080	0.5%	11,800	2.3%	12,960	0.5%
2014	10,900	-0.2%	17,400	44.6%	35,080	0.0%	11,800	0.0%	15,200	17.3%
2015	12,400	13.8%	18,700	7.5%	35,100	0.1%	16,900	43.2%	16,400	7.9%
2016	12,800	17.4%	19,300	10.9%	35,100	0.1%	17,800	50.8%	16,900	11.2%
Average Growth		4.2%		12.7%		0.1%		11.4%		7.0%

Based on a review of the overall trends, and the annual fluctuations, it was decided to employ an annual growth rate of 2.0% to the counted intersection volumes, for five years, to the project anticipated build-out year of 2022. This equates to a growth rate of 10.4% applied to the counts collected for this study. The City of Kennesaw and Cobb County confirmed that there were no other major planned land developments in the vicinity of the Cherokee Street project. Therefore, the 10.4% growth rate accounts for all anticipated area growth and development that will occur until the project build-out in 2022. This growth rate was approved by GRTA and ARC. Figure 11 shows the no-build weekday a.m. and p.m. peak hour traffic volumes at the outer study intersections and Figure 12 shows the no-build volumes at the inner intersections. These are the traffic volumes that will be at each study intersection when the Cherokee Street project is completed and fully operational, but excluding the project trips. These volumes are also shown in the intersection volume worksheets in the Appendix.

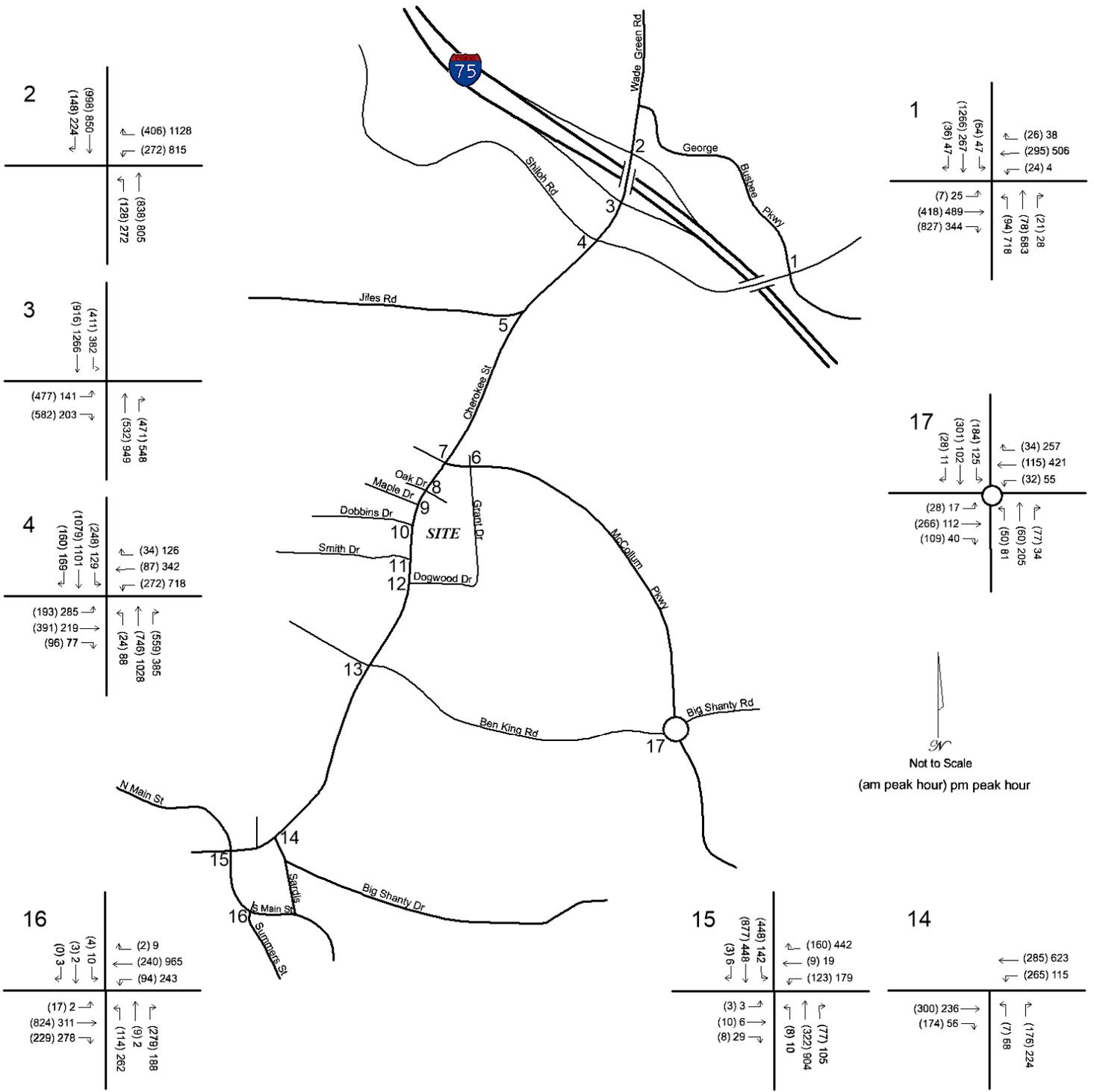


Figure 11 – No-Build A.M. and P.M. Peak Hour Volumes Outer Intersections

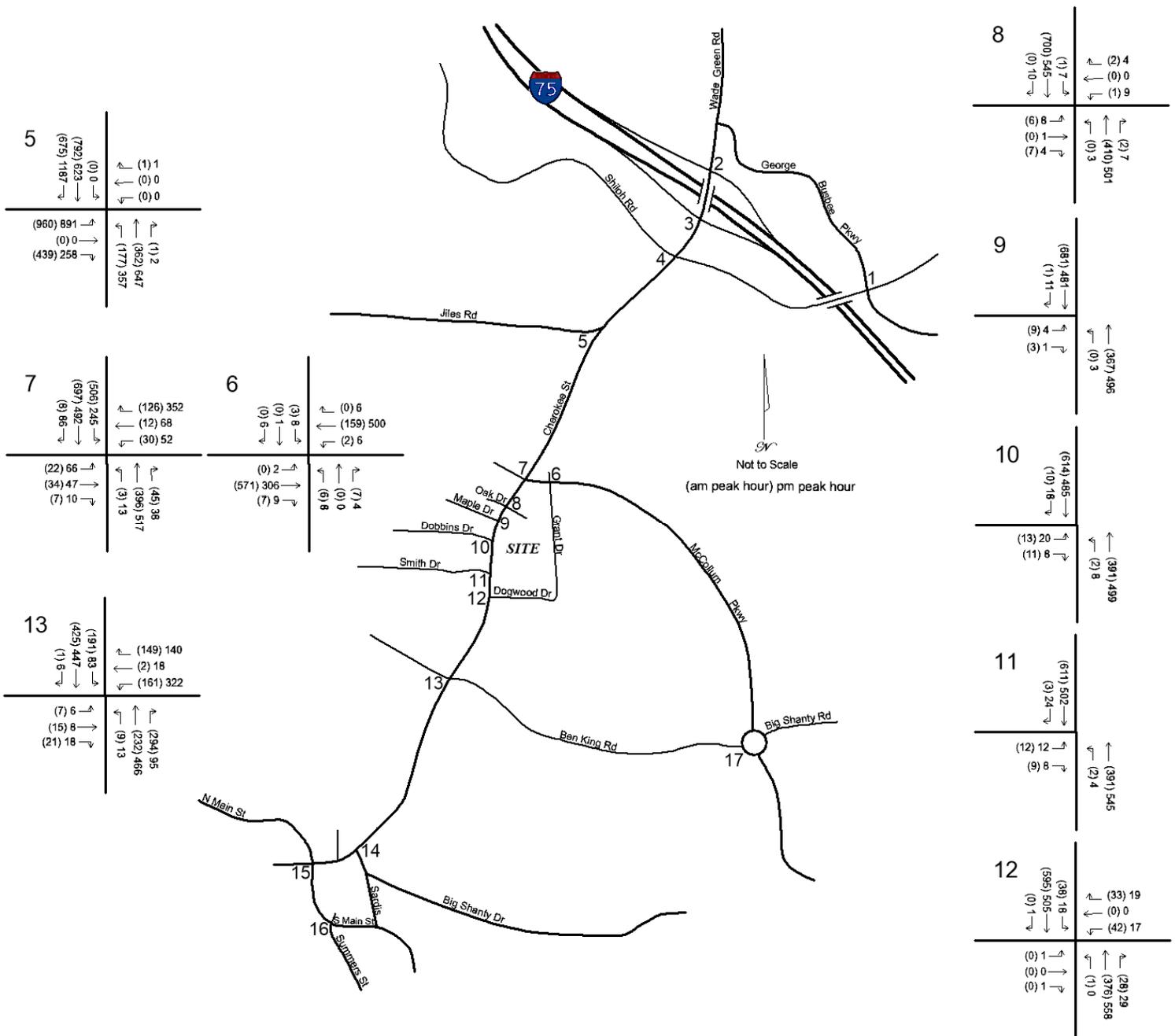


Figure 12 – No-Build A.M. and P.M. Peak Hour Volumes Inner Intersections

### 6.3 No-Build Intersection Operations

Each study intersection was evaluated for the 2022 no-build condition. The no-build levels of service at each intersection are shown in Table 10. The Synchro computer printouts are found in the Appendix.

**Table 10 – No-Build Intersection Operations**

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Shiloh Road / George Busbee Parkway	<b>F</b>	<b>80.0</b>	<b>E</b>	<b>55.4</b>
northbound approach	<b>E</b>	<b>79.3</b>	D	43.6
southbound approach	<b>E</b>	<b>59.1</b>	<b>E</b>	<b>59.2</b>
eastbound approach	<b>F</b>	<b>121.9</b>	<b>E</b>	<b>58.6</b>
westbound approach	B	19.6	<b>F</b>	<b>80.6</b>
2. Wade Green Road / I-75 northbound ramps	B	14.6	B	14.3
northbound approach	A	8.8	A	8.2
southbound approach	B	19.9	B	19.6
3. Wade Green Road / I-75 southbound ramps	B	15.0	B	18.0
northbound approach	A	9.6	B	16.9
southbound approach	B	18.3	B	18.8
4. Cherokee Street / Wade Green Road / Shiloh Road	D	39.2	C	32.9
northbound approach	<b>E</b>	<b>55.5</b>	C	27.3
southbound approach	C	25.1	C	32.9
eastbound approach	D	37.8	C	32.8
westbound approach	D	40.4	D	40.1
5. Cherokee Street / Jiles Road	C	26.0	C	22.1
northbound approach	B	19.0	B	19.9
southbound approach	B	14.3	B	16.6
eastbound approach	D	41.4	C	31.8
6. McCollum Parkway / Grant Drive	A	0.6	A	0.8
northbound approach	B	14.9	B	14.1
southbound approach	C	19.3	C	17.6
eastbound left turn	A	0.0	A	8.7
westbound left turn	A	8.8	A	8.0
<i>continued on next page</i>				

7. Cherokee Street / McCollum Parkway / Bensman Lane	B	10.6	B	19.1
northbound approach	B	13.7	B	18.5
southbound approach	A	6.1	A	9.0
eastbound approach	C	25.0	C	23.1
westbound approach	C	26.5	C	34.6
8. Cherokee Street / Oak Drive / Pine Lane	A	0.4	A	0.8
northbound left turn	A	0.0	A	8.7
southbound left turn	A	8.2	A	8.4
eastbound approach	C	17.7	C	17.9
westbound approach	C	12.9	C	17.2
9. Cherokee Street / Maple Drive	A	0.4	A	0.2
northbound left turn	A	4.6	A	8.5
eastbound approach	C	18.8	C	15.4
10. Cherokee Street / Dobbins Drive	A	0.5	A	0.7
northbound left turn	A	9.4	A	8.6
eastbound approach	C	17.4	C	16.2
11. Cherokee Street / Smith Drive	A	0.4	A	0.6
northbound left turn	A	9.3	A	8.6
eastbound approach	C	17.4	C	15.4
12. Cherokee Street / Dogwood Drive	A	2.2	A	0.9
northbound left turn	A	9.1	A	0.0
southbound left turn	A	8.5	A	8.8
eastbound approach	A	0.0	C	15.3
westbound approach	C	22.7	C	17.1
13. Cherokee Street / Ben King Road / Twelve Oaks Circle	C	20.2	C	22.9
northbound approach	B	18.5	C	20.9
southbound approach	B	14.2	B	17.6
eastbound approach	B	16.5	D	41.1
westbound approach	C	33.6	C	29.6
14. Cherokee Street / Sardis Street	C	24.5	B	17.2
northbound approach	C	26.6	B	17.1
eastbound approach	C	33.6	B	17.5
westbound approach	B	15.4	B	17.1
15. Cherokee Street / North/South Main Street	B	15.4	D	53.1
northbound approach	B	16.4	<b>E</b>	<b>56.1</b>
southbound approach	B	12.4	C	20.5
eastbound approach	C	29.8	C	31.1
westbound approach	C	25.3	<b>E</b>	<b>78.3</b>

16. South Main Street / Summers Street	C	27.8	C	24.6
northbound approach	D	52.8	C	32.3
southbound approach	C	26.9	C	25.5
eastbound approach	C	21.6	B	10.6
westbound approach	B	17.4	C	28.2
17. McCollum Parkway / Ben King Road / Big Shanty Road	A	8.9	A	8.1
northbound approach	A	8.1	A	7.5
southbound approach	B	10.4	B	10.2
eastbound approach	A	9.6	A	4.5
westbound approach	A	4.1	A	8.4

#### 6.4 No-Build Facilities Needs Analysis

The no-build analysis reveals that several locations will not meet the LOS D standard. A few of these locations were addressed in the existing condition analysis and several locations that failed in the existing condition will operate acceptably in the no-build condition with the implementation of the programmed improvements. The locations that fail in the no-build condition are summarized in Table 11, with a discussion of mitigation at each location following.

**Table 11 – No-Build Locations that Do Not Meet LOS D Standard**

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Shiloh Road / George Busbee Parkway	<i>F</i>	<b>80.0</b>	<i>E</i>	<b>55.4</b>
northbound approach	<i>E</i>	<b>79.3</b>	D	43.6
southbound approach	<i>E</i>	<b>59.1</b>	<i>E</i>	<b>59.2</b>
eastbound approach	<i>F</i>	<b>121.9</b>	<i>E</i>	<b>58.6</b>
westbound approach	B	19.6	<i>F</i>	<b>80.6</b>
2. Cherokee Street / Wade Green Road / Shiloh Road	D	39.2	C	32.9
northbound approach	<i>E</i>	<b>55.5</b>	C	27.3
3. Cherokee Street / North/South Main Street	B	15.4	D	53.1
northbound approach	B	16.4	<i>E</i>	<b>56.1</b>
westbound approach	C	25.3	<i>E</i>	<b>78.3</b>

**Intersection 1 – Shiloh Road at George Busbee Parkway**

This intersection failed in the existing condition. The existing mitigation included the addition of a second eastbound right turn lane and a second northbound left turn lane with a second westbound receiving lane on the west leg of Shiloh. It was noted that a second westbound lane on Shiloh, west of Busbee, is constrained by the two-lane bridge over I-75. This mitigation is still applicable in the no-build condition and will allow the intersection to meet the LOS goal.

**Intersection 4 – Cherokee Street / Wade Green Road at Shiloh Road**

As in the existing condition, the northbound approach fails in the a.m. The programmed addition of the third northbound through lane mitigated this failure for the existing volumes, but the intersection will fail again in the no-build condition. The northbound right turn movement is very heavy in the no-build a.m. (559) and would be facilitated by a northbound right turn overlap phase which would run concurrently with the westbound protected left turn phase. This overlap phase will mitigate the no-build condition, and should be implemented as part of the programmed widening of the northbound approach and accompanying updates to the traffic signal.

**Intersection 15 – North/South Main Street at Cherokee Street**

In the no-build condition, the failure at this intersection is on both the westbound approach (as in the existing) and the northbound approach in the p.m.. The mitigation identified at this intersection for the existing was widening the westbound approach over the railroad tracks, to provide separate left, through, and right turn lanes and providing a westbound right turn overlap phase to run concurrently with the protected portion of the southbound left turn phase. This mitigation will not correct the northbound failure in the no-build. The addition of a northbound right turn overlap phase to run concurrently with the protected portion of the westbound left turn phase will achieve the LOS goal.

## 7. Future (Build) Traffic Analysis

The analysis of the 2022 build scenario identifies the traffic impact of the proposed Cherokee Street DRI. This future condition includes all traffic volumes and programmed improvements from the 2022 no-build scenario, plus the traffic that will be added by the Cherokee Street project.

### 7.1 Build Lanes and Traffic Control

The only assumptions made for the build analysis are the lane configurations proposed in the Cherokee Street DRI site plan at the project entrances. On Cherokee Street, the site plan includes a median which will limit turn movements at the northern two site driveways, and the site driveway offset just to the north of Dobbins Drive, to right-in/right-out operations. The site plan calls for a southbound left turn lane on Cherokee at the site access aligning with Maple. The approach exiting the site at Maple will include two lanes. The site plan anticipates signalization of the Cherokee/Maple/site access intersection. The analysis assumes no signal since that is the existing and no-build control, but the mitigation does ultimately identify the need for this signalization. Also of note are the turn movements at the Cherokee / Oak / former Pine, now Access B intersection. Existing, Oak Drive is oddly signed "Exit Only" but is striped as a RIRO, and yet the counts revealed entering and exiting left turns. The site plan shows a median at Access B, but a median break at Oak Drive, and has the two slightly offset. Since the existing Oak approach is striped as RIRO, and the proposed Access B will be RIRO, the two legs of Oak and Access B were modeled as one intersection with RIRO on both the eastbound and westbound approaches. All other lanes and control for the build analysis are consistent with the no-build condition.

A separate access analysis is typically provided for new site driveways. However, with this project, most of the site accesses will occur at intersections already included in the existing and no-build analyses. Therefore, the site access analysis was incorporated into the standard build analysis. The access analysis only evaluates significant site accesses. In this case, this included the access that will replace Pine Lane (Access B), the access that will align with Maple Drive (Access C), the driveway just offset north of Dobbins Drive (Access D), the new access north of Dogwood Drive (Access E), the access aligning with Dogwood Drive (Access F), and the access that will replace Grant Drive (Access G). Not included in the LOS analysis since they are minor intersections (but, of course, considered in the assignment of site trips) are Access A, which is a right-out only on Cherokee just south of McCollum, Access H, which will align with the short cul-de-sac Kennesaw Trace Court, and will serve the low-volume self-storage facility, and the site driveways on Dobbins and Smith Drives.

### 7.2 Build Traffic Volumes

The no-build volumes, shown previously in Figures 11 and 12, were combined with the site-generated trips, shown in Figures 3 and 4. This produces the 2022 build traffic volumes at each study intersection after the Cherokee Street DRI is fully constructed and operational. These volumes are presented in Figures 13 and 14, and are also shown in the intersection volume worksheets in Appendix C.

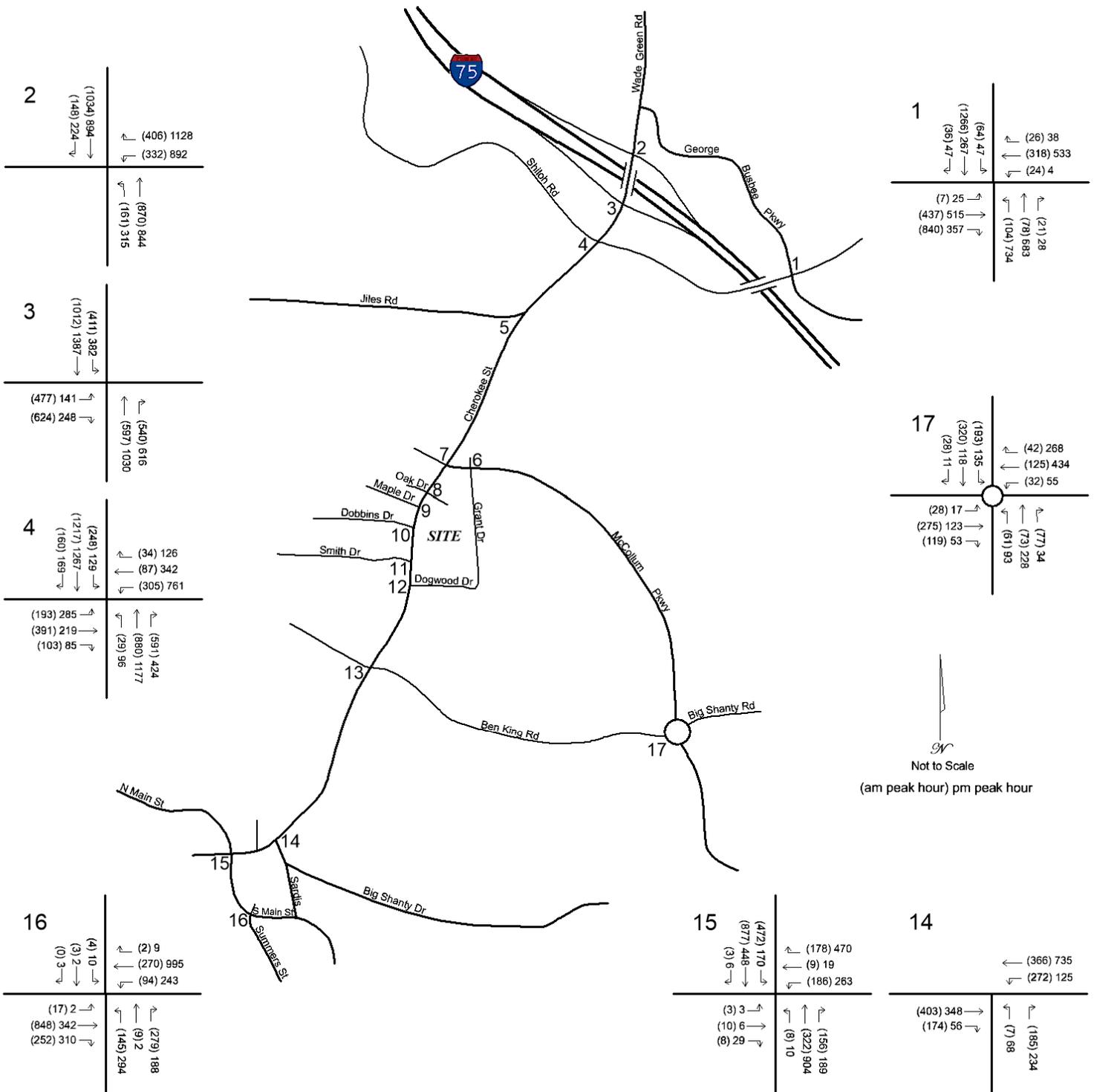


Figure 13 – Build A.M. and P.M. Peak Hour Volumes Outer Intersections

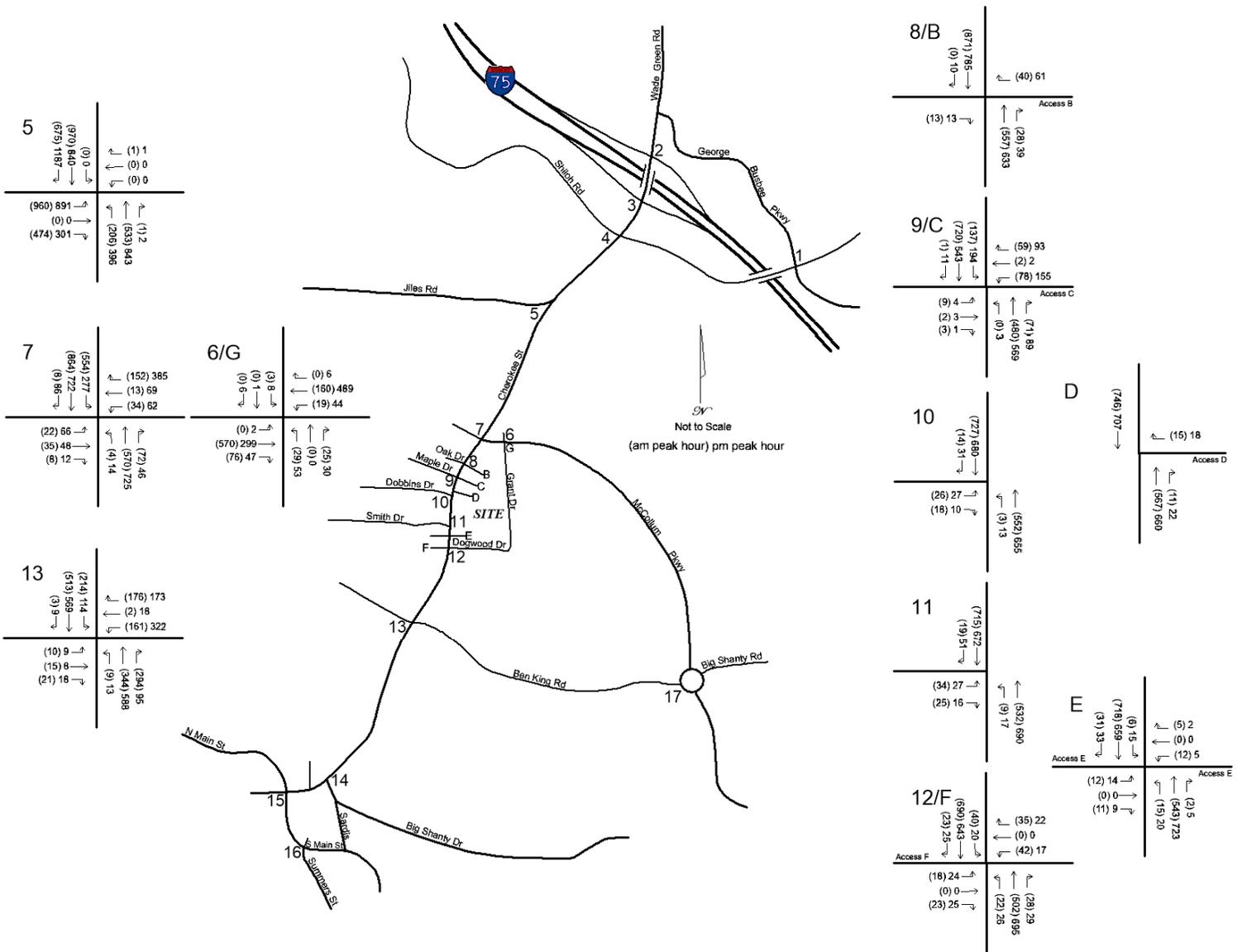


Figure 14 – Build A.M. and P.M. Peak Hour Volumes Inner Intersections

### 7.3 Build Intersection Operations

Each study intersection was re-evaluated for the 2022 build condition. The build levels of service at each intersection are shown in Table 12. The Synchro computer printouts are located in the Appendix.

Table 12 – Build Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Shiloh Road / George Busbee Parkway	<i>F</i>	<b>80.9</b>	<i>E</i>	<b>59.1</b>
northbound approach	<i>F</i>	<b>90.7</b>	D	46.0
southbound approach	<i>E</i>	<b>67.6</b>	<i>E</i>	<b>69.4</b>
eastbound approach	<i>F</i>	<b>112.7</b>	<i>E</i>	<b>60.3</b>
westbound approach	C	20.8	<i>F</i>	<b>85.1</b>
2. Wade Green Road / I-75 northbound ramps	B	14.8	B	14.5
northbound approach	A	9.3	A	8.8
southbound approach	B	19.9	B	19.5
3. Wade Green Road / I-75 southbound ramps	B	15.1	C	20.4
northbound approach	B	11.1	B	19.9
southbound approach	B	17.5	C	20.8
4. Cherokee Street / Wade Green Road / Shiloh Road	D	39.6	D	37.7
northbound approach	D	46.4	C	28.8
southbound approach	C	28.6	D	38.7
eastbound approach	D	42.9	D	39.4
westbound approach	D	51.2	D	47.9
5. Cherokee Street / Jiles Road	D	37.3	C	25.7
northbound approach	C	21.1	C	21.0
southbound approach	B	17.2	B	19.9
eastbound approach	<i>E</i>	<b>69.9</b>	D	39.2
6. McCollum Parkway / Access G	A	1.7	A	2.6
northbound approach	C	18.5	C	18.7
southbound approach	C	22.6	C	20.5
eastbound left turn	A	0.0	A	8.6
westbound left turn	A	9.1	A	8.2
7. Cherokee Street / McCollum Parkway / Bensman Lane	B	14.8	C	23.2
northbound approach	B	17.3	C	24.3
southbound approach	B	10.2	B	12.1
eastbound approach	C	29.8	C	31.1
westbound approach	C	31.7	D	40.9
8. Cherokee Street / Oak Drive / Access B	A	0.4	A	0.7
eastbound right turn	B	12.1	B	11.4
westbound right turn	B	10.6	B	12.2
<i>continued on next page</i>				

9. Cherokee Street / Maple Drive / Access C	B	13.4	A	0.2
northbound left turn	A	0.0	A	8.7
southbound left turn	A	9.5	B	10.2
eastbound approach	<b>F</b>	<b>63.3</b>	<b>F</b>	<b>63.5</b>
westbound left turn	<b>F</b>	<b>193.1</b>	<b>F</b>	<b>682.8</b>
westbound right turn	B	12.8	B	13.0
18. Cherokee Street / Access D	A	0.2	A	0.2
westbound right turn	B	10.4	B	10.9
10. Cherokee Street / Dobbins Drive	A	1.0	A	1.0
northbound left turn	A	9.8	A	9.3
eastbound approach	D	25.2	C	24.4
11. Cherokee Street / Smith Drive	A	1.4	A	1.1
northbound left turn	A	10.0	A	9.3
eastbound approach	D	27.3	C	24.0
19. Cherokee Street / Access E	A	1.0	A	0.9
northbound left turn	A	10.0	A	9.0
southbound left turn	A	8.9	A	9.3
eastbound approach	D	27.2	C	24.4
westbound approach	D	26.0	D	26.6
12. Cherokee Street / Dogwood Drive / Access F	A	4.5	A	2.3
northbound left turn	A	9.8	A	9.1
southbound left turn	A	8.9	A	9.3
eastbound approach	D	34.1	D	27.0
westbound approach	<b>E</b>	<b>44.6</b>	D	25.0
13. Cherokee Street / Ben King Road / Twelve Oaks Circle	C	24.6	C	26.6
northbound approach	C	24.4	C	25.0
southbound approach	B	18.9	B	19.9
eastbound approach	D	42.9	D	43.2
westbound approach	C	32.4	D	35.9
14. Cherokee Street / Sardis Street	C	29.9	C	23.0
northbound approach	D	37.8	C	21.4
eastbound approach	D	38.1	C	21.6
westbound approach	B	19.6	C	24.3
15. Cherokee Street / North/South Main Street	B	16.7	<b>E</b>	<b>59.9</b>
northbound approach	B	16.8	D	45.6
southbound approach	B	12.8	C	26.5
eastbound approach	C	29.8	D	36.1
westbound approach	C	28.6	<b>F</b>	<b>106.0</b>

16. South Main Street / Summers Street	C	31.1	C	28.2
northbound approach	D	51.6	C	34.4
southbound approach	C	27.5	C	26.7
eastbound approach	C	26.2	B	12.1
westbound approach	C	21.8	C	33.9
17. McCollum Parkway / Ben King Road / Big Shanty Road	A	9.6	A	8.9
northbound approach	A	8.8	A	8.3
southbound approach	B	11.5	B	11.6
eastbound approach	B	10.2	A	4.8
westbound approach	A	4.3	A	9.1

## 7.4 Build Facilities Needs Analysis

The build analysis reveals that a few locations will not meet the LOS D standard. A few of these locations were addressed in the existing and no-build analyses. The locations that fail in the build condition are summarized in Table 13, with a discussion of mitigation at each location following.

**Table 13 – Build Locations that Do Not Meet LOS D Standard**

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Shiloh Road / George Busbee Parkway	<i>F</i>	<b>80.9</b>	<i>E</i>	<b>59.1</b>
northbound approach	<i>F</i>	<b>90.7</b>	D	46.0
southbound approach	<i>E</i>	<b>67.6</b>	<i>E</i>	<b>69.4</b>
eastbound approach	<i>F</i>	<b>112.7</b>	<i>E</i>	<b>60.3</b>
westbound approach	C	20.8	<i>F</i>	<b>85.1</b>
5. Cherokee Street / Jiles Road	D	37.3	C	25.7
eastbound approach	<i>E</i>	<b>69.9</b>	D	39.2
9. Cherokee Street / Maple Drive / Access C	B	13.4	A	0.2
eastbound approach	<i>F</i>	<b>63.3</b>	<i>F</i>	<b>63.5</b>
westbound left turn	<i>F</i>	<b>193.1</b>	<i>F</i>	<b>682.8</b>
12. Cherokee Street / Dogwood Drive / Access F	A	4.5	A	2.3
westbound approach	<i>E</i>	<b>44.6</b>	D	25.0
15. Cherokee Street / North/South Main Street	B	16.7	<i>E</i>	<b>59.9</b>
westbound approach	C	28.6	<i>F</i>	<b>106.0</b>

### **Intersection 1 – Shiloh Road at George Busbee Parkway**

This intersection failed in the existing and no-build conditions. The existing mitigation included the addition of a second eastbound right turn lane and a second northbound left turn lane with a second westbound receiving lane on the west leg of Shiloh. It was noted that a second westbound lane, west of Busbee, is constrained by the two-lane bridge over I-75. This mitigation was still applicable in the no-build condition and will still allow the intersection to meet the LOS goal in the build condition.

### **Intersection 5 – Cherokee Street at Jiles Road**

This intersection just begins to fail on the eastbound approach in the build a.m. The eastbound approach will accommodate an enormous volume in the build a.m. (960 lefts and 474 rights) and the lane configuration already includes three left turn lanes and a right turn lane. The addition of a protected right turn overlap phase on the eastbound approach, which will operate concurrently with the northbound protected left turn phase, will increase that right turn lane capacity and allow the LOS goal to be satisfied.

### **Intersection 9 – Cherokee Street at Maple Drive / Access C**

This intersection will become the main access to the Cherokee Street DRI. The build analysis assumed the existing and no-build control of side street stop sign. With this control, the side street approach left turns will fail. This is not unusual on side street stop controlled approaches at busy major streets such as Cherokee Street. The site plan for the project anticipates signalization of this intersection and this signal would allow the LOS goal to be satisfied. It is recommended that a signal warrant analysis be performed according to the standards set forth in the Federal Highway Administration's *Manual On Uniform Traffic Control Devices* (MUTCD) to determine if signalization of this intersection will be warranted.

### **Intersection 12 – Cherokee Street at Dogwood Drive / Access F**

As the volumes on Cherokee Street increase, the side street approach exiting Dogwood Drive will fail in the a.m. As with other locations, this is not unusual on side street stop controlled approaches at major thoroughfares such as Cherokee Street. Signalization would eliminate the LOS E. However, signalization would introduce new delays to Cherokee Street. It is noted that the side street approach volume exiting Dogwood, which will incur the LOS E, is very low (17 lefts and 22 rights). Therefore, this intersection would be a weak candidate for signalization.

### **Intersection 15 – North/South Main Street at Cherokee Street**

The mitigation identified in the existing and no-build analysis will continue to satisfy the LOS goal in the build condition. Specifically, the mitigation identified at this intersection for the existing was widening the westbound

approach over the railroad tracks, to provide separate left, through, and right turn lanes and providing a westbound right turn overlap phase to run concurrently with the protected portion of the southbound left turn phase. The mitigation identified in the no-build analysis included the addition of a northbound right turn overlap phase to run concurrently with the protected portion of the westbound left turn phase.

## 8. Summary of Recommended Mitigation

Tables 14, 15, and 16 presents a summary of the mitigation recommended in this study. These improvements are presented graphically in Figures 15 and 16.

**Table 14 – Summary of Existing Mitigation**

<p><b>Intersection 1 – Shiloh Road at George Busbee Parkway</b> – Provide a second eastbound right turn lane, which mitigates the a.m. failure. Provide a second northbound left turn lane on Busbee, which mitigates the p.m. failure. The feasibility of providing the second northbound left turn lane is dependent on adding a westbound receiving lane on the west leg of Shiloh which includes widening the bridge over I-75.</p>
<p><b>Intersection 4 – Cherokee Street / Wade Green Road at Shiloh Road</b> – The addition of a third northbound through lane would mitigate this failure. This specific improvement is currently programmed and in the design phase, as identified previously in this report.</p>
<p><b>Intersection 14 – Cherokee Street at Big Shanty Drive / Shirley Drive</b> – This intersection is currently programmed to be relocated. The existing Big Shanty / Shirley side street approach delays and the future Sardis approach side street approach delays can be mitigated by the installation of a traffic signal, which is programmed for the realigned intersection. It is not logical to recommend signalization of the existing intersection, since its reconfiguration is imminent.</p>
<p><b>Intersection 15 – North/South Main Street at Cherokee Street</b> – Widen the westbound approach over the railroad tracks to provide separate left, through, and right turn lanes and provide a westbound right turn overlap phase to run concurrently with the protected portion of the southbound left turn phase. The feasibility of this modification is questionable.</p>
<p><b>Intersection 17A/17B – McCollum Parkway at Ben King Road / Big Shanty Road</b> – These intersections are programmed to be combined and reconfigured with a roundabout, and this project is in the design phase. The roundabout, as designed, will achieve the LOS goal.</p>

**Table 15 – Summary of No-Build Mitigation**

<p><b>Intersection 1 – Shiloh Road at George Busbee Parkway</b> – The existing mitigation is still applicable in the no-build condition and will allow the intersection to meet the LOS goal.</p>
<p><b>Intersection 4 – Cherokee Street / Wade Green Road at Shiloh Road</b> – Add a northbound right turn overlap phase on Cherokee Street which would run concurrently with the westbound protected left turn phase. This overlap phase will mitigate the no-build condition, and should be implemented as part of the programmed widening of the northbound approach and accompanying updates to the traffic signal.</p>
<p><b>Intersection 15 – North/South Main Street at Cherokee Street</b> – In addition to the existing mitigation, a northbound right turn overlap phase should be added to run concurrently with the protected portion of the westbound left turn phase.</p>

**Table 16 – Summary of Build Mitigation**

<p><b>Intersection 1 – Shiloh Road at George Busbee Parkway</b> – The existing and no-build mitigation is still applicable in the build condition.</p>
<p><b>Intersection 5 – Cherokee Street at Jiles Road</b> – The addition of a protected right turn overlap phase on the eastbound approach, which will operate concurrently with the northbound protected left turn phase, will increase that right turn lane capacity and allow the LOS goal to be satisfied.</p>
<p><b>Intersection 9 – Cherokee Street at Maple Drive / Access C</b> – The site plan for the project anticipates signalization of this intersection and this signal would allow the LOS goal to be satisfied. It is recommended that a signal warrant analysis be performed according to the standards set forth in the Federal Highway Administration’s <i>Manual On Uniform Traffic Control Devices</i> (MUTCD) to determine if signalization of this intersection will be warranted.</p>
<p><b>Intersection 12 – Cherokee Street at Dogwood Drive / Access F</b> – Signalization would eliminate the LOS E. However, signalization would introduce new delays to Cherokee Street. It is noted that the side street approach volume exiting Dogwood, which will incur the LOS E, is very low (17 lefts and 22 rights). Therefore, this intersection would be a weak candidate for signalization.</p>
<p><b>Intersection 15 – North/South Main Street at Cherokee Street</b> – The mitigation identified in the existing and no-build analysis will continue to satisfy the LOS goal in the build condition.</p>

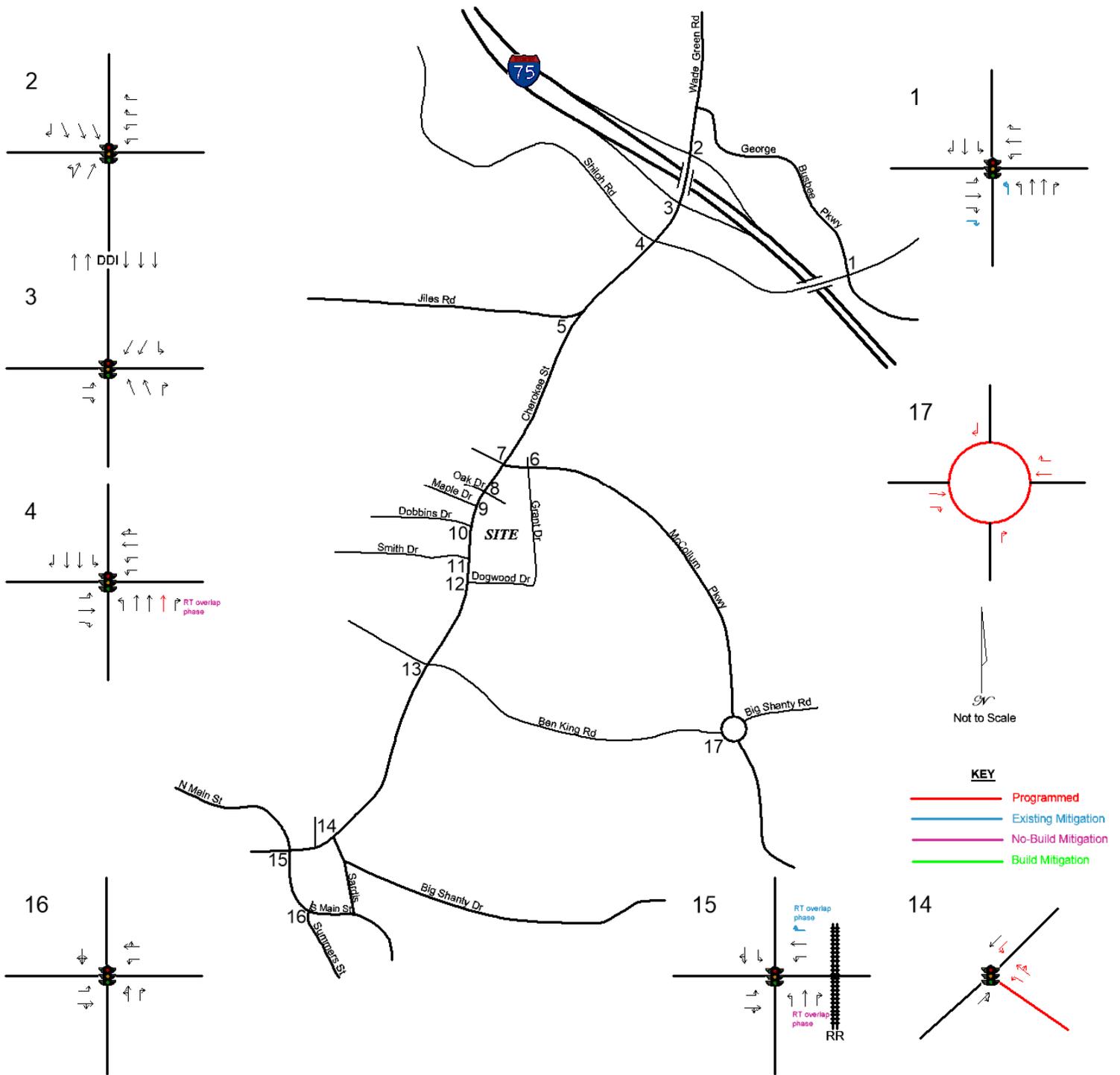


Figure 15 – Outer Intersections Mitigation Summary

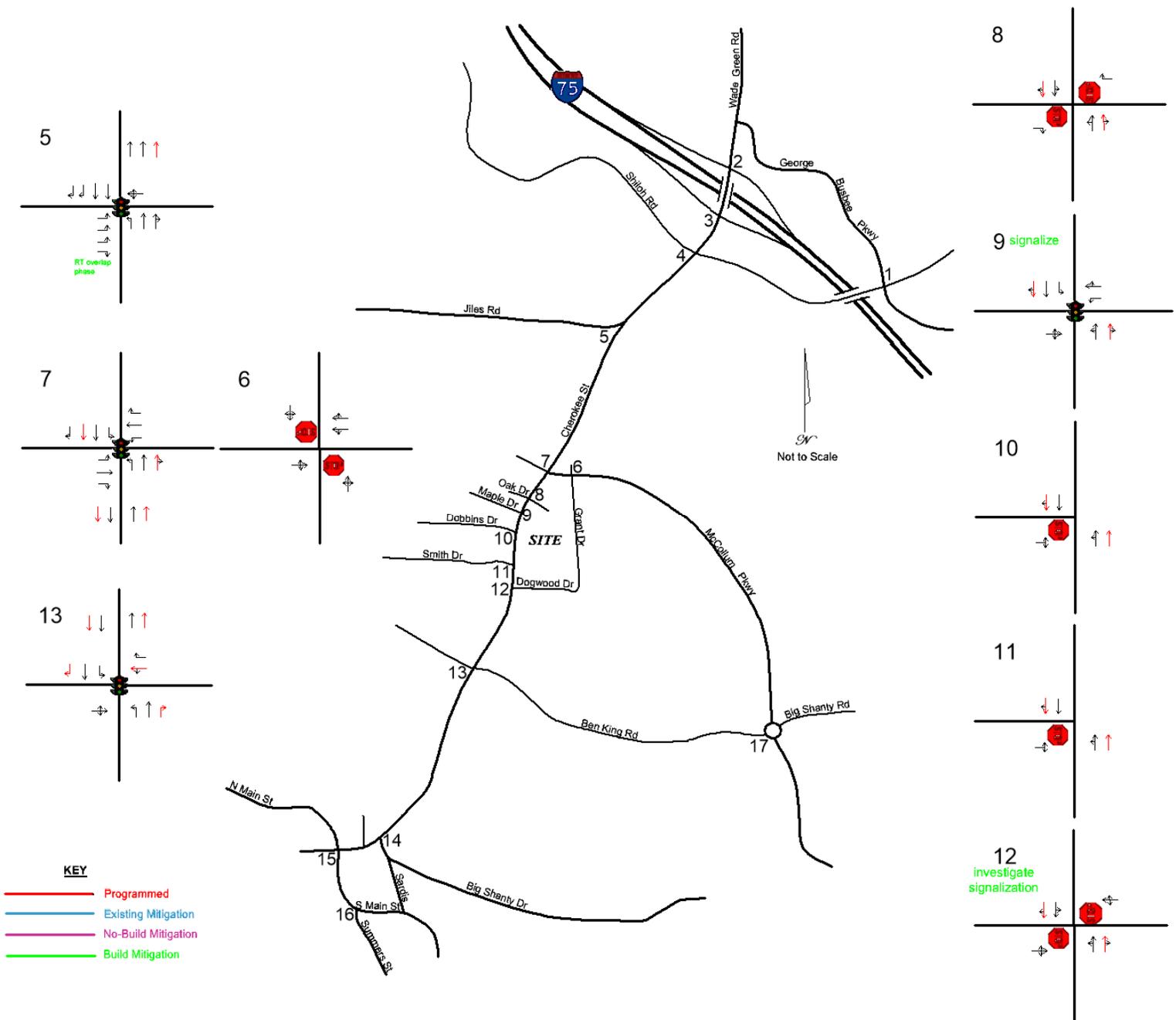


Figure 16 – Inner Intersections Mitigation Summary

## 9. Site Internal Circulation and Connectivity

The main access to the Cherokee Street DRI will be at Maple Drive at Cherokee Street. This roadway will provide an east-west boulevard through the center of the project. Near the east end of the site, this central boulevard will intersect with a north-south roadway which will extend to the north and intersect McCollum Parkway at the present location of Grant Drive. Near the center of the site, a traffic circle is planned which will intersect with another north-south roadway. The southern leg of this north-south roadway will bend to the west then continue to the southern end of the site, connecting to a southern access to Cherokee just north of Dogwood Drive. This will create a rough grid of intersecting streets through the site, with multiple connections to the adjacent streets. There is no interparcel connectivity planned with adjacent neighborhoods to the east, but the main site access will align with Maple Drive at a new proposed traffic signal. This will provide direct connectivity between the project and the neighborhood to the west. The tracts to the west of Cherokee Street will include a north-south connecting roadway from Dobbins Drive to, and across, Smith Drive. These streets will provide connectivity to the neighborhood to the west.

The programmed widening of Cherokee Street includes the addition of new sidewalk along the east side of the road. The internal project sidewalk network will include sidewalk connections to this new sidewalk on Cherokee at multiple locations. No sidewalk is planned along McCollum Parkway and no sidewalk connections are proposed on the site plan to McCollum.

No bicycle lanes exist in the study area and none are proposed within the Cherokee Street DRI site. However, due to the mix of land uses in the area, and in order to encourage and facilitate this mode of travel, bicycle racks should be installed at the entrances to the retail shopping, grocery store, and near the offices and hotel.

## 11. Compliance with GRTA Criteria

This section addresses the compliance of Cherokee Street DRI #2724 with the five criteria presented in Section 3-101 – General Criteria Applicable to All Proposed DRIs, and the three criteria presented in Section 3-103 – Criteria for GRTA DRI Non-Expedited Review, both found in *Procedures and Principles for GRTA Development of Regional Impact Review*, effective February 13, 2013.

### 11.1 General Criteria Applicable to All Proposed DRIs

- A. Accessibility** – The proposed DRI is designed to provide safe, quality, and convenient access and provides the flexibility of non-vehicular transportation options from the proposed development to existing or planned pedestrian, bicycle, or transit facilities such that there is a likelihood of significant use by residents, employees, and visitors to the proposed DRI.

The Cherokee Street DRI will be served by multiple vehicular accesses providing convenient vehicular access from both the north and south on Cherokee Street and from McCollum Parkway, as well as direct vehicular accessibility to Dobbins and Smith Drives. Sidewalks will connect to the programmed sidewalks on the east side of Cherokee Street. There are no bicycle lanes or regularly-scheduled public transit immediately adjacent to the site, though the KSU Big Owl Shuttle Bus passes the site on McCollum Parkway. The site design allows for multiple options for efficient and flexible accessibility for vehicles and pedestrians.

- B. Connectivity** – The proposed DRI is likely to promote improved regional mobility in terms of new vehicular connections, on-site vehicular movements, and alternate routes that are likely to operate in a safe and efficient manner, increase the public roadway network, and avoid delays during peak periods.

The main access of this project will align with Maple Drive at a new proposed signal. This will facilitate connectivity with the neighborhood to the west. The providing of amenities such as retail shops, restaurants, and a grocery store with this direct connection to the neighborhood will facilitate safety and efficiency by reducing the movements and vehicle miles traveled by neighbors to reach the goods and services and amenities they need, and currently travel further to obtain.

- C. Access Management** – The proposed DRI is designed so that vehicular ingress and egress to any on-site parking facilities and all access points to adjacent public roads are likely to operate in a safe and efficient manner and are not reasonably anticipated to result in peak hour ingress and egress congestion on adjacent roads and at nearby intersections, referred to as an Access Analysis.

The site is designed with multiple accesses which are connected to the various parking lots throughout the site. This will allow for efficient motorist choice of appropriate access. The analysis of all primary site accesses reveals that acceptable operations will either occur, or be achievable, at all of these locations. Delays at the main full-movement Maple Drive access are expected to be mitigated by the proposed signalization.

**D. Regional Policies and Adopted Plans** – The proposed DRI is likely to promote improved regional mobility because it is located in a center or corridor identified in the Regional Development Plan (RDP) designated by an RC; or the DRI has included in the proposed site plan components which will assist in the implementation of a transportation project currently in the Regional Transportation Plan (RTP) or Transportation Improvement Program (TIP), or other adopted regional plan designated by an RC.

The Cherokee Street DRI is compatible with land use plans for the City of Kennesaw and this area of Cobb County. While the project does not specifically assist in the implementation of any planned transportation project, it does not preclude any such improvements or plans. The project is designed anticipating the programmed widening of Cherokee Street.

**E. Local Standards Supporting Regional Policies** – The proposed DRI is located within a local jurisdiction, or other jurisdictional agencies, with adopted codes that support regionally adopted policies, or the development codes and standards do not prohibit or impede the proposed DRI from meeting the GRTA DRI review criteria stated in Sections 3-101, 3-102, and 3-103.

The Cherokee Street DRI is located in the City of Kennesaw. The City controls land development patterns and uses through a comprehensive code of zoning ordinances, a comprehensive land use plan, and a transportation plan. No applicable code or standard of the City has been identified through this transportation study that would impede or prohibit the Cherokee Street DRI from meeting regional goals.

## 11.2 Criteria for GRTA DRI Non-Expedited Review

**1. Vehicle Miles of Travel** – The proposed DRI is likely to promote improved regional mobility and regional air quality by reducing vehicle miles of travel, and is designed to encourage the use of alternative transportation modes, or is located within an area with, or is proposing, a mixture of complimentary land uses. Offsite trip generation from the proposed DRI is reduced by at least fifteen percent (15%), or, in the event that a proposed DRI is unable to satisfy the trip reduction standard established in this subsection because of conditions which are beyond the control of the developer or the affected local government, the proposed DRI implements all available trip reduction techniques which are reasonably practical.

The project will be developed with a mix of land uses, a semi-grid of streets interconnecting the uses, and sidewalks with pedestrian-friendly character. The mix of uses will reduce vehicle miles of travel by eliminating trips between compatible uses, when compared with similar levels of development built separately. The trip generation analysis reveals that the multi-use character of the project will eliminate 2,338 daily trips from the raw projection of 15,464. This represents slightly greater than a 15% reduction in daily trips generated by this project, satisfying this Vehicle Miles of Travel standard. This project will intercept trips that are already being made in the area, such as to grocery stores or other retail shopping, by providing these amenities closer to their trip origins. This will also serve to reduce vehicle miles of travel in the study area. Additionally, some residents of the surrounding areas may be employed at the site, which would reduce existing trips from this general area to other employment centers.

**2. Transportation and Traffic Analysis** – The proposed DRI is reasonably anticipated to comply with planned or programmed improvements, maintain performance measures for preserving regional mobility, provide safe and efficient operations, and minimizes congestion when the proposed development or phase of development is complete. The quality of the proposed and existing infrastructure in the transportation network operates in a safe manner and adequately serves new trips generated by the proposed DRI in the build-out year. The proposed DRI identifies impacts on existing or programmed infrastructure, and proposes mitigation that is feasible and within the control of the applicant or appropriate agencies to implement.

The proposed DRI does not conflict with, or preclude, any planned or programmed improvements. This study identifies mitigation that will allow the infrastructure in the study network to operate in a safe and efficient manner. The mitigation identified in this report is feasible, and within the control of the applicant or appropriate agencies, with a few exceptions noted.

**3. Relationship to Existing Development and Infrastructure** – The proposed DRI is not located in any area where the existing level of development and availability of infrastructure is such that the proposed DRI is reasonably anticipated to result in unplanned and poorly served development which would not otherwise occur until well-planned growth and development and adequate public facilities are available.

The Cherokee Street DRI represents well-planned growth and development, and provides connectivity to the adjacent neighborhood to the west. This DRI does not preclude any well-planned development or infrastructure potential.

## Appendix

## Appendix A

### Traffic Count Data and Volume Worksheets

**Cherokee Street DRI #2724 Transportation Analysis**  
City of Kennesaw, Georgia

October 2017

**Intersection: 1. George Busbee Parkway / Shiloh Road**

Weekday A.M. Peak Hour	Northbound George Busbee Parkway				Southbound George Busbee Parkway				Eastbound Shiloh Road				Westbound Shiloh Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	85	71	19	175	58	1147	33	1238	6	379	749	1134	22	267	24	313
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>94</b>	<b>78</b>	<b>21</b>	<b>193</b>	<b>64</b>	<b>1266</b>	<b>36</b>	<b>1367</b>	<b>7</b>	<b>418</b>	<b>827</b>	<b>1252</b>	<b>24</b>	<b>295</b>	<b>26</b>	<b>346</b>
DRI Retail, Restaurants, Grocery	6	0	0	6	0	0	0	0	0	9	5	14	0	12	0	12
DRI Residential, Hotel	3	0	0	3	0	0	0	0	0	10	8	18	0	4	0	4
DRI Office	1	0	0	1	0	0	0	0	0	0	0	0	0	7	0	7
<b>DRI Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>32</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>23</b>
<b>Build Volumes</b>	<b>104</b>	<b>78</b>	<b>21</b>	<b>203</b>	<b>64</b>	<b>1266</b>	<b>36</b>	<b>1367</b>	<b>7</b>	<b>437</b>	<b>840</b>	<b>1284</b>	<b>24</b>	<b>318</b>	<b>26</b>	<b>369</b>

Weekday P.M. Peak Hour	Northbound George Busbee Parkway				Southbound George Busbee Parkway				Eastbound Shiloh Road				Westbound Shiloh Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	650	619	25	1294	43	242	43	328	23	443	312	778	4	458	34	496
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>718</b>	<b>683</b>	<b>28</b>	<b>1429</b>	<b>47</b>	<b>267</b>	<b>47</b>	<b>362</b>	<b>25</b>	<b>489</b>	<b>344</b>	<b>859</b>	<b>4</b>	<b>506</b>	<b>38</b>	<b>548</b>
DRI Retail, Restaurants, Grocery	8	0	0	8	0	0	0	0	0	14	7	21	0	16	0	16
DRI Residential, Hotel	8	0	0	8	0	0	0	0	0	6	5	11	0	10	0	10
DRI Office	0	0	0	0	0	0	0	0	0	6	1	7	0	1	0	1
<b>DRI Total</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>13</b>	<b>39</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>27</b>
<b>Build Volumes</b>	<b>734</b>	<b>683</b>	<b>28</b>	<b>1445</b>	<b>47</b>	<b>267</b>	<b>47</b>	<b>362</b>	<b>25</b>	<b>515</b>	<b>357</b>	<b>898</b>	<b>4</b>	<b>533</b>	<b>38</b>	<b>575</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**  
City of Kennesaw, Georgia

October 2017

**Intersection: 2. Wade Green Road / I-75 Northbound Ramps**

Weekday A.M. Peak Hour	Northbound Wade Green Road			Southbound Wade Green Road			Westbound I-75 NB Off-Ramp		
	L	T	Tot	T	R	Tot	L	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	116	759	875	904	134	1038	368	246	614
Total Annual Background Growth	10.4%	10.4%		10.4%	10.4%		10.4%	10.4%	
<b>No-Build Volumes</b>	<b>128</b>	<b>838</b>	<b>966</b>	<b>998</b>	<b>148</b>	<b>1146</b>	<b>406</b>	<b>272</b>	<b>678</b>
DRI Retail, Restaurants, Grocery	14	14	28	18	0	18	12	0	12
DRI Residential, Hotel	17	17	34	7	0	7	24	0	24
DRI Office	2	1	3	11	0	11	24	0	24
<b>DRI Total</b>	<b>33</b>	<b>32</b>	<b>65</b>	<b>36</b>	<b>0</b>	<b>36</b>	<b>60</b>	<b>0</b>	<b>60</b>
<b>Build Volumes</b>	<b>161</b>	<b>870</b>	<b>1031</b>	<b>1034</b>	<b>148</b>	<b>1182</b>	<b>466</b>	<b>272</b>	<b>738</b>

Weekday P.M. Peak Hour	Northbound Wade Green Road			Southbound Wade Green Road			Westbound I-75 NB Off-Ramp		
	L	T	Tot	T	R	Tot	L	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	246	729	975	770	203	973	738	1022	1760
Total Annual Background Growth	10.4%	10.4%		10.4%	10.4%		10.4%	10.4%	
<b>No-Build Volumes</b>	<b>272</b>	<b>805</b>	<b>1076</b>	<b>850</b>	<b>224</b>	<b>1074</b>	<b>815</b>	<b>1128</b>	<b>1943</b>
DRI Retail, Restaurants, Grocery	21	21	42	25	0	25	16	0	16
DRI Residential, Hotel	10	10	20	18	0	18	59	0	59
DRI Office	12	8	20	1	0	1	2	0	2
<b>DRI Total</b>	<b>43</b>	<b>39</b>	<b>82</b>	<b>44</b>	<b>0</b>	<b>44</b>	<b>77</b>	<b>0</b>	<b>77</b>
<b>Build Volumes</b>	<b>315</b>	<b>844</b>	<b>1158</b>	<b>894</b>	<b>224</b>	<b>1118</b>	<b>892</b>	<b>1128</b>	<b>2020</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**  
City of Kennesaw, Georgia

October 2017

**Intersection: 3. Wade Green Road / I-75 Southbound Ramps**

Weekday A.M. Peak Hour	Northbound Wade Green Road			Southbound Wade Green Road			Eastbound I-75 SB Off-Ramps		
	T	R	Tot	L	T	Tot	L	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	482	427	909	372	830	1202	432	527	959
Total Annual Background Growth	10.4%	10.4%		10.4%	10.4%		10.4%	10.4%	
<b>No-Build Volumes</b>	<b>532</b>	<b>471</b>	<b>1004</b>	<b>411</b>	<b>916</b>	<b>1327</b>	<b>477</b>	<b>582</b>	<b>1059</b>
DRI Retail, Restaurants, Grocery	28	9	37	0	30	30	0	18	18
DRI Residential, Hotel	34	58	92	0	31	31	0	7	7
DRI Office	3	2	5	0	35	35	0	17	17
<b>DRI Total</b>	<b>65</b>	<b>69</b>	<b>134</b>	<b>0</b>	<b>96</b>	<b>96</b>	<b>0</b>	<b>42</b>	<b>42</b>
<b>Build Volumes</b>	<b>597</b>	<b>540</b>	<b>1138</b>	<b>411</b>	<b>1012</b>	<b>1423</b>	<b>477</b>	<b>624</b>	<b>1101</b>

Weekday P.M. Peak Hour	Northbound Wade Green Road			Southbound Wade Green Road			Eastbound I-75 SB Off-Ramps		
	T	R	Tot	L	T	Tot	L	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	860	496	1356	346	1147	1493	128	184	312
Total Annual Background Growth	10.4%	10.4%		10.4%	10.4%		10.4%	10.4%	
<b>No-Build Volumes</b>	<b>949</b>	<b>548</b>	<b>1497</b>	<b>382</b>	<b>1266</b>	<b>1648</b>	<b>141</b>	<b>203</b>	<b>344</b>
DRI Retail, Restaurants, Grocery	41	14	55	0	41	41	0	25	25
DRI Residential, Hotel	20	35	55	0	77	77	0	18	18
DRI Office	20	19	39	0	3	3	0	2	2
<b>DRI Total</b>	<b>81</b>	<b>68</b>	<b>149</b>	<b>0</b>	<b>121</b>	<b>121</b>	<b>0</b>	<b>45</b>	<b>45</b>
<b>Build Volumes</b>	<b>1030</b>	<b>616</b>	<b>1646</b>	<b>382</b>	<b>1387</b>	<b>1769</b>	<b>141</b>	<b>248</b>	<b>389</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**  
City of Kennesaw, Georgia

October 2017

**Intersection: 4. Cherokee Street / Wade Green Road / Shiloh Road**

Weekday A.M. Peak Hour	Northbound Cherokee Street				Southbound Wade Green Road				Eastbound Shiloh Road				Westbound Shiloh Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	22	676	506	1204	225	977	145	1347	175	354	87	616	246	79	31	356
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>24</b>	<b>746</b>	<b>559</b>	<b>1329</b>	<b>248</b>	<b>1079</b>	<b>160</b>	<b>1487</b>	<b>193</b>	<b>391</b>	<b>96</b>	<b>680</b>	<b>272</b>	<b>87</b>	<b>34</b>	<b>393</b>
DRI Retail, Restaurants, Grocery	5	37	14	56	0	48	0	48	0	0	6	6	18	0	0	18
DRI Residential, Hotel	0	92	18	110	0	38	0	38	0	0	0	0	7	0	0	7
DRI Office	0	5	0	5	0	52	0	52	0	0	1	1	8	0	0	8
<b>DRI Total</b>	<b>5</b>	<b>134</b>	<b>32</b>	<b>171</b>	<b>0</b>	<b>138</b>	<b>0</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>
<b>Build Volumes</b>	<b>29</b>	<b>880</b>	<b>591</b>	<b>1500</b>	<b>248</b>	<b>1217</b>	<b>160</b>	<b>1625</b>	<b>193</b>	<b>391</b>	<b>103</b>	<b>687</b>	<b>305</b>	<b>87</b>	<b>34</b>	<b>426</b>

Weekday P.M. Peak Hour	Northbound Cherokee Street				Southbound Wade Green Road				Eastbound Shiloh Road				Westbound Shiloh Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	80	931	349	1360	117	997	153	1267	258	198	70	526	650	310	114	1074
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>88</b>	<b>1028</b>	<b>385</b>	<b>1501</b>	<b>129</b>	<b>1101</b>	<b>169</b>	<b>1399</b>	<b>285</b>	<b>219</b>	<b>77</b>	<b>581</b>	<b>718</b>	<b>342</b>	<b>126</b>	<b>1186</b>
DRI Retail, Restaurants, Grocery	7	55	21	83	0	66	0	66	0	0	8	8	24	0	0	24
DRI Residential, Hotel	0	55	11	66	0	95	0	95	0	0	0	0	18	0	0	18
DRI Office	1	39	7	47	0	5	0	5	0	0	0	0	1	0	0	1
<b>DRI Total</b>	<b>8</b>	<b>149</b>	<b>39</b>	<b>196</b>	<b>0</b>	<b>166</b>	<b>0</b>	<b>166</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>
<b>Build Volumes</b>	<b>96</b>	<b>1177</b>	<b>424</b>	<b>1697</b>	<b>129</b>	<b>1267</b>	<b>169</b>	<b>1565</b>	<b>285</b>	<b>219</b>	<b>85</b>	<b>589</b>	<b>761</b>	<b>342</b>	<b>126</b>	<b>1229</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**  
City of Kennesaw, Georgia

October 2017

**Intersection: 5. Cherokee Street / Jiles Road**

Weekday A.M. Peak Hour	Northbound Cherokee Street				Southbound Cherokee Street				Eastbound Jiles Road				Westbound Shiloh UMC Access			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	160	328	1	489	0	717	611	1328	870	0	398	1268	0	0	1	1
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>177</b>	<b>362</b>	<b>1</b>	<b>540</b>	<b>0</b>	<b>792</b>	<b>675</b>	<b>1466</b>	<b>960</b>	<b>0</b>	<b>439</b>	<b>1400</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
DRI Retail, Restaurants, Grocery	17	56	0	73	0	72	0	72	0	0	22	22	0	0	0	0
DRI Residential, Hotel	12	110	0	122	0	45	0	45	0	0	6	6	0	0	0	0
DRI Office	0	5	0	5	0	61	0	61	0	0	7	7	0	0	0	0
<b>DRI Total</b>	<b>29</b>	<b>171</b>	<b>0</b>	<b>200</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Build Volumes</b>	<b>206</b>	<b>533</b>	<b>1</b>	<b>740</b>	<b>0</b>	<b>970</b>	<b>675</b>	<b>1644</b>	<b>960</b>	<b>0</b>	<b>474</b>	<b>1435</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>

Weekday P.M. Peak Hour	Northbound Cherokee Street				Southbound Cherokee Street				Eastbound Jiles Road				Westbound Shiloh UMC Access			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	323	586	2	911	0	564	1075	1639	807	0	234	1041	0	0	1	1
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>357</b>	<b>647</b>	<b>2</b>	<b>1006</b>	<b>0</b>	<b>623</b>	<b>1187</b>	<b>1809</b>	<b>891</b>	<b>0</b>	<b>258</b>	<b>1149</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
DRI Retail, Restaurants, Grocery	26	83	0	109	0	98	0	98	0	0	30	30	0	0	0	0
DRI Residential, Hotel	7	66	0	73	0	113	0	113	0	0	12	12	0	0	0	0
DRI Office	6	47	0	53	0	6	0	6	0	0	1	1	0	0	0	0
<b>DRI Total</b>	<b>39</b>	<b>196</b>	<b>0</b>	<b>235</b>	<b>0</b>	<b>217</b>	<b>0</b>	<b>217</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Build Volumes</b>	<b>396</b>	<b>843</b>	<b>2</b>	<b>1241</b>	<b>0</b>	<b>840</b>	<b>1187</b>	<b>2026</b>	<b>891</b>	<b>0</b>	<b>301</b>	<b>1192</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**  
City of Kennesaw, Georgia

October 2017

**Intersection: 6. McCollum Parkway / Grant Drive / Site Access G**

Weekday A.M. Peak Hour	Northbound Grant Drive/Site Access G				Southbound Shopping Center Access				Eastbound McCollum Parkway				Westbound McCollum Parkway			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	5	0	6	11	3	0	0	3	0	517	6	523	2	144	0	146
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>571</b>	<b>7</b>	<b>577</b>	<b>2</b>	<b>159</b>	<b>0</b>	<b>161</b>
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	5	0	7	12	0	0	0	0	0	0	6	6	9	0	0	9
- SD1 Pass-by	2	0	7	9	0	0	0	0	0	-10	10	0	3	-3	0	0
SD1 Office	2	0	1	3	0	0	0	0	0	0	52	52	3	0	0	3
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	20	0	10	30	0	0	0	0	0	9	8	17	4	4	0	8
SD4 Retail, Restaurants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>DRI Total</b>	<b>29</b>	<b>0</b>	<b>25</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>76</b>	<b>75</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>20</b>
<b>Build Volumes</b>	<b>29</b>	<b>0</b>	<b>25</b>	<b>54</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>570</b>	<b>76</b>	<b>646</b>	<b>19</b>	<b>160</b>	<b>0</b>	<b>179</b>

Weekday P.M. Peak Hour	Northbound Grant Drive/Site Access G				Southbound Shopping Center Access				Eastbound McCollum Parkway				Westbound McCollum Parkway			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	7	0	4	11	7	1	5	13	2	277	8	287	5	453	5	463
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>14</b>	<b>2</b>	<b>306</b>	<b>9</b>	<b>317</b>	<b>6</b>	<b>500</b>	<b>6</b>	<b>511</b>
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	9	0	11	20	0	0	0	0	0	0	9	9	13	0	0	13
- SD1 Pass-by	19	0	11	30	0	0	0	0	0	-13	13	0	21	-21	0	0
SD1 Office	15	0	2	17	0	0	0	0	0	0	5	5	0	0	0	0
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	10	0	6	16	0	0	0	0	0	6	20	26	10	10	0	20
SD4 Retail, Restaurants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>DRI Total</b>	<b>53</b>	<b>0</b>	<b>30</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>47</b>	<b>40</b>	<b>44</b>	<b>-11</b>	<b>0</b>	<b>33</b>
<b>Build Volumes</b>	<b>53</b>	<b>0</b>	<b>30</b>	<b>83</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>14</b>	<b>2</b>	<b>299</b>	<b>47</b>	<b>348</b>	<b>44</b>	<b>489</b>	<b>6</b>	<b>539</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**

City of Kennesaw, Georgia

October 2017

**Intersection: 7. Cherokee Street / McCollum Parkway / Bensman Lane**

**Weekday A.M. Peak Hour**

	Northbound Cherokee Street				Southbound Cherokee Street				Eastbound Bensman Lane				Westbound McCollum Parkway			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	3	359	41	403	458	631	7	1096	20	31	6	57	27	11	114	152
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>3</b>	<b>396</b>	<b>45</b>	<b>445</b>	<b>506</b>	<b>697</b>	<b>8</b>	<b>1210</b>	<b>22</b>	<b>34</b>	<b>7</b>	<b>63</b>	<b>30</b>	<b>12</b>	<b>126</b>	<b>168</b>
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	1	36	0	37	6	50	0	56	0	1	1	2	0	1	4	5
SD1 Office	0	3	18	21	34	34	0	68	0	0	0	0	0	0	2	2
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	0	102	9	111	8	43	0	51	0	0	0	0	4	0	20	24
SD4 Retail, Restaurants	0	33	0	33	0	40	0	40	0	0	0	0	0	0	0	0
<b>DRI Total</b>	<b>1</b>	<b>174</b>	<b>27</b>	<b>202</b>	<b>48</b>	<b>167</b>	<b>0</b>	<b>215</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>26</b>	<b>31</b>
<b>Build Volumes</b>	<b>4</b>	<b>570</b>	<b>72</b>	<b>647</b>	<b>554</b>	<b>864</b>	<b>8</b>	<b>1425</b>	<b>22</b>	<b>35</b>	<b>8</b>	<b>65</b>	<b>34</b>	<b>13</b>	<b>152</b>	<b>199</b>

**Weekday P.M. Peak Hour**

	Northbound Cherokee Street				Southbound Cherokee Street				Eastbound Bensman Lane				Westbound McCollum Parkway			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	12	468	34	514	222	446	78	746	60	43	9	112	47	62	319	428
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>13</b>	<b>517</b>	<b>38</b>	<b>567</b>	<b>245</b>	<b>492</b>	<b>86</b>	<b>824</b>	<b>66</b>	<b>47</b>	<b>10</b>	<b>124</b>	<b>52</b>	<b>68</b>	<b>352</b>	<b>473</b>
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	1	75	0	76	9	81	0	90	0	1	2	3	0	1	8	9
SD1 Office	0	38	2	40	3	4	0	7	0	0	0	0	0	0	15	15
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	0	63	6	69	20	105	0	125	0	0	0	0	10	0	10	20
SD4 Retail, Restaurants	0	32	0	32	0	40	0	40	0	0	0	0	0	0	0	0
<b>DRI Total</b>	<b>1</b>	<b>208</b>	<b>8</b>	<b>217</b>	<b>32</b>	<b>230</b>	<b>0</b>	<b>262</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>33</b>	<b>44</b>
<b>Build Volumes</b>	<b>14</b>	<b>725</b>	<b>46</b>	<b>784</b>	<b>277</b>	<b>722</b>	<b>86</b>	<b>1086</b>	<b>66</b>	<b>48</b>	<b>12</b>	<b>127</b>	<b>62</b>	<b>69</b>	<b>385</b>	<b>517</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**  
City of Kennesaw, Georgia

October 2017

**Intersection: 8. Cherokee Street / Oak Drive / Pine Lane / Site Access B**

**Weekday A.M. Peak Hour**

	Northbound Cherokee Street				Southbound Cherokee Street				Eastbound Oak Drive				Westbound Pine Lane/Site Access B			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	0	371	2	373	1	634	0	635	5	0	6	11	1	0	2	3
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>0</b>	<b>410</b>	<b>2</b>	<b>412</b>	<b>1</b>	<b>700</b>	<b>0</b>	<b>701</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	0	20	14	34	11	39	0	50	0	0	0	0	6	0	12	18
- SD1 Pass-by	0	-2	2	0	7	-7	0	0	0	0	0	0	4	0	2	6
SD1 Office	0	19	10	29	14	20	0	34	0	0	0	0	3	0	1	4
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	0	77	2	79	12	35	0	47	0	0	0	0	5	0	25	30
SD4 Retail, Restaurants	0	33	0	33	0	40	0	40	0	0	0	0	0	0	0	0
<b>DRI Total</b>	<b>0</b>	<b>147</b>	<b>28</b>	<b>175</b>	<b>44</b>	<b>127</b>	<b>0</b>	<b>171</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>40</b>	<b>58</b>
<b>Build Volumes</b>	<b>0</b>	<b>557</b>	<b>28</b>	<b>585</b>	<b>44</b>	<b>827</b>	<b>0</b>	<b>871</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>40</b>	<b>58</b>

**Weekday P.M. Peak Hour**

	Northbound Cherokee Street				Southbound Cherokee Street				Eastbound Oak Drive				Westbound Pine Lane/Site Access B			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	3	454	6	463	6	494	9	509	7	1	4	12	8	0	4	12
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>3</b>	<b>501</b>	<b>7</b>	<b>511</b>	<b>7</b>	<b>545</b>	<b>10</b>	<b>562</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>13</b>
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	0	41	22	63	18	63	0	81	0	0	0	0	13	0	25	38
- SD1 Pass-by	0	-11	11	0	12	-12	0	0	0	0	0	0	7	0	10	17
SD1 Office	0	22	2	24	2	2	0	4	0	0	0	0	12	0	11	23
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	0	48	4	52	23	92	0	115	0	0	0	0	5	0	15	20
SD4 Retail, Restaurants	0	32	0	32	0	40	0	40	0	0	0	0	0	0	0	0
<b>DRI Total</b>	<b>0</b>	<b>132</b>	<b>39</b>	<b>171</b>	<b>55</b>	<b>185</b>	<b>0</b>	<b>240</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>61</b>	<b>98</b>
<b>Build Volumes</b>	<b>3</b>	<b>633</b>	<b>39</b>	<b>676</b>	<b>55</b>	<b>730</b>	<b>10</b>	<b>795</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>37</b>	<b>0</b>	<b>61</b>	<b>98</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**  
City of Kennesaw, Georgia

October 2017

**Intersection: 9. Cherokee Street / Maple Drive / Site Access C**

**Weekday A.M. Peak Hour**

	Northbound Cherokee Street				Southbound Cherokee Street				Eastbound Maple Drive				Westbound Site Access C			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	0	332		332		617	1	618	8		3	11				
Total Annual Background Growth	10.4%	10.4%				10.4%	10.4%		10.4%		10.4%					
<b>No-Build Volumes</b>	<b>0</b>	<b>367</b>		<b>367</b>		<b>681</b>	<b>1</b>	<b>682</b>	<b>9</b>		<b>3</b>	<b>12</b>				
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	0	18	29	47	34	11	0	45	0	2	0	2	23	2	16	41
- SD1 Pass-by	0	-5	5	0	8	-8	0	0	0	0	0	0	6	0	2	8
SD1 Office	0	28	20	48	20	3	0	23	0	0	0	0	3	0	1	4
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	0	39	17	56	26	14	0	40	0	0	0	0	21	0	40	61
SD4 Retail, Restaurants	0	33	0	33	0	40	0	40	0	0	0	0	0	0	0	0
<b>DRI Total</b>	<b>0</b>	<b>113</b>	<b>71</b>	<b>184</b>	<b>88</b>	<b>60</b>	<b>0</b>	<b>148</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>2</b>	<b>59</b>	<b>114</b>
<b>Build Volumes</b>	<b>0</b>	<b>480</b>	<b>71</b>	<b>551</b>	<b>88</b>	<b>741</b>	<b>1</b>	<b>830</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>14</b>	<b>53</b>	<b>2</b>	<b>59</b>	<b>114</b>

**Weekday P.M. Peak Hour**

	Northbound Cherokee Street				Southbound Cherokee Street				Eastbound Maple Drive				Westbound Site Access C			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	3	449		452		436	10	446	4		1	5				
Total Annual Background Growth	10.4%	10.4%				10.4%	10.4%		10.4%		10.4%					
<b>No-Build Volumes</b>	<b>3</b>	<b>496</b>		<b>499</b>		<b>481</b>	<b>11</b>	<b>492</b>	<b>4</b>		<b>1</b>	<b>6</b>				
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	0	30	46	76	54	22	0	76	0	3	0	3	46	2	33	81
- SD1 Pass-by	0	-15	15	0	17	-17	0	0	0	0	0	0	18	0	10	28
SD1 Office	0	4	2	6	2	12	0	14	0	0	0	0	27	0	20	47
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	0	22	26	48	50	47	0	97	0	0	0	0	18	0	30	48
SD4 Retail, Restaurants	0	32	0	32	0	40	0	40	0	0	0	0	0	0	0	0
<b>DRI Total</b>	<b>0</b>	<b>73</b>	<b>89</b>	<b>162</b>	<b>123</b>	<b>104</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>109</b>	<b>2</b>	<b>93</b>	<b>204</b>
<b>Build Volumes</b>	<b>3</b>	<b>569</b>	<b>89</b>	<b>661</b>	<b>123</b>	<b>585</b>	<b>11</b>	<b>719</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>109</b>	<b>2</b>	<b>93</b>	<b>204</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**  
City of Kennesaw, Georgia

October 2017

**Intersection: 10. Cherokee Street / Dobbins Drive**

**Weekday A.M. Peak Hour**

	Northbound Cherokee Street			Southbound Cherokee Street			Eastbound Dobbins Drive		
	L	T	Tot	T	R	Tot	L	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	2	354	356	556	9	565	12	10	22
Total Annual Background Growth	10.4%	10.4%		10.4%	10.4%		10.4%	10.4%	
<b>No-Build Volumes</b>	<b>2</b>	<b>391</b>	<b>393</b>	<b>614</b>	<b>10</b>	<b>624</b>	<b>13</b>	<b>11</b>	<b>24</b>
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	0	46	46	33	2	35	2	0	2
- SD1 Pass-by	0	0	0	0	0	0	0	0	0
SD1 Office	0	48	48	6	0	6	0	0	0
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	1	34	35	37	2	39	11	7	18
SD4 Retail, Restaurants	0	33	33	40	0	40	0	0	0
<b>DRI Total</b>	<b>1</b>	<b>161</b>	<b>162</b>	<b>116</b>	<b>4</b>	<b>120</b>	<b>13</b>	<b>7</b>	<b>20</b>
<b>Build Volumes</b>	<b>3</b>	<b>552</b>	<b>555</b>	<b>730</b>	<b>14</b>	<b>744</b>	<b>26</b>	<b>18</b>	<b>44</b>

**Weekday P.M. Peak Hour**

	Northbound Cherokee Street			Southbound Cherokee Street			Eastbound Dobbins Drive		
	L	T	Tot	T	R	Tot	L	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	7	452	459	439	16	455	18	7	25
Total Annual Background Growth	10.4%	10.4%		10.4%	10.4%		10.4%	10.4%	
<b>No-Build Volumes</b>	<b>8</b>	<b>499</b>	<b>507</b>	<b>485</b>	<b>18</b>	<b>502</b>	<b>20</b>	<b>8</b>	<b>28</b>
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	0	73	73	67	2	69	3	0	3
- SD1 Pass-by	0	0	0	0	0	0	0	0	0
SD1 Office	0	6	6	39	0	39	0	0	0
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	5	45	50	43	11	54	4	2	6
SD4 Retail, Restaurants	0	32	32	40	0	40	0	0	0
<b>DRI Total</b>	<b>5</b>	<b>156</b>	<b>161</b>	<b>189</b>	<b>13</b>	<b>202</b>	<b>7</b>	<b>2</b>	<b>9</b>
<b>Build Volumes</b>	<b>13</b>	<b>655</b>	<b>668</b>	<b>674</b>	<b>31</b>	<b>704</b>	<b>27</b>	<b>10</b>	<b>37</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**

City of Kennesaw, Georgia

October 2017

**Intersection: 11. Cherokee Street / Smith Drive**

Weekday A.M. Peak Hour	Northbound Cherokee Street			Southbound Cherokee Street			Eastbound Smith Drive		
	L	T	Tot	T	R	Tot	L	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	2	354	356	553	3	556	11	8	19
Total Annual Background Growth	10.4%	10.4%		10.4%	10.4%		10.4%	10.4%	
<b>No-Build Volumes</b>	<b>2</b>	<b>391</b>	<b>393</b>	<b>611</b>	<b>3</b>	<b>614</b>	<b>12</b>	<b>9</b>	<b>21</b>
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	0	45	45	32	1	33	1	0	1
- SD1 Pass-by	0	0	0	0	0	0	0	0	0
SD1 Office	0	48	48	6	0	6	0	0	0
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	1	24	25	42	2	44	11	7	18
SD4 Retail, Restaurants	5	25	30	32	8	40	8	6	14
- SD4 Pass-by	1	-1	0	-5	5	0	2	3	5
<b>DRI Total</b>	<b>7</b>	<b>141</b>	<b>148</b>	<b>107</b>	<b>16</b>	<b>123</b>	<b>22</b>	<b>16</b>	<b>38</b>
<b>Build Volumes</b>	<b>9</b>	<b>532</b>	<b>541</b>	<b>718</b>	<b>19</b>	<b>737</b>	<b>34</b>	<b>25</b>	<b>59</b>

Weekday P.M. Peak Hour	Northbound Cherokee Street			Southbound Cherokee Street			Eastbound Smith Drive		
	L	T	Tot	T	R	Tot	L	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	4	494	498	455	22	477	11	7	18
Total Annual Background Growth	10.4%	10.4%		10.4%	10.4%		10.4%	10.4%	
<b>No-Build Volumes</b>	<b>4</b>	<b>545</b>	<b>550</b>	<b>502</b>	<b>24</b>	<b>527</b>	<b>12</b>	<b>8</b>	<b>20</b>
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	0	71	71	66	1	67	2	0	2
- SD1 Pass-by	0	0	0	0	0	0	0	0	0
SD1 Office	0	6	6	39	0	39	0	0	0
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	5	46	51	34	11	45	4	2	6
SD4 Retail, Restaurants	5	25	30	32	8	40	8	5	13
- SD4 Pass-by	3	-3	0	-7	7	0	1	1	2
<b>DRI Total</b>	<b>13</b>	<b>145</b>	<b>158</b>	<b>164</b>	<b>27</b>	<b>191</b>	<b>15</b>	<b>8</b>	<b>23</b>
<b>Build Volumes</b>	<b>17</b>	<b>690</b>	<b>708</b>	<b>666</b>	<b>51</b>	<b>718</b>	<b>27</b>	<b>16</b>	<b>43</b>

**Cherokee Street DRI #2724 Transportation Analysis**

City of Kennesaw, Georgia

October 2017

**Intersection: 12. Cherokee Street / Dogwood Drive / Site Access F**

Weekday A.M. Peak Hour	Northbound Cherokee Street				Southbound Cherokee Street				Eastbound Site Access F				Westbound Dogwood Drive			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	1	341	25	367	34	539	0	573	0	0	0	0	38	0	30	68
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>1</b>	<b>376</b>	<b>28</b>	<b>405</b>	<b>38</b>	<b>595</b>	<b>0</b>	<b>633</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>33</b>	<b>75</b>
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	0	43	0	43	2	30	0	32	0	0	0	0	0	0	2	2
- SD1 Pass-by	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SD1 Office	0	48	0	48	0	6	0	6	0	0	0	0	0	0	0	0
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	0	22	0	22	0	52	0	52	0	0	0	0	0	0	0	0
SD4 Retail, Restaurants	30	5	0	35	0	12	32	44	15	0	18	33	0	0	0	0
- SD4 Pass-by	7	-7	0	0	0	-11	11	0	3	0	5	8	0	0	0	0
<b>DRI Total</b>	<b>37</b>	<b>111</b>	<b>0</b>	<b>148</b>	<b>2</b>	<b>89</b>	<b>43</b>	<b>134</b>	<b>18</b>	<b>0</b>	<b>23</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>Build Volumes</b>	<b>38</b>	<b>487</b>	<b>28</b>	<b>553</b>	<b>40</b>	<b>684</b>	<b>43</b>	<b>767</b>	<b>18</b>	<b>0</b>	<b>23</b>	<b>41</b>	<b>42</b>	<b>0</b>	<b>35</b>	<b>77</b>

Weekday P.M. Peak Hour	Northbound Cherokee Street				Southbound Cherokee Street				Eastbound Site Access F				Westbound Dogwood Drive			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	0	505	26	531	16	457	1	474	1	0	1	2	15	0	17	32
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>0</b>	<b>558</b>	<b>29</b>	<b>586</b>	<b>18</b>	<b>505</b>	<b>1</b>	<b>523</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>19</b>	<b>35</b>
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	0	68	0	68	2	64	0	66	0	0	0	0	0	0	3	3
- SD1 Pass-by	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SD1 Office	0	6	0	6	0	39	0	39	0	0	0	0	0	0	0	0
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	0	54	0	54	0	32	0	32	0	0	0	0	0	0	0	0
SD4 Retail, Restaurants	30	5	0	35	0	10	32	42	15	0	15	30	0	0	0	0
- SD4 Pass-by	16	-16	0	0	0	-13	13	0	9	0	10	19	0	0	0	0
<b>DRI Total</b>	<b>46</b>	<b>117</b>	<b>0</b>	<b>163</b>	<b>2</b>	<b>132</b>	<b>45</b>	<b>179</b>	<b>24</b>	<b>0</b>	<b>25</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
<b>Build Volumes</b>	<b>46</b>	<b>675</b>	<b>29</b>	<b>749</b>	<b>20</b>	<b>637</b>	<b>46</b>	<b>702</b>	<b>25</b>	<b>0</b>	<b>26</b>	<b>51</b>	<b>17</b>	<b>0</b>	<b>22</b>	<b>38</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**  
City of Kennesaw, Georgia

October 2017

**Intersection: 13. Cherokee Street / Ben King Road / Twelve Oaks Circle**

Weekday A.M. Peak Hour	Northbound Cherokee Street				Southbound Cherokee Street				Eastbound Twelve Oaks Circle				Westbound Ben King Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	8	210	266	484	173	385	1	559	6	14	19	39	146	2	135	283
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>9</b>	<b>232</b>	<b>294</b>	<b>534</b>	<b>191</b>	<b>425</b>	<b>1</b>	<b>617</b>	<b>7</b>	<b>15</b>	<b>21</b>	<b>43</b>	<b>161</b>	<b>2</b>	<b>149</b>	<b>312</b>
DRI Retail, Restaurants, Grocery	0	53	0	53	12	42	2	56	3	0	0	3	0	0	16	16
DRI Residential, Hotel	0	18	0	18	10	42	0	52	0	0	0	0	0	0	4	4
DRI Office	0	41	0	41	1	4	0	5	0	0	0	0	0	0	7	7
<b>DRI Total</b>	<b>0</b>	<b>112</b>	<b>0</b>	<b>112</b>	<b>23</b>	<b>88</b>	<b>2</b>	<b>113</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>27</b>
<b>Build Volumes</b>	<b>9</b>	<b>344</b>	<b>294</b>	<b>646</b>	<b>214</b>	<b>513</b>	<b>3</b>	<b>730</b>	<b>10</b>	<b>15</b>	<b>21</b>	<b>46</b>	<b>161</b>	<b>2</b>	<b>176</b>	<b>339</b>

Weekday P.M. Peak Hour	Northbound Cherokee Street				Southbound Cherokee Street				Eastbound Twelve Oaks Circle				Westbound Ben King Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	12	422	86	520	75	405	5	485	5	7	16	28	292	16	127	435
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>13</b>	<b>466</b>	<b>95</b>	<b>574</b>	<b>83</b>	<b>447</b>	<b>6</b>	<b>535</b>	<b>6</b>	<b>8</b>	<b>18</b>	<b>31</b>	<b>322</b>	<b>18</b>	<b>140</b>	<b>480</b>
DRI Retail, Restaurants, Grocery	0	73	0	73	19	63	3	85	3	0	0	3	0	0	22	22
DRI Residential, Hotel	0	44	0	44	6	26	0	32	0	0	0	0	0	0	10	10
DRI Office	0	5	0	5	6	33	0	39	0	0	0	0	0	0	1	1
<b>DRI Total</b>	<b>0</b>	<b>122</b>	<b>0</b>	<b>122</b>	<b>31</b>	<b>122</b>	<b>3</b>	<b>156</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>
<b>Build Volumes</b>	<b>13</b>	<b>588</b>	<b>95</b>	<b>696</b>	<b>114</b>	<b>569</b>	<b>9</b>	<b>691</b>	<b>9</b>	<b>8</b>	<b>18</b>	<b>34</b>	<b>322</b>	<b>18</b>	<b>173</b>	<b>513</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**

City of Kennesaw, Georgia

October 2017

**Intersection: 14. Cherokee Street / Big Shanty Drive / Sardis Street (future)**

**Weekday A.M. Peak Hour**

	Northbound Big Shanty Drive (Sardis)				Southbound Shirley Drive				Eastbound Cherokee Street				Westbound Cherokee Street			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	6	2	159	167	0	8	2	10	2	272	158	432	240	258	2	500
<b>Volumes Shifted for Sardis Realignment</b>	8		159	167					272	166	438	240	260			500
Total Annual Background Growth	10.4%		10.4%						10.4%	10.4%		10.4%	10.4%			
<b>No-Build Volumes</b>	<b>7</b>		<b>176</b>	<b>182</b>					<b>300</b>	<b>174</b>	<b>475</b>	<b>265</b>	<b>285</b>			<b>550</b>
DRI Retail, Restaurants, Grocery	0		6	6					47	0	47	5	37			42
DRI Residential, Hotel	0		1	1					17	0	17	2	40			42
DRI Office	0		2	2					39	0	39	0	4			4
<b>DRI Total</b>	<b>0</b>		<b>9</b>	<b>9</b>					<b>103</b>	<b>0</b>	<b>103</b>	<b>7</b>	<b>81</b>			<b>88</b>
<b>Build Volumes</b>	<b>7</b>		<b>185</b>	<b>191</b>					<b>403</b>	<b>174</b>	<b>578</b>	<b>272</b>	<b>366</b>			<b>638</b>

**Weekday P.M. Peak Hour**

	Northbound Big Shanty Drive (Sardis)				Southbound Shirley Drive				Eastbound Cherokee Street				Westbound Cherokee Street			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	62	1	203	266	2	5	18	25	4	214	51	269	104	564	1	669
<b>Volumes Shifted for Sardis Realignment</b>	63		203	266					216	56	272	104	565			669
Total Annual Background Growth	10.4%		10.4%						10.4%	10.4%		10.4%	10.4%			
<b>No-Build Volumes</b>	<b>68</b>		<b>224</b>	<b>293</b>					<b>236</b>	<b>56</b>	<b>293</b>	<b>115</b>	<b>623</b>			<b>737</b>
DRI Retail, Restaurants, Grocery	0		8	8					65	0	65	7	56			63
DRI Residential, Hotel	0		2	2					42	0	42	1	25			26
DRI Office	0		0	0					5	0	5	2	31			33
<b>DRI Total</b>	<b>0</b>		<b>10</b>	<b>10</b>					<b>112</b>	<b>0</b>	<b>112</b>	<b>10</b>	<b>112</b>			<b>122</b>
<b>Build Volumes</b>	<b>68</b>		<b>234</b>	<b>303</b>					<b>348</b>	<b>56</b>	<b>405</b>	<b>125</b>	<b>735</b>			<b>859</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**  
City of Kennesaw, Georgia

October 2017

**Intersection: 15. North/South Main Street / Cherokee Street / J O Stephenson Avenue**

Weekday A.M. Peak Hour	Northbound South Main Street				Southbound North Main Street				Eastbound J O Stephenson Avenue				Westbound Cherokee Street			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	7	292	70	369	406	794	3	1203	3	9	7	19	111	8	145	264
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>8</b>	<b>322</b>	<b>77</b>	<b>407</b>	<b>448</b>	<b>877</b>	<b>3</b>	<b>1328</b>	<b>3</b>	<b>10</b>	<b>8</b>	<b>21</b>	<b>123</b>	<b>9</b>	<b>160</b>	<b>291</b>
DRI Retail, Restaurants, Grocery	0	0	33	33	14	0	0	14	0	0	0	0	27	0	10	37
DRI Residential, Hotel	0	0	14	14	3	0	0	3	0	0	0	0	32	0	8	40
DRI Office	0	0	32	32	7	0	0	7	0	0	0	0	4	0	0	4
<b>DRI Total</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>79</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>18</b>	<b>81</b>
<b>Build Volumes</b>	<b>8</b>	<b>322</b>	<b>156</b>	<b>486</b>	<b>472</b>	<b>877</b>	<b>3</b>	<b>1352</b>	<b>3</b>	<b>10</b>	<b>8</b>	<b>21</b>	<b>186</b>	<b>9</b>	<b>178</b>	<b>372</b>

Weekday P.M. Peak Hour	Northbound South Main Street				Southbound North Main Street				Eastbound J O Stephenson Avenue				Westbound Cherokee Street			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	9	819	95	923	129	406	5	540	3	5	26	34	162	17	400	579
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>10</b>	<b>904</b>	<b>105</b>	<b>1019</b>	<b>142</b>	<b>448</b>	<b>6</b>	<b>596</b>	<b>3</b>	<b>6</b>	<b>29</b>	<b>38</b>	<b>179</b>	<b>19</b>	<b>442</b>	<b>639</b>
DRI Retail, Restaurants, Grocery	0	0	46	46	19	0	0	19	0	0	0	0	39	0	17	56
DRI Residential, Hotel	0	0	34	34	8	0	0	8	0	0	0	0	20	0	5	25
DRI Office	0	0	4	4	1	0	0	1	0	0	0	0	25	0	6	31
<b>DRI Total</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>84</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>28</b>	<b>112</b>
<b>Build Volumes</b>	<b>10</b>	<b>904</b>	<b>189</b>	<b>1103</b>	<b>170</b>	<b>448</b>	<b>6</b>	<b>624</b>	<b>3</b>	<b>6</b>	<b>29</b>	<b>38</b>	<b>263</b>	<b>19</b>	<b>470</b>	<b>751</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**  
City of Kennesaw, Georgia

October 2017

**Intersection: 16. South Main Street / Summers Street**

Weekday A.M. Peak Hour	Northbound Summers Street				Southbound Shopping Center Access				Eastbound South Main Street				Westbound South Main Street			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	103	8	253	364	4	3	0	7	15	746	207	968	85	217	2	304
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>114</b>	<b>9</b>	<b>279</b>	<b>402</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>17</b>	<b>824</b>	<b>229</b>	<b>1069</b>	<b>94</b>	<b>240</b>	<b>2</b>	<b>336</b>
DRI Retail, Restaurants, Grocery	14	0	0	14	0	0	0	0	0	8	11	19	0	10	0	10
DRI Residential, Hotel	5	0	0	5	0	0	0	0	0	14	11	25	0	6	0	6
DRI Office	12	0	0	12	0	0	0	0	0	2	1	3	0	14	0	14
<b>DRI Total</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>23</b>	<b>47</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>30</b>
<b>Build Volumes</b>	<b>145</b>	<b>9</b>	<b>279</b>	<b>433</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>17</b>	<b>848</b>	<b>252</b>	<b>1116</b>	<b>94</b>	<b>270</b>	<b>2</b>	<b>366</b>

Weekday P.M. Peak Hour	Northbound Summers Street				Southbound Shopping Center Access				Eastbound South Main Street				Westbound South Main Street			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	237	2	170	409	9	2	3	14	2	282	252	536	220	874	8	1102
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>262</b>	<b>2</b>	<b>188</b>	<b>452</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>15</b>	<b>2</b>	<b>311</b>	<b>278</b>	<b>592</b>	<b>243</b>	<b>965</b>	<b>9</b>	<b>1217</b>
DRI Retail, Restaurants, Grocery	19	0	0	19	0	0	0	0	0	12	16	28	0	14	0	14
DRI Residential, Hotel	12	0	0	12	0	0	0	0	0	8	7	15	0	14	0	14
DRI Office	1	0	0	1	0	0	0	0	0	11	9	20	0	2	0	2
<b>DRI Total</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>32</b>	<b>63</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>30</b>
<b>Build Volumes</b>	<b>294</b>	<b>2</b>	<b>188</b>	<b>484</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>15</b>	<b>2</b>	<b>342</b>	<b>310</b>	<b>655</b>	<b>243</b>	<b>995</b>	<b>9</b>	<b>1247</b>

**MARC R. ACAMPORA, PE, LLC**

**Cherokee Street DRI #2724 Transportation Analysis**  
City of Kennesaw, Georgia

October 2017

**Intersection: 17. McCollum Parkway / Ben King Road / Big Shanty Road**

**17A. McCollum Parkway / Ben King Road**

Weekday A.M. Peak Hour	Southbound McCollum Parkway				Eastbound Ben King Road			Westbound Big Shanty Road		
	L	T	R	Tot	T	R	Tot	L	T	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	167	273	25	465	276	99	375	29	149	178

Weekday P.M. Peak Hour	Southbound McCollum Parkway				Eastbound Ben King Road			Westbound Big Shanty Road		
	L	T	R	Tot	T	R	Tot	L	T	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	113	92	10	215	119	36	155	50	454	504

**17B. McCollum Parkway / Big Shanty Road**

Weekday A.M. Peak Hour	Northbound McCollum Parkway				Eastbound Ben King Road			Westbound Big Shanty Road		
	L	T	R	Tot	L	T	Tot	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	45	54	70	169	25	408	433	127	31	158

Weekday P.M. Peak Hour	Northbound McCollum Parkway				Eastbound Ben King Road			Westbound Big Shanty Road		
	L	T	R	Tot	L	T	Tot	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	73	186	31	290	15	214	229	442	233	675

**17. Combined Intersection**

Weekday A.M. Peak Hour	Northbound McCollum Parkway				Southbound McCollum Parkway				Eastbound Ben King Road				Westbound Big Shanty Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	45	54	70	169	167	273	25	465	25	241	99	365	29	104	31	164
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>50</b>	<b>60</b>	<b>77</b>	<b>187</b>	<b>184</b>	<b>301</b>	<b>28</b>	<b>513</b>	<b>28</b>	<b>266</b>	<b>109</b>	<b>403</b>	<b>32</b>	<b>115</b>	<b>34</b>	<b>181</b>
DRI Retail, Restaurants, Grocery	5	5	0	10	4	4	0	8	0	4	4	8	0	5	5	10
DRI Residential, Hotel	2	6	0	8	5	14	0	19	0	5	5	10	0	2	2	4
DRI Office	4	2	0	6	0	1	0	1	0	0	1	1	0	3	1	4
<b>DRI Total</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>24</b>	<b>9</b>	<b>19</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>19</b>	<b>0</b>	<b>10</b>	<b>8</b>	<b>18</b>
<b>Build Volumes</b>	<b>61</b>	<b>73</b>	<b>77</b>	<b>211</b>	<b>193</b>	<b>320</b>	<b>28</b>	<b>541</b>	<b>28</b>	<b>275</b>	<b>119</b>	<b>422</b>	<b>32</b>	<b>125</b>	<b>42</b>	<b>199</b>

Weekday P.M. Peak Hour	Northbound McCollum Parkway				Southbound McCollum Parkway				Eastbound Ben King Road				Westbound Big Shanty Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	73	186	31	290	113	92	10	215	15	101	36	152	50	381	233	664
Total Annual Background Growth	10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%		10.4%	10.4%	10.4%	
<b>No-Build Volumes</b>	<b>81</b>	<b>205</b>	<b>34</b>	<b>320</b>	<b>125</b>	<b>102</b>	<b>11</b>	<b>237</b>	<b>17</b>	<b>112</b>	<b>40</b>	<b>168</b>	<b>55</b>	<b>421</b>	<b>257</b>	<b>733</b>
DRI Retail, Restaurants, Grocery	7	7	0	14	6	6	0	12	0	6	6	12	0	7	7	14
DRI Residential, Hotel	4	16	0	20	3	9	0	12	0	3	3	6	0	6	4	10
DRI Office	1	0	0	1	1	1	0	2	0	2	4	6	0	0	0	0
<b>DRI Total</b>	<b>12</b>	<b>23</b>	<b>0</b>	<b>35</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>11</b>	<b>13</b>	<b>24</b>	<b>0</b>	<b>13</b>	<b>11</b>	<b>24</b>
<b>Build Volumes</b>	<b>93</b>	<b>228</b>	<b>34</b>	<b>355</b>	<b>135</b>	<b>118</b>	<b>11</b>	<b>263</b>	<b>17</b>	<b>123</b>	<b>53</b>	<b>192</b>	<b>55</b>	<b>434</b>	<b>268</b>	<b>757</b>

**Cherokee Street DRI #2724 Transportation Analysis**  
City of Kennesaw, Georgia

October 2017

**Intersection: D. Cherokee Street / Site Access D**

Weekday A.M. Peak Hour	Northbound Cherokee Street			Southbound Cherokee Street			Westbound Site Access D		
	T	R	Tot	L	T	Tot	L	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	366		366		565	565			
Total Annual Background Growth	10.4%				10.4%				
<b>No-Build Volumes</b>	<b>404</b>		<b>404</b>		<b>624</b>	<b>624</b>			
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	43	5	48	5	29	34	5	4	9
- SD1 Pass-by	-1	1	0	1	-1	0	2	1	3
SD1 Office	48	0	48	0	6	6	0	0	0
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	40	5	45	4	31	35	8	10	18
SD4 Retail, Restaurants	33	0	33	0	40	40	0	0	0
<b>DRI Total</b>	<b>163</b>	<b>11</b>	<b>174</b>	<b>10</b>	<b>105</b>	<b>115</b>	<b>15</b>	<b>15</b>	<b>30</b>
<b>Build Volumes</b>	<b>567</b>	<b>11</b>	<b>578</b>	<b>10</b>	<b>729</b>	<b>739</b>	<b>15</b>	<b>15</b>	<b>30</b>

Weekday P.M. Peak Hour	Northbound Cherokee Street			Southbound Cherokee Street			Westbound Site Access D		
	T	R	Tot	L	T	Tot	L	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>	470		470		455	455			
Total Annual Background Growth	10.4%				10.4%				
<b>No-Build Volumes</b>	<b>519</b>		<b>519</b>		<b>502</b>	<b>502</b>			
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage	68	8	76	9	59	68	7	8	15
- SD1 Pass-by	-5	5	0	2	-2	0	2	2	4
SD1 Office	6	0	6	0	39	39	0	0	0
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential	40	9	49	15	50	65	4	8	12
SD4 Retail, Restaurants	32	0	32	0	40	40	0	0	0
<b>DRI Total</b>	<b>141</b>	<b>22</b>	<b>163</b>	<b>26</b>	<b>186</b>	<b>212</b>	<b>13</b>	<b>18</b>	<b>31</b>
<b>Build Volumes</b>	<b>660</b>	<b>22</b>	<b>682</b>	<b>26</b>	<b>688</b>	<b>714</b>	<b>13</b>	<b>18</b>	<b>31</b>

MARC R. ACAMPORA, PE, LLC

**Cherokee Street DRI #2724 Transportation Analysis**

City of Kennesaw, Georgia

October 2017

**Intersection: E. Cherokee Street / Site Access E**

Weekday A.M. Peak Hour	Northbound Cherokee Street				Southbound Cherokee Street				Eastbound Site Access E				Westbound Site Access E			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>		371		371		573		573								
Total Annual Background Growth		10.4%				10.4%										
<b>No-Build Volumes</b>		<b>410</b>		<b>410</b>		<b>633</b>		<b>633</b>								
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage		45	0	45	0	32		32	0	0	0	0	0	0	0	0
- SD1 Pass-by		0	0	0	0	0		0	0	0	0	0	0	0	0	0
SD1 Office		48	0	48	0	6		6	0	0	0	0	0	0	0	0
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential		20	2	22	1	48		49	0	0	0	0	4	0	5	9
SD4 Retail, Restaurants		20	0	20	0	38		38	10	0	6	16	0	0	0	0
- SD4 Pass-by		0	0	0	0	0		0	2	0	5	7	0	0	0	0
<b>DRI Total</b>		<b>133</b>	<b>2</b>	<b>135</b>	<b>1</b>	<b>124</b>		<b>125</b>	<b>12</b>	<b>0</b>	<b>11</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>9</b>
<b>Build Volumes</b>		<b>543</b>	<b>2</b>	<b>545</b>	<b>1</b>	<b>757</b>		<b>758</b>	<b>12</b>	<b>0</b>	<b>11</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>9</b>

Weekday P.M. Peak Hour	Northbound Cherokee Street				Southbound Cherokee Street				Eastbound Site Access E				Westbound Site Access E			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
<b>Counted Volumes (Thursday, September 21, 2017)</b>		523		523		474		474								
Total Annual Background Growth		10.4%				10.4%										
<b>No-Build Volumes</b>		<b>577</b>		<b>577</b>		<b>523</b>		<b>523</b>								
SD1 Retail, Restaurants, Grocery, Outdoor Market, Storage		71	0	71	0	66		66	0	0	0	0	0	0	0	0
- SD1 Pass-by		0	0	0	0	0		0	0	0	0	0	0	0	0	0
SD1 Office		6	0	6	0	39		39	0	0	0	0	0	0	0	0
SD1 Residential & Hotel, SD2 SD3 SD5 SD6 Residential		49	5	54	5	31		36	0	0	0	0	1	0	2	3
SD4 Retail, Restaurants		20	0	20	0	37		37	10	0	5	15	0	0	0	0
- SD4 Pass-by		0	0	0	0	0		0	4	0	4	8	0	0	0	0
<b>DRI Total</b>		<b>146</b>	<b>5</b>	<b>151</b>	<b>5</b>	<b>173</b>		<b>178</b>	<b>14</b>	<b>0</b>	<b>9</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>
<b>Build Volumes</b>		<b>723</b>	<b>5</b>	<b>728</b>	<b>5</b>	<b>696</b>		<b>701</b>	<b>14</b>	<b>0</b>	<b>9</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>

**MARC R. ACAMPORA, PE, LLC**

# Reliable Traffic Data Services, LLC

Tel: (770) 578-8158 | Fax: (770) 578-8159  
 info@reliabletraffic.org | www.reliabletraffic.org

TMC Data  
 Wade Green Rd @ I-75 NB Ramps  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230001  
 Site Code : 41230001  
 Start Date : 9/21/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Wade Green Rd Northbound					Wade Green Rd Southbound					Eastbound					I-75 NB Off-Ramp Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	36	194	0	0	230	0	161	40	0	201	0	0	0	0	0	59	0	60	0	119	550
07:15 AM	22	171	0	0	193	0	222	30	0	252	0	0	0	0	0	77	0	50	0	127	572
07:30 AM	37	215	0	0	252	0	228	37	0	265	0	0	0	0	0	98	0	69	0	167	684
07:45 AM	33	216	0	0	249	0	247	29	0	276	0	0	0	0	0	94	0	70	0	164	689
<b>Total</b>	<b>128</b>	<b>796</b>	<b>0</b>	<b>0</b>	<b>924</b>	<b>0</b>	<b>858</b>	<b>136</b>	<b>0</b>	<b>994</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>328</b>	<b>0</b>	<b>249</b>	<b>0</b>	<b>577</b>	<b>2495</b>
08:00 AM	24	157	0	0	181	0	207	38	0	245	0	0	0	0	0	99	0	57	0	156	582
08:15 AM	27	142	0	0	169	0	183	26	0	209	0	0	0	0	0	73	0	56	0	129	507
08:30 AM	27	135	0	0	162	0	204	42	0	246	0	0	0	0	0	83	0	61	0	144	552
08:45 AM	24	137	0	0	161	0	193	42	0	235	0	0	0	0	0	67	0	61	0	128	524
<b>Total</b>	<b>102</b>	<b>571</b>	<b>0</b>	<b>0</b>	<b>673</b>	<b>0</b>	<b>787</b>	<b>148</b>	<b>0</b>	<b>935</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>322</b>	<b>0</b>	<b>235</b>	<b>0</b>	<b>557</b>	<b>2165</b>
*** BREAK ***																					
04:30 PM	55	172	0	0	227	0	170	40	0	210	0	0	0	0	0	176	0	258	0	434	871
04:45 PM	57	176	0	0	233	0	192	49	0	241	0	0	0	0	0	184	0	267	0	451	925
<b>Total</b>	<b>112</b>	<b>348</b>	<b>0</b>	<b>0</b>	<b>460</b>	<b>0</b>	<b>362</b>	<b>89</b>	<b>0</b>	<b>451</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>360</b>	<b>0</b>	<b>525</b>	<b>0</b>	<b>885</b>	<b>1796</b>
05:00 PM	64	182	0	0	246	0	195	42	0	237	0	0	0	0	0	192	0	236	0	428	911
05:15 PM	70	199	0	0	269	0	213	72	0	285	0	0	0	0	0	186	0	261	0	447	1001
05:30 PM	64	188	0	0	252	0	218	46	0	264	0	0	0	0	0	129	0	202	0	331	847
05:45 PM	58	185	0	0	243	0	222	51	0	273	0	0	0	0	0	167	0	168	0	335	851
<b>Total</b>	<b>256</b>	<b>754</b>	<b>0</b>	<b>0</b>	<b>1010</b>	<b>0</b>	<b>848</b>	<b>211</b>	<b>0</b>	<b>1059</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>674</b>	<b>0</b>	<b>867</b>	<b>0</b>	<b>1541</b>	<b>3610</b>
06:00 PM	47	180	0	0	227	0	199	39	0	238	0	0	0	0	0	162	1	175	0	338	803
06:15 PM	28	181	0	0	209	0	188	38	0	226	0	0	0	0	0	156	0	204	0	360	795
Grand Total	673	2830	0	0	3503	0	3242	661	0	3903	0	0	0	0	0	2002	1	2255	0	4258	11664
Apprch %	19.2	80.8	0	0		0	83.1	16.9	0		0	0	0	0	0	47	0	53	0		
Total %	5.8	24.3	0	0	30	0	27.8	5.7	0	33.5	0	0	0	0	0	17.2	0	19.3	0	36.5	

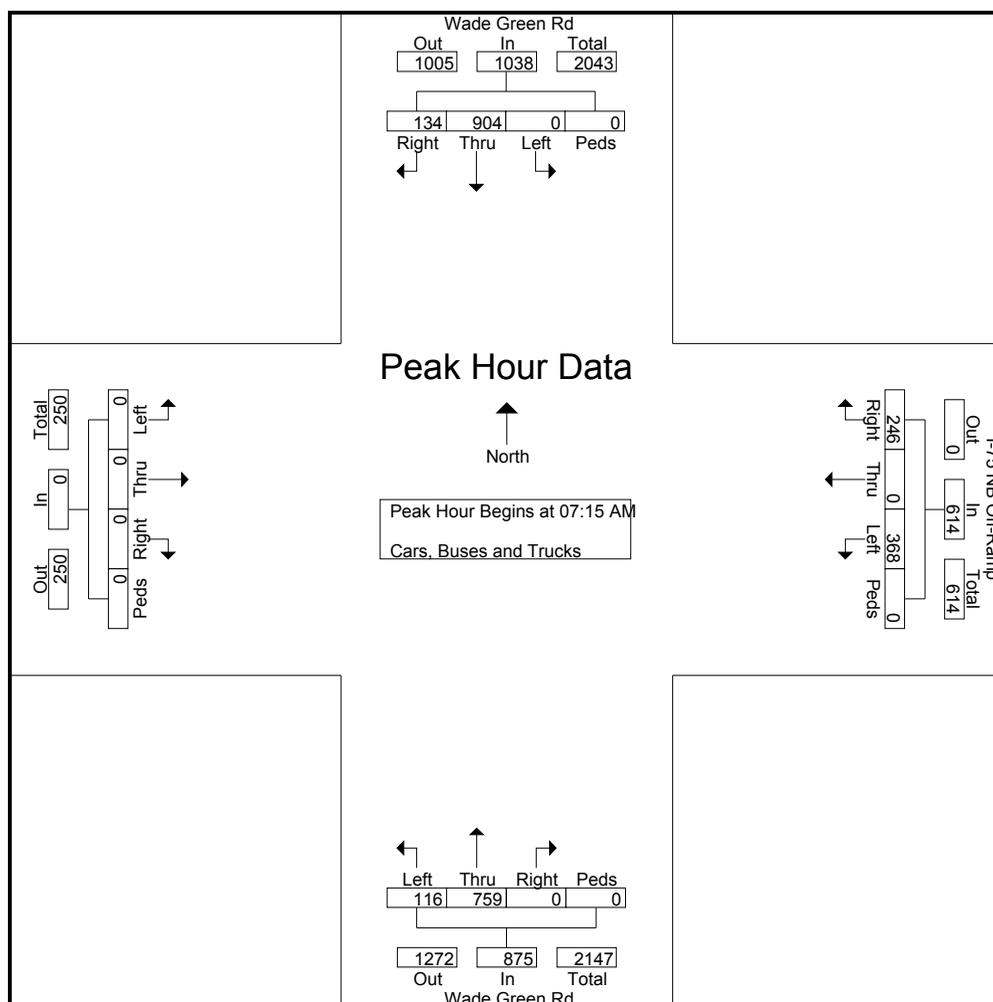
# Reliable Traffic Data Services, LLC

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TMC Data  
 Wade Green Rd @ I-75 NB Ramps  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230001  
 Site Code : 41230001  
 Start Date : 9/21/2017  
 Page No : 2

Start Time	Wade Green Rd Northbound					Wade Green Rd Southbound					Eastbound					I-75 NB Off-Ramp Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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	22	171	0	0	193	0	222	30	0	252	0	0	0	0	0	77	0	50	0	127	572
07:30 AM	37	215	0	0	252	0	228	37	0	265	0	0	0	0	0	98	0	69	0	167	684
07:45 AM	33	216	0	0	249	0	247	29	0	276	0	0	0	0	0	94	0	70	0	164	689
08:00 AM	24	157	0	0	181	0	207	38	0	245	0	0	0	0	0	99	0	57	0	156	582
Total Volume	116	759	0	0	875	0	904	134	0	1038	0	0	0	0	0	368	0	246	0	614	2527
% App. Total	13.3	86.7	0	0		0	87.1	12.9	0		0	0	0	0		59.9	0	40.1	0		
PHF	.784	.878	.000	.000	.868	.000	.915	.882	.000	.940	.000	.000	.000	.000	.000	.929	.000	.879	.000	.919	.917



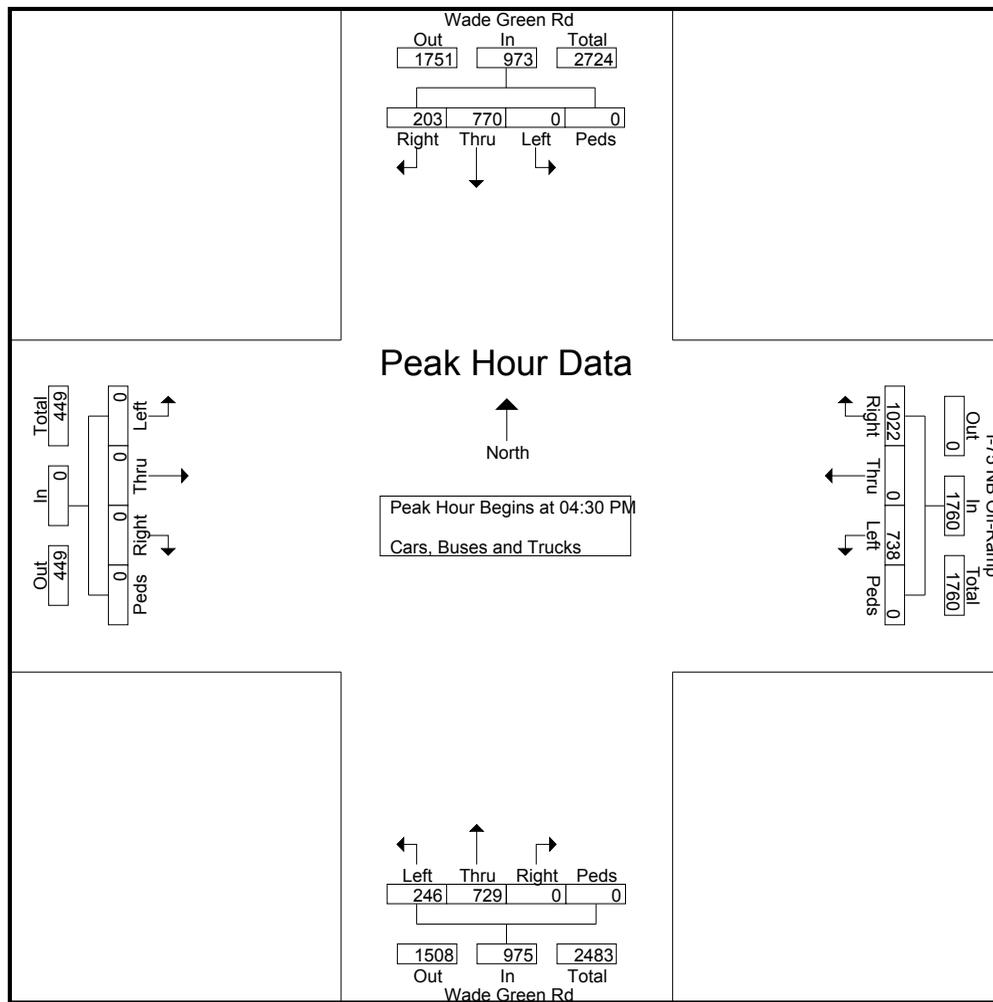
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TMC Data  
 Wade Green Rd @ I-75 NB Ramps  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230001  
 Site Code : 41230001  
 Start Date : 9/21/2017  
 Page No : 3

Start Time	Wade Green Rd Northbound					Wade Green Rd Southbound					Eastbound					I-75 NB Off-Ramp Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	55	172	0	0	227	0	170	40	0	210	0	0	0	0	0	176	0	258	0	434	871
04:45 PM	57	176	0	0	233	0	192	49	0	241	0	0	0	0	0	184	0	267	0	451	925
05:00 PM	64	182	0	0	246	0	195	42	0	237	0	0	0	0	0	192	0	236	0	428	911
05:15 PM	70	199	0	0	269	0	213	72	0	285	0	0	0	0	0	186	0	261	0	447	1001
Total Volume	246	729	0	0	975	0	770	203	0	973	0	0	0	0	0	738	0	1022	0	1760	3708
% App. Total	25.2	74.8	0	0		0	79.1	20.9	0		0	0	0	0		41.9	0	58.1	0		
PHF	.879	.916	.000	.000	.906	.000	.904	.705	.000	.854	.000	.000	.000	.000	.000	.961	.000	.957	.000	.976	.926



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TMC Data  
 Wade Green Rd @ I-75 SB Ramps  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230002  
 Site Code : 41230002  
 Start Date : 9/21/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Wade Green Rd Northbound					Wade Green Rd Southbound					I-75 SB Off-Ramp Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	107	95	0	202	75	187	0	0	262	112	2	162	0	276	0	0	0	0	0	740
07:15 AM	0	112	98	0	210	97	197	0	0	294	100	0	115	0	215	0	0	0	0	0	719
07:30 AM	0	117	107	0	224	90	212	0	0	302	125	0	136	0	261	0	0	0	0	0	787
07:45 AM	0	124	112	0	236	90	224	0	0	314	113	0	142	0	255	0	0	0	0	0	805
Total	0	460	412	0	872	352	820	0	0	1172	450	2	555	0	1007	0	0	0	0	0	3051
08:00 AM	0	129	110	0	239	95	197	0	0	292	92	2	134	0	228	0	0	0	0	0	759
08:15 AM	1	121	107	0	229	80	192	0	0	272	35	1	122	0	158	0	0	0	0	0	659
08:30 AM	1	117	105	0	223	82	185	0	0	267	57	0	118	0	175	0	0	0	0	0	665
08:45 AM	0	114	97	0	211	86	178	0	0	264	30	0	96	0	126	0	0	0	0	0	601
Total	2	481	419	0	902	343	752	0	0	1095	214	3	470	0	687	0	0	0	0	0	2684
*** BREAK ***																					
04:30 PM	0	194	112	0	306	77	294	0	0	371	24	0	66	0	90	0	0	0	0	0	767
04:45 PM	0	206	117	0	323	79	297	0	0	376	37	0	43	0	80	0	0	0	0	0	779
Total	0	400	229	0	629	156	591	0	0	747	61	0	109	0	170	0	0	0	0	0	1546
05:00 PM	1	214	114	0	329	84	264	0	0	348	19	0	19	0	38	0	0	0	0	0	715
05:15 PM	1	222	128	0	351	94	299	0	0	393	39	1	55	0	95	0	0	0	0	0	839
05:30 PM	0	216	137	0	353	89	287	0	0	376	32	0	67	0	99	0	0	0	0	0	828
05:45 PM	0	211	115	0	326	85	263	0	0	348	22	0	42	0	64	0	0	0	0	0	738
Total	2	863	494	0	1359	352	1113	0	0	1465	112	1	183	0	296	0	0	0	0	0	3120
06:00 PM	0	194	127	0	321	87	254	0	0	341	27	0	42	0	69	0	0	0	0	0	731
06:15 PM	0	187	101	0	288	74	249	0	0	323	25	0	47	0	72	0	0	0	0	0	683
Grand Total	4	2585	1782	0	4371	1364	3779	0	0	5143	889	6	1406	0	2301	0	0	0	0	0	11815
Apprch %	0.1	59.1	40.8	0		26.5	73.5	0	0		38.6	0.3	61.1	0		0	0	0	0	0	
Total %	0	21.9	15.1	0	37	11.5	32	0	0	43.5	7.5	0.1	11.9	0	19.5	0	0	0	0	0	

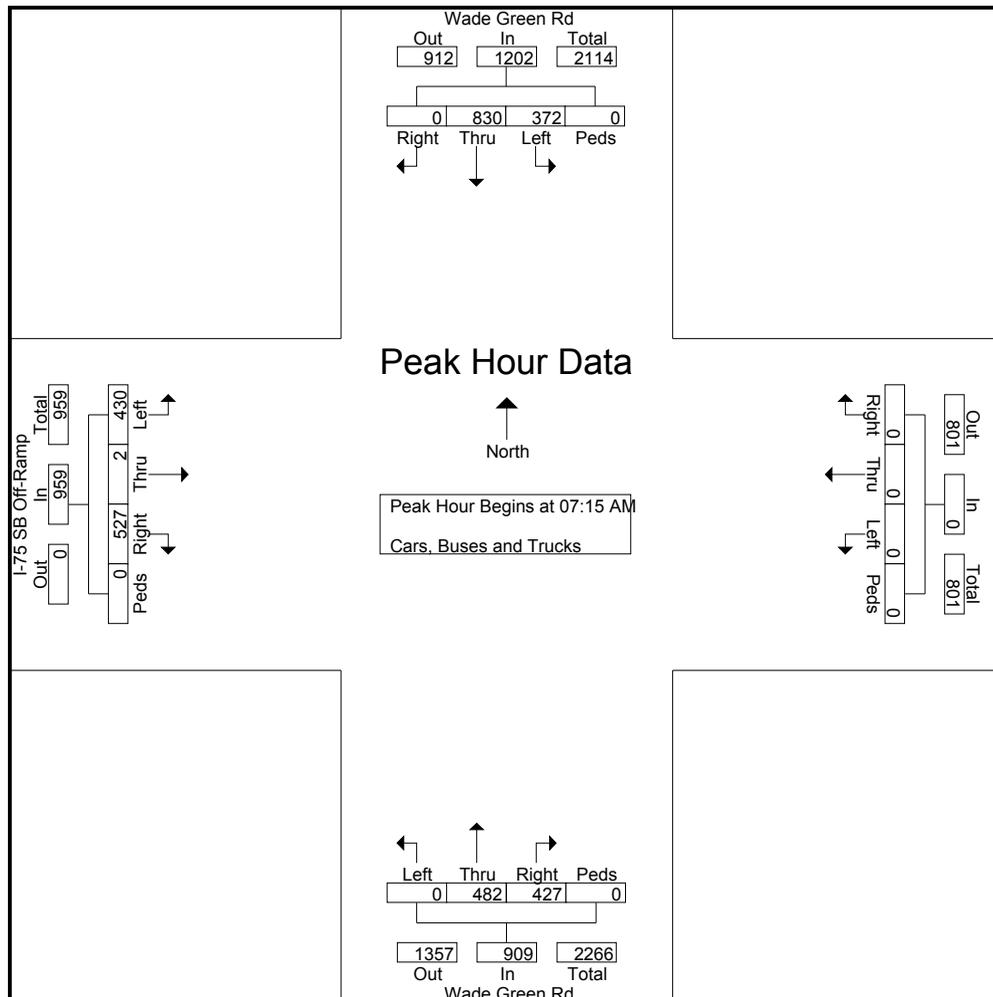
# Reliable Traffic Data Services, LLC

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TMC Data  
 Wade Green Rd @ I-75 SB Ramps  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230002  
 Site Code : 41230002  
 Start Date : 9/21/2017  
 Page No : 2

Start Time	Wade Green Rd Northbound					Wade Green Rd Southbound					I-75 SB Off-Ramp Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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	0	112	98	0	210	97	197	0	0	294	100	0	115	0	215	0	0	0	0	0	719
07:30 AM	0	117	107	0	224	90	212	0	0	302	125	0	136	0	261	0	0	0	0	0	787
07:45 AM	0	124	112	0	236	90	224	0	0	314	113	0	142	0	255	0	0	0	0	0	805
08:00 AM	0	129	110	0	239	95	197	0	0	292	92	2	134	0	228	0	0	0	0	0	759
Total Volume	0	482	427	0	909	372	830	0	0	1202	430	2	527	0	959	0	0	0	0	0	3070
% App. Total	0	53	47	0		30.9	69.1	0	0		44.8	0.2	55	0		0	0	0	0		
PHF	.000	.934	.953	.000	.951	.959	.926	.000	.000	.957	.860	.250	.928	.000	.919	.000	.000	.000	.000	.000	.953



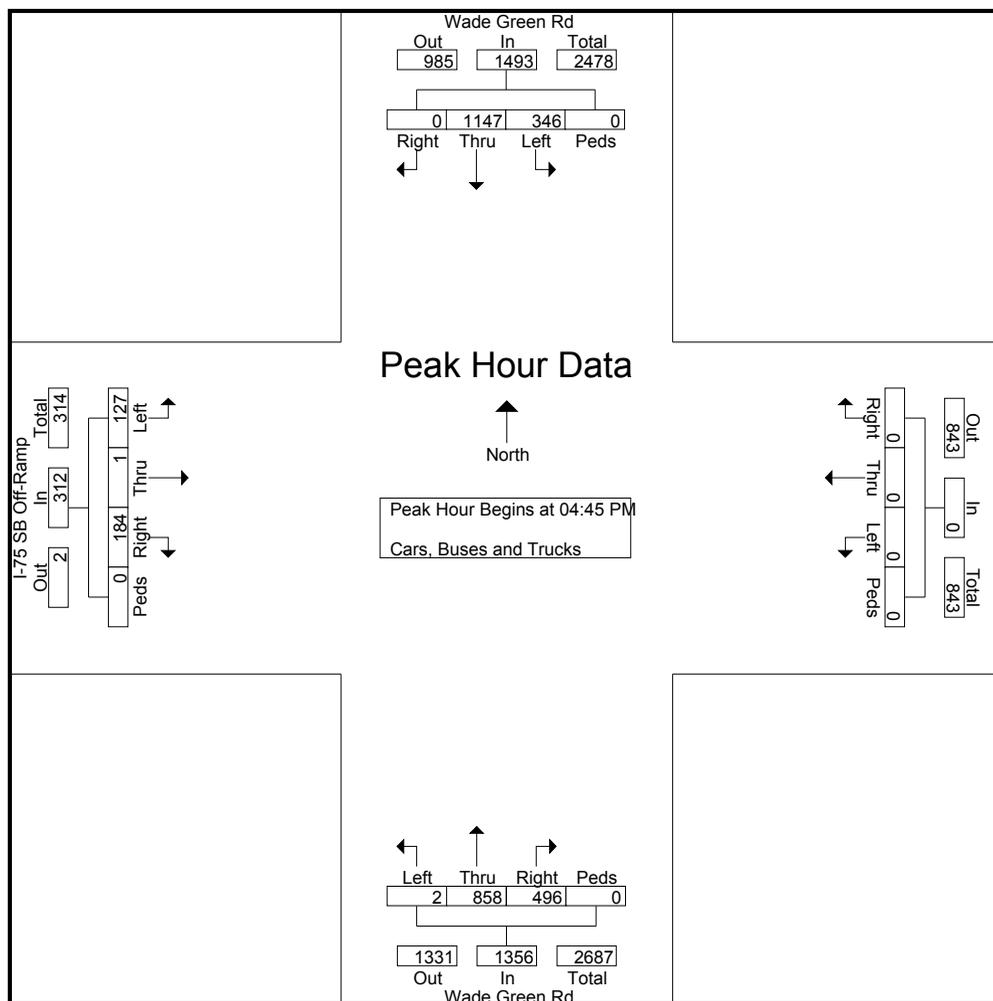
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TMC Data  
 Wade Green Rd @ I-75 SB Ramps  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230002  
 Site Code : 41230002  
 Start Date : 9/21/2017  
 Page No : 3

Start Time	Wade Green Rd Northbound					Wade Green Rd Southbound					I-75 SB Off-Ramp Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	206	117	0	323	79	297	0	0	376	37	0	43	0	80	0	0	0	0	0	779
05:00 PM	1	214	114	0	329	84	264	0	0	348	19	0	19	0	38	0	0	0	0	0	715
05:15 PM	1	222	128	0	351	94	299	0	0	393	39	1	55	0	95	0	0	0	0	0	839
05:30 PM	0	216	137	0	353	89	287	0	0	376	32	0	67	0	99	0	0	0	0	0	828
Total Volume	2	858	496	0	1356	346	1147	0	0	1493	127	1	184	0	312	0	0	0	0	0	3161
% App. Total	0.1	63.3	36.6	0		23.2	76.8	0	0		40.7	0.3	59	0		0	0	0	0		
PHF	.500	.966	.905	.000	.960	.920	.959	.000	.000	.950	.814	.250	.687	.000	.788	.000	.000	.000	.000	.000	.942



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TMC Data  
 Wade Green Rd @ Shiloh Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230003  
 Site Code : 41230003  
 Start Date : 9/21/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Cherokee St Northbound					Wade Green Rd Southbound					Shiloh Rd Eastbound					Shiloh Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	5	118	108	0	231	60	228	31	0	319	35	78	19	0	132	46	17	9	0	72	754
07:15 AM	3	146	112	0	261	58	237	23	0	318	35	88	24	0	147	62	23	7	0	92	818
07:30 AM	7	174	117	0	298	56	256	32	0	344	54	95	25	0	174	60	10	5	0	75	891
07:45 AM	7	167	126	0	300	54	259	37	0	350	51	96	26	0	173	58	24	7	0	89	912
Total	22	605	463	0	1090	228	980	123	0	1331	175	357	94	0	626	226	74	28	0	328	3375
08:00 AM	5	172	134	0	311	56	237	40	0	333	33	84	23	0	140	61	21	9	0	91	875
08:15 AM	3	163	129	0	295	59	225	36	0	320	37	79	13	0	129	67	24	10	0	101	845
08:30 AM	3	160	124	0	287	53	197	31	0	281	37	84	15	0	136	63	22	9	0	94	798
08:45 AM	5	154	131	0	290	47	179	23	0	249	39	80	24	0	143	68	20	13	0	101	783
Total	16	649	518	0	1183	215	838	130	0	1183	146	327	75	0	548	259	87	41	0	387	3301
*** BREAK ***																					
04:30 PM	16	222	82	0	320	28	242	49	0	319	65	53	28	0	146	147	69	26	0	242	1027
04:45 PM	22	240	84	0	346	27	247	42	0	316	57	51	26	0	134	156	72	29	0	257	1053
Total	38	462	166	0	666	55	489	91	0	635	122	104	54	0	280	303	141	55	0	499	2080
05:00 PM	24	236	89	0	349	29	256	36	0	321	62	43	19	0	124	164	83	33	0	280	1074
05:15 PM	23	231	84	0	338	31	248	36	0	315	55	51	18	0	124	169	80	25	0	274	1051
05:30 PM	18	209	91	0	318	28	257	38	0	323	71	44	19	0	134	163	72	32	0	267	1042
05:45 PM	15	255	85	0	355	29	236	43	0	308	70	60	14	0	144	154	75	24	0	253	1060
Total	80	931	349	0	1360	117	997	153	0	1267	258	198	70	0	526	650	310	114	0	1074	4227
06:00 PM	14	208	88	0	310	27	227	37	0	291	56	54	16	0	126	149	85	38	0	272	999
06:15 PM	24	236	76	0	336	23	224	31	0	278	52	53	25	0	130	142	85	18	0	245	989
Grand Total	194	3091	1660	0	4945	665	3755	565	0	4985	809	1093	334	0	2236	1729	782	294	0	2805	14971
Apprch %	3.9	62.5	33.6	0		13.3	75.3	11.3	0		36.2	48.9	14.9	0		61.6	27.9	10.5	0		
Total %	1.3	20.6	11.1	0	33	4.4	25.1	3.8	0	33.3	5.4	7.3	2.2	0	14.9	11.5	5.2	2	0	18.7	

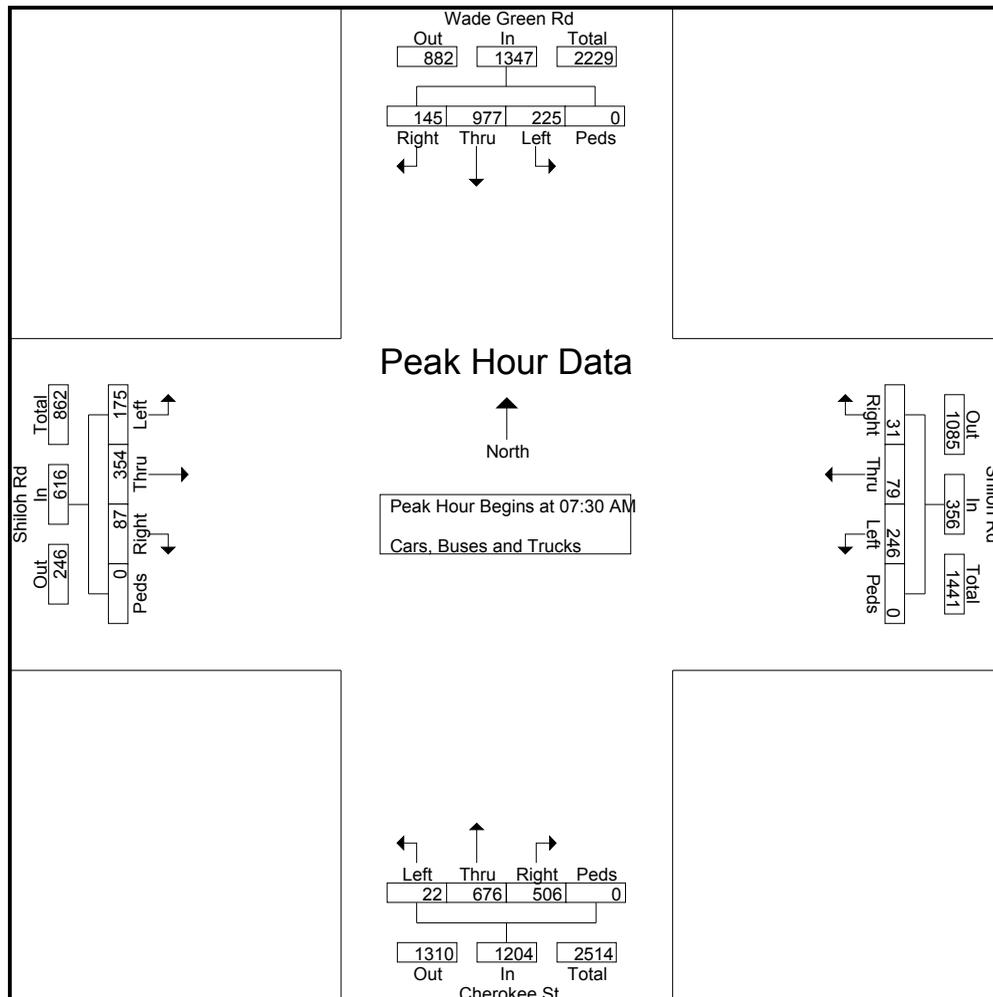
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TMC Data  
 Wade Green Rd @ Shiloh Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230003  
 Site Code : 41230003  
 Start Date : 9/21/2017  
 Page No : 2

Start Time	Cherokee St Northbound					Wade Green Rd Southbound					Shiloh Rd Eastbound					Shiloh Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 07:30 AM																					
07:30 AM	7	174	117	0	298	56	256	32	0	344	54	95	25	0	174	60	10	5	0	75	891
07:45 AM	7	167	126	0	300	54	259	37	0	350	51	96	26	0	173	58	24	7	0	89	912
08:00 AM	5	172	134	0	311	56	237	40	0	333	33	84	23	0	140	61	21	9	0	91	875
08:15 AM	3	163	129	0	295	59	225	36	0	320	37	79	13	0	129	67	24	10	0	101	845
Total Volume	22	676	506	0	1204	225	977	145	0	1347	175	354	87	0	616	246	79	31	0	356	3523
% App. Total	1.8	56.1	42	0		16.7	72.5	10.8	0		28.4	57.5	14.1	0		69.1	22.2	8.7	0		
PHF	.786	.971	.944	.000	.968	.953	.943	.906	.000	.962	.810	.922	.837	.000	.885	.918	.823	.775	.000	.881	.966



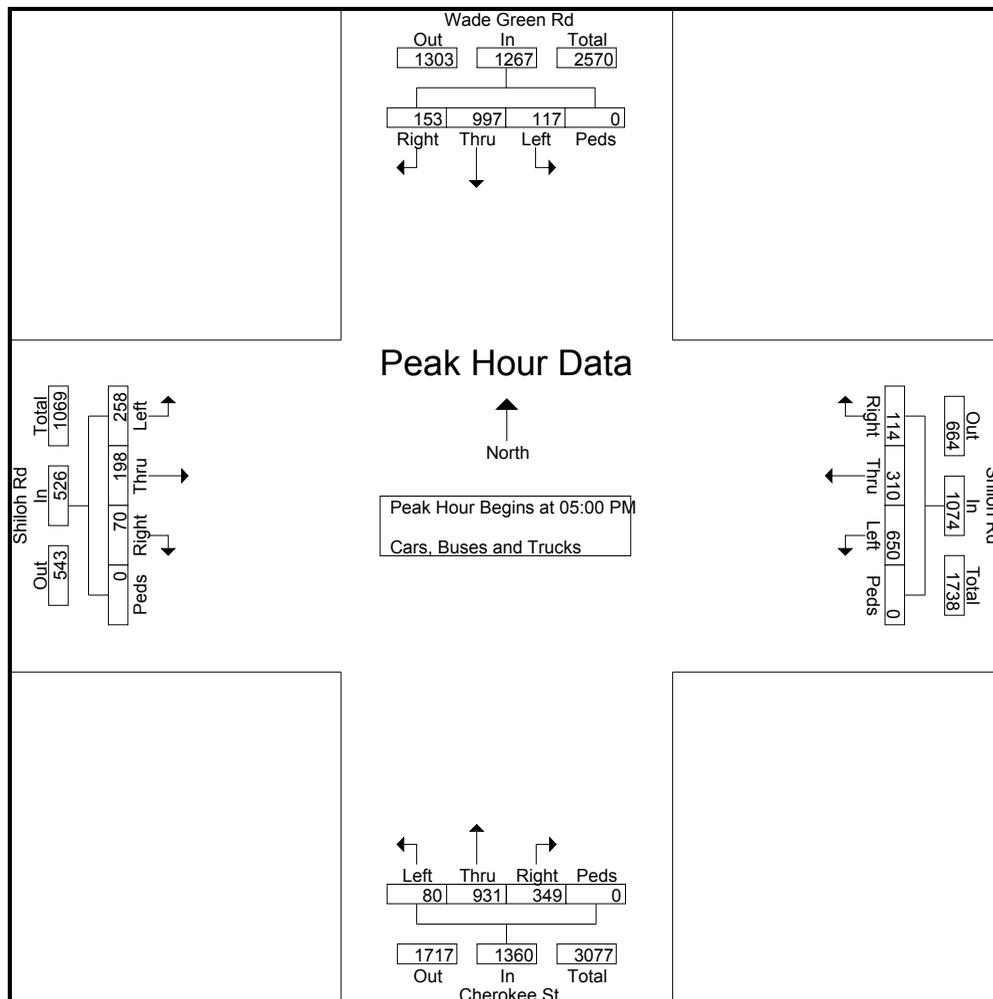
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TMC Data  
 Wade Green Rd @ Shiloh Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230003  
 Site Code : 41230003  
 Start Date : 9/21/2017  
 Page No : 3

Start Time	Cherokee St Northbound					Wade Green Rd Southbound					Shiloh Rd Eastbound					Shiloh Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	24	236	89	0	349	29	256	36	0	321	62	43	19	0	124	164	83	33	0	280	1074
05:15 PM	23	231	84	0	338	31	248	36	0	315	55	51	18	0	124	169	80	25	0	274	1051
05:30 PM	18	209	91	0	318	28	257	38	0	323	71	44	19	0	134	163	72	32	0	267	1042
05:45 PM	15	255	85	0	355	29	236	43	0	308	70	60	14	0	144	154	75	24	0	253	1060
Total Volume	80	931	349	0	1360	117	997	153	0	1267	258	198	70	0	526	650	310	114	0	1074	4227
% App. Total	5.9	68.5	25.7	0		9.2	78.7	12.1	0		49	37.6	13.3	0		60.5	28.9	10.6	0		
PHF	.833	.913	.959	.000	.958	.944	.970	.890	.000	.981	.908	.825	.921	.000	.913	.962	.934	.864	.000	.959	.984



# Reliable Traffic Data Services, LLC

Tel: (770) 578-8158 | Fax: (770) 578-8159  
 info@reliabletraffic.org | www.reliabletraffic.org

TMC Data  
 Cherokee St @ Jiles Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230004  
 Site Code : 41230004  
 Start Date : 9/21/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Cherokee St Northbound					Cherokee St Southbound					Jiles Rd Eastbound					Church Drwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	26	65	0	0	91	0	146	113	0	259	186	0	73	0	259	0	0	0	0	0	609
07:15 AM	34	69	0	0	103	0	167	128	0	295	215	0	93	0	308	0	0	0	0	0	706
07:30 AM	36	78	0	0	114	0	192	158	0	350	226	0	128	0	354	0	0	0	0	0	818
07:45 AM	57	102	1	0	160	0	201	170	0	371	247	0	109	0	356	0	0	0	0	0	887
<b>Total</b>	<b>153</b>	<b>314</b>	<b>1</b>	<b>0</b>	<b>468</b>	<b>0</b>	<b>706</b>	<b>569</b>	<b>0</b>	<b>1275</b>	<b>874</b>	<b>0</b>	<b>403</b>	<b>0</b>	<b>1277</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3020</b>
08:00 AM	33	79	0	0	112	0	157	155	0	312	182	0	68	0	250	0	0	1	0	1	675
08:15 AM	33	68	0	0	101	0	134	138	0	272	219	0	86	0	305	0	0	0	0	0	678
08:30 AM	23	89	0	0	112	0	127	139	0	266	199	0	59	0	258	0	0	0	0	0	636
08:45 AM	25	86	0	0	111	0	132	126	0	258	216	0	63	0	279	0	0	0	0	0	648
<b>Total</b>	<b>114</b>	<b>322</b>	<b>0</b>	<b>0</b>	<b>436</b>	<b>0</b>	<b>550</b>	<b>558</b>	<b>0</b>	<b>1108</b>	<b>816</b>	<b>0</b>	<b>276</b>	<b>0</b>	<b>1092</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2637</b>
*** BREAK ***																					
04:30 PM	58	140	0	0	198	0	147	259	0	406	172	0	34	0	206	0	0	0	0	0	810
04:45 PM	84	143	0	0	227	0	153	253	0	406	176	0	39	0	215	0	0	0	0	0	848
<b>Total</b>	<b>142</b>	<b>283</b>	<b>0</b>	<b>0</b>	<b>425</b>	<b>0</b>	<b>300</b>	<b>512</b>	<b>0</b>	<b>812</b>	<b>348</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>421</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1658</b>
05:00 PM	82	158	1	0	241	0	145	258	0	403	184	0	50	0	234	0	0	1	0	1	879
05:15 PM	76	158	0	0	234	0	148	267	0	415	197	0	41	0	238	0	0	0	0	0	887
05:30 PM	83	147	0	0	230	0	142	287	0	429	215	0	85	0	300	0	0	0	0	0	959
05:45 PM	82	123	1	0	206	0	129	263	0	392	211	0	58	0	269	0	0	0	0	0	867
<b>Total</b>	<b>323</b>	<b>586</b>	<b>2</b>	<b>0</b>	<b>911</b>	<b>0</b>	<b>564</b>	<b>1075</b>	<b>0</b>	<b>1639</b>	<b>807</b>	<b>0</b>	<b>234</b>	<b>0</b>	<b>1041</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3592</b>
06:00 PM	87	119	0	0	206	0	123	261	0	384	210	0	59	0	269	0	0	0	0	0	859
06:15 PM	74	116	0	0	190	0	116	254	0	370	208	0	53	0	261	0	0	0	0	0	821
Grand Total	893	1740	3	0	2636	0	2359	3229	0	5588	3263	0	1098	0	4361	0	0	2	0	2	12587
Apprch %	33.9	66	0.1	0		0	42.2	57.8	0		74.8	0	25.2	0		0	0	100	0		
Total %	7.1	13.8	0	0	20.9	0	18.7	25.7	0	44.4	25.9	0	8.7	0	34.6	0	0	0	0	0	

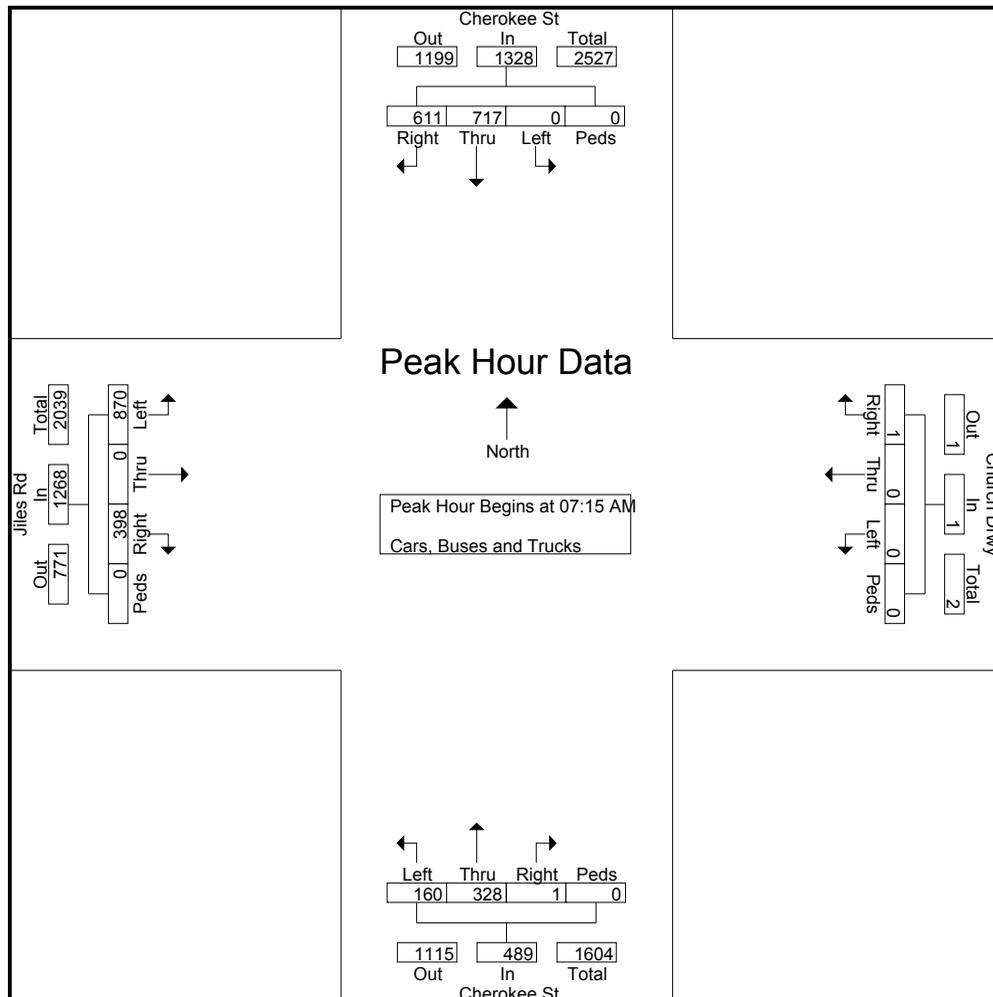
# Reliable Traffic Data Services, LLC

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 info@reliabletraffic.org | www.reliabletraffic.org

TMC Data  
 Cherokee St @ Jiles Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230004  
 Site Code : 41230004  
 Start Date : 9/21/2017  
 Page No : 2

Start Time	Cherokee St Northbound					Cherokee St Southbound					Jiles Rd Eastbound					Church Drwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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	34	69	0	0	103	0	167	128	0	295	215	0	93	0	308	0	0	0	0	0	706
07:30 AM	36	78	0	0	114	0	192	158	0	350	226	0	128	0	354	0	0	0	0	0	818
07:45 AM	57	102	1	0	160	0	201	170	0	371	247	0	109	0	356	0	0	0	0	0	887
08:00 AM	33	79	0	0	112	0	157	155	0	312	182	0	68	0	250	0	0	1	0	1	675
Total Volume	160	328	1	0	489	0	717	611	0	1328	870	0	398	0	1268	0	0	1	0	1	3086
% App. Total	32.7	67.1	0.2	0		0	54	46	0		68.6	0	31.4	0		0	0	100	0		
PHF	.702	.804	.250	.000	.764	.000	.892	.899	.000	.895	.881	.000	.777	.000	.890	.000	.000	.250	.000	.250	.870



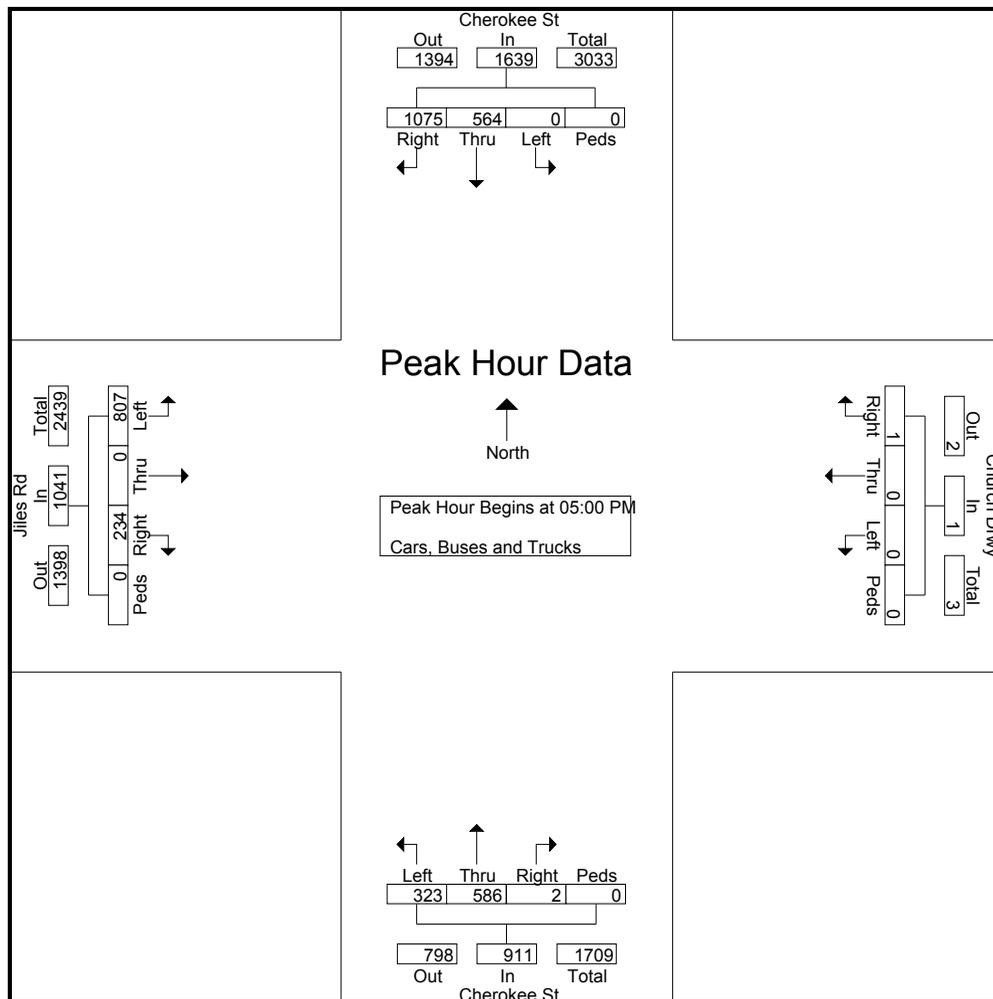
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TMC Data  
 Cherokee St @ Jiles Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230004  
 Site Code : 41230004  
 Start Date : 9/21/2017  
 Page No : 3

Start Time	Cherokee St Northbound					Cherokee St Southbound					Jiles Rd Eastbound					Church Drwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	82	158	1	0	241	0	145	258	0	403	184	0	50	0	234	0	0	1	0	1	879
05:15 PM	76	158	0	0	234	0	148	267	0	415	197	0	41	0	238	0	0	0	0	0	887
05:30 PM	83	147	0	0	230	0	142	287	0	429	215	0	85	0	300	0	0	0	0	0	959
05:45 PM	82	123	1	0	206	0	129	263	0	392	211	0	58	0	269	0	0	0	0	0	867
Total Volume	323	586	2	0	911	0	564	1075	0	1639	807	0	234	0	1041	0	0	1	0	1	3592
% App. Total	35.5	64.3	0.2	0		0	34.4	65.6	0		77.5	0	22.5	0		0	0	100	0		
PHF	.973	.927	.500	.000	.945	.000	.953	.936	.000	.955	.938	.000	.688	.000	.868	.000	.000	.250	.000	.250	.936



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TMC Data  
 Cherokee St @ McCollum Pkwy  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230005  
 Site Code : 41230005  
 Start Date : 9/21/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Cherokee St Northbound					Cherokee St Southbound					Private Complex Drwy Eastbound					McCollum Pkwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	1	65	5	0	71	121	124	2	0	247	3	4	2	0	9	6	3	29	0	38	365
07:15 AM	1	77	13	0	91	84	190	1	0	275	6	7	1	0	14	6	2	28	0	36	416
07:30 AM	0	107	17	0	124	131	184	1	0	316	8	14	2	0	24	6	2	27	0	35	499
07:45 AM	1	110	6	0	117	122	133	3	0	258	3	6	1	0	10	9	4	30	0	43	428
Total	3	359	41	0	403	458	631	7	0	1096	20	31	6	0	57	27	11	114	0	152	1708
08:00 AM	0	63	6	0	69	71	126	0	0	197	5	7	0	0	12	6	6	33	0	45	323
08:15 AM	1	67	5	0	73	79	123	1	0	203	8	8	3	0	19	5	5	35	0	45	340
08:30 AM	0	84	4	0	88	55	120	5	0	180	4	6	2	0	12	3	7	37	0	47	327
08:45 AM	3	81	6	0	90	41	123	6	0	170	5	24	1	0	30	2	5	31	0	38	328
Total	4	295	21	0	320	246	492	12	0	750	22	45	6	0	73	16	23	136	0	175	1318
*** BREAK ***																					
04:30 PM	1	111	4	0	116	48	102	8	0	158	28	23	1	0	52	8	15	60	0	83	409
04:45 PM	3	113	5	0	121	53	107	14	0	174	10	12	1	0	23	10	19	78	0	107	425
Total	4	224	9	0	237	101	209	22	0	332	38	35	2	0	75	18	34	138	0	190	834
05:00 PM	2	119	9	0	130	61	100	19	0	180	17	10	1	0	28	11	18	96	0	125	463
05:15 PM	2	125	8	0	135	59	119	19	0	197	16	11	3	0	30	15	15	86	0	116	478
05:30 PM	4	114	9	0	127	44	117	15	0	176	11	12	3	0	26	11	13	79	0	103	432
05:45 PM	4	110	8	0	122	58	110	25	0	193	16	10	2	0	28	10	16	58	0	84	427
Total	12	468	34	0	514	222	446	78	0	746	60	43	9	0	112	47	62	319	0	428	1800
06:00 PM	4	98	8	0	110	46	105	19	0	170	20	24	2	0	46	10	23	58	0	91	417
06:15 PM	6	94	9	0	109	44	100	20	0	164	15	14	0	0	29	11	21	64	0	96	398
Grand Total	33	1538	122	0	1693	1117	1983	158	0	3258	175	192	25	0	392	129	174	829	0	1132	6475
Apprch %	1.9	90.8	7.2	0		34.3	60.9	4.8	0		44.6	49	6.4	0		11.4	15.4	73.2	0		
Total %	0.5	23.8	1.9	0	26.1	17.3	30.6	2.4	0	50.3	2.7	3	0.4	0	6.1	2	2.7	12.8	0	17.5	

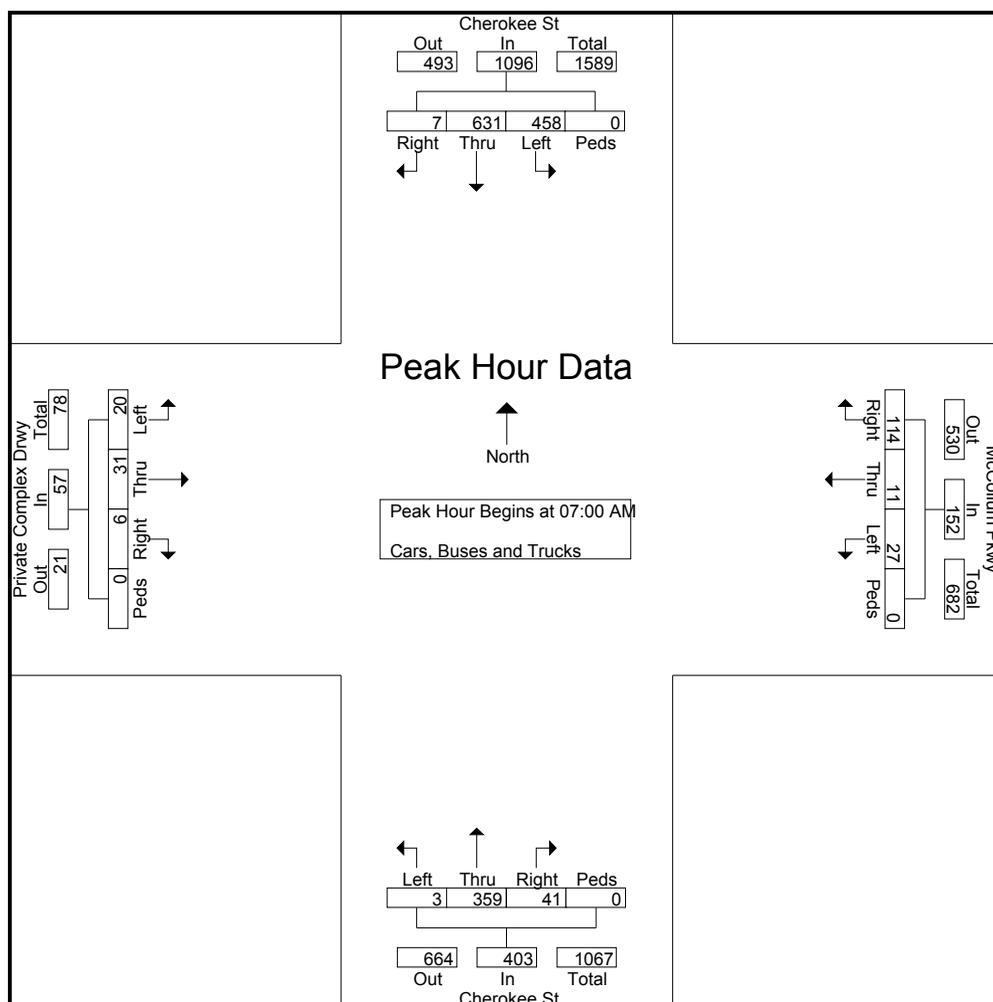
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TMC Data  
 Cherokee St @ McCollum Pkwy  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230005  
 Site Code : 41230005  
 Start Date : 9/21/2017  
 Page No : 2

Start Time	Cherokee St Northbound					Cherokee St Southbound					Private Complex Drwy Eastbound					McCollum Pkwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 07:00 AM																					
07:00 AM	1	65	5	0	71	121	124	2	0	247	3	4	2	0	9	6	3	29	0	38	365
07:15 AM	1	77	13	0	91	84	190	1	0	275	6	7	1	0	14	6	2	28	0	36	416
07:30 AM	0	107	17	0	124	131	184	1	0	316	8	14	2	0	24	6	2	27	0	35	499
07:45 AM	1	110	6	0	117	122	133	3	0	258	3	6	1	0	10	9	4	30	0	43	428
Total Volume	3	359	41	0	403	458	631	7	0	1096	20	31	6	0	57	27	11	114	0	152	1708
% App. Total	0.7	89.1	10.2	0		41.8	57.6	0.6	0		35.1	54.4	10.5	0		17.8	7.2	75	0		
PHF	.750	.816	.603	.000	.813	.874	.830	.583	.000	.867	.625	.554	.750	.000	.594	.750	.688	.950	.000	.884	.856



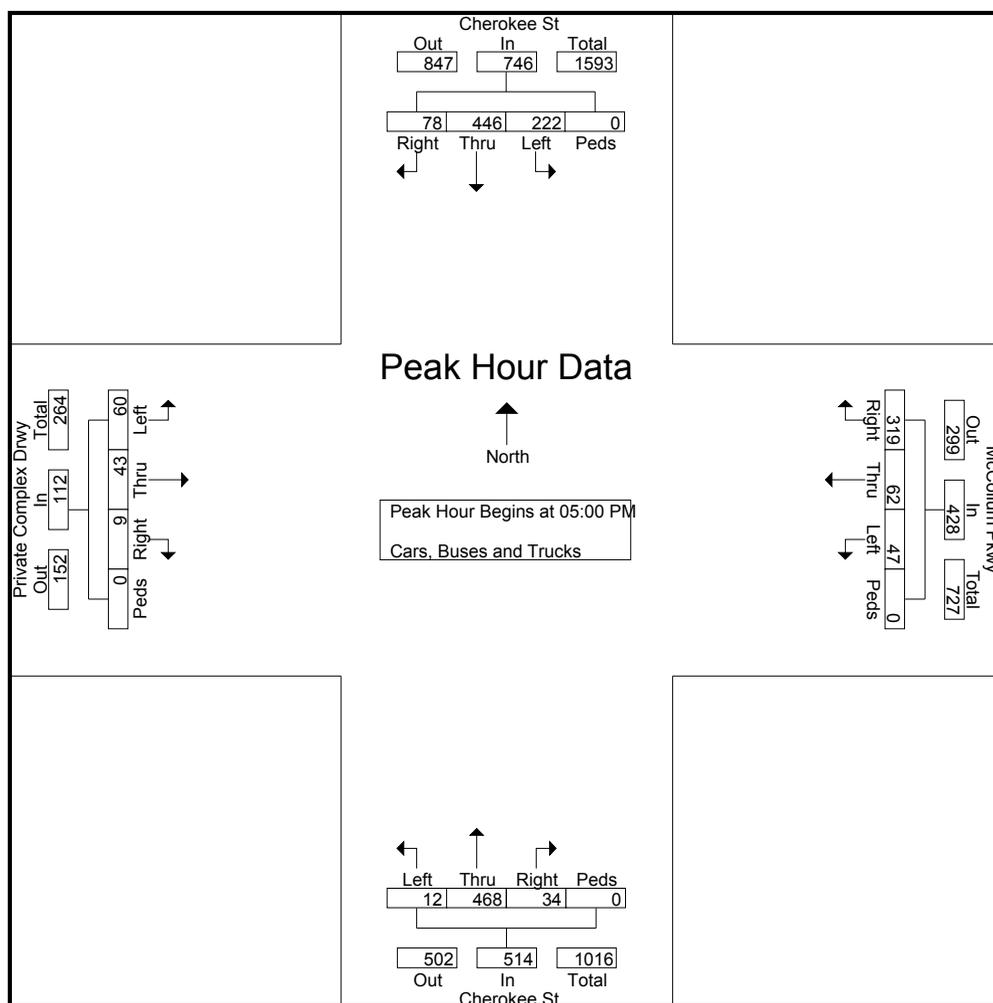
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TMC Data  
 Cherokee St @ McCollum Pkwy  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230005  
 Site Code : 41230005  
 Start Date : 9/21/2017  
 Page No : 3

Start Time	Cherokee St Northbound					Cherokee St Southbound					Private Complex Drwy Eastbound					McCollum Pkwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	119	9	0	130	61	100	19	0	180	17	10	1	0	28	11	18	96	0	125	463
05:15 PM	2	125	8	0	135	59	119	19	0	197	16	11	3	0	30	15	15	86	0	116	478
05:30 PM	4	114	9	0	127	44	117	15	0	176	11	12	3	0	26	11	13	79	0	103	432
05:45 PM	4	110	8	0	122	58	110	25	0	193	16	10	2	0	28	10	16	58	0	84	427
Total Volume	12	468	34	0	514	222	446	78	0	746	60	43	9	0	112	47	62	319	0	428	1800
% App. Total	2.3	91.1	6.6	0		29.8	59.8	10.5	0		53.6	38.4	8	0		11	14.5	74.5	0		
PHF	.750	.936	.944	.000	.952	.910	.937	.780	.000	.947	.882	.896	.750	.000	.933	.783	.861	.831	.000	.856	.941



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TMC Data  
 Cherokee St @ Pine Dr/Oak Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230006  
 Site Code : 41230006  
 Start Date : 9/21/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Cherokee St Northbound					Cherokee St Southbound					Oak Dr Eastbound					Pine Dr Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	90	1	0	91	0	126	0	0	126	0	0	1	0	1	1	0	2	0	3	221
07:15 AM	0	99	1	0	100	0	187	0	0	187	2	0	1	0	3	0	0	0	0	0	290
07:30 AM	0	93	0	0	93	0	173	0	0	173	3	0	1	0	4	0	0	0	0	0	270
07:45 AM	0	89	0	0	89	1	148	0	0	149	0	0	3	0	3	0	0	0	0	0	241
Total	0	371	2	0	373	1	634	0	0	635	5	0	6	0	11	1	0	2	0	3	1022
08:00 AM	0	75	0	0	75	2	131	0	0	133	3	0	0	0	3	0	0	0	0	0	211
08:15 AM	0	80	0	0	80	0	126	0	0	126	2	0	0	0	2	0	0	0	0	0	208
08:30 AM	0	85	0	0	85	0	121	0	0	121	2	0	1	0	3	0	0	0	0	0	209
08:45 AM	0	80	0	0	80	0	117	0	0	117	2	0	0	0	2	0	0	0	0	0	199
Total	0	320	0	0	320	2	495	0	0	497	9	0	1	0	10	0	0	0	0	0	827
*** BREAK ***																					
04:30 PM	0	110	0	0	110	1	89	0	0	90	0	0	2	0	2	1	0	2	0	3	205
04:45 PM	0	112	2	0	114	0	108	0	0	108	1	0	2	0	3	1	0	1	0	2	227
Total	0	222	2	0	224	1	197	0	0	198	1	0	4	0	5	2	0	3	0	5	432
05:00 PM	1	118	0	0	119	2	118	1	0	121	2	0	0	0	2	0	0	0	0	0	242
05:15 PM	0	112	4	0	116	2	136	4	0	142	3	1	0	0	4	4	0	3	0	7	269
05:30 PM	1	115	2	0	118	1	123	0	0	124	1	0	3	0	4	2	0	0	0	2	248
05:45 PM	1	109	0	0	110	1	117	4	0	122	1	0	1	0	2	2	0	1	0	3	237
Total	3	454	6	0	463	6	494	9	0	509	7	1	4	0	12	8	0	4	0	12	996
06:00 PM	1	100	1	0	102	3	113	0	0	116	5	0	0	0	5	1	0	1	0	2	225
06:15 PM	0	96	1	0	97	0	109	2	0	111	2	0	0	0	2	1	0	0	0	1	211
Grand Total	4	1563	12	0	1579	13	2042	11	0	2066	29	1	15	0	45	13	0	10	0	23	3713
Apprch %	0.3	99	0.8	0		0.6	98.8	0.5	0		64.4	2.2	33.3	0		56.5	0	43.5	0		
Total %	0.1	42.1	0.3	0	42.5	0.4	55	0.3	0	55.6	0.8	0	0.4	0	1.2	0.4	0	0.3	0	0.6	

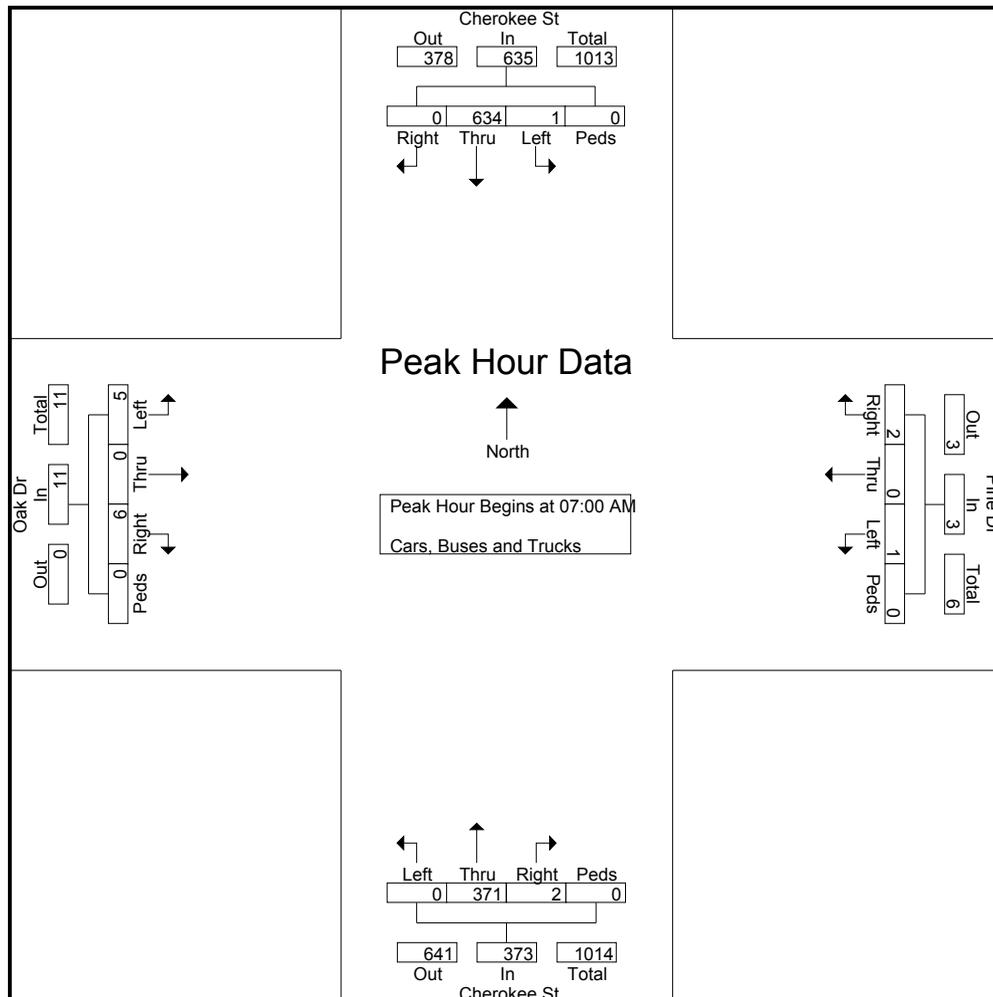
# Reliable Traffic Data Services, LLC

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 info@reliabletraffic.org | www.reliabletraffic.org

TMC Data  
 Cherokee St @ Pine Dr/Oak Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230006  
 Site Code : 41230006  
 Start Date : 9/21/2017  
 Page No : 2

Start Time	Cherokee St Northbound					Cherokee St Southbound					Oak Dr Eastbound					Pine Dr Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 07:00 AM																					
07:00 AM	0	90	1	0	91	0	126	0	0	126	0	0	1	0	1	1	0	2	0	3	221
07:15 AM	0	99	1	0	100	0	187	0	0	187	2	0	1	0	3	0	0	0	0	0	290
07:30 AM	0	93	0	0	93	0	173	0	0	173	3	0	1	0	4	0	0	0	0	0	270
07:45 AM	0	89	0	0	89	1	148	0	0	149	0	0	3	0	3	0	0	0	0	0	241
Total Volume	0	371	2	0	373	1	634	0	0	635	5	0	6	0	11	1	0	2	0	3	1022
% App. Total	0	99.5	0.5	0		0.2	99.8	0	0		45.5	0	54.5	0		33.3	0	66.7	0		
PHF	.000	.937	.500	.000	.933	.250	.848	.000	.000	.849	.417	.000	.500	.000	.688	.250	.000	.250	.000	.250	.881



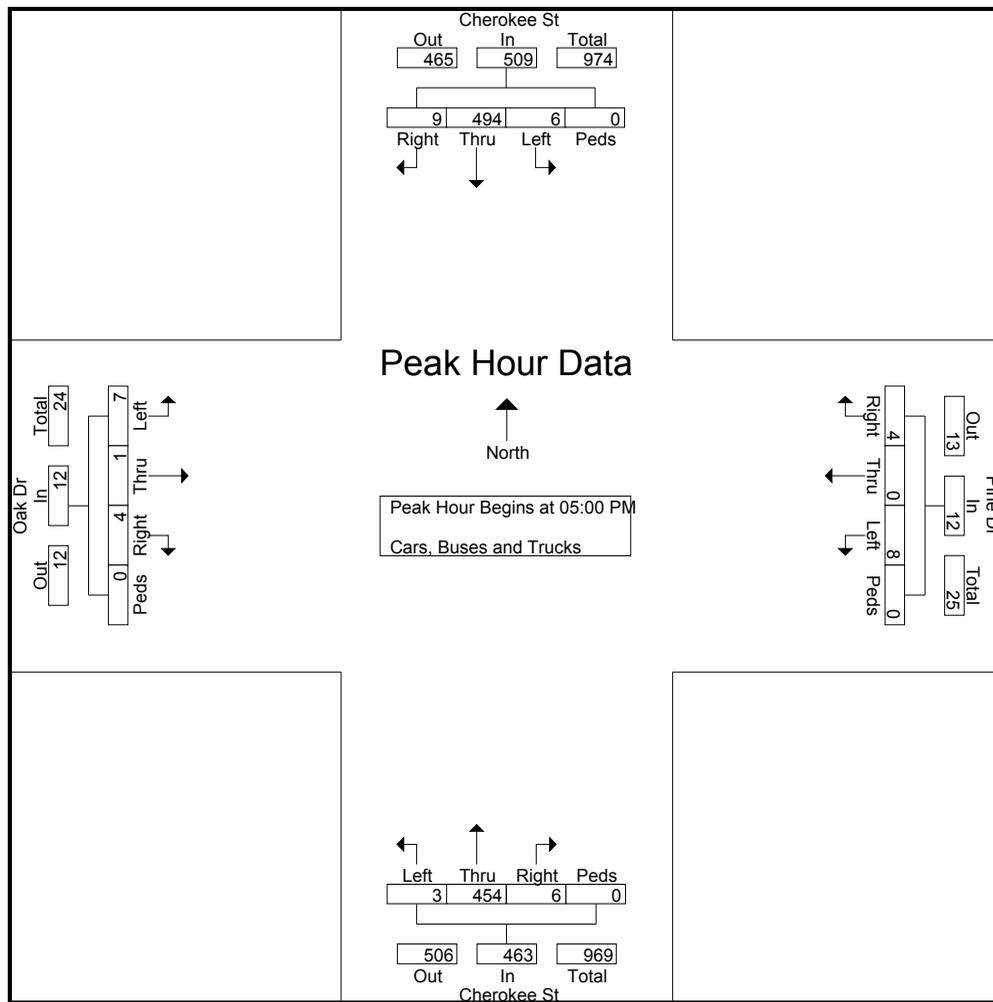
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TMC Data  
 Cherokee St @ Pine Dr/Oak Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230006  
 Site Code : 41230006  
 Start Date : 9/21/2017  
 Page No : 3

Start Time	Cherokee St Northbound					Cherokee St Southbound					Oak Dr Eastbound					Pine Dr Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	118	0	0	119	2	118	1	0	121	2	0	0	0	2	0	0	0	0	0	242
05:15 PM	0	112	4	0	116	2	136	4	0	142	3	1	0	0	4	4	0	3	0	7	269
05:30 PM	1	115	2	0	118	1	123	0	0	124	1	0	3	0	4	2	0	0	0	2	248
05:45 PM	1	109	0	0	110	1	117	4	0	122	1	0	1	0	2	2	0	1	0	3	237
Total Volume	3	454	6	0	463	6	494	9	0	509	7	1	4	0	12	8	0	4	0	12	996
% App. Total	0.6	98.1	1.3	0		1.2	97.1	1.8	0		58.3	8.3	33.3	0		66.7	0	33.3	0		
PHF	.750	.962	.375	.000	.973	.750	.908	.563	.000	.896	.583	.250	.333	.000	.750	.500	.000	.333	.000	.429	.926



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TMC Data  
 McCollum Pkwy @ Grant Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230007  
 Site Code : 41230007  
 Start Date : 9/21/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Grant Dr Northbound					Commercial Drwy Southbound					McCollum Pkwy Eastbound					McCollum Pkwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	2	0	1	0	3	0	0	0	0	0	0	108	2	0	110	0	36	0	0	36	149
07:15 AM	0	0	2	0	2	0	0	0	0	0	0	123	0	0	123	1	34	0	0	35	160
07:30 AM	3	0	2	0	5	1	0	0	0	1	0	140	2	0	142	0	26	0	0	26	174
07:45 AM	0	0	1	0	1	2	0	0	0	2	0	146	2	0	148	1	48	0	0	49	200
Total	5	0	6	0	11	3	0	0	0	3	0	517	6	0	523	2	144	0	0	146	683
08:00 AM	3	0	1	0	4	1	0	0	0	1	0	98	0	0	98	0	34	0	0	34	137
08:15 AM	4	0	1	0	5	0	0	0	0	0	0	83	1	0	84	0	42	1	0	43	132
08:30 AM	2	0	2	0	4	0	0	0	0	0	0	71	0	0	71	0	33	0	0	33	108
08:45 AM	2	0	0	0	2	0	0	0	0	0	0	58	0	0	58	1	39	1	0	41	101
Total	11	0	4	0	15	1	0	0	0	1	0	310	1	0	311	1	148	2	0	151	478
*** BREAK ***																					
04:30 PM	1	0	2	0	3	0	0	2	0	2	0	72	0	0	72	1	75	0	0	76	153
04:45 PM	1	0	1	0	2	1	0	2	0	3	0	69	2	0	71	0	108	0	0	108	184
Total	2	0	3	0	5	1	0	4	0	5	0	141	2	0	143	1	183	0	0	184	337
05:00 PM	0	0	0	0	0	2	0	0	0	2	1	63	0	0	64	2	118	1	0	121	187
05:15 PM	4	0	3	0	7	3	1	0	0	4	0	78	4	0	82	2	136	4	0	142	235
05:30 PM	2	0	0	0	2	1	0	3	0	4	1	67	2	0	70	1	91	0	0	92	168
05:45 PM	2	0	1	0	3	1	0	1	0	2	1	63	0	0	64	1	80	4	0	85	154
Total	8	0	4	0	12	7	1	4	0	12	3	271	6	0	280	6	425	9	0	440	744
06:00 PM	1	0	1	0	2	5	0	0	0	5	1	74	1	0	76	3	85	0	0	88	171
06:15 PM	1	0	0	0	1	2	0	0	0	2	0	71	1	0	72	0	89	2	0	91	166
Grand Total	28	0	18	0	46	19	1	8	0	28	4	1384	17	0	1405	13	1074	13	0	1100	2579
Apprch %	60.9	0	39.1	0		67.9	3.6	28.6	0		0.3	98.5	1.2	0		1.2	97.6	1.2	0		
Total %	1.1	0	0.7	0	1.8	0.7	0	0.3	0	1.1	0.2	53.7	0.7	0	54.5	0.5	41.6	0.5	0	42.7	

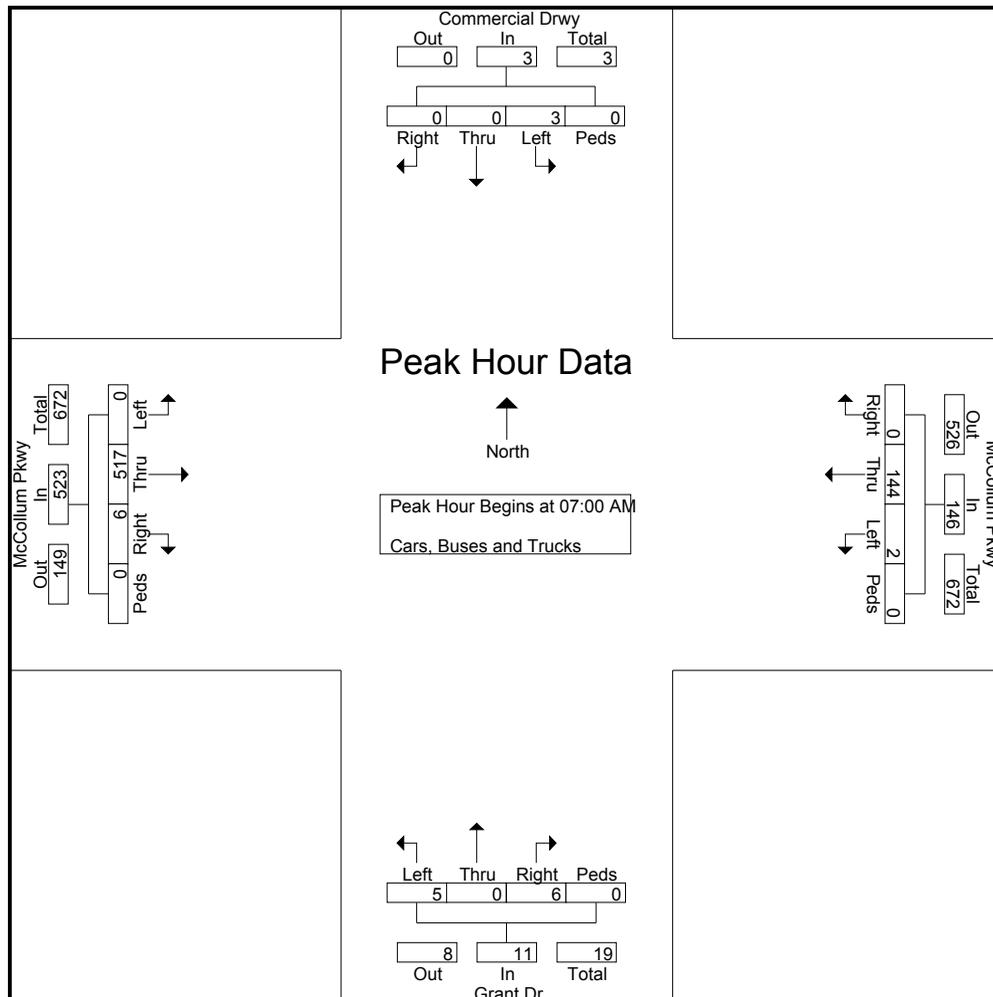
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TMC Data  
 McCollum Pkwy @ Grant Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230007  
 Site Code : 41230007  
 Start Date : 9/21/2017  
 Page No : 2

Start Time	Grant Dr Northbound					Commercial Drwy Southbound					McCollum Pkwy Eastbound					McCollum Pkwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 07:00 AM																					
07:00 AM	2	0	1	0	3	0	0	0	0	0	0	108	2	0	110	0	36	0	0	36	149
07:15 AM	0	0	2	0	2	0	0	0	0	0	0	123	0	0	123	1	34	0	0	35	160
07:30 AM	3	0	2	0	5	1	0	0	0	1	0	140	2	0	142	0	26	0	0	26	174
07:45 AM	0	0	1	0	1	2	0	0	0	2	0	146	2	0	148	1	48	0	0	49	200
Total Volume	5	0	6	0	11	3	0	0	0	3	0	517	6	0	523	2	144	0	0	146	683
% App. Total	45.5	0	54.5	0		100	0	0	0		0	98.9	1.1	0		1.4	98.6	0	0		
PHF	.417	.000	.750	.000	.550	.375	.000	.000	.000	.375	.000	.885	.750	.000	.883	.500	.750	.000	.000	.745	.854



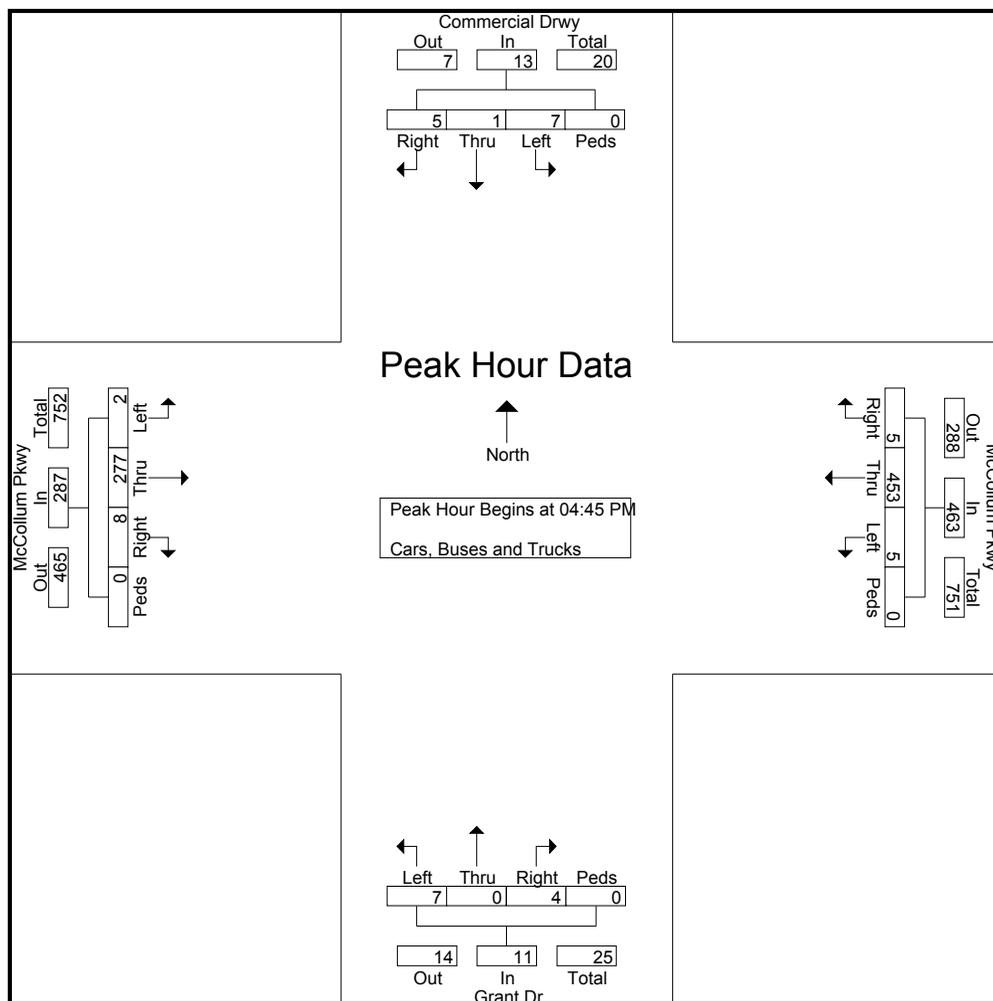
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TMC Data  
 McCollum Pkwy @ Grant Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230007  
 Site Code : 41230007  
 Start Date : 9/21/2017  
 Page No : 3

Start Time	Grant Dr Northbound					Commercial Drwy Southbound					McCollum Pkwy Eastbound					McCollum Pkwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	0	1	0	2	1	0	2	0	3	0	69	2	0	71	0	108	0	0	108	184
05:00 PM	0	0	0	0	0	2	0	0	0	2	1	63	0	0	64	2	118	1	0	121	187
05:15 PM	4	0	3	0	7	3	1	0	0	4	0	78	4	0	82	2	136	4	0	142	235
05:30 PM	2	0	0	0	2	1	0	3	0	4	1	67	2	0	70	1	91	0	0	92	168
Total Volume	7	0	4	0	11	7	1	5	0	13	2	277	8	0	287	5	453	5	0	463	774
% App. Total	63.6	0	36.4	0		53.8	7.7	38.5	0		0.7	96.5	2.8	0		1.1	97.8	1.1	0		
PHF	.438	.000	.333	.000	.393	.583	.250	.417	.000	.813	.500	.888	.500	.000	.875	.625	.833	.313	.000	.815	.823



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TMC Data  
 George Busbee Pkwy @ Shiloh Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230008  
 Site Code : 41230008  
 Start Date : 9/21/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	George Busbee Pkwy Northbound					George Busbee Pkwy Southbound					Shiloh Rd Eastbound					Shiloh Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	18	14	5	0	37	14	281	6	0	301	0	95	160	0	255	0	58	8	0	66	659
07:15 AM	25	25	4	0	54	13	270	7	0	290	3	99	183	0	285	2	74	6	0	82	711
07:30 AM	19	13	4	0	36	12	299	9	0	320	0	94	207	0	301	8	56	6	0	70	727
07:45 AM	23	19	6	0	48	19	297	11	0	327	3	91	199	0	293	12	79	4	0	95	763
Total	85	71	19	0	175	58	1147	33	0	1238	6	379	749	0	1134	22	267	24	0	313	2860
08:00 AM	44	18	3	0	65	9	159	7	0	175	0	109	146	0	255	2	76	5	0	83	578
08:15 AM	25	22	4	0	51	14	131	7	0	152	1	96	137	0	234	2	60	9	0	71	508
08:30 AM	23	21	5	0	49	11	122	9	0	142	3	122	128	0	253	2	89	15	0	106	550
08:45 AM	33	17	8	0	58	6	98	11	0	115	1	105	123	0	229	3	88	7	0	98	500
Total	125	78	20	0	223	40	510	34	0	584	5	432	534	0	971	9	313	36	0	358	2136
*** BREAK ***																					
04:30 PM	140	101	4	0	245	15	51	8	0	74	4	88	98	0	190	0	111	12	0	123	632
04:45 PM	168	128	5	0	301	13	71	11	0	95	1	87	92	0	180	1	110	15	0	126	702
Total	308	229	9	0	546	28	122	19	0	169	5	175	190	0	370	1	221	27	0	249	1334
05:00 PM	161	133	6	0	300	10	58	10	0	78	2	118	49	0	169	1	107	11	0	119	666
05:15 PM	183	189	4	0	376	9	51	16	0	76	8	123	64	0	195	1	116	13	0	130	777
05:30 PM	161	162	10	0	333	7	48	7	0	62	5	117	83	0	205	0	129	7	0	136	736
05:45 PM	139	123	8	0	270	12	71	6	0	89	2	114	81	0	197	2	116	6	0	124	680
Total	644	607	28	0	1279	38	228	39	0	305	17	472	277	0	766	4	468	37	0	509	2859
06:00 PM	167	145	3	0	315	15	72	14	0	101	8	89	84	0	181	1	97	8	0	106	703
06:15 PM	143	141	6	0	290	9	63	7	0	79	6	84	75	0	165	1	111	7	0	119	653
Grand Total	1472	1271	85	0	2828	188	2142	146	0	2476	47	1631	1909	0	3587	38	1477	139	0	1654	10545
Apprch %	52.1	44.9	3	0		7.6	86.5	5.9	0		1.3	45.5	53.2	0		2.3	89.3	8.4	0		
Total %	14	12.1	0.8	0	26.8	1.8	20.3	1.4	0	23.5	0.4	15.5	18.1	0	34	0.4	14	1.3	0	15.7	

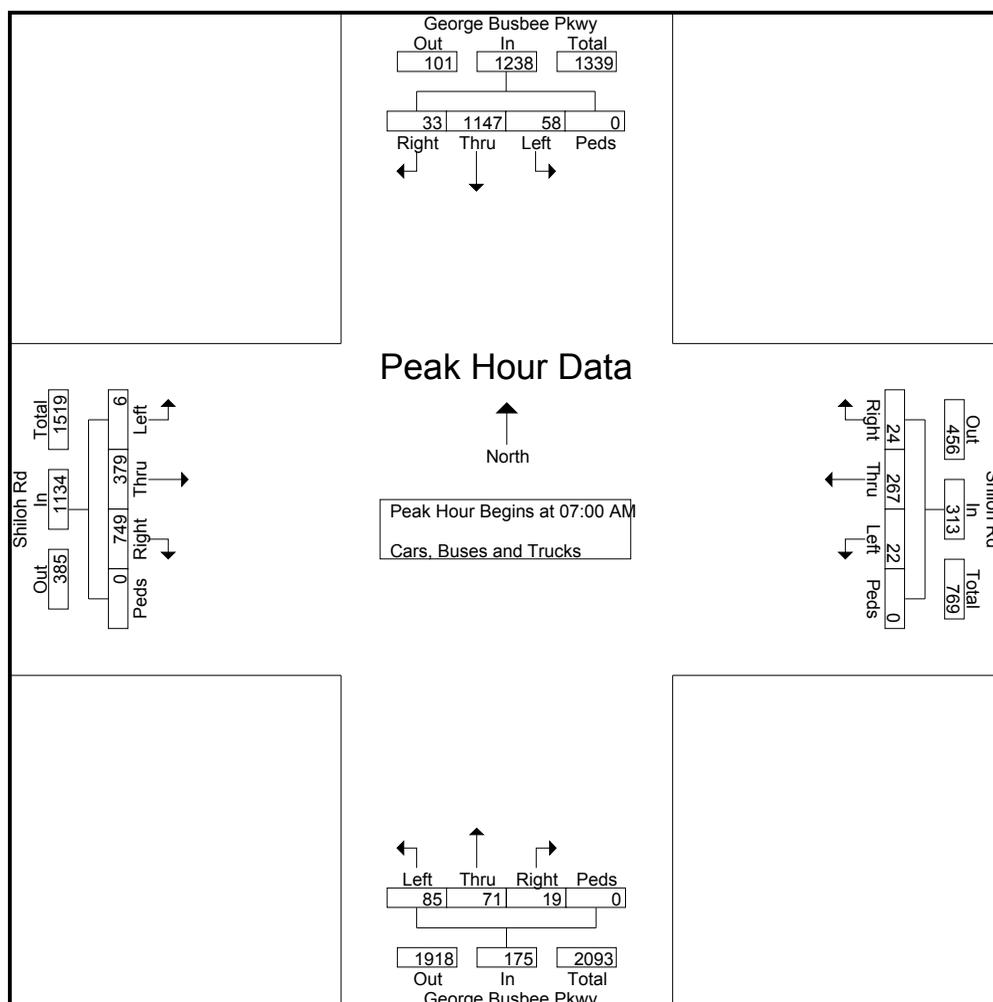
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TMC Data  
 George Busbee Pkwy @ Shiloh Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230008  
 Site Code : 41230008  
 Start Date : 9/21/2017  
 Page No : 2

Start Time	George Busbee Pkwy Northbound					George Busbee Pkwy Southbound					Shiloh Rd Eastbound					Shiloh Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 07:00 AM																					
07:00 AM	18	14	5	0	37	14	281	6	0	301	0	95	160	0	255	0	58	8	0	66	659
07:15 AM	25	25	4	0	54	13	270	7	0	290	3	99	183	0	285	2	74	6	0	82	711
07:30 AM	19	13	4	0	36	12	299	9	0	320	0	94	207	0	301	8	56	6	0	70	727
07:45 AM	23	19	6	0	48	19	297	11	0	327	3	91	199	0	293	12	79	4	0	95	763
Total Volume	85	71	19	0	175	58	1147	33	0	1238	6	379	749	0	1134	22	267	24	0	313	2860
% App. Total	48.6	40.6	10.9	0		4.7	92.6	2.7	0		0.5	33.4	66	0		7	85.3	7.7	0		
PHF	.850	.710	.792	.000	.810	.763	.959	.750	.000	.946	.500	.957	.905	.000	.942	.458	.845	.750	.000	.824	.937



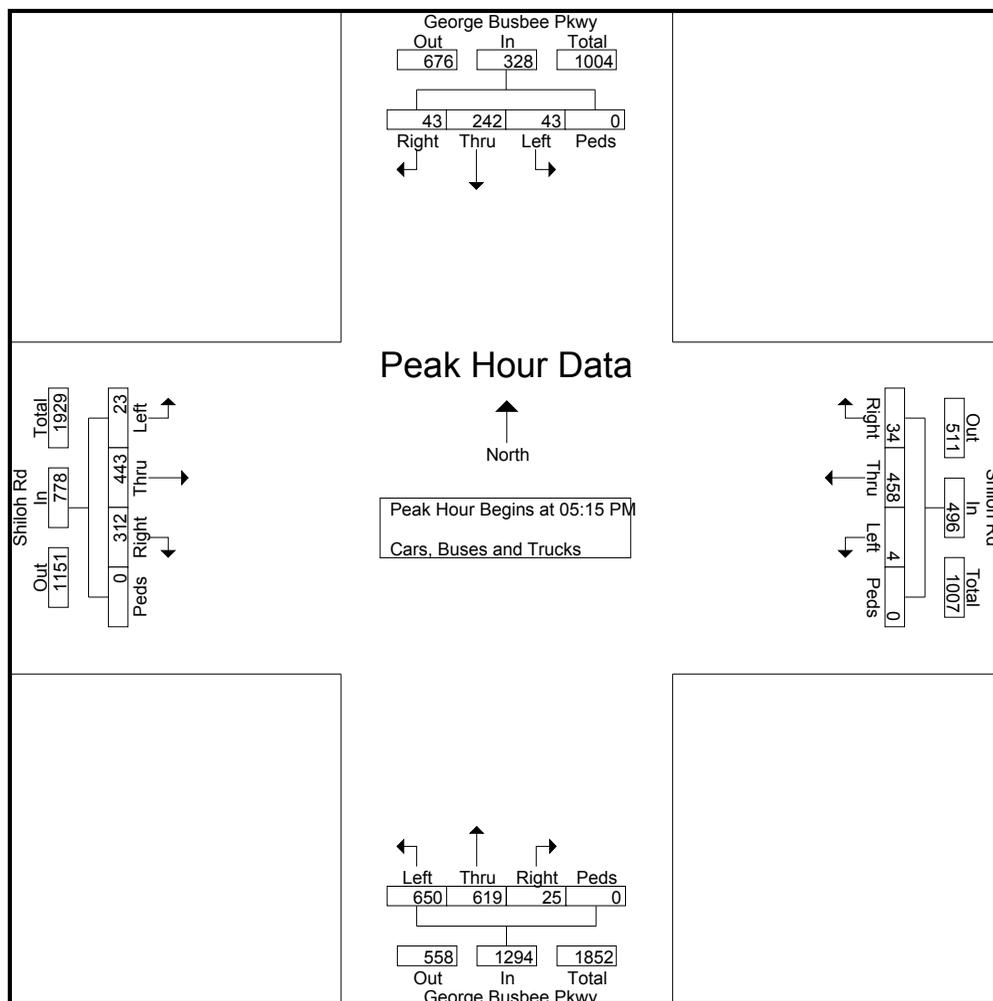
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TMC Data  
 George Busbee Pkwy @ Shiloh Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230008  
 Site Code : 41230008  
 Start Date : 9/21/2017  
 Page No : 3

Start Time	George Busbee Pkwy Northbound					George Busbee Pkwy Southbound					Shiloh Rd Eastbound					Shiloh Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	183	189	4	0	376	9	51	16	0	76	8	123	64	0	195	1	116	13	0	130	777
05:30 PM	161	162	10	0	333	7	48	7	0	62	5	117	83	0	205	0	129	7	0	136	736
05:45 PM	139	123	8	0	270	12	71	6	0	89	2	114	81	0	197	2	116	6	0	124	680
06:00 PM	167	145	3	0	315	15	72	14	0	101	8	89	84	0	181	1	97	8	0	106	703
Total Volume	650	619	25	0	1294	43	242	43	0	328	23	443	312	0	778	4	458	34	0	496	2896
% App. Total	50.2	47.8	1.9	0		13.1	73.8	13.1	0		3	56.9	40.1	0		0.8	92.3	6.9	0		
PHF	.888	.819	.625	.000	.860	.717	.840	.672	.000	.812	.719	.900	.929	.000	.949	.500	.888	.654	.000	.912	.932



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TMC Data  
 Cherokee St @ Maple Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230009  
 Site Code : 41230009  
 Start Date : 9/21/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Cherokee St Northbound					Cherokee St Southbound					Maple Dr Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	65	0	0	65	0	138	0	0	138	5	0	1	0	6	0	0	0	0	0	209
07:15 AM	0	87	0	0	87	0	156	0	0	156	0	0	0	0	0	0	0	0	0	0	243
07:30 AM	0	81	0	0	81	0	181	1	0	182	2	0	2	0	4	0	0	0	0	0	267
07:45 AM	0	99	0	0	99	0	142	0	0	142	1	0	0	0	1	0	0	0	0	0	242
Total	0	332	0	0	332	0	617	1	0	618	8	0	3	0	11	0	0	0	0	0	961
08:00 AM	0	87	0	0	87	0	118	1	0	119	2	0	0	0	2	0	0	0	0	0	208
08:15 AM	0	68	0	0	68	0	127	0	0	127	1	0	0	0	1	0	0	0	0	0	196
08:30 AM	0	72	0	0	72	0	119	1	0	120	0	0	3	0	3	0	0	0	0	0	195
08:45 AM	1	75	0	0	76	0	116	5	0	121	4	0	1	0	5	0	0	0	0	0	202
Total	1	302	0	0	303	0	480	7	0	487	7	0	4	0	11	0	0	0	0	0	801
*** BREAK ***																					
04:30 PM	0	126	0	0	126	0	105	3	0	108	2	0	0	0	2	0	0	0	0	0	236
04:45 PM	0	106	0	0	106	0	124	3	0	127	2	0	1	0	3	0	0	0	0	0	236
Total	0	232	0	0	232	0	229	6	0	235	4	0	1	0	5	0	0	0	0	0	472
05:00 PM	2	123	0	0	125	0	108	0	0	108	0	0	0	0	0	0	0	0	0	0	233
05:15 PM	1	94	0	0	95	0	99	4	0	103	0	0	0	0	0	0	0	0	0	0	198
05:30 PM	3	107	0	0	110	0	103	3	0	106	2	0	1	0	3	0	0	0	0	0	219
05:45 PM	0	94	0	0	94	0	115	1	0	116	1	0	1	0	2	0	0	0	0	0	212
Total	6	418	0	0	424	0	425	8	0	433	3	0	2	0	5	0	0	0	0	0	862
06:00 PM	2	99	0	0	101	0	108	5	0	113	1	0	2	0	3	0	0	0	0	0	217
06:15 PM	1	96	0	0	97	0	113	5	0	118	2	0	2	0	4	0	0	0	0	0	219
Grand Total	10	1479	0	0	1489	0	1972	32	0	2004	25	0	14	0	39	0	0	0	0	0	3532
Apprch %	0.7	99.3	0	0		0	98.4	1.6	0		64.1	0	35.9	0		0	0	0	0		
Total %	0.3	41.9	0	0	42.2	0	55.8	0.9	0	56.7	0.7	0	0.4	0	1.1	0	0	0	0	0	0

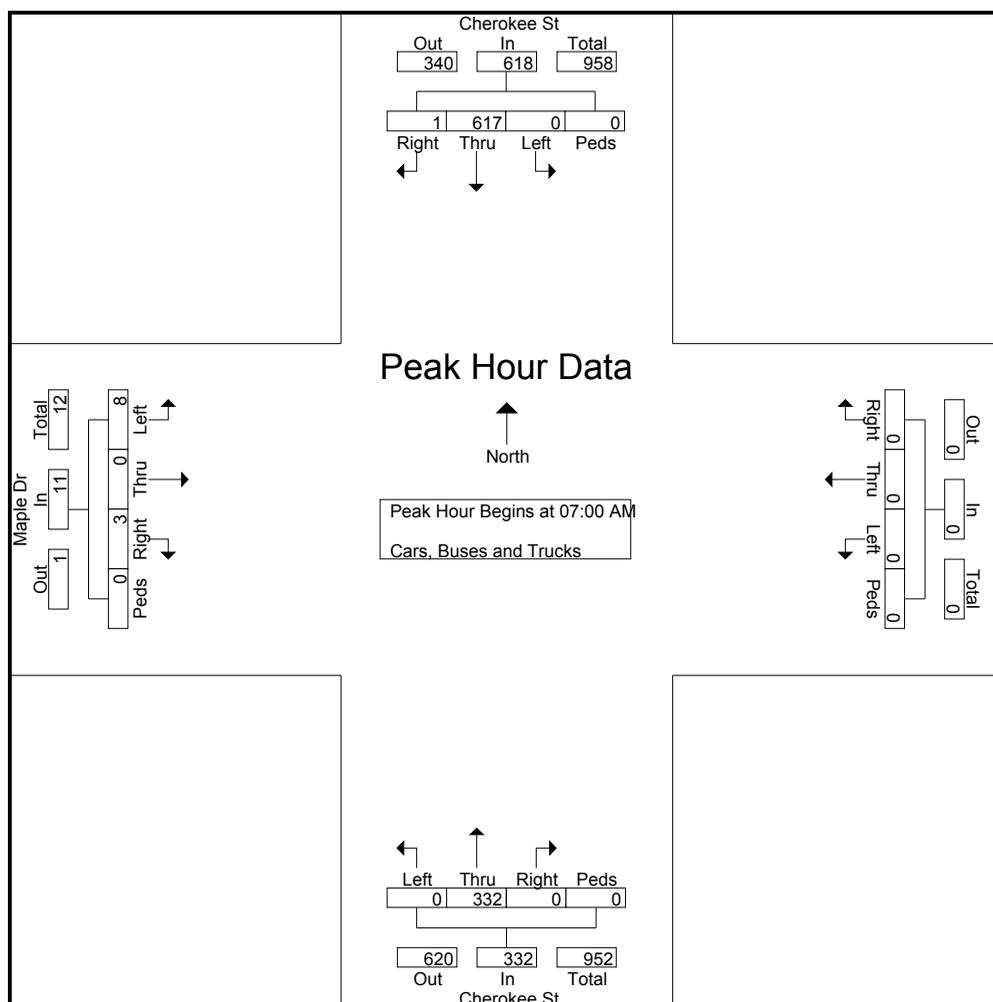
# Reliable Traffic Data Services, LLC

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TMC Data  
 Cherokee St @ Maple Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230009  
 Site Code : 41230009  
 Start Date : 9/21/2017  
 Page No : 2

Start Time	Cherokee St Northbound					Cherokee St Southbound					Maple Dr Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 07:00 AM																					
07:00 AM	0	65	0	0	65	0	138	0	0	138	5	0	1	0	6	0	0	0	0	0	209
07:15 AM	0	87	0	0	87	0	156	0	0	156	0	0	0	0	0	0	0	0	0	0	243
07:30 AM	0	81	0	0	81	0	181	1	0	182	2	0	2	0	4	0	0	0	0	0	267
07:45 AM	0	99	0	0	99	0	142	0	0	142	1	0	0	0	1	0	0	0	0	0	242
Total Volume	0	332	0	0	332	0	617	1	0	618	8	0	3	0	11	0	0	0	0	0	961
% App. Total	0	100	0	0		0	99.8	0.2	0		72.7	0	27.3	0		0	0	0	0		
PHF	.000	.838	.000	.000	.838	.000	.852	.250	.000	.849	.400	.000	.375	.000	.458	.000	.000	.000	.000	.000	.900



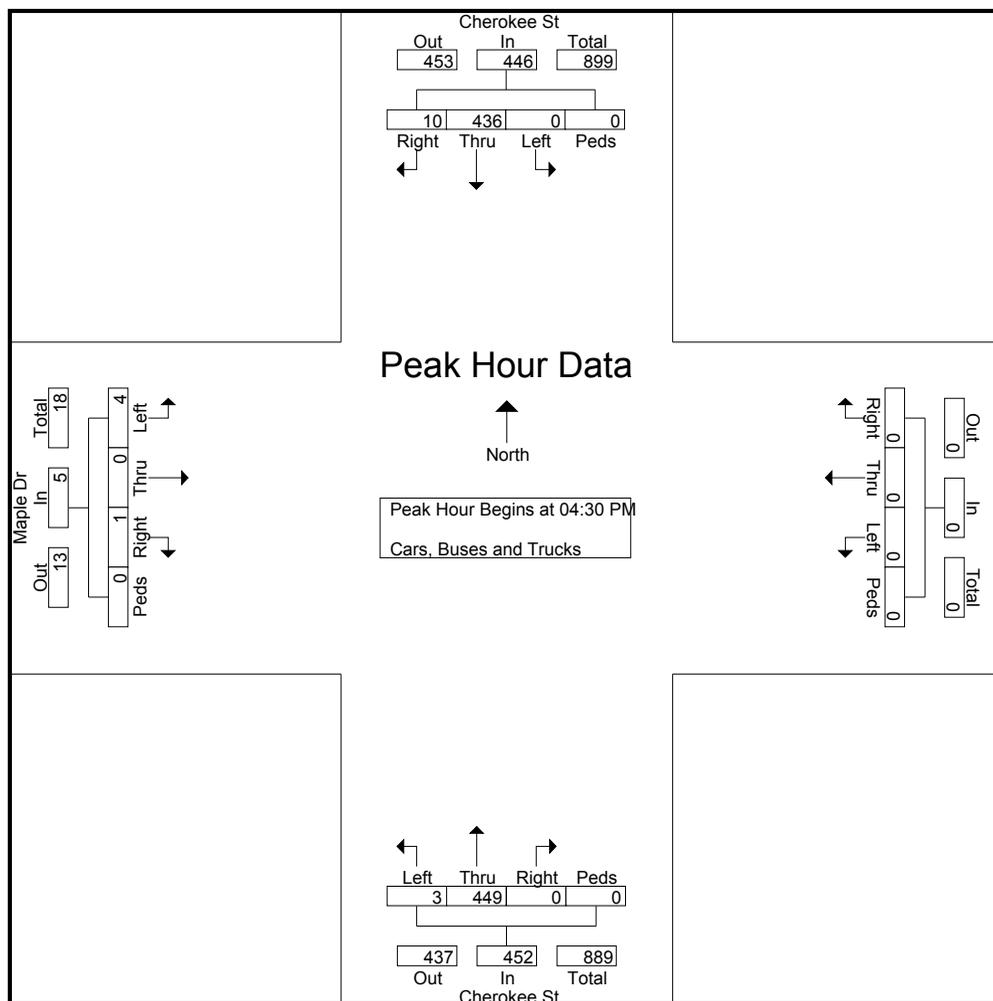
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TMC Data  
 Cherokee St @ Maple Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230009  
 Site Code : 41230009  
 Start Date : 9/21/2017  
 Page No : 3

Start Time	Cherokee St Northbound					Cherokee St Southbound					Maple Dr Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	126	0	0	126	0	105	3	0	108	2	0	0	0	2	0	0	0	0	0	236
04:45 PM	0	106	0	0	106	0	124	3	0	127	2	0	1	0	3	0	0	0	0	0	236
05:00 PM	2	123	0	0	125	0	108	0	0	108	0	0	0	0	0	0	0	0	0	0	233
05:15 PM	1	94	0	0	95	0	99	4	0	103	0	0	0	0	0	0	0	0	0	0	198
Total Volume	3	449	0	0	452	0	436	10	0	446	4	0	1	0	5	0	0	0	0	0	903
% App. Total	0.7	99.3	0	0		0	97.8	2.2	0		80	0	20	0		0	0	0	0		
PHF	.375	.891	.000	.000	.897	.000	.879	.625	.000	.878	.500	.000	.250	.000	.417	.000	.000	.000	.000	.000	.957



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TMC Data  
 Cherokee St @ Dobbins Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230010  
 Site Code : 41230010  
 Start Date : 9/21/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Cherokee St Northbound					Cherokee St Southbound					Dobbins Dr Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	4	65	0	0	69	0	110	1	0	111	7	0	3	0	10	0	0	0	0	0	190
07:15 AM	0	87	0	0	87	0	153	2	0	155	3	0	6	0	9	0	0	0	0	0	251
07:30 AM	1	81	0	0	82	0	181	2	0	183	4	0	0	0	4	0	0	0	0	0	269
07:45 AM	1	99	0	0	100	0	122	4	0	126	1	0	2	0	3	0	0	0	0	0	229
Total	6	332	0	0	338	0	566	9	0	575	15	0	11	0	26	0	0	0	0	0	939
08:00 AM	0	87	0	0	87	0	100	1	0	101	4	0	2	0	6	0	0	0	0	0	194
08:15 AM	3	68	0	0	71	0	110	2	0	112	1	0	2	0	3	0	0	0	0	0	186
08:30 AM	2	72	0	0	74	0	115	0	0	115	2	0	4	0	6	0	0	0	0	0	195
08:45 AM	2	75	0	0	77	0	119	3	0	122	4	0	1	0	5	0	0	0	0	0	204
Total	7	302	0	0	309	0	444	6	0	450	11	0	9	0	20	0	0	0	0	0	779
*** BREAK ***																					
04:30 PM	2	126	0	0	128	0	105	7	0	112	6	0	4	0	10	0	0	0	0	0	250
04:45 PM	2	106	0	0	108	0	124	4	0	128	5	0	2	0	7	0	0	0	0	0	243
Total	4	232	0	0	236	0	229	11	0	240	11	0	6	0	17	0	0	0	0	0	493
05:00 PM	3	123	0	0	126	0	108	4	0	112	3	0	1	0	4	0	0	0	0	0	242
05:15 PM	0	97	0	0	97	0	102	1	0	103	4	0	0	0	4	0	0	0	0	0	204
05:30 PM	1	102	0	0	103	0	106	2	0	108	0	0	1	0	1	0	0	0	0	0	212
05:45 PM	1	99	0	0	100	0	109	3	0	112	1	0	0	0	1	0	0	0	0	0	213
Total	5	421	0	0	426	0	425	10	0	435	8	0	2	0	10	0	0	0	0	0	871
06:00 PM	4	106	0	0	110	0	102	0	0	102	1	0	0	0	1	0	0	0	0	0	213
06:15 PM	2	94	0	0	96	0	108	5	0	113	4	0	1	0	5	0	0	0	0	0	214
Grand Total	28	1487	0	0	1515	0	1874	41	0	1915	50	0	29	0	79	0	0	0	0	0	3509
Apprch %	1.8	98.2	0	0		0	97.9	2.1	0		63.3	0	36.7	0		0	0	0	0		
Total %	0.8	42.4	0	0	43.2	0	53.4	1.2	0	54.6	1.4	0	0.8	0	2.3	0	0	0	0	0	

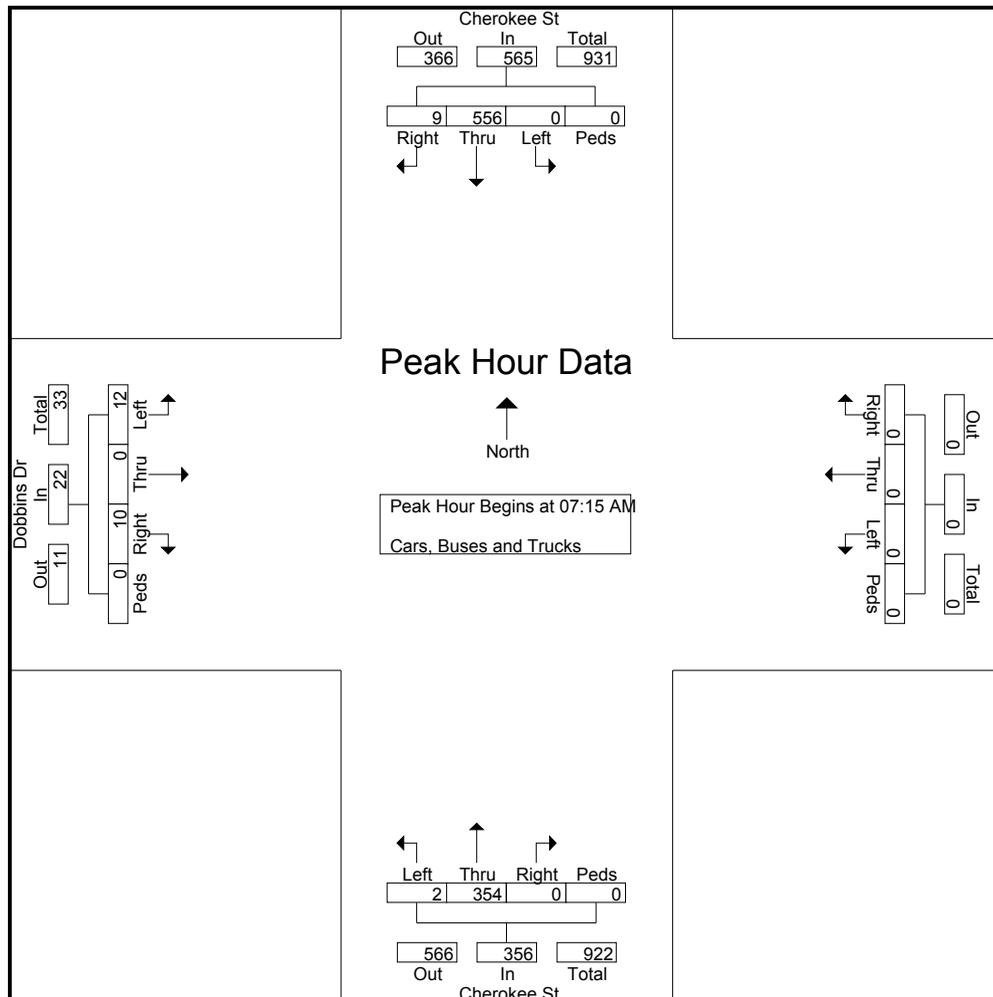
# Reliable Traffic Data Services, LLC

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TMC Data  
 Cherokee St @ Dobbins Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230010  
 Site Code : 41230010  
 Start Date : 9/21/2017  
 Page No : 2

Start Time	Cherokee St Northbound					Cherokee St Southbound					Dobbins Dr Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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	0	87	0	0	87	0	153	2	0	155	3	0	6	0	9	0	0	0	0	0	251
07:30 AM	1	81	0	0	82	0	181	2	0	183	4	0	0	0	4	0	0	0	0	0	269
07:45 AM	1	99	0	0	100	0	122	4	0	126	1	0	2	0	3	0	0	0	0	0	229
08:00 AM	0	87	0	0	87	0	100	1	0	101	4	0	2	0	6	0	0	0	0	0	194
Total Volume	2	354	0	0	356	0	556	9	0	565	12	0	10	0	22	0	0	0	0	0	943
% App. Total	0.6	99.4	0	0		0	98.4	1.6	0		54.5	0	45.5	0		0	0	0	0		
PHF	.500	.894	.000	.000	.890	.000	.768	.563	.000	.772	.750	.000	.417	.000	.611	.000	.000	.000	.000	.000	.876



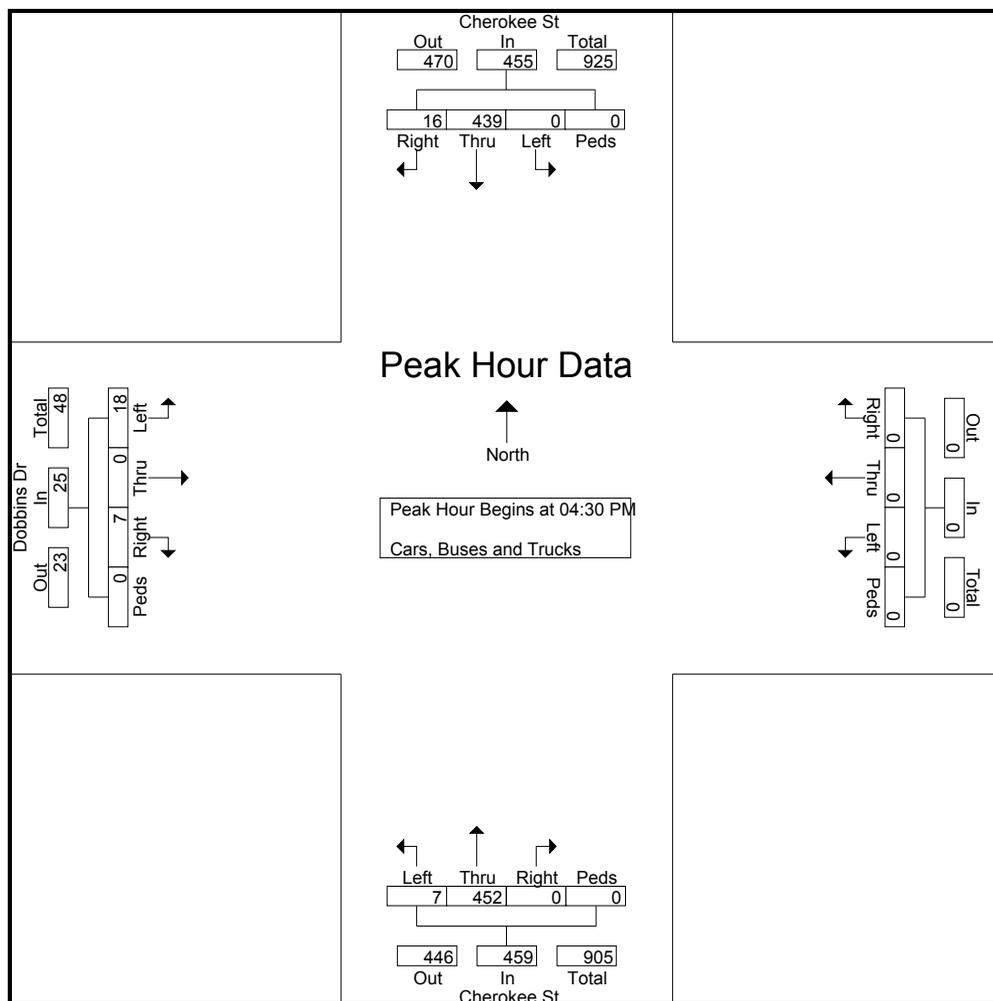
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TMC Data  
 Cherokee St @ Dobbins Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230010  
 Site Code : 41230010  
 Start Date : 9/21/2017  
 Page No : 3

Start Time	Cherokee St Northbound					Cherokee St Southbound					Dobbins Dr Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	2	126	0	0	128	0	105	7	0	112	6	0	4	0	10	0	0	0	0	0	250
04:45 PM	2	106	0	0	108	0	124	4	0	128	5	0	2	0	7	0	0	0	0	0	243
05:00 PM	3	123	0	0	126	0	108	4	0	112	3	0	1	0	4	0	0	0	0	0	242
05:15 PM	0	97	0	0	97	0	102	1	0	103	4	0	0	0	4	0	0	0	0	0	204
Total Volume	7	452	0	0	459	0	439	16	0	455	18	0	7	0	25	0	0	0	0	0	939
% App. Total	1.5	98.5	0	0		0	96.5	3.5	0		72	0	28	0		0	0	0	0		
PHF	.583	.897	.000	.000	.896	.000	.885	.571	.000	.889	.750	.000	.438	.000	.625	.000	.000	.000	.000	.000	.939



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TMC Data  
 Cherokee St @ Smith Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230011  
 Site Code : 41230011  
 Start Date : 9/21/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Cherokee St Northbound					Cherokee St Southbound					Smith Dr Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	67	0	0	67	0	96	1	0	97	4	0	1	0	5	0	0	0	0	0	169
07:15 AM	1	78	0	0	79	0	143	0	0	143	2	0	4	0	6	0	0	0	0	0	228
07:30 AM	1	89	0	0	90	0	185	1	0	186	5	0	1	0	6	0	0	0	0	0	282
07:45 AM	0	104	0	0	104	0	123	0	0	123	1	0	3	0	4	0	0	0	0	0	231
Total	2	338	0	0	340	0	547	2	0	549	12	0	9	0	21	0	0	0	0	0	910
08:00 AM	0	83	0	0	83	0	102	2	0	104	3	0	0	0	3	0	0	0	0	0	190
08:15 AM	1	78	0	0	79	0	99	4	0	103	3	0	2	0	5	0	0	0	0	0	187
08:30 AM	0	69	0	0	69	0	107	2	0	109	3	0	2	0	5	0	0	0	0	0	183
08:45 AM	0	72	0	0	72	0	113	0	0	113	2	0	3	0	5	0	0	0	0	0	190
Total	1	302	0	0	303	0	421	8	0	429	11	0	7	0	18	0	0	0	0	0	750
*** BREAK ***																					
04:30 PM	2	117	0	0	119	0	100	7	0	107	4	0	1	0	5	0	0	0	0	0	231
04:45 PM	1	114	0	0	115	0	110	6	0	116	1	0	2	0	3	0	0	0	0	0	234
Total	3	231	0	0	234	0	210	13	0	223	5	0	3	0	8	0	0	0	0	0	465
05:00 PM	1	127	0	0	128	0	111	4	0	115	3	0	3	0	6	0	0	0	0	0	249
05:15 PM	2	136	0	0	138	0	108	6	0	114	0	0	0	0	0	0	0	0	0	0	252
05:30 PM	0	117	0	0	117	0	126	6	0	132	7	0	2	0	9	0	0	0	0	0	258
05:45 PM	3	112	0	0	115	0	109	4	0	113	1	0	3	0	4	0	0	0	0	0	232
Total	6	492	0	0	498	0	454	20	0	474	11	0	8	0	19	0	0	0	0	0	991
06:00 PM	2	107	0	0	109	0	104	6	0	110	2	0	4	0	6	0	0	0	0	0	225
06:15 PM	2	102	0	0	104	0	89	6	0	95	1	0	3	0	4	0	0	0	0	0	203
Grand Total	16	1572	0	0	1588	0	1825	55	0	1880	42	0	34	0	76	0	0	0	0	0	3544
Apprch %	1	99	0	0		0	97.1	2.9	0		55.3	0	44.7	0		0	0	0	0		
Total %	0.5	44.4	0	0	44.8	0	51.5	1.6	0	53	1.2	0	1	0	2.1	0	0	0	0	0	

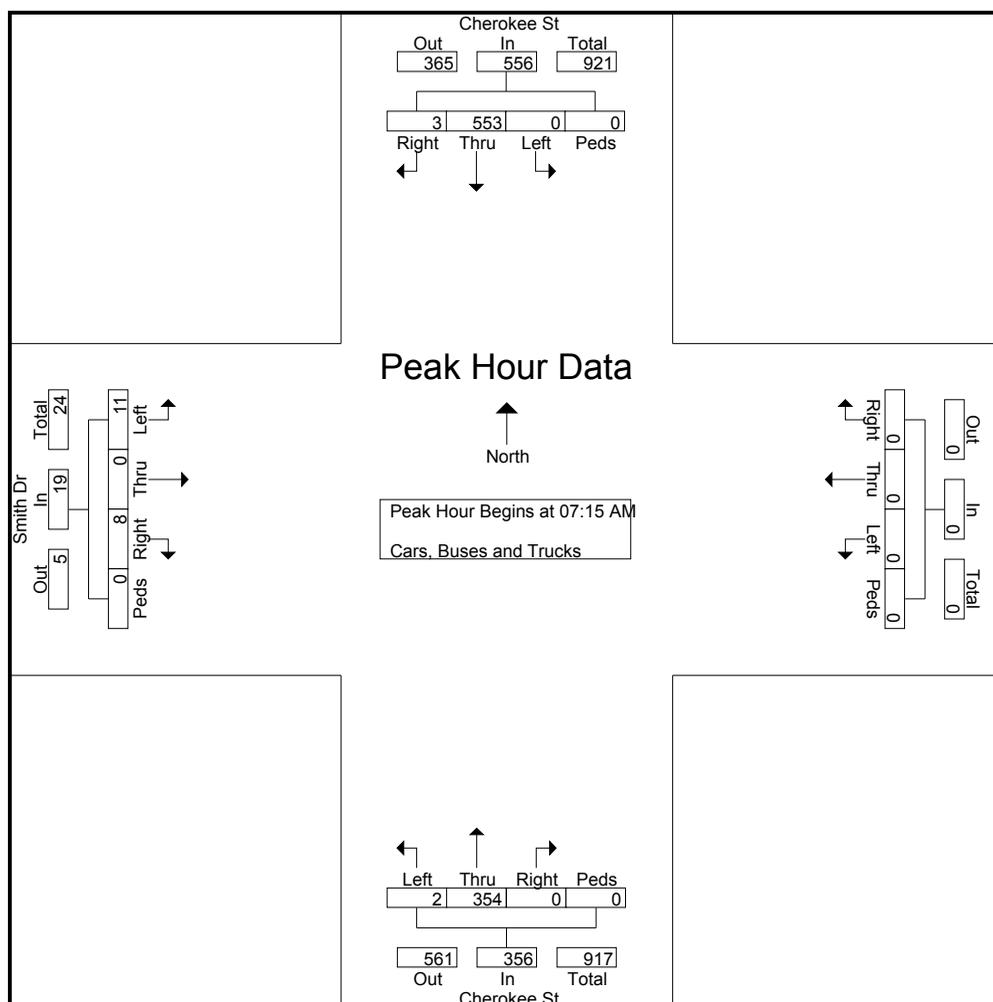
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TMC Data  
 Cherokee St @ Smith Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230011  
 Site Code : 41230011  
 Start Date : 9/21/2017  
 Page No : 2

Start Time	Cherokee St Northbound					Cherokee St Southbound					Smith Dr Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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	1	78	0	0	79	0	143	0	0	143	2	0	4	0	6	0	0	0	0	0	228
07:30 AM	1	89	0	0	90	0	185	1	0	186	5	0	1	0	6	0	0	0	0	0	282
07:45 AM	0	104	0	0	104	0	123	0	0	123	1	0	3	0	4	0	0	0	0	0	231
08:00 AM	0	83	0	0	83	0	102	2	0	104	3	0	0	0	3	0	0	0	0	0	190
Total Volume	2	354	0	0	356	0	553	3	0	556	11	0	8	0	19	0	0	0	0	0	931
% App. Total	0.6	99.4	0	0		0	99.5	0.5	0		57.9	0	42.1	0		0	0	0	0		
PHF	.500	.851	.000	.000	.856	.000	.747	.375	.000	.747	.550	.000	.500	.000	.792	.000	.000	.000	.000	.000	.825



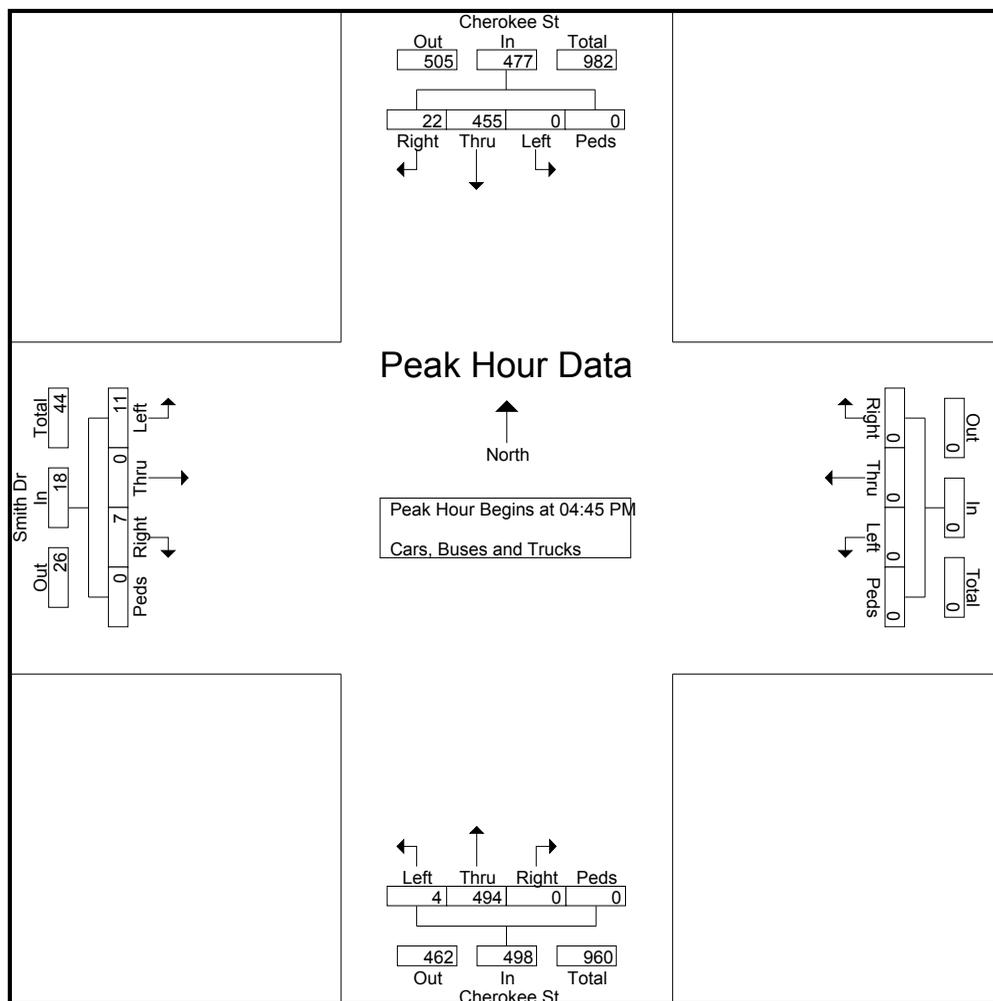
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TMC Data  
 Cherokee St @ Smith Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230011  
 Site Code : 41230011  
 Start Date : 9/21/2017  
 Page No : 3

Start Time	Cherokee St Northbound					Cherokee St Southbound					Smith Dr Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	114	0	0	115	0	110	6	0	116	1	0	2	0	3	0	0	0	0	0	234
05:00 PM	1	127	0	0	128	0	111	4	0	115	3	0	3	0	6	0	0	0	0	0	249
05:15 PM	2	136	0	0	138	0	108	6	0	114	0	0	0	0	0	0	0	0	0	0	252
05:30 PM	0	117	0	0	117	0	126	6	0	132	7	0	2	0	9	0	0	0	0	0	258
Total Volume	4	494	0	0	498	0	455	22	0	477	11	0	7	0	18	0	0	0	0	0	993
% App. Total	0.8	99.2	0	0		0	95.4	4.6	0		61.1	0	38.9	0		0	0	0	0		
PHF	.500	.908	.000	.000	.902	.000	.903	.917	.000	.903	.393	.000	.583	.000	.500	.000	.000	.000	.000	.000	.962



# Reliable Traffic Data Services, LLC

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TMC Data  
 Cherokee St @ Dogwood Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230012  
 Site Code : 41230012  
 Start Date : 9/21/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Cherokee St Northbound					Cherokee St Southbound					Private Drwy Eastbound					Dogwood Dr Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	65	4	0	69	5	102	0	0	107	0	0	0	0	0	2	0	7	0	9	185
07:15 AM	0	74	8	0	82	9	138	0	0	147	0	0	0	0	0	11	0	3	0	14	243
07:30 AM	0	83	5	0	88	10	173	0	0	183	0	0	0	0	0	7	0	10	0	17	288
07:45 AM	1	104	8	0	113	13	125	0	0	138	0	0	0	0	0	14	0	10	0	24	275
Total	1	326	25	0	352	37	538	0	0	575	0	0	0	0	0	34	0	30	0	64	991
08:00 AM	0	80	4	0	84	2	103	0	0	105	0	0	0	0	0	6	0	7	0	13	202
08:15 AM	0	62	2	0	64	0	96	0	0	96	0	0	0	0	0	5	0	2	0	7	167
08:30 AM	0	65	3	0	68	0	107	0	0	107	0	0	0	0	0	3	0	3	0	6	181
08:45 AM	0	74	3	0	77	1	102	0	0	103	0	0	0	0	0	4	0	2	0	6	186
Total	0	281	12	0	293	3	408	0	0	411	0	0	0	0	0	18	0	14	0	32	736
*** BREAK ***																					
04:30 PM	0	119	3	0	122	3	105	0	0	108	0	0	0	0	0	4	0	2	0	6	236
04:45 PM	0	103	6	0	109	5	108	0	0	113	1	0	0	0	1	3	0	5	0	8	231
Total	0	222	9	0	231	8	213	0	0	221	1	0	0	0	1	7	0	7	0	14	467
05:00 PM	0	138	8	0	146	3	114	1	0	118	0	0	0	0	0	5	0	6	0	11	275
05:15 PM	0	140	4	0	144	4	110	0	0	114	0	0	1	0	1	4	0	4	0	8	267
05:30 PM	0	124	8	0	132	4	125	0	0	129	0	0	0	0	0	3	0	2	0	5	266
05:45 PM	1	93	8	0	102	4	113	0	0	117	0	0	0	0	0	3	0	4	0	7	226
Total	1	495	28	0	524	15	462	1	0	478	0	0	1	0	1	15	0	16	0	31	1034
06:00 PM	0	111	4	0	115	5	108	0	0	113	0	0	0	0	0	5	0	5	0	10	238
06:15 PM	1	99	3	0	103	4	96	0	0	100	1	0	0	0	1	6	0	4	0	10	214
Grand Total	3	1534	81	0	1618	72	1825	1	0	1898	2	0	1	0	3	85	0	76	0	161	3680
Apprch %	0.2	94.8	5	0		3.8	96.2	0.1	0		66.7	0	33.3	0		52.8	0	47.2	0		
Total %	0.1	41.7	2.2	0	44	2	49.6	0	0	51.6	0.1	0	0	0	0.1	2.3	0	2.1	0	4.4	

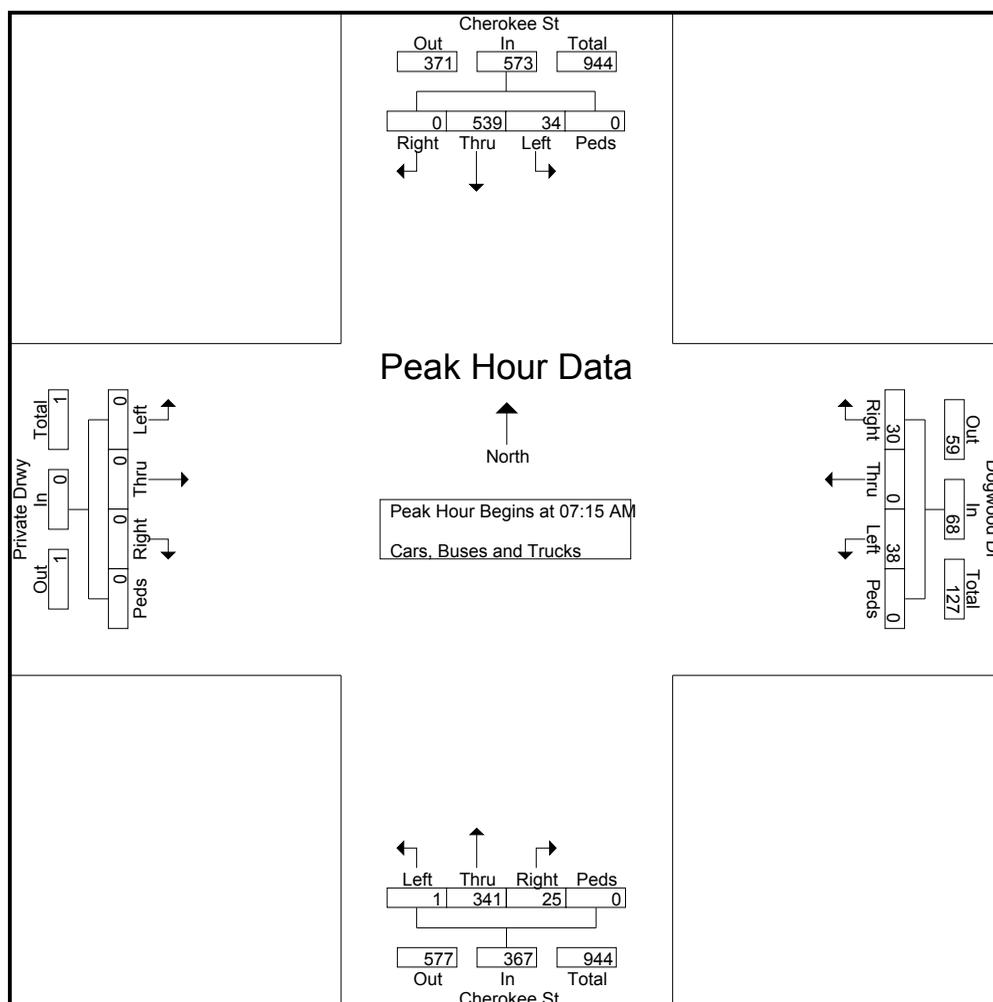
# Reliable Traffic Data Services, LLC

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TMC Data  
 Cherokee St @ Dogwood Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230012  
 Site Code : 41230012  
 Start Date : 9/21/2017  
 Page No : 2

Start Time	Cherokee St Northbound					Cherokee St Southbound					Private Drwy Eastbound					Dogwood Dr Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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	0	74	8	0	82	9	138	0	0	147	0	0	0	0	0	11	0	3	0	14	243
07:30 AM	0	83	5	0	88	10	173	0	0	183	0	0	0	0	0	7	0	10	0	17	288
07:45 AM	1	104	8	0	113	13	125	0	0	138	0	0	0	0	0	14	0	10	0	24	275
08:00 AM	0	80	4	0	84	2	103	0	0	105	0	0	0	0	0	6	0	7	0	13	202
Total Volume	1	341	25	0	367	34	539	0	0	573	0	0	0	0	0	38	0	30	0	68	1008
% App. Total	0.3	92.9	6.8	0		5.9	94.1	0	0		0	0	0	0		55.9	0	44.1	0		
PHF	.250	.820	.781	.000	.812	.654	.779	.000	.000	.783	.000	.000	.000	.000	.000	.679	.000	.750	.000	.708	.875



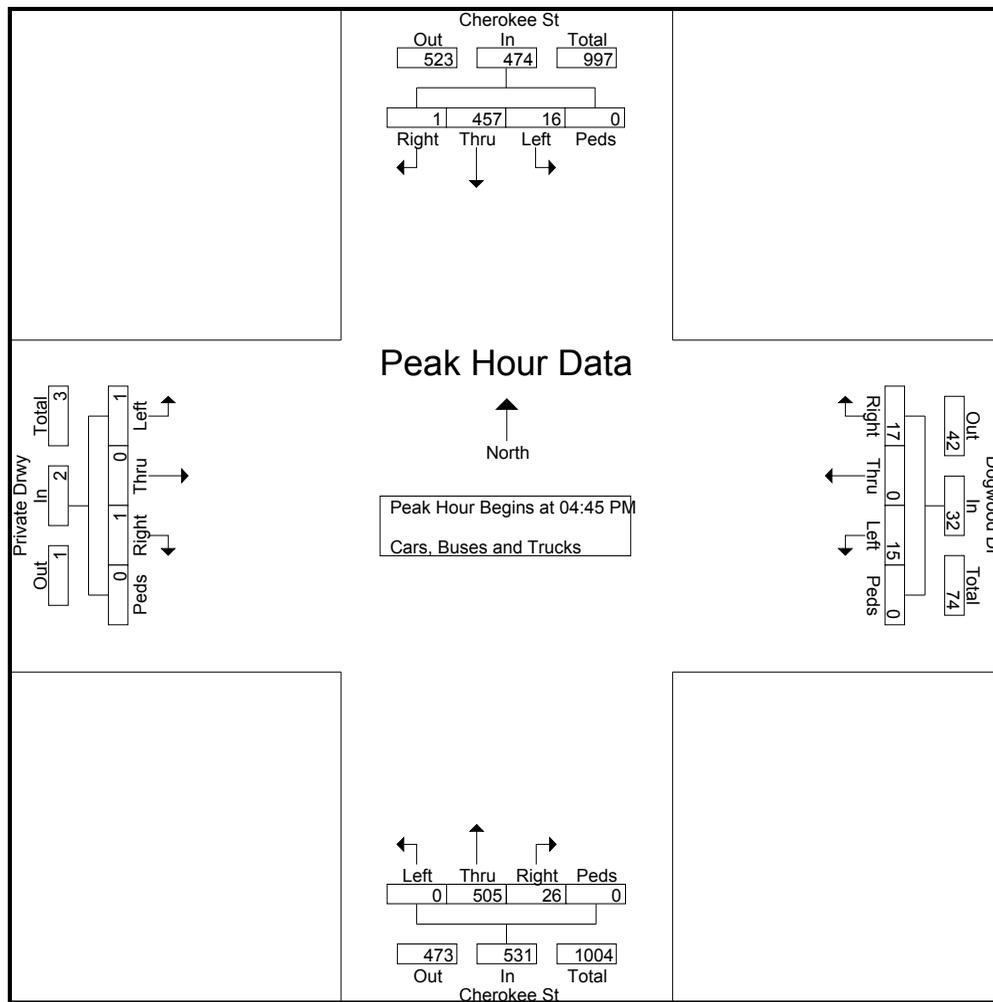
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TMC Data  
 Cherokee St @ Dogwood Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230012  
 Site Code : 41230012  
 Start Date : 9/21/2017  
 Page No : 3

Start Time	Cherokee St Northbound					Cherokee St Southbound					Private Drwy Eastbound					Dogwood Dr Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	103	6	0	109	5	108	0	0	113	1	0	0	0	1	3	0	5	0	8	231
05:00 PM	0	138	8	0	146	3	114	1	0	118	0	0	0	0	0	5	0	6	0	11	275
05:15 PM	0	140	4	0	144	4	110	0	0	114	0	0	1	0	1	4	0	4	0	8	267
05:30 PM	0	124	8	0	132	4	125	0	0	129	0	0	0	0	0	3	0	2	0	5	266
Total Volume	0	505	26	0	531	16	457	1	0	474	1	0	1	0	2	15	0	17	0	32	1039
% App. Total	0	95.1	4.9	0		3.4	96.4	0.2	0		50	0	50	0		46.9	0	53.1	0		
PHF	.000	.902	.813	.000	.909	.800	.914	.250	.000	.919	.250	.000	.250	.000	.500	.750	.000	.708	.000	.727	.945



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TMC Data  
 Cherokee St @ Ben King Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230013  
 Site Code : 41230013  
 Start Date : 10/3/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Cherokee St Northbound					Cherokee St Southbound					Twelve Oaks Circle Eastbound					Ben King Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	1	32	39	0	72	20	94	1	0	115	1	5	5	0	11	6	1	12	0	19	217
07:15 AM	2	58	61	0	121	37	82	0	0	119	2	3	2	0	7	29	0	23	0	52	299
07:30 AM	1	55	119	0	175	60	85	0	0	145	2	5	10	0	17	49	1	43	0	93	430
07:45 AM	3	47	57	0	107	56	126	0	0	182	1	4	4	0	9	53	1	54	0	108	406
Total	7	192	276	0	475	173	387	1	0	561	6	17	21	0	44	137	3	132	0	272	1352
08:00 AM	2	50	29	0	81	20	92	1	0	113	1	2	3	0	6	15	0	15	0	30	230
08:15 AM	1	48	35	0	84	17	78	2	0	97	1	4	3	0	8	10	0	11	0	21	210
08:30 AM	5	63	45	0	113	15	90	1	0	106	3	1	3	0	7	12	2	11	0	25	251
08:45 AM	0	64	42	0	106	21	91	1	0	113	2	1	0	0	3	17	2	9	0	28	250
Total	8	225	151	0	384	73	351	5	0	429	7	8	9	0	24	54	4	46	0	104	941
*** BREAK ***																					
04:30 PM	3	93	25	0	121	11	77	1	0	89	0	1	4	0	5	55	4	20	0	79	294
04:45 PM	3	101	26	0	130	16	94	0	0	110	0	3	5	0	8	62	3	24	0	89	337
Total	6	194	51	0	251	27	171	1	0	199	0	4	9	0	13	117	7	44	0	168	631
05:00 PM	4	112	18	0	134	20	92	0	0	112	2	1	3	0	6	98	7	23	0	128	380
05:15 PM	2	115	20	0	137	20	107	2	0	129	1	2	4	0	7	62	1	37	0	100	373
05:30 PM	3	94	22	0	119	19	112	3	0	134	2	1	4	0	7	70	5	43	0	118	378
05:45 PM	1	70	10	0	81	14	103	1	0	118	3	1	7	0	11	72	5	21	0	98	308
Total	10	391	70	0	471	73	414	6	0	493	8	5	18	0	31	302	18	124	0	444	1439
06:00 PM	4	116	30	0	150	8	89	1	0	98	1	2	2	0	5	46	4	17	0	67	320
06:15 PM	5	71	17	0	93	16	74	0	0	90	1	1	4	0	6	55	2	29	0	86	275
Grand Total	40	1189	595	0	1824	370	1486	14	0	1870	23	37	63	0	123	711	38	392	0	1141	4958
Apprch %	2.2	65.2	32.6	0		19.8	79.5	0.7	0		18.7	30.1	51.2	0		62.3	3.3	34.4	0		
Total %	0.8	24	12	0	36.8	7.5	30	0.3	0	37.7	0.5	0.7	1.3	0	2.5	14.3	0.8	7.9	0	23	

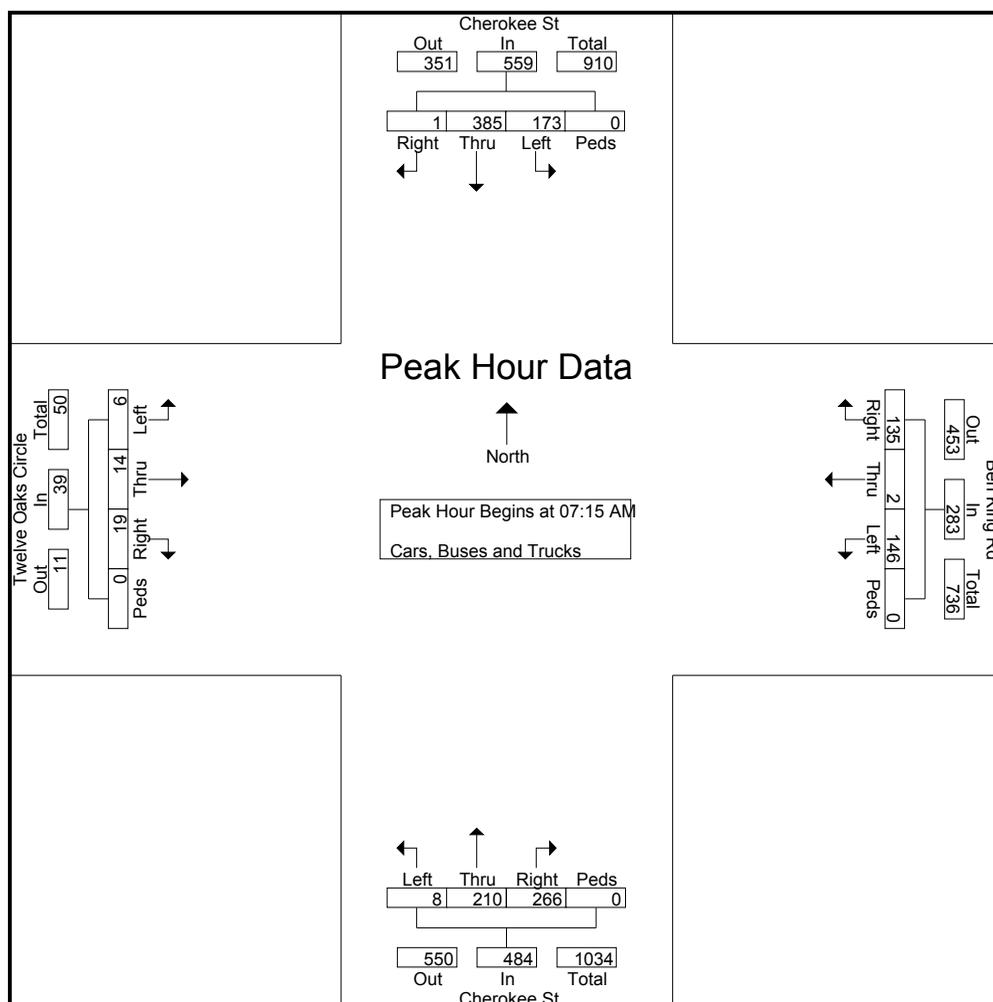
# Reliable Traffic Data Services, LLC

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TMC Data  
 Cherokee St @ Ben King Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230013  
 Site Code : 41230013  
 Start Date : 10/3/2017  
 Page No : 2

Start Time	Cherokee St Northbound					Cherokee St Southbound					Twelve Oaks Circle Eastbound					Ben King Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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	2	58	61	0	121	37	82	0	0	119	2	3	2	0	7	29	0	23	0	52	299
07:30 AM	1	55	119	0	175	60	85	0	0	145	2	5	10	0	17	49	1	43	0	93	430
07:45 AM	3	47	57	0	107	56	126	0	0	182	1	4	4	0	9	53	1	54	0	108	406
08:00 AM	2	50	29	0	81	20	92	1	0	113	1	2	3	0	6	15	0	15	0	30	230
Total Volume	8	210	266	0	484	173	385	1	0	559	6	14	19	0	39	146	2	135	0	283	1365
% App. Total	1.7	43.4	55	0		30.9	68.9	0.2	0		15.4	35.9	48.7	0		51.6	0.7	47.7	0		
PHF	.667	.905	.559	.000	.691	.721	.764	.250	.000	.768	.750	.700	.475	.000	.574	.689	.500	.625	.000	.655	.794



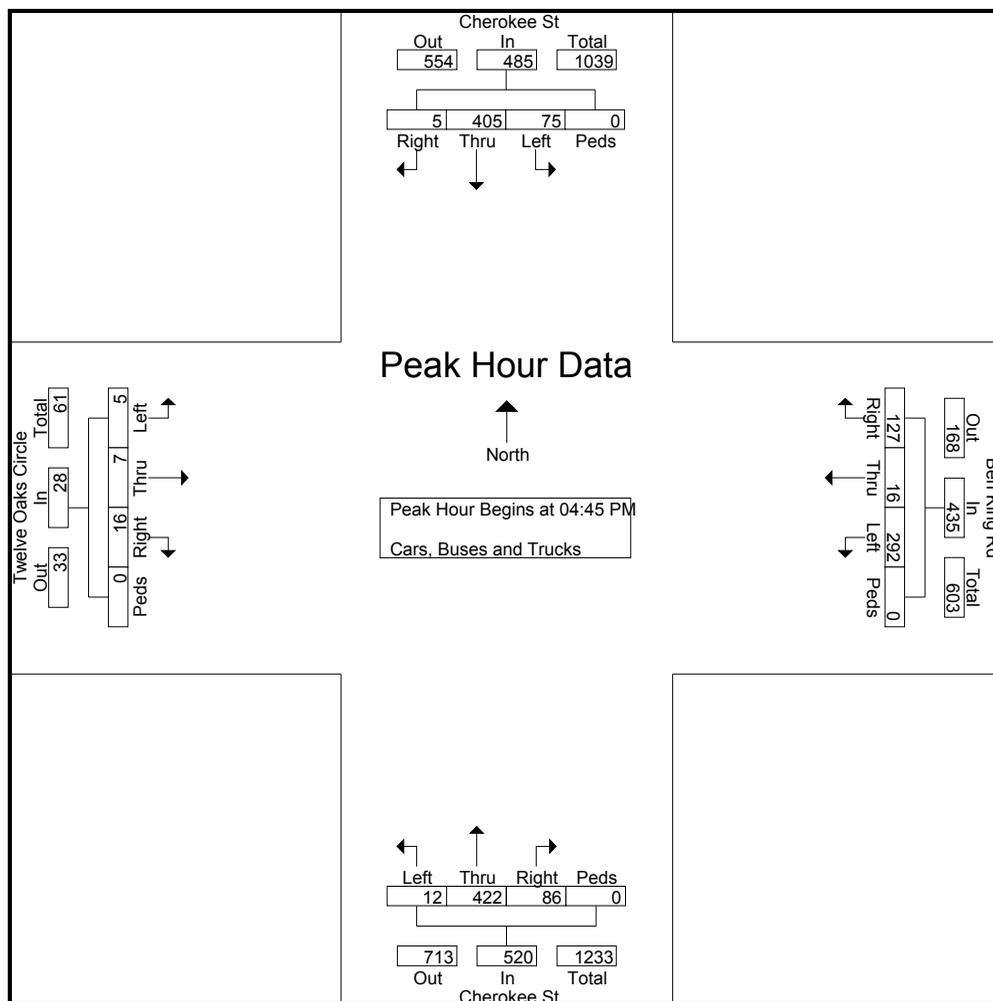
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TMC Data  
 Cherokee St @ Ben King Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230013  
 Site Code : 41230013  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	Cherokee St Northbound					Cherokee St Southbound					Twelve Oaks Circle Eastbound					Ben King Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	3	101	26	0	130	16	94	0	0	110	0	3	5	0	8	62	3	24	0	89	337
05:00 PM	4	112	18	0	134	20	92	0	0	112	2	1	3	0	6	98	7	23	0	128	380
05:15 PM	2	115	20	0	137	20	107	2	0	129	1	2	4	0	7	62	1	37	0	100	373
05:30 PM	3	94	22	0	119	19	112	3	0	134	2	1	4	0	7	70	5	43	0	118	378
Total Volume	12	422	86	0	520	75	405	5	0	485	5	7	16	0	28	292	16	127	0	435	1468
% App. Total	2.3	81.2	16.5	0		15.5	83.5	1	0		17.9	25	57.1	0		67.1	3.7	29.2	0		
PHF	.750	.917	.827	.000	.949	.938	.904	.417	.000	.905	.625	.583	.800	.000	.875	.745	.571	.738	.000	.850	.966



# Reliable Traffic Data Services, LLC

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TMC Data  
 Cherokee St @ Big Shanty Rd/Shirley Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230014  
 Site Code : 41230014  
 Start Date : 10/3/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Big Shanty Rd Northbound					Shirley Dr Southbound					Cherokee St Eastbound					Cherokee St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	1	0	58	0	59	0	2	0	0	2	0	25	16	0	41	88	13	0	0	101	203
07:15 AM	2	0	41	0	43	0	2	0	0	2	0	83	42	0	125	48	63	0	0	111	281
07:30 AM	0	0	32	0	32	0	1	1	0	2	1	99	49	0	149	41	84	1	0	126	309
07:45 AM	3	2	28	0	33	0	3	1	0	4	1	65	51	0	117	63	98	1	0	162	316
Total	6	2	159	0	167	0	8	2	0	10	2	272	158	0	432	240	258	2	0	500	1109
08:00 AM	1	0	30	0	31	0	1	0	0	1	0	50	22	0	72	63	34	0	0	97	201
08:15 AM	3	0	53	0	56	0	2	1	0	3	0	55	12	0	67	45	26	0	0	71	197
08:30 AM	2	2	18	0	22	0	0	4	0	4	2	99	28	0	129	40	51	1	0	92	247
08:45 AM	5	0	33	0	38	0	0	1	0	1	0	82	20	0	102	36	62	1	0	99	240
Total	11	2	134	0	147	0	3	6	0	9	2	286	82	0	370	184	173	2	0	359	885
*** BREAK ***																					
04:30 PM	6	0	49	0	55	1	1	0	0	2	2	68	19	0	89	32	109	0	0	141	287
04:45 PM	13	0	51	0	64	0	0	2	0	2	2	56	13	0	71	35	119	0	0	154	291
Total	19	0	100	0	119	1	1	2	0	4	4	124	32	0	160	67	228	0	0	295	578
05:00 PM	12	0	54	0	66	1	4	6	0	11	1	50	17	0	68	25	164	0	0	189	334
05:15 PM	20	1	62	0	83	0	0	3	0	3	1	51	11	0	63	15	148	0	0	163	312
05:30 PM	17	0	36	0	53	1	1	7	0	9	0	57	10	0	67	29	133	1	0	163	292
05:45 PM	12	3	46	0	61	0	3	3	0	6	0	35	10	0	45	31	100	0	0	131	243
Total	61	4	198	0	263	2	8	19	0	29	2	193	48	0	243	100	545	1	0	646	1181
06:00 PM	11	1	44	0	56	0	2	7	0	9	1	65	14	0	80	50	137	0	0	187	332
06:15 PM	10	3	51	0	64	0	0	4	0	4	0	42	10	0	52	43	78	0	0	121	241
Grand Total	118	12	686	0	816	3	22	40	0	65	11	982	344	0	1337	684	1419	5	0	2108	4326
Apprch %	14.5	1.5	84.1	0		4.6	33.8	61.5	0		0.8	73.4	25.7	0		32.4	67.3	0.2	0		
Total %	2.7	0.3	15.9	0	18.9	0.1	0.5	0.9	0	1.5	0.3	22.7	8	0	30.9	15.8	32.8	0.1	0	48.7	

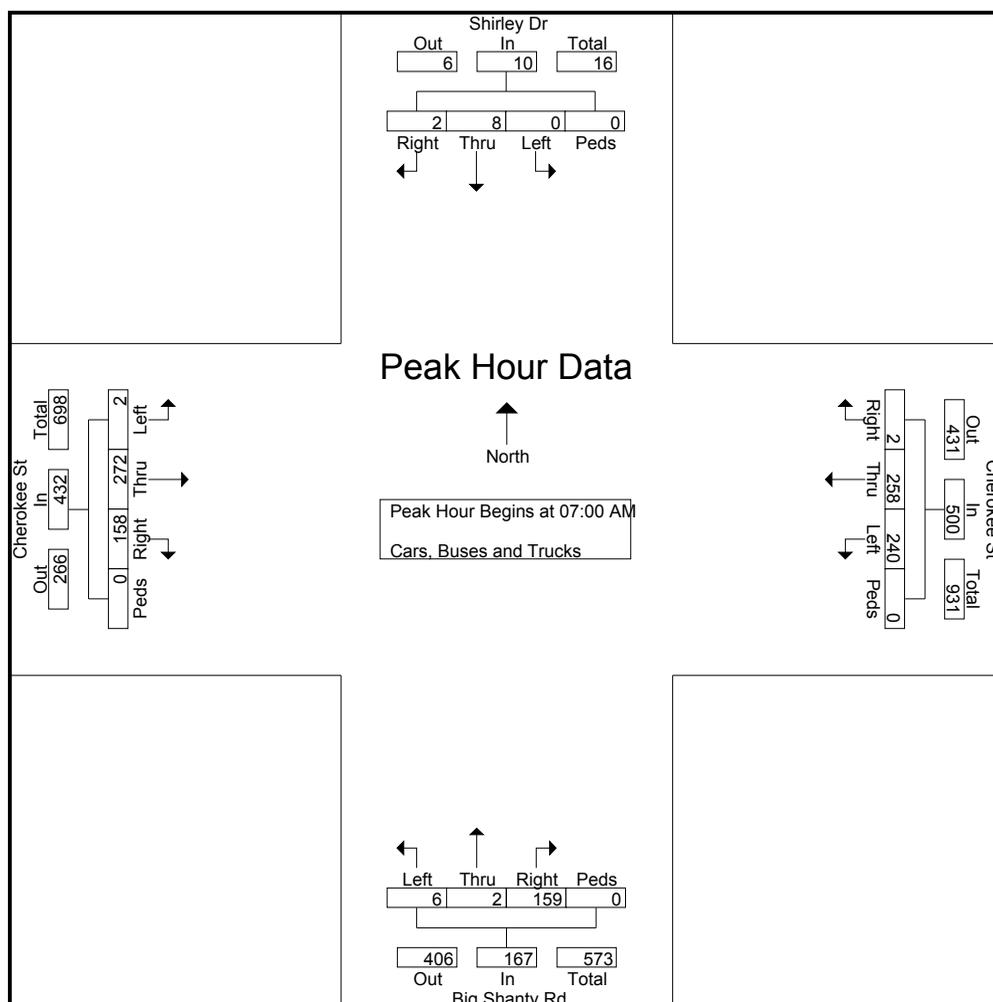
# Reliable Traffic Data Services, LLC

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TMC Data  
 Cherokee St @ Big Shanty Rd/Shirley Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230014  
 Site Code : 41230014  
 Start Date : 10/3/2017  
 Page No : 2

Start Time	Big Shanty Rd Northbound					Shirley Dr Southbound					Cherokee St Eastbound					Cherokee St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 07:00 AM																					
07:00 AM	1	0	58	0	59	0	2	0	0	2	0	25	16	0	41	88	13	0	0	101	203
07:15 AM	2	0	41	0	43	0	2	0	0	2	0	83	42	0	125	48	63	0	0	111	281
07:30 AM	0	0	32	0	32	0	1	1	0	2	1	99	49	0	149	41	84	1	0	126	309
07:45 AM	3	2	28	0	33	0	3	1	0	4	1	65	51	0	117	63	98	1	0	162	316
Total Volume	6	2	159	0	167	0	8	2	0	10	2	272	158	0	432	240	258	2	0	500	1109
% App. Total	3.6	1.2	95.2	0		0	80	20	0		0.5	63	36.6	0		48	51.6	0.4	0		
PHF	.500	.250	.685	.000	.708	.000	.667	.500	.000	.625	.500	.687	.775	.000	.725	.682	.658	.500	.000	.772	.877



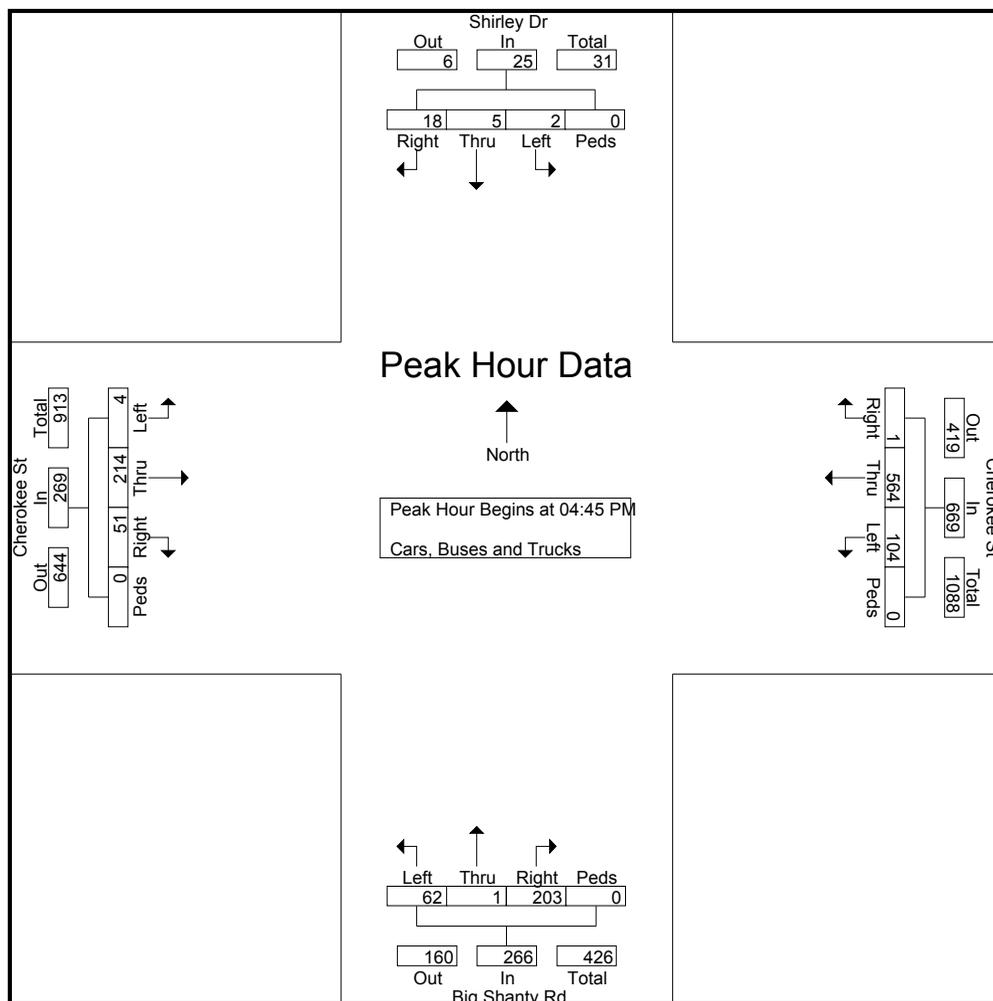
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TMC Data  
 Cherokee St @ Big Shanty Rd/Shirley Dr  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230014  
 Site Code : 41230014  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	Big Shanty Rd Northbound					Shirley Dr Southbound					Cherokee St Eastbound					Cherokee St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	13	0	51	0	64	0	0	2	0	2	2	56	13	0	71	35	119	0	0	154	291
05:00 PM	12	0	54	0	66	1	4	6	0	11	1	50	17	0	68	25	164	0	0	189	334
05:15 PM	20	1	62	0	83	0	0	3	0	3	1	51	11	0	63	15	148	0	0	163	312
05:30 PM	17	0	36	0	53	1	1	7	0	9	0	57	10	0	67	29	133	1	0	163	292
Total Volume	62	1	203	0	266	2	5	18	0	25	4	214	51	0	269	104	564	1	0	669	1229
% App. Total	23.3	0.4	76.3	0		8	20	72	0		1.5	79.6	19	0		15.5	84.3	0.1	0		
PHF	.775	.250	.819	.000	.801	.500	.313	.643	.000	.568	.500	.939	.750	.000	.947	.743	.860	.250	.000	.885	.920



# Reliable Traffic Data Services, LLC

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TMC Data  
 Cherokee St @ Main St  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230015  
 Site Code : 41230015  
 Start Date : 10/3/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	S Main St Northbound					N Main St Southbound					J O Stephenson Ave Eastbound					Cherokee St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	2	69	7	0	78	18	221	0	0	239	0	0	6	0	6	13	0	16	0	29	352
07:15 AM	1	70	25	0	96	123	208	0	0	331	1	0	2	0	3	27	0	41	0	68	498
07:30 AM	1	76	18	0	95	132	160	1	0	293	1	6	0	0	7	35	1	44	0	80	475
07:45 AM	3	82	15	0	100	69	229	0	0	298	0	2	2	0	4	36	7	31	0	74	476
<b>Total</b>	<b>7</b>	<b>297</b>	<b>65</b>	<b>0</b>	<b>369</b>	<b>342</b>	<b>818</b>	<b>1</b>	<b>0</b>	<b>1161</b>	<b>2</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>111</b>	<b>8</b>	<b>132</b>	<b>0</b>	<b>251</b>	<b>1801</b>
08:00 AM	2	64	12	0	78	82	197	2	0	281	1	1	3	0	5	13	0	29	0	42	406
08:15 AM	4	68	15	0	87	25	188	1	0	214	0	1	5	0	6	14	2	12	0	28	335
08:30 AM	2	39	39	0	80	92	176	0	0	268	1	4	3	0	8	38	2	14	0	54	410
08:45 AM	3	45	23	0	71	75	126	4	0	205	0	2	4	0	6	38	3	38	0	79	361
<b>Total</b>	<b>11</b>	<b>216</b>	<b>89</b>	<b>0</b>	<b>316</b>	<b>274</b>	<b>687</b>	<b>7</b>	<b>0</b>	<b>968</b>	<b>2</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>25</b>	<b>103</b>	<b>7</b>	<b>93</b>	<b>0</b>	<b>203</b>	<b>1512</b>
*** BREAK ***																					
04:30 PM	7	176	32	0	215	37	112	1	0	150	2	1	4	0	7	25	6	68	0	99	471
04:45 PM	0	182	24	0	206	56	71	1	0	128	3	3	5	0	11	52	8	98	0	158	503
<b>Total</b>	<b>7</b>	<b>358</b>	<b>56</b>	<b>0</b>	<b>421</b>	<b>93</b>	<b>183</b>	<b>2</b>	<b>0</b>	<b>278</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>14</b>	<b>166</b>	<b>0</b>	<b>257</b>	<b>974</b>
05:00 PM	1	180	18	0	199	45	94	0	0	139	2	3	6	0	11	34	1	117	0	152	501
05:15 PM	2	185	26	0	213	37	92	2	0	131	1	4	3	0	8	48	7	118	0	173	525
05:30 PM	0	211	24	0	235	27	101	1	0	129	0	0	10	0	10	45	2	103	0	150	524
05:45 PM	4	221	21	0	246	29	102	2	0	133	0	0	4	0	4	36	3	94	0	133	516
<b>Total</b>	<b>7</b>	<b>797</b>	<b>89</b>	<b>0</b>	<b>893</b>	<b>138</b>	<b>389</b>	<b>5</b>	<b>0</b>	<b>532</b>	<b>3</b>	<b>7</b>	<b>23</b>	<b>0</b>	<b>33</b>	<b>163</b>	<b>13</b>	<b>432</b>	<b>0</b>	<b>608</b>	<b>2066</b>
06:00 PM	3	202	24	0	229	36	111	0	0	147	2	1	9	0	12	33	5	85	0	123	511
06:15 PM	4	189	20	0	213	43	86	2	0	131	5	6	5	0	16	29	4	82	0	115	475
Grand Total	39	2059	343	0	2441	926	2274	17	0	3217	19	34	71	0	124	516	51	990	0	1557	7339
Apprch %	1.6	84.4	14.1	0		28.8	70.7	0.5	0		15.3	27.4	57.3	0		33.1	3.3	63.6	0		
Total %	0.5	28.1	4.7	0	33.3	12.6	31	0.2	0	43.8	0.3	0.5	1	0	1.7	7	0.7	13.5	0	21.2	

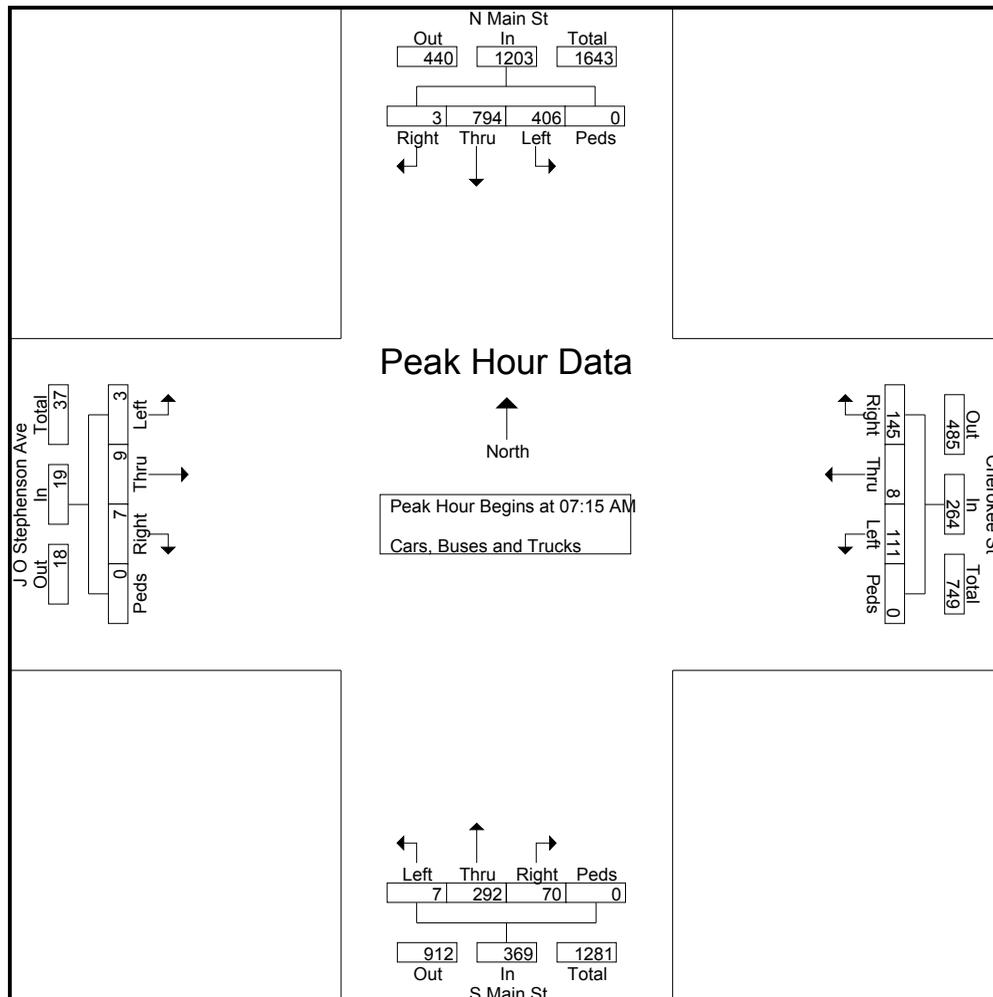
# Reliable Traffic Data Services, LLC

Tel: (770) 578-8158 | Fax: (770) 578-8159  
 info@reliabletraffic.org | www.reliabletraffic.org

TMC Data  
 Cherokee St @ Main St  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230015  
 Site Code : 41230015  
 Start Date : 10/3/2017  
 Page No : 2

Start Time	S Main St Northbound					N Main St Southbound					J O Stephenson Ave Eastbound					Cherokee St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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	1	70	25	0	96	123	208	0	0	331	1	0	2	0	3	27	0	41	0	68	498
07:30 AM	1	76	18	0	95	132	160	1	0	293	1	6	0	0	7	35	1	44	0	80	475
07:45 AM	3	82	15	0	100	69	229	0	0	298	0	2	2	0	4	36	7	31	0	74	476
08:00 AM	2	64	12	0	78	82	197	2	0	281	1	1	3	0	5	13	0	29	0	42	406
Total Volume	7	292	70	0	369	406	794	3	0	1203	3	9	7	0	19	111	8	145	0	264	1855
% App. Total	1.9	79.1	19	0		33.7	66	0.2	0		15.8	47.4	36.8	0		42	3	54.9	0		
PHF	.583	.890	.700	.000	.923	.769	.867	.375	.000	.909	.750	.375	.583	.000	.679	.771	.286	.824	.000	.825	.931



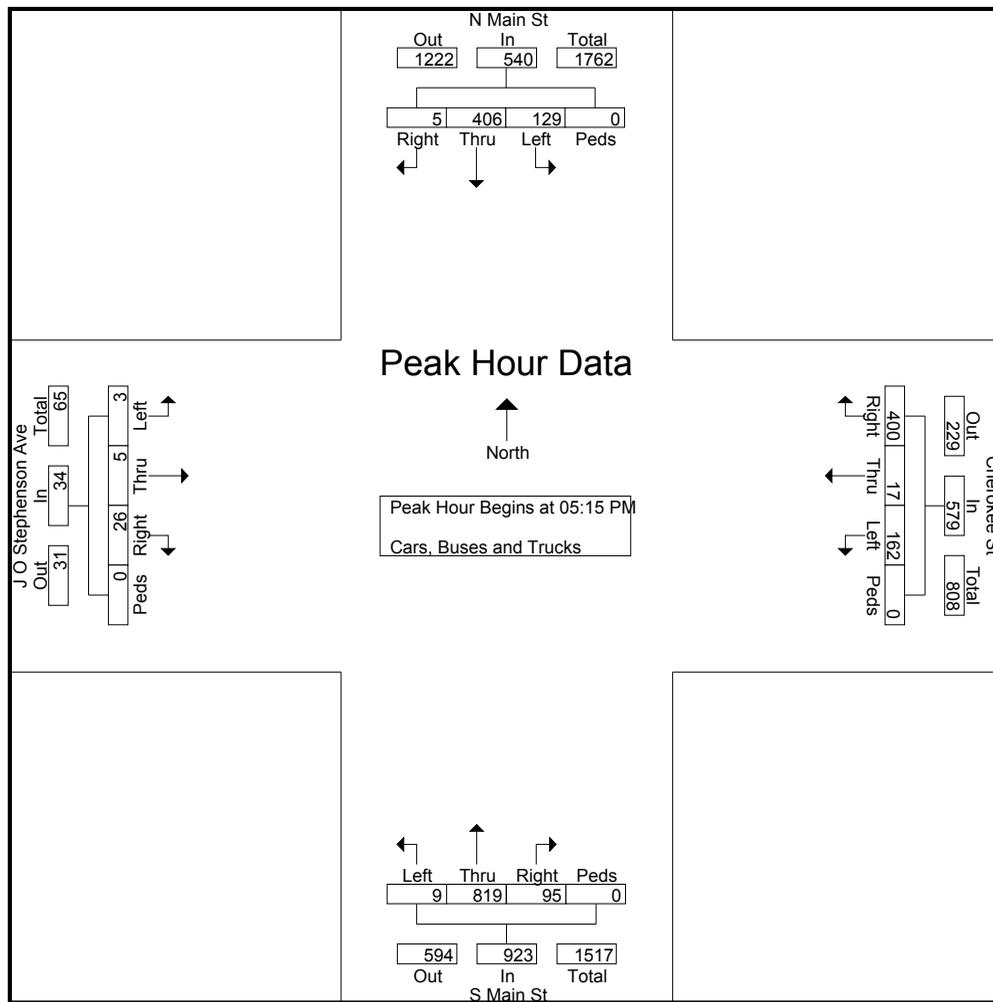
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TMC Data  
 Cherokee St @ Main St  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230015  
 Site Code : 41230015  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	S Main St Northbound					N Main St Southbound					J O Stephenson Ave Eastbound					Cherokee St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	2	185	26	0	213	37	92	2	0	131	1	4	3	0	8	48	7	118	0	173	525
05:30 PM	0	211	24	0	235	27	101	1	0	129	0	0	10	0	10	45	2	103	0	150	524
05:45 PM	4	221	21	0	246	29	102	2	0	133	0	0	4	0	4	36	3	94	0	133	516
06:00 PM	3	202	24	0	229	36	111	0	0	147	2	1	9	0	12	33	5	85	0	123	511
Total Volume	9	819	95	0	923	129	406	5	0	540	3	5	26	0	34	162	17	400	0	579	2076
% App. Total	1	88.7	10.3	0		23.9	75.2	0.9	0		8.8	14.7	76.5	0		28	2.9	69.1	0		
PHF	.563	.926	.913	.000	.938	.872	.914	.625	.000	.918	.375	.313	.650	.000	.708	.844	.607	.847	.000	.837	.989



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TMC Data  
 Summers St @ S Main St  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230016  
 Site Code : 41230016  
 Start Date : 10/3/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Summers St Northbound					Private Drwy Southbound					S Main St Eastbound					S Main St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	23	0	69	0	92	2	2	0	0	4	0	227	32	0	259	38	53	2	0	93	448
07:15 AM	32	4	47	0	83	0	0	0	0	0	14	183	37	0	234	19	48	0	0	67	384
07:30 AM	29	3	73	0	105	2	0	0	0	2	0	150	64	0	214	12	50	0	0	62	383
07:45 AM	19	1	64	0	84	0	1	0	0	1	1	186	74	0	261	16	66	0	0	82	428
<b>Total</b>	<b>103</b>	<b>8</b>	<b>253</b>	<b>0</b>	<b>364</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>15</b>	<b>746</b>	<b>207</b>	<b>0</b>	<b>968</b>	<b>85</b>	<b>217</b>	<b>2</b>	<b>0</b>	<b>304</b>	<b>1643</b>
08:00 AM	29	1	43	0	73	1	1	0	0	2	0	176	45	0	221	13	71	0	0	84	380
08:15 AM	42	4	64	0	110	2	1	1	0	4	0	171	40	0	211	12	69	0	0	81	406
08:30 AM	39	0	43	0	82	3	2	0	0	5	0	165	63	0	228	11	36	2	0	49	364
08:45 AM	28	0	43	0	71	0	0	0	0	0	1	127	78	0	206	14	54	1	0	69	346
<b>Total</b>	<b>138</b>	<b>5</b>	<b>193</b>	<b>0</b>	<b>336</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>639</b>	<b>226</b>	<b>0</b>	<b>866</b>	<b>50</b>	<b>230</b>	<b>3</b>	<b>0</b>	<b>283</b>	<b>1496</b>
*** BREAK ***																					
04:30 PM	45	0	29	0	74	1	0	0	0	1	0	76	64	0	140	51	137	0	0	188	403
04:45 PM	64	2	26	0	92	2	0	0	0	2	1	57	78	0	136	54	201	2	0	257	487
<b>Total</b>	<b>109</b>	<b>2</b>	<b>55</b>	<b>0</b>	<b>166</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>133</b>	<b>142</b>	<b>0</b>	<b>276</b>	<b>105</b>	<b>338</b>	<b>2</b>	<b>0</b>	<b>445</b>	<b>890</b>
05:00 PM	50	0	58	0	108	2	0	2	0	4	0	83	49	0	132	50	207	1	0	258	502
05:15 PM	62	0	39	0	101	2	1	0	0	3	1	67	59	0	127	70	240	4	0	314	545
05:30 PM	61	0	47	0	108	3	1	1	0	5	0	75	66	0	141	46	226	1	0	273	527
05:45 PM	57	0	30	0	87	2	0	0	0	2	2	76	27	0	105	57	233	0	0	290	484
<b>Total</b>	<b>230</b>	<b>0</b>	<b>174</b>	<b>0</b>	<b>404</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>301</b>	<b>201</b>	<b>0</b>	<b>505</b>	<b>223</b>	<b>906</b>	<b>6</b>	<b>0</b>	<b>1135</b>	<b>2058</b>
06:00 PM	56	1	24	0	81	1	2	1	0	4	0	94	39	0	133	58	202	3	0	263	481
06:15 PM	53	1	27	0	81	0	0	0	0	0	0	78	56	0	134	38	218	0	0	256	471
Grand Total	689	17	726	0	1432	23	11	5	0	39	20	1991	871	0	2882	559	2111	16	0	2686	7039
Apprch %	48.1	1.2	50.7	0		59	28.2	12.8	0		0.7	69.1	30.2	0		20.8	78.6	0.6	0		
Total %	9.8	0.2	10.3	0	20.3	0.3	0.2	0.1	0	0.6	0.3	28.3	12.4	0	40.9	7.9	30	0.2	0	38.2	

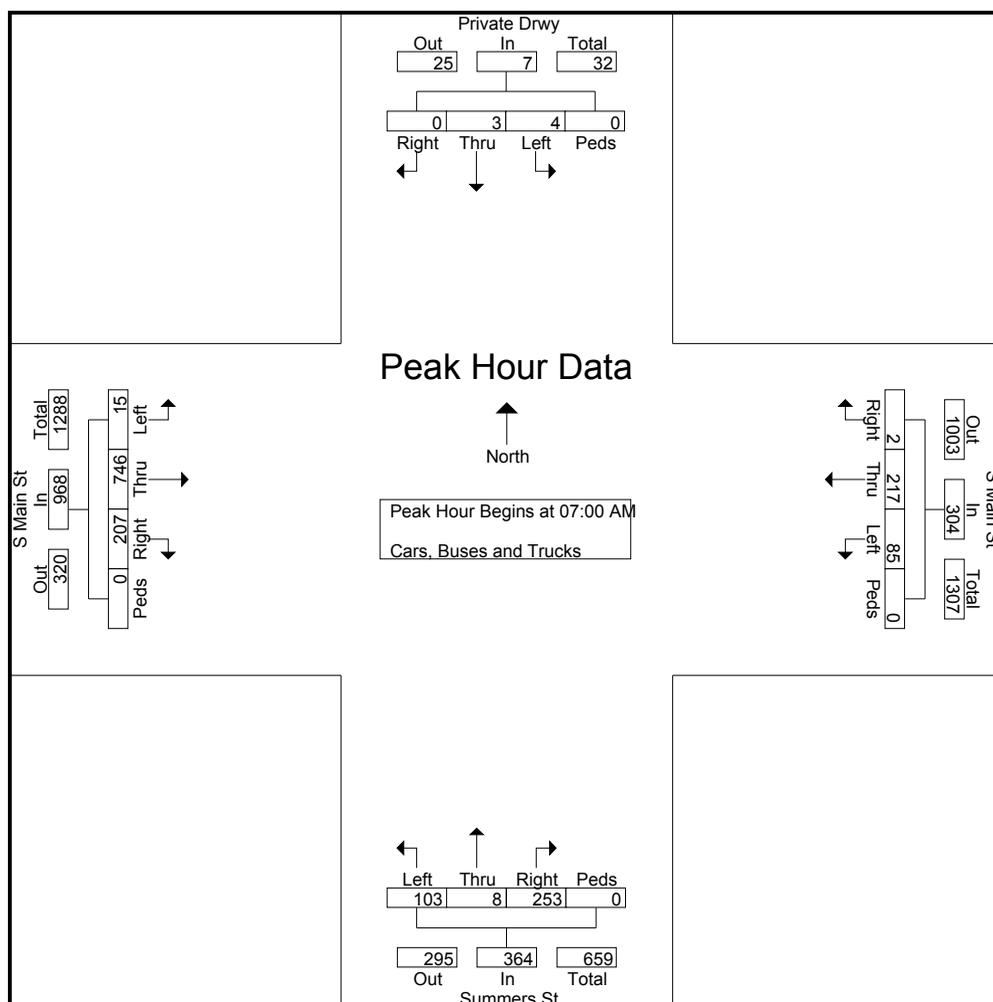
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TMC Data  
 Summers St @ S Main St  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230016  
 Site Code : 41230016  
 Start Date : 10/3/2017  
 Page No : 2

Start Time	Summers St Northbound					Private Drwy Southbound					S Main St Eastbound					S Main St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 07:00 AM																					
07:00 AM	23	0	69	0	92	2	2	0	0	4	0	227	32	0	259	38	53	2	0	93	448
07:15 AM	32	4	47	0	83	0	0	0	0	0	14	183	37	0	234	19	48	0	0	67	384
07:30 AM	29	3	73	0	105	2	0	0	0	2	0	150	64	0	214	12	50	0	0	62	383
07:45 AM	19	1	64	0	84	0	1	0	0	1	1	186	74	0	261	16	66	0	0	82	428
Total Volume	103	8	253	0	364	4	3	0	0	7	15	746	207	0	968	85	217	2	0	304	1643
% App. Total	28.3	2.2	69.5	0		57.1	42.9	0	0		1.5	77.1	21.4	0		28	71.4	0.7	0		
PHF	.805	.500	.866	.000	.867	.500	.375	.000	.000	.438	.268	.822	.699	.000	.927	.559	.822	.250	.000	.817	.917



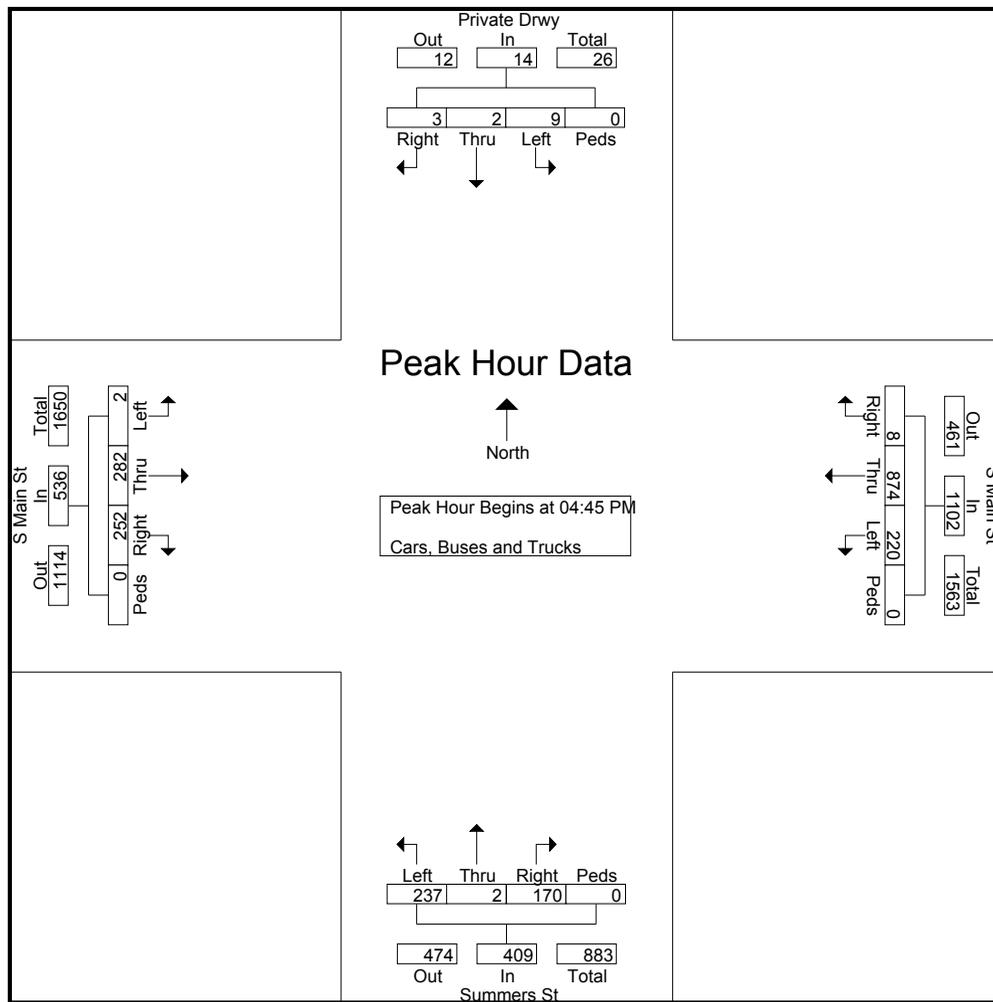
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TMC Data  
 Summers St @ S Main St  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230016  
 Site Code : 41230016  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	Summers St Northbound					Private Drwy Southbound					S Main St Eastbound					S Main St Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	64	2	26	0	92	2	0	0	0	2	1	57	78	0	136	54	201	2	0	257	487
05:00 PM	50	0	58	0	108	2	0	2	0	4	0	83	49	0	132	50	207	1	0	258	502
05:15 PM	62	0	39	0	101	2	1	0	0	3	1	67	59	0	127	70	240	4	0	314	545
05:30 PM	61	0	47	0	108	3	1	1	0	5	0	75	66	0	141	46	226	1	0	273	527
Total Volume	237	2	170	0	409	9	2	3	0	14	2	282	252	0	536	220	874	8	0	1102	2061
% App. Total	57.9	0.5	41.6	0		64.3	14.3	21.4	0		0.4	52.6	47	0		20	79.3	0.7	0		
PHF	.926	.250	.733	.000	.947	.750	.500	.375	.000	.700	.500	.849	.808	.000	.950	.786	.910	.500	.000	.877	.945



# Reliable Traffic Data Services, LLC

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TMC Data  
 McCollum Pkwy (SB) @ Ben King Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230017  
 Site Code : 41230017  
 Start Date : 10/3/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	Northbound					McCollum Pkwy (SB) Southbound					Ben King Rd Eastbound					Big Shanty Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	29	48	8	0	85	0	46	16	0	62	2	26	0	0	28	175
07:15 AM	0	0	0	0	0	32	72	10	0	114	0	68	22	0	90	3	43	0	0	46	250
07:30 AM	0	0	0	0	0	41	65	7	0	113	0	89	35	0	124	5	52	0	0	57	294
07:45 AM	0	0	0	0	0	49	84	4	0	137	0	74	27	0	101	12	27	0	0	39	277
Total	0	0	0	0	0	151	269	29	0	449	0	277	100	0	377	22	148	0	0	170	996
08:00 AM	0	0	0	0	0	45	52	4	0	101	0	45	15	0	60	9	27	0	0	36	197
08:15 AM	0	0	0	0	0	42	49	2	0	93	0	33	13	0	46	4	25	0	0	29	168
08:30 AM	0	0	0	0	0	34	51	2	0	87	0	44	10	0	54	3	35	0	0	38	179
08:45 AM	0	0	0	0	0	30	26	5	0	61	0	35	13	0	48	6	33	0	0	39	148
Total	0	0	0	0	0	151	178	13	0	342	0	157	51	0	208	22	120	0	0	142	692
*** BREAK ***																					
04:30 PM	0	0	0	0	0	16	20	5	0	41	0	34	8	0	42	15	74	0	0	89	172
04:45 PM	0	0	0	0	0	21	17	3	0	41	0	30	9	0	39	11	103	0	0	114	194
Total	0	0	0	0	0	37	37	8	0	82	0	64	17	0	81	26	177	0	0	203	366
05:00 PM	0	0	0	0	0	25	19	3	0	47	0	31	7	0	38	16	109	0	0	125	210
05:15 PM	0	0	0	0	0	27	21	2	0	50	0	29	9	0	38	12	125	0	0	137	225
05:30 PM	0	0	0	0	0	25	24	2	0	51	0	27	11	0	38	9	121	0	0	130	219
05:45 PM	0	0	0	0	0	36	28	3	0	67	0	32	9	0	41	13	99	0	0	112	220
Total	0	0	0	0	0	113	92	10	0	215	0	119	36	0	155	50	454	0	0	504	874
06:00 PM	0	0	0	0	0	31	23	2	0	56	0	29	4	0	33	10	91	0	0	101	190
06:15 PM	0	0	0	0	0	24	20	1	0	45	0	25	3	0	28	9	87	0	0	96	169
Grand Total	0	0	0	0	0	507	619	63	0	1189	0	671	211	0	882	139	1077	0	0	1216	3287
Apprch %	0	0	0	0	0	42.6	52.1	5.3	0		0	76.1	23.9	0		11.4	88.6	0	0		
Total %	0	0	0	0	0	15.4	18.8	1.9	0	36.2	0	20.4	6.4	0	26.8	4.2	32.8	0	0	37	

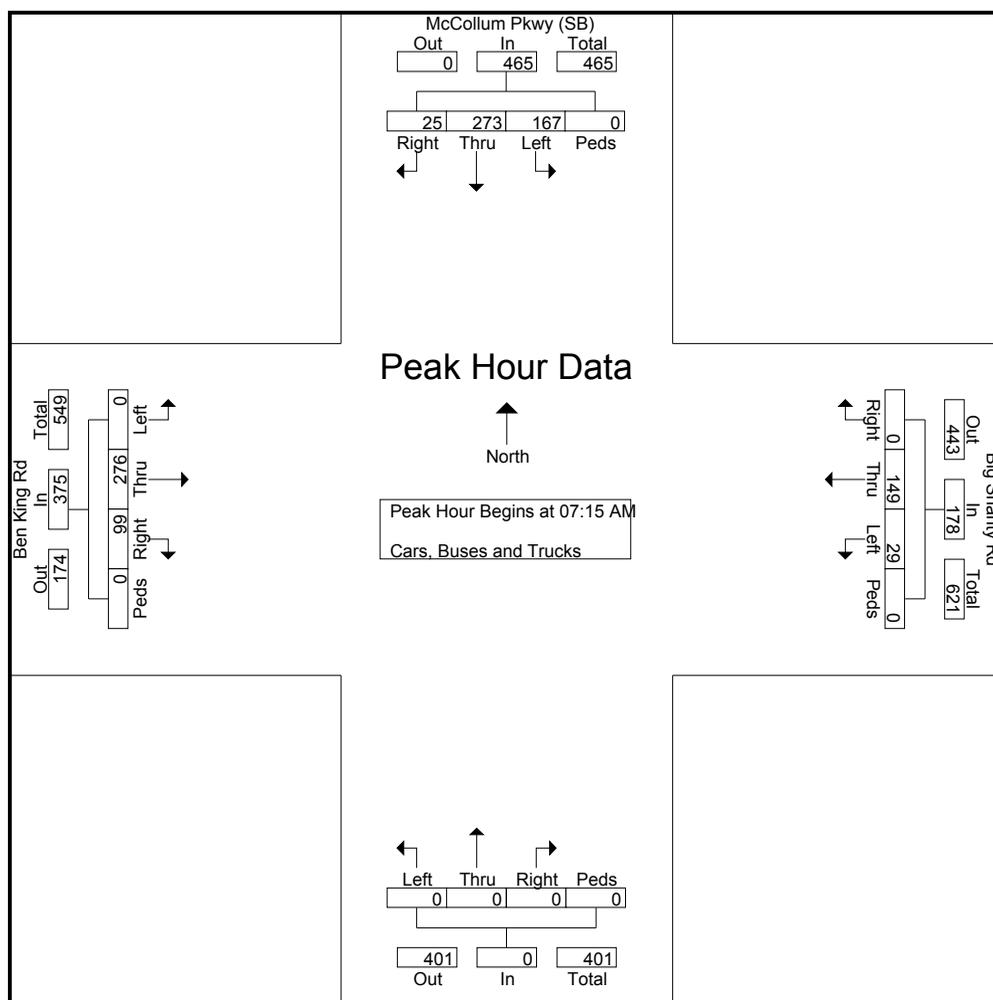
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TMC Data  
 McCollum Pkwy (SB) @ Ben King Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230017  
 Site Code : 41230017  
 Start Date : 10/3/2017  
 Page No : 2

Start Time	Northbound					McCollum Pkwy (SB) Southbound					Ben King Rd Eastbound					Big Shanty Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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	0	0	0	0	0	32	72	10	0	114	0	68	22	0	90	3	43	0	0	46	250
07:30 AM	0	0	0	0	0	41	65	7	0	113	0	89	35	0	124	5	52	0	0	57	294
07:45 AM	0	0	0	0	0	49	84	4	0	137	0	74	27	0	101	12	27	0	0	39	277
08:00 AM	0	0	0	0	0	45	52	4	0	101	0	45	15	0	60	9	27	0	0	36	197
Total Volume	0	0	0	0	0	167	273	25	0	465	0	276	99	0	375	29	149	0	0	178	1018
% App. Total	0	0	0	0	0	35.9	58.7	5.4	0		0	73.6	26.4	0		16.3	83.7	0	0		
PHF	.000	.000	.000	.000	.000	.852	.813	.625	.000	.849	.000	.775	.707	.000	.756	.604	.716	.000	.000	.781	.866



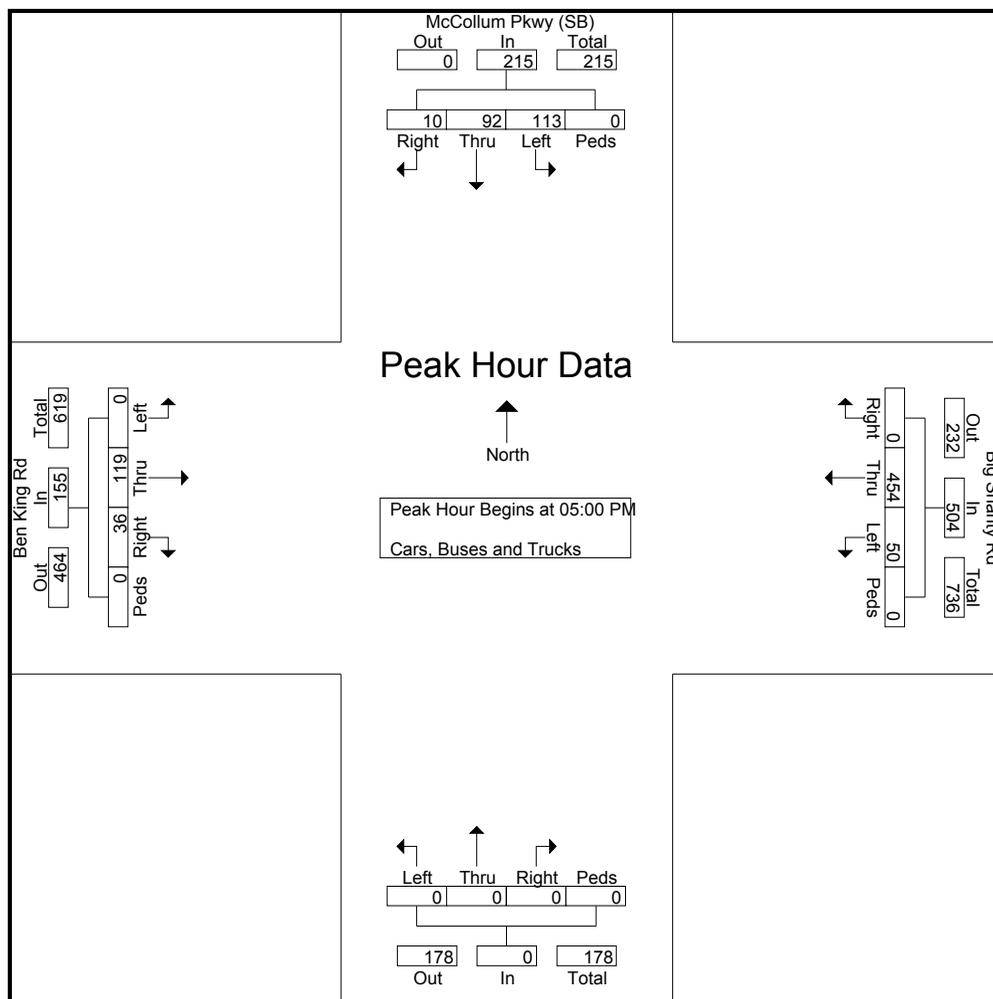
# Reliable Traffic Data Services, LLC

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TMC Data  
 McCollum Pkwy (SB) @ Ben King Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230017  
 Site Code : 41230017  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	Northbound					McCollum Pkwy (SB) Southbound					Ben King Rd Eastbound					Big Shanty Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	25	19	3	0	47	0	31	7	0	38	16	109	0	0	125	210
05:15 PM	0	0	0	0	0	27	21	2	0	50	0	29	9	0	38	12	125	0	0	137	225
05:30 PM	0	0	0	0	0	25	24	2	0	51	0	27	11	0	38	9	121	0	0	130	219
05:45 PM	0	0	0	0	0	36	28	3	0	67	0	32	9	0	41	13	99	0	0	112	220
Total Volume	0	0	0	0	0	113	92	10	0	215	0	119	36	0	155	50	454	0	0	504	874
% App. Total	0	0	0	0	0	52.6	42.8	4.7	0		0	76.8	23.2	0		9.9	90.1	0	0		
PHF	.000	.000	.000	.000	.000	.785	.821	.833	.000	.802	.000	.930	.818	.000	.945	.781	.908	.000	.000	.920	.971



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TMC Data  
 McCollum Pkwy (NB) @ Big Shanty Rd  
 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230018  
 Site Code : 41230018  
 Start Date : 10/3/2017  
 Page No : 1

## Groups Printed- Cars, Buses and Trucks

Start Time	McCollum Pkwy (NB) Northbound					Southbound					Big Shanty Rd Eastbound					Big Shanty Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	5	12	8	0	25	0	0	0	0	0	4	70	0	0	74	0	28	3	0	31	130
07:15 AM	9	13	15	0	37	0	0	0	0	0	7	95	0	0	102	0	37	5	0	42	181
07:30 AM	17	14	11	0	42	0	0	0	0	0	6	124	0	0	130	0	40	7	0	47	219
07:45 AM	10	11	24	0	45	0	0	0	0	0	7	107	0	0	114	0	23	10	0	33	192
Total	41	50	58	0	149	0	0	0	0	0	24	396	0	0	420	0	128	25	0	153	722
08:00 AM	9	16	20	0	45	0	0	0	0	0	5	82	0	0	87	0	27	9	0	36	168
08:15 AM	12	12	13	0	37	0	0	0	0	0	3	73	0	0	76	0	16	15	0	31	144
08:30 AM	5	15	11	0	31	0	0	0	0	0	1	56	0	0	57	0	34	12	0	46	134
08:45 AM	8	12	14	0	34	0	0	0	0	0	1	80	0	0	81	0	28	10	0	38	153
Total	34	55	58	0	147	0	0	0	0	0	10	291	0	0	301	0	105	46	0	151	599
*** BREAK ***																					
04:30 PM	17	38	7	0	62	0	0	0	0	0	0	49	0	0	49	0	74	35	0	109	220
04:45 PM	21	41	8	0	70	0	0	0	0	0	4	55	0	0	59	0	93	39	0	132	261
Total	38	79	15	0	132	0	0	0	0	0	4	104	0	0	108	0	167	74	0	241	481
05:00 PM	16	57	12	0	85	0	0	0	0	0	2	52	0	0	54	0	108	75	0	183	322
05:15 PM	22	46	5	0	73	0	0	0	0	0	7	56	0	0	63	0	119	68	0	187	323
05:30 PM	14	42	6	0	62	0	0	0	0	0	2	51	0	0	53	0	122	51	0	173	288
05:45 PM	15	35	5	0	55	0	0	0	0	0	1	69	0	0	70	0	96	37	0	133	258
Total	67	180	28	0	275	0	0	0	0	0	12	228	0	0	240	0	445	231	0	676	1191
06:00 PM	12	32	6	0	50	0	0	0	0	0	2	61	0	0	63	0	91	31	0	122	235
06:15 PM	10	29	4	0	43	0	0	0	0	0	1	52	0	0	53	0	83	26	0	109	205
Grand Total	202	425	169	0	796	0	0	0	0	0	53	1132	0	0	1185	0	1019	433	0	1452	3433
Apprch %	25.4	53.4	21.2	0		0	0	0	0	0	4.5	95.5	0	0		0	70.2	29.8	0		
Total %	5.9	12.4	4.9	0	23.2	0	0	0	0	0	1.5	33	0	0	34.5	0	29.7	12.6	0	42.3	

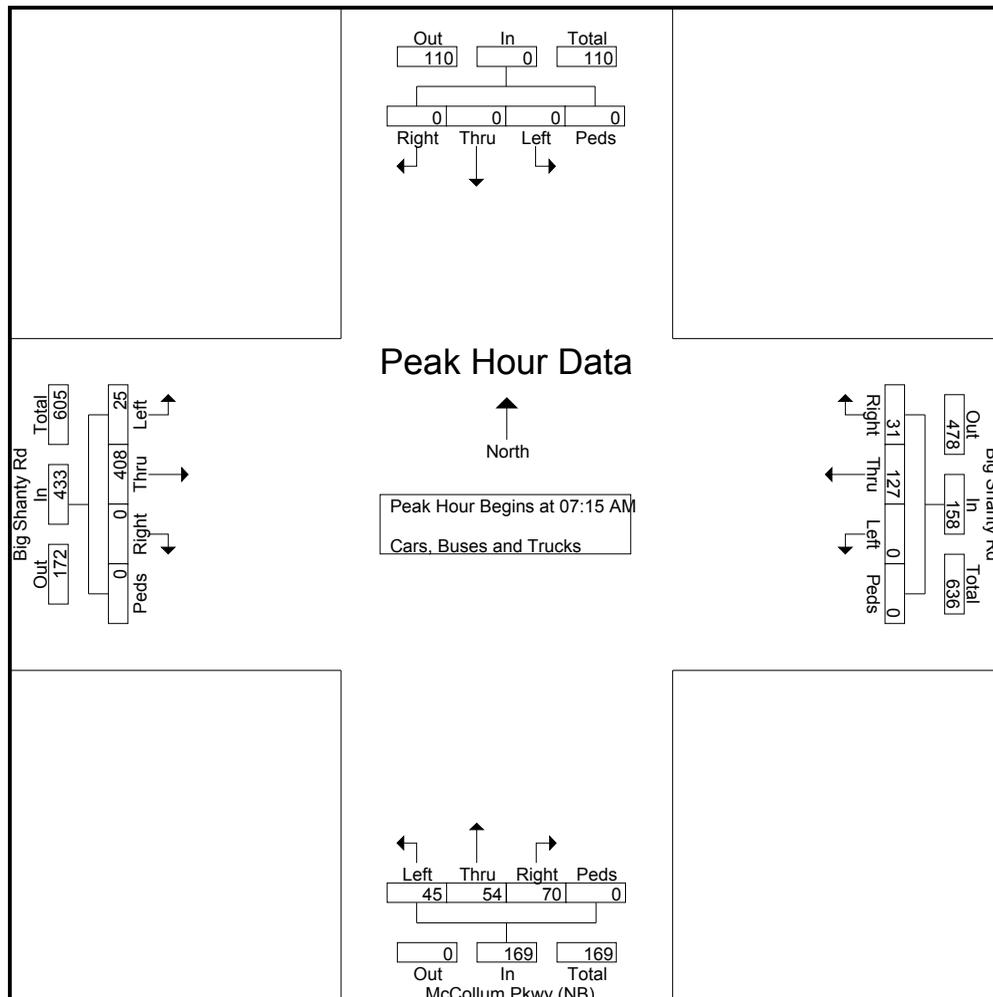
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 Kennesaw, GA  
 7-9am | 4.30-6.30pm

File Name : 41230018  
 Site Code : 41230018  
 Start Date : 10/3/2017  
 Page No : 2

Start Time	McCullum Pkwy (NB) Northbound					Southbound					Big Shanty Rd Eastbound					Big Shanty Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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	9	13	15	0	37	0	0	0	0	0	7	95	0	0	102	0	37	5	0	42	181
07:30 AM	17	14	11	0	42	0	0	0	0	0	6	124	0	0	130	0	40	7	0	47	219
07:45 AM	10	11	24	0	45	0	0	0	0	0	7	107	0	0	114	0	23	10	0	33	192
08:00 AM	9	16	20	0	45	0	0	0	0	0	5	82	0	0	87	0	27	9	0	36	168
Total Volume	45	54	70	0	169	0	0	0	0	0	25	408	0	0	433	0	127	31	0	158	760
% App. Total	26.6	32	41.4	0		0	0	0	0		5.8	94.2	0	0		0	80.4	19.6	0		
PHF	.662	.844	.729	.000	.939	.000	.000	.000	.000	.000	.893	.823	.000	.000	.833	.000	.794	.775	.000	.840	.868



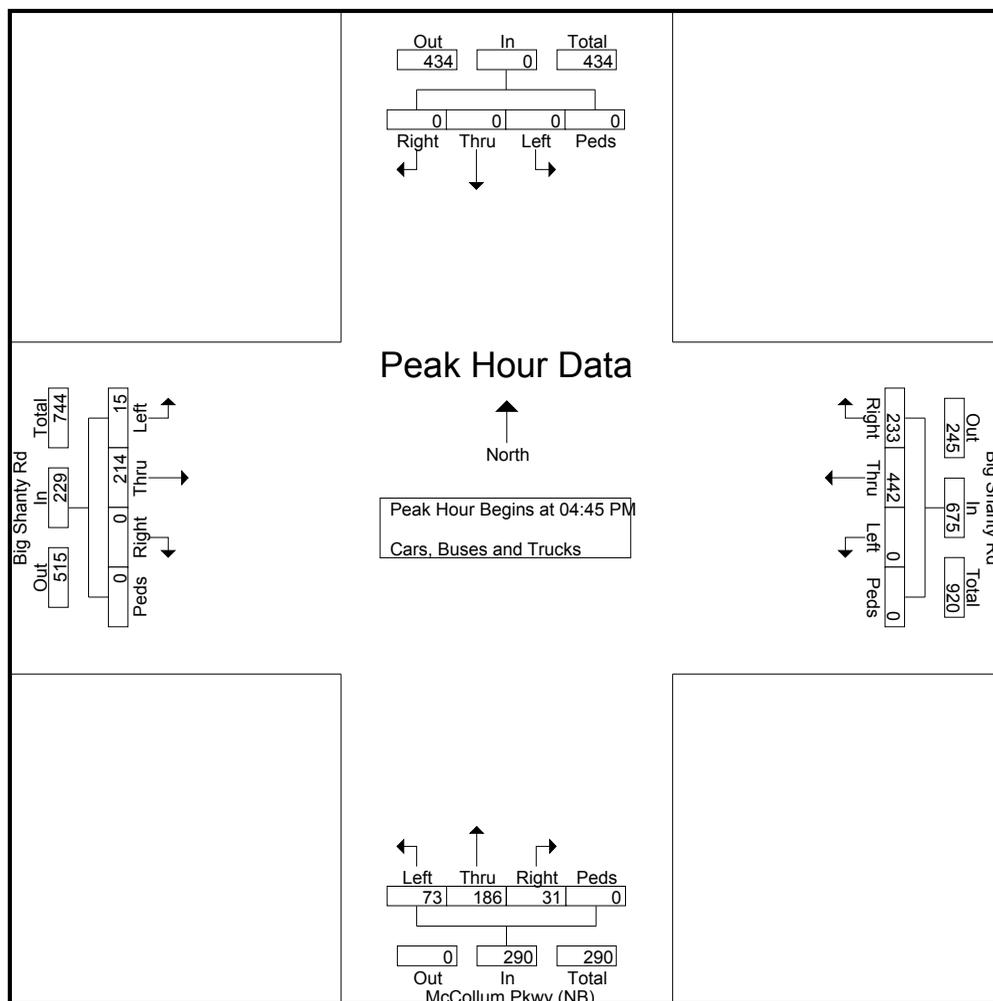
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 7-9am | 4.30-6.30pm

File Name : 41230018  
 Site Code : 41230018  
 Start Date : 10/3/2017  
 Page No : 3

Start Time	McCollum Pkwy (NB) Northbound					Southbound					Big Shanty Rd Eastbound					Big Shanty Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	21	41	8	0	70	0	0	0	0	0	4	55	0	0	59	0	93	39	0	132	261
05:00 PM	16	57	12	0	85	0	0	0	0	0	2	52	0	0	54	0	108	75	0	183	322
05:15 PM	22	46	5	0	73	0	0	0	0	0	7	56	0	0	63	0	119	68	0	187	323
05:30 PM	14	42	6	0	62	0	0	0	0	0	2	51	0	0	53	0	122	51	0	173	288
Total Volume	73	186	31	0	290	0	0	0	0	0	15	214	0	0	229	0	442	233	0	675	1194
% App. Total	25.2	64.1	10.7	0		0	0	0	0		6.6	93.4	0	0		0	65.5	34.5	0		
PHF	.830	.816	.646	.000	.853	.000	.000	.000	.000	.000	.536	.955	.000	.000	.909	.000	.906	.777	.000	.902	.924



## Appendix B

### Intersection Analysis Methodology

## Intersection Analysis Methodology

The methodology used for evaluating traffic operations at intersections is presented in the Transportation Research Board’s *Highway Capacity Manual*, 2016 edition (HCM 6). Synchro 10 software, which emulates the HCM 6 methodology, was used for all analyses. The following is an overview of the methodology employed for the analysis of signalized intersections and roundabouts and stop-sign controlled (unsignalized) intersections. Levels of service (LOS) are assigned letters A through F. LOS A indicates operations with very low control delay while LOS F describes operations with high control delay. LOS F is considered to be unacceptable by most drivers, while LOS E is typically considered to be the limit of acceptable delay.

**Signalized Intersections and Roundabouts** – Level of service for a signalized intersection and a roundabout is defined in terms of control delay per vehicle. For signalized intersections and roundabouts, a composite intersection level of service is determined. The thresholds for each level of service are higher for signalized intersections and roundabouts than for unsignalized intersections. This is attributable to a variety of factors including expectation and acceptance of higher delays at signals/roundabouts, and the fact that drivers can relax when waiting at a signal as opposed to having to remain attentive as they proceed through the unsignalized intersection. The level of service criteria for signalized intersections and roundabouts are shown in Table A.

**Table A – Level of Service Criteria for Signalized Intersections and Roundabouts**

Control Delay (s/veh)	LOS
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

Source: *Highway Capacity Manual 6*

**Unsignalized Intersections** – Level of service for an unsignalized intersection is defined in terms of control delay per vehicle. Control delay is that portion of delay attributable to the control device and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The delays at unsignalized intersections are based on gap acceptance theory, factoring in availability of gaps, usefulness of the gaps, and the priority of right-of-way given to each traffic stream. The level of service criteria for unsignalized intersections are presented in Table B.

**Table B – Level of Service Criteria for Unsignalized Intersections**

Control Delay (s/veh)	LOS
0 – 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Source: *Highway Capacity Manual 6*

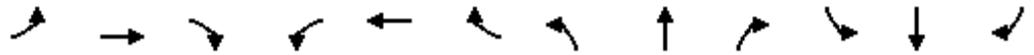
## Appendix C

### Existing Intersection Operational Analysis

Cherokee Street DRI #2724

1: George Busbee Parkway & Shiloh Road

existing a.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	379	749	22	267	24	85	71	19	58	1147	33
Future Volume (veh/h)	6	379	749	22	267	24	85	71	19	58	1147	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	403	797	27	326	29	105	88	23	61	1207	35
Peak Hour Factor	0.94	0.94	0.94	0.82	0.82	0.82	0.81	0.81	0.81	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	814	689	202	814	689	126	1383	617	605	1266	37
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.07	0.39	0.39	0.04	0.36	0.36
Sat Flow, veh/h	1026	1870	1585	466	1870	1585	1781	3554	1585	1781	3527	102
Grp Volume(v), veh/h	6	403	797	27	326	29	105	88	23	61	608	634
Grp Sat Flow(s),veh/h/ln	1026	1870	1585	466	1870	1585	1781	1777	1585	1781	1777	1852
Q Serve(g_s), s	0.4	15.5	43.5	4.4	11.9	1.1	5.8	1.6	0.9	2.1	33.3	33.4
Cycle Q Clear(g_c), s	12.3	15.5	43.5	19.9	11.9	1.1	5.8	1.6	0.9	2.1	33.3	33.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	396	814	689	202	814	689	126	1383	617	605	638	665
V/C Ratio(X)	0.02	0.50	1.16	0.13	0.40	0.04	0.83	0.06	0.04	0.10	0.95	0.95
Avail Cap(c_a), veh/h	396	814	689	202	814	689	126	1383	617	623	638	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	20.3	28.3	27.5	19.3	16.3	45.9	19.1	18.9	18.6	31.2	31.2
Incr Delay (d2), s/veh	0.0	0.5	86.0	0.3	0.3	0.0	35.0	0.1	0.1	0.1	25.8	25.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	6.7	32.1	0.5	5.1	0.4	3.8	0.7	0.3	0.9	18.3	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	20.8	114.2	27.8	19.6	16.3	80.9	19.2	19.0	18.7	57.0	56.5
LnGrp LOS	C	C	F	C	B	B	F	B	B	B	E	E
Approach Vol, veh/h		1206			382			216			1303	
Approach Delay, s/veh		82.5			20.0			49.2			55.0	
Approach LOS		F			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	43.4		48.0	11.6	40.4		48.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	37.9		43.5	7.1	35.9		43.5				
Max Q Clear Time (g_c+I1), s	4.1	3.6		45.5	7.8	35.4		21.9				
Green Ext Time (p_c), s	0.0	0.6		0.0	0.0	0.4		2.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			61.0									
HCM 6th LOS			E									

Cherokee Street SRI #2724

2: Wade Green Road

existing a.m.

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑						↑↑↑				
Traffic Volume (veh/h)	0	759	0	0	0	0	0	904	0	0	0	0
Future Volume (veh/h)	0	759	0	0	0	0	0	904	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	0	1870	0				0	1870	0			
Adj Flow Rate, veh/h	0	872	0				0	962	0			
Peak Hour Factor	0.92	0.87	0.92				0.92	0.94	0.92			
Percent Heavy Veh, %	0	2	0				0	2	0			
Cap, veh/h	0	2024	0				0	1432	0			
Arrive On Green	0.00	0.57	0.00				0.00	0.28	0.00			
Sat Flow, veh/h	0	3741	0				0	5443	0			
Grp Volume(v), veh/h	0	872	0				0	962	0			
Grp Sat Flow(s),veh/h/ln	0	1777	0				0	1702	0			
Q Serve(g_s), s	0.0	8.4	0.0				0.0	10.0	0.0			
Cycle Q Clear(g_c), s	0.0	8.4	0.0				0.0	10.0	0.0			
Prop In Lane	0.00		0.00				0.00		0.00			
Lane Grp Cap(c), veh/h	0	2024	0				0	1432	0			
V/C Ratio(X)	0.00	0.43	0.00				0.00	0.67	0.00			
Avail Cap(c_a), veh/h	0	2024	0				0	1915	0			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	1.00	0.00			
Uniform Delay (d), s/veh	0.0	7.4	0.0				0.0	19.1	0.0			
Incr Delay (d2), s/veh	0.0	0.7	0.0				0.0	0.6	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.7	0.0				0.0	3.7	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.0	0.0				0.0	19.7	0.0			
LnGrp LOS	A	A	A				A	B	A			
Approach Vol, veh/h		872						962				
Approach Delay, s/veh		8.0						19.7				
Approach LOS		A						B				
Timer - Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		38.7		21.3								
Change Period (Y+Rc), s		4.5		4.5								
Max Green Setting (Gmax), s		28.5		22.5								
Max Q Clear Time (g_c+I1), s		10.4		12.0								
Green Ext Time (p_c), s		6.0		4.8								
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									

Cherokee Street DRI #2724

3: Wade Green Road

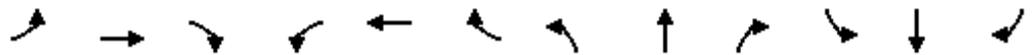
existing a.m.

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑									↑↑	
Traffic Volume (veh/h)	0	482	0	0	0	0	0	0	0	0	830	0
Future Volume (veh/h)	0	482	0	0	0	0	0	0	0	0	830	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	0							0	1870	0
Adj Flow Rate, veh/h	0	507	0							0	865	0
Peak Hour Factor	0.92	0.95	0.92							0.92	0.96	0.92
Percent Heavy Veh, %	0	2	0							0	2	0
Cap, veh/h	0	1847	0							0	1173	0
Arrive On Green	0.00	0.52	0.00							0.00	0.33	0.00
Sat Flow, veh/h	0	3741	0							0	3741	0
Grp Volume(v), veh/h	0	507	0							0	865	0
Grp Sat Flow(s),veh/h/ln	0	1777	0							0	1777	0
Q Serve(g_s), s	0.0	4.8	0.0							0.0	12.9	0.0
Cycle Q Clear(g_c), s	0.0	4.8	0.0							0.0	12.9	0.0
Prop In Lane	0.00		0.00							0.00		0.00
Lane Grp Cap(c), veh/h	0	1847	0							0	1173	0
V/C Ratio(X)	0.00	0.27	0.00							0.00	0.74	0.00
Avail Cap(c_a), veh/h	0	1847	0							0	1629	0
HCM Platoon Ratio	1.00	1.00	1.00							1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00							0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	8.1	0.0							0.0	17.8	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0							0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	0.0							0.0	4.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.4	0.0							0.0	18.9	0.0
LnGrp LOS	A	A	A							A	B	A
Approach Vol, veh/h		507									865	
Approach Delay, s/veh		8.4									18.9	
Approach LOS		A									B	
Timer - Assigned Phs		2									8	
Phs Duration (G+Y+Rc), s		35.7									24.3	
Change Period (Y+Rc), s		4.5									4.5	
Max Green Setting (Gmax), s		23.5									27.5	
Max Q Clear Time (g_c+I1), s		6.8									14.9	
Green Ext Time (p_c), s		3.1									4.9	
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

Cherokee Street DRI #2724

4: Cherokee Street/Wade Green Road & Shiloh Road

existing a.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	354	87	246	79	31	22	676	506	225	977	145
Future Volume (veh/h)	175	354	87	246	79	31	22	676	506	225	977	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	197	398	98	280	90	35	23	697	522	234	1018	151
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.97	0.97	0.97	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	518	433	367	324	866	386	228	678	504	270	1510	674
Arrive On Green	0.08	0.23	0.23	0.09	0.24	0.24	0.03	0.35	0.35	0.10	0.42	0.42
Sat Flow, veh/h	1781	1870	1585	3456	3554	1585	1781	1944	1444	1781	3554	1585
Grp Volume(v), veh/h	197	398	98	280	90	35	23	637	582	234	1018	151
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1777	1585	1781	1777	1610	1781	1777	1585
Q Serve(g_s), s	6.5	16.6	4.1	6.4	1.6	1.4	0.7	27.9	27.9	6.4	18.5	4.8
Cycle Q Clear(g_c), s	6.5	16.6	4.1	6.4	1.6	1.4	0.7	27.9	27.9	6.4	18.5	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		1.00
Lane Grp Cap(c), veh/h	518	433	367	324	866	386	228	620	562	270	1510	674
V/C Ratio(X)	0.38	0.92	0.27	0.86	0.10	0.09	0.10	1.03	1.04	0.87	0.67	0.22
Avail Cap(c_a), veh/h	518	433	367	324	866	386	295	620	562	270	1510	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	30.0	25.2	35.7	23.5	23.4	16.9	26.1	26.1	18.3	18.5	14.6
Incr Delay (d2), s/veh	0.5	24.8	0.4	20.8	0.1	0.1	0.2	43.4	47.8	24.2	2.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	10.2	1.5	3.6	0.6	0.5	0.3	18.5	17.4	4.2	7.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	54.9	25.6	56.5	23.5	23.5	17.1	69.4	73.9	42.4	21.0	15.4
LnGrp LOS	C	D	C	E	C	C	B	F	F	D	C	B
Approach Vol, veh/h		693			405			1242			1403	
Approach Delay, s/veh		41.3			46.3			70.5			23.9	
Approach LOS		D			D			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	32.4	12.0	23.0	6.5	38.5	11.0	24.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.1	27.9	7.5	18.5	5.0	31.0	6.5	19.5				
Max Q Clear Time (g_c+I1), s	8.4	29.9	8.4	18.6	2.7	20.5	8.5	3.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			45.0									
HCM 6th LOS			D									

Cherokee Street DRI #2724  
 5: Cherokee Street & Jiles Road

existing a.m.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔↔	↔	↔	↑↑	↓↓	↔↔
Traffic Volume (veh/h)	870	398	160	329	717	611
Future Volume (veh/h)	870	398	160	329	717	611
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	978	447	211	433	797	679
Peak Hour Factor	0.89	0.89	0.76	0.76	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1384	437	257	2101	1352	1830
Arrive On Green	0.28	0.28	0.14	0.59	0.38	0.38
Sat Flow, veh/h	5023	1585	1781	3647	3647	2790
Grp Volume(v), veh/h	978	447	211	433	797	679
Grp Sat Flow(s),veh/h/ln	1674	1585	1781	1777	1777	1395
Q Serve(g_s), s	11.8	18.6	7.8	3.8	12.1	7.5
Cycle Q Clear(g_c), s	11.8	18.6	7.8	3.8	12.1	7.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1384	437	257	2101	1352	1830
V/C Ratio(X)	0.71	1.02	0.82	0.21	0.59	0.37
Avail Cap(c_a), veh/h	1384	437	330	2101	1352	1830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	24.4	28.0	6.4	16.7	5.3
Incr Delay (d2), s/veh	1.7	49.2	12.2	0.2	1.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	20.1	4.0	1.2	4.8	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.7	73.6	40.3	6.6	18.6	5.9
LnGrp LOS	C	F	D	A	B	A
Approach Vol, veh/h	1425			644	1476	
Approach Delay, s/veh	39.3			17.7	12.7	
Approach LOS	D			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.4		23.1	14.2	30.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		39.9		18.6	12.5	22.9
Max Q Clear Time (g_c+I1), s		5.8		20.6	9.8	14.1
Green Ext Time (p_c), s		3.1		0.0	0.2	5.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			24.3			
HCM 6th LOS			C			

Cherokee Street DRI #2724  
6: Grant Drive & McCollum Parkway

existing a.m.

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	517	6	2	144	0	5	0	6	3	0	0
Future Vol, veh/h	0	517	6	2	144	0	5	0	6	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	75	75	75	55	55	55	38	38	38
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	588	7	3	192	0	9	0	11	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	192	0	0	595	0	0	694	790	592	795	793	96
Stage 1	-	-	-	-	-	-	592	592	-	198	198	-
Stage 2	-	-	-	-	-	-	102	198	-	597	595	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1394	-	-	991	-	-	346	325	510	295	323	948
Stage 1	-	-	-	-	-	-	496	497	-	791	741	-
Stage 2	-	-	-	-	-	-	899	741	-	493	496	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1394	-	-	991	-	-	345	324	510	288	322	948
Mov Cap-2 Maneuver	-	-	-	-	-	-	345	324	-	288	322	-
Stage 1	-	-	-	-	-	-	496	497	-	791	739	-
Stage 2	-	-	-	-	-	-	896	739	-	482	496	-

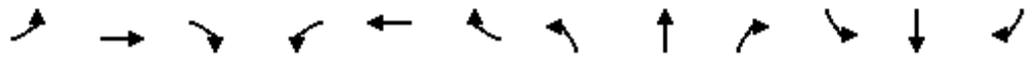
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			14			17.9		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	419	1394	-	-	991	-	-	288
HCM Lane V/C Ratio	0.048	-	-	-	0.003	-	-	0.027
HCM Control Delay (s)	14	0	-	-	8.6	0	-	17.9
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Cherokee Street DRI #2724

7: Cherokee Street & Bensman Lane/McCollum Parkway

existing a.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	31	6	27	11	114	3	359	41	458	631	7
Future Volume (veh/h)	20	31	6	27	11	114	3	359	41	458	631	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1885	1885	1870	1900
Adj Flow Rate, veh/h	34	53	10	31	12	130	4	443	51	526	725	8
Peak Hour Factor	0.59	0.59	0.59	0.88	0.88	0.88	0.81	0.81	0.81	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	182	219	41	258	19	209	458	889	759	717	1353	1165
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.48	0.48	0.48	0.18	0.72	0.72
Sat Flow, veh/h	1266	1554	293	1350	137	1482	735	1870	1598	1795	1870	1610
Grp Volume(v), veh/h	34	0	63	31	0	142	4	443	51	526	725	8
Grp Sat Flow(s),veh/h/ln	1266	0	1847	1350	0	1618	735	1870	1598	1795	1870	1610
Q Serve(g_s), s	1.7	0.0	2.0	1.4	0.0	5.5	0.2	10.8	1.1	8.6	11.6	0.1
Cycle Q Clear(g_c), s	7.2	0.0	2.0	3.4	0.0	5.5	0.2	10.8	1.1	8.6	11.6	0.1
Prop In Lane	1.00		0.16	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	0	260	258	0	228	458	889	759	717	1353	1165
V/C Ratio(X)	0.19	0.00	0.24	0.12	0.00	0.62	0.01	0.50	0.07	0.73	0.54	0.01
Avail Cap(c_a), veh/h	347	0	501	434	0	439	458	889	759	948	1353	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	25.4	26.9	0.0	26.8	9.2	12.0	9.4	7.6	4.1	2.5
Incr Delay (d2), s/veh	0.5	0.0	0.5	0.2	0.0	2.8	0.0	2.0	0.2	2.1	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.9	0.4	0.0	2.2	0.0	4.4	0.4	2.5	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	0.0	25.8	27.1	0.0	29.6	9.2	14.0	9.6	9.6	5.7	2.6
LnGrp LOS	C	A	C	C	A	C	A	B	A	A	A	A
Approach Vol, veh/h		97			173			498			1259	
Approach Delay, s/veh		27.5			29.2			13.5			7.3	
Approach LOS		C			C			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.5	36.0		13.8		52.5		13.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	20.5	23.0		18.0		48.0		18.0				
Max Q Clear Time (g_c+I1), s	10.6	12.8		9.2		13.6		7.5				
Green Ext Time (p_c), s	1.3	2.1		0.2		6.1		0.6				

Intersection Summary

HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

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	5	0	6	1	0	2	0	371	2	1	634	0
Future Vol, veh/h	5	0	6	1	0	2	0	371	2	1	634	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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	25	25	25	93	93	93	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	7	0	9	4	0	8	0	399	2	1	746	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1152	1149	746	1153	1148	400	746	0	0	401	0	0
Stage 1	748	748	-	400	400	-	-	-	-	-	-	-
Stage 2	404	401	-	753	748	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	176	200	417	176	200	654	871	-	-	1169	-	-
Stage 1	408	423	-	630	605	-	-	-	-	-	-	-
Stage 2	627	604	-	405	423	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	174	200	417	172	200	654	871	-	-	1169	-	-
Mov Cap-2 Maneuver	174	200	-	172	200	-	-	-	-	-	-	-
Stage 1	408	423	-	630	605	-	-	-	-	-	-	-
Stage 2	619	604	-	396	423	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.1	16	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	871	-	-	255	338	1169	-	-
HCM Lane V/C Ratio	-	-	-	0.063	0.036	0.001	-	-
HCM Control Delay (s)	0	-	-	20.1	16	8.1	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Cherokee Street DRI #2724  
 9: Cherokee Street & Maple Drive

existing a.m.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	8	3	0	332	617	1
Future Vol, veh/h	8	3	0	332	617	1
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	46	46	84	84	85	85
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	17	7	0	395	726	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1122	727	727	0	-	0
Stage 1	727	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	230	427	886	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	230	427	886	-	-	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	886	-	263	-	-
HCM Lane V/C Ratio	-	-	0.091	-	-
HCM Control Delay (s)	0	-	20.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Cherokee Street DRI #2724  
 10: Cherokee Street & Dobbins Drive

existing a.m.

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	12	10	2	354	556	9
Future Vol, veh/h	12	10	2	354	556	9
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	61	61	89	89	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	16	2	398	722	12

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1130	728	734	0	0
Stage 1	728	-	-	-	-
Stage 2	402	-	-	-	-
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	225	423	871	-	-
Stage 1	478	-	-	-	-
Stage 2	676	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	224	423	871	-	-
Mov Cap-2 Maneuver	224	-	-	-	-
Stage 1	477	-	-	-	-
Stage 2	676	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	871	-	285	-	-
HCM Lane V/C Ratio	0.003	-	0.127	-	-
HCM Control Delay (s)	9.1	0	19.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Cherokee Street DRI #2724  
 11: Cherokee Street & Smith Drive

existing a.m.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	11	8	2	354	553	3
Future Vol, veh/h	11	8	2	354	553	3
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	79	79	86	86	75	75
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	14	10	2	412	737	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1155	739	741	0	0
Stage 1	739	-	-	-	-
Stage 2	416	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	220	421	875	-	-
Stage 1	476	-	-	-	-
Stage 2	670	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	219	421	875	-	-
Mov Cap-2 Maneuver	219	-	-	-	-
Stage 1	475	-	-	-	-
Stage 2	670	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	875	-	274	-	-
HCM Lane V/C Ratio	0.003	-	0.088	-	-
HCM Control Delay (s)	9.1	0	19.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Cherokee Street DRI #2724  
 12: Cherokee Street & Dogwood Drive

existing a.m.

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	38	0	30	1	341	25	34	539	0
Future Vol, veh/h	0	0	0	38	0	30	1	341	25	34	539	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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	71	71	71	81	81	81	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	0	0	0	54	0	42	1	421	31	44	691	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1239	1233	691	1218	1218	437	691	0	0	452	0	0
Stage 1	779	779	-	439	439	-	-	-	-	-	-	-
Stage 2	460	454	-	779	779	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	154	178	448	159	182	624	913	-	-	1119	-	-
Stage 1	392	409	-	601	582	-	-	-	-	-	-	-
Stage 2	585	573	-	392	409	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	136	166	448	151	170	624	913	-	-	1119	-	-
Mov Cap-2 Maneuver	136	166	-	151	170	-	-	-	-	-	-	-
Stage 1	392	383	-	600	581	-	-	-	-	-	-	-
Stage 2	545	572	-	367	383	-	-	-	-	-	-	-

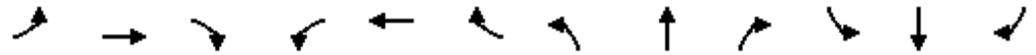
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	32	0	0.5
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	913	-	-	-	227	1119	-
HCM Lane V/C Ratio	0.001	-	-	-	0.422	0.039	-
HCM Control Delay (s)	8.9	0	-	0	32	8.3	0
HCM Lane LOS	A	A	-	A	D	A	A
HCM 95th %tile Q(veh)	0	-	-	-	2	0.1	-

Cherokee Street DRI #2724

13: Cherokee Street & Twelve Oaks Circle/Ben King Road

existing a.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (veh/h)	6	14	19	146	2	135	8	210	266	173	385	1
Future Volume (veh/h)	6	14	19	146	2	135	8	210	266	173	385	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	11	25	33	221	3	205	12	304	386	225	500	1
Peak Hour Factor	0.57	0.57	0.57	0.66	0.66	0.66	0.69	0.69	0.69	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	2	1	2	2
Cap, veh/h	14	33	43	287	4	259	462	355	451	331	1017	2
Arrive On Green	0.05	0.05	0.05	0.16	0.16	0.16	0.01	0.47	0.47	0.09	0.55	0.55
Sat Flow, veh/h	277	629	831	1772	24	1598	1810	749	951	1795	1866	4
Grp Volume(v), veh/h	69	0	0	224	0	205	12	0	690	225	0	501
Grp Sat Flow(s),veh/h/ln	1737	0	0	1797	0	1598	1810	0	1699	1795	0	1870
Q Serve(g_s), s	3.1	0.0	0.0	9.5	0.0	9.8	0.3	0.0	28.6	4.7	0.0	13.3
Cycle Q Clear(g_c), s	3.1	0.0	0.0	9.5	0.0	9.8	0.3	0.0	28.6	4.7	0.0	13.3
Prop In Lane	0.16		0.48	0.99		1.00	1.00		0.56	1.00		0.00
Lane Grp Cap(c), veh/h	91	0	0	291	0	259	462	0	806	331	0	1019
V/C Ratio(X)	0.76	0.00	0.00	0.77	0.00	0.79	0.03	0.00	0.86	0.68	0.00	0.49
Avail Cap(c_a), veh/h	392	0	0	406	0	361	549	0	806	363	0	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	0.0	32.0	0.0	32.1	10.8	0.0	18.5	16.0	0.0	11.3
Incr Delay (d2), s/veh	12.1	0.0	0.0	5.8	0.0	7.9	0.0	0.0	11.3	4.5	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	4.5	0.0	4.2	0.1	0.0	12.7	2.2	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	0.0	0.0	37.8	0.0	40.0	10.9	0.0	29.8	20.6	0.0	13.0
LnGrp LOS	D	A	A	D	A	D	B	A	C	C	A	B
Approach Vol, veh/h		69			429			702			726	
Approach Delay, s/veh		49.4			38.8			29.5			15.3	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	42.3		8.7	5.7	47.9		17.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	8.2	37.8		18.0	5.0	41.0		18.0				
Max Q Clear Time (g_c+I1), s	6.7	30.6		5.1	2.3	15.3		11.8				
Green Ext Time (p_c), s	0.1	2.9		0.2	0.0	3.4		1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				26.9								
HCM 6th LOS				C								

Cherokee Street DRI #2724

14: Big Shanty Drive/Shirley Drive & Cherokee Street

existing a.m.

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	272	158	240	258	2	6	2	159	0	8	2
Future Vol, veh/h	2	272	158	240	258	2	6	2	159	0	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	77	77	77	71	71	71	63	63	63
Heavy Vehicles, %	0	2	2	2	2	0	2	0	2	0	0	0
Mvmt Flow	3	373	216	312	335	3	8	3	224	0	13	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	338	0	0	589	0	0	1456	1449	481	1562	1556	337
Stage 1	-	-	-	-	-	-	487	487	-	961	961	-
Stage 2	-	-	-	-	-	-	969	962	-	601	595	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.12	6.5	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.518	4	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1232	-	-	986	-	-	108	132	585	92	114	710
Stage 1	-	-	-	-	-	-	562	554	-	311	337	-
Stage 2	-	-	-	-	-	-	305	337	-	491	496	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1232	-	-	986	-	-	65	80	585	38	69	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	65	80	-	38	69	-
Stage 1	-	-	-	-	-	-	560	552	-	310	206	-
Stage 2	-	-	-	-	-	-	174	206	-	300	494	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			5			23.1			57.6		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	429	1232	-	-	986	-	-	84
HCM Lane V/C Ratio	0.548	0.002	-	-	0.316	-	-	0.189
HCM Control Delay (s)	23.1	7.9	0	-	10.3	0	-	57.6
HCM Lane LOS	C	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	3.2	0	-	-	1.4	-	-	0.6

Cherokee Street DRI #2724  
 18: McCollum Parkway & Big Shanty Road

existing a.m.

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	25	408	0	0	127	31	45	54	70	0	0	0
Future Vol, veh/h	25	408	0	0	127	31	45	54	70	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	92	92	84	84	94	94	94	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	492	0	0	151	37	48	57	74	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	188	0	0
Stage 1	-	-	552
Stage 2	-	-	170
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1386	0	394
Stage 1	-	0	577
Stage 2	-	0	860
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1386	-	382
Mov Cap-2 Maneuver	-	-	382
Stage 1	-	-	560
Stage 2	-	-	860

Approach	EB	WB	NB
HCM Control Delay, s	0.4	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	481	1386	-	-	-
HCM Lane V/C Ratio	0.374	0.022	-	-	-
HCM Control Delay (s)	16.9	7.7	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	1.7	0.1	-	-	-

Cherokee Street DRI #2724

15: S. Main Street/N. Main Street & J O Stephenson Avenue/Cherokee Street

existing a.m.

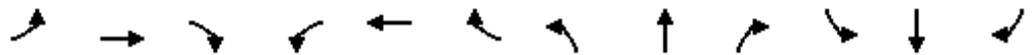


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	9	7	111	8	145	7	292	70	406	794	3
Future Volume (veh/h)	3	9	7	111	8	145	7	292	70	406	794	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1885	1885	1885	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	13	10	134	10	175	8	317	76	446	873	3
Peak Hour Factor	0.68	0.68	0.68	0.83	0.83	0.83	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	2	1	1	1	2	2	2	2	2
Cap, veh/h	196	72	56	325	19	328	326	771	654	701	1211	4
Arrive On Green	0.07	0.07	0.07	0.07	0.22	0.22	0.41	0.41	0.41	0.17	0.65	0.65
Sat Flow, veh/h	1208	988	760	1781	87	1524	638	1870	1585	1781	1863	6
Grp Volume(v), veh/h	4	0	23	134	0	185	8	317	76	446	0	876
Grp Sat Flow(s),veh/h/ln	1208	0	1748	1781	0	1611	638	1870	1585	1781	0	1869
Q Serve(g_s), s	0.2	0.0	0.8	4.5	0.0	6.8	0.6	8.0	2.0	8.7	0.0	20.6
Cycle Q Clear(g_c), s	0.2	0.0	0.8	4.5	0.0	6.8	5.3	8.0	2.0	8.7	0.0	20.6
Prop In Lane	1.00		0.43	1.00		0.95	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	196	0	128	325	0	347	326	771	654	701	0	1215
V/C Ratio(X)	0.02	0.00	0.18	0.41	0.00	0.53	0.02	0.41	0.12	0.64	0.00	0.72
Avail Cap(c_a), veh/h	433	0	470	325	0	662	326	771	654	826	0	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	29.1	24.5	0.0	23.3	14.7	13.9	12.1	8.1	0.0	7.7
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.8	0.0	1.3	0.1	1.6	0.4	1.2	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	1.9	0.0	2.6	0.1	3.4	0.7	2.8	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	29.8	25.3	0.0	24.5	14.8	15.5	12.5	9.3	0.0	11.4
LnGrp LOS	C	A	C	C	A	C	B	B	B	A	A	B
Approach Vol, veh/h		27			319			401			1322	
Approach Delay, s/veh		29.6			24.9			14.9			10.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	15.9	32.1	9.5	9.4	48.0	18.9						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5						
Max Green Setting (Gmax), s	16.1	22.9	5.0	18.0	43.5	27.5						
Max Q Clear Time (g_c+I1), s	10.7	10.0	6.5	2.8	22.6	8.8						
Green Ext Time (p_c), s	0.8	1.8	0.0	0.1	7.0	1.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									

Cherokee Street DRI #2724

16: Summers Street/shopping center & S. Main Street

existing a.m.

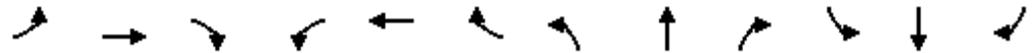


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	746	207	85	217	2	103	8	253	4	3	0
Future Volume (veh/h)	15	746	207	85	217	2	103	8	253	4	3	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1870	1870	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	16	802	223	104	265	2	118	9	291	9	7	0
Peak Hour Factor	0.93	0.93	0.93	0.82	0.82	0.82	0.87	0.87	0.87	0.44	0.44	0.44
Percent Heavy Veh, %	0	2	2	2	2	2	0	0	2	0	0	0
Cap, veh/h	750	907	252	185	1193	9	419	29	386	204	141	0
Arrive On Green	0.64	0.64	0.64	0.64	0.64	0.64	0.24	0.24	0.24	0.24	0.24	0.00
Sat Flow, veh/h	1130	1408	392	550	1854	14	1365	119	1585	548	578	0
Grp Volume(v), veh/h	16	0	1025	104	0	267	127	0	291	16	0	0
Grp Sat Flow(s),veh/h/ln	1130	0	1800	550	0	1868	1483	0	1585	1125	0	0
Q Serve(g_s), s	0.5	0.0	37.7	13.8	0.0	4.8	0.0	0.0	13.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.2	0.0	37.7	51.5	0.0	4.8	5.4	0.0	13.6	5.4	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.01	0.93		1.00	0.56		0.00
Lane Grp Cap(c), veh/h	750	0	1159	185	0	1202	448	0	386	345	0	0
V/C Ratio(X)	0.02	0.00	0.88	0.56	0.00	0.22	0.28	0.00	0.75	0.05	0.00	0.00
Avail Cap(c_a), veh/h	750	0	1159	185	0	1202	448	0	386	345	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.0	0.0	11.8	33.7	0.0	5.9	24.9	0.0	28.0	23.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	8.4	3.9	0.0	0.1	1.6	0.0	12.8	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	14.7	2.2	0.0	1.6	2.1	0.0	6.3	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	0.0	20.2	37.6	0.0	6.0	26.5	0.0	40.8	23.4	0.0	0.0
LnGrp LOS	A	A	C	D	A	A	C	A	D	C	A	A
Approach Vol, veh/h		1041			371			418				16
Approach Delay, s/veh		20.0			14.9			36.4				23.4
Approach LOS		B			B			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		56.0		24.0		56.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		51.5		19.5		51.5				
Max Q Clear Time (g_c+I1), s		15.6		39.7		7.4		53.5				
Green Ext Time (p_c), s		0.7		6.5		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				22.7								
HCM 6th LOS				C								

Cherokee Street DRI #2724

1: George Busbee Parkway & Shiloh Road

existing a.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	379	749	22	267	24	85	71	19	58	1147	33
Future Volume (veh/h)	6	379	749	22	267	24	85	71	19	58	1147	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	403	797	27	326	29	105	88	23	61	1207	35
Peak Hour Factor	0.94	0.94	0.94	0.82	0.82	0.82	0.81	0.81	0.81	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	537	946	124	537	455	180	1837	820	806	1794	52
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.05	0.52	0.52	0.04	0.51	0.51
Sat Flow, veh/h	1026	1870	2790	466	1870	1585	3456	3554	1585	1781	3527	102
Grp Volume(v), veh/h	6	403	797	27	326	29	105	88	23	61	608	634
Grp Sat Flow(s),veh/h/ln	1026	1870	1395	466	1870	1585	1728	1777	1585	1781	1777	1852
Q Serve(g_s), s	0.5	17.4	23.5	5.0	13.4	1.2	2.6	1.1	0.6	1.4	22.7	22.7
Cycle Q Clear(g_c), s	13.8	17.4	23.5	22.3	13.4	1.2	2.6	1.1	0.6	1.4	22.7	22.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	221	537	946	124	537	455	180	1837	820	806	904	942
V/C Ratio(X)	0.03	0.75	0.84	0.22	0.61	0.06	0.58	0.05	0.03	0.08	0.67	0.67
Avail Cap(c_a), veh/h	221	537	947	124	537	455	448	1837	820	831	904	942
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	28.8	27.1	38.9	27.3	23.0	41.1	10.6	10.5	9.2	16.3	16.3
Incr Delay (d2), s/veh	0.0	5.8	7.0	0.9	2.0	0.1	3.0	0.0	0.1	0.0	4.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.4	8.4	0.6	6.1	0.4	1.2	0.4	0.2	0.5	9.5	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	34.6	34.1	39.8	29.3	23.0	44.1	10.7	10.6	9.2	20.3	20.1
LnGrp LOS	C	C	C	D	C	C	D	B	B	A	C	C
Approach Vol, veh/h		1206			382			216			1303	
Approach Delay, s/veh		34.3			29.6			26.9			19.7	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	50.4		30.0	9.1	49.7		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	45.9		25.5	11.5	39.5		25.5				
Max Q Clear Time (g_c+I1), s	3.4	3.1		25.5	4.6	24.7		24.3				
Green Ext Time (p_c), s	0.0	0.6		0.0	0.1	7.4		0.3				

Intersection Summary

HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

User approved changes to right turn type.

Cherokee Street DRI #2724

4: Cherokee Street/Wade Green Road & Shiloh Road

existing a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	354	87	246	79	31	22	676	506	225	977	145
Future Volume (veh/h)	175	354	87	246	79	31	22	676	506	225	977	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	197	398	98	280	90	35	23	697	522	234	1018	151
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.97	0.97	0.97	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	553	446	378	360	840	375	135	1628	505	378	1449	646
Arrive On Green	0.11	0.24	0.24	0.10	0.24	0.24	0.03	0.32	0.32	0.11	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	3456	3554	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	197	398	98	280	90	35	23	697	522	234	1018	151
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1777	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	6.5	16.5	4.0	6.3	1.6	1.0	0.7	8.6	17.4	1.7	19.0	5.0
Cycle Q Clear(g_c), s	6.5	16.5	4.0	6.3	1.6	1.0	0.7	8.6	17.4	1.7	19.0	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	553	446	378	360	840	375	135	1628	505	378	1449	646
V/C Ratio(X)	0.36	0.89	0.26	0.78	0.11	0.09	0.17	0.43	1.03	0.62	0.70	0.23
Avail Cap(c_a), veh/h	567	479	406	367	884	394	201	1628	505	378	1449	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	29.5	24.7	34.9	23.9	11.8	23.3	21.5	12.7	28.8	19.7	15.5
Incr Delay (d2), s/veh	0.4	18.0	0.4	10.1	0.1	0.1	0.5	0.6	44.2	3.1	2.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	9.3	1.5	3.1	0.7	0.5	0.3	3.4	11.7	4.3	7.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	47.5	25.1	45.0	24.0	11.9	23.8	22.1	56.9	31.9	22.5	16.4
LnGrp LOS	B	D	C	D	C	B	C	C	F	C	C	B
Approach Vol, veh/h		693			405			1242			1403	
Approach Delay, s/veh		36.5			37.5			36.8			23.4	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	30.0	12.8	23.6	6.5	37.1	13.0	23.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	25.5	8.5	20.5	5.0	28.0	9.1	19.9				
Max Q Clear Time (g_c+I1), s	3.7	19.4	8.3	18.5	2.7	21.0	8.5	3.6				
Green Ext Time (p_c), s	0.2	3.4	0.0	0.6	0.0	4.1	0.0	0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			31.8									
HCM 6th LOS			C									

Cherokee Street DRI #2724  
 5: Cherokee Street & Jiles Road

existing a.m. with mitigation

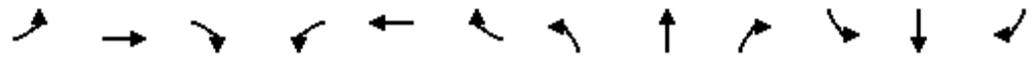


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↖↖	↖	↖	↑↑	↑↑	↘↘
Traffic Volume (veh/h)	870	398	160	329	717	611
Future Volume (veh/h)	870	398	160	329	717	611
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	978	447	211	433	797	679
Peak Hour Factor	0.89	0.89	0.76	0.76	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1038	328	693	2464	904	1286
Arrive On Green	0.21	0.21	0.39	0.69	0.25	0.25
Sat Flow, veh/h	5023	1585	1781	3647	3647	2790
Grp Volume(v), veh/h	978	447	211	433	797	679
Grp Sat Flow(s),veh/h/ln	1674	1585	1781	1777	1777	1395
Q Serve(g_s), s	17.3	18.6	7.4	3.8	19.4	15.6
Cycle Q Clear(g_c), s	17.3	18.6	7.4	3.8	19.4	15.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1038	328	693	2464	904	1286
V/C Ratio(X)	0.94	1.36	0.30	0.18	0.88	0.53
Avail Cap(c_a), veh/h	1038	328	693	2464	904	1286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.71	0.71
Uniform Delay (d), s/veh	35.2	35.7	19.1	4.8	32.2	17.3
Incr Delay (d2), s/veh	15.9	182.5	0.2	0.2	9.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	31.3	3.0	1.2	9.2	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.1	218.2	19.3	5.0	41.2	18.4
LnGrp LOS	D	F	B	A	D	B
Approach Vol, veh/h				644	1476	
Approach Delay, s/veh				9.7	30.7	
Approach LOS				A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		66.9		23.1	39.5	27.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		39.9		18.6	12.5	22.9
Max Q Clear Time (g_c+I1), s		5.8		20.6	9.4	21.4
Green Ext Time (p_c), s		3.1		0.0	0.2	1.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			56.2			
HCM 6th LOS			E			

Cherokee Street DRI #2724

13: Cherokee Street & Twelve Oaks Circle/Ben King Road

existing a.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (veh/h)	6	14	19	146	2	135	8	210	266	173	385	1
Future Volume (veh/h)	6	14	19	146	2	135	8	210	266	173	385	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	11	25	33	221	3	205	12	304	386	225	500	1
Peak Hour Factor	0.57	0.57	0.57	0.66	0.66	0.66	0.69	0.69	0.69	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	2	1	2	2
Cap, veh/h	14	33	43	287	4	259	462	355	451	331	1017	2
Arrive On Green	0.05	0.05	0.05	0.16	0.16	0.16	0.01	0.47	0.47	0.09	0.55	0.55
Sat Flow, veh/h	277	629	831	1772	24	1598	1810	749	951	1795	1866	4
Grp Volume(v), veh/h	69	0	0	224	0	205	12	0	690	225	0	501
Grp Sat Flow(s),veh/h/ln	1737	0	0	1797	0	1598	1810	0	1699	1795	0	1870
Q Serve(g_s), s	3.1	0.0	0.0	9.5	0.0	9.8	0.3	0.0	28.6	4.7	0.0	13.3
Cycle Q Clear(g_c), s	3.1	0.0	0.0	9.5	0.0	9.8	0.3	0.0	28.6	4.7	0.0	13.3
Prop In Lane	0.16		0.48	0.99		1.00	1.00		0.56	1.00		0.00
Lane Grp Cap(c), veh/h	91	0	0	291	0	259	462	0	806	331	0	1019
V/C Ratio(X)	0.76	0.00	0.00	0.77	0.00	0.79	0.03	0.00	0.86	0.68	0.00	0.49
Avail Cap(c_a), veh/h	392	0	0	406	0	361	549	0	806	363	0	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	0.0	32.0	0.0	32.1	10.8	0.0	18.5	16.0	0.0	11.3
Incr Delay (d2), s/veh	12.1	0.0	0.0	5.8	0.0	7.9	0.0	0.0	11.3	4.5	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	4.5	0.0	4.2	0.1	0.0	12.7	2.2	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	0.0	0.0	37.8	0.0	40.0	10.9	0.0	29.8	20.6	0.0	13.0
LnGrp LOS	D	A	A	D	A	D	B	A	C	C	A	B
Approach Vol, veh/h		69			429			702			726	
Approach Delay, s/veh		49.4			38.8			29.5			15.3	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	42.3		8.7	5.7	47.9		17.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	8.2	37.8		18.0	5.0	41.0		18.0				
Max Q Clear Time (g_c+I1), s	6.7	30.6		5.1	2.3	15.3		11.8				
Green Ext Time (p_c), s	0.1	2.9		0.2	0.0	3.4		1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				26.9								
HCM 6th LOS				C								

Cherokee Street DRI #2724

14: Big Shanty Drive/Shirley Drive & Cherokee Street

existing a.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	2	272	158	240	258	2	6	2	159	0	8	2
Future Volume (veh/h)	2	272	158	240	258	2	6	2	159	0	8	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	373	216	312	335	3	8	3	224	0	13	3
Peak Hour Factor	0.73	0.73	0.73	0.77	0.77	0.77	0.71	0.71	0.71	0.63	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	0	0	0
Cap, veh/h	46	719	414	391	368	3	51	14	375	0	363	84
Arrive On Green	0.64	0.64	0.64	0.64	0.64	0.64	0.24	0.24	0.24	0.00	0.24	0.24
Sat Flow, veh/h	2	1116	642	504	570	5	19	56	1540	0	1493	345
Grp Volume(v), veh/h	592	0	0	650	0	0	235	0	0	0	0	16
Grp Sat Flow(s),veh/h/ln	1759	0	0	1079	0	0	1616	0	0	0	0	1838
Q Serve(g_s), s	0.0	0.0	0.0	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s	14.5	0.0	0.0	44.6	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.5
Prop In Lane	0.01		0.36	0.48		0.00	0.03		0.95	0.00		0.19
Lane Grp Cap(c), veh/h	1179	0	0	762	0	0	439	0	0	0	0	447
V/C Ratio(X)	0.50	0.00	0.00	0.85	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.04
Avail Cap(c_a), veh/h	1393	0	0	905	0	0	439	0	0	0	0	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	7.6	0.0	0.0	14.1	0.0	0.0	26.9	0.0	0.0	0.0	0.0	23.2
Incr Delay (d2), s/veh	0.3	0.0	0.0	6.9	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	10.4	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	0.0	0.0	21.1	0.0	0.0	31.5	0.0	0.0	0.0	0.0	23.3
LnGrp LOS	A	A	A	C	A	A	C	A	A	A	A	C
Approach Vol, veh/h		592			650			235				16
Approach Delay, s/veh		8.0			21.1			31.5				23.3
Approach LOS		A			C			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		56.2		24.0		56.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		61.5		19.5		61.5				
Max Q Clear Time (g_c+I1), s		12.3		16.5		2.5		46.6				
Green Ext Time (p_c), s		0.8		4.9		0.0		5.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.5								
HCM 6th LOS				B								

Cherokee Street DRI #2724

15: S. Main Street/N. Main Street & J O Stephenson Avenue/Cherokee Street existing a.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↖	↖	↗	↗
Traffic Volume (veh/h)	3	9	7	111	8	145	7	292	70	406	794	3
Future Volume (veh/h)	3	9	7	111	8	145	7	292	70	406	794	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1885	1870	1885	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	13	10	134	10	175	8	317	76	446	873	3
Peak Hour Factor	0.68	0.68	0.68	0.83	0.83	0.83	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	2	1	2	1	2	2	2	2	2
Cap, veh/h	196	72	56	325	406	611	326	771	654	701	1211	4
Arrive On Green	0.07	0.07	0.07	0.07	0.22	0.22	0.41	0.41	0.41	0.17	0.65	0.65
Sat Flow, veh/h	1208	988	760	1781	1885	1585	638	1870	1585	1781	1863	6
Grp Volume(v), veh/h	4	0	23	134	10	175	8	317	76	446	0	876
Grp Sat Flow(s),veh/h/ln	1208	0	1748	1781	1885	1585	638	1870	1585	1781	0	1869
Q Serve(g_s), s	0.2	0.0	0.8	4.5	0.3	5.1	0.6	8.0	2.0	8.7	0.0	20.6
Cycle Q Clear(g_c), s	0.2	0.0	0.8	4.5	0.3	5.1	5.3	8.0	2.0	8.7	0.0	20.6
Prop In Lane	1.00		0.43	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	196	0	128	325	406	611	326	771	654	701	0	1215
V/C Ratio(X)	0.02	0.00	0.18	0.41	0.02	0.29	0.02	0.41	0.12	0.64	0.00	0.72
Avail Cap(c_a), veh/h	433	0	470	325	775	922	326	771	654	826	0	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	29.1	24.5	20.7	14.2	14.7	13.9	12.1	8.1	0.0	7.7
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.8	0.0	0.3	0.1	1.6	0.4	1.2	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	1.9	0.1	1.7	0.1	3.4	0.7	2.8	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	29.8	25.3	20.7	14.4	14.8	15.5	12.5	9.3	0.0	11.4
LnGrp LOS	C	A	C	C	C	B	B	B	B	A	A	B
Approach Vol, veh/h		27			319			401			1322	
Approach Delay, s/veh		29.6			19.2			14.9			10.7	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	15.9	32.1	9.5	9.4	48.0	18.9						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5						
Max Green Setting (Gmax), s	16.1	22.9	5.0	18.0	43.5	27.5						
Max Q Clear Time (g_c+I1), s	10.7	10.0	6.5	2.8	22.6	7.1						
Green Ext Time (p_c), s	0.8	1.8	0.0	0.1	7.0	0.6						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			13.1									
HCM 6th LOS			B									

Cherokee Street DRI #2724

16: Summers Street/shopping center & S. Main Street

existing a.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	746	207	85	217	2	103	8	253	4	3	0
Future Volume (veh/h)	15	746	207	85	217	2	103	8	253	4	3	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1870	1870	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	16	802	223	104	265	2	118	9	291	9	7	0
Peak Hour Factor	0.93	0.93	0.93	0.82	0.82	0.82	0.87	0.87	0.87	0.44	0.44	0.44
Percent Heavy Veh, %	0	2	2	2	2	2	0	0	2	0	0	0
Cap, veh/h	750	907	252	185	1193	9	419	29	386	204	141	0
Arrive On Green	0.64	0.64	0.64	0.64	0.64	0.64	0.24	0.24	0.24	0.24	0.24	0.00
Sat Flow, veh/h	1130	1408	392	550	1854	14	1365	119	1585	548	578	0
Grp Volume(v), veh/h	16	0	1025	104	0	267	127	0	291	16	0	0
Grp Sat Flow(s),veh/h/ln	1130	0	1800	550	0	1868	1483	0	1585	1125	0	0
Q Serve(g_s), s	0.5	0.0	37.7	13.8	0.0	4.8	0.0	0.0	13.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.2	0.0	37.7	51.5	0.0	4.8	5.4	0.0	13.6	5.4	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.01	0.93		1.00	0.56		0.00
Lane Grp Cap(c), veh/h	750	0	1159	185	0	1202	448	0	386	345	0	0
V/C Ratio(X)	0.02	0.00	0.88	0.56	0.00	0.22	0.28	0.00	0.75	0.05	0.00	0.00
Avail Cap(c_a), veh/h	750	0	1159	185	0	1202	448	0	386	345	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.0	0.0	11.8	33.7	0.0	5.9	24.9	0.0	28.0	23.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	8.4	3.9	0.0	0.1	1.6	0.0	12.8	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	14.7	2.2	0.0	1.6	2.1	0.0	6.3	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	0.0	20.2	37.6	0.0	6.0	26.5	0.0	40.8	23.4	0.0	0.0
LnGrp LOS	A	A	C	D	A	A	C	A	D	C	A	A
Approach Vol, veh/h		1041			371			418				16
Approach Delay, s/veh		20.0			14.9			36.4				23.4
Approach LOS		B			B			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		56.0		24.0		56.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		51.5		19.5		51.5				
Max Q Clear Time (g_c+I1), s		15.6		39.7		7.4		53.5				
Green Ext Time (p_c), s		0.7		6.5		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				22.7								
HCM 6th LOS				C								

## Cherokee Street DRI #2724

## 17: McCollum Parkway &amp; Ben King Road/Big Shanty Road

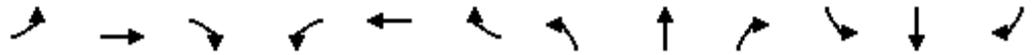
existing a.m. with mitigation

Intersection						
Intersection Delay, s/veh	8.0					
Intersection LOS	A					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	1		1		1	1
Adj Approach Flow, veh/h	474		204		184	546
Demand Flow Rate, veh/h	484		209		188	557
Vehicles Circulating, veh/h	565		138		551	224
Vehicles Exiting, veh/h	216		601		498	123
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	8.5		4.0		7.3	9.3
Approach LOS	A		A		A	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	R	LT	R	LTR	LTR
Assumed Moves	LT	R	LT	R	LTR	LTR
RT Channelized						
Lane Util	0.725	0.275	0.833	0.167	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.609	2.609
Critical Headway, s	4.544	4.544	4.544	4.544	4.976	4.976
Entry Flow, veh/h	351	133	174	35	188	557
Cap Entry Lane, veh/h	849	849	1252	1252	787	1098
Entry HV Adj Factor	0.979	0.977	0.979	0.971	0.978	0.980
Flow Entry, veh/h	344	130	170	34	184	546
Cap Entry, veh/h	831	830	1226	1217	769	1076
V/C Ratio	0.413	0.157	0.139	0.028	0.239	0.507
Control Delay, s/veh	9.4	5.9	4.1	3.2	7.3	9.3
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	1	0	0	1	3

Cherokee Street DRI #2724

1: George Busbee Parkway & Shiloh Road

existing p.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	443	312	4	458	34	650	619	25	43	242	43
Future Volume (veh/h)	23	443	312	4	458	34	650	619	25	43	242	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	466	328	4	503	37	756	720	29	53	299	53
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	519	439	91	519	439	769	2003	893	250	508	89
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.43	0.56	0.56	0.04	0.17	0.17
Sat Flow, veh/h	866	1870	1585	684	1870	1585	1781	3554	1585	1781	3023	529
Grp Volume(v), veh/h	24	466	328	4	503	37	756	720	29	53	174	178
Grp Sat Flow(s),veh/h/ln	866	1870	1585	684	1870	1585	1781	1777	1585	1781	1777	1775
Q Serve(g_s), s	1.3	26.4	20.7	0.6	29.2	1.9	46.1	12.2	0.9	2.7	9.9	10.2
Cycle Q Clear(g_c), s	30.5	26.4	20.7	27.0	29.2	1.9	46.1	12.2	0.9	2.7	9.9	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	75	519	439	91	519	439	769	2003	893	250	299	299
V/C Ratio(X)	0.32	0.90	0.75	0.04	0.97	0.08	0.98	0.36	0.03	0.21	0.58	0.60
Avail Cap(c_a), veh/h	75	519	439	91	519	439	769	2003	893	278	299	299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	38.3	36.2	51.3	39.3	29.4	30.8	13.1	10.7	35.9	42.2	42.3
Incr Delay (d2), s/veh	2.4	18.4	6.8	0.2	31.8	0.1	28.1	0.5	0.1	0.4	8.1	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	14.6	8.8	0.1	17.8	0.7	25.0	4.9	0.3	1.2	5.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	56.7	43.1	51.5	71.1	29.5	59.0	13.6	10.7	36.3	50.3	50.8
LnGrp LOS	E	E	D	D	E	C	E	B	B	D	D	D
Approach Vol, veh/h		818			544			1505			405	
Approach Delay, s/veh		51.2			68.1			36.3			48.7	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	66.5		35.0	52.0	23.0		35.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.7	60.3		30.5	47.5	18.5		30.5				
Max Q Clear Time (g_c+I1), s	4.7	14.2		32.5	48.1	12.2		31.2				
Green Ext Time (p_c), s	0.0	6.1		0.0	0.0	1.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			46.9									
HCM 6th LOS			D									

Cherokee Street SRI #2724

2: Wade Green Road

existing p.m.

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑						↑↑↑				
Traffic Volume (veh/h)	0	729	0	0	0	0	0	770	0	0	0	0
Future Volume (veh/h)	0	729	0	0	0	0	0	770	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	0	1870	0				0	1870	0			
Adj Flow Rate, veh/h	0	801	0				0	906	0			
Peak Hour Factor	0.92	0.91	0.92				0.92	0.85	0.92			
Percent Heavy Veh, %	0	2	0				0	2	0			
Cap, veh/h	0	2051	0				0	1393	0			
Arrive On Green	0.00	0.58	0.00				0.00	0.27	0.00			
Sat Flow, veh/h	0	3741	0				0	5443	0			
Grp Volume(v), veh/h	0	801	0				0	906	0			
Grp Sat Flow(s),veh/h/ln	0	1777	0				0	1702	0			
Q Serve(g_s), s	0.0	7.4	0.0				0.0	9.4	0.0			
Cycle Q Clear(g_c), s	0.0	7.4	0.0				0.0	9.4	0.0			
Prop In Lane	0.00		0.00				0.00		0.00			
Lane Grp Cap(c), veh/h	0	2051	0				0	1393	0			
V/C Ratio(X)	0.00	0.39	0.00				0.00	0.65	0.00			
Avail Cap(c_a), veh/h	0	2051	0				0	2000	0			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	1.00	0.00			
Uniform Delay (d), s/veh	0.0	6.9	0.0				0.0	19.3	0.0			
Incr Delay (d2), s/veh	0.0	0.6	0.0				0.0	0.5	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.3	0.0				0.0	3.5	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.5	0.0				0.0	19.8	0.0			
LnGrp LOS	A	A	A				A	B	A			
Approach Vol, veh/h		801						906				
Approach Delay, s/veh		7.5						19.8				
Approach LOS		A						B				
Timer - Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		39.1		20.9								
Change Period (Y+Rc), s		4.5		4.5								
Max Green Setting (Gmax), s		27.5		23.5								
Max Q Clear Time (g_c+I1), s		9.4		11.4								
Green Ext Time (p_c), s		5.4		5.0								
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									

Cherokee Street DRI #2724

3: Wade Green Road

existing p.m.

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑									↑↑	
Traffic Volume (veh/h)	0	860	0	0	0	0	0	0	0	0	1147	0
Future Volume (veh/h)	0	860	0	0	0	0	0	0	0	0	1147	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	0							0	1870	0
Adj Flow Rate, veh/h	0	896	0							0	1207	0
Peak Hour Factor	0.92	0.96	0.92							0.92	0.95	0.92
Percent Heavy Veh, %	0	2	0							0	2	0
Cap, veh/h	0	1532	0							0	1489	0
Arrive On Green	0.00	0.43	0.00							0.00	0.42	0.00
Sat Flow, veh/h	0	3741	0							0	3741	0
Grp Volume(v), veh/h	0	896	0							0	1207	0
Grp Sat Flow(s),veh/h/ln	0	1777	0							0	1777	0
Q Serve(g_s), s	0.0	11.5	0.0							0.0	17.9	0.0
Cycle Q Clear(g_c), s	0.0	11.5	0.0							0.0	17.9	0.0
Prop In Lane	0.00		0.00							0.00		0.00
Lane Grp Cap(c), veh/h	0	1532	0							0	1489	0
V/C Ratio(X)	0.00	0.58	0.00							0.00	0.81	0.00
Avail Cap(c_a), veh/h	0	1532	0							0	1688	0
HCM Platoon Ratio	1.00	1.00	1.00							1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00							0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	13.0	0.0							0.0	15.3	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0							0.0	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.3	0.0							0.0	6.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.6	0.0							0.0	18.1	0.0
LnGrp LOS	A	B	A							A	B	A
Approach Vol, veh/h		896									1207	
Approach Delay, s/veh		14.6									18.1	
Approach LOS		B									B	
Timer - Assigned Phs		2									8	
Phs Duration (G+Y+Rc), s		30.4									29.6	
Change Period (Y+Rc), s		4.5									4.5	
Max Green Setting (Gmax), s		22.5									28.5	
Max Q Clear Time (g_c+I1), s		13.5									19.9	
Green Ext Time (p_c), s		4.1									5.2	
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			16.6									
HCM 6th LOS			B									

Cherokee Street DRI #2724

4: Cherokee Street/Wade Green Road & Shiloh Road

existing p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	198	70	650	310	114	80	931	349	117	997	153
Future Volume (veh/h)	258	198	70	650	310	114	80	931	349	117	997	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	284	218	77	677	323	119	83	970	364	119	1017	156
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.96	0.96	0.96	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	463	264	224	728	692	308	244	1025	381	187	1469	655
Arrive On Green	0.16	0.14	0.14	0.21	0.19	0.19	0.05	0.40	0.40	0.06	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	3456	3554	1585	1781	2535	943	1781	3554	1585
Grp Volume(v), veh/h	284	218	77	677	323	119	83	677	657	119	1017	156
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1777	1585	1781	1777	1701	1781	1777	1585
Q Serve(g_s), s	12.7	10.8	4.2	18.4	7.7	6.2	2.6	35.0	35.8	3.7	22.5	6.1
Cycle Q Clear(g_c), s	12.7	10.8	4.2	18.4	7.7	6.2	2.6	35.0	35.8	3.7	22.5	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	463	264	224	728	692	308	244	718	688	187	1469	655
V/C Ratio(X)	0.61	0.83	0.34	0.93	0.47	0.39	0.34	0.94	0.95	0.64	0.69	0.24
Avail Cap(c_a), veh/h	521	353	299	728	744	332	254	718	688	187	1469	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	39.9	37.0	37.0	34.1	33.5	18.1	27.4	27.6	22.6	23.0	18.2
Incr Delay (d2), s/veh	1.7	11.4	0.9	18.5	0.5	0.8	0.8	22.2	24.9	7.1	2.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	5.7	1.7	9.5	3.3	2.4	1.1	18.6	18.6	1.8	9.6	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	51.2	37.9	55.5	34.5	34.3	18.9	49.6	52.5	29.6	25.7	19.1
LnGrp LOS	C	D	D	E	C	C	B	D	D	C	C	B
Approach Vol, veh/h		579			1119			1417			1292	
Approach Delay, s/veh		38.9			47.2			49.1			25.3	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	43.1	24.6	18.0	8.9	44.0	19.5	23.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.3	38.6	20.1	18.0	5.0	38.9	18.1	20.0				
Max Q Clear Time (g_c+I1), s	5.7	37.8	20.4	12.8	4.6	24.5	14.7	9.7				
Green Ext Time (p_c), s	0.0	0.7	0.0	0.6	0.0	6.8	0.3	1.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			40.3									
HCM 6th LOS			D									

Cherokee Street DRI #2724  
 5: Cherokee Street & Jiles Road

existing p.m.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	807	234	323	588	564	1075
Future Volume (veh/h)	807	234	323	588	564	1075
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	928	269	340	619	588	1120
Peak Hour Factor	0.87	0.87	0.95	0.95	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1159	366	391	2247	1224	1604
Arrive On Green	0.23	0.23	0.22	0.63	0.34	0.34
Sat Flow, veh/h	5023	1585	1781	3647	3647	2790
Grp Volume(v), veh/h	928	269	340	619	588	1120
Grp Sat Flow(s),veh/h/ln	1674	1585	1781	1777	1777	1395
Q Serve(g_s), s	11.5	10.3	12.1	5.1	8.6	18.7
Cycle Q Clear(g_c), s	11.5	10.3	12.1	5.1	8.6	18.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1159	366	391	2247	1224	1604
V/C Ratio(X)	0.80	0.74	0.87	0.28	0.48	0.70
Avail Cap(c_a), veh/h	1291	407	474	2247	1224	1604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	23.4	24.8	5.4	16.9	9.9
Incr Delay (d2), s/veh	3.4	6.1	13.8	0.3	1.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	9.3	6.3	1.5	3.4	9.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.2	29.5	38.5	5.7	18.3	12.5
LnGrp LOS	C	C	D	A	B	B
Approach Vol, veh/h	1197			959	1708	
Approach Delay, s/veh	27.7			17.3	14.5	
Approach LOS	C			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		46.1		19.7	18.9	27.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		41.6		16.9	17.5	19.6
Max Q Clear Time (g_c+I1), s		7.1		13.5	14.1	20.7
Green Ext Time (p_c), s		4.8		1.7	0.4	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			19.3			
HCM 6th LOS			B			

Cherokee Street DRI #2724  
6: Grant Drive & McCollum Parkway

existing p.m.

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	2	277	8	5	453	5	7	0	4	7	1	5
Future Vol, veh/h	2	277	8	5	453	5	7	0	4	7	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	82	82	82	39	39	39	81	81	81
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	315	9	6	552	6	18	0	10	9	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	558	0	0	324	0	0	613	894	320	896	895	279
Stage 1	-	-	-	-	-	-	324	324	-	567	567	-
Stage 2	-	-	-	-	-	-	289	570	-	329	328	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1023	-	-	1247	-	-	394	283	725	250	282	724
Stage 1	-	-	-	-	-	-	692	653	-	481	510	-
Stage 2	-	-	-	-	-	-	700	509	-	688	651	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1023	-	-	1247	-	-	387	280	725	245	279	724
Mov Cap-2 Maneuver	-	-	-	-	-	-	387	280	-	245	279	-
Stage 1	-	-	-	-	-	-	691	652	-	480	506	-
Stage 2	-	-	-	-	-	-	687	505	-	677	650	-

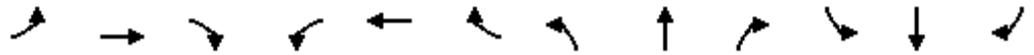
Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.1		0.1		13.2		16.4	
HCM LOS					B		C	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	466	1023	-	-	1247	-	-	333
HCM Lane V/C Ratio	0.061	0.002	-	-	0.005	-	-	0.048
HCM Control Delay (s)	13.2	8.5	0	-	7.9	0	-	16.4
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Cherokee Street DRI #2724

7: Cherokee Street & Bensman Lane/McCollum Parkway

existing p.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	43	9	47	62	319	12	468	34	222	446	78
Future Volume (veh/h)	60	43	9	47	62	319	12	468	34	222	446	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1885	1885	1870	1900
Adj Flow Rate, veh/h	65	46	10	55	72	371	13	493	36	234	469	82
Peak Hour Factor	0.93	0.93	0.93	0.86	0.86	0.86	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	159	454	99	498	80	412	442	692	591	436	1029	886
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.37	0.37	0.37	0.11	0.55	0.55
Sat Flow, veh/h	962	1512	329	1358	266	1372	870	1870	1598	1795	1870	1610
Grp Volume(v), veh/h	65	0	56	55	0	443	13	493	36	234	469	82
Grp Sat Flow(s),veh/h/ln	962	0	1841	1358	0	1638	870	1870	1598	1795	1870	1610
Q Serve(g_s), s	2.4	0.0	1.3	1.8	0.0	15.6	0.6	13.5	0.9	4.4	9.0	1.4
Cycle Q Clear(g_c), s	18.0	0.0	1.3	3.1	0.0	15.6	0.6	13.5	0.9	4.4	9.0	1.4
Prop In Lane	1.00		0.18	1.00		0.84	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	0	552	498	0	491	442	692	591	436	1029	886
V/C Ratio(X)	0.41	0.00	0.10	0.11	0.00	0.90	0.03	0.71	0.06	0.54	0.46	0.09
Avail Cap(c_a), veh/h	159	0	552	498	0	491	442	692	591	448	1029	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	0.0	15.2	16.3	0.0	20.1	12.1	16.2	12.2	11.1	8.1	6.4
Incr Delay (d2), s/veh	1.7	0.0	0.1	0.1	0.0	19.6	0.1	6.2	0.2	1.2	1.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.5	0.5	0.0	8.0	0.1	6.3	0.3	1.6	3.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	0.0	15.2	16.4	0.0	39.8	12.2	22.3	12.4	12.3	9.6	6.6
LnGrp LOS	C	A	B	B	A	D	B	C	B	B	A	A
Approach Vol, veh/h		121			498			542			785	
Approach Delay, s/veh		23.7			37.2			21.4			10.1	
Approach LOS		C			D			C			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.8	26.7		22.5		37.5		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	6.7	21.8		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s	6.4	15.5		20.0		11.0		17.6				
Green Ext Time (p_c), s	0.0	1.8		0.0		3.3		0.1				

Intersection Summary

HCM 6th Ctrl Delay		21.0	
HCM 6th LOS		C	

Cherokee Street DRI #2724  
 8: Cherokee Street & Oak Drive/Pine Lane

existing p.m.

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	7	1	4	8	0	4	3	454	6	6	494	9
Future Vol, veh/h	7	1	4	8	0	4	3	454	6	6	494	9
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	43	43	43	97	97	97	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	9	1	5	19	0	9	3	468	6	7	549	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1045	1043	549	1048	1050	471	559	0	0	474	0	0
Stage 1	563	563	-	477	477	-	-	-	-	-	-	-
Stage 2	482	480	-	571	573	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	209	231	539	208	229	597	1022	-	-	1099	-	-
Stage 1	514	512	-	573	559	-	-	-	-	-	-	-
Stage 2	569	558	-	509	507	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	204	228	539	203	226	597	1022	-	-	1099	-	-
Mov Cap-2 Maneuver	204	228	-	203	226	-	-	-	-	-	-	-
Stage 1	512	507	-	571	557	-	-	-	-	-	-	-
Stage 2	558	556	-	498	502	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.8		20.5		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1022	-	-	260	260	1099	-	-
HCM Lane V/C Ratio	0.003	-	-	0.062	0.107	0.006	-	-
HCM Control Delay (s)	8.5	0	-	19.8	20.5	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0	-	-

Cherokee Street DRI #2724  
 9: Cherokee Street & Maple Drive

existing p.m.

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	4	1	3	449	436	10
Future Vol, veh/h	4	1	3	449	436	10
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	42	42	90	90	88	88
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	10	2	3	499	495	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1006	501	506	0	-	0
Stage 1	501	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	270	574	1069	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	269	574	1069	-	-	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	610	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1069	-	301	-	-
HCM Lane V/C Ratio	0.003	-	0.04	-	-
HCM Control Delay (s)	8.4	0	17.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Cherokee Street DRI #2724  
 10: Cherokee Street & Dobbins Drive

existing p.m.

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	18	7	7	452	439	16
Future Vol, veh/h	18	7	7	452	439	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	63	63	90	90	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	11	8	502	493	18

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1020	502	511	0	-	0
Stage 1	502	-	-	-	-	-
Stage 2	518	-	-	-	-	-
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	262	569	1054	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	259	569	1054	-	-	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	598	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1054	-	306	-	-
HCM Lane V/C Ratio	0.007	-	0.13	-	-
HCM Control Delay (s)	8.4	0	18.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Cherokee Street DRI #2724  
 11: Cherokee Street & Smith Drive

existing p.m.

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	11	7	4	494	455	22
Future Vol, veh/h	11	7	4	494	455	22
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	50	50	90	90	90	90
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	22	14	4	549	506	24

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1075	518	530	0	-	0
Stage 1	518	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	245	562	1048	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	244	562	1048	-	-	-
Mov Cap-2 Maneuver	244	-	-	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1048	-	313	-	-
HCM Lane V/C Ratio	0.004	-	0.115	-	-
HCM Control Delay (s)	8.4	0	18	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Cherokee Street DRI #2724  
 12: Cherokee Street & Dogwood Drive

existing p.m.

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	1	15	0	17	0	505	26	16	457	1
Future Vol, veh/h	1	0	1	15	0	17	0	505	26	16	457	1
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	73	73	73	91	91	91	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	2	0	2	21	0	23	0	555	29	17	497	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1113	1116	498	1103	1102	570	498	0	0	584	0	0
Stage 1	532	532	-	570	570	-	-	-	-	-	-	-
Stage 2	581	584	-	533	532	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	187	209	576	190	213	525	1076	-	-	1001	-	-
Stage 1	535	529	-	510	509	-	-	-	-	-	-	-
Stage 2	503	501	-	534	529	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	176	204	576	186	208	525	1076	-	-	1001	-	-
Mov Cap-2 Maneuver	176	204	-	186	208	-	-	-	-	-	-	-
Stage 1	535	517	-	510	509	-	-	-	-	-	-	-
Stage 2	481	501	-	520	517	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.5	20	0	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1076	-	-	270	283	1001	-	-
HCM Lane V/C Ratio	-	-	-	0.015	0.155	0.017	-	-
HCM Control Delay (s)	0	-	-	18.5	20	8.7	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.1	-	-

Cherokee Street DRI #2724

13: Cherokee Street & Twelve Oaks Circle/Ben King Road

existing p.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (veh/h)	5	7	16	292	16	127	12	422	86	75	405	5
Future Volume (veh/h)	5	7	16	292	16	127	12	422	86	75	405	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	6	8	18	344	19	149	13	444	91	82	445	5
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.95	0.95	0.95	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	2	1	2	2
Cap, veh/h	11	14	32	403	22	377	406	631	129	358	848	10
Arrive On Green	0.03	0.03	0.03	0.24	0.24	0.24	0.02	0.42	0.42	0.06	0.46	0.46
Sat Flow, veh/h	321	428	962	1706	94	1598	1810	1506	309	1795	1846	21
Grp Volume(v), veh/h	32	0	0	363	0	149	13	0	535	82	0	450
Grp Sat Flow(s),veh/h/ln	1711	0	0	1800	0	1598	1810	0	1815	1795	0	1867
Q Serve(g_s), s	1.3	0.0	0.0	13.6	0.0	5.5	0.3	0.0	17.1	1.8	0.0	12.1
Cycle Q Clear(g_c), s	1.3	0.0	0.0	13.6	0.0	5.5	0.3	0.0	17.1	1.8	0.0	12.1
Prop In Lane	0.19		0.56	0.95		1.00	1.00		0.17	1.00		0.01
Lane Grp Cap(c), veh/h	57	0	0	425	0	377	406	0	760	358	0	858
V/C Ratio(X)	0.57	0.00	0.00	0.85	0.00	0.40	0.03	0.00	0.70	0.23	0.00	0.52
Avail Cap(c_a), veh/h	437	0	0	498	0	442	506	0	760	384	0	858
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.6	0.0	0.0	25.8	0.0	22.7	12.0	0.0	16.9	12.4	0.0	13.6
Incr Delay (d2), s/veh	8.6	0.0	0.0	12.1	0.0	0.7	0.0	0.0	5.4	0.3	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	6.9	0.0	2.0	0.1	0.0	7.6	0.7	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	0.0	0.0	37.8	0.0	23.3	12.0	0.0	22.3	12.7	0.0	15.9
LnGrp LOS	D	A	A	D	A	C	B	A	C	B	A	B
Approach Vol, veh/h		32			512			548				532
Approach Delay, s/veh		42.2			33.6			22.1				15.4
Approach LOS		D			C			C				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	34.0		6.8	5.6	36.9		21.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	29.5		18.0	5.0	29.5		19.5				
Max Q Clear Time (g_c+I1), s	3.8	19.1		3.3	2.3	14.1		15.6				
Green Ext Time (p_c), s	0.0	2.6		0.1	0.0	2.5		1.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				23.9								
HCM 6th LOS				C								

Cherokee Street DRI #2724

14: Big Shanty Drive/Shirley Drive & Cherokee Street

existing p.m.

Intersection												
Int Delay, s/veh	48.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	214	51	104	564	1	62	1	203	2	5	18
Future Vol, veh/h	4	214	51	104	564	1	62	1	203	2	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	77	77	77	71	71	71	63	63	63
Heavy Vehicles, %	0	2	2	2	2	0	2	0	2	0	0	0
Mvmt Flow	5	293	70	135	732	1	87	1	286	3	8	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	733	0	0	363	0	0	1359	1341	328	1485	1376	733
Stage 1	-	-	-	-	-	-	338	338	-	1003	1003	-
Stage 2	-	-	-	-	-	-	1021	1003	-	482	373	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.12	6.5	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.518	4	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	881	-	-	1196	-	-	126	154	713	104	146	424
Stage 1	-	-	-	-	-	-	676	644	-	294	322	-
Stage 2	-	-	-	-	-	-	285	322	-	569	622	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	881	-	-	1196	-	-	95	124	713	52	117	424
Mov Cap-2 Maneuver	-	-	-	-	-	-	95	124	-	52	117	-
Stage 1	-	-	-	-	-	-	671	639	-	292	260	-
Stage 2	-	-	-	-	-	-	208	260	-	338	618	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.3			208.2			27.1		
HCM LOS							F			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	281	881	-	-	1196	-	-	202
HCM Lane V/C Ratio	1.333	0.006	-	-	0.113	-	-	0.196
HCM Control Delay (s)	208.2	9.1	0	-	8.4	0	-	27.1
HCM Lane LOS	F	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	19.1	0	-	-	0.4	-	-	0.7

Cherokee Street DRI #2724  
 18: McCollum Parkway & Big Shanty Road

existing p.m.

Intersection												
Int Delay, s/veh	15.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	15	214	0	0	442	233	73	186	31	0	0	0
Future Vol, veh/h	15	214	0	0	442	233	73	186	31	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	92	92	90	90	85	85	85	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	235	0	0	491	259	86	219	36	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	750	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	859	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	859	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

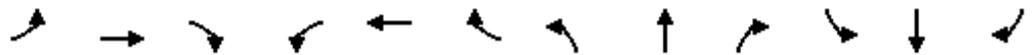
Approach	EB	WB	NB
HCM Control Delay, s	0.6	0	59.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	376	859	-	-	-
HCM Lane V/C Ratio	0.907	0.019	-	-	-
HCM Control Delay (s)	59.6	9.3	0	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	9.3	0.1	-	-	-

Cherokee Street DRI #2724

15: S. Main Street/N. Main Street & J O Stephenson Avenue/Cherokee Street

existing p.m.

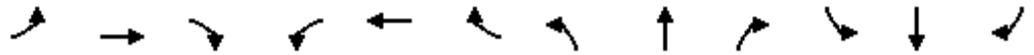


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	5	26	162	17	400	9	819	95	129	406	5
Future Volume (veh/h)	3	5	26	162	17	400	9	819	95	129	406	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1885	1885	1885	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	7	37	193	20	476	10	871	101	140	441	5
Peak Hour Factor	0.71	0.71	0.71	0.84	0.84	0.84	0.94	0.94	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	2	1	1	1	2	2	2	2	2
Cap, veh/h	80	52	275	423	20	473	523	912	773	203	1095	12
Arrive On Green	0.20	0.20	0.20	0.06	0.31	0.31	0.49	0.49	0.49	0.06	0.59	0.59
Sat Flow, veh/h	909	260	1377	1781	65	1543	951	1870	1585	1781	1846	21
Grp Volume(v), veh/h	4	0	44	193	0	496	10	871	101	140	0	446
Grp Sat Flow(s),veh/h/ln	909	0	1637	1781	0	1607	951	1870	1585	1781	0	1867
Q Serve(g_s), s	0.0	0.0	2.0	5.1	0.0	27.6	0.5	40.2	3.1	3.3	0.0	11.5
Cycle Q Clear(g_c), s	18.0	0.0	2.0	5.1	0.0	27.6	2.5	40.2	3.1	3.3	0.0	11.5
Prop In Lane	1.00		0.84	1.00		0.96	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	80	0	327	423	0	493	523	912	773	203	0	1108
V/C Ratio(X)	0.05	0.00	0.13	0.46	0.00	1.01	0.02	0.95	0.13	0.69	0.00	0.40
Avail Cap(c_a), veh/h	80	0	327	423	0	493	523	912	773	203	0	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	29.6	27.7	0.0	31.2	13.0	22.1	12.6	20.6	0.0	9.8
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.8	0.0	42.1	0.1	20.7	0.3	9.5	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.8	1.1	0.0	16.0	0.1	21.4	1.1	1.9	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	0.0	29.8	28.4	0.0	73.3	13.1	42.8	13.0	30.1	0.0	10.9
LnGrp LOS	D	A	C	C	A	F	B	D	B	C	A	B
Approach Vol, veh/h		48			689			982			586	
Approach Delay, s/veh		31.1			60.7			39.4			15.5	
Approach LOS		C			E			D			B	
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	9.5	48.4	9.6	22.5	57.9	32.1						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5						
Max Green Setting (Gmax), s	5.0	43.9	5.1	18.0	53.4	27.6						
Max Q Clear Time (g_c+I1), s	5.3	42.2	7.1	20.0	13.5	29.6						
Green Ext Time (p_c), s	0.0	1.1	0.0	0.0	3.1	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			39.5									
HCM 6th LOS			D									

Cherokee Street DRI #2724

16: Summers Street/shopping center & S. Main Street

existing p.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	282	252	220	874	8	237	2	170	9	2	3
Future Volume (veh/h)	2	282	252	220	874	8	237	2	170	9	2	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1870	1870	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	2	297	265	250	993	9	249	2	179	13	3	4
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.95	0.95	0.95	0.70	0.70	0.70
Percent Heavy Veh, %	0	2	2	2	2	2	0	0	2	0	0	0
Cap, veh/h	160	529	472	426	1074	10	486	3	455	187	46	36
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	571	911	813	848	1851	17	1326	11	1585	347	161	127
Grp Volume(v), veh/h	2	0	562	250	0	1002	251	0	179	20	0	0
Grp Sat Flow(s),veh/h/ln	571	0	1724	848	0	1867	1337	0	1585	635	0	0
Q Serve(g_s), s	0.2	0.0	13.8	17.7	0.0	33.0	0.0	0.0	6.2	0.2	0.0	0.0
Cycle Q Clear(g_c), s	33.2	0.0	13.8	31.5	0.0	33.0	11.9	0.0	6.2	12.0	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.01	0.99		1.00	0.65		0.20
Lane Grp Cap(c), veh/h	160	0	1001	426	0	1084	489	0	455	270	0	0
V/C Ratio(X)	0.01	0.00	0.56	0.59	0.00	0.92	0.51	0.00	0.39	0.07	0.00	0.00
Avail Cap(c_a), veh/h	177	0	1053	452	0	1141	489	0	455	270	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.9	0.0	8.9	18.7	0.0	12.9	21.5	0.0	19.5	18.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	1.8	0.0	12.1	3.8	0.0	2.5	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.4	3.3	0.0	14.5	3.8	0.0	2.5	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	9.5	20.4	0.0	25.0	25.3	0.0	22.0	18.9	0.0	0.0
LnGrp LOS	C	A	A	C	A	C	C	A	C	B	A	A
Approach Vol, veh/h		564			1252			430				20
Approach Delay, s/veh		9.6			24.1			23.9				18.9
Approach LOS		A			C			C				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		43.9		24.0		43.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		41.5		19.5		41.5				
Max Q Clear Time (g_c+I1), s		13.9		35.2		14.0		35.0				
Green Ext Time (p_c), s		1.0		2.0		0.0		4.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				20.4								
HCM 6th LOS				C								

Cherokee Street DRI #2724

1: George Busbee Parkway & Shiloh Road

existing p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 				 	 			 	
Traffic Volume (veh/h)	23	443	312	4	458	34	650	619	25	43	242	43
Future Volume (veh/h)	23	443	312	4	458	34	650	619	25	43	242	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	466	328	4	503	37	756	720	29	53	299	53
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.86	0.86	0.86	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	620	1633	154	620	526	877	1703	759	341	804	141
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.25	0.48	0.48	0.04	0.27	0.27
Sat Flow, veh/h	866	1870	2790	684	1870	1585	3456	3554	1585	1781	3023	529
Grp Volume(v), veh/h	24	466	328	4	503	37	756	720	29	53	174	178
Grp Sat Flow(s),veh/h/ln	866	1870	1395	684	1870	1585	1728	1777	1585	1781	1777	1775
Q Serve(g_s), s	2.4	20.1	5.0	0.5	22.3	1.5	19.0	12.0	0.9	1.9	7.2	7.4
Cycle Q Clear(g_c), s	24.7	20.1	5.0	20.6	22.3	1.5	19.0	12.0	0.9	1.9	7.2	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	153	620	1633	154	620	526	877	1703	759	341	473	472
V/C Ratio(X)	0.16	0.75	0.20	0.03	0.81	0.07	0.86	0.42	0.04	0.16	0.37	0.38
Avail Cap(c_a), veh/h	224	773	1860	210	773	655	1123	1703	759	377	473	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	27.0	8.8	36.2	27.7	20.8	32.4	15.4	12.5	22.5	27.1	27.2
Incr Delay (d2), s/veh	0.5	3.2	0.1	0.1	5.3	0.1	5.7	0.8	0.1	0.2	2.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	9.2	1.4	0.1	10.5	0.5	8.4	4.8	0.3	0.8	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	30.2	8.9	36.3	33.1	20.8	38.1	16.2	12.6	22.7	29.3	29.5
LnGrp LOS	D	C	A	D	C	C	D	B	B	C	C	C
Approach Vol, veh/h		818			544			1505			405	
Approach Delay, s/veh		22.0			32.2			27.1			28.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	48.0		34.6	27.5	28.6		34.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	43.5		37.5	29.5	19.5		37.5				
Max Q Clear Time (g_c+I1), s	3.9	14.0		26.7	21.0	9.4		24.3				
Green Ext Time (p_c), s	0.0	5.7		3.4	2.1	1.4		2.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			26.9									
HCM 6th LOS			C									

Cherokee Street DRI #2724

4: Cherokee Street/Wade Green Road & Shiloh Road

existing p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	198	70	650	310	114	80	931	349	117	997	153
Future Volume (veh/h)	258	198	70	650	310	114	80	931	349	117	997	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	284	218	77	677	323	119	83	970	364	119	1017	156
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.96	0.96	0.96	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	495	274	232	766	743	331	230	1784	554	280	1280	571
Arrive On Green	0.16	0.15	0.15	0.22	0.21	0.21	0.05	0.35	0.35	0.06	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	3456	3554	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	284	218	77	677	323	119	83	970	364	119	1017	156
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1777	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	10.8	9.2	3.6	15.5	6.5	5.3	2.4	12.5	15.9	3.4	21.0	5.7
Cycle Q Clear(g_c), s	10.8	9.2	3.6	15.5	6.5	5.3	2.4	12.5	15.9	3.4	21.0	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	495	274	232	766	743	331	230	1784	554	280	1280	571
V/C Ratio(X)	0.57	0.79	0.33	0.88	0.43	0.36	0.36	0.54	0.66	0.42	0.79	0.27
Avail Cap(c_a), veh/h	561	411	348	823	929	414	246	1784	554	334	1280	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	33.8	31.3	30.9	28.2	27.7	18.4	21.4	22.5	16.5	23.5	18.6
Incr Delay (d2), s/veh	1.1	6.3	0.8	10.8	0.4	0.7	1.0	1.2	6.0	1.0	5.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	4.6	1.4	7.4	2.7	2.0	1.0	4.9	6.5	1.4	9.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	40.0	32.2	41.6	28.6	28.4	19.3	22.6	28.5	17.5	28.6	19.8
LnGrp LOS	C	D	C	D	C	C	B	C	C	B	C	B
Approach Vol, veh/h		579			1119			1417			1292	
Approach Delay, s/veh		31.4			36.4			23.9			26.5	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	33.1	22.6	16.5	8.7	34.0	17.5	21.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.6	26.9	19.5	18.0	5.0	29.5	16.1	21.4				
Max Q Clear Time (g_c+I1), s	5.4	17.9	17.5	11.2	4.4	23.0	12.8	8.5				
Green Ext Time (p_c), s	0.1	5.2	0.6	0.8	0.0	3.8	0.3	2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				28.9								
HCM 6th LOS				C								

Cherokee Street DRI #2724  
 5: Cherokee Street & Jiles Road

existing p.m. with mitigation

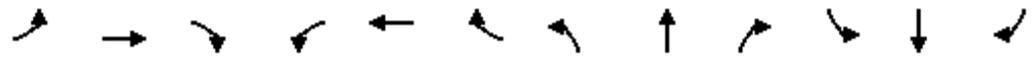


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↖↖	↖	↖	↑↑	↑↑	↘↘
Traffic Volume (veh/h)	807	234	323	588	564	1075
Future Volume (veh/h)	807	234	323	588	564	1075
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	928	269	340	619	588	1120
Peak Hour Factor	0.87	0.87	0.95	0.95	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1159	366	391	2247	1224	1604
Arrive On Green	0.23	0.23	0.22	0.63	0.34	0.34
Sat Flow, veh/h	5023	1585	1781	3647	3647	2790
Grp Volume(v), veh/h	928	269	340	619	588	1120
Grp Sat Flow(s),veh/h/ln	1674	1585	1781	1777	1777	1395
Q Serve(g_s), s	11.5	10.3	12.1	5.1	8.6	18.7
Cycle Q Clear(g_c), s	11.5	10.3	12.1	5.1	8.6	18.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1159	366	391	2247	1224	1604
V/C Ratio(X)	0.80	0.74	0.87	0.28	0.48	0.70
Avail Cap(c_a), veh/h	1291	407	474	2247	1224	1604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	23.4	24.8	5.4	16.9	9.9
Incr Delay (d2), s/veh	3.4	6.1	13.8	0.3	1.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	9.3	6.3	1.5	3.4	9.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.2	29.5	38.5	5.7	18.3	12.5
LnGrp LOS	C	C	D	A	B	B
Approach Vol, veh/h	1197			959	1708	
Approach Delay, s/veh	27.7			17.3	14.5	
Approach LOS	C			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		46.1		19.7	18.9	27.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		41.6		16.9	17.5	19.6
Max Q Clear Time (g_c+I1), s		7.1		13.5	14.1	20.7
Green Ext Time (p_c), s		4.8		1.7	0.4	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			19.3			
HCM 6th LOS			B			

Cherokee Street DRI #2724

13: Cherokee Street & Twelve Oaks Circle/Ben King Road

existing p.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (veh/h)	5	7	16	292	16	127	12	422	86	75	405	5
Future Volume (veh/h)	5	7	16	292	16	127	12	422	86	75	405	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1870	1885	1870	1870
Adj Flow Rate, veh/h	6	8	18	344	19	149	13	444	91	82	445	5
Peak Hour Factor	0.88	0.88	0.88	0.85	0.85	0.85	0.95	0.95	0.95	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	2	1	2	2
Cap, veh/h	11	14	32	403	22	377	406	631	129	358	848	10
Arrive On Green	0.03	0.03	0.03	0.24	0.24	0.24	0.02	0.42	0.42	0.06	0.46	0.46
Sat Flow, veh/h	321	428	962	1706	94	1598	1810	1506	309	1795	1846	21
Grp Volume(v), veh/h	32	0	0	363	0	149	13	0	535	82	0	450
Grp Sat Flow(s),veh/h/ln	1711	0	0	1800	0	1598	1810	0	1815	1795	0	1867
Q Serve(g_s), s	1.3	0.0	0.0	13.6	0.0	5.5	0.3	0.0	17.1	1.8	0.0	12.1
Cycle Q Clear(g_c), s	1.3	0.0	0.0	13.6	0.0	5.5	0.3	0.0	17.1	1.8	0.0	12.1
Prop In Lane	0.19		0.56	0.95		1.00	1.00		0.17	1.00		0.01
Lane Grp Cap(c), veh/h	57	0	0	425	0	377	406	0	760	358	0	858
V/C Ratio(X)	0.57	0.00	0.00	0.85	0.00	0.40	0.03	0.00	0.70	0.23	0.00	0.52
Avail Cap(c_a), veh/h	437	0	0	498	0	442	506	0	760	384	0	858
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.6	0.0	0.0	25.8	0.0	22.7	12.0	0.0	16.9	12.4	0.0	13.6
Incr Delay (d2), s/veh	8.6	0.0	0.0	12.1	0.0	0.7	0.0	0.0	5.4	0.3	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	6.9	0.0	2.0	0.1	0.0	7.6	0.7	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	0.0	0.0	37.8	0.0	23.3	12.0	0.0	22.3	12.7	0.0	15.9
LnGrp LOS	D	A	A	D	A	C	B	A	C	B	A	B
Approach Vol, veh/h		32			512			548			532	
Approach Delay, s/veh		42.2			33.6			22.1			15.4	
Approach LOS		D			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	34.0		6.8	5.6	36.9		21.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	29.5		18.0	5.0	29.5		19.5				
Max Q Clear Time (g_c+I1), s	3.8	19.1		3.3	2.3	14.1		15.6				
Green Ext Time (p_c), s	0.0	2.6		0.1	0.0	2.5		1.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				23.9								
HCM 6th LOS				C								

Cherokee Street DRI #2724

14: Big Shanty Drive/Shirley Drive & Cherokee Street

existing p.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	4	214	51	104	564	1	62	1	203	2	5	18
Future Volume (veh/h)	4	214	51	104	564	1	62	1	203	2	5	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	293	70	135	732	1	87	1	286	3	8	29
Peak Hour Factor	0.73	0.73	0.73	0.77	0.77	0.77	0.71	0.71	0.71	0.63	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	0	0	0
Cap, veh/h	61	822	194	187	837	1	153	26	353	73	123	355
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	5	1454	343	214	1481	2	283	89	1208	39	421	1214
Grp Volume(v), veh/h	368	0	0	868	0	0	374	0	0	40	0	0
Grp Sat Flow(s),veh/h/ln	1802	0	0	1697	0	0	1579	0	0	1674	0	0
Q Serve(g_s), s	0.0	0.0	0.0	21.4	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	0.0	28.4	0.0	0.0	13.8	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.01		0.19	0.16		0.00	0.23		0.76	0.07		0.72
Lane Grp Cap(c), veh/h	1077	0	0	1025	0	0	532	0	0	551	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.85	0.00	0.00	0.70	0.00	0.00	0.07	0.00	0.00
Avail Cap(c_a), veh/h	1264	0	0	1201	0	0	532	0	0	551	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.5	0.0	0.0	11.9	0.0	0.0	20.6	0.0	0.0	16.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	5.1	0.0	0.0	7.6	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	9.7	0.0	0.0	5.8	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.7	0.0	0.0	17.0	0.0	0.0	28.2	0.0	0.0	16.5	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	C	A	A	B	A	A
Approach Vol, veh/h		368			868			374				40
Approach Delay, s/veh		7.7			17.0			28.2				16.5
Approach LOS		A			B			C				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		40.3		23.0		40.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		42.5		18.5		42.5				
Max Q Clear Time (g_c+I1), s		15.8		9.0		3.1		30.4				
Green Ext Time (p_c), s		0.6		2.5		0.1		5.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.4								
HCM 6th LOS				B								

Cherokee Street DRI #2724

15: S. Main Street/N. Main Street & J O Stephenson Avenue/Cherokee Street existing p.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↖	↖	↖	↖	↖	↖	↗
Traffic Volume (veh/h)	3	5	26	162	17	400	9	819	95	129	406	5
Future Volume (veh/h)	3	5	26	162	17	400	9	819	95	129	406	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1885	1870	1885	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	7	37	193	20	476	10	871	101	140	441	5
Peak Hour Factor	0.71	0.71	0.71	0.84	0.84	0.84	0.94	0.94	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	2	1	2	1	2	2	2	2	2
Cap, veh/h	262	52	275	423	578	486	523	912	773	203	1095	12
Arrive On Green	0.20	0.20	0.20	0.06	0.31	0.31	0.49	0.49	0.49	0.06	0.59	0.59
Sat Flow, veh/h	909	260	1377	1781	1885	1585	951	1870	1585	1781	1846	21
Grp Volume(v), veh/h	4	0	44	193	20	476	10	871	101	140	0	446
Grp Sat Flow(s),veh/h/ln	909	0	1637	1781	1885	1585	951	1870	1585	1781	0	1867
Q Serve(g_s), s	0.3	0.0	2.0	5.1	0.7	26.8	0.5	40.2	3.1	3.3	0.0	11.5
Cycle Q Clear(g_c), s	0.3	0.0	2.0	5.1	0.7	26.8	2.5	40.2	3.1	3.3	0.0	11.5
Prop In Lane	1.00		0.84	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	262	0	327	423	578	486	523	912	773	203	0	1108
V/C Ratio(X)	0.02	0.00	0.13	0.46	0.03	0.98	0.02	0.95	0.13	0.69	0.00	0.40
Avail Cap(c_a), veh/h	262	0	327	423	578	486	523	912	773	203	0	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	0.0	29.6	27.7	21.9	30.9	13.0	22.1	12.6	20.6	0.0	9.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.8	0.0	35.3	0.1	20.7	0.3	9.5	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.8	1.1	0.3	14.6	0.1	21.4	1.1	1.9	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	29.8	28.4	21.9	66.3	13.1	42.8	13.0	30.1	0.0	10.9
LnGrp LOS	C	A	C	C	C	E	B	D	B	C	A	B
Approach Vol, veh/h		48			689			982			586	
Approach Delay, s/veh		29.7			54.4			39.4			15.5	
Approach LOS		C			D			D			B	
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	9.5	48.4	9.6	22.5	57.9	32.1						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5						
Max Green Setting (Gmax), s	5.0	43.9	5.1	18.0	53.4	27.6						
Max Q Clear Time (g_c+I1), s	5.3	42.2	7.1	4.0	13.5	28.8						
Green Ext Time (p_c), s	0.0	1.1	0.0	0.1	3.1	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				37.6								
HCM 6th LOS				D								

Cherokee Street DRI #2724

16: Summers Street/shopping center & S. Main Street

existing p.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↕	
Traffic Volume (veh/h)	2	282	252	220	874	8	237	2	170	9	2	3
Future Volume (veh/h)	2	282	252	220	874	8	237	2	170	9	2	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1870	1870	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	2	297	265	250	993	9	249	2	179	13	3	4
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.95	0.95	0.95	0.70	0.70	0.70
Percent Heavy Veh, %	0	2	2	2	2	2	0	0	2	0	0	0
Cap, veh/h	160	529	472	426	1074	10	486	3	455	187	46	36
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	571	911	813	848	1851	17	1326	11	1585	347	161	127
Grp Volume(v), veh/h	2	0	562	250	0	1002	251	0	179	20	0	0
Grp Sat Flow(s),veh/h/ln	571	0	1724	848	0	1867	1337	0	1585	635	0	0
Q Serve(g_s), s	0.2	0.0	13.8	17.7	0.0	33.0	0.0	0.0	6.2	0.2	0.0	0.0
Cycle Q Clear(g_c), s	33.2	0.0	13.8	31.5	0.0	33.0	11.9	0.0	6.2	12.0	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.01	0.99		1.00	0.65		0.20
Lane Grp Cap(c), veh/h	160	0	1001	426	0	1084	489	0	455	270	0	0
V/C Ratio(X)	0.01	0.00	0.56	0.59	0.00	0.92	0.51	0.00	0.39	0.07	0.00	0.00
Avail Cap(c_a), veh/h	177	0	1053	452	0	1141	489	0	455	270	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.9	0.0	8.9	18.7	0.0	12.9	21.5	0.0	19.5	18.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	1.8	0.0	12.1	3.8	0.0	2.5	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.4	3.3	0.0	14.5	3.8	0.0	2.5	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	9.5	20.4	0.0	25.0	25.3	0.0	22.0	18.9	0.0	0.0
LnGrp LOS	C	A	A	C	A	C	C	A	C	B	A	A
Approach Vol, veh/h		564			1252			430				20
Approach Delay, s/veh		9.6			24.1			23.9				18.9
Approach LOS		A			C			C				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		43.9		24.0		43.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		19.5		41.5		19.5		41.5				
Max Q Clear Time (g_c+I1), s		13.9		35.2		14.0		35.0				
Green Ext Time (p_c), s		1.0		2.0		0.0		4.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				20.4								
HCM 6th LOS				C								

## Cherokee Street DRI #2724

## 17: McCollum Parkway &amp; Ben King Road/Big Shanty Road

existing p.m. with mitigation

Intersection							
Intersection Delay, s/veh	7.0						
Intersection LOS	A						
Approach	EB		WB		NB		SB
Entry Lanes	2		2		1		1
Conflicting Circle Lanes	1		1		1		1
Adj Approach Flow, veh/h	160		699		315		269
Demand Flow Rate, veh/h	163		713		322		274
Vehicles Circulating, veh/h	316		303		268		536
Vehicles Exiting, veh/h	494		287		211		480
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	4.3		7.1		6.6		8.7
Approach LOS	A		A		A		A
Lane	Left	Right	Left	Right	Left	Left	
Designated Moves	LT	R	LT	R	LTR	LTR	
Assumed Moves	LT	R	LT	R	LTR	LTR	
RT Channelized							
Lane Util	0.761	0.239	0.638	0.362	1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.609	2.609	
Critical Headway, s	4.544	4.544	4.544	4.544	4.976	4.976	
Entry Flow, veh/h	124	39	455	258	322	274	
Cap Entry Lane, veh/h	1065	1065	1078	1078	1050	799	
Entry HV Adj Factor	0.983	0.974	0.981	0.981	0.978	0.981	
Flow Entry, veh/h	122	38	446	253	315	269	
Cap Entry, veh/h	1047	1038	1057	1057	1027	783	
V/C Ratio	0.116	0.037	0.422	0.239	0.307	0.343	
Control Delay, s/veh	4.5	3.8	8.0	5.7	6.6	8.7	
LOS	A	A	A	A	A	A	
95th %tile Queue, veh	0	0	2	1	1	2	

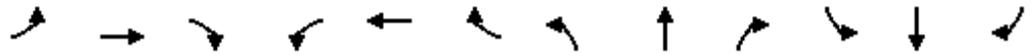
## Appendix D

### No-Build Intersection Operational Analysis

Cherokee Street DRI #2724

1: George Busbee Parkway & Shiloh Road

no-build a.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔	
Traffic Volume (veh/h)	7	418	827	24	295	26	94	78	21	64	1266	36
Future Volume (veh/h)	7	418	827	24	295	26	94	78	21	64	1266	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	435	861	29	351	31	115	95	26	66	1305	37
Peak Hour Factor	0.96	0.96	0.96	0.84	0.84	0.84	0.82	0.82	0.82	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	362	779	660	182	779	660	109	1380	616	632	1314	37
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.06	0.39	0.39	0.04	0.37	0.37
Sat Flow, veh/h	1001	1870	1585	425	1870	1585	1781	3554	1585	1781	3529	100
Grp Volume(v), veh/h	7	435	861	29	351	31	115	95	26	66	657	685
Grp Sat Flow(s),veh/h/ln	1001	1870	1585	425	1870	1585	1781	1777	1585	1781	1777	1852
Q Serve(g_s), s	0.5	15.9	37.5	5.0	12.1	1.0	5.5	1.5	0.9	2.0	33.1	33.2
Cycle Q Clear(g_c), s	12.6	15.9	37.5	20.9	12.1	1.0	5.5	1.5	0.9	2.0	33.1	33.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	362	779	660	182	779	660	109	1380	616	632	661	689
V/C Ratio(X)	0.02	0.56	1.30	0.16	0.45	0.05	1.06	0.07	0.04	0.10	0.99	0.99
Avail Cap(c_a), veh/h	362	779	660	182	779	660	109	1380	616	653	661	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	20.0	26.3	27.9	18.8	15.6	42.3	17.3	17.1	15.9	28.1	28.2
Incr Delay (d2), s/veh	0.0	0.9	147.5	0.4	0.4	0.0	102.3	0.1	0.1	0.1	33.3	32.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	6.8	40.3	0.5	5.1	0.4	5.5	0.6	0.3	0.8	19.4	20.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	20.8	173.7	28.3	19.3	15.6	144.5	17.4	17.2	15.9	61.4	61.0
LnGrp LOS	C	C	F	C	B	B	F	B	B	B	E	E
Approach Vol, veh/h		1303			411			236			1408	
Approach Delay, s/veh		121.9			19.6			79.3			59.1	
Approach LOS		F			B			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	39.5		42.0	10.0	38.0		42.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	33.9		37.5	5.5	33.5		37.5				
Max Q Clear Time (g_c+I1), s	4.0	3.5		39.5	7.5	35.2		22.9				
Green Ext Time (p_c), s	0.0	0.6		0.0	0.0	0.0		2.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			80.0									
HCM 6th LOS			F									

Cherokee Street SRI #2724

2: Wade Green Road

no-build a.m.

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑						↑↑↑				
Traffic Volume (veh/h)	0	838	0	0	0	0	0	998	0	0	0	0
Future Volume (veh/h)	0	838	0	0	0	0	0	998	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	0	1870	0				0	1870	0			
Adj Flow Rate, veh/h	0	952	0				0	1051	0			
Peak Hour Factor	0.92	0.88	0.92				0.92	0.95	0.92			
Percent Heavy Veh, %	0	2	0				0	2	0			
Cap, veh/h	0	1984	0				0	1490	0			
Arrive On Green	0.00	0.56	0.00				0.00	0.29	0.00			
Sat Flow, veh/h	0	3741	0				0	5443	0			
Grp Volume(v), veh/h	0	952	0				0	1051	0			
Grp Sat Flow(s),veh/h/ln	0	1777	0				0	1702	0			
Q Serve(g_s), s	0.0	9.7	0.0				0.0	11.0	0.0			
Cycle Q Clear(g_c), s	0.0	9.7	0.0				0.0	11.0	0.0			
Prop In Lane	0.00		0.00				0.00		0.00			
Lane Grp Cap(c), veh/h	0	1984	0				0	1490	0			
V/C Ratio(X)	0.00	0.48	0.00				0.00	0.71	0.00			
Avail Cap(c_a), veh/h	0	1984	0				0	1830	0			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(l)	0.00	1.00	0.00				0.00	1.00	0.00			
Uniform Delay (d), s/veh	0.0	8.0	0.0				0.0	18.9	0.0			
Incr Delay (d2), s/veh	0.0	0.8	0.0				0.0	1.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.2	0.0				0.0	4.1	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.8	0.0				0.0	19.9	0.0			
LnGrp LOS	A	A	A				A	B	A			
Approach Vol, veh/h		952						1051				
Approach Delay, s/veh		8.8						19.9				
Approach LOS		A						B				
Timer - Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		38.0		22.0								
Change Period (Y+Rc), s		4.5		4.5								
Max Green Setting (Gmax), s		29.5		21.5								
Max Q Clear Time (g_c+I1), s		11.7		13.0								
Green Ext Time (p_c), s		6.5		4.5								
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.6									
HCM 6th LOS			B									

Cherokee Street DRI #2724

3: Wade Green Road

no-build a.m.

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑									↑↑	
Traffic Volume (veh/h)	0	532	0	0	0	0	0	0	0	0	916	0
Future Volume (veh/h)	0	532	0	0	0	0	0	0	0	0	916	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	0							0	1870	0
Adj Flow Rate, veh/h	0	554	0							0	944	0
Peak Hour Factor	0.92	0.96	0.92							0.92	0.97	0.92
Percent Heavy Veh, %	0	2	0							0	2	0
Cap, veh/h	0	1757	0							0	1263	0
Arrive On Green	0.00	0.49	0.00							0.00	0.36	0.00
Sat Flow, veh/h	0	3741	0							0	3741	0
Grp Volume(v), veh/h	0	554	0							0	944	0
Grp Sat Flow(s),veh/h/ln	0	1777	0							0	1777	0
Q Serve(g_s), s	0.0	5.6	0.0							0.0	14.0	0.0
Cycle Q Clear(g_c), s	0.0	5.6	0.0							0.0	14.0	0.0
Prop In Lane	0.00		0.00							0.00		0.00
Lane Grp Cap(c), veh/h	0	1757	0							0	1263	0
V/C Ratio(X)	0.00	0.32	0.00							0.00	0.75	0.00
Avail Cap(c_a), veh/h	0	1757	0							0	1688	0
HCM Platoon Ratio	1.00	1.00	1.00							1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	0.00							0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	9.1	0.0							0.0	17.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0							0.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.0							0.0	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.6	0.0							0.0	18.3	0.0
LnGrp LOS	A	A	A							A	B	A
Approach Vol, veh/h		554									944	
Approach Delay, s/veh		9.6									18.3	
Approach LOS		A									B	
Timer - Assigned Phs		2									8	
Phs Duration (G+Y+Rc), s		34.2									25.8	
Change Period (Y+Rc), s		4.5									4.5	
Max Green Setting (Gmax), s		22.5									28.5	
Max Q Clear Time (g_c+I1), s		7.6									16.0	
Green Ext Time (p_c), s		3.3									5.3	
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

Cherokee Street DRI #2724

4: Cherokee Street/Wade Green Road & Shiloh Road

no-build a.m.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	391	96	272	87	34	24	746	559	248	1079	160
Future Volume (veh/h)	193	391	96	272	87	34	24	746	559	248	1079	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	430	105	302	97	38	24	754	565	253	1101	163
Peak Hour Factor	0.91	0.91	0.91	0.90	0.90	0.90	0.99	0.99	0.99	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	573	471	399	369	879	392	187	1638	508	343	1383	617
Arrive On Green	0.11	0.25	0.25	0.11	0.25	0.25	0.03	0.32	0.32	0.09	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	3456	3554	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	212	430	105	302	97	38	24	754	565	253	1101	163
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1777	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	6.9	17.8	4.2	6.8	1.7	1.5	0.7	9.4	25.5	7.4	21.8	5.6
Cycle Q Clear(g_c), s	6.9	17.8	4.2	6.8	1.7	1.5	0.7	9.4	25.5	7.4	21.8	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	573	471	399	369	879	392	187	1638	508	343	1383	617
V/C Ratio(X)	0.37	0.91	0.26	0.82	0.11	0.10	0.13	0.46	1.11	0.74	0.80	0.26
Avail Cap(c_a), veh/h	589	482	409	369	879	392	253	1638	508	343	1383	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	28.9	23.8	34.7	23.2	23.1	19.0	21.5	27.0	16.6	21.5	16.5
Incr Delay (d2), s/veh	0.4	21.6	0.3	13.4	0.1	0.1	0.3	0.9	74.1	8.1	4.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	10.4	1.6	3.5	0.7	0.5	0.3	3.7	19.5	3.6	9.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	50.5	24.2	48.1	23.2	23.2	19.3	22.5	101.1	24.7	26.3	17.6
LnGrp LOS	B	D	C	D	C	C	B	C	F	C	C	B
Approach Vol, veh/h		747			437			1343			1517	
Approach Delay, s/veh		37.8			40.4			55.5			25.1	
Approach LOS		D			D			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	30.0	13.0	24.5	6.6	35.4	13.4	24.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	25.5	8.5	20.5	5.0	28.0	9.6	19.4				
Max Q Clear Time (g_c+I1), s	9.4	27.5	8.8	19.8	2.7	23.8	8.9	3.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0	2.8	0.0	0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				39.2								
HCM 6th LOS				D								

Cherokee Street DRI #2724  
 5: Cherokee Street & Jiles Road

no-build a.m.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	960	439	177	363	792	675
Future Volume (veh/h)	960	439	177	363	792	675
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1055	482	224	459	861	734
Peak Hour Factor	0.91	0.91	0.79	0.79	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1451	458	269	2053	1280	1811
Arrive On Green	0.29	0.29	0.15	0.58	0.36	0.36
Sat Flow, veh/h	5023	1585	1781	3647	3647	2790
Grp Volume(v), veh/h	1055	482	224	459	861	734
Grp Sat Flow(s),veh/h/ln	1674	1585	1781	1777	1777	1395
Q Serve(g_s), s	12.8	19.5	8.2	4.2	13.8	8.5
Cycle Q Clear(g_c), s	12.8	19.5	8.2	4.2	13.8	8.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1451	458	269	2053	1280	1811
V/C Ratio(X)	0.73	1.05	0.83	0.22	0.67	0.41
Avail Cap(c_a), veh/h	1451	458	311	2053	1280	1811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	24.0	27.8	6.9	18.2	5.6
Incr Delay (d2), s/veh	1.9	56.6	15.5	0.3	2.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	21.9	4.5	1.4	5.7	4.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.5	80.6	43.3	7.2	21.1	6.3
LnGrp LOS	C	F	D	A	C	A
Approach Vol, veh/h	1537			683	1595	
Approach Delay, s/veh	41.4			19.0	14.3	
Approach LOS	D			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		43.5		24.0	14.7	28.8
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		39.0		19.5	11.8	22.7
Max Q Clear Time (g_c+I1), s		6.2		21.5	10.2	15.8
Green Ext Time (p_c), s		3.3		0.0	0.1	4.6
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			26.0			
HCM 6th LOS			C			

Cherokee Street DRI #2724  
6: Grant Drive & McCollum Parkway

no-build a.m.

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	571	7	2	159	0	6	0	7	3	0	0
Future Vol, veh/h	0	571	7	2	159	0	6	0	7	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	77	77	77	55	55	55	38	38	38
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	634	8	3	206	0	11	0	13	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	206	0	0	642	0	0	747	850	638	857	854	103
Stage 1	-	-	-	-	-	-	638	638	-	212	212	-
Stage 2	-	-	-	-	-	-	109	212	-	645	642	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1377	-	-	952	-	-	318	300	480	267	298	938
Stage 1	-	-	-	-	-	-	468	474	-	776	731	-
Stage 2	-	-	-	-	-	-	890	731	-	464	472	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1377	-	-	952	-	-	317	299	480	259	297	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	317	299	-	259	297	-
Stage 1	-	-	-	-	-	-	468	474	-	776	728	-
Stage 2	-	-	-	-	-	-	886	728	-	452	472	-

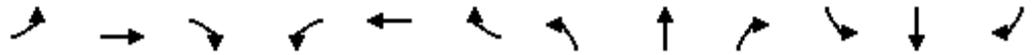
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			14.9			19.3		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	388	1377	-	-	952	-	-	259
HCM Lane V/C Ratio	0.061	-	-	-	0.003	-	-	0.03
HCM Control Delay (s)	14.9	0	-	-	8.8	0	-	19.3
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Cherokee Street DRI #2724

7: Cherokee Street & Bensman Lane/McCollum Parkway

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	34	7	30	12	126	3	396	45	506	697	8
Future Volume (veh/h)	22	34	7	30	12	126	3	396	45	506	697	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1870	1885	1870	1900
Adj Flow Rate, veh/h	37	57	12	34	13	142	4	477	54	569	783	9
Peak Hour Factor	0.60	0.60	0.60	0.89	0.89	0.89	0.83	0.83	0.83	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	2	1	2	0
Cap, veh/h	197	234	49	279	21	228	406	1335	151	773	2488	1127
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.41	0.41	0.41	0.21	0.70	0.70
Sat Flow, veh/h	1251	1522	320	1342	136	1483	696	3219	363	1795	3554	1610
Grp Volume(v), veh/h	37	0	69	34	0	155	4	262	269	569	783	9
Grp Sat Flow(s),veh/h/ln	1251	0	1842	1342	0	1618	696	1777	1805	1795	1777	1610
Q Serve(g_s), s	1.8	0.0	2.0	1.4	0.0	5.5	0.2	6.2	6.3	9.7	5.2	0.1
Cycle Q Clear(g_c), s	7.3	0.0	2.0	3.4	0.0	5.5	0.2	6.2	6.3	9.7	5.2	0.1
Prop In Lane	1.00		0.17	1.00		0.92	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	197	0	283	279	0	248	406	737	749	773	2488	1127
V/C Ratio(X)	0.19	0.00	0.24	0.12	0.00	0.62	0.01	0.36	0.36	0.74	0.31	0.01
Avail Cap(c_a), veh/h	372	0	540	466	0	474	406	737	749	962	2488	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	22.9	24.4	0.0	24.3	10.6	12.3	12.4	6.8	3.5	2.8
Incr Delay (d2), s/veh	0.5	0.0	0.4	0.2	0.0	2.6	0.0	1.3	1.3	2.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.9	0.4	0.0	2.2	0.0	2.5	2.5	2.9	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	0.0	23.3	24.6	0.0	26.9	10.6	13.7	13.7	9.1	3.9	2.8
LnGrp LOS	C	A	C	C	A	C	B	B	B	A	A	A
Approach Vol, veh/h		106			189			535			1361	
Approach Delay, s/veh		25.0			26.5			13.7			6.1	
Approach LOS		C			C			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	17.5	30.0		13.9		47.5		13.9				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	19.5	19.0		18.0		43.0		18.0				
Max Q Clear Time (g_c+I1), s	11.7	8.3		9.3		7.2		7.5				
Green Ext Time (p_c), s	1.3	2.4		0.2		6.5		0.7				

Intersection Summary

HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

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	6	0	7	1	0	2	0	410	2	1	700	0
Future Vol, veh/h	6	0	7	1	0	2	0	410	2	1	700	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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	25	25	25	95	95	95	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	9	0	10	4	0	8	0	432	2	1	805	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1023	1241	403	838	1240	217	805	0	0	434	0	0
Stage 1	807	807	-	433	433	-	-	-	-	-	-	-
Stage 2	216	434	-	405	807	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	193	176	603	262	177	794	828	-	-	1136	-	-
Stage 1	346	397	-	577	585	-	-	-	-	-	-	-
Stage 2	772	585	-	599	397	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	191	176	603	257	177	794	828	-	-	1136	-	-
Mov Cap-2 Maneuver	191	176	-	257	177	-	-	-	-	-	-	-
Stage 1	346	396	-	577	585	-	-	-	-	-	-	-
Stage 2	764	585	-	588	396	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.7		12.9		0		0	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	828	-	-	302	468	1136	-	-
HCM Lane V/C Ratio	-	-	-	0.062	0.026	0.001	-	-
HCM Control Delay (s)	0	-	-	17.7	12.9	8.2	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Cherokee Street DRI #2724  
 9: Cherokee Street & Maple Drive

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Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	9	3	0	367	681	1
Future Vol, veh/h	9	3	0	367	681	1
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	46	46	86	86	87	87
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	20	7	0	427	783	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	998	392	784	0	-	0
Stage 1	784	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	244	613	843	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	244	613	843	-	-	-
Mov Cap-2 Maneuver	244	-	-	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	807	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	843	-	287	-	-
HCM Lane V/C Ratio	-	-	0.091	-	-
HCM Control Delay (s)	0	-	18.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Cherokee Street DRI #2724  
 10: Cherokee Street & Dobbins Drive

no-build a.m.

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	13	11	2	391	614	10
Future Vol, veh/h	13	11	2	391	614	10
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	61	61	91	91	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	18	2	430	777	13

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1003	395	790	0	0
Stage 1	784	-	-	-	-
Stage 2	219	-	-	-	-
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	239	604	826	-	-
Stage 1	410	-	-	-	-
Stage 2	796	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	238	604	826	-	-
Mov Cap-2 Maneuver	238	-	-	-	-
Stage 1	409	-	-	-	-
Stage 2	796	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	826	-	330	-	-
HCM Lane V/C Ratio	0.003	-	0.119	-	-
HCM Control Delay (s)	9.4	0	17.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Cherokee Street DRI #2724  
 11: Cherokee Street & Smith Drive

no-build a.m.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	12	9	2	391	611	3
Future Vol, veh/h	12	9	2	391	611	3
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	79	79	88	88	77	77
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	15	11	2	444	794	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1022	399	798	0	0
Stage 1	796	-	-	-	-
Stage 2	226	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	235	606	833	-	-
Stage 1	410	-	-	-	-
Stage 2	796	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	234	606	833	-	-
Mov Cap-2 Maneuver	234	-	-	-	-
Stage 1	409	-	-	-	-
Stage 2	796	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	833	-	318	-	-
HCM Lane V/C Ratio	0.003	-	0.084	-	-
HCM Control Delay (s)	9.3	0	17.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Cherokee Street DRI #2724  
 12: Cherokee Street & Dogwood Drive

no-build a.m.

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	42	0	33	1	376	28	38	595	0
Future Vol, veh/h	0	0	0	42	0	33	1	376	28	38	595	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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	72	72	72	83	83	83	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	0	0	0	58	0	46	1	453	34	48	744	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1069	1329	372	940	1312	244	744	0	0	487	0	0
Stage 1	840	840	-	472	472	-	-	-	-	-	-	-
Stage 2	229	489	-	468	840	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	178	156	631	221	160	763	873	-	-	1086	-	-
Stage 1	330	384	-	547	562	-	-	-	-	-	-	-
Stage 2	759	553	-	550	384	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	158	144	631	208	148	763	873	-	-	1086	-	-
Mov Cap-2 Maneuver	158	144	-	208	148	-	-	-	-	-	-	-
Stage 1	329	355	-	546	561	-	-	-	-	-	-	-
Stage 2	712	552	-	509	355	-	-	-	-	-	-	-

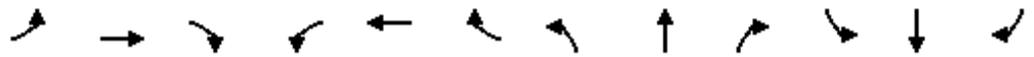
Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		22.7		0		0.8	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	873	-	-	-	306	1086	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.34	0.044	-	-
HCM Control Delay (s)	9.1	0	-	0	22.7	8.5	0.3	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.5	0.1	-	-

Cherokee Street DRI #2724

13: Cherokee Street & Twelve Oaks Circle/Ben King Road

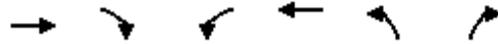
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	7	15	21	161	2	149	9	232	294	191	425	1
Future Volume (veh/h)	7	15	21	161	2	149	9	232	294	191	425	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1885	1885	1870	1900
Adj Flow Rate, veh/h	12	26	36	237	3	219	13	327	414	242	538	1
Peak Hour Factor	0.58	0.58	0.58	0.68	0.68	0.68	0.71	0.71	0.71	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	70	123	117	275	2	479	361	723	618	464	858	739
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.02	0.39	0.39	0.09	0.46	0.46
Sat Flow, veh/h	0	410	389	519	7	1598	1810	1870	1598	1795	1870	1610
Grp Volume(v), veh/h	74	0	0	240	0	219	13	327	414	242	538	1
Grp Sat Flow(s),veh/h/ln	799	0	0	525	0	1598	1810	1870	1598	1795	1870	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	6.7	0.3	7.8	12.9	4.6	13.1	0.0
Cycle Q Clear(g_c), s	18.0	0.0	0.0	18.0	0.0	6.7	0.3	7.8	12.9	4.6	13.1	0.0
Prop In Lane	0.16		0.49	0.99		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	0	0	277	0	479	361	723	618	464	858	739
V/C Ratio(X)	0.24	0.00	0.00	0.87	0.00	0.46	0.04	0.45	0.67	0.52	0.63	0.00
Avail Cap(c_a), veh/h	309	0	0	277	0	479	482	723	618	464	858	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	24.1	0.0	17.0	11.4	13.7	15.2	9.6	12.3	8.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	23.9	0.0	0.7	0.0	2.0	5.7	1.0	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	5.1	0.0	2.3	0.1	3.3	5.1	1.6	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	0.0	48.0	0.0	17.7	11.5	15.7	20.9	10.7	15.8	8.8
LnGrp LOS	B	A	A	D	A	B	B	B	C	B	B	A
Approach Vol, veh/h		74			459			754			781	
Approach Delay, s/veh		16.5			33.6			18.5			14.2	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	27.7		22.5	5.5	32.0		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.3	23.2		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	6.6	14.9		20.0	2.3	15.1		20.0				
Green Ext Time (p_c), s	0.0	2.4		0.0	0.0	2.2		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				20.2								
HCM 6th LOS				C								

Cherokee Street DRI #2724  
 14: Sardis Street & Cherokee Street

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	300	174	265	285	7	176
Future Volume (veh/h)	300	174	265	285	7	176
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	400	232	335	361	10	241
Peak Hour Factor	0.75	0.75	0.79	0.79	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	441	256	392	1118	490	436
Arrive On Green	0.40	0.40	0.14	0.60	0.28	0.28
Sat Flow, veh/h	1110	644	1781	1870	1781	1585
Grp Volume(v), veh/h	0	632	335	361	10	241
Grp Sat Flow(s),veh/h/ln	0	1754	1781	1870	1781	1585
Q Serve(g_s), s	0.0	24.1	7.2	6.8	0.3	9.2
Cycle Q Clear(g_c), s	0.0	24.1	7.2	6.8	0.3	9.2
Prop In Lane		0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	696	392	1118	490	436
V/C Ratio(X)	0.00	0.91	0.85	0.32	0.02	0.55
Avail Cap(c_a), veh/h	0	780	537	1359	490	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.1	14.5	7.1	18.7	21.9
Incr Delay (d2), s/veh	0.0	13.5	9.7	0.2	0.1	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.5	3.4	2.3	0.1	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	33.6	24.2	7.3	18.8	26.9
LnGrp LOS	A	C	C	A	B	C
Approach Vol, veh/h	632			696	251	
Approach Delay, s/veh	33.6			15.4	26.6	
Approach LOS	C			B	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		24.0	14.2	32.6		46.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		19.5	15.5	31.5		51.5
Max Q Clear Time (g_c+I1), s		11.2	9.2	26.1		8.8
Green Ext Time (p_c), s		0.5	0.6	2.1		2.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			24.5			
HCM 6th LOS			C			

Cherokee Street DRI #2724

15: S. Main Street/N. Main Street & J O Stephenson Avenue/Cherokee Street

no-build a.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	10	8	123	9	160	8	322	77	448	877	3
Future Volume (veh/h)	3	10	8	123	9	160	8	322	77	448	877	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1885	1885	1885	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	15	12	145	11	188	9	343	82	482	943	3
Peak Hour Factor	0.68	0.68	0.68	0.85	0.85	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	2	1	1	1	2	2	2	2	2
Cap, veh/h	195	71	57	322	19	328	282	740	627	691	1211	4
Arrive On Green	0.07	0.07	0.07	0.07	0.22	0.22	0.40	0.40	0.40	0.19	0.65	0.65
Sat Flow, veh/h	1193	970	776	1781	89	1522	597	1870	1585	1781	1863	6
Grp Volume(v), veh/h	4	0	27	145	0	199	9	343	82	482	0	946
Grp Sat Flow(s),veh/h/ln	1193	0	1746	1781	0	1611	597	1870	1585	1781	0	1869
Q Serve(g_s), s	0.2	0.0	1.0	4.9	0.0	7.4	0.7	9.1	2.2	9.6	0.0	24.0
Cycle Q Clear(g_c), s	0.2	0.0	1.0	4.9	0.0	7.4	7.7	9.1	2.2	9.6	0.0	24.0
Prop In Lane	1.00		0.44	1.00		0.94	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	195	0	129	322	0	347	282	740	627	691	0	1215
V/C Ratio(X)	0.02	0.00	0.21	0.45	0.00	0.57	0.03	0.46	0.13	0.70	0.00	0.78
Avail Cap(c_a), veh/h	428	0	469	322	0	662	282	740	627	831	0	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	29.2	24.7	0.0	23.5	17.1	15.0	12.9	8.7	0.0	8.3
Incr Delay (d2), s/veh	0.0	0.0	0.8	1.0	0.0	1.5	0.2	2.1	0.4	2.0	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	2.0	0.0	2.8	0.1	3.9	0.8	3.2	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	30.0	25.7	0.0	25.0	17.3	17.1	13.3	10.7	0.0	13.3
LnGrp LOS	C	A	C	C	A	C	B	B	B	B	A	B
Approach Vol, veh/h		31			344			434			1428	
Approach Delay, s/veh		29.8			25.3			16.4			12.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	17.0	31.0	9.5	9.4	48.0	18.9						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5						
Max Green Setting (Gmax), s	17.8	21.2	5.0	18.0	43.5	27.5						
Max Q Clear Time (g_c+I1), s	11.6	11.1	6.9	3.0	26.0	9.4						
Green Ext Time (p_c), s	0.9	1.7	0.0	0.1	7.2	1.1						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			B									

Cherokee Street DRI #2724

16: Summers Street/shopping center & S. Main Street

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	824	229	94	240	2	114	9	279	4	3	0
Future Volume (veh/h)	17	824	229	94	240	2	114	9	279	4	3	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1870	1870	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	18	867	241	112	286	2	128	10	313	9	7	0
Peak Hour Factor	0.95	0.95	0.95	0.84	0.84	0.84	0.89	0.89	0.89	0.44	0.44	0.44
Percent Heavy Veh, %	0	2	2	2	2	2	0	0	2	0	0	0
Cap, veh/h	769	953	265	165	1255	9	363	25	345	162	109	0
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.00
Sat Flow, veh/h	1108	1408	391	509	1855	13	1291	117	1585	438	500	0
Grp Volume(v), veh/h	18	0	1108	112	0	288	138	0	313	16	0	0
Grp Sat Flow(s),veh/h/ln	1108	0	1800	509	0	1868	1408	0	1585	939	0	0
Q Serve(g_s), s	0.5	0.0	44.0	13.5	0.0	5.0	0.0	0.0	16.4	0.1	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	44.0	57.5	0.0	5.0	7.6	0.0	16.4	7.7	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.01	0.93		1.00	0.56		0.00
Lane Grp Cap(c), veh/h	769	0	1218	165	0	1264	388	0	345	270	0	0
V/C Ratio(X)	0.02	0.00	0.91	0.68	0.00	0.23	0.36	0.00	0.91	0.06	0.00	0.00
Avail Cap(c_a), veh/h	769	0	1218	165	0	1264	388	0	345	270	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.3	0.0	11.6	37.7	0.0	5.3	29.0	0.0	32.4	26.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	10.2	10.6	0.0	0.1	2.5	0.0	29.8	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	17.1	2.8	0.0	1.6	2.7	0.0	8.9	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	0.0	21.8	48.2	0.0	5.4	31.5	0.0	62.2	26.9	0.0	0.0
LnGrp LOS	A	A	C	D	A	A	C	A	E	C	A	A
Approach Vol, veh/h		1126			400			451				16
Approach Delay, s/veh		21.6			17.4			52.8				26.9
Approach LOS		C			B			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		62.0		23.0		62.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		57.5		18.5		57.5				
Max Q Clear Time (g_c+I1), s		18.4		46.0		9.7		59.5				
Green Ext Time (p_c), s		0.0		7.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				27.8								
HCM 6th LOS				C								

Intersection							
Intersection Delay, s/veh	8.9						
Intersection LOS	A						
Approach	EB		WB		NB		SB
Entry Lanes	2		2		1		1
Conflicting Circle Lanes	1		1		1		1
Adj Approach Flow, veh/h	517		227		197		589
Demand Flow Rate, veh/h	528		232		201		601
Vehicles Circulating, veh/h	609		155		600		242
Vehicles Exiting, veh/h	234		646		537		145
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	9.6		4.1		8.1		10.4
Approach LOS	A		A		A		B
Lane	Left	Right	Left	Right	Left	Left	
Designated Moves	LT	R	LT	R	LTR	LTR	
Assumed Moves	LT	R	LT	R	LTR	LTR	
RT Channelized							
Lane Util	0.729	0.271	0.810	0.190	1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.609	2.609	
Critical Headway, s	4.544	4.544	4.544	4.544	4.976	4.976	
Entry Flow, veh/h	385	143	188	44	201	601	
Cap Entry Lane, veh/h	816	816	1233	1233	748	1078	
Entry HV Adj Factor	0.980	0.979	0.979	0.977	0.979	0.980	
Flow Entry, veh/h	377	140	184	43	197	589	
Cap Entry, veh/h	799	799	1208	1205	732	1057	
V/C Ratio	0.472	0.175	0.152	0.036	0.269	0.557	
Control Delay, s/veh	10.8	6.3	4.3	3.3	8.1	10.4	
LOS	B	A	A	A	A	B	
95th %tile Queue, veh	3	1	1	0	1	4	

Cherokee Street DRI #2724

1: George Busbee Parkway & Shiloh Road

no-build a.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	418	827	24	295	26	94	78	21	64	1266	36
Future Volume (veh/h)	7	418	827	24	295	26	94	78	21	64	1266	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	435	861	29	351	31	115	95	26	66	1305	37
Peak Hour Factor	0.96	0.96	0.96	0.84	0.84	0.84	0.82	0.82	0.82	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	505	935	126	505	428	224	1707	762	790	1651	47
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.06	0.48	0.48	0.05	0.47	0.47
Sat Flow, veh/h	1001	1870	2790	425	1870	1585	3456	3554	1585	1781	3529	100
Grp Volume(v), veh/h	7	435	861	29	351	31	115	95	26	66	657	685
Grp Sat Flow(s),veh/h/ln	1001	1870	1395	425	1870	1585	1728	1777	1585	1781	1777	1852
Q Serve(g_s), s	0.4	15.1	18.5	3.4	11.5	1.0	2.2	1.0	0.6	1.3	21.4	21.4
Cycle Q Clear(g_c), s	12.0	15.1	18.5	18.5	11.5	1.0	2.2	1.0	0.6	1.3	21.4	21.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	207	505	935	126	505	428	224	1707	762	790	831	867
V/C Ratio(X)	0.03	0.86	0.92	0.23	0.69	0.07	0.51	0.06	0.03	0.08	0.79	0.79
Avail Cap(c_a), veh/h	207	505	935	126	505	428	389	1707	762	830	831	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	23.8	21.9	33.0	22.4	18.6	31.0	9.5	9.4	8.2	15.4	15.4
Incr Delay (d2), s/veh	0.1	14.1	14.1	0.9	4.1	0.1	1.8	0.1	0.1	0.0	7.5	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.2	7.9	0.5	5.3	0.4	0.9	0.4	0.2	0.4	9.3	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	37.8	36.0	34.0	26.6	18.7	32.8	9.6	9.5	8.2	22.9	22.7
LnGrp LOS	C	D	D	C	C	B	C	A	A	A	C	C
Approach Vol, veh/h		1303			411			236			1408	
Approach Delay, s/veh		36.6			26.5			20.9			22.1	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	37.4		23.0	8.9	36.5		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	32.9		18.5	7.7	30.3		18.5				
Max Q Clear Time (g_c+I1), s	3.3	3.0		20.5	4.2	23.4		20.5				
Green Ext Time (p_c), s	0.0	0.6		0.0	0.1	4.6		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			28.2									
HCM 6th LOS			C									

Cherokee Street DRI #2724

4: Cherokee Street/Wade Green Road & Shiloh Road

no-build a.m. with mitigation

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	391	96	272	87	34	24	746	559	248	1079	160
Future Volume (veh/h)	193	391	96	272	87	34	24	746	559	248	1079	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	430	105	302	97	38	24	754	565	253	1101	163
Peak Hour Factor	0.91	0.91	0.91	0.90	0.90	0.90	0.99	0.99	0.99	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	568	477	405	373	906	404	188	1643	681	363	1446	645
Arrive On Green	0.11	0.26	0.26	0.11	0.25	0.25	0.03	0.32	0.32	0.11	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	3456	3554	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	212	430	105	302	97	38	24	754	565	253	1101	163
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1777	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	7.6	19.6	4.6	7.5	1.8	1.6	0.8	10.3	27.8	7.9	23.4	6.0
Cycle Q Clear(g_c), s	7.6	19.6	4.6	7.5	1.8	1.6	0.8	10.3	27.8	7.9	23.4	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	568	477	405	373	906	404	188	1643	681	363	1446	645
V/C Ratio(X)	0.37	0.90	0.26	0.81	0.11	0.09	0.13	0.46	0.83	0.70	0.76	0.25
Avail Cap(c_a), veh/h	574	521	442	373	978	436	245	1643	681	363	1446	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	31.7	26.1	38.3	25.1	25.0	20.5	23.7	22.2	17.4	22.4	17.2
Incr Delay (d2), s/veh	0.4	17.8	0.3	12.5	0.1	0.1	0.3	0.9	11.2	5.7	3.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	10.9	1.8	3.8	0.8	0.6	0.3	4.2	11.8	3.6	10.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	49.5	26.5	50.8	25.1	25.1	20.8	24.7	33.4	23.1	26.2	18.2
LnGrp LOS	C	D	C	D	C	C	C	C	C	C	C	B
Approach Vol, veh/h		747			437			1343			1517	
Approach Delay, s/veh		38.1			42.9			28.3			24.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	32.8	14.0	26.9	6.7	40.3	14.0	26.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.7	28.3	9.5	24.5	5.0	33.0	9.8	24.2				
Max Q Clear Time (g_c+I1), s	9.9	29.8	9.5	21.6	2.8	25.4	9.6	3.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	4.6	0.0	0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			30.4									
HCM 6th LOS			C									

Cherokee Street DRI #2724  
 5: Cherokee Street & Jiles Road

no-build a.m. with mitigation

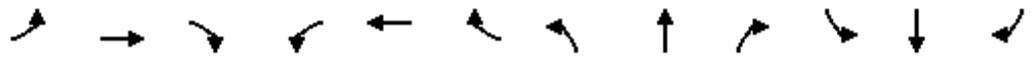


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔↔	↗	↖	↑↑	↑↑	↗↖
Traffic Volume (veh/h)	960	439	177	363	792	675
Future Volume (veh/h)	960	439	177	363	792	675
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1055	482	224	459	861	734
Peak Hour Factor	0.91	0.91	0.79	0.79	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1451	458	269	2053	1280	1811
Arrive On Green	0.29	0.29	0.15	0.58	0.36	0.36
Sat Flow, veh/h	5023	1585	1781	3647	3647	2790
Grp Volume(v), veh/h	1055	482	224	459	861	734
Grp Sat Flow(s),veh/h/ln	1674	1585	1781	1777	1777	1395
Q Serve(g_s), s	12.8	19.5	8.2	4.2	13.8	8.5
Cycle Q Clear(g_c), s	12.8	19.5	8.2	4.2	13.8	8.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1451	458	269	2053	1280	1811
V/C Ratio(X)	0.73	1.05	0.83	0.22	0.67	0.41
Avail Cap(c_a), veh/h	1451	458	311	2053	1280	1811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	24.0	27.8	6.9	18.2	5.6
Incr Delay (d2), s/veh	1.9	56.6	15.5	0.3	2.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	21.9	4.5	1.4	5.7	4.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.5	80.6	43.3	7.2	21.1	6.3
LnGrp LOS	C	F	D	A	C	A
Approach Vol, veh/h	1537			683	1595	
Approach Delay, s/veh	41.4			19.0	14.3	
Approach LOS	D			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		43.5		24.0	14.7	28.8
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		39.0		19.5	11.8	22.7
Max Q Clear Time (g_c+I1), s		6.2		21.5	10.2	15.8
Green Ext Time (p_c), s		3.3		0.0	0.1	4.6
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			26.0			
HCM 6th LOS			C			

Cherokee Street DRI #2724

13: Cherokee Street & Twelve Oaks Circle/Ben King Road

no-build a.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	7	15	21	161	2	149	9	232	294	191	425	1
Future Volume (veh/h)	7	15	21	161	2	149	9	232	294	191	425	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1885	1885	1870	1900
Adj Flow Rate, veh/h	12	26	36	237	3	219	13	327	414	242	538	1
Peak Hour Factor	0.58	0.58	0.58	0.68	0.68	0.68	0.71	0.71	0.71	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	70	123	117	275	2	479	361	723	618	464	858	739
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.02	0.39	0.39	0.09	0.46	0.46
Sat Flow, veh/h	0	410	389	519	7	1598	1810	1870	1598	1795	1870	1610
Grp Volume(v), veh/h	74	0	0	240	0	219	13	327	414	242	538	1
Grp Sat Flow(s),veh/h/ln	799	0	0	525	0	1598	1810	1870	1598	1795	1870	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	6.7	0.3	7.8	12.9	4.6	13.1	0.0
Cycle Q Clear(g_c), s	18.0	0.0	0.0	18.0	0.0	6.7	0.3	7.8	12.9	4.6	13.1	0.0
Prop In Lane	0.16		0.49	0.99		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	0	0	277	0	479	361	723	618	464	858	739
V/C Ratio(X)	0.24	0.00	0.00	0.87	0.00	0.46	0.04	0.45	0.67	0.52	0.63	0.00
Avail Cap(c_a), veh/h	309	0	0	277	0	479	482	723	618	464	858	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	24.1	0.0	17.0	11.4	13.7	15.2	9.6	12.3	8.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	23.9	0.0	0.7	0.0	2.0	5.7	1.0	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	5.1	0.0	2.3	0.1	3.3	5.1	1.6	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	0.0	48.0	0.0	17.7	11.5	15.7	20.9	10.7	15.8	8.8
LnGrp LOS	B	A	A	D	A	B	B	B	C	B	B	A
Approach Vol, veh/h		74			459			754			781	
Approach Delay, s/veh		16.5			33.6			18.5			14.2	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	27.7		22.5	5.5	32.0		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.3	23.2		18.0	5.0	23.5		18.0				
Max Q Clear Time (g_c+I1), s	6.6	14.9		20.0	2.3	15.1		20.0				
Green Ext Time (p_c), s	0.0	2.4		0.0	0.0	2.2		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				20.2								
HCM 6th LOS				C								

Cherokee Street DRI #2724

14: Sardis Street & Cherokee Street

no-build a.m. with mitigation



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Volume (veh/h)	300	174	265	285	7	176
Future Volume (veh/h)	300	174	265	285	7	176
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	400	232	335	361	10	241
Peak Hour Factor	0.75	0.75	0.79	0.79	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	441	256	392	1118	490	436
Arrive On Green	0.40	0.40	0.14	0.60	0.28	0.28
Sat Flow, veh/h	1110	644	1781	1870	1781	1585
Grp Volume(v), veh/h	0	632	335	361	10	241
Grp Sat Flow(s),veh/h/ln	0	1754	1781	1870	1781	1585
Q Serve(g_s), s	0.0	24.1	7.2	6.8	0.3	9.2
Cycle Q Clear(g_c), s	0.0	24.1	7.2	6.8	0.3	9.2
Prop In Lane		0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	696	392	1118	490	436
V/C Ratio(X)	0.00	0.91	0.85	0.32	0.02	0.55
Avail Cap(c_a), veh/h	0	780	537	1359	490	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.1	14.5	7.1	18.7	21.9
Incr Delay (d2), s/veh	0.0	13.5	9.7	0.2	0.1	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.5	3.4	2.3	0.1	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	33.6	24.2	7.3	18.8	26.9
LnGrp LOS	A	C	C	A	B	C
Approach Vol, veh/h	632			696	251	
Approach Delay, s/veh	33.6			15.4	26.6	
Approach LOS	C			B	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		24.0	14.2	32.6		46.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		19.5	15.5	31.5		51.5
Max Q Clear Time (g_c+I1), s		11.2	9.2	26.1		8.8
Green Ext Time (p_c), s		0.5	0.6	2.1		2.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			24.5			
HCM 6th LOS			C			

Cherokee Street DRI #2724

15: S. Main Street/N. Main Street & J O Stephenson Avenue/Cherokee Street - build a.m. with mitigation

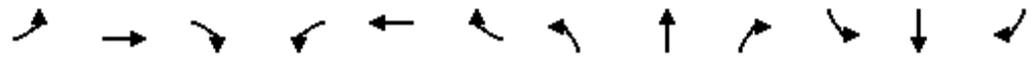


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	10	8	123	9	160	8	322	77	448	877	3
Future Volume (veh/h)	3	10	8	123	9	160	8	322	77	448	877	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1885	1870	1885	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	15	12	145	11	188	9	343	82	482	943	3
Peak Hour Factor	0.68	0.68	0.68	0.85	0.85	0.85	0.94	0.94	0.94	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	2	1	2	1	2	2	2	2	2
Cap, veh/h	195	71	57	322	406	639	282	740	745	691	1211	4
Arrive On Green	0.07	0.07	0.07	0.07	0.22	0.22	0.40	0.40	0.40	0.19	0.65	0.65
Sat Flow, veh/h	1193	970	776	1781	1885	1585	597	1870	1585	1781	1863	6
Grp Volume(v), veh/h	4	0	27	145	11	188	9	343	82	482	0	946
Grp Sat Flow(s),veh/h/ln	1193	0	1746	1781	1885	1585	597	1870	1585	1781	0	1869
Q Serve(g_s), s	0.2	0.0	1.0	4.9	0.3	5.4	0.7	9.1	1.9	9.6	0.0	24.0
Cycle Q Clear(g_c), s	0.2	0.0	1.0	4.9	0.3	5.4	7.7	9.1	1.9	9.6	0.0	24.0
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	195	0	129	322	406	639	282	740	745	691	0	1215
V/C Ratio(X)	0.02	0.00	0.21	0.45	0.03	0.29	0.03	0.46	0.11	0.70	0.00	0.78
Avail Cap(c_a), veh/h	428	0	469	322	775	948	282	740	745	831	0	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	29.2	24.7	20.7	13.5	17.1	15.0	9.9	8.7	0.0	8.3
Incr Delay (d2), s/veh	0.0	0.0	0.8	1.0	0.0	0.3	0.2	2.1	0.3	2.0	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	2.0	0.1	1.8	0.1	3.9	0.7	3.2	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	30.0	25.7	20.7	13.8	17.3	17.1	10.2	10.7	0.0	13.3
LnGrp LOS	C	A	C	C	C	B	B	B	B	B	A	B
Approach Vol, veh/h		31			344			434			1428	
Approach Delay, s/veh		29.8			19.0			15.8			12.4	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	17.0	31.0	9.5	9.4	48.0	18.9						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5						
Max Green Setting (Gmax), s	17.8	21.2	5.0	18.0	43.5	27.5						
Max Q Clear Time (g_c+I1), s	11.6	11.1	6.9	3.0	26.0	7.4						
Green Ext Time (p_c), s	0.9	1.7	0.0	0.1	7.2	0.6						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									

Cherokee Street DRI #2724

16: Summers Street/shopping center & S. Main Street

no-build a.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	824	229	94	240	2	114	9	279	4	3	0
Future Volume (veh/h)	17	824	229	94	240	2	114	9	279	4	3	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1870	1870	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	18	867	241	112	286	2	128	10	313	9	7	0
Peak Hour Factor	0.95	0.95	0.95	0.84	0.84	0.84	0.89	0.89	0.89	0.44	0.44	0.44
Percent Heavy Veh, %	0	2	2	2	2	2	0	0	2	0	0	0
Cap, veh/h	769	953	265	165	1255	9	363	25	345	162	109	0
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.00
Sat Flow, veh/h	1108	1408	391	509	1855	13	1291	117	1585	438	500	0
Grp Volume(v), veh/h	18	0	1108	112	0	288	138	0	313	16	0	0
Grp Sat Flow(s),veh/h/ln	1108	0	1800	509	0	1868	1408	0	1585	939	0	0
Q Serve(g_s), s	0.5	0.0	44.0	13.5	0.0	5.0	0.0	0.0	16.4	0.1	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	44.0	57.5	0.0	5.0	7.6	0.0	16.4	7.7	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.01	0.93		1.00	0.56		0.00
Lane Grp Cap(c), veh/h	769	0	1218	165	0	1264	388	0	345	270	0	0
V/C Ratio(X)	0.02	0.00	0.91	0.68	0.00	0.23	0.36	0.00	0.91	0.06	0.00	0.00
Avail Cap(c_a), veh/h	769	0	1218	165	0	1264	388	0	345	270	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.3	0.0	11.6	37.7	0.0	5.3	29.0	0.0	32.4	26.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	10.2	10.6	0.0	0.1	2.5	0.0	29.8	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	17.1	2.8	0.0	1.6	2.7	0.0	8.9	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	0.0	21.8	48.2	0.0	5.4	31.5	0.0	62.2	26.9	0.0	0.0
LnGrp LOS	A	A	C	D	A	A	C	A	E	C	A	A
Approach Vol, veh/h		1126			400			451				16
Approach Delay, s/veh		21.6			17.4			52.8				26.9
Approach LOS		C			B			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		62.0		23.0		62.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		57.5		18.5		57.5				
Max Q Clear Time (g_c+I1), s		18.4		46.0		9.7		59.5				
Green Ext Time (p_c), s		0.0		7.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				27.8								
HCM 6th LOS				C								

Cherokee Street DRI #2724

1: George Busbee Parkway & Shiloh Road

no-build p.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	489	344	4	506	38	718	683	28	47	267	47
Future Volume (veh/h)	25	489	344	4	506	38	718	683	28	47	267	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	504	355	4	544	41	816	776	32	57	322	57
Peak Hour Factor	0.97	0.97	0.97	0.93	0.93	0.93	0.88	0.88	0.88	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	538	456	76	538	456	796	2001	892	229	464	81
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.45	0.56	0.56	0.04	0.15	0.15
Sat Flow, veh/h	830	1870	1585	643	1870	1585	1781	3554	1585	1781	3023	529
Grp Volume(v), veh/h	26	504	355	4	544	41	816	776	32	57	188	191
Grp Sat Flow(s),veh/h/ln	830	1870	1585	643	1870	1585	1781	1777	1585	1781	1777	1775
Q Serve(g_s), s	0.0	31.5	24.7	0.7	34.5	2.3	53.6	14.6	1.1	3.2	12.0	12.3
Cycle Q Clear(g_c), s	34.5	31.5	24.7	32.3	34.5	2.3	53.6	14.6	1.1	3.2	12.0	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	60	538	456	76	538	456	796	2001	892	229	272	272
V/C Ratio(X)	0.43	0.94	0.78	0.05	1.01	0.09	1.03	0.39	0.04	0.25	0.69	0.70
Avail Cap(c_a), veh/h	60	538	456	76	538	456	796	2001	892	254	272	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.0	41.7	39.3	57.4	42.7	31.3	33.2	14.7	11.7	40.6	48.1	48.2
Incr Delay (d2), s/veh	4.9	24.3	8.4	0.3	41.7	0.1	38.6	0.6	0.1	0.6	13.4	14.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	18.0	10.6	0.1	22.0	0.9	30.9	6.0	0.4	1.5	6.3	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	66.0	47.6	57.7	84.5	31.4	71.8	15.2	11.8	41.2	61.5	62.3
LnGrp LOS	E	E	D	E	F	C	F	B	B	D	E	E
Approach Vol, veh/h		885			589			1624			436	
Approach Delay, s/veh		58.6			80.6			43.6			59.2	
Approach LOS		E			F			D			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	72.1		39.0	58.1	22.9		39.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.1	65.9		34.5	53.6	18.4		34.5				
Max Q Clear Time (g_c+I1), s	5.2	16.6		36.5	55.6	14.3		36.5				
Green Ext Time (p_c), s	0.0	6.7		0.0	0.0	0.8		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			55.4									
HCM 6th LOS			E									

Cherokee Street SRI #2724

2: Wade Green Road

no build p.m.

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑						↑↑↑				
Traffic Volume (veh/h)	0	805	0	0	0	0	0	850	0	0	0	0
Future Volume (veh/h)	0	805	0	0	0	0	0	850	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	0	1870	0				0	1870	0			
Adj Flow Rate, veh/h	0	875	0				0	988	0			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.86	0.92			
Percent Heavy Veh, %	0	2	0				0	2	0			
Cap, veh/h	0	2006	0				0	1458	0			
Arrive On Green	0.00	0.56	0.00				0.00	0.29	0.00			
Sat Flow, veh/h	0	3741	0				0	5443	0			
Grp Volume(v), veh/h	0	875	0				0	988	0			
Grp Sat Flow(s),veh/h/ln	0	1777	0				0	1702	0			
Q Serve(g_s), s	0.0	8.5	0.0				0.0	10.3	0.0			
Cycle Q Clear(g_c), s	0.0	8.5	0.0				0.0	10.3	0.0			
Prop In Lane	0.00		0.00				0.00		0.00			
Lane Grp Cap(c), veh/h	0	2006	0				0	1458	0			
V/C Ratio(X)	0.00	0.44	0.00				0.00	0.68	0.00			
Avail Cap(c_a), veh/h	0	2006	0				0	1915	0			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	1.00	0.00			
Uniform Delay (d), s/veh	0.0	7.5	0.0				0.0	19.0	0.0			
Incr Delay (d2), s/veh	0.0	0.7	0.0				0.0	0.6	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.7	0.0				0.0	3.8	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.2	0.0				0.0	19.6	0.0			
LnGrp LOS	A	A	A				A	B	A			
Approach Vol, veh/h		875						988				
Approach Delay, s/veh		8.2						19.6				
Approach LOS		A						B				
Timer - Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		38.4		21.6								
Change Period (Y+Rc), s		4.5		4.5								
Max Green Setting (Gmax), s		28.5		22.5								
Max Q Clear Time (g_c+I1), s		10.5		12.3								
Green Ext Time (p_c), s		6.0		4.8								
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									

Cherokee Street DRI #2724

3: Wade Green Road

no-build p.m.

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑									↑↑	
Traffic Volume (veh/h)	0	949	0	0	0	0	0	0	0	0	1266	0
Future Volume (veh/h)	0	949	0	0	0	0	0	0	0	0	1266	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	0							0	1870	0
Adj Flow Rate, veh/h	0	978	0							0	1319	0
Peak Hour Factor	0.92	0.97	0.92							0.92	0.96	0.92
Percent Heavy Veh, %	0	2	0							0	2	0
Cap, veh/h	0	1457	0							0	1564	0
Arrive On Green	0.00	0.41	0.00							0.00	0.44	0.00
Sat Flow, veh/h	0	3741	0							0	3741	0
Grp Volume(v), veh/h	0	978	0							0	1319	0
Grp Sat Flow(s),veh/h/ln	0	1777	0							0	1777	0
Q Serve(g_s), s	0.0	13.4	0.0							0.0	19.8	0.0
Cycle Q Clear(g_c), s	0.0	13.4	0.0							0.0	19.8	0.0
Prop In Lane	0.00		0.00							0.00		0.00
Lane Grp Cap(c), veh/h	0	1457	0							0	1564	0
V/C Ratio(X)	0.00	0.67	0.00							0.00	0.84	0.00
Avail Cap(c_a), veh/h	0	1457	0							0	1688	0
HCM Platoon Ratio	1.00	1.00	1.00							1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	0.00							0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	14.4	0.0							0.0	15.0	0.0
Incr Delay (d2), s/veh	0.0	2.5	0.0							0.0	3.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.2	0.0							0.0	7.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.9	0.0							0.0	18.8	0.0
LnGrp LOS	A	B	A							A	B	A
Approach Vol, veh/h		978									1319	
Approach Delay, s/veh		16.9									18.8	
Approach LOS		B									B	
Timer - Assigned Phs		2									8	
Phs Duration (G+Y+Rc), s		29.1									30.9	
Change Period (Y+Rc), s		4.5									4.5	
Max Green Setting (Gmax), s		22.5									28.5	
Max Q Clear Time (g_c+I1), s		15.4									21.8	
Green Ext Time (p_c), s		3.7									4.6	
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			18.0									
HCM 6th LOS			B									

Cherokee Street DRI #2724

4: Cherokee Street/Wade Green Road & Shiloh Road

no-build p.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	219	77	718	342	126	88	1028	385	129	1101	169
Future Volume (veh/h)	285	219	77	718	342	126	88	1028	385	129	1101	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	306	235	83	733	349	129	90	1049	393	130	1112	171
Peak Hour Factor	0.93	0.93	0.93	0.98	0.98	0.98	0.98	0.98	0.98	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	506	289	245	798	771	344	201	1705	529	266	1242	554
Arrive On Green	0.17	0.15	0.15	0.23	0.22	0.22	0.05	0.33	0.33	0.07	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	3456	3554	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	306	235	83	733	349	129	90	1049	393	130	1112	171
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1777	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	11.9	10.3	3.9	17.5	7.2	5.9	2.8	14.5	18.5	4.0	25.0	6.6
Cycle Q Clear(g_c), s	11.9	10.3	3.9	17.5	7.2	5.9	2.8	14.5	18.5	4.0	25.0	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	506	289	245	798	771	344	201	1705	529	266	1242	554
V/C Ratio(X)	0.60	0.81	0.34	0.92	0.45	0.38	0.45	0.62	0.74	0.49	0.90	0.31
Avail Cap(c_a), veh/h	584	399	338	798	825	368	214	1705	529	286	1242	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	34.5	31.8	31.7	28.7	28.2	20.9	23.6	24.9	18.2	26.0	20.0
Incr Delay (d2), s/veh	1.4	8.8	0.8	15.6	0.4	0.7	1.6	1.7	9.1	1.4	10.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	5.3	1.5	8.8	3.0	2.2	1.2	5.9	8.0	1.7	11.8	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	43.3	32.7	47.3	29.1	28.9	22.5	25.2	34.0	19.6	36.2	21.5
LnGrp LOS	C	D	C	D	C	C	C	C	C	B	D	C
Approach Vol, veh/h		624			1211			1532			1413	
Approach Delay, s/veh		32.8			40.1			27.3			32.9	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	32.7	24.0	17.5	8.9	34.0	18.7	22.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.7	27.8	19.5	18.0	5.0	29.5	17.9	19.6				
Max Q Clear Time (g_c+I1), s	6.0	20.5	19.5	12.3	4.8	27.0	13.9	9.2				
Green Ext Time (p_c), s	0.0	4.7	0.0	0.8	0.0	1.8	0.4	2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				32.9								
HCM 6th LOS				C								

Cherokee Street DRI #2724  
 5: Cherokee Street & Jiles Road

no-build p.m.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶↶	↷	↶	↶↶	↶↶	↷↷
Traffic Volume (veh/h)	891	258	357	649	623	1187
Future Volume (veh/h)	891	258	357	649	623	1187
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1001	290	368	669	636	1211
Peak Hour Factor	0.89	0.89	0.97	0.97	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1214	383	413	2273	1237	1645
Arrive On Green	0.24	0.24	0.23	0.64	0.35	0.35
Sat Flow, veh/h	5023	1585	1781	3647	3647	2790
Grp Volume(v), veh/h	1001	290	368	669	636	1211
Grp Sat Flow(s),veh/h/ln	1674	1585	1781	1777	1777	1395
Q Serve(g_s), s	14.3	12.9	15.1	6.3	10.8	23.8
Cycle Q Clear(g_c), s	14.3	12.9	15.1	6.3	10.8	23.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1214	383	413	2273	1237	1645
V/C Ratio(X)	0.82	0.76	0.89	0.29	0.51	0.74
Avail Cap(c_a), veh/h	1334	421	490	2273	1237	1645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	26.6	28.1	6.1	19.6	11.3
Incr Delay (d2), s/veh	4.0	7.1	16.2	0.3	1.5	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	11.5	8.0	2.0	4.5	11.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.2	33.7	44.4	6.4	21.1	14.2
LnGrp LOS	C	C	D	A	C	B
Approach Vol, veh/h	1291			1037	1847	
Approach Delay, s/veh	31.8			19.9	16.6	
Approach LOS	C			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		52.9		22.8	22.1	30.8
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		48.4		20.1	20.8	23.1
Max Q Clear Time (g_c+I1), s		8.3		16.3	17.1	25.8
Green Ext Time (p_c), s		5.4		2.0	0.4	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			22.1			
HCM 6th LOS			C			

Cherokee Street DRI #2724  
6: Grant Drive & McCollum Parkway

no-build p.m.

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	2	306	9	6	500	6	8	0	4	8	1	6
Future Vol, veh/h	2	306	9	6	500	6	8	0	4	8	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	84	84	84	39	39	39	81	81	81
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	340	10	7	595	7	21	0	10	10	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	602	0	0	350	0	0	661	965	345	967	967	301
Stage 1	-	-	-	-	-	-	349	349	-	613	613	-
Stage 2	-	-	-	-	-	-	312	616	-	354	354	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	985	-	-	1220	-	-	365	257	702	223	256	701
Stage 1	-	-	-	-	-	-	671	637	-	451	486	-
Stage 2	-	-	-	-	-	-	679	485	-	667	634	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	985	-	-	1220	-	-	357	254	702	218	253	701
Mov Cap-2 Maneuver	-	-	-	-	-	-	357	254	-	218	253	-
Stage 1	-	-	-	-	-	-	669	635	-	450	482	-
Stage 2	-	-	-	-	-	-	664	481	-	655	632	-

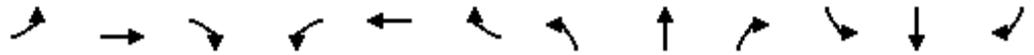
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			14.1			17.6		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	427	985	-	-	1220	-	-	305
HCM Lane V/C Ratio	0.072	0.002	-	-	0.006	-	-	0.061
HCM Control Delay (s)	14.1	8.7	0	-	8	0	-	17.6
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Cherokee Street DRI #2724

7: Cherokee Street & Bensman Lane/McCollum Parkway

no-build p.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	47	10	52	68	352	13	517	38	245	492	86
Future Volume (veh/h)	66	47	10	52	68	352	13	517	38	245	492	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1870	1885	1870	1900
Adj Flow Rate, veh/h	70	50	11	59	77	400	13	533	39	253	507	89
Peak Hour Factor	0.94	0.94	0.94	0.88	0.88	0.88	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	2	1	2	0
Cap, veh/h	164	490	108	528	86	446	398	1118	82	505	1866	845
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.33	0.33	0.33	0.12	0.52	0.52
Sat Flow, veh/h	932	1508	332	1352	264	1374	835	3358	245	1795	3554	1610
Grp Volume(v), veh/h	70	0	61	59	0	477	13	282	290	253	507	89
Grp Sat Flow(s),veh/h/ln	932	0	1840	1352	0	1638	835	1777	1826	1795	1777	1610
Q Serve(g_s), s	2.9	0.0	1.4	1.9	0.0	16.6	0.6	7.5	7.6	5.1	4.7	1.7
Cycle Q Clear(g_c), s	19.5	0.0	1.4	3.3	0.0	16.6	0.6	7.5	7.6	5.1	4.7	1.7
Prop In Lane	1.00		0.18	1.00		0.84	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	164	0	598	528	0	532	398	592	608	505	1866	845
V/C Ratio(X)	0.43	0.00	0.10	0.11	0.00	0.90	0.03	0.48	0.48	0.50	0.27	0.11
Avail Cap(c_a), veh/h	164	0	598	528	0	532	398	592	608	520	1866	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	14.1	15.3	0.0	19.3	13.6	15.9	15.9	10.4	7.9	7.2
Incr Delay (d2), s/veh	1.7	0.0	0.1	0.1	0.0	17.7	0.2	2.7	2.7	0.8	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.5	0.6	0.0	8.2	0.1	3.2	3.3	1.8	1.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	0.0	14.2	15.4	0.0	37.0	13.7	18.6	18.5	11.2	8.3	7.4
LnGrp LOS	C	A	B	B	A	D	B	B	B	B	A	A
Approach Vol, veh/h		131			536			585				849
Approach Delay, s/veh		23.1			34.6			18.5				9.0
Approach LOS		C			C			B				A
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.5	24.5		24.0		36.0		24.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	7.5	19.5		19.5		31.5		19.5				
Max Q Clear Time (g_c+I1), s	7.1	9.6		21.5		6.7		18.6				
Green Ext Time (p_c), s	0.0	2.5		0.0		3.9		0.3				

Intersection Summary

HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

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	8	1	4	9	0	4	3	501	7	7	545	10
Future Vol, veh/h	8	1	4	9	0	4	3	501	7	7	545	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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	43	43	43	99	99	99	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	11	1	5	21	0	9	3	506	7	8	592	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	873	1133	302	829	1135	257	603	0	0	513	0	0
Stage 1	614	614	-	516	516	-	-	-	-	-	-	-
Stage 2	259	519	-	313	619	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	248	205	700	266	204	748	984	-	-	1063	-	-
Stage 1	451	486	-	515	538	-	-	-	-	-	-	-
Stage 2	729	536	-	678	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	242	202	700	260	201	748	984	-	-	1063	-	-
Mov Cap-2 Maneuver	242	202	-	260	201	-	-	-	-	-	-	-
Stage 1	449	481	-	513	536	-	-	-	-	-	-	-
Stage 2	717	534	-	664	478	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.9		17.2		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	984	-	-	297	325	1063	-
HCM Lane V/C Ratio	0.003	-	-	0.058	0.093	0.007	-
HCM Control Delay (s)	8.7	0	-	17.9	17.2	8.4	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-

Cherokee Street DRI #2724  
 9: Cherokee Street & Maple Drive

no-build p.m.

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	4	1	3	496	481	11
Future Vol, veh/h	4	1	3	496	481	11
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	42	42	92	92	90	90
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	10	2	3	539	534	12

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	816	273	546	0	0
Stage 1	540	-	-	-	-
Stage 2	276	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	319	731	1033	-	-
Stage 1	554	-	-	-	-
Stage 2	752	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	318	731	1033	-	-
Mov Cap-2 Maneuver	318	-	-	-	-
Stage 1	552	-	-	-	-
Stage 2	752	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1033	-	359	-	-
HCM Lane V/C Ratio	0.003	-	0.033	-	-
HCM Control Delay (s)	8.5	0	15.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Cherokee Street DRI #2724  
 10: Cherokee Street & Dobbins Drive

no-build p.m.

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	20	8	8	499	485	18
Future Vol, veh/h	20	8	8	499	485	18
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	64	64	92	92	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	13	9	542	533	20

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	832	277	553	0	-	0
Stage 1	543	-	-	-	-	-
Stage 2	289	-	-	-	-	-
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	308	720	1013	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	304	720	1013	-	-	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1013	-	364	-	-
HCM Lane V/C Ratio	0.009	-	0.12	-	-
HCM Control Delay (s)	8.6	0.1	16.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Cherokee Street DRI #2724  
 11: Cherokee Street & Smith Drive

no-build p.m.

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	12	8	4	545	502	24
Future Vol, veh/h	12	8	4	545	502	24
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	50	50	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	24	16	4	592	546	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	863	286	572	0	-	0
Stage 1	559	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	298	717	1011	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	296	717	1011	-	-	-
Mov Cap-2 Maneuver	296	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1011	-	387	-	-
HCM Lane V/C Ratio	0.004	-	0.103	-	-
HCM Control Delay (s)	8.6	0	15.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Cherokee Street DRI #2724  
 12: Cherokee Street & Dogwood Drive

no-build p.m.

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	1	17	0	19	0	558	29	18	505	1
Future Vol, veh/h	1	0	1	17	0	19	0	558	29	18	505	1
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	74	74	74	93	93	93	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	2	0	2	23	0	26	0	600	31	19	537	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	876	1207	269	923	1192	316	538	0	0	631	0	0
Stage 1	576	576	-	616	616	-	-	-	-	-	-	-
Stage 2	300	631	-	307	576	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	246	185	735	228	189	686	1040	-	-	961	-	-
Stage 1	475	505	-	450	485	-	-	-	-	-	-	-
Stage 2	690	477	-	683	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	232	180	735	223	184	686	1040	-	-	961	-	-
Mov Cap-2 Maneuver	232	180	-	223	184	-	-	-	-	-	-	-
Stage 1	475	491	-	450	485	-	-	-	-	-	-	-
Stage 2	664	477	-	662	491	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.3	17.1	0	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1040	-	-	353	346	961	-
HCM Lane V/C Ratio	-	-	-	0.011	0.141	0.02	-
HCM Control Delay (s)	0	-	-	15.3	17.1	8.8	0.1
HCM Lane LOS	A	-	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.1	-

Cherokee Street DRI #2724

13: Cherokee Street & Twelve Oaks Circle/Ben King Road

no-build p.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	6	8	18	322	18	140	13	466	95	83	447	6
Future Volume (veh/h)	6	8	18	322	18	140	13	466	95	83	447	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1885	1885	1870	1900
Adj Flow Rate, veh/h	7	9	20	370	21	161	13	480	98	89	481	6
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.97	0.97	0.97	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	12	15	34	440	25	413	346	719	615	356	801	689
Arrive On Green	0.04	0.04	0.04	0.26	0.26	0.26	0.02	0.38	0.38	0.06	0.43	0.43
Sat Flow, veh/h	333	428	951	1703	97	1598	1810	1870	1598	1795	1870	1610
Grp Volume(v), veh/h	36	0	0	391	0	161	13	480	98	89	481	6
Grp Sat Flow(s),veh/h/ln	1712	0	0	1800	0	1598	1810	1870	1598	1795	1870	1610
Q Serve(g_s), s	1.4	0.0	0.0	14.2	0.0	5.7	0.3	14.6	2.8	2.0	13.6	0.1
Cycle Q Clear(g_c), s	1.4	0.0	0.0	14.2	0.0	5.7	0.3	14.6	2.8	2.0	13.6	0.1
Prop In Lane	0.19		0.56	0.95		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	0	0	465	0	413	346	719	615	356	801	689
V/C Ratio(X)	0.58	0.00	0.00	0.84	0.00	0.39	0.04	0.67	0.16	0.25	0.60	0.01
Avail Cap(c_a), veh/h	447	0	0	588	0	522	448	719	615	380	801	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	0.0	24.2	0.0	21.1	13.3	17.5	13.9	12.8	15.2	11.3
Incr Delay (d2), s/veh	8.4	0.0	0.0	8.6	0.0	0.6	0.0	4.9	0.6	0.4	3.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	6.8	0.0	2.1	0.1	6.7	1.0	0.7	6.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.0	0.0	32.8	0.0	21.7	13.3	22.4	14.4	13.1	18.5	11.3
LnGrp LOS	D	A	A	C	A	C	B	C	B	B	B	B
Approach Vol, veh/h		36			552			591			576	
Approach Delay, s/veh		41.1			29.6			20.9			17.6	
Approach LOS		D			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	31.0		7.0	5.6	34.0		22.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	26.5		18.0	5.0	26.5		22.5				
Max Q Clear Time (g_c+I1), s	4.0	16.6		3.4	2.3	15.6		16.2				
Green Ext Time (p_c), s	0.0	2.4		0.1	0.0	2.3		1.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				22.9								
HCM 6th LOS				C								

Cherokee Street DRI #2724  
 14: Sardis Street & Cherokee Street

no-build p.m.

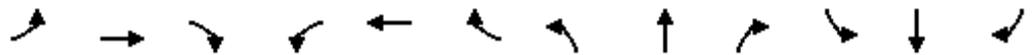


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	236	56	115	623	68	224
Future Volume (veh/h)	236	56	115	623	68	224
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	315	75	146	789	93	307
Peak Hour Factor	0.75	0.75	0.79	0.79	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	470	112	415	913	614	546
Arrive On Green	0.32	0.32	0.08	0.49	0.34	0.34
Sat Flow, veh/h	1460	348	1781	1870	1781	1585
Grp Volume(v), veh/h	0	390	146	789	93	307
Grp Sat Flow(s),veh/h/ln	0	1808	1781	1870	1781	1585
Q Serve(g_s), s	0.0	10.0	2.7	20.1	1.9	8.5
Cycle Q Clear(g_c), s	0.0	10.0	2.7	20.1	1.9	8.5
Prop In Lane		0.19	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	581	415	913	614	546
V/C Ratio(X)	0.00	0.67	0.35	0.86	0.15	0.56
Avail Cap(c_a), veh/h	0	724	484	1132	614	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	15.8	10.7	12.2	12.2	14.3
Incr Delay (d2), s/veh	0.0	1.7	0.5	6.0	0.5	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.9	0.9	8.0	0.8	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	17.5	11.2	18.2	12.7	18.5
LnGrp LOS	A	B	B	B	B	B
Approach Vol, veh/h	390			935	400	
Approach Delay, s/veh	17.5			17.1	17.1	
Approach LOS	B			B	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		23.0	8.9	21.8		30.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.5	6.5	21.5		32.5
Max Q Clear Time (g_c+I1), s		10.5	4.7	12.0		22.1
Green Ext Time (p_c), s		0.9	0.1	1.7		4.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			17.2			
HCM 6th LOS			B			

Cherokee Street DRI #2724

15: S. Main Street/N. Main Street & J O Stephenson Avenue/Cherokee Street

no-build p.m.

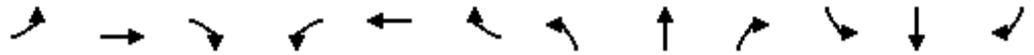


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	6	29	179	19	442	10	904	105	142	448	6
Future Volume (veh/h)	3	6	29	179	19	442	10	904	105	142	448	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1885	1885	1885	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	8	41	208	22	514	10	942	109	151	477	6
Peak Hour Factor	0.71	0.71	0.71	0.86	0.86	0.86	0.96	0.96	0.96	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	2	1	1	1	2	2	2	2	2
Cap, veh/h	80	53	274	419	20	473	495	912	773	179	1094	14
Arrive On Green	0.20	0.20	0.20	0.06	0.31	0.31	0.49	0.49	0.49	0.06	0.59	0.59
Sat Flow, veh/h	876	267	1371	1781	66	1542	920	1870	1585	1781	1843	23
Grp Volume(v), veh/h	4	0	49	208	0	536	10	942	109	151	0	483
Grp Sat Flow(s),veh/h/ln	876	0	1638	1781	0	1608	920	1870	1585	1781	0	1866
Q Serve(g_s), s	0.0	0.0	2.2	5.1	0.0	27.6	0.5	43.9	3.4	3.6	0.0	12.8
Cycle Q Clear(g_c), s	18.0	0.0	2.2	5.1	0.0	27.6	3.8	43.9	3.4	3.6	0.0	12.8
Prop In Lane	1.00		0.84	1.00		0.96	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	80	0	328	419	0	493	495	912	773	179	0	1107
V/C Ratio(X)	0.05	0.00	0.15	0.50	0.00	1.09	0.02	1.03	0.14	0.84	0.00	0.44
Avail Cap(c_a), veh/h	80	0	328	419	0	493	495	912	773	179	0	1107
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	29.7	28.3	0.0	31.2	13.7	23.0	12.7	21.0	0.0	10.0
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.9	0.0	66.2	0.1	38.5	0.4	29.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.9	1.5	0.0	19.3	0.1	27.4	1.2	2.9	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	0.0	29.9	29.2	0.0	97.4	13.8	61.5	13.1	50.0	0.0	11.3
LnGrp LOS	D	A	C	C	A	F	B	F	B	D	A	B
Approach Vol, veh/h		53			744			1061				634
Approach Delay, s/veh		31.1			78.3			56.1				20.5
Approach LOS		C			E			E				C
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	9.5	48.4	9.6	22.5	57.9	32.1						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5						
Max Green Setting (Gmax), s	5.0	43.9	5.1	18.0	53.4	27.6						
Max Q Clear Time (g_c+I1), s	5.6	45.9	7.1	20.0	14.8	29.6						
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	3.5	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			53.1									
HCM 6th LOS			D									

Cherokee Street DRI #2724

16: Summers Street/shopping center & S. Main Street

no-build p.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	311	278	243	965	9	262	2	188	10	2	3
Future Volume (veh/h)	2	311	278	243	965	9	262	2	188	10	2	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1870	1870	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	2	321	287	270	1072	10	270	2	194	14	3	4
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.97	0.97	0.97	0.70	0.70	0.70
Percent Heavy Veh, %	0	2	2	2	2	2	0	0	2	0	0	0
Cap, veh/h	130	562	502	415	1142	11	449	3	443	144	33	26
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	530	910	814	813	1850	17	1312	10	1585	270	119	92
Grp Volume(v), veh/h	2	0	608	270	0	1082	272	0	194	21	0	0
Grp Sat Flow(s),veh/h/ln	530	0	1724	813	0	1867	1322	0	1585	480	0	0
Q Serve(g_s), s	0.3	0.0	18.3	25.7	0.0	46.2	0.0	0.0	8.8	0.3	0.0	0.0
Cycle Q Clear(g_c), s	46.5	0.0	18.3	44.0	0.0	46.2	17.1	0.0	8.8	17.3	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.01	0.99		1.00	0.67		0.19
Lane Grp Cap(c), veh/h	130	0	1064	415	0	1153	452	0	443	203	0	0
V/C Ratio(X)	0.02	0.00	0.57	0.65	0.00	0.94	0.60	0.00	0.44	0.10	0.00	0.00
Avail Cap(c_a), veh/h	145	0	1112	437	0	1205	452	0	443	203	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.4	0.0	9.9	22.9	0.0	15.2	28.9	0.0	25.9	24.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	3.2	0.0	13.5	5.8	0.0	3.1	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	6.2	5.0	0.0	20.8	5.8	0.0	3.6	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	0.0	10.5	26.1	0.0	28.7	34.7	0.0	29.0	25.5	0.0	0.0
LnGrp LOS	D	A	B	C	A	C	C	A	C	C	A	A
Approach Vol, veh/h		610			1352			466				21
Approach Delay, s/veh		10.6			28.2			32.3				25.5
Approach LOS		B			C			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.0		58.6		29.0		58.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		24.5		56.5		24.5		56.5				
Max Q Clear Time (g_c+I1), s		19.1		48.5		19.3		48.2				
Green Ext Time (p_c), s		1.1		2.7		0.0		5.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				24.6								
HCM 6th LOS				C								

Intersection							
Intersection Delay, s/veh	8.1						
Intersection LOS	A						
Approach	EB		WB		NB		SB
Entry Lanes	2		2		1		1
Conflicting Circle Lanes	1		1		1		1
Adj Approach Flow, veh/h	177		780		368		289
Demand Flow Rate, veh/h	180		795		376		294
Vehicles Circulating, veh/h	341		354		292		612
Vehicles Exiting, veh/h	565		314		229		537
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	4.5		8.4		7.5		10.2
Approach LOS	A		A		A		B
Lane	Left	Right	Left	Right	Left	Left	
Designated Moves	LT	R	LT	R	LTR	LTR	
Assumed Moves	LT	R	LT	R	LTR	LTR	
RT Channelized							
Lane Util	0.761	0.239	0.650	0.350	1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.609	2.609	
Critical Headway, s	4.544	4.544	4.544	4.544	4.976	4.976	
Entry Flow, veh/h	137	43	517	278	376	294	
Cap Entry Lane, veh/h	1041	1041	1029	1029	1024	739	
Entry HV Adj Factor	0.983	0.977	0.981	0.982	0.979	0.981	
Flow Entry, veh/h	135	42	507	273	368	289	
Cap Entry, veh/h	1023	1017	1009	1010	1003	725	
V/C Ratio	0.132	0.041	0.502	0.270	0.367	0.398	
Control Delay, s/veh	4.7	3.9	9.6	6.2	7.5	10.2	
LOS	A	A	A	A	A	B	
95th %tile Queue, veh	0	0	3	1	2	2	

Cherokee Street DRI #2724

1: George Busbee Parkway & Shiloh Road

no-build p.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	489	344	4	506	38	718	683	28	47	267	47
Future Volume (veh/h)	25	489	344	4	506	38	718	683	28	47	267	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	504	355	4	544	41	816	776	32	57	322	57
Peak Hour Factor	0.97	0.97	0.97	0.93	0.93	0.93	0.88	0.88	0.88	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	623	1658	147	623	528	903	1601	714	330	709	124
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.26	0.45	0.45	0.05	0.23	0.23
Sat Flow, veh/h	830	1870	2790	643	1870	1585	3456	3554	1585	1781	3023	529
Grp Volume(v), veh/h	26	504	355	4	544	41	816	776	32	57	188	191
Grp Sat Flow(s),veh/h/ln	830	1870	1395	643	1870	1585	1728	1777	1585	1781	1777	1775
Q Serve(g_s), s	2.4	19.4	4.7	0.5	21.6	1.4	18.0	12.1	0.9	1.9	7.1	7.3
Cycle Q Clear(g_c), s	24.0	19.4	4.7	19.9	21.6	1.4	18.0	12.1	0.9	1.9	7.1	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	141	623	1658	147	623	528	903	1601	714	330	417	416
V/C Ratio(X)	0.18	0.81	0.21	0.03	0.87	0.08	0.90	0.48	0.04	0.17	0.45	0.46
Avail Cap(c_a), veh/h	143	629	1666	149	629	533	942	1601	714	374	417	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	24.0	7.4	33.1	24.7	18.0	28.2	15.2	12.1	21.1	25.8	25.9
Incr Delay (d2), s/veh	0.6	7.8	0.1	0.1	12.8	0.1	11.7	1.1	0.1	0.2	3.5	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	9.4	1.2	0.1	11.2	0.5	8.6	4.8	0.3	0.8	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	31.8	7.5	33.1	37.6	18.1	39.9	16.3	12.3	21.4	29.3	29.5
LnGrp LOS	D	C	A	C	D	B	D	B	B	C	C	C
Approach Vol, veh/h		885			589			1624			436	
Approach Delay, s/veh		22.2			36.2			28.0			28.4	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	40.0		30.8	25.1	23.0		30.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	34.5		26.5	21.5	18.5		26.5				
Max Q Clear Time (g_c+I1), s	3.9	14.1		26.0	20.0	9.3		23.6				
Green Ext Time (p_c), s	0.0	5.6		0.3	0.6	1.5		1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			28.0									
HCM 6th LOS			C									

Cherokee Street DRI #2724

4: Cherokee Street/Wade Green Road & Shiloh Road

no-build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	219	77	718	342	126	88	1028	385	129	1101	169
Future Volume (veh/h)	285	219	77	718	342	126	88	1028	385	129	1101	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	306	235	83	733	349	129	90	1049	393	130	1112	171
Peak Hour Factor	0.93	0.93	0.93	0.98	0.98	0.98	0.98	0.98	0.98	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	506	289	245	798	771	344	201	1705	529	266	1242	554
Arrive On Green	0.17	0.15	0.15	0.23	0.22	0.22	0.05	0.33	0.33	0.07	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	3456	3554	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	306	235	83	733	349	129	90	1049	393	130	1112	171
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1777	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	11.9	10.3	3.9	17.5	7.2	5.9	2.8	14.5	18.5	4.0	25.0	6.6
Cycle Q Clear(g_c), s	11.9	10.3	3.9	17.5	7.2	5.9	2.8	14.5	18.5	4.0	25.0	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	506	289	245	798	771	344	201	1705	529	266	1242	554
V/C Ratio(X)	0.60	0.81	0.34	0.92	0.45	0.38	0.45	0.62	0.74	0.49	0.90	0.31
Avail Cap(c_a), veh/h	584	399	338	798	825	368	214	1705	529	286	1242	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	34.5	31.8	31.7	28.7	28.2	20.9	23.6	24.9	18.2	26.0	20.0
Incr Delay (d2), s/veh	1.4	8.8	0.8	15.6	0.4	0.7	1.6	1.7	9.1	1.4	10.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	5.3	1.5	8.8	3.0	2.2	1.2	5.9	8.0	1.7	11.8	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	43.3	32.7	47.3	29.1	28.9	22.5	25.2	34.0	19.6	36.2	21.5
LnGrp LOS	C	D	C	D	C	C	C	C	C	B	D	C
Approach Vol, veh/h		624			1211			1532			1413	
Approach Delay, s/veh		32.8			40.1			27.3			32.9	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	32.7	24.0	17.5	8.9	34.0	18.7	22.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.7	27.8	19.5	18.0	5.0	29.5	17.9	19.6				
Max Q Clear Time (g_c+I1), s	6.0	20.5	19.5	12.3	4.8	27.0	13.9	9.2				
Green Ext Time (p_c), s	0.0	4.7	0.0	0.8	0.0	1.8	0.4	2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				32.9								
HCM 6th LOS				C								

Cherokee Street DRI #2724  
 5: Cherokee Street & Jiles Road

no-build p.m. with mitigation

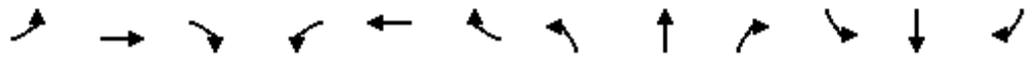


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	891	258	357	649	623	1187
Future Volume (veh/h)	891	258	357	649	623	1187
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1001	290	368	669	636	1211
Peak Hour Factor	0.89	0.89	0.97	0.97	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1214	383	413	2273	1237	1645
Arrive On Green	0.24	0.24	0.23	0.64	0.35	0.35
Sat Flow, veh/h	5023	1585	1781	3647	3647	2790
Grp Volume(v), veh/h	1001	290	368	669	636	1211
Grp Sat Flow(s),veh/h/ln	1674	1585	1781	1777	1777	1395
Q Serve(g_s), s	14.3	12.9	15.1	6.3	10.8	23.8
Cycle Q Clear(g_c), s	14.3	12.9	15.1	6.3	10.8	23.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1214	383	413	2273	1237	1645
V/C Ratio(X)	0.82	0.76	0.89	0.29	0.51	0.74
Avail Cap(c_a), veh/h	1334	421	490	2273	1237	1645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	26.6	28.1	6.1	19.6	11.3
Incr Delay (d2), s/veh	4.0	7.1	16.2	0.3	1.5	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	11.5	8.0	2.0	4.5	11.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.2	33.7	44.4	6.4	21.1	14.2
LnGrp LOS	C	C	D	A	C	B
Approach Vol, veh/h	1291			1037	1847	
Approach Delay, s/veh	31.8			19.9	16.6	
Approach LOS	C			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		52.9		22.8	22.1	30.8
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		48.4		20.1	20.8	23.1
Max Q Clear Time (g_c+I1), s		8.3		16.3	17.1	25.8
Green Ext Time (p_c), s		5.4		2.0	0.4	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			22.1			
HCM 6th LOS			C			

Cherokee Street DRI #2724

13: Cherokee Street & Twelve Oaks Circle/Ben King Road

no-build p.m. with mitigation

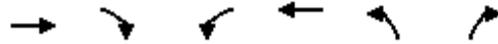


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	6	8	18	322	18	140	13	466	95	83	447	6
Future Volume (veh/h)	6	8	18	322	18	140	13	466	95	83	447	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1885	1885	1870	1900
Adj Flow Rate, veh/h	7	9	20	370	21	161	13	480	98	89	481	6
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.97	0.97	0.97	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	12	15	34	440	25	413	346	719	615	356	801	689
Arrive On Green	0.04	0.04	0.04	0.26	0.26	0.26	0.02	0.38	0.38	0.06	0.43	0.43
Sat Flow, veh/h	333	428	951	1703	97	1598	1810	1870	1598	1795	1870	1610
Grp Volume(v), veh/h	36	0	0	391	0	161	13	480	98	89	481	6
Grp Sat Flow(s),veh/h/ln	1712	0	0	1800	0	1598	1810	1870	1598	1795	1870	1610
Q Serve(g_s), s	1.4	0.0	0.0	14.2	0.0	5.7	0.3	14.6	2.8	2.0	13.6	0.1
Cycle Q Clear(g_c), s	1.4	0.0	0.0	14.2	0.0	5.7	0.3	14.6	2.8	2.0	13.6	0.1
Prop In Lane	0.19		0.56	0.95		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	0	0	465	0	413	346	719	615	356	801	689
V/C Ratio(X)	0.58	0.00	0.00	0.84	0.00	0.39	0.04	0.67	0.16	0.25	0.60	0.01
Avail Cap(c_a), veh/h	447	0	0	588	0	522	448	719	615	380	801	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	0.0	24.2	0.0	21.1	13.3	17.5	13.9	12.8	15.2	11.3
Incr Delay (d2), s/veh	8.4	0.0	0.0	8.6	0.0	0.6	0.0	4.9	0.6	0.4	3.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	6.8	0.0	2.1	0.1	6.7	1.0	0.7	6.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.0	0.0	32.8	0.0	21.7	13.3	22.4	14.4	13.1	18.5	11.3
LnGrp LOS	D	A	A	C	A	C	B	C	B	B	B	B
Approach Vol, veh/h		36			552			591			576	
Approach Delay, s/veh		41.1			29.6			20.9			17.6	
Approach LOS		D			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	31.0		7.0	5.6	34.0		22.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	26.5		18.0	5.0	26.5		22.5				
Max Q Clear Time (g_c+I1), s	4.0	16.6		3.4	2.3	15.6		16.2				
Green Ext Time (p_c), s	0.0	2.4		0.1	0.0	2.3		1.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				22.9								
HCM 6th LOS				C								

Cherokee Street DRI #2724

14: Sardis Street & Cherokee Street

no-build p.m. with mitigation



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	236	56	115	623	68	224
Future Volume (veh/h)	236	56	115	623	68	224
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	315	75	146	789	93	307
Peak Hour Factor	0.75	0.75	0.79	0.79	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	470	112	415	913	614	546
Arrive On Green	0.32	0.32	0.08	0.49	0.34	0.34
Sat Flow, veh/h	1460	348	1781	1870	1781	1585
Grp Volume(v), veh/h	0	390	146	789	93	307
Grp Sat Flow(s),veh/h/ln	0	1808	1781	1870	1781	1585
Q Serve(g_s), s	0.0	10.0	2.7	20.1	1.9	8.5
Cycle Q Clear(g_c), s	0.0	10.0	2.7	20.1	1.9	8.5
Prop In Lane		0.19	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	581	415	913	614	546
V/C Ratio(X)	0.00	0.67	0.35	0.86	0.15	0.56
Avail Cap(c_a), veh/h	0	724	484	1132	614	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	15.8	10.7	12.2	12.2	14.3
Incr Delay (d2), s/veh	0.0	1.7	0.5	6.0	0.5	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.9	0.9	8.0	0.8	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	17.5	11.2	18.2	12.7	18.5
LnGrp LOS	A	B	B	B	B	B
Approach Vol, veh/h	390			935	400	
Approach Delay, s/veh	17.5			17.1	17.1	
Approach LOS	B			B	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		23.0	8.9	21.8		30.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.5	6.5	21.5		32.5
Max Q Clear Time (g_c+I1), s		10.5	4.7	12.0		22.1
Green Ext Time (p_c), s		0.9	0.1	1.7		4.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			17.2			
HCM 6th LOS			B			

Cherokee Street DRI #2724

15: S. Main Street/N. Main Street & J O Stephenson Avenue/Cherokee Street - build p.m. with mitigation

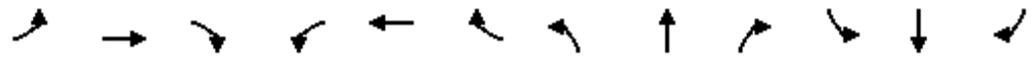


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	6	29	179	19	442	10	904	105	142	448	6
Future Volume (veh/h)	3	6	29	179	19	442	10	904	105	142	448	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1885	1870	1885	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	8	41	208	22	514	10	942	109	151	477	6
Peak Hour Factor	0.71	0.71	0.71	0.86	0.86	0.86	0.96	0.96	0.96	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	2	1	2	1	2	2	2	2	2
Cap, veh/h	242	51	260	394	548	546	517	961	899	182	1133	14
Arrive On Green	0.19	0.19	0.19	0.05	0.29	0.29	0.51	0.51	0.51	0.05	0.61	0.61
Sat Flow, veh/h	876	267	1371	1781	1885	1585	920	1870	1585	1781	1843	23
Grp Volume(v), veh/h	4	0	49	208	22	514	10	942	109	151	0	483
Grp Sat Flow(s),veh/h/ln	876	0	1638	1781	1885	1585	920	1870	1585	1781	0	1866
Q Serve(g_s), s	0.4	0.0	2.4	5.1	0.8	27.6	0.5	46.9	3.0	3.6	0.0	12.8
Cycle Q Clear(g_c), s	0.4	0.0	2.4	5.1	0.8	27.6	3.7	46.9	3.0	3.6	0.0	12.8
Prop In Lane	1.00		0.84	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	242	0	310	394	548	546	517	961	899	182	0	1147
V/C Ratio(X)	0.02	0.00	0.16	0.53	0.04	0.94	0.02	0.98	0.12	0.83	0.00	0.42
Avail Cap(c_a), veh/h	242	0	310	394	548	546	517	961	899	182	0	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	32.2	31.2	24.2	30.2	13.0	22.6	9.5	22.3	0.0	9.5
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.3	0.0	24.9	0.1	24.7	0.3	26.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.0	1.9	0.4	14.7	0.1	25.5	1.1	3.0	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	32.4	32.5	24.2	55.2	13.0	47.3	9.8	48.4	0.0	10.6
LnGrp LOS	C	A	C	C	C	E	B	D	A	D	A	B
Approach Vol, veh/h		53			744			1061				634
Approach Delay, s/veh		32.3			47.9			43.1				19.6
Approach LOS		C			D			D				B
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	9.6	53.3	9.6	22.5	62.9	32.1						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5						
Max Green Setting (Gmax), s	5.1	48.8	5.1	18.0	58.4	27.6						
Max Q Clear Time (g_c+I1), s	5.6	48.9	7.1	4.4	14.8	29.6						
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	3.5	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			38.4									
HCM 6th LOS			D									

Cherokee Street DRI #2724

16: Summers Street/shopping center & S. Main Street

no-build p.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	311	278	243	965	9	262	2	188	10	2	3
Future Volume (veh/h)	2	311	278	243	965	9	262	2	188	10	2	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1870	1870	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	2	321	287	270	1072	10	270	2	194	14	3	4
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.97	0.97	0.97	0.70	0.70	0.70
Percent Heavy Veh, %	0	2	2	2	2	2	0	0	2	0	0	0
Cap, veh/h	130	562	502	415	1142	11	449	3	443	144	33	26
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	530	910	814	813	1850	17	1312	10	1585	270	119	92
Grp Volume(v), veh/h	2	0	608	270	0	1082	272	0	194	21	0	0
Grp Sat Flow(s),veh/h/ln	530	0	1724	813	0	1867	1322	0	1585	480	0	0
Q Serve(g_s), s	0.3	0.0	18.3	25.7	0.0	46.2	0.0	0.0	8.8	0.3	0.0	0.0
Cycle Q Clear(g_c), s	46.5	0.0	18.3	44.0	0.0	46.2	17.1	0.0	8.8	17.3	0.0	0.0
Prop In Lane	1.00		0.47	1.00		0.01	0.99		1.00	0.67		0.19
Lane Grp Cap(c), veh/h	130	0	1064	415	0	1153	452	0	443	203	0	0
V/C Ratio(X)	0.02	0.00	0.57	0.65	0.00	0.94	0.60	0.00	0.44	0.10	0.00	0.00
Avail Cap(c_a), veh/h	145	0	1112	437	0	1205	452	0	443	203	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.4	0.0	9.9	22.9	0.0	15.2	28.9	0.0	25.9	24.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	3.2	0.0	13.5	5.8	0.0	3.1	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	6.2	5.0	0.0	20.8	5.8	0.0	3.6	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	0.0	10.5	26.1	0.0	28.7	34.7	0.0	29.0	25.5	0.0	0.0
LnGrp LOS	D	A	B	C	A	C	C	A	C	C	A	A
Approach Vol, veh/h		610			1352			466				21
Approach Delay, s/veh		10.6			28.2			32.3				25.5
Approach LOS		B			C			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.0		58.6		29.0		58.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		24.5		56.5		24.5		56.5				
Max Q Clear Time (g_c+I1), s		19.1		48.5		19.3		48.2				
Green Ext Time (p_c), s		1.1		2.7		0.0		5.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				24.6								
HCM 6th LOS				C								

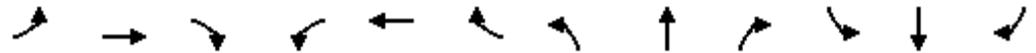
## Appendix E

### Build Intersection Operational Analysis

Cherokee Street DRI #2724

1: George Busbee Parkway & Shiloh Road

build a.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	437	840	24	318	26	104	78	21	64	1266	36
Future Volume (veh/h)	7	437	840	24	318	26	104	78	21	64	1266	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	455	875	29	379	31	127	95	26	66	1305	37
Peak Hour Factor	0.96	0.96	0.96	0.84	0.84	0.84	0.82	0.82	0.82	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	814	689	176	814	689	116	1379	615	611	1288	36
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.06	0.39	0.39	0.04	0.37	0.37
Sat Flow, veh/h	976	1870	1585	412	1870	1585	1781	3554	1585	1781	3529	100
Grp Volume(v), veh/h	7	455	875	29	379	31	127	95	26	66	657	685
Grp Sat Flow(s),veh/h/ln	976	1870	1585	412	1870	1585	1781	1777	1585	1781	1777	1852
Q Serve(g_s), s	0.5	18.2	43.5	5.7	14.4	1.1	6.5	1.7	1.0	2.3	36.5	36.5
Cycle Q Clear(g_c), s	14.9	18.2	43.5	23.8	14.4	1.1	6.5	1.7	1.0	2.3	36.5	36.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	356	814	689	176	814	689	116	1379	615	611	649	676
V/C Ratio(X)	0.02	0.56	1.27	0.16	0.47	0.04	1.10	0.07	0.04	0.11	1.01	1.01
Avail Cap(c_a), veh/h	356	814	689	176	814	689	116	1379	615	627	649	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	21.1	28.3	30.0	20.0	16.3	46.8	19.2	19.0	18.3	31.7	31.8
Incr Delay (d2), s/veh	0.0	0.9	132.3	0.4	0.4	0.0	112.1	0.1	0.1	0.1	38.5	38.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.9	41.0	0.6	6.2	0.4	6.5	0.7	0.4	0.9	22.0	22.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	22.0	160.6	30.4	20.4	16.3	158.8	19.3	19.2	18.3	70.2	69.8
LnGrp LOS	C	C	F	C	C	B	F	B	B	B	F	F
Approach Vol, veh/h		1337			439			248			1408	
Approach Delay, s/veh		112.7			20.8			90.7			67.6	
Approach LOS		F			C			F			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	43.3		48.0	11.0	41.0		48.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	37.9		43.5	6.5	36.5		43.5				
Max Q Clear Time (g_c+I1), s	4.3	3.7		45.5	8.5	38.5		25.8				
Green Ext Time (p_c), s	0.0	0.7		0.0	0.0	0.0		2.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			80.9									
HCM 6th LOS			F									

Cherokee Street SRI #2724

2: Wade Green Road

build a.m.

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑						↑↑↑				
Traffic Volume (veh/h)	0	870	0	0	0	0	0	1034	0	0	0	0
Future Volume (veh/h)	0	870	0	0	0	0	0	1034	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	0	1870	0				0	1870	0			
Adj Flow Rate, veh/h	0	989	0				0	1088	0			
Peak Hour Factor	0.92	0.88	0.92				0.92	0.95	0.92			
Percent Heavy Veh, %	0	2	0				0	2	0			
Cap, veh/h	0	1962	0				0	1522	0			
Arrive On Green	0.00	0.55	0.00				0.00	0.30	0.00			
Sat Flow, veh/h	0	3741	0				0	5443	0			
Grp Volume(v), veh/h	0	989	0				0	1088	0			
Grp Sat Flow(s),veh/h/ln	0	1777	0				0	1702	0			
Q Serve(g_s), s	0.0	10.4	0.0				0.0	11.4	0.0			
Cycle Q Clear(g_c), s	0.0	10.4	0.0				0.0	11.4	0.0			
Prop In Lane	0.00		0.00				0.00		0.00			
Lane Grp Cap(c), veh/h	0	1962	0				0	1522	0			
V/C Ratio(X)	0.00	0.50	0.00				0.00	0.72	0.00			
Avail Cap(c_a), veh/h	0	1962	0				0	1830	0			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	1.00	0.00			
Uniform Delay (d), s/veh	0.0	8.3	0.0				0.0	18.8	0.0			
Incr Delay (d2), s/veh	0.0	0.9	0.0				0.0	1.1	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.4	0.0				0.0	4.2	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.3	0.0				0.0	19.9	0.0			
LnGrp LOS	A	A	A				A	B	A			
Approach Vol, veh/h		989						1088				
Approach Delay, s/veh		9.3						19.9				
Approach LOS		A						B				
Timer - Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		37.6		22.4								
Change Period (Y+Rc), s		4.5		4.5								
Max Green Setting (Gmax), s		29.5		21.5								
Max Q Clear Time (g_c+I1), s		12.4		13.4								
Green Ext Time (p_c), s		6.7		4.5								
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.8									
HCM 6th LOS			B									

Cherokee Street DRI #2724

3: Wade Green Road

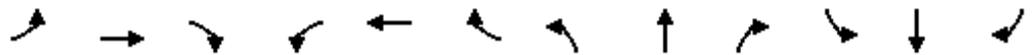
build a.m.

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑									↑↑	
Traffic Volume (veh/h)	0	597	0	0	0	0	0	0	0	0	1012	0
Future Volume (veh/h)	0	597	0	0	0	0	0	0	0	0	1012	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	0							0	1870	0
Adj Flow Rate, veh/h	0	622	0							0	1043	0
Peak Hour Factor	0.92	0.96	0.92							0.92	0.97	0.92
Percent Heavy Veh, %	0	2	0							0	2	0
Cap, veh/h	0	1650	0							0	1370	0
Arrive On Green	0.00	0.46	0.00							0.00	0.39	0.00
Sat Flow, veh/h	0	3741	0							0	3741	0
Grp Volume(v), veh/h	0	622	0							0	1043	0
Grp Sat Flow(s),veh/h/ln	0	1777	0							0	1777	0
Q Serve(g_s), s	0.0	6.8	0.0							0.0	15.3	0.0
Cycle Q Clear(g_c), s	0.0	6.8	0.0							0.0	15.3	0.0
Prop In Lane	0.00		0.00							0.00		0.00
Lane Grp Cap(c), veh/h	0	1650	0							0	1370	0
V/C Ratio(X)	0.00	0.38	0.00							0.00	0.76	0.00
Avail Cap(c_a), veh/h	0	1650	0							0	1747	0
HCM Platoon Ratio	1.00	1.00	1.00							1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00							0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	10.4	0.0							0.0	16.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0							0.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.4	0.0							0.0	5.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.1	0.0							0.0	17.5	0.0
LnGrp LOS	A	B	A							A	B	A
Approach Vol, veh/h		622									1043	
Approach Delay, s/veh		11.1									17.5	
Approach LOS		B									B	
Timer - Assigned Phs		2									8	
Phs Duration (G+Y+Rc), s		32.4									27.6	
Change Period (Y+Rc), s		4.5									4.5	
Max Green Setting (Gmax), s		21.5									29.5	
Max Q Clear Time (g_c+I1), s		8.8									17.3	
Green Ext Time (p_c), s		3.4									5.8	
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			15.1									
HCM 6th LOS			B									

Cherokee Street DRI #2724

4: Cherokee Street/Wade Green Road & Shiloh Road

build a.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	391	103	305	87	34	29	880	591	248	1217	160
Future Volume (veh/h)	193	391	103	305	87	34	29	880	591	248	1217	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	430	113	335	96	37	29	880	591	251	1229	162
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	1.00	1.00	1.00	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	560	464	393	377	883	394	171	1809	561	316	1470	656
Arrive On Green	0.11	0.25	0.25	0.11	0.25	0.25	0.03	0.35	0.35	0.09	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	3456	3554	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	212	430	113	335	96	37	29	880	591	251	1229	162
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1777	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	7.8	20.2	5.2	8.6	1.9	1.6	0.9	12.1	31.8	7.9	27.8	6.0
Cycle Q Clear(g_c), s	7.8	20.2	5.2	8.6	1.9	1.6	0.9	12.1	31.8	7.9	27.8	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	560	464	393	377	883	394	171	1809	561	316	1470	656
V/C Ratio(X)	0.38	0.93	0.29	0.89	0.11	0.09	0.17	0.49	1.05	0.79	0.84	0.25
Avail Cap(c_a), veh/h	567	469	397	377	883	394	220	1809	561	316	1470	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	33.0	27.3	39.4	26.1	26.0	20.4	22.6	29.0	18.2	23.6	17.2
Incr Delay (d2), s/veh	0.4	24.5	0.4	21.8	0.1	0.1	0.5	0.9	52.6	13.1	5.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	12.0	2.0	4.7	0.8	0.6	0.4	4.8	19.7	4.2	12.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	57.4	27.7	61.2	26.1	26.1	20.9	23.6	81.5	31.3	29.4	18.1
LnGrp LOS	C	E	C	E	C	C	C	C	F	C	C	B
Approach Vol, veh/h		755			468			1500			1642	
Approach Delay, s/veh		42.9			51.2			46.4			28.6	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	36.3	14.3	26.8	7.1	41.6	14.3	26.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.9	31.8	9.8	22.5	5.0	34.7	10.1	22.2				
Max Q Clear Time (g_c+I1), s	9.9	33.8	10.6	22.2	2.9	29.8	9.8	3.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	3.5	0.0	0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				39.6								
HCM 6th LOS				D								

Cherokee Street DRI #2724  
 5: Cherokee Street & Jiles Road

build a.m.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↖↖	↖	↖	↑↑	↑↑	↖↖
Traffic Volume (veh/h)	960	474	206	533	970	675
Future Volume (veh/h)	960	474	206	533	970	675
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1043	515	258	666	1043	726
Peak Hour Factor	0.92	0.92	0.80	0.80	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1351	426	295	2232	1460	1896
Arrive On Green	0.27	0.27	0.17	0.63	0.41	0.41
Sat Flow, veh/h	5023	1585	1781	3647	3647	2790
Grp Volume(v), veh/h	1043	515	258	666	1043	726
Grp Sat Flow(s),veh/h/ln	1674	1585	1781	1777	1777	1395
Q Serve(g_s), s	16.7	23.5	12.3	7.5	21.4	9.8
Cycle Q Clear(g_c), s	16.7	23.5	12.3	7.5	21.4	9.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1351	426	295	2232	1460	1896
V/C Ratio(X)	0.77	1.21	0.87	0.30	0.71	0.38
Avail Cap(c_a), veh/h	1351	426	336	2232	1460	1896
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	31.9	35.6	7.4	21.5	6.1
Incr Delay (d2), s/veh	2.8	113.9	19.8	0.3	3.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	31.4	6.9	2.6	9.0	5.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.3	145.9	55.4	7.8	24.5	6.6
LnGrp LOS	C	F	E	A	C	A
Approach Vol, veh/h	1558			924	1769	
Approach Delay, s/veh	69.9			21.1	17.2	
Approach LOS	E			C	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.4		28.0	19.0	40.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		54.9		23.5	16.5	33.9
Max Q Clear Time (g_c+I1), s		9.5		25.5	14.3	23.4
Green Ext Time (p_c), s		5.4		0.0	0.2	7.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			37.3			
HCM 6th LOS			D			

Cherokee Street DRI #2724  
6: Access G & McCollum Parkway

build a.m.

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	570	76	19	160	0	29	0	25	3	0	0
Future Vol, veh/h	0	570	76	19	160	0	29	0	25	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	78	78	78	75	75	75	38	38	38
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	626	84	24	205	0	39	0	33	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	710	0	0	819	921	668	938	963	103
Stage 1	-	-	-	-	-	-	668	668	-	253	253	-
Stage 2	-	-	-	-	-	-	151	253	-	685	710	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1378	-	-	899	-	-	283	273	462	234	258	938
Stage 1	-	-	-	-	-	-	451	459	-	735	701	-
Stage 2	-	-	-	-	-	-	842	701	-	441	440	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1378	-	-	899	-	-	276	265	462	212	250	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	265	-	212	250	-
Stage 1	-	-	-	-	-	-	451	459	-	735	680	-
Stage 2	-	-	-	-	-	-	817	680	-	409	440	-

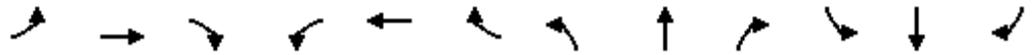
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1	18.5	22.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	339	1378	-	-	899	-	-	212
HCM Lane V/C Ratio	0.212	-	-	-	0.027	-	-	0.037
HCM Control Delay (s)	18.5	0	-	-	9.1	0.1	-	22.6
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.1

Cherokee Street DRI #2724

7: Cherokee Street & Bensman Lane/McCollum Parkway

build a.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	35	8	34	13	152	4	570	72	554	864	8
Future Volume (veh/h)	22	35	8	34	13	152	4	570	72	554	864	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1870	1885	1870	1900
Adj Flow Rate, veh/h	37	58	13	38	14	169	5	679	86	616	960	9
Peak Hour Factor	0.60	0.60	0.60	0.90	0.90	0.90	0.84	0.84	0.84	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	2	1	2	0
Cap, veh/h	169	248	56	274	20	247	353	1378	174	688	2535	1149
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.43	0.43	0.43	0.22	0.71	0.71
Sat Flow, veh/h	1220	1503	337	1340	124	1493	589	3173	402	1795	3554	1610
Grp Volume(v), veh/h	37	0	71	38	0	183	5	380	385	616	960	9
Grp Sat Flow(s),veh/h/ln	1220	0	1839	1340	0	1616	589	1777	1798	1795	1777	1610
Q Serve(g_s), s	2.2	0.0	2.5	1.9	0.0	7.9	0.4	11.4	11.4	12.4	7.9	0.1
Cycle Q Clear(g_c), s	10.1	0.0	2.5	4.4	0.0	7.9	0.4	11.4	11.4	12.4	7.9	0.1
Prop In Lane	1.00		0.18	1.00		0.92	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	169	0	304	274	0	267	353	772	781	688	2535	1149
V/C Ratio(X)	0.22	0.00	0.23	0.14	0.00	0.69	0.01	0.49	0.49	0.90	0.38	0.01
Avail Cap(c_a), veh/h	265	0	449	379	0	395	353	772	781	937	2535	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	0.0	26.9	28.8	0.0	29.1	12.0	15.1	15.1	10.3	4.2	3.1
Incr Delay (d2), s/veh	0.6	0.0	0.4	0.2	0.0	3.1	0.1	2.2	2.2	8.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.1	0.6	0.0	3.2	0.1	4.7	4.8	5.7	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	0.0	27.3	29.0	0.0	32.2	12.0	17.3	17.3	19.1	4.6	3.1
LnGrp LOS	C	A	C	C	A	C	B	B	B	B	A	A
Approach Vol, veh/h		108			221			770			1585	
Approach Delay, s/veh		29.8			31.7			17.3			10.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.7	36.7		16.8		57.4		16.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	26.5	21.9		18.1		52.9		18.1				
Max Q Clear Time (g_c+I1), s	14.4	13.4		12.1		9.9		9.9				
Green Ext Time (p_c), s	1.8	3.1		0.2		8.7		0.7				

Intersection Summary

HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕			↕	
Traffic Vol, veh/h	0	0	13	0	0	40	0	557	28	0	871	0
Future Vol, veh/h	0	0	13	0	0	40	0	557	28	0	871	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									
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	75	75	75	96	96	96	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	0	0	19	0	0	53	0	580	29	0	990	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	495	-	-	305	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	525	0	0	697	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	525	-	-	697	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		10.6		0		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR	
Capacity (veh/h)	-	-	525	697	-	-
HCM Lane V/C Ratio	-	-	0.036	0.077	-	-
HCM Control Delay (s)	-	-	12.1	10.6	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-	-

Cherokee Street DRI #2724  
 9: Cherokee Street & Maple Drive/Access C

build a.m.

Intersection												
Int Delay, s/veh	13.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	9	2	3	78	2	59	0	480	71	137	720	1
Future Vol, veh/h	9	2	3	78	2	59	0	480	71	137	720	1
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									
Storage Length	-	-	-	0	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	46	46	46	75	75	75	87	87	87	88	88	88
Heavy Vehicles, %	0	2	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	20	4	7	104	3	79	0	552	82	156	818	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1409	1765	410	1316	1724	317	819	0	0	634	0	0
Stage 1	1131	1131	-	593	593	-	-	-	-	-	-	-
Stage 2	278	634	-	723	1131	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.54	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.02	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	100	83	596	118	90	685	818	-	-	959	-	-
Stage 1	220	277	-	464	497	-	-	-	-	-	-	-
Stage 2	711	471	-	388	281	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	75	69	596	~97	75	685	818	-	-	959	-	-
Mov Cap-2 Maneuver	75	69	-	~97	75	-	-	-	-	-	-	-
Stage 1	220	232	-	464	497	-	-	-	-	-	-	-
Stage 2	626	471	-	315	235	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	63.3	114	0	1.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	91	97	541	959	-	-
HCM Lane V/C Ratio	-	-	-	0.334	1.072	0.15	0.162	-	-
HCM Control Delay (s)	0	-	-	63.3	193.1	12.8	9.5	-	-
HCM Lane LOS	A	-	-	F	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.3	6.7	0.5	0.6	-	-

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

Cherokee Street DRI #2724  
 10: Cherokee Street & Dobbins Drive

build a.m.

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	26	18	3	552	727	14
Future Vol, veh/h	26	18	3	552	727	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	70	70	92	92	80	80
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	37	26	3	600	909	18

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1224	464	927	0	-	0
Stage 1	918	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	174	550	746	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	173	550	746	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	726	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.2	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	746	-	240	-	-
HCM Lane V/C Ratio	0.004	-	0.262	-	-
HCM Control Delay (s)	9.8	0	25.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Cherokee Street DRI #2724  
 11: Cherokee Street & Smith Drive

build a.m.

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	34	25	9	532	715	19
Future Vol, veh/h	34	25	9	532	715	19
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	80	80	89	89	78	78
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	43	31	10	598	917	24

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1248	471	941	0	0
Stage 1	929	-	-	-	-
Stage 2	319	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	168	545	737	-	-
Stage 1	350	-	-	-	-
Stage 2	716	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	165	545	737	-	-
Mov Cap-2 Maneuver	165	-	-	-	-
Stage 1	343	-	-	-	-
Stage 2	716	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.3	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	737	-	234	-	-
HCM Lane V/C Ratio	0.014	-	0.315	-	-
HCM Control Delay (s)	10	0.1	27.3	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1.3	-	-

Cherokee Street DRI #2724

12: Cherokee Street & Access F/Dogwood Drive

build a.m.

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	0	23	42	0	35	22	502	28	40	690	23
Future Vol, veh/h	18	0	23	42	0	35	22	502	28	40	690	23
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	72	72	72	84	84	84	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	26	0	33	58	0	49	26	598	33	49	852	28

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1315	1647	440	1191	1645	316	880	0	0	631	0	0
Stage 1	964	964	-	667	667	-	-	-	-	-	-	-
Stage 2	351	683	-	524	978	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	118	100	570	145	101	686	777	-	-	961	-	-
Stage 1	278	336	-	419	460	-	-	-	-	-	-	-
Stage 2	644	452	-	510	331	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	97	85	570	121	86	686	777	-	-	961	-	-
Mov Cap-2 Maneuver	97	85	-	121	86	-	-	-	-	-	-	-
Stage 1	264	302	-	397	436	-	-	-	-	-	-	-
Stage 2	567	428	-	433	298	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	34.1		44.6		0.6		0.8	
HCM LOS	D		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	777	-	-	181	193	961	-	-
HCM Lane V/C Ratio	0.034	-	-	0.324	0.554	0.051	-	-
HCM Control Delay (s)	9.8	0.2	-	34.1	44.6	8.9	0.4	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	2.9	0.2	-	-

Cherokee Street DRI #2724  
 97: Cherokee Street & Access E

build a.m.

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	0	11	12	0	5	15	543	2	6	718	31
Future Vol, veh/h	12	0	11	12	0	5	15	543	2	6	718	31
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	84	84	84	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	12	13	0	5	18	646	2	7	886	38

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1278	1603	462	1140	1621	324	924	0	0	648	0	0
Stage 1	919	919	-	683	683	-	-	-	-	-	-	-
Stage 2	359	684	-	457	938	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	123	105	547	156	102	672	735	-	-	934	-	-
Stage 1	292	348	-	405	447	-	-	-	-	-	-	-
Stage 2	632	447	-	553	341	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	117	99	547	146	97	672	735	-	-	934	-	-
Mov Cap-2 Maneuver	117	99	-	146	97	-	-	-	-	-	-	-
Stage 1	281	342	-	390	430	-	-	-	-	-	-	-
Stage 2	603	430	-	532	336	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	27.2		26		0.5		0.2	
HCM LOS	D		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	735	-	-	187	190	934	-
HCM Lane V/C Ratio	0.024	-	-	0.134	0.097	0.008	-
HCM Control Delay (s)	10	0.2	-	27.2	26	8.9	0.1
HCM Lane LOS	B	A	-	D	D	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.3	0	-

Cherokee Street DRI #2724  
 98: Access D & Cherokee Street

build a.m.

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	15	567	11	0	746
Future Vol, veh/h	0	15	567	11	0	746
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	60	60	92	92	80	80
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	0	25	616	12	0	933

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	314	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	688	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	688	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	688
HCM Lane V/C Ratio	-	-	0.036
HCM Control Delay (s)	-	-	10.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Cherokee Street DRI #2724

13: Cherokee Street & Twelve Oaks Circle/Ben King Road

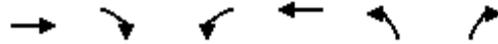
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	10	15	21	161	2	176	9	344	294	214	513	3
Future Volume (veh/h)	10	15	21	161	2	176	9	344	294	214	513	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1885	1885	1870	1900
Adj Flow Rate, veh/h	17	26	36	233	3	255	12	478	408	268	641	4
Peak Hour Factor	0.58	0.58	0.58	0.69	0.69	0.69	0.72	0.72	0.72	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	23	35	48	349	4	315	286	695	593	408	882	760
Arrive On Green	0.06	0.06	0.06	0.20	0.20	0.20	0.01	0.37	0.37	0.12	0.47	0.47
Sat Flow, veh/h	374	572	792	1774	23	1598	1810	1870	1598	1795	1870	1610
Grp Volume(v), veh/h	79	0	0	236	0	255	12	478	408	268	641	4
Grp Sat Flow(s),veh/h/ln	1739	0	0	1796	0	1598	1810	1870	1598	1795	1870	1610
Q Serve(g_s), s	3.1	0.0	0.0	8.5	0.0	10.7	0.3	15.2	15.1	6.0	19.4	0.1
Cycle Q Clear(g_c), s	3.1	0.0	0.0	8.5	0.0	10.7	0.3	15.2	15.1	6.0	19.4	0.1
Prop In Lane	0.22		0.46	0.99		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	0	0	354	0	315	286	695	593	408	882	760
V/C Ratio(X)	0.75	0.00	0.00	0.67	0.00	0.81	0.04	0.69	0.69	0.66	0.73	0.01
Avail Cap(c_a), veh/h	445	0	0	460	0	409	388	695	593	454	882	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	0.0	26.1	0.0	27.0	14.4	18.6	18.6	13.3	14.9	9.8
Incr Delay (d2), s/veh	10.4	0.0	0.0	2.4	0.0	9.1	0.1	5.5	6.4	3.0	5.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	3.7	0.0	4.7	0.1	7.1	6.2	2.4	8.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	0.0	0.0	28.5	0.0	36.0	14.5	24.1	25.0	16.3	20.1	9.8
LnGrp LOS	D	A	A	C	A	D	B	C	C	B	C	A
Approach Vol, veh/h		79			491			898			913	
Approach Delay, s/veh		42.9			32.4			24.4			18.9	
Approach LOS		D			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	30.6		8.7	5.5	37.7		18.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.9	26.1		18.0	5.0	31.0		18.0				
Max Q Clear Time (g_c+I1), s	8.0	17.2		5.1	2.3	21.4		12.7				
Green Ext Time (p_c), s	0.2	3.1		0.2	0.0	3.0		1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				24.6								
HCM 6th LOS				C								

Cherokee Street DRI #2724  
 14: Sardis Street & Cherokee Street

build a.m.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	403	174	272	366	7	185
Future Volume (veh/h)	403	174	272	366	7	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	530	229	340	458	9	250
Peak Hour Factor	0.76	0.76	0.80	0.80	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	566	245	383	1229	418	372
Arrive On Green	0.46	0.46	0.15	0.66	0.23	0.23
Sat Flow, veh/h	1239	535	1781	1870	1781	1585
Grp Volume(v), veh/h	0	759	340	458	9	250
Grp Sat Flow(s),veh/h/ln	0	1774	1781	1870	1781	1585
Q Serve(g_s), s	0.0	33.8	9.7	9.2	0.3	11.9
Cycle Q Clear(g_c), s	0.0	33.8	9.7	9.2	0.3	11.9
Prop In Lane		0.30	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	811	383	1229	418	372
V/C Ratio(X)	0.00	0.94	0.89	0.37	0.02	0.67
Avail Cap(c_a), veh/h	0	864	476	1383	418	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	21.4	21.3	6.5	24.5	28.9
Incr Delay (d2), s/veh	0.0	16.7	15.7	0.2	0.1	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.6	5.2	3.1	0.1	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	38.1	37.0	6.7	24.6	38.3
LnGrp LOS	A	D	D	A	C	D
Approach Vol, veh/h	759			798	259	
Approach Delay, s/veh	38.1			19.6	37.8	
Approach LOS	D			B	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		24.0	16.7	42.5		59.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		19.5	16.5	40.5		61.5
Max Q Clear Time (g_c+I1), s		13.9	11.7	35.8		11.2
Green Ext Time (p_c), s		0.4	0.5	2.3		3.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			29.9			
HCM 6th LOS			C			

Cherokee Street DRI #2724

15: S. Main Street/N. Main Street & J O Stephenson Avenue/Cherokee Street

build a.m.

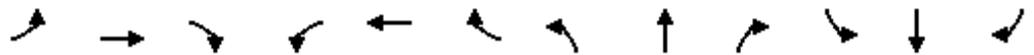


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	10	8	186	9	178	8	322	156	472	877	3
Future Volume (veh/h)	3	10	8	186	9	178	8	322	156	472	877	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1885	1885	1885	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	15	12	216	10	207	8	339	164	502	933	3
Peak Hour Factor	0.68	0.68	0.68	0.86	0.86	0.86	0.95	0.95	0.95	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	2	1	1	1	2	2	2	2	2
Cap, veh/h	194	72	57	325	16	334	286	721	611	679	1208	4
Arrive On Green	0.07	0.07	0.07	0.08	0.22	0.22	0.39	0.39	0.39	0.20	0.65	0.65
Sat Flow, veh/h	1173	970	776	1781	74	1535	603	1870	1585	1781	1863	6
Grp Volume(v), veh/h	4	0	27	216	0	217	8	339	164	502	0	936
Grp Sat Flow(s),veh/h/ln	1173	0	1746	1781	0	1609	603	1870	1585	1781	0	1869
Q Serve(g_s), s	0.2	0.0	1.0	5.1	0.0	8.2	0.6	9.1	4.7	10.2	0.0	23.6
Cycle Q Clear(g_c), s	0.2	0.0	1.0	5.1	0.0	8.2	6.7	9.1	4.7	10.2	0.0	23.6
Prop In Lane	1.00		0.44	1.00		0.95	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	194	0	129	325	0	350	286	721	611	679	0	1212
V/C Ratio(X)	0.02	0.00	0.21	0.66	0.00	0.62	0.03	0.47	0.27	0.74	0.00	0.77
Avail Cap(c_a), veh/h	423	0	469	325	0	663	286	721	611	797	0	1212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	29.2	26.8	0.0	23.7	16.8	15.4	14.1	9.2	0.0	8.3
Incr Delay (d2), s/veh	0.0	0.0	0.8	5.0	0.0	1.8	0.2	2.2	1.1	3.1	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	3.7	0.0	3.1	0.1	4.0	1.7	3.6	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	0.0	30.0	31.8	0.0	25.5	17.0	17.6	15.2	12.2	0.0	13.1
LnGrp LOS	C	A	C	C	A	C	B	B	B	B	A	B
Approach Vol, veh/h		31			433			511				1438
Approach Delay, s/veh		29.8			28.6			16.8				12.8
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	17.6	30.3	9.6	9.5	47.9	19.1						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5						
Max Green Setting (Gmax), s	17.5	21.4	5.1	18.0	43.4	27.6						
Max Q Clear Time (g_c+I1), s	12.2	11.1	7.1	3.0	25.6	10.2						
Green Ext Time (p_c), s	0.9	2.0	0.0	0.1	7.1	1.2						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			16.7									
HCM 6th LOS			B									

Cherokee Street DRI #2724

16: Summers Street/shopping center & S. Main Street

build a.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	848	252	94	270	2	145	9	279	4	3	0
Future Volume (veh/h)	17	848	252	94	270	2	145	9	279	4	3	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1870	1870	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	18	883	262	111	318	2	161	10	310	9	7	0
Peak Hour Factor	0.96	0.96	0.96	0.85	0.85	0.85	0.90	0.90	0.90	0.44	0.44	0.44
Percent Heavy Veh, %	0	2	2	2	2	2	0	0	2	0	0	0
Cap, veh/h	741	937	278	138	1256	8	346	16	345	130	84	0
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.00
Sat Flow, veh/h	1076	1385	411	491	1857	12	1210	75	1585	292	387	0
Grp Volume(v), veh/h	18	0	1145	111	0	320	171	0	310	16	0	0
Grp Sat Flow(s),veh/h/ln	1076	0	1796	491	0	1868	1285	0	1585	679	0	0
Q Serve(g_s), s	0.6	0.0	48.3	9.2	0.0	5.7	0.0	0.0	16.2	0.1	0.0	0.0
Cycle Q Clear(g_c), s	6.2	0.0	48.3	57.5	0.0	5.7	11.3	0.0	16.2	11.4	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.01	0.94		1.00	0.56		0.00
Lane Grp Cap(c), veh/h	741	0	1215	138	0	1264	362	0	345	214	0	0
V/C Ratio(X)	0.02	0.00	0.94	0.81	0.00	0.25	0.47	0.00	0.90	0.07	0.00	0.00
Avail Cap(c_a), veh/h	741	0	1215	138	0	1264	362	0	345	214	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	0.0	12.3	40.3	0.0	5.4	30.4	0.0	32.3	26.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	14.2	28.6	0.0	0.1	4.4	0.0	28.5	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	19.8	3.4	0.0	1.9	3.6	0.0	8.7	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	0.0	26.5	68.9	0.0	5.5	34.8	0.0	60.8	27.5	0.0	0.0
LnGrp LOS	A	A	C	E	A	A	C	A	E	C	A	A
Approach Vol, veh/h		1163			431			481				16
Approach Delay, s/veh		26.2			21.8			51.6				27.5
Approach LOS		C			C			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		62.0		23.0		62.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		57.5		18.5		57.5				
Max Q Clear Time (g_c+I1), s		18.2		50.3		13.4		59.5				
Green Ext Time (p_c), s		0.1		5.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				31.1								
HCM 6th LOS				C								

## Cherokee Street DRI #2724

## 17: McCollum Parkway &amp; Ben King Road/Big Shanty Road

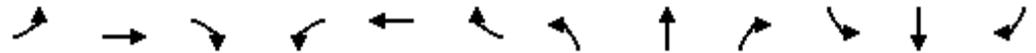
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Intersection						
Intersection Delay, s/veh	9.6					
Intersection LOS	A					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	1		1		1	1
Adj Approach Flow, veh/h	542		249		222	615
Demand Flow Rate, veh/h	553		254		227	627
Vehicles Circulating, veh/h	635		181		620	265
Vehicles Exiting, veh/h	257		666		568	170
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	10.2		4.3		8.8	11.5
Approach LOS	B		A		A	B
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	R	LT	R	LTR	LTR
Assumed Moves	LT	R	LT	R	LTR	LTR
RT Channelized						
Lane Util	0.718	0.282	0.787	0.213	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.609	2.609
Critical Headway, s	4.544	4.544	4.544	4.544	4.976	4.976
Entry Flow, veh/h	397	156	200	54	227	627
Cap Entry Lane, veh/h	797	797	1204	1204	733	1053
Entry HV Adj Factor	0.980	0.981	0.979	0.981	0.980	0.980
Flow Entry, veh/h	389	153	196	53	222	615
Cap Entry, veh/h	781	781	1180	1182	718	1032
V/C Ratio	0.498	0.196	0.166	0.045	0.310	0.595
Control Delay, s/veh	11.6	6.7	4.5	3.4	8.8	11.5
LOS	B	A	A	A	A	B
95th %tile Queue, veh	3	1	1	0	1	4

Cherokee Street DRI #2724

1: George Busbee Parkway & Shiloh Road

build a.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	437	840	24	318	26	104	78	21	64	1266	36
Future Volume (veh/h)	7	437	840	24	318	26	104	78	21	64	1266	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	455	875	29	379	31	127	95	26	66	1305	37
Peak Hour Factor	0.96	0.96	0.96	0.84	0.84	0.84	0.82	0.82	0.82	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	552	1007	132	552	468	227	1630	727	760	1570	44
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.07	0.46	0.46	0.05	0.44	0.44
Sat Flow, veh/h	976	1870	2790	412	1870	1585	3456	3554	1585	1781	3529	100
Grp Volume(v), veh/h	7	455	875	29	379	31	127	95	26	66	657	685
Grp Sat Flow(s),veh/h/ln	976	1870	1395	412	1870	1585	1728	1777	1585	1781	1777	1852
Q Serve(g_s), s	0.4	15.7	20.3	4.8	12.4	1.0	2.5	1.0	0.6	1.3	22.6	22.7
Cycle Q Clear(g_c), s	12.9	15.7	20.3	20.5	12.4	1.0	2.5	1.0	0.6	1.3	22.6	22.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	217	552	1007	132	552	468	227	1630	727	760	790	824
V/C Ratio(X)	0.03	0.82	0.87	0.22	0.69	0.07	0.56	0.06	0.04	0.09	0.83	0.83
Avail Cap(c_a), veh/h	217	552	1007	132	552	468	254	1630	727	798	790	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	22.8	20.7	32.4	21.6	17.6	31.5	10.5	10.3	9.1	17.0	17.0
Incr Delay (d2), s/veh	0.1	9.9	8.3	0.8	3.5	0.1	2.2	0.1	0.1	0.0	9.9	9.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.0	7.2	0.5	5.6	0.3	1.1	0.4	0.2	0.5	10.3	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	32.7	29.0	33.3	25.2	17.7	33.6	10.5	10.4	9.2	26.9	26.6
LnGrp LOS	C	C	C	C	C	B	C	B	B	A	C	C
Approach Vol, veh/h		1337			439			248			1408	
Approach Delay, s/veh		30.2			25.2			22.3			25.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	36.4		25.0	9.1	35.4		25.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	30.9		20.5	5.1	30.9		20.5				
Max Q Clear Time (g_c+I1), s	3.3	3.0		22.3	4.5	24.7		22.5				
Green Ext Time (p_c), s	0.0	0.6		0.0	0.0	4.2		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				27.2								
HCM 6th LOS				C								

Cherokee Street DRI #2724

4: Cherokee Street/Wade Green Road & Shiloh Road

build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	391	103	305	87	34	29	880	591	248	1217	160
Future Volume (veh/h)	193	391	103	305	87	34	29	880	591	248	1217	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	430	113	335	96	37	29	880	591	251	1229	162
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	1.00	1.00	1.00	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	560	464	393	377	883	394	171	1809	561	316	1470	656
Arrive On Green	0.11	0.25	0.25	0.11	0.25	0.25	0.03	0.35	0.35	0.09	0.41	0.41
Sat Flow, veh/h	1781	1870	1585	3456	3554	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	212	430	113	335	96	37	29	880	591	251	1229	162
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1777	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	7.8	20.2	5.2	8.6	1.9	1.6	0.9	12.1	31.8	7.9	27.8	6.0
Cycle Q Clear(g_c), s	7.8	20.2	5.2	8.6	1.9	1.6	0.9	12.1	31.8	7.9	27.8	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	560	464	393	377	883	394	171	1809	561	316	1470	656
V/C Ratio(X)	0.38	0.93	0.29	0.89	0.11	0.09	0.17	0.49	1.05	0.79	0.84	0.25
Avail Cap(c_a), veh/h	567	469	397	377	883	394	220	1809	561	316	1470	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	33.0	27.3	39.4	26.1	26.0	20.4	22.6	29.0	18.2	23.6	17.2
Incr Delay (d2), s/veh	0.4	24.5	0.4	21.8	0.1	0.1	0.5	0.9	52.6	13.1	5.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	12.0	2.0	4.7	0.8	0.6	0.4	4.8	19.7	4.2	12.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	57.4	27.7	61.2	26.1	26.1	20.9	23.6	81.5	31.3	29.4	18.1
LnGrp LOS	C	E	C	E	C	C	C	C	F	C	C	B
Approach Vol, veh/h		755			468			1500			1642	
Approach Delay, s/veh		42.9			51.2			46.4			28.6	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	36.3	14.3	26.8	7.1	41.6	14.3	26.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.9	31.8	9.8	22.5	5.0	34.7	10.1	22.2				
Max Q Clear Time (g_c+I1), s	9.9	33.8	10.6	22.2	2.9	29.8	9.8	3.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	3.5	0.0	0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				39.6								
HCM 6th LOS				D								

Cherokee Street DRI #2724  
 5: Cherokee Street & Jiles Road

build a.m. with mitigation



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔↔	↗	↖	↑↑	↑↑	↗↖
Traffic Volume (veh/h)	960	474	206	533	970	675
Future Volume (veh/h)	960	474	206	533	970	675
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1043	515	258	666	1043	726
Peak Hour Factor	0.92	0.92	0.80	0.80	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1312	677	296	2270	1502	1908
Arrive On Green	0.26	0.26	0.17	0.64	0.42	0.42
Sat Flow, veh/h	5023	1585	1781	3647	3647	2790
Grp Volume(v), veh/h	1043	515	258	666	1043	726
Grp Sat Flow(s),veh/h/ln	1674	1585	1781	1777	1777	1395
Q Serve(g_s), s	17.4	23.5	12.7	7.5	21.6	10.0
Cycle Q Clear(g_c), s	17.4	23.5	12.7	7.5	21.6	10.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1312	677	296	2270	1502	1908
V/C Ratio(X)	0.80	0.76	0.87	0.29	0.69	0.38
Avail Cap(c_a), veh/h	1312	677	366	2270	1502	1908
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	21.9	36.6	7.2	21.2	6.1
Incr Delay (d2), s/veh	3.5	5.0	17.1	0.3	2.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	21.2	6.8	2.6	9.1	5.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.5	26.9	53.7	7.6	23.9	6.7
LnGrp LOS	C	C	D	A	C	A
Approach Vol, veh/h	1558			924	1769	
Approach Delay, s/veh	32.0			20.4	16.8	
Approach LOS	C			C	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.0		28.0	19.5	42.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		57.5		23.5	18.5	34.5
Max Q Clear Time (g_c+I1), s		9.5		25.5	14.7	23.6
Green Ext Time (p_c), s		5.4		0.0	0.3	7.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			23.2			
HCM 6th LOS			C			

Cherokee Street DRI #2724  
6: Access G & McCollum Parkway

build a.m. with mitigation

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	570	76	19	160	0	29	0	25	3	0	0
Future Vol, veh/h	0	570	76	19	160	0	29	0	25	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	78	78	78	75	75	75	38	38	38
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	626	84	24	205	0	39	0	33	8	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	710	0	0	819	921	668	938	963	103
Stage 1	-	-	-	-	-	-	668	668	-	253	253	-
Stage 2	-	-	-	-	-	-	151	253	-	685	710	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1378	-	-	899	-	-	283	273	462	234	258	938
Stage 1	-	-	-	-	-	-	451	459	-	735	701	-
Stage 2	-	-	-	-	-	-	842	701	-	441	440	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1378	-	-	899	-	-	276	265	462	212	250	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	265	-	212	250	-
Stage 1	-	-	-	-	-	-	451	459	-	735	680	-
Stage 2	-	-	-	-	-	-	817	680	-	409	440	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1	18.5	22.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	339	1378	-	-	899	-	-	212
HCM Lane V/C Ratio	0.212	-	-	-	0.027	-	-	0.037
HCM Control Delay (s)	18.5	0	-	-	9.1	0.1	-	22.6
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.1

Cherokee Street DRI #2724

8: Cherokee Street & Oak Drive/Access B

build a.m. with mitigation

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕↔			↕↔	
Traffic Vol, veh/h	0	0	13	0	0	40	0	557	28	0	871	0
Future Vol, veh/h	0	0	13	0	0	40	0	557	28	0	871	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									
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	75	75	75	96	96	96	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	0	0	19	0	0	53	0	580	29	0	990	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	495	-	-	305	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	525	0	0	697	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	525	-	-	697	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

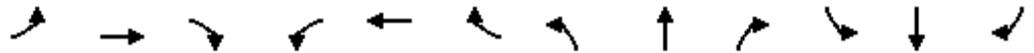
Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		10.6		0		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR	
Capacity (veh/h)	-	-	525	697	-	-
HCM Lane V/C Ratio	-	-	0.036	0.077	-	-
HCM Control Delay (s)	-	-	12.1	10.6	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-	-

Cherokee Street DRI #2724

9: Cherokee Street & Maple Drive/Access C

build a.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕		↖	↗	
Traffic Volume (veh/h)	9	2	3	78	2	59	0	480	71	137	720	1
Future Volume (veh/h)	9	2	3	78	2	59	0	480	71	137	720	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1900	1870	1870	1870	1900	1870	1870
Adj Flow Rate, veh/h	20	4	7	104	3	79	0	552	82	156	818	1
Peak Hour Factor	0.46	0.46	0.46	0.75	0.75	0.75	0.87	0.87	0.87	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	0	0	0	2	2	2	0	2	2
Cap, veh/h	180	41	27	324	6	164	0	1585	235	650	2552	3
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.00	0.51	0.51	0.09	0.70	0.70
Sat Flow, veh/h	502	389	260	1426	59	1560	0	3198	460	1810	3642	4
Grp Volume(v), veh/h	31	0	0	104	0	82	0	315	319	156	399	420
Grp Sat Flow(s),veh/h/ln	1151	0	0	1426	0	1619	0	1777	1788	1810	1777	1870
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	2.2	0.0	4.9	4.9	1.5	4.0	4.0
Cycle Q Clear(g_c), s	2.2	0.0	0.0	2.6	0.0	2.2	0.0	4.9	4.9	1.5	4.0	4.0
Prop In Lane	0.65		0.23	1.00		0.96	0.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	249	0	0	324	0	170	0	907	912	650	1245	1310
V/C Ratio(X)	0.12	0.00	0.00	0.32	0.00	0.48	0.00	0.35	0.35	0.24	0.32	0.32
Avail Cap(c_a), veh/h	667	0	0	743	0	646	0	907	912	774	1245	1310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	0.0	19.7	0.0	19.6	0.0	6.8	6.8	3.8	2.7	2.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.6	0.0	2.1	0.0	1.1	1.1	0.2	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.0	0.0	0.8	0.0	1.6	1.6	0.3	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	0.0	20.3	0.0	21.7	0.0	7.8	7.8	4.0	3.4	3.3
LnGrp LOS	B	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		31			186			634			975	
Approach Delay, s/veh		19.1			20.9			7.8			3.4	
Approach LOS		B			C			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.8	28.2		9.4		37.0		9.4				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	7.5	20.5		18.5		32.5		18.5				
Max Q Clear Time (g_c+I1), s	3.5	6.9		4.2		6.0		4.6				
Green Ext Time (p_c), s	0.1	3.3		0.1		5.7		0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				7.0								
HCM 6th LOS				A								

Cherokee Street DRI #2724  
 10: Cherokee Street & Dobbins Drive

build a.m. with mitigation

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	26	18	3	552	727	14
Future Vol, veh/h	26	18	3	552	727	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	70	70	92	92	80	80
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	37	26	3	600	909	18

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1224	464	927	0	-	0
Stage 1	918	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	174	550	746	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	173	550	746	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	726	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.2	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	746	-	240	-	-
HCM Lane V/C Ratio	0.004	-	0.262	-	-
HCM Control Delay (s)	9.8	0	25.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Cherokee Street DRI #2724  
 11: Cherokee Street & Smith Drive

build a.m. with mitigation

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	34	25	9	532	715	19
Future Vol, veh/h	34	25	9	532	715	19
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	80	80	89	89	78	78
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	43	31	10	598	917	24

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1248	471	941	0	0
Stage 1	929	-	-	-	-
Stage 2	319	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	168	545	737	-	-
Stage 1	350	-	-	-	-
Stage 2	716	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	165	545	737	-	-
Mov Cap-2 Maneuver	165	-	-	-	-
Stage 1	343	-	-	-	-
Stage 2	716	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.3	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	737	-	234	-	-
HCM Lane V/C Ratio	0.014	-	0.315	-	-
HCM Control Delay (s)	10	0.1	27.3	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1.3	-	-

Cherokee Street DRI #2724

12: Cherokee Street & Access F/Dogwood Drive

build a.m. with mitigation

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	0	23	42	0	35	22	502	28	40	690	23
Future Vol, veh/h	18	0	23	42	0	35	22	502	28	40	690	23
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	72	72	72	84	84	84	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	26	0	33	58	0	49	26	598	33	49	852	28

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1315	1647	440	1191	1645	316	880	0	0	631	0	0
Stage 1	964	964	-	667	667	-	-	-	-	-	-	-
Stage 2	351	683	-	524	978	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	118	100	570	145	101	686	777	-	-	961	-	-
Stage 1	278	336	-	419	460	-	-	-	-	-	-	-
Stage 2	644	452	-	510	331	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	97	85	570	121	86	686	777	-	-	961	-	-
Mov Cap-2 Maneuver	97	85	-	121	86	-	-	-	-	-	-	-
Stage 1	264	302	-	397	436	-	-	-	-	-	-	-
Stage 2	567	428	-	433	298	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	34.1		44.6		0.6		0.8			
HCM LOS	D		E							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	777	-	-	181	193	961	-
HCM Lane V/C Ratio	0.034	-	-	0.324	0.554	0.051	-
HCM Control Delay (s)	9.8	0.2	-	34.1	44.6	8.9	0.4
HCM Lane LOS	A	A	-	D	E	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.3	2.9	0.2	-

Cherokee Street DRI #2724  
 97: Cherokee Street & Access E

build a.m. with mitigation

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	0	11	12	0	5	15	543	2	6	718	31
Future Vol, veh/h	12	0	11	12	0	5	15	543	2	6	718	31
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	84	84	84	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	12	13	0	5	18	646	2	7	886	38

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1278	1603	462	1140	1621	324	924	0	0	648	0	0
Stage 1	919	919	-	683	683	-	-	-	-	-	-	-
Stage 2	359	684	-	457	938	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	123	105	547	156	102	672	735	-	-	934	-	-
Stage 1	292	348	-	405	447	-	-	-	-	-	-	-
Stage 2	632	447	-	553	341	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	117	99	547	146	97	672	735	-	-	934	-	-
Mov Cap-2 Maneuver	117	99	-	146	97	-	-	-	-	-	-	-
Stage 1	281	342	-	390	430	-	-	-	-	-	-	-
Stage 2	603	430	-	532	336	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.2	26	0.5	0.2
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	735	-	-	187	190	934	-
HCM Lane V/C Ratio	0.024	-	-	0.134	0.097	0.008	-
HCM Control Delay (s)	10	0.2	-	27.2	26	8.9	0.1
HCM Lane LOS	B	A	-	D	D	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.3	0	-

Cherokee Street DRI #2724  
 98: Access D & Cherokee Street

build a.m. with mitigation

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	15	567	11	0	746
Future Vol, veh/h	0	15	567	11	0	746
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	60	60	92	92	80	80
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	0	25	616	12	0	933

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	314	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	688	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	688	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	688
HCM Lane V/C Ratio	-	-	0.036
HCM Control Delay (s)	-	-	10.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Cherokee Street DRI #2724

13: Cherokee Street & Twelve Oaks Circle/Ben King Road

build a.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	10	15	21	161	2	176	9	344	294	214	513	3
Future Volume (veh/h)	10	15	21	161	2	176	9	344	294	214	513	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1885	1885	1870	1900
Adj Flow Rate, veh/h	17	26	36	233	3	255	12	478	408	268	641	4
Peak Hour Factor	0.58	0.58	0.58	0.69	0.69	0.69	0.72	0.72	0.72	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	23	35	48	349	4	315	286	695	593	408	882	760
Arrive On Green	0.06	0.06	0.06	0.20	0.20	0.20	0.01	0.37	0.37	0.12	0.47	0.47
Sat Flow, veh/h	374	572	792	1774	23	1598	1810	1870	1598	1795	1870	1610
Grp Volume(v), veh/h	79	0	0	236	0	255	12	478	408	268	641	4
Grp Sat Flow(s),veh/h/ln	1739	0	0	1796	0	1598	1810	1870	1598	1795	1870	1610
Q Serve(g_s), s	3.1	0.0	0.0	8.5	0.0	10.7	0.3	15.2	15.1	6.0	19.4	0.1
Cycle Q Clear(g_c), s	3.1	0.0	0.0	8.5	0.0	10.7	0.3	15.2	15.1	6.0	19.4	0.1
Prop In Lane	0.22		0.46	0.99		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	0	0	354	0	315	286	695	593	408	882	760
V/C Ratio(X)	0.75	0.00	0.00	0.67	0.00	0.81	0.04	0.69	0.69	0.66	0.73	0.01
Avail Cap(c_a), veh/h	445	0	0	460	0	409	388	695	593	454	882	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	0.0	26.1	0.0	27.0	14.4	18.6	18.6	13.3	14.9	9.8
Incr Delay (d2), s/veh	10.4	0.0	0.0	2.4	0.0	9.1	0.1	5.5	6.4	3.0	5.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	3.7	0.0	4.7	0.1	7.1	6.2	2.4	8.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	0.0	0.0	28.5	0.0	36.0	14.5	24.1	25.0	16.3	20.1	9.8
LnGrp LOS	D	A	A	C	A	D	B	C	C	B	C	A
Approach Vol, veh/h		79			491			898			913	
Approach Delay, s/veh		42.9			32.4			24.4			18.9	
Approach LOS		D			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	30.6		8.7	5.5	37.7		18.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.9	26.1		18.0	5.0	31.0		18.0				
Max Q Clear Time (g_c+I1), s	8.0	17.2		5.1	2.3	21.4		12.7				
Green Ext Time (p_c), s	0.2	3.1		0.2	0.0	3.0		1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				24.6								
HCM 6th LOS				C								

Cherokee Street DRI #2724

15: S. Main Street/N. Main Street & J O Stephenson Avenue/Cherokee Street build a.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	10	8	186	9	178	8	322	156	472	877	3
Future Volume (veh/h)	3	10	8	186	9	178	8	322	156	472	877	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1885	1870	1885	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	15	12	216	10	207	8	339	164	502	933	3
Peak Hour Factor	0.68	0.68	0.68	0.86	0.86	0.86	0.95	0.95	0.95	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	2	1	2	1	2	2	2	2	2
Cap, veh/h	194	72	57	325	410	654	286	721	732	679	1208	4
Arrive On Green	0.07	0.07	0.07	0.08	0.22	0.22	0.39	0.39	0.39	0.20	0.65	0.65
Sat Flow, veh/h	1173	970	776	1781	1885	1585	603	1870	1585	1781	1863	6
Grp Volume(v), veh/h	4	0	27	216	10	207	8	339	164	502	0	936
Grp Sat Flow(s),veh/h/ln	1173	0	1746	1781	1885	1585	603	1870	1585	1781	0	1869
Q Serve(g_s), s	0.2	0.0	1.0	5.1	0.3	5.9	0.6	9.1	4.2	10.2	0.0	23.6
Cycle Q Clear(g_c), s	0.2	0.0	1.0	5.1	0.3	5.9	6.7	9.1	4.2	10.2	0.0	23.6
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	194	0	129	325	410	654	286	721	732	679	0	1212
V/C Ratio(X)	0.02	0.00	0.21	0.66	0.02	0.32	0.03	0.47	0.22	0.74	0.00	0.77
Avail Cap(c_a), veh/h	423	0	469	325	777	963	286	721	732	797	0	1212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	29.2	26.8	20.6	13.3	16.8	15.4	10.8	9.2	0.0	8.3
Incr Delay (d2), s/veh	0.0	0.0	0.8	5.0	0.0	0.3	0.2	2.2	0.7	3.1	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	3.7	0.1	2.0	0.1	4.0	1.4	3.6	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	0.0	30.0	31.8	20.6	13.5	17.0	17.6	11.5	12.2	0.0	13.1
LnGrp LOS	C	A	C	C	C	B	B	B	B	B	A	B
Approach Vol, veh/h		31			433			511			1438	
Approach Delay, s/veh		29.8			22.8			15.7			12.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	17.6	30.3	9.6	9.5	47.9	19.1						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5						
Max Green Setting (Gmax), s	17.5	21.4	5.1	18.0	43.4	27.6						
Max Q Clear Time (g_c+I1), s	12.2	11.1	7.1	3.0	25.6	7.9						
Green Ext Time (p_c), s	0.9	2.0	0.0	0.1	7.1	0.7						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			B									

Cherokee Street DRI #2724

16: Summers Street/shopping center & S. Main Street

build a.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	848	252	94	270	2	145	9	279	4	3	0
Future Volume (veh/h)	17	848	252	94	270	2	145	9	279	4	3	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1870	1870	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	18	883	262	111	318	2	161	10	310	9	7	0
Peak Hour Factor	0.96	0.96	0.96	0.85	0.85	0.85	0.90	0.90	0.90	0.44	0.44	0.44
Percent Heavy Veh, %	0	2	2	2	2	2	0	0	2	0	0	0
Cap, veh/h	741	937	278	138	1256	8	346	16	345	130	84	0
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.00
Sat Flow, veh/h	1076	1385	411	491	1857	12	1210	75	1585	292	387	0
Grp Volume(v), veh/h	18	0	1145	111	0	320	171	0	310	16	0	0
Grp Sat Flow(s),veh/h/ln	1076	0	1796	491	0	1868	1285	0	1585	679	0	0
Q Serve(g_s), s	0.6	0.0	48.3	9.2	0.0	5.7	0.0	0.0	16.2	0.1	0.0	0.0
Cycle Q Clear(g_c), s	6.2	0.0	48.3	57.5	0.0	5.7	11.3	0.0	16.2	11.4	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.01	0.94		1.00	0.56		0.00
Lane Grp Cap(c), veh/h	741	0	1215	138	0	1264	362	0	345	214	0	0
V/C Ratio(X)	0.02	0.00	0.94	0.81	0.00	0.25	0.47	0.00	0.90	0.07	0.00	0.00
Avail Cap(c_a), veh/h	741	0	1215	138	0	1264	362	0	345	214	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	0.0	12.3	40.3	0.0	5.4	30.4	0.0	32.3	26.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	14.2	28.6	0.0	0.1	4.4	0.0	28.5	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	19.8	3.4	0.0	1.9	3.6	0.0	8.7	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	0.0	26.5	68.9	0.0	5.5	34.8	0.0	60.8	27.5	0.0	0.0
LnGrp LOS	A	A	C	E	A	A	C	A	E	C	A	A
Approach Vol, veh/h		1163			431			481				16
Approach Delay, s/veh		26.2			21.8			51.6				27.5
Approach LOS		C			C			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		62.0		23.0		62.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		57.5		18.5		57.5				
Max Q Clear Time (g_c+I1), s		18.2		50.3		13.4		59.5				
Green Ext Time (p_c), s		0.1		5.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				31.1								
HCM 6th LOS				C								

Cherokee Street DRI #2724

1: George Busbee Parkway & Shiloh Road

build p.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	515	357	4	533	38	734	683	28	47	267	47
Future Volume (veh/h)	25	515	357	4	533	38	734	683	28	47	267	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	526	364	4	573	41	834	776	32	57	322	57
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.88	0.88	0.88	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	561	476	72	561	476	811	1986	886	217	426	74
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.46	0.56	0.56	0.04	0.14	0.14
Sat Flow, veh/h	808	1870	1585	625	1870	1585	1781	3554	1585	1781	3023	529
Grp Volume(v), veh/h	26	526	364	4	573	41	834	776	32	57	188	191
Grp Sat Flow(s),veh/h/ln	808	1870	1585	625	1870	1585	1781	1777	1585	1781	1777	1775
Q Serve(g_s), s	0.0	35.6	27.1	0.8	39.0	2.4	59.2	16.0	1.2	3.5	13.2	13.5
Cycle Q Clear(g_c), s	39.0	35.6	27.1	36.4	39.0	2.4	59.2	16.0	1.2	3.5	13.2	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	55	561	476	72	561	476	811	1986	886	217	250	250
V/C Ratio(X)	0.47	0.94	0.77	0.06	1.02	0.09	1.03	0.39	0.04	0.26	0.75	0.77
Avail Cap(c_a), veh/h	55	561	476	72	561	476	811	1986	886	237	250	250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	44.3	41.3	62.0	45.5	32.7	35.4	16.2	12.9	45.4	53.7	53.8
Incr Delay (d2), s/veh	6.1	23.6	7.3	0.3	43.5	0.1	39.0	0.6	0.1	0.6	18.6	19.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	20.1	11.5	0.1	24.7	1.0	33.8	6.6	0.4	1.6	7.2	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	67.9	48.7	62.4	89.0	32.8	74.4	16.8	13.0	46.0	72.3	73.6
LnGrp LOS	E	E	D	E	F	C	F	B	B	D	E	E
Approach Vol, veh/h		916			618			1642				436
Approach Delay, s/veh		60.3			85.1			46.0				69.4
Approach LOS		E			F			D				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	77.2		43.5	63.7	22.8		43.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.3	71.2		39.0	59.2	18.3		39.0				
Max Q Clear Time (g_c+I1), s	5.5	18.0		41.0	61.2	15.5		41.0				
Green Ext Time (p_c), s	0.0	6.7		0.0	0.0	0.6		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			59.1									
HCM 6th LOS			E									

Cherokee Street SRI #2724

2: Wade Green Road

build p.m.

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑						↑↑↑				
Traffic Volume (veh/h)	0	844	0	0	0	0	0	894	0	0	0	0
Future Volume (veh/h)	0	844	0	0	0	0	0	894	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Work Zone On Approach		No						No				
Adj Sat Flow, veh/h/ln	0	1870	0				0	1870	0			
Adj Flow Rate, veh/h	0	917	0				0	1040	0			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.86	0.92			
Percent Heavy Veh, %	0	2	0				0	2	0			
Cap, veh/h	0	1972	0				0	1507	0			
Arrive On Green	0.00	0.55	0.00				0.00	0.30	0.00			
Sat Flow, veh/h	0	3741	0				0	5443	0			
Grp Volume(v), veh/h	0	917	0				0	1040	0			
Grp Sat Flow(s),veh/h/ln	0	1777	0				0	1702	0			
Q Serve(g_s), s	0.0	9.3	0.0				0.0	10.8	0.0			
Cycle Q Clear(g_c), s	0.0	9.3	0.0				0.0	10.8	0.0			
Prop In Lane	0.00		0.00				0.00		0.00			
Lane Grp Cap(c), veh/h	0	1972	0				0	1507	0			
V/C Ratio(X)	0.00	0.47	0.00				0.00	0.69	0.00			
Avail Cap(c_a), veh/h	0	1972	0				0	1915	0			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	1.00	0.00			
Uniform Delay (d), s/veh	0.0	8.0	0.0				0.0	18.7	0.0			
Incr Delay (d2), s/veh	0.0	0.8	0.0				0.0	0.7	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.0	0.0				0.0	4.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.8	0.0				0.0	19.5	0.0			
LnGrp LOS	A	A	A				A	B	A			
Approach Vol, veh/h		917						1040				
Approach Delay, s/veh		8.8						19.5				
Approach LOS		A						B				
Timer - Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		37.8		22.2								
Change Period (Y+Rc), s		4.5		4.5								
Max Green Setting (Gmax), s		28.5		22.5								
Max Q Clear Time (g_c+I1), s		11.3		12.8								
Green Ext Time (p_c), s		6.2		4.9								
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.5									
HCM 6th LOS			B									

Cherokee Street DRI #2724

3: Wade Green Road

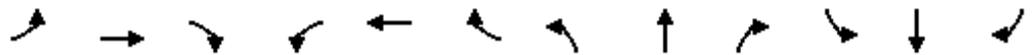
build p.m.

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑									↑↑	
Traffic Volume (veh/h)	0	1030	0	0	0	0	0	0	0	0	1387	0
Future Volume (veh/h)	0	1030	0	0	0	0	0	0	0	0	1387	0
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Work Zone On Approach		No									No	
Adj Sat Flow, veh/h/ln	0	1870	0							0	1870	0
Adj Flow Rate, veh/h	0	1062	0							0	1445	0
Peak Hour Factor	0.92	0.97	0.92							0.92	0.96	0.92
Percent Heavy Veh, %	0	2	0							0	2	0
Cap, veh/h	0	1390	0							0	1630	0
Arrive On Green	0.00	0.39	0.00							0.00	0.46	0.00
Sat Flow, veh/h	0	3741	0							0	3741	0
Grp Volume(v), veh/h	0	1062	0							0	1445	0
Grp Sat Flow(s),veh/h/ln	0	1777	0							0	1777	0
Q Serve(g_s), s	0.0	15.6	0.0							0.0	22.3	0.0
Cycle Q Clear(g_c), s	0.0	15.6	0.0							0.0	22.3	0.0
Prop In Lane	0.00		0.00							0.00		0.00
Lane Grp Cap(c), veh/h	0	1390	0							0	1630	0
V/C Ratio(X)	0.00	0.76	0.00							0.00	0.89	0.00
Avail Cap(c_a), veh/h	0	1390	0							0	1688	0
HCM Platoon Ratio	1.00	1.00	1.00							1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	0.00							0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	15.9	0.0							0.0	14.8	0.0
Incr Delay (d2), s/veh	0.0	4.0	0.0							0.0	6.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.3	0.0							0.0	8.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.9	0.0							0.0	20.8	0.0
LnGrp LOS	A	B	A							A	C	A
Approach Vol, veh/h		1062									1445	
Approach Delay, s/veh		19.9									20.8	
Approach LOS		B									C	
Timer - Assigned Phs		2									8	
Phs Duration (G+Y+Rc), s		28.0									32.0	
Change Period (Y+Rc), s		4.5									4.5	
Max Green Setting (Gmax), s		22.5									28.5	
Max Q Clear Time (g_c+I1), s		17.6									24.3	
Green Ext Time (p_c), s		3.0									3.3	
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			20.4									
HCM 6th LOS			C									

Cherokee Street DRI #2724

4: Cherokee Street/Wade Green Road & Shiloh Road

build p.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘↗	↑↑	↗	↘	↑↑↑	↗	↘	↑↑	↗
Traffic Volume (veh/h)	285	219	85	761	342	126	96	1177	424	129	1267	169
Future Volume (veh/h)	285	219	85	761	342	126	96	1177	424	129	1267	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	306	235	91	769	345	127	97	1189	428	129	1267	169
Peak Hour Factor	0.93	0.93	0.93	0.99	0.99	0.99	0.99	0.99	0.99	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	493	280	237	808	772	344	178	1869	580	242	1348	601
Arrive On Green	0.17	0.15	0.15	0.23	0.22	0.22	0.05	0.37	0.37	0.06	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	3456	3554	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	306	235	91	769	345	127	97	1189	428	129	1267	169
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1777	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	13.7	11.8	5.0	21.1	8.1	6.6	3.2	18.5	22.6	4.3	33.1	7.1
Cycle Q Clear(g_c), s	13.7	11.8	5.0	21.1	8.1	6.6	3.2	18.5	22.6	4.3	33.1	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	493	280	237	808	772	344	178	1869	580	242	1348	601
V/C Ratio(X)	0.62	0.84	0.38	0.95	0.45	0.37	0.55	0.64	0.74	0.53	0.94	0.28
Avail Cap(c_a), veh/h	555	350	296	808	783	349	181	1869	580	268	1348	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	39.8	36.9	36.3	32.7	32.1	23.5	25.2	26.5	19.9	28.8	20.7
Incr Delay (d2), s/veh	1.8	13.8	1.0	20.8	0.4	0.7	3.3	1.7	8.2	1.8	13.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	6.4	2.0	11.0	3.5	2.6	1.5	7.6	9.6	1.8	16.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	53.6	37.9	57.1	33.1	32.7	26.8	26.9	34.7	21.7	42.6	21.9
LnGrp LOS	C	D	D	E	C	C	C	C	C	C	D	C
Approach Vol, veh/h		632			1241			1714			1565	
Approach Delay, s/veh		39.4			47.9			28.8			38.7	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	39.7	27.0	18.9	9.3	41.0	20.5	25.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	34.0	22.5	18.0	5.0	36.5	19.3	21.2				
Max Q Clear Time (g_c+I1), s	6.3	24.6	23.1	13.8	5.2	35.1	15.7	10.1				
Green Ext Time (p_c), s	0.0	6.3	0.0	0.6	0.0	1.1	0.3	2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				37.7								
HCM 6th LOS				D								

Cherokee Street DRI #2724  
 5: Cherokee Street & Jiles Road

build p.m.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔↔	↗	↖	↑↑	↓↓	↗↗
Traffic Volume (veh/h)	891	301	396	845	840	1187
Future Volume (veh/h)	891	301	396	845	840	1187
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	990	334	404	862	848	1199
Peak Hour Factor	0.90	0.90	0.98	0.98	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1207	381	444	2331	1260	1660
Arrive On Green	0.24	0.24	0.25	0.66	0.35	0.35
Sat Flow, veh/h	5023	1585	1781	3647	3647	2790
Grp Volume(v), veh/h	990	334	404	862	848	1199
Grp Sat Flow(s),veh/h/ln	1674	1585	1781	1777	1777	1395
Q Serve(g_s), s	16.2	17.6	19.1	9.5	17.5	26.4
Cycle Q Clear(g_c), s	16.2	17.6	19.1	9.5	17.5	26.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1207	381	444	2331	1260	1660
V/C Ratio(X)	0.82	0.88	0.91	0.37	0.67	0.72
Avail Cap(c_a), veh/h	1259	397	512	2331	1260	1660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	31.7	31.6	6.8	23.7	12.5
Incr Delay (d2), s/veh	4.3	18.9	18.7	0.5	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	2.0	10.2	3.2	7.5	13.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.4	50.5	50.3	7.2	26.6	15.2
LnGrp LOS	D	D	D	A	C	B
Approach Vol, veh/h	1324			1266	2047	
Approach Delay, s/veh	39.2			21.0	19.9	
Approach LOS	D			C	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		61.3		25.3	26.1	35.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		56.8		21.7	24.9	27.4
Max Q Clear Time (g_c+I1), s		11.5		19.6	21.1	28.4
Green Ext Time (p_c), s		7.5		1.2	0.5	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			25.7			
HCM 6th LOS			C			

Cherokee Street DRI #2724  
6: Access G & McCollum Parkway

build p.m.

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	299	47	44	489	6	53	0	30	8	1	6
Future Vol, veh/h	2	299	47	44	489	6	53	0	30	8	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	85	85	85	75	75	75	81	81	81
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	329	52	52	575	7	71	0	40	10	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	582	0	0	381	0	0	751	1045	355	1062	1068	291
Stage 1	-	-	-	-	-	-	359	359	-	683	683	-
Stage 2	-	-	-	-	-	-	392	686	-	379	385	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1002	-	-	1189	-	-	316	231	693	191	223	712
Stage 1	-	-	-	-	-	-	663	631	-	410	452	-
Stage 2	-	-	-	-	-	-	610	451	-	647	614	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1002	-	-	1189	-	-	295	215	693	171	208	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	215	-	171	208	-
Stage 1	-	-	-	-	-	-	661	629	-	409	423	-
Stage 2	-	-	-	-	-	-	563	422	-	608	612	-

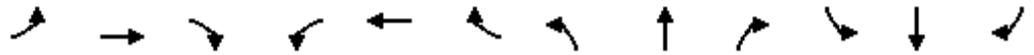
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.8			18.7			20.5		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	372	1002	-	-	1189	-	-	250
HCM Lane V/C Ratio	0.297	0.002	-	-	0.044	-	-	0.074
HCM Control Delay (s)	18.7	8.6	0	-	8.2	0.2	-	20.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	0.2

Cherokee Street DRI #2724

7: Cherokee Street & Bensman Lane/McCollum Parkway

build p.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	48	12	62	69	385	14	725	46	277	722	86
Future Volume (veh/h)	66	48	12	62	69	385	14	725	46	277	722	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1870	1885	1870	1900
Adj Flow Rate, veh/h	70	51	13	70	78	433	14	740	47	283	737	88
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	2	1	2	0
Cap, veh/h	131	502	128	522	86	476	337	1244	79	439	1932	876
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.37	0.37	0.37	0.12	0.54	0.54
Sat Flow, veh/h	903	1461	372	1348	250	1386	674	3393	215	1795	3554	1610
Grp Volume(v), veh/h	70	0	64	70	0	511	14	387	400	283	737	88
Grp Sat Flow(s),veh/h/ln	903	0	1833	1348	0	1636	674	1777	1832	1795	1777	1610
Q Serve(g_s), s	3.6	0.0	1.9	3.0	0.0	23.9	1.1	14.1	14.1	7.3	9.6	2.1
Cycle Q Clear(g_c), s	27.5	0.0	1.9	4.9	0.0	23.9	1.1	14.1	14.1	7.3	9.6	2.1
Prop In Lane	1.00		0.20	1.00		0.85	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	131	0	630	522	0	562	337	651	671	439	1932	876
V/C Ratio(X)	0.53	0.00	0.10	0.13	0.00	0.91	0.04	0.59	0.60	0.65	0.38	0.10
Avail Cap(c_a), veh/h	131	0	630	522	0	562	337	651	671	547	1932	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	17.8	19.5	0.0	25.1	16.4	20.5	20.5	14.0	10.5	8.8
Incr Delay (d2), s/veh	4.1	0.0	0.1	0.1	0.0	18.8	0.2	4.0	3.9	1.8	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.8	0.9	0.0	11.6	0.2	6.3	6.4	2.9	3.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	0.0	17.9	19.6	0.0	43.8	16.6	24.5	24.4	15.8	11.1	9.0
LnGrp LOS	D	A	B	B	A	D	B	C	C	B	B	A
Approach Vol, veh/h		134			581			801			1108	
Approach Delay, s/veh		31.1			40.9			24.3			12.1	
Approach LOS		C			D			C			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.2	33.8		32.0		48.0		32.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	14.5	24.5		27.5		43.5		27.5				
Max Q Clear Time (g_c+I1), s	9.3	16.1		29.5		11.6		25.9				
Green Ext Time (p_c), s	0.4	3.2		0.0		6.2		0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				23.2								
HCM 6th LOS				C								

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕			↕	
Traffic Vol, veh/h	0	0	13	0	0	61	0	633	39	0	785	10
Future Vol, veh/h	0	0	13	0	0	61	0	633	39	0	785	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									
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	100	100	100	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	0	0	17	0	0	81	0	633	39	0	844	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	428	-	-	336	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	581	0	0	666	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	581	-	-	666	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.4		11.2		0		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	581	666	-
HCM Lane V/C Ratio	-	-	0.03	0.122	-
HCM Control Delay (s)	-	-	11.4	11.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.4	-

Cherokee Street DRI #2724  
 9: Cherokee Street & Maple Drive/Access C

build p.m.

Intersection												
Int Delay, s/veh	66.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕		↕	↕	
Traffic Vol, veh/h	4	3	1	155	2	93	3	569	89	194	543	11
Future Vol, veh/h	4	3	1	155	2	93	3	569	89	194	543	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									
Storage Length	-	-	-	0	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	42	42	42	90	90	90	93	93	93	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	10	7	2	172	2	103	3	612	96	213	597	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1342	1743	305	1394	1701	354	609	0	0	708	0	0
Stage 1	1029	1029	-	666	666	-	-	-	-	-	-	-
Stage 2	313	714	-	728	1035	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	112	88	697	~ 103	93	648	979	-	-	900	-	-
Stage 1	254	314	-	420	460	-	-	-	-	-	-	-
Stage 2	678	438	-	386	312	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	75	67	697	~ 77	71	648	979	-	-	900	-	-
Mov Cap-2 Maneuver	75	67	-	~ 77	71	-	-	-	-	-	-	-
Stage 1	253	240	-	418	458	-	-	-	-	-	-	-
Stage 2	564	436	-	285	238	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	63.5	\$ 428.3	0	2.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	979	-	-	80	77	553	900	-	-
HCM Lane V/C Ratio	0.003	-	-	0.238	2.237	0.191	0.237	-	-
HCM Control Delay (s)	8.7	0	-	63.5	682.8	13	10.2	-	-
HCM Lane LOS	A	A	-	F	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	16	0.7	0.9	-	-

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

Cherokee Street DRI #2724  
 10: Cherokee Street & Dobbins Drive

build p.m.

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	27	10	13	655	680	31
Future Vol, veh/h	27	10	13	655	680	31
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	70	70	93	93	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	39	14	14	704	739	34

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1136	387	773	0	-	0
Stage 1	756	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	199	617	851	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	194	617	851	-	-	-
Mov Cap-2 Maneuver	194	-	-	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.4	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	851	-	238	-	-
HCM Lane V/C Ratio	0.016	-	0.222	-	-
HCM Control Delay (s)	9.3	0.1	24.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Cherokee Street DRI #2724  
 11: Cherokee Street & Smith Drive

build p.m.

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	27	16	17	690	672	51
Future Vol, veh/h	27	16	17	690	672	51
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	70	70	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	39	23	18	742	723	55

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1158	389	778	0	-	0
Stage 1	751	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	192	615	848	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	185	615	848	-	-	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	848	-	250	-	-
HCM Lane V/C Ratio	0.022	-	0.246	-	-
HCM Control Delay (s)	9.3	0.2	24	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Cherokee Street DRI #2724

12: Cherokee Street & Access F/Dogwood Drive

build p.m.

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	0	25	17	0	22	26	695	29	20	643	25
Future Vol, veh/h	24	0	25	17	0	22	26	695	29	20	643	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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	74	74	74	94	94	94	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	32	0	33	23	0	30	28	739	31	21	677	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1158	1558	352	1192	1556	385	703	0	0	770	0	0
Stage 1	732	732	-	811	811	-	-	-	-	-	-	-
Stage 2	426	826	-	381	745	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	154	114	650	145	114	619	904	-	-	854	-	-
Stage 1	383	430	-	344	396	-	-	-	-	-	-	-
Stage 2	582	389	-	619	424	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	136	103	650	128	103	619	904	-	-	854	-	-
Mov Cap-2 Maneuver	136	103	-	128	103	-	-	-	-	-	-	-
Stage 1	362	412	-	325	375	-	-	-	-	-	-	-
Stage 2	524	368	-	563	407	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27	25	0.5	0.5
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	904	-	-	228	232	854	-
HCM Lane V/C Ratio	0.031	-	-	0.287	0.227	0.025	-
HCM Control Delay (s)	9.1	0.2	-	27	25	9.3	0.2
HCM Lane LOS	A	A	-	D	D	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.8	0.1	-

Cherokee Street DRI #2724  
 97: Cherokee Street & Access E

build p.m.

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	9	5	0	2	20	723	5	15	659	0
Future Vol, veh/h	14	0	9	5	0	2	20	723	5	15	659	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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	94	94	94	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	15	0	10	5	0	2	21	769	5	16	694	0

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1153	1542	347	1193	1540	387	694	0	0	774	0	0
Stage 1	726	726	-	814	814	-	-	-	-	-	-	-
Stage 2	427	816	-	379	726	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	155	116	655	145	117	617	911	-	-	851	-	-
Stage 1	387	433	-	342	394	-	-	-	-	-	-	-
Stage 2	581	393	-	620	433	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	146	108	655	135	109	617	911	-	-	851	-	-
Mov Cap-2 Maneuver	146	108	-	135	109	-	-	-	-	-	-	-
Stage 1	371	420	-	328	378	-	-	-	-	-	-	-
Stage 2	555	377	-	592	420	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	24.4		26.6			0.4			0.3		
HCM LOS	C		D								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	911	-	-	210	174	851	-	-
HCM Lane V/C Ratio	0.023	-	-	0.119	0.044	0.019	-	-
HCM Control Delay (s)	9	0.2	-	24.4	26.6	9.3	0.1	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0.1	-	-

Cherokee Street DRI #2724  
 98: Access D & Cherokee Street

build p.m.

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	18	660	22	0	707
Future Vol, veh/h	0	18	660	22	0	707
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	70	70	93	93	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	0	26	710	24	0	768

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	367	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	636	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	636	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

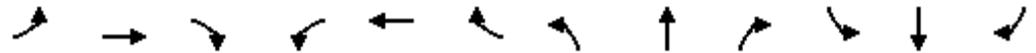
Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	636
HCM Lane V/C Ratio	-	-	0.04
HCM Control Delay (s)	-	-	10.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Cherokee Street DRI #2724

13: Cherokee Street & Twelve Oaks Circle/Ben King Road

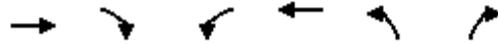
build p.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	9	8	18	322	18	173	13	588	95	114	569	9
Future Volume (veh/h)	9	8	18	322	18	173	13	588	95	114	569	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1885	1885	1870	1900
Adj Flow Rate, veh/h	10	9	20	366	20	197	13	600	97	121	605	10
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.98	0.98	0.98	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	17	15	33	418	23	391	286	760	649	307	848	730
Arrive On Green	0.04	0.04	0.04	0.25	0.25	0.25	0.02	0.41	0.41	0.06	0.45	0.45
Sat Flow, veh/h	441	397	882	1707	93	1598	1810	1870	1598	1795	1870	1610
Grp Volume(v), veh/h	39	0	0	386	0	197	13	600	97	121	605	10
Grp Sat Flow(s),veh/h/ln	1719	0	0	1800	0	1598	1810	1870	1598	1795	1870	1610
Q Serve(g_s), s	1.6	0.0	0.0	15.0	0.0	7.7	0.3	20.3	2.8	2.7	19.0	0.2
Cycle Q Clear(g_c), s	1.6	0.0	0.0	15.0	0.0	7.7	0.3	20.3	2.8	2.7	19.0	0.2
Prop In Lane	0.26		0.51	0.95		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	0	0	441	0	391	286	760	649	307	848	730
V/C Ratio(X)	0.60	0.00	0.00	0.88	0.00	0.50	0.05	0.79	0.15	0.39	0.71	0.01
Avail Cap(c_a), veh/h	426	0	0	484	0	429	382	760	649	318	848	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	0.0	26.3	0.0	23.6	13.9	18.8	13.6	14.1	16.0	10.9
Incr Delay (d2), s/veh	8.8	0.0	0.0	15.4	0.0	1.0	0.1	8.2	0.5	0.8	5.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	7.9	0.0	2.9	0.1	9.7	1.0	1.0	8.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	0.0	0.0	41.7	0.0	24.6	13.9	27.0	14.1	15.0	21.1	10.9
LnGrp LOS	D	A	A	D	A	C	B	C	B	B	C	B
Approach Vol, veh/h		39			583			710				736
Approach Delay, s/veh		43.2			35.9			25.0				19.9
Approach LOS		D			D			C				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	34.0		7.2	5.7	37.4		22.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	29.5		18.0	5.0	29.5		19.5				
Max Q Clear Time (g_c+I1), s	4.7	22.3		3.6	2.3	21.0		17.0				
Green Ext Time (p_c), s	0.0	2.5		0.1	0.0	2.6		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				26.6								
HCM 6th LOS				C								

Cherokee Street DRI #2724  
 14: Sardis Street & Cherokee Street

build p.m.

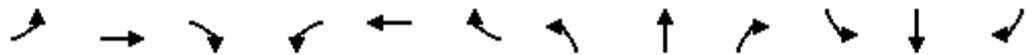


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	348	56	125	735	68	234
Future Volume (veh/h)	348	56	125	735	68	234
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	458	74	156	919	93	321
Peak Hour Factor	0.76	0.76	0.80	0.80	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	586	95	364	989	564	502
Arrive On Green	0.37	0.37	0.08	0.53	0.32	0.32
Sat Flow, veh/h	1571	254	1781	1870	1781	1585
Grp Volume(v), veh/h	0	532	156	919	93	321
Grp Sat Flow(s),veh/h/ln	0	1825	1781	1870	1781	1585
Q Serve(g_s), s	0.0	15.1	2.9	26.6	2.2	10.1
Cycle Q Clear(g_c), s	0.0	15.1	2.9	26.6	2.2	10.1
Prop In Lane		0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	681	364	989	564	502
V/C Ratio(X)	0.00	0.78	0.43	0.93	0.16	0.64
Avail Cap(c_a), veh/h	0	716	379	1041	564	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	16.2	11.5	12.7	14.4	17.1
Incr Delay (d2), s/veh	0.0	5.4	0.8	13.6	0.6	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.5	1.0	12.3	0.9	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	21.6	12.3	26.3	15.0	23.2
LnGrp LOS	A	C	B	C	B	C
Approach Vol, veh/h	532			1075	414	
Approach Delay, s/veh	21.6			24.3	21.4	
Approach LOS	C			C	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		23.0	9.1	26.3		35.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.5	5.1	22.9		32.5
Max Q Clear Time (g_c+I1), s		12.1	4.9	17.1		28.6
Green Ext Time (p_c), s		0.8	0.0	1.7		2.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			23.0			
HCM 6th LOS			C			

Cherokee Street DRI #2724

15: S. Main Street/N. Main Street & J O Stephenson Avenue/Cherokee Street

build p.m.

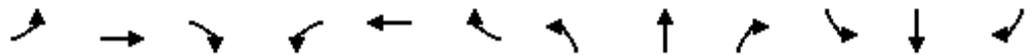


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	6	29	263	19	470	10	904	189	170	448	6
Future Volume (veh/h)	3	6	29	263	19	470	10	904	189	170	448	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1885	1885	1885	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	8	41	302	22	540	10	932	195	181	477	6
Peak Hour Factor	0.71	0.71	0.71	0.87	0.87	0.87	0.97	0.97	0.97	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	2	1	1	1	2	2	2	2	2
Cap, veh/h	72	48	247	405	18	454	515	939	796	199	1135	14
Arrive On Green	0.18	0.18	0.18	0.07	0.29	0.29	0.50	0.50	0.50	0.07	0.62	0.62
Sat Flow, veh/h	855	267	1371	1781	63	1544	920	1870	1585	1781	1843	23
Grp Volume(v), veh/h	4	0	49	302	0	562	10	932	195	181	0	483
Grp Sat Flow(s),veh/h/ln	855	0	1638	1781	0	1607	920	1870	1585	1781	0	1866
Q Serve(g_s), s	0.0	0.0	2.5	6.9	0.0	29.4	0.6	49.5	7.0	5.8	0.0	13.4
Cycle Q Clear(g_c), s	18.0	0.0	2.5	6.9	0.0	29.4	2.6	49.5	7.0	5.8	0.0	13.4
Prop In Lane	1.00		0.84	1.00		0.96	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	72	0	295	405	0	473	515	939	796	199	0	1150
V/C Ratio(X)	0.06	0.00	0.17	0.75	0.00	1.19	0.02	0.99	0.25	0.91	0.00	0.42
Avail Cap(c_a), veh/h	72	0	295	405	0	473	515	939	796	199	0	1150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	0.0	34.7	35.2	0.0	35.3	13.6	24.7	14.1	27.7	0.0	9.9
Incr Delay (d2), s/veh	0.3	0.0	0.3	7.4	0.0	104.7	0.1	27.7	0.7	40.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.0	4.4	0.0	24.9	0.1	27.6	2.6	6.6	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	0.0	34.9	42.6	0.0	140.0	13.6	52.4	14.9	67.8	0.0	11.1
LnGrp LOS	D	A	C	D	A	F	B	D	B	E	A	B
Approach Vol, veh/h		53			864			1137			664	
Approach Delay, s/veh		36.1			106.0			45.6			26.5	
Approach LOS		D			F			D			C	
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	11.4	54.7	11.4	22.5	66.1	33.9						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5						
Max Green Setting (Gmax), s	6.9	50.2	6.9	18.0	61.6	29.4						
Max Q Clear Time (g_c+I1), s	7.8	51.5	8.9	20.0	15.4	31.4						
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	3.5	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			59.9									
HCM 6th LOS			E									

Cherokee Street DRI #2724

16: Summers Street/shopping center & S. Main Street

build p.m.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	342	310	243	995	9	294	2	188	10	2	3
Future Volume (veh/h)	2	342	310	243	995	9	294	2	188	10	2	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1870	1870	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	2	349	316	267	1093	10	300	2	192	14	3	4
Peak Hour Factor	0.98	0.98	0.98	0.91	0.91	0.91	0.98	0.98	0.98	0.70	0.70	0.70
Percent Heavy Veh, %	0	2	2	2	2	2	0	0	2	0	0	0
Cap, veh/h	111	556	504	368	1138	10	449	2	451	122	28	20
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	519	904	819	771	1850	17	1297	9	1585	194	100	69
Grp Volume(v), veh/h	2	0	665	267	0	1103	302	0	192	21	0	0
Grp Sat Flow(s),veh/h/ln	519	0	1723	771	0	1867	1305	0	1585	363	0	0
Q Serve(g_s), s	0.3	0.0	21.7	29.8	0.0	49.8	0.0	0.0	8.8	0.3	0.0	0.0
Cycle Q Clear(g_c), s	50.1	0.0	21.7	51.5	0.0	49.8	20.0	0.0	8.8	20.3	0.0	0.0
Prop In Lane	1.00		0.48	1.00		0.01	0.99		1.00	0.67		0.19
Lane Grp Cap(c), veh/h	111	0	1060	368	0	1149	451	0	451	170	0	0
V/C Ratio(X)	0.02	0.00	0.63	0.73	0.00	0.96	0.67	0.00	0.43	0.12	0.00	0.00
Avail Cap(c_a), veh/h	113	0	1067	371	0	1156	451	0	451	170	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.8	0.0	10.8	26.9	0.0	16.2	30.1	0.0	26.1	25.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.2	6.9	0.0	17.7	7.7	0.0	2.9	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	7.6	5.9	0.0	23.7	6.9	0.0	3.6	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	0.0	12.0	33.8	0.0	33.9	37.8	0.0	29.0	26.7	0.0	0.0
LnGrp LOS	D	A	B	C	A	C	D	A	C	C	A	A
Approach Vol, veh/h		667			1370			494				21
Approach Delay, s/veh		12.1			33.9			34.4				26.7
Approach LOS		B			C			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		59.6		30.0		59.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.5		55.5		25.5		55.5				
Max Q Clear Time (g_c+I1), s		22.0		52.1		22.3		53.5				
Green Ext Time (p_c), s		0.9		1.5		0.0		1.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				28.2								
HCM 6th LOS				C								

## Cherokee Street DRI #2724

## 17: McCollum Parkway &amp; Ben King Road/Big Shanty Road

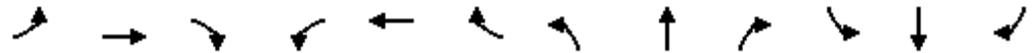
build p.m.

Intersection							
Intersection Delay, s/veh	8.9						
Intersection LOS	A						
Approach	EB		WB		NB		SB
Entry Lanes	2		2		1		1
Conflicting Circle Lanes	1		1		1		1
Adj Approach Flow, veh/h	201		806		404		322
Demand Flow Rate, veh/h	205		822		412		328
Vehicles Circulating, veh/h	375		390		317		639
Vehicles Exiting, veh/h	592		339		263		573
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	4.8		9.1		8.3		11.6
Approach LOS	A		A		A		B
Lane	Left	Right	Left	Right	Left	Left	
Designated Moves	LT	R	LT	R	LTR	LTR	
Assumed Moves	LT	R	LT	R	LTR	LTR	
RT Channelized							
Lane Util	0.727	0.273	0.646	0.354	1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.609	2.609	
Critical Headway, s	4.544	4.544	4.544	4.544	4.976	4.976	
Entry Flow, veh/h	149	56	531	291	412	328	
Cap Entry Lane, veh/h	1009	1009	996	996	999	719	
Entry HV Adj Factor	0.983	0.982	0.981	0.979	0.980	0.982	
Flow Entry, veh/h	146	55	521	285	404	322	
Cap Entry, veh/h	992	991	977	975	979	706	
V/C Ratio	0.148	0.055	0.533	0.292	0.413	0.456	
Control Delay, s/veh	5.0	4.1	10.5	6.7	8.3	11.6	
LOS	A	A	B	A	A	B	
95th %tile Queue, veh	1	0	3	1	2	2	

Cherokee Street DRI #2724

1: George Busbee Parkway & Shiloh Road

build p.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	515	357	4	533	38	734	683	28	47	267	47
Future Volume (veh/h)	25	515	357	4	533	38	734	683	28	47	267	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	526	364	4	573	41	834	776	32	57	322	57
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.88	0.88	0.88	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	667	1746	149	667	565	931	1580	705	307	659	115
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.27	0.44	0.44	0.04	0.22	0.22
Sat Flow, veh/h	808	1870	2790	625	1870	1585	3456	3554	1585	1781	3023	529
Grp Volume(v), veh/h	26	526	364	4	573	41	834	776	32	57	188	191
Grp Sat Flow(s),veh/h/ln	808	1870	1395	625	1870	1585	1728	1777	1585	1781	1777	1775
Q Serve(g_s), s	2.7	21.8	4.9	0.5	24.6	1.5	20.1	13.4	1.0	2.1	8.0	8.2
Cycle Q Clear(g_c), s	27.3	21.8	4.9	22.3	24.6	1.5	20.1	13.4	1.0	2.1	8.0	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	142	667	1746	149	667	565	931	1580	705	307	388	387
V/C Ratio(X)	0.18	0.79	0.21	0.03	0.86	0.07	0.90	0.49	0.05	0.19	0.48	0.49
Avail Cap(c_a), veh/h	157	702	1799	160	702	595	1018	1580	705	343	388	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	24.9	7.0	34.9	25.9	18.4	30.5	17.1	13.6	24.4	29.6	29.7
Incr Delay (d2), s/veh	0.6	5.8	0.1	0.1	10.1	0.1	9.8	1.1	0.1	0.3	4.3	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	10.3	1.3	0.1	12.3	0.5	9.3	5.4	0.4	0.9	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	30.7	7.0	35.0	36.0	18.5	40.3	18.2	13.8	24.7	33.9	34.1
LnGrp LOS	D	C	A	D	D	B	D	B	B	C	C	C
Approach Vol, veh/h		916			618			1642			436	
Approach Delay, s/veh		21.5			34.8			29.3			32.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	43.0		35.4	27.8	23.4		35.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	38.5		32.5	25.5	18.5		32.5				
Max Q Clear Time (g_c+I1), s	4.1	15.4		29.3	22.1	10.2		26.6				
Green Ext Time (p_c), s	0.0	5.8		1.6	1.2	1.4		2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				28.7								
HCM 6th LOS				C								

Cherokee Street DRI #2724

4: Cherokee Street/Wade Green Road & Shiloh Road

build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	219	85	761	342	126	96	1177	424	129	1267	169
Future Volume (veh/h)	285	219	85	761	342	126	96	1177	424	129	1267	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	306	235	91	769	345	127	97	1189	428	129	1267	169
Peak Hour Factor	0.93	0.93	0.93	0.99	0.99	0.99	0.99	0.99	0.99	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	493	280	237	808	772	344	178	1869	580	242	1348	601
Arrive On Green	0.17	0.15	0.15	0.23	0.22	0.22	0.05	0.37	0.37	0.06	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	3456	3554	1585	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	306	235	91	769	345	127	97	1189	428	129	1267	169
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1777	1585	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	13.7	11.8	5.0	21.1	8.1	6.6	3.2	18.5	22.6	4.3	33.1	7.1
Cycle Q Clear(g_c), s	13.7	11.8	5.0	21.1	8.1	6.6	3.2	18.5	22.6	4.3	33.1	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	493	280	237	808	772	344	178	1869	580	242	1348	601
V/C Ratio(X)	0.62	0.84	0.38	0.95	0.45	0.37	0.55	0.64	0.74	0.53	0.94	0.28
Avail Cap(c_a), veh/h	555	350	296	808	783	349	181	1869	580	268	1348	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	39.8	36.9	36.3	32.7	32.1	23.5	25.2	26.5	19.9	28.8	20.7
Incr Delay (d2), s/veh	1.8	13.8	1.0	20.8	0.4	0.7	3.3	1.7	8.2	1.8	13.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	6.4	2.0	11.0	3.5	2.6	1.5	7.6	9.6	1.8	16.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	53.6	37.9	57.1	33.1	32.7	26.8	26.9	34.7	21.7	42.6	21.9
LnGrp LOS	C	D	D	E	C	C	C	C	C	C	D	C
Approach Vol, veh/h		632			1241			1714			1565	
Approach Delay, s/veh		39.4			47.9			28.8			38.7	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	39.7	27.0	18.9	9.3	41.0	20.5	25.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	34.0	22.5	18.0	5.0	36.5	19.3	21.2				
Max Q Clear Time (g_c+I1), s	6.3	24.6	23.1	13.8	5.2	35.1	15.7	10.1				
Green Ext Time (p_c), s	0.0	6.3	0.0	0.6	0.0	1.1	0.3	2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				37.7								
HCM 6th LOS				D								

Cherokee Street DRI #2724  
 5: Cherokee Street & Jiles Road

build p.m. with mitigation



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	891	301	396	845	840	1187
Future Volume (veh/h)	891	301	396	845	840	1187
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	990	334	404	862	848	1199
Peak Hour Factor	0.90	0.90	0.98	0.98	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1150	758	445	2380	1313	1669
Arrive On Green	0.23	0.23	0.25	0.67	0.37	0.37
Sat Flow, veh/h	5023	1585	1781	3647	3647	2790
Grp Volume(v), veh/h	990	334	404	862	848	1199
Grp Sat Flow(s),veh/h/ln	1674	1585	1781	1777	1777	1395
Q Serve(g_s), s	16.8	12.4	19.6	9.4	17.6	26.9
Cycle Q Clear(g_c), s	16.8	12.4	19.6	9.4	17.6	26.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1150	758	445	2380	1313	1669
V/C Ratio(X)	0.86	0.44	0.91	0.36	0.65	0.72
Avail Cap(c_a), veh/h	1216	779	531	2380	1313	1669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	15.3	32.3	6.4	23.2	12.6
Incr Delay (d2), s/veh	6.3	0.4	17.6	0.4	2.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.1	10.3	3.1	7.5	13.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.1	15.7	49.9	6.8	25.6	15.3
LnGrp LOS	D	B	D	A	C	B
Approach Vol, veh/h	1324			1266	2047	
Approach Delay, s/veh	33.2			20.6	19.6	
Approach LOS	C			C	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.0		24.8	26.7	37.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		59.5		21.5	26.5	28.5
Max Q Clear Time (g_c+I1), s		11.4		18.8	21.6	28.9
Green Ext Time (p_c), s		7.6		1.5	0.6	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			23.7			
HCM 6th LOS			C			

Cherokee Street DRI #2724  
 6: Access G & McCollum Parkway

build p.m. with mitigation

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	299	47	44	489	6	53	0	30	8	1	6
Future Vol, veh/h	2	299	47	44	489	6	53	0	30	8	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	85	85	85	75	75	75	81	81	81
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	329	52	52	575	7	71	0	40	10	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	582	0	0	381	0	0	751	1045	355	1062	1068	291
Stage 1	-	-	-	-	-	-	359	359	-	683	683	-
Stage 2	-	-	-	-	-	-	392	686	-	379	385	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1002	-	-	1189	-	-	316	231	693	191	223	712
Stage 1	-	-	-	-	-	-	663	631	-	410	452	-
Stage 2	-	-	-	-	-	-	610	451	-	647	614	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1002	-	-	1189	-	-	295	215	693	171	208	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	215	-	171	208	-
Stage 1	-	-	-	-	-	-	661	629	-	409	423	-
Stage 2	-	-	-	-	-	-	563	422	-	608	612	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.8			18.7			20.5		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	372	1002	-	-	1189	-	-	250
HCM Lane V/C Ratio	0.297	0.002	-	-	0.044	-	-	0.074
HCM Control Delay (s)	18.7	8.6	0	-	8.2	0.2	-	20.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	0.2

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕			↕	
Traffic Vol, veh/h	0	0	13	0	0	61	0	633	39	0	785	10
Future Vol, veh/h	0	0	13	0	0	61	0	633	39	0	785	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									
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	100	100	100	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	0	0	17	0	0	81	0	633	39	0	844	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	428	-	-	336	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	581	0	0	666	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	581	-	-	666	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.4		11.2		0		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	581	666	-
HCM Lane V/C Ratio	-	-	0.03	0.122	-
HCM Control Delay (s)	-	-	11.4	11.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.4	-

Cherokee Street DRI #2724

9: Cherokee Street & Maple Drive/Access C

build p.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗			↕		↖	↗	
Traffic Volume (veh/h)	4	3	1	155	2	93	3	569	89	194	543	11
Future Volume (veh/h)	4	3	1	155	2	93	3	569	89	194	543	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1870	1870	1870	1900	1870	1870
Adj Flow Rate, veh/h	10	7	2	172	2	103	3	612	96	213	597	12
Peak Hour Factor	0.42	0.42	0.42	0.90	0.90	0.90	0.93	0.93	0.93	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	0	2	2
Cap, veh/h	185	109	22	385	5	241	74	1445	225	579	2373	48
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.48	0.48	0.48	0.10	0.67	0.67
Sat Flow, veh/h	488	716	142	1428	31	1584	2	3012	470	1810	3563	72
Grp Volume(v), veh/h	19	0	0	172	0	105	380	0	331	213	298	311
Grp Sat Flow(s),veh/h/ln	1345	0	0	1428	0	1615	1867	0	1617	1810	1777	1857
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	2.9	0.0	0.0	6.6	2.5	3.3	3.3
Cycle Q Clear(g_c), s	2.9	0.0	0.0	4.9	0.0	2.9	6.6	0.0	6.6	2.5	3.3	3.3
Prop In Lane	0.53		0.11	1.00		0.98	0.01		0.29	1.00		0.04
Lane Grp Cap(c), veh/h	316	0	0	385	0	246	969	0	776	579	1184	1237
V/C Ratio(X)	0.06	0.00	0.00	0.45	0.00	0.43	0.39	0.00	0.43	0.37	0.25	0.25
Avail Cap(c_a), veh/h	635	0	0	687	0	587	969	0	776	680	1184	1237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	0.0	0.0	19.7	0.0	19.0	8.4	0.0	8.4	5.2	3.3	3.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.8	0.0	1.2	1.2	0.0	1.7	0.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.8	0.0	1.1	2.4	0.0	2.1	0.6	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	0.0	20.6	0.0	20.2	9.6	0.0	10.1	5.6	3.8	3.8
LnGrp LOS	B	A	A	C	A	C	A	A	B	A	A	A
Approach Vol, veh/h		19			277			711			822	
Approach Delay, s/veh		18.1			20.4			9.9			4.3	
Approach LOS		B			C			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.2	28.3		12.0		37.5		12.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	7.5	21.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s	4.5	8.6		4.9		5.3		6.9				
Green Ext Time (p_c), s	0.2	3.6		0.0		4.0		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.0								
HCM 6th LOS				A								

Cherokee Street DRI #2724  
 10: Cherokee Street & Dobbins Drive

build p.m. with mitigation

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	27	10	13	655	680	31
Future Vol, veh/h	27	10	13	655	680	31
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	70	70	93	93	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	39	14	14	704	739	34

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1136	387	773	0	-	0
Stage 1	756	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	199	617	851	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	194	617	851	-	-	-
Mov Cap-2 Maneuver	194	-	-	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.4	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	851	-	238	-	-
HCM Lane V/C Ratio	0.016	-	0.222	-	-
HCM Control Delay (s)	9.3	0.1	24.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Cherokee Street DRI #2724  
 11: Cherokee Street & Smith Drive

build p.m. with mitigation

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	27	16	17	690	672	51
Future Vol, veh/h	27	16	17	690	672	51
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	70	70	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	39	23	18	742	723	55

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1158	389	778	0	-	0
Stage 1	751	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	192	615	848	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	185	615	848	-	-	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	848	-	250	-	-
HCM Lane V/C Ratio	0.022	-	0.246	-	-
HCM Control Delay (s)	9.3	0.2	24	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Cherokee Street DRI #2724

12: Cherokee Street & Access F/Dogwood Drive

build p.m. with mitigation

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	0	25	17	0	22	26	695	29	20	643	25
Future Vol, veh/h	24	0	25	17	0	22	26	695	29	20	643	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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	74	74	74	94	94	94	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	32	0	33	23	0	30	28	739	31	21	677	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1158	1558	352	1192	1556	385	703	0	0	770	0	0
Stage 1	732	732	-	811	811	-	-	-	-	-	-	-
Stage 2	426	826	-	381	745	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	154	114	650	145	114	619	904	-	-	854	-	-
Stage 1	383	430	-	344	396	-	-	-	-	-	-	-
Stage 2	582	389	-	619	424	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	136	103	650	128	103	619	904	-	-	854	-	-
Mov Cap-2 Maneuver	136	103	-	128	103	-	-	-	-	-	-	-
Stage 1	362	412	-	325	375	-	-	-	-	-	-	-
Stage 2	524	368	-	563	407	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27	25	0.5	0.5
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	904	-	-	228	232	854	-
HCM Lane V/C Ratio	0.031	-	-	0.287	0.227	0.025	-
HCM Control Delay (s)	9.1	0.2	-	27	25	9.3	0.2
HCM Lane LOS	A	A	-	D	D	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.8	0.1	-

Cherokee Street DRI #2724  
 97: Cherokee Street & Access E

build p.m. with mitigation

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	9	5	0	2	20	723	5	15	659	0
Future Vol, veh/h	14	0	9	5	0	2	20	723	5	15	659	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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	94	94	94	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	15	0	10	5	0	2	21	769	5	16	694	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1153	1542	347	1193	1540	387	694	0	0	774	0	0
Stage 1	726	726	-	814	814	-	-	-	-	-	-	-
Stage 2	427	816	-	379	726	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	155	116	655	145	117	617	911	-	-	851	-	-
Stage 1	387	433	-	342	394	-	-	-	-	-	-	-
Stage 2	581	393	-	620	433	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	146	108	655	135	109	617	911	-	-	851	-	-
Mov Cap-2 Maneuver	146	108	-	135	109	-	-	-	-	-	-	-
Stage 1	371	420	-	328	378	-	-	-	-	-	-	-
Stage 2	555	377	-	592	420	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.4		26.6		0.4		0.3	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	911	-	-	210	174	851	-	-
HCM Lane V/C Ratio	0.023	-	-	0.119	0.044	0.019	-	-
HCM Control Delay (s)	9	0.2	-	24.4	26.6	9.3	0.1	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0.1	-	-

Cherokee Street DRI #2724  
 98: Access D & Cherokee Street

build p.m. with mitigation

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	18	660	22	0	707
Future Vol, veh/h	0	18	660	22	0	707
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	70	70	93	93	92	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	0	26	710	24	0	768

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	367	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	636	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	636	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

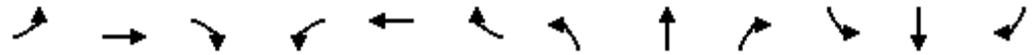
Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	636
HCM Lane V/C Ratio	-	-	0.04
HCM Control Delay (s)	-	-	10.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Cherokee Street DRI #2724

13: Cherokee Street & Twelve Oaks Circle/Ben King Road

build p.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	9	8	18	322	18	173	13	588	95	114	569	9
Future Volume (veh/h)	9	8	18	322	18	173	13	588	95	114	569	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1870	1885	1885	1870	1900
Adj Flow Rate, veh/h	10	9	20	366	20	197	13	600	97	121	605	10
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.98	0.98	0.98	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	17	15	33	418	23	391	286	760	649	307	848	730
Arrive On Green	0.04	0.04	0.04	0.25	0.25	0.25	0.02	0.41	0.41	0.06	0.45	0.45
Sat Flow, veh/h	441	397	882	1707	93	1598	1810	1870	1598	1795	1870	1610
Grp Volume(v), veh/h	39	0	0	386	0	197	13	600	97	121	605	10
Grp Sat Flow(s),veh/h/ln	1719	0	0	1800	0	1598	1810	1870	1598	1795	1870	1610
Q Serve(g_s), s	1.6	0.0	0.0	15.0	0.0	7.7	0.3	20.3	2.8	2.7	19.0	0.2
Cycle Q Clear(g_c), s	1.6	0.0	0.0	15.0	0.0	7.7	0.3	20.3	2.8	2.7	19.0	0.2
Prop In Lane	0.26		0.51	0.95		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	0	0	441	0	391	286	760	649	307	848	730
V/C Ratio(X)	0.60	0.00	0.00	0.88	0.00	0.50	0.05	0.79	0.15	0.39	0.71	0.01
Avail Cap(c_a), veh/h	426	0	0	484	0	429	382	760	649	318	848	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	0.0	26.3	0.0	23.6	13.9	18.8	13.6	14.1	16.0	10.9
Incr Delay (d2), s/veh	8.8	0.0	0.0	15.4	0.0	1.0	0.1	8.2	0.5	0.8	5.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	7.9	0.0	2.9	0.1	9.7	1.0	1.0	8.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	0.0	0.0	41.7	0.0	24.6	13.9	27.0	14.1	15.0	21.1	10.9
LnGrp LOS	D	A	A	D	A	C	B	C	B	B	C	B
Approach Vol, veh/h		39			583			710			736	
Approach Delay, s/veh		43.2			35.9			25.0			19.9	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	34.0		7.2	5.7	37.4		22.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	29.5		18.0	5.0	29.5		19.5				
Max Q Clear Time (g_c+I1), s	4.7	22.3		3.6	2.3	21.0		17.0				
Green Ext Time (p_c), s	0.0	2.5		0.1	0.0	2.6		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				26.6								
HCM 6th LOS				C								

Cherokee Street DRI #2724  
 14: Sardis Street & Cherokee Street

build p.m. with mitigation



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Volume (veh/h)	348	56	125	735	68	234
Future Volume (veh/h)	348	56	125	735	68	234
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	458	74	156	919	93	321
Peak Hour Factor	0.76	0.76	0.80	0.80	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	586	95	364	989	564	502
Arrive On Green	0.37	0.37	0.08	0.53	0.32	0.32
Sat Flow, veh/h	1571	254	1781	1870	1781	1585
Grp Volume(v), veh/h	0	532	156	919	93	321
Grp Sat Flow(s),veh/h/ln	0	1825	1781	1870	1781	1585
Q Serve(g_s), s	0.0	15.1	2.9	26.6	2.2	10.1
Cycle Q Clear(g_c), s	0.0	15.1	2.9	26.6	2.2	10.1
Prop In Lane		0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	681	364	989	564	502
V/C Ratio(X)	0.00	0.78	0.43	0.93	0.16	0.64
Avail Cap(c_a), veh/h	0	716	379	1041	564	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	16.2	11.5	12.7	14.4	17.1
Incr Delay (d2), s/veh	0.0	5.4	0.8	13.6	0.6	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.5	1.0	12.3	0.9	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	21.6	12.3	26.3	15.0	23.2
LnGrp LOS	A	C	B	C	B	C
Approach Vol, veh/h	532			1075	414	
Approach Delay, s/veh	21.6			24.3	21.4	
Approach LOS	C			C	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		23.0	9.1	26.3		35.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		18.5	5.1	22.9		32.5
Max Q Clear Time (g_c+I1), s		12.1	4.9	17.1		28.6
Green Ext Time (p_c), s		0.8	0.0	1.7		2.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			23.0			
HCM 6th LOS			C			

Cherokee Street DRI #2724

15: S. Main Street/N. Main Street & J O Stephenson Avenue/Cherokee Street build p.m. with mitigation

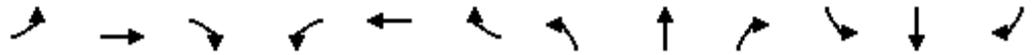


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	6	29	263	19	470	10	904	189	170	448	6
Future Volume (veh/h)	3	6	29	263	19	470	10	904	189	170	448	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1885	1870	1885	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	8	41	302	22	540	10	932	195	181	477	6
Peak Hour Factor	0.71	0.71	0.71	0.87	0.87	0.87	0.97	0.97	0.97	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	2	1	2	1	2	2	2	2	2
Cap, veh/h	226	48	247	394	543	582	523	931	889	213	1146	14
Arrive On Green	0.18	0.18	0.18	0.06	0.29	0.29	0.50	0.50	0.50	0.08	0.62	0.62
Sat Flow, veh/h	855	267	1371	1781	1885	1585	920	1870	1585	1781	1843	23
Grp Volume(v), veh/h	4	0	49	302	22	540	10	932	195	181	0	483
Grp Sat Flow(s),veh/h/ln	855	0	1638	1781	1885	1585	920	1870	1585	1781	0	1866
Q Serve(g_s), s	0.4	0.0	2.5	6.3	0.8	28.8	0.6	49.8	6.2	5.9	0.0	13.2
Cycle Q Clear(g_c), s	0.4	0.0	2.5	6.3	0.8	28.8	1.4	49.8	6.2	5.9	0.0	13.2
Prop In Lane	1.00		0.84	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	226	0	295	394	543	582	523	931	889	213	0	1161
V/C Ratio(X)	0.02	0.00	0.17	0.77	0.04	0.93	0.02	1.00	0.22	0.85	0.00	0.42
Avail Cap(c_a), veh/h	226	0	295	394	543	582	523	931	889	225	0	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	34.7	36.1	25.6	30.4	13.1	25.1	11.0	27.9	0.0	9.6
Incr Delay (d2), s/veh	0.0	0.0	0.3	8.8	0.0	21.4	0.1	29.6	0.6	24.5	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.0	5.0	0.4	15.5	0.1	28.2	2.2	5.8	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	0.0	34.9	44.9	25.7	51.8	13.2	54.7	11.6	52.4	0.0	10.7
LnGrp LOS	C	A	C	D	C	D	B	F	B	D	A	B
Approach Vol, veh/h		53			864			1137			664	
Approach Delay, s/veh		34.8			48.7			47.0			22.1	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	6	8						
Phs Duration (G+Y+Rc), s	12.4	54.3	10.8	22.5	66.7	33.3						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5						
Max Green Setting (Gmax), s	8.6	49.1	6.3	18.0	62.2	28.8						
Max Q Clear Time (g_c+I1), s	7.9	51.8	8.3	4.5	15.2	30.8						
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	3.5	0.0						
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			41.2									
HCM 6th LOS			D									

Cherokee Street DRI #2724

16: Summers Street/shopping center & S. Main Street

build p.m. with mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	342	310	243	995	9	294	2	188	10	2	3
Future Volume (veh/h)	2	342	310	243	995	9	294	2	188	10	2	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1870	1870	1870	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	2	349	316	267	1093	10	300	2	192	14	3	4
Peak Hour Factor	0.98	0.98	0.98	0.91	0.91	0.91	0.98	0.98	0.98	0.70	0.70	0.70
Percent Heavy Veh, %	0	2	2	2	2	2	0	0	2	0	0	0
Cap, veh/h	111	556	504	368	1138	10	449	2	451	122	28	20
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	519	904	819	771	1850	17	1297	9	1585	194	100	69
Grp Volume(v), veh/h	2	0	665	267	0	1103	302	0	192	21	0	0
Grp Sat Flow(s),veh/h/ln	519	0	1723	771	0	1867	1305	0	1585	363	0	0
Q Serve(g_s), s	0.3	0.0	21.7	29.8	0.0	49.8	0.0	0.0	8.8	0.3	0.0	0.0
Cycle Q Clear(g_c), s	50.1	0.0	21.7	51.5	0.0	49.8	20.0	0.0	8.8	20.3	0.0	0.0
Prop In Lane	1.00		0.48	1.00		0.01	0.99		1.00	0.67		0.19
Lane Grp Cap(c), veh/h	111	0	1060	368	0	1149	451	0	451	170	0	0
V/C Ratio(X)	0.02	0.00	0.63	0.73	0.00	0.96	0.67	0.00	0.43	0.12	0.00	0.00
Avail Cap(c_a), veh/h	113	0	1067	371	0	1156	451	0	451	170	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.8	0.0	10.8	26.9	0.0	16.2	30.1	0.0	26.1	25.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.2	6.9	0.0	17.7	7.7	0.0	2.9	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	7.6	5.9	0.0	23.7	6.9	0.0	3.6	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	0.0	12.0	33.8	0.0	33.9	37.8	0.0	29.0	26.7	0.0	0.0
LnGrp LOS	D	A	B	C	A	C	D	A	C	C	A	A
Approach Vol, veh/h		667			1370			494				21
Approach Delay, s/veh		12.1			33.9			34.4				26.7
Approach LOS		B			C			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		59.6		30.0		59.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.5		55.5		25.5		55.5				
Max Q Clear Time (g_c+I1), s		22.0		52.1		22.3		53.5				
Green Ext Time (p_c), s		0.9		1.5		0.0		1.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				28.2								
HCM 6th LOS				C								

## Appendix F

### Programmed Transportation Infrastructure Project Sheets and Miscellaneous



## REVISED LETTER OF UNDERSTANDING

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September 25, 2017

Chad L. Howie  
Sanctuary Companies  
3745 Cherokee Street NW  
Kennesaw, Ga 30144

**RE: DRI 2724 Cherokee Street Mixed-Use Project**

Dear Mr. Howie:

The purpose of this letter is to document the discussions during the Pre-Review and Methodology Meeting held at ARC's office on September 18, 2017 regarding **DRI 2724 Cherokee Street Mixed-Use Project**. Some of the following items were discussed in this meeting and should assist you and your consultant team in preparing the DRI Review Package.

### PROJECT OVERVIEW

- The project is located in the City of Kennesaw. The proposed development is approximately a 50-acre site along Cherokee Street, south of McCollum Parkway.
- The DRI trigger for this development is a rezoning and variance.
- The project is planned as a mixed-use redevelopment consisting of approximately 860 residential units (age-restricted/senior, apartments, single family attached); 230,600 sq. ft. of non-residential space (office, retail, restaurant, storage); and a community park enhancement project.
- The vehicular (including freight) trip generation is estimated to be 11, 242 gross daily trips using the *ITE Trip Generation Manual 9<sup>th</sup> edition*.
- The projected build out for this DRI is 2022.
- The applicant is applying for approval under GRTA's non-expedited review process.

### STUDY NETWORK

1. Wade Green Road/ I-75 northbound ramps
2. Wade Green Road/ I-75 southbound ramps
3. Cherokee Street / Shiloh Road
4. Shiloh Road / George Busbee Parkway
5. Cherokee Street/ Jiles Road
6. Cherokee Street/ McCollum Parkway
7. McCollum Parkway/ Grant Drive
8. Cherokee Street / Oak Drive / Pine Lane
9. Cherokee Street/ Maple Drive
10. Cherokee Street/ Dobbins Drive
11. Cherokee Street/ Smith Drive
12. Cherokee Street/ Dogwood Drive
13. Cherokee Street/ Ben King Road
14. Cherokee Street/ Big Shanty Drive
15. Cherokee Street/ N/S Main Street

- 16. South Main Street/ Summers Street
- 17. McCollum Parkway/ Ben King Road/ Big Shanty Road
- 18. All Proposed Site Accesses

### METHODOLOGY

- All intersections identified as within the study network shall be analyzed during the AM and PM peak hours for (1) existing conditions, (2) future “no-build” conditions [may not be applicable for the site driveways], and (3) future “build” conditions. This DRI shall be reviewed in one phase to be completed by 2022.
- Capacity analysis shall be based on turning movement counts collected not more than 12-months prior to the date of the actual DRI submittal to GRTA. As appropriate, pedestrian counts and heavy vehicle counts shall be collected with vehicle counts and considered within the capacity analysis. Turning movement counts shall be collected while local schools are in session and ordinarily not between the week of Thanksgiving and the second week of January or any week of a major holiday.
- A 2.0% background traffic growth rate shall be used for all roadways.
- The level of service standard for all analyses shall be LOS D.
- No alternate mode trips reductions are allowed. Standard mixed use and pass-by trip reductions are allowed.
- Default values should not be assumed in the traffic modeling. Existing conditions shall be taken into account.
- The applicant shall research TIP, STIP, RTP, and GDOT’s construction work program, as well as any local government plans (SPLOST, CIP, etc.), to determine the open-to-traffic date, sponsor, cost of the project, funding source(s), for future roadway projects in the project vicinity. This information shall be included within the traffic analysis.

### ADDITIONAL INFORMATION

Every roadway segment and intersection listed above will be analyzed for “required improvements.” If the existing LOS for the segment or intersection is below the applicable level of service for a particular time period (e.g., A.M. peak period, P.M. peak period, etc.), then the measured LOS service for that segment and time periods is the standard by which the “base” and “future” traffic conditions will be designed. For example, if the County’s LOS standard is LOS D, but an intersection or segment currently operates at LOS E for a certain peak period, then the LOS standard for that intersection or segment for “base” and “future” conditions becomes LOS E (only for that intersection and only for that peak period). The “base” is the phase year traffic without the development traffic (also called future “no-build” conditions) and the “future” is the phase year with the development traffic (also called future “build” conditions). As required in the technical guidelines, specific “required improvements” will be identified to bring the “base” LOS and “future” LOS for every roadway segment and intersection up to the applicable LOS standard. If the existing LOS for the segment or intersection is LOS F, then the future “no-build” and future “build” LOS standard will be LOS E. The improvements required to achieve the desired LOS standard will be provided in a table and graphic within the study. The traffic study should indicate the existing roadway laneage at each studied intersection as well as the laneage required (to meet the LOS standard) for future “no-build” and future “build” conditions. The improvements may include both programmed improvements and improvements identified in the study.

The planned and programmed improvement should indicate the project sponsor, the anticipated funding by source (federal, state, city/county, developer, CID, etc.), the year open-to-traffic, and estimate of the total project cost. All other required improvements identified in the study should, to the extent known,

identify the cost, sponsor, funding, and timing. If any of these elements are not known, please state as "unknown."

The future "no-build" and the future "build" analyses should NOT automatically include/assume the additional lanes/capacity associated with planned and programmed improvement projects unless those roadway projects are currently under construction. Instead, the traffic consultant should recommend the additional laneage required to satisfy the level of service standard.

**DRI REVIEW PACKAGE CHECKLIST**

Please use the DRI Review Package Checklist to help you prepare your GRTA DRI Review Package for expedited review of your application. The Checklist reflects the understandings set forth in this letter, and is incorporated into this letter by reference.

The site plan shall be prepared in accordance with Section 4-104 of the DRI Review Package Technical Guidelines and it shall be dated, and shall be at a scale of 1"= 200' or larger (showing more detail). The site plan shall be consistent with GRTA's Site Plan Information Guidelines, which represents the minimum required information on site plans.

The applicant shall indicate on the site plans all adjacent land uses, current zoning, and future land use as indicated on the future land use map. Additionally, all existing and proposed sidewalks, existing and proposed pedestrian trails, and existing and proposed roadway laneage should be indicated on the site plan.

**DRI REVIEW PACKAGE SUBMITTAL**

At the time you are ready to submit your DRI Review Package to GRTA, please note the following:

- Provide one (1) paper copy of all materials:
  - Transportation analysis
  - Site Plan
- Provide one (1) CD-ROM with electronic versions of all submittal documents:
  - Provide a PDF of each document
  - Provide the native format for each document
    - .dwg is the preferred CAD format (AutoCAD)
    - .doc is the preferred word processing format (Word)
    - .xls is the preferred spreadsheet format (Excel)
    - .sy6, .sy7, .sy8 or .sy9 is the preferred capacity analysis format (Synchro)

As part of the completeness certification process, please have your consultant forward one copy of the completed GRTA DRI Review Package (traffic analysis, site plan, CD) to the GDOT District Office, Regional Commission and local government Planning & Development and Transportation group (contact information provided below). GRTA shall be copied on each of the transmittal letters.

<b>GRTA</b>	<b>ATLANTA REGIONAL COMMISSION</b>	<b>CITY OF KENNESAW</b>	<b>GDOT DISTRICT 7</b>	<b>COBB COUNTY DOT</b>
Emily Estes 245 Peachtree Center Ave. Suite 2200 Atlanta, GA 30303	Andrew Smith International Tower 229 Peachtree Street NE Suite 100 Atlanta, GA 30303	Darryl Simmons 2529 J.O. Stephenson Ave. Kennesaw, GA 30144	Paul DeNard 5025 New Peachtree Road. NE Chamblee, GA 30341	Amy Diaz 1890 County Services Parkway Marietta, GA 30008

We encourage your consultant team to verify the items covered in this letter prior to compiling the submittal materials. If you have any questions, please feel free to contact me directly at 404-893-6171 or eestes@srtga.gov.

Sincerely,



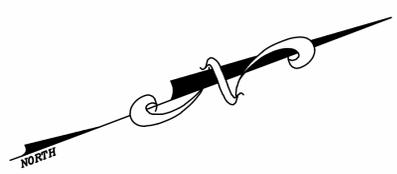
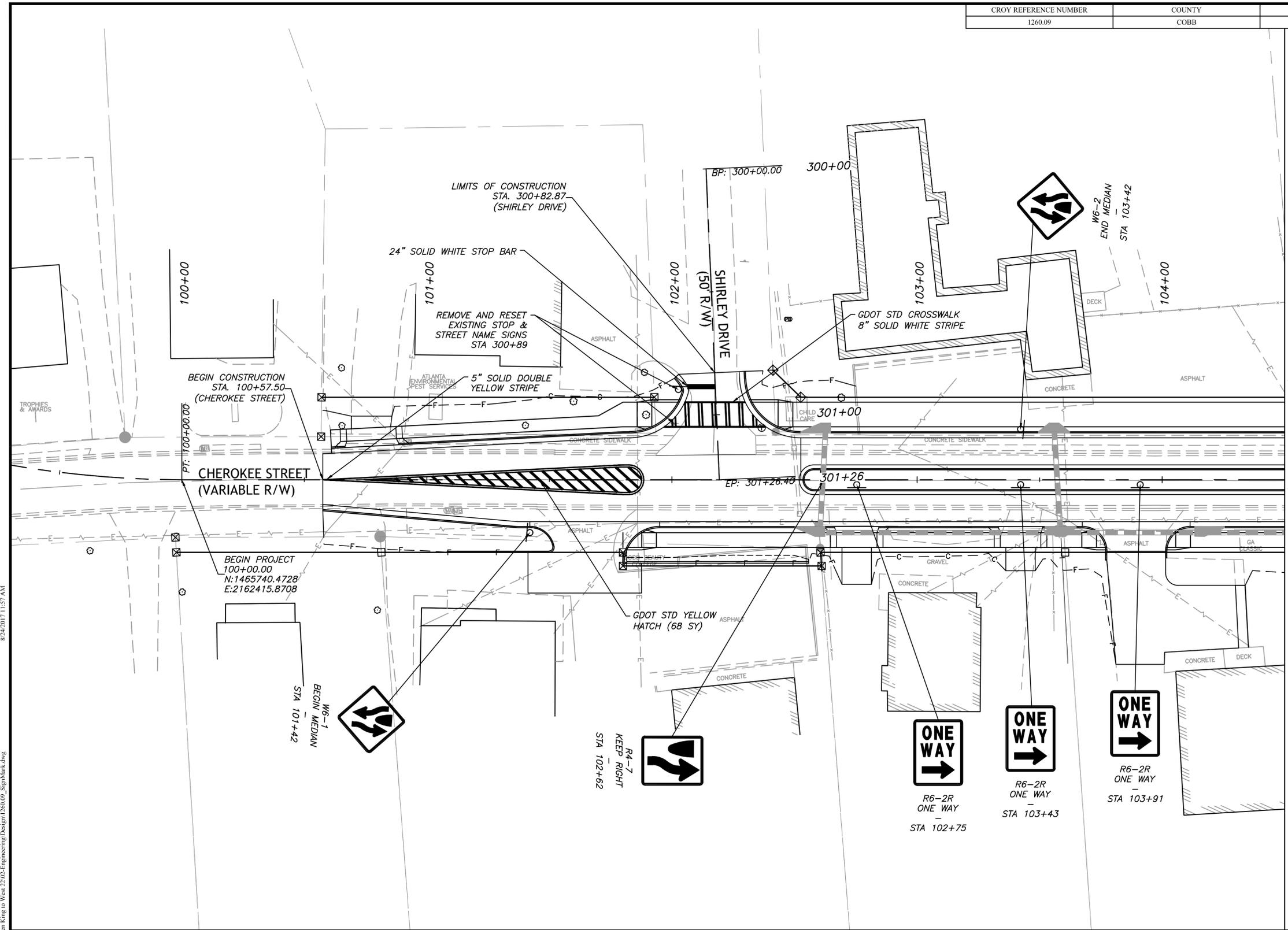
Emily Estes  
Planner

cc:

Jon West, DCA  
Andrew Smith, ARC  
Paul DeNard, GDOT District 7  
Amy Diaz, Cobb County DOT

Darryl Simmons, City of Kennesaw  
Diane Wroblewski, City of Kennesaw  
Wanda Steele, City of Kennesaw  
Bob Fox, City of Kennesaw  
Tony Miller, Miller Architecture  
Marc Acampora, Marc R Acampora, PE, LLC  
Brad Barnett, Sanctuary Companies  
Oliver Holmes, Sanctuary Companies

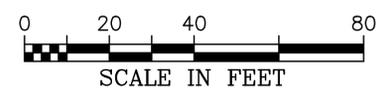
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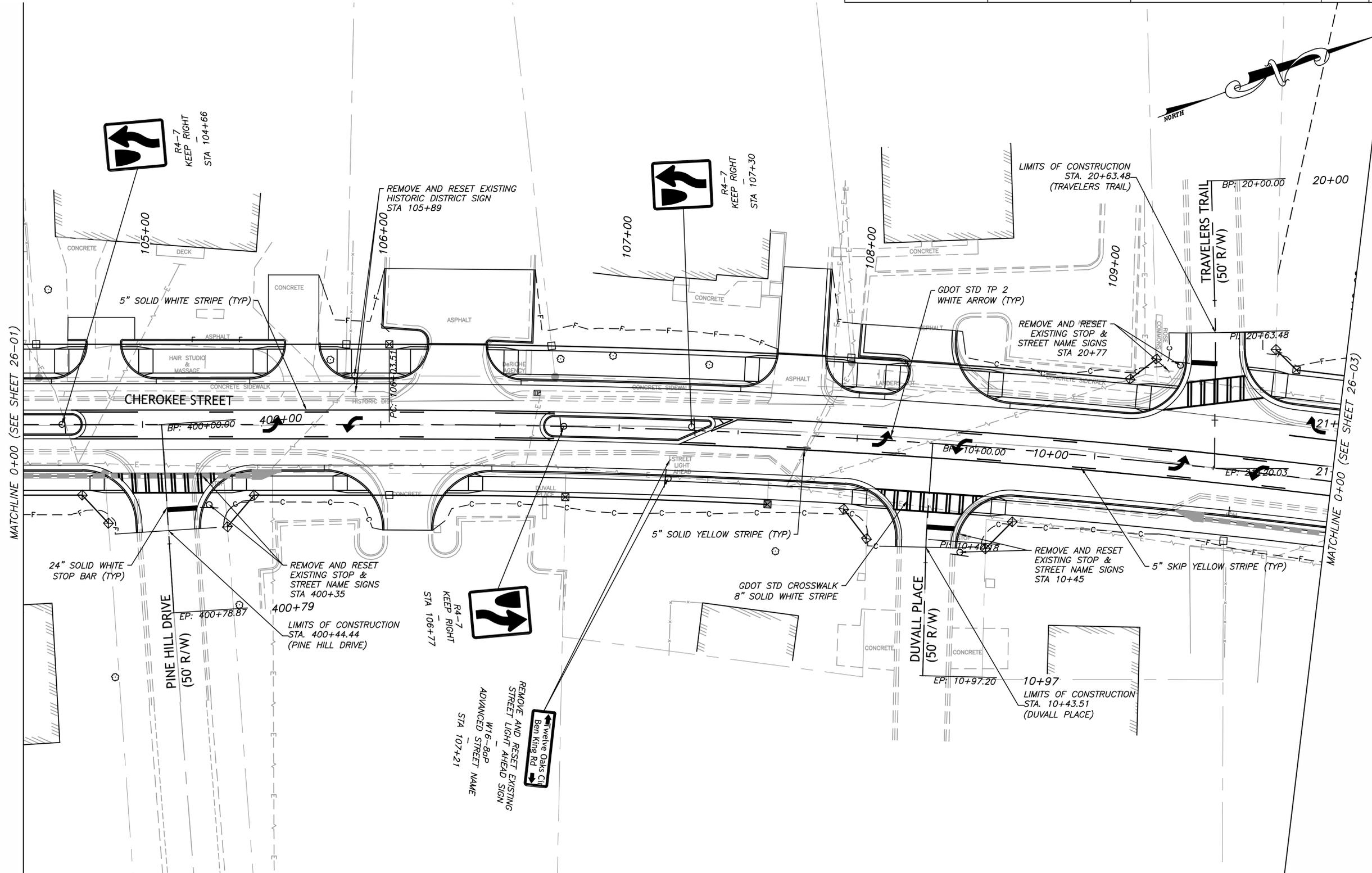


**CROY ENGINEERING**  
 Engineers  
 Planners  
 Surveyors  
 200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413  
 MARIETTA, GA 30062  
 PHONE: (770) 971-5407 FAX: (770) 971-0820

REVISION DATES	

CITY OF KENNESAW	
CHEROKEE STREET WIDENING	
SIGNING AND MARKING PLAN	DRAWING NO. 26-01

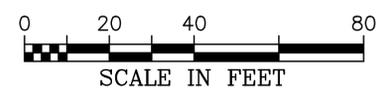
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MATCHLINE 0+00 (SEE SHEET 26-01)

MATCHLINE 0+00 (SEE SHEET 26-03)

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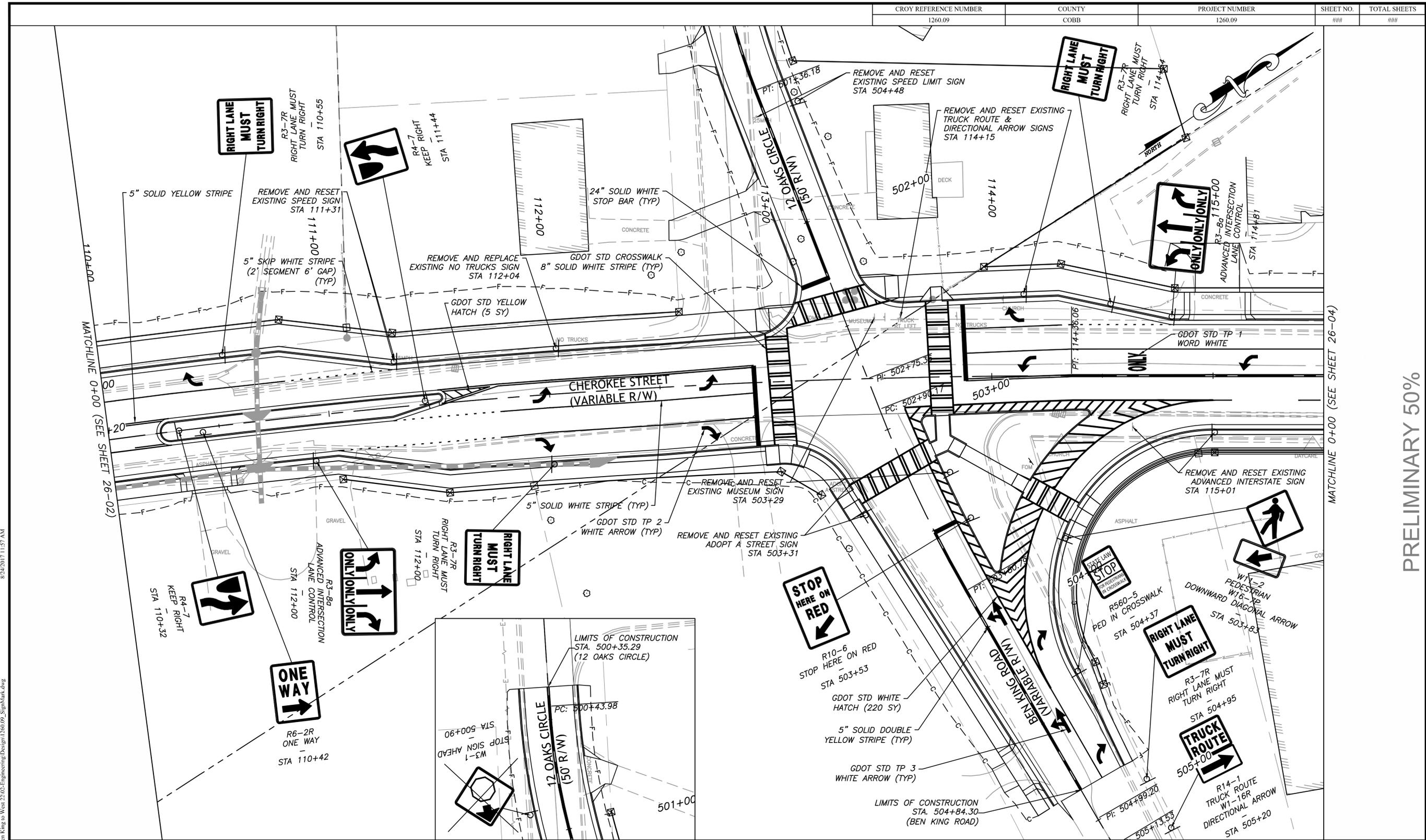


**CROY ENGINEERING**  
 Engineers  
 Planners  
 Surveyors  
 200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413  
 MARIETTA, GA 30062  
 PHONE: (770) 971-5407 FAX: (770) 971-0820

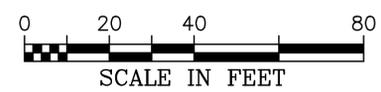
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CITY OF KENNESAW  
 CHEROKEE STREET WIDENING  
 SIGNING AND MARKING PLAN  
 DRAWING NO. 26-02

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**CROY ENGINEERING**  
 Engineers  
 Planners  
 Surveyors

200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413  
 MARIETTA, GA 30062  
 PHONE: (770) 971-5407 FAX: (770) 971-0820

REVISION DATES

CITY OF KENNESAW  
 CHEROKEE STREET WIDENING

SIGNING AND MARKING PLAN

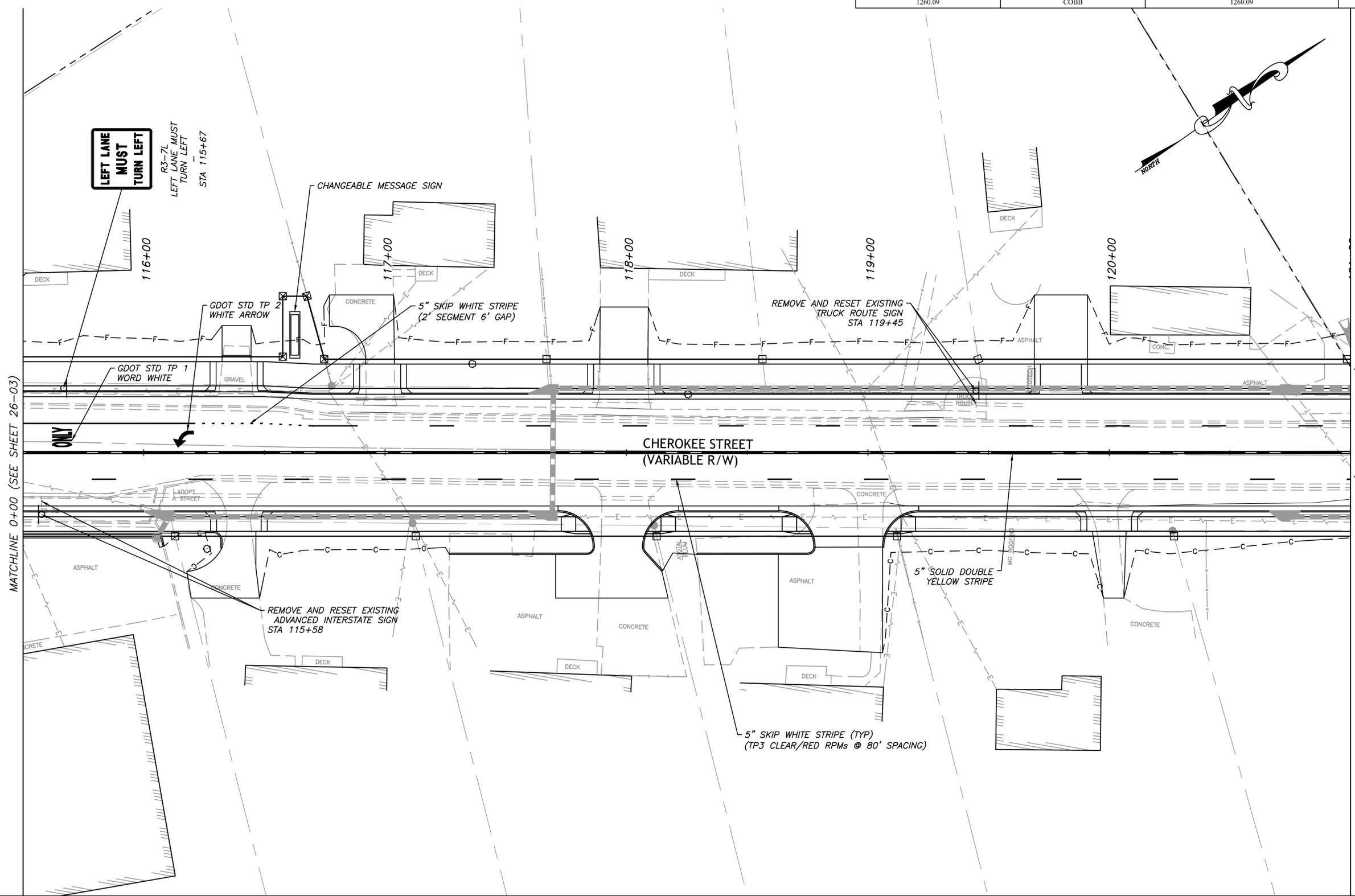
DRAWING NO. 26-03

PRELIMINARY 50%

MATCHLINE 0+00 (SEE SHEET 26-04)

MATCHLINE 0+00 (SEE SHEET 26-02)

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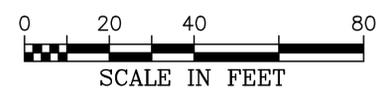


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MATCHLINE 0+00 (SEE SHEET 26-05)

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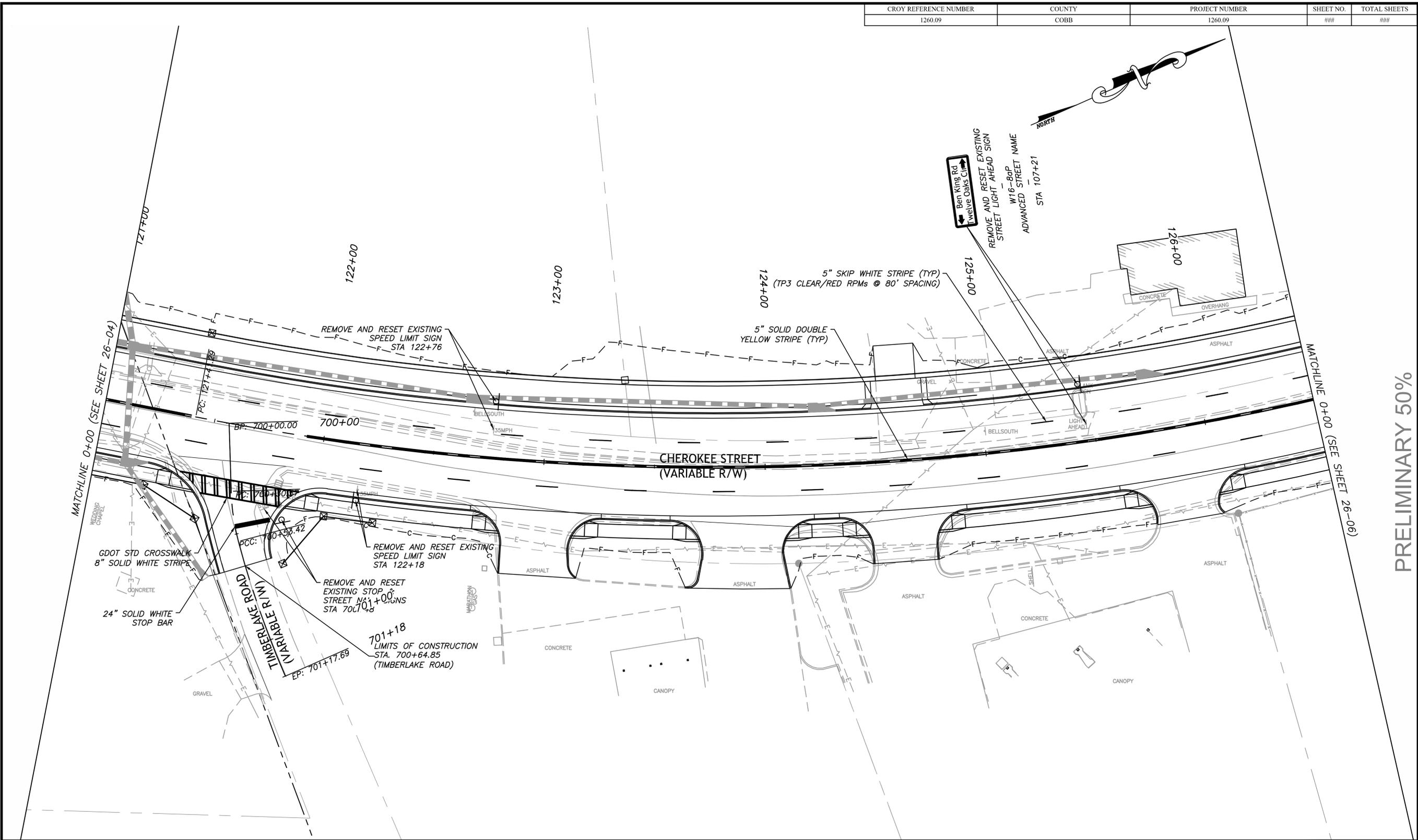


**CROY ENGINEERING**  
 Engineers  
 Planners  
 Surveyors  
 200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413  
 MARIETTA, GA 30062  
 PHONE: (770) 971-5407 FAX: (770) 971-0820

REVISION DATES	

CITY OF KENNESAW	
CHEROKEE STREET WIDENING	
SIGNING AND MARKING	DRAWING NO. 26-04

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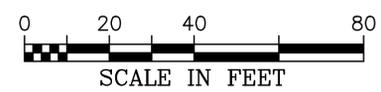


MATCHLINE 0+00 (SEE SHEET 26-04)

MATCHLINE 0+00 (SEE SHEET 26-06)

PRELIMINARY 50%

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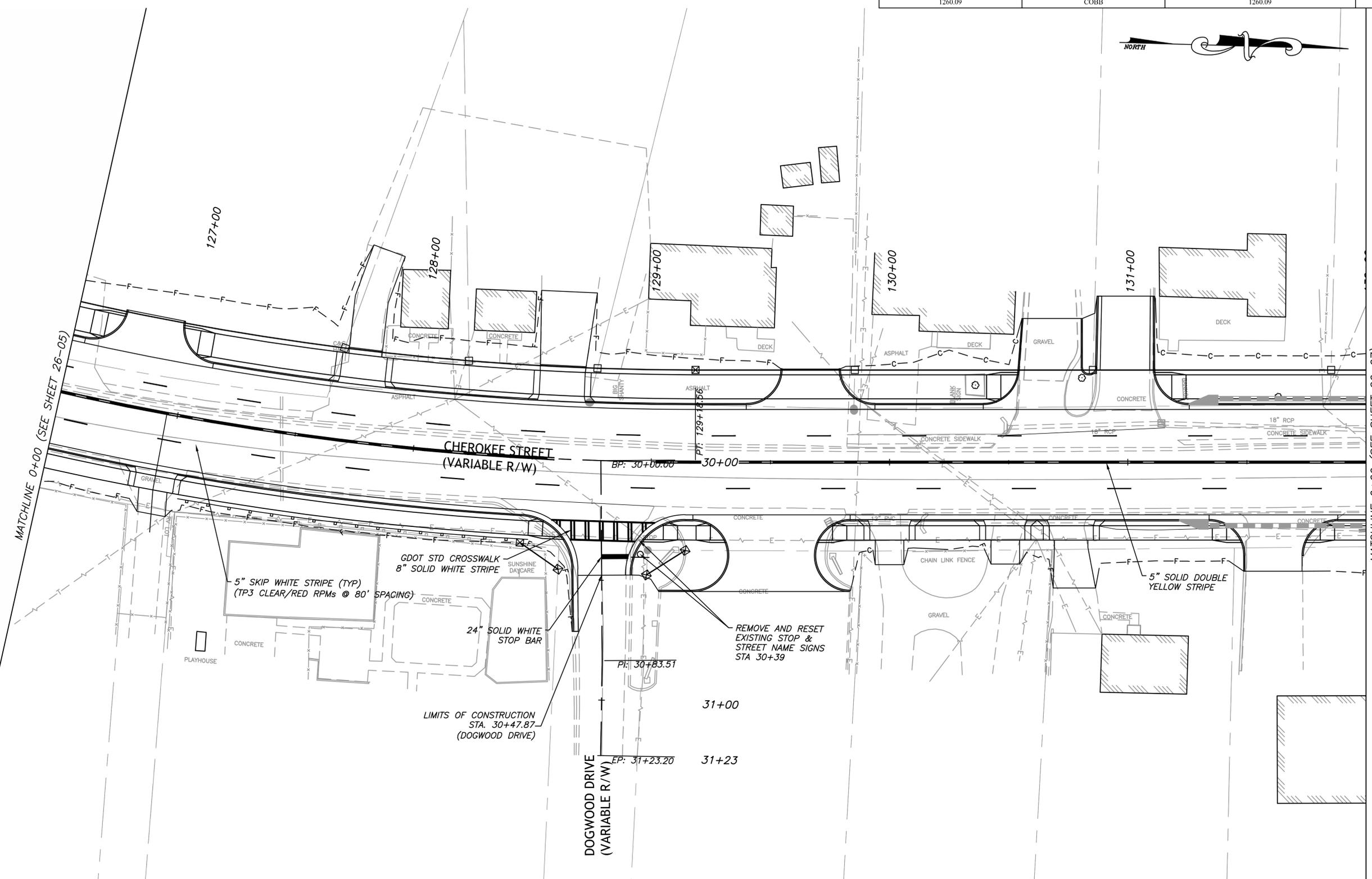


**CROY ENGINEERING**  
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 Surveyors  
 200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413  
 MARIETTA, GA 30062  
 PHONE: (770) 971-5407 FAX: (770) 971-0820

REVISION DATES	

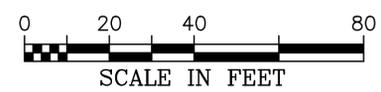
CITY OF KENNESAW  
 CHEROKEE STREET WIDENING  
 SIGNING AND MARKING PLAN  
 DRAWING NO. 26-05

CROY REFERENCE NUMBER 1260.09	COUNTY COBB	PROJECT NUMBER 1260.09	SHEET NO. ###	TOTAL SHEETS ###
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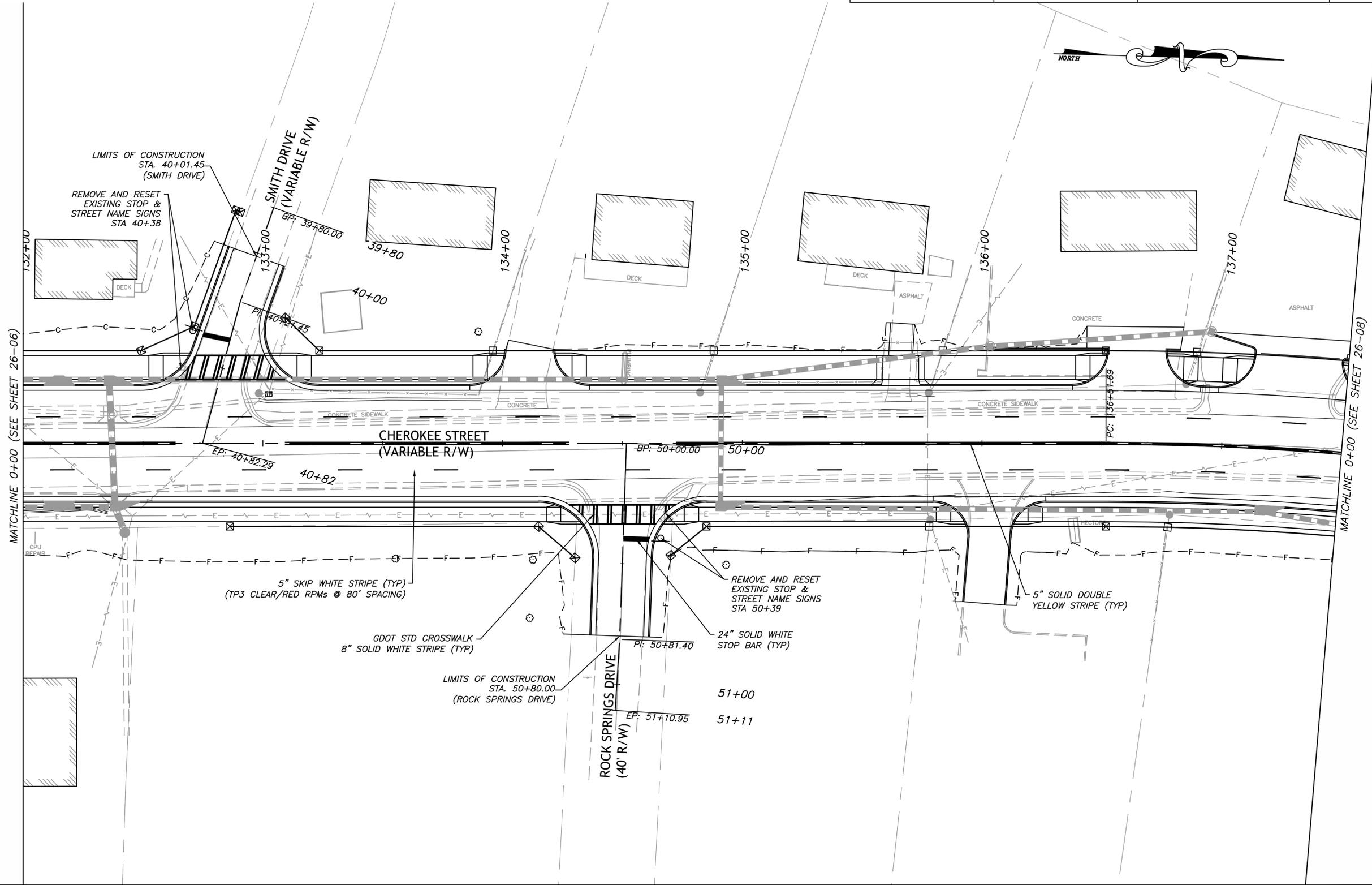


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REVISION DATES	

CITY OF KENNESAW  
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 SIGNING AND MARKING PLAN  
 DRAWING NO. 26-06

CROY REFERENCE NUMBER 1260.09	COUNTY COBB	PROJECT NUMBER 1260.09	SHEET NO. ###	TOTAL SHEETS ###
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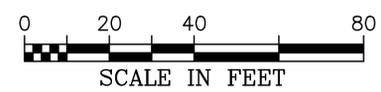


MATCHLINE 0+00 (SEE SHEET 26-06)

MATCHLINE 0+00 (SEE SHEET 26-08)

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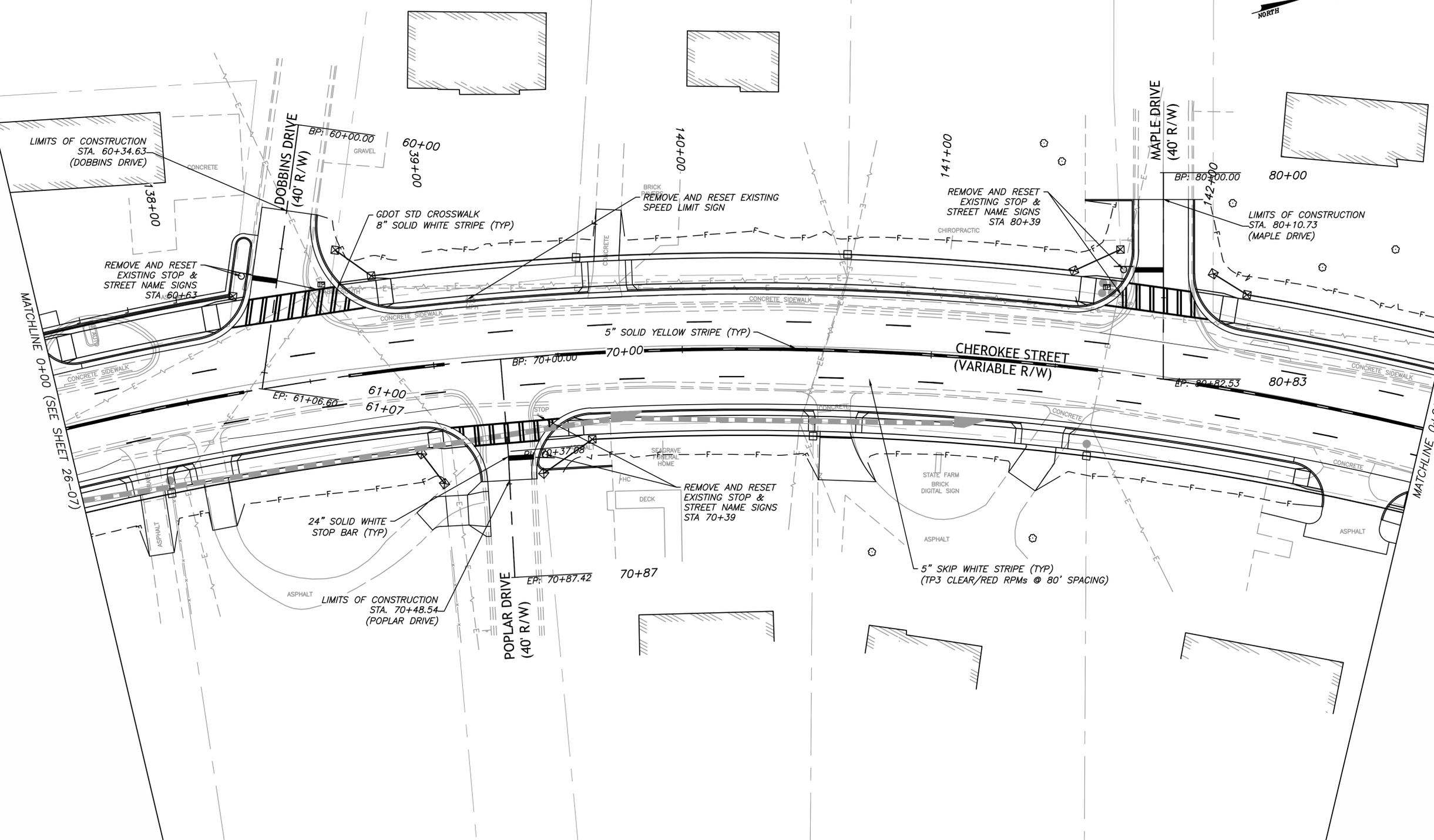


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REVISION DATES	

CITY OF KENNESAW	
CHEROKEE STREET WIDENING	
SIGNING AND MARKING PLAN	DRAWING NO. 26-07

CROY REFERENCE NUMBER 1260.09	COUNTY COBB	PROJECT NUMBER 1260.09	SHEET NO. ###	TOTAL SHEETS ###
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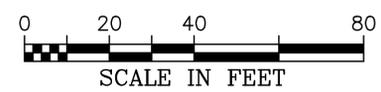


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MATCHLINE 0+00 (SEE SHEET 26-09)

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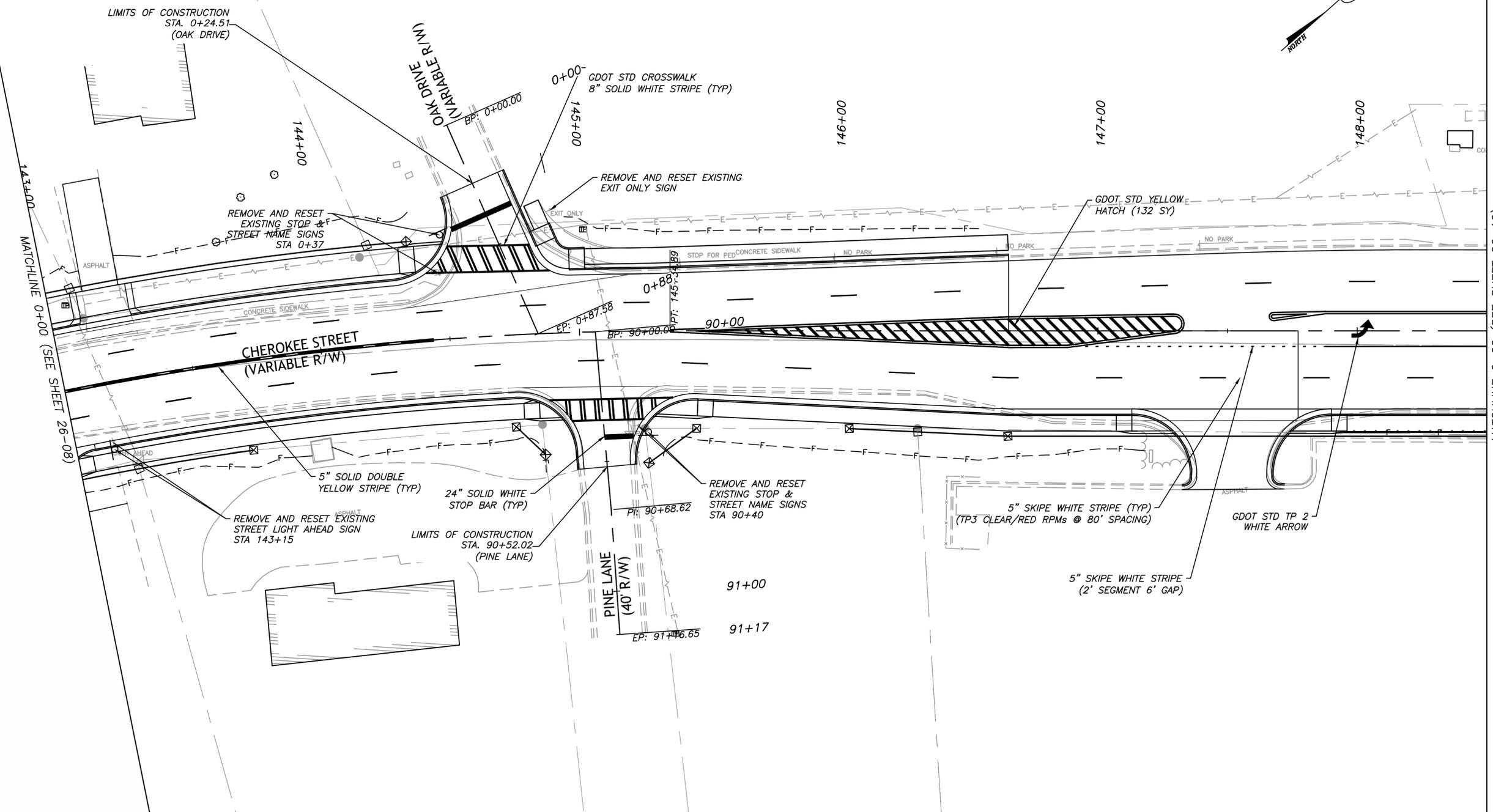
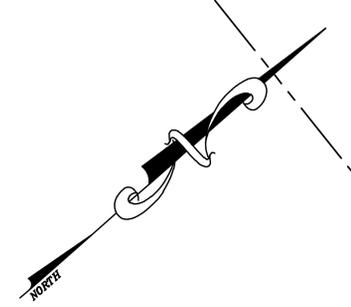


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REVISION DATES	

CITY OF KENNESAW	
CHEROKEE STREET WIDENING	
SIGNING AND MARKING PLAN	DRAWING NO. 26-08

CROY REFERENCE NUMBER	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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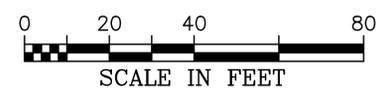


143+00 MATCHLINE 0+00 (SEE SHEET 26-08)

MATCHLINE 0+00 (SEE SHEET 26-10)

PRELIMINARY 50%

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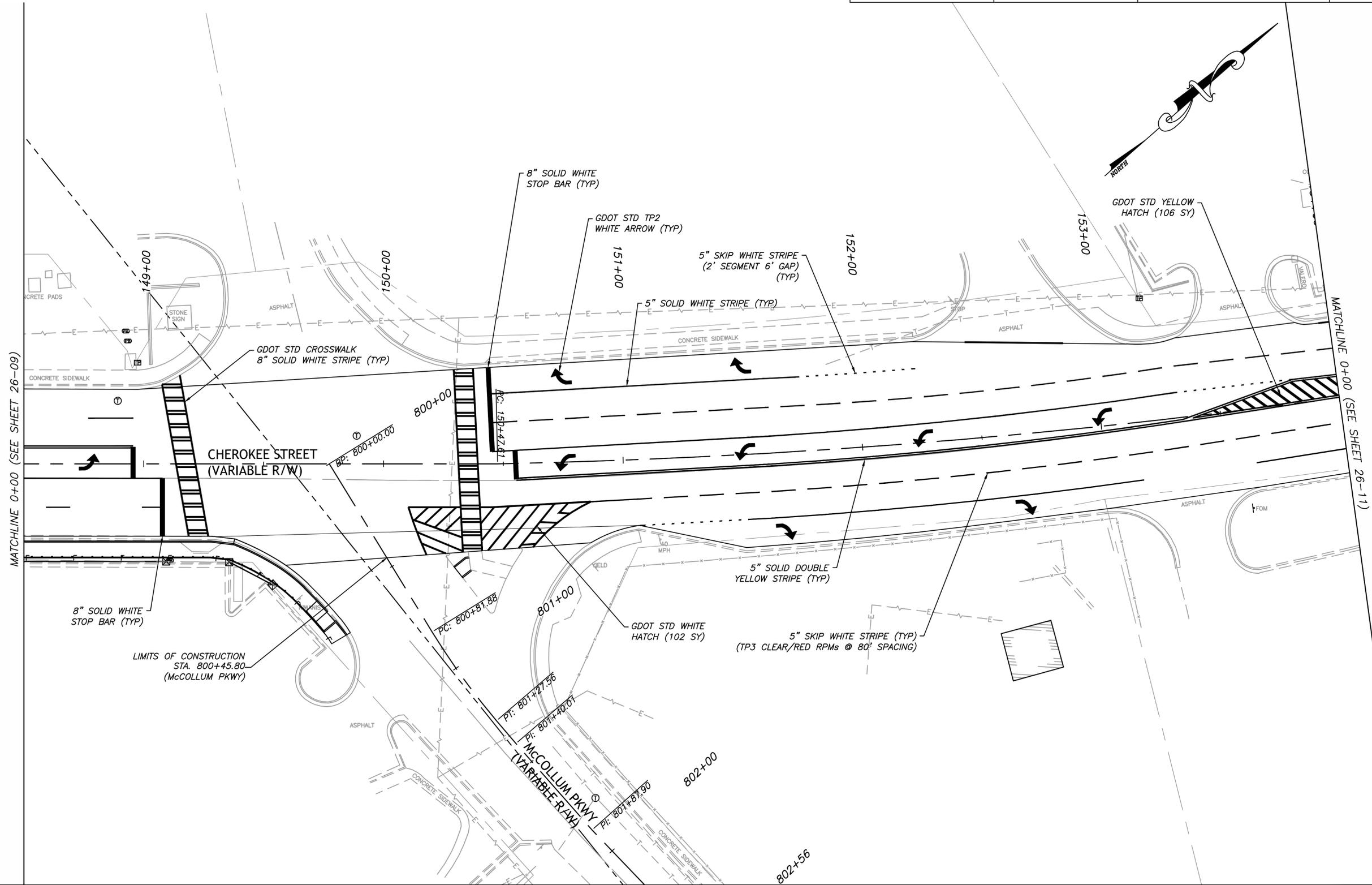


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REVISION DATES	

CITY OF KENNESAW	
CHEROKEE STREET WIDENING	
SIGNING AND MARKING PLAN	DRAWING NO. 26-09

CROY REFERENCE NUMBER	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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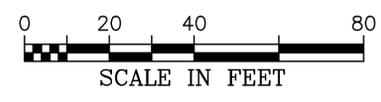


MATCHLINE 0+00 (SEE SHEET 26-09)

MATCHLINE 0+00 (SEE SHEET 26-11)

PRELIMINARY 50%

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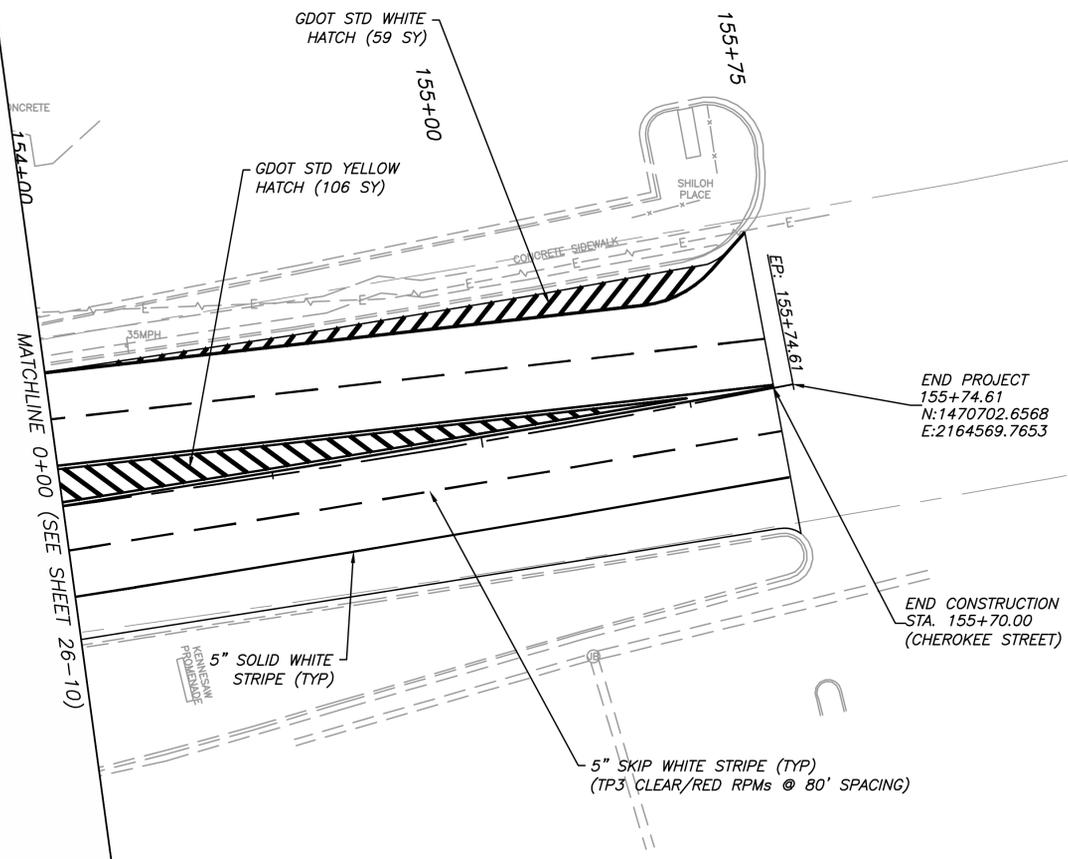
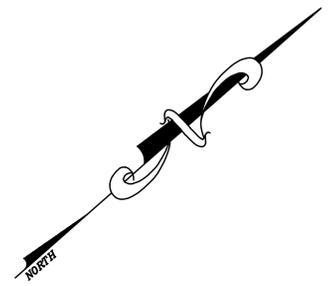


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REVISION DATES	

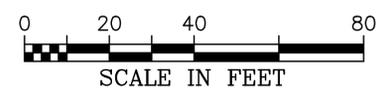
CITY OF KENNESAW	
CHEROKEE STREET WIDENING	
SIGNING AND MARKING PLAN	DRAWING NO. 26-10

CROY REFERENCE NUMBER	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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PRELIMINARY 50%

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**CROY**  
ENGINEERING

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Planners  
Surveyors

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MARIETTA, GA 30062  
PHONE: (770) 971-5407 FAX: (770) 971-0820

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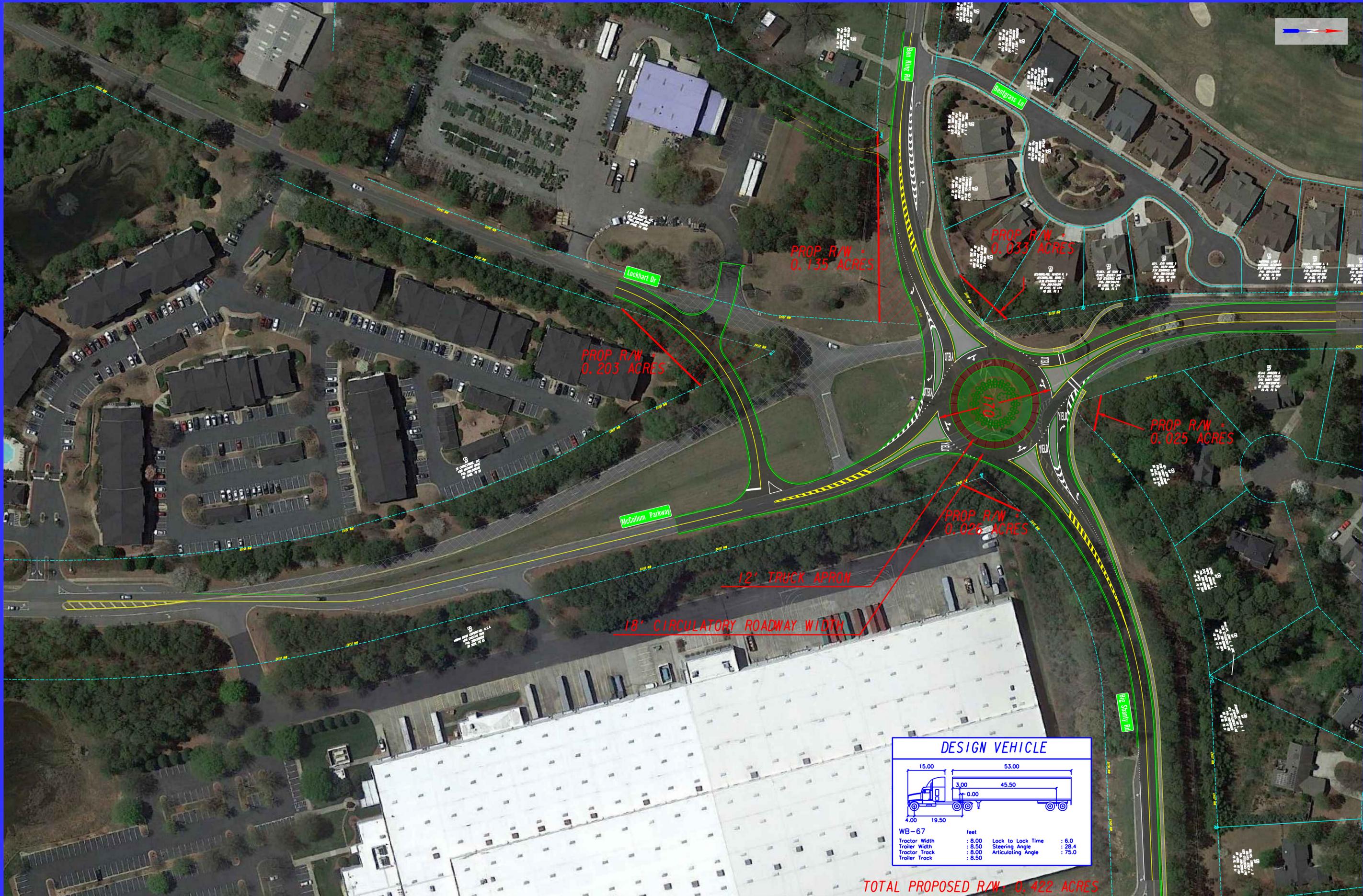
REVISION DATES


CITY OF KENNESAW

CHEROKEE STREET WIDENING

SIGNING AND MARKING PLAN

DRAWING NO.  
26-11



PROP R/W = 0.203 ACRES

PROP R/W = 0.135 ACRES

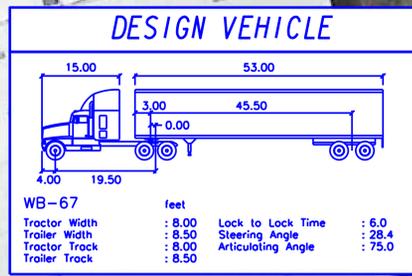
PROP R/W = 0.033 ACRES

PROP R/W = 0.025 ACRES

PROP R/W = 0.026 ACRES

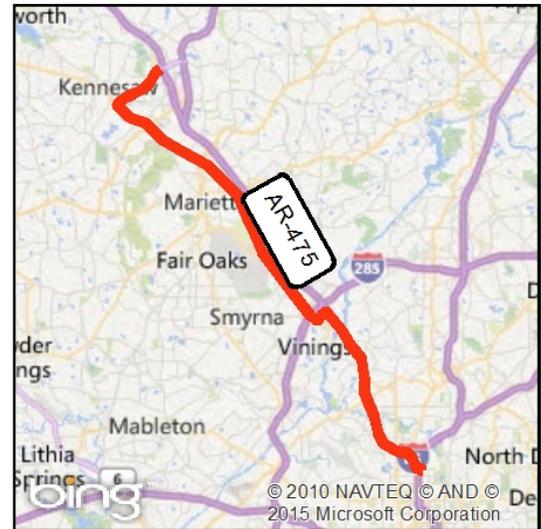
12' TRUCK APRON

18' CIRCULATORY ROADWAY WIDTH



TOTAL PROPOSED R/W: 0.422 ACRES

<b>Short Title</b>	CONNECT COBB / NORTHWEST ATLANTA TRANSIT CORRIDOR BUS RAPID TRANSIT FROM TOWN CENTER TO ARTS CENTER MARTA STATION
<b>GDOT Project No.</b>	N/A
<b>Federal ID No.</b>	N/A
<b>Status</b>	Long Range
<b>Service Type</b>	Transit / BRT Capital
<b>Sponsor</b>	Cobb County
<b>Jurisdiction</b>	Regional - Northwest
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis



<b>Existing Thru Lane</b>	N/A	<b>LCI</b>	<input type="checkbox"/>	<b>Network Year</b>	2040
<b>Planned Thru Lane</b>	N/A	<b>Flex</b>	<input type="checkbox"/>	<b>Corridor Length</b>	25.3 miles

**Detailed Description and Justification**

This project connects Kennesaw University in Cobb County to midtown Atlanta via BRT on a 25 mile corridor. The first phase of the project will include the construction of dedicated guideway on US 41 from Kennesaw State University to the Cumberland Activity Center. The new BRT service will utilize the new US 41 dedicated guideway, continue onto the I-75 North managed lanes, and then into Midtown Atlanta via Northside Drive and 17th Street. The project also includes transit improvements in Midtown Atlanta area and Arts Center MARTA station to accommodate the new BRT vehicles and service.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE STP - Urban (>200K) (ARC)	AUTH	2012	\$1,700,000	\$1,266,667	\$0,000	\$0,000	\$433,333
ALL New Starts		LR 2031-2040	\$491,000,000	\$220,950,000	\$0,000	\$0,000	\$270,050,000
			<b>\$492,700,000</b>	<b>\$222,216,667</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$270,483,333</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575

**GDOT Project No.** 0008256

**Federal ID No.** CSNHS-0008-00(256)

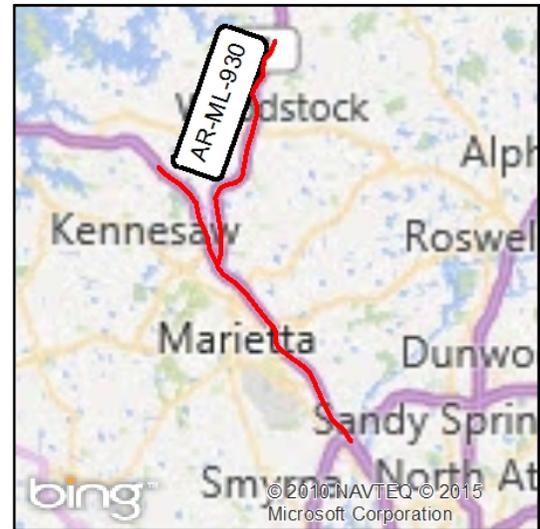
**Status** Programmed

**Service Type** Roadway / Managed Lanes

**Sponsor** GDOT

**Jurisdiction** Regional - Northwest

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will consist of a managed lane system along the I-75 (Akers Mill Road to Hickory Grove Road) and I-575 (I-75 to Sixes Road) corridors in the northwest portion of the Atlanta region. This project will consist of two reversible lanes along the west side of I-75 and transition to the median just north of Bells Ferry Road. It will then reduce to one reversible lane constructed in the median from I-575 to Hickory Grove Road. Access points along I-75 are proposed at I-285, Terrell Mill Road, Roswell Road, I-575, Big Shanty Road, and Hickory Grove Road. At these locations, managed-lane interchanges would be constructed separate from the existing general-purpose interchanges. Along I-575, there will be one reversible managed lane constructed in the median. The managed lane on I-575 would include three pairs of slip ramp accesses between the managed lane and the general-purpose lane systems. In the southbound direction, slip ramp access points are proposed south of Barrett Parkway, south of Shallowford Road and south of Sixes Road. In the northbound direction, the slip-ramp access points are proposed north of Barrett Parkway, north of Shallowford Road and south of Sixes Road.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE Interstate Maintenance	AUTH	2006	\$38,500,000	\$34,650,000	\$3,850,000	\$0,000	\$0,000
PE Interstate Maintenance	AUTH	2007	\$26,852,657	\$24,167,391	\$2,685,266	\$0,000	\$0,000
PE STP - Urban (>200K) (ARC)	AUTH	2012	\$35,000,000	\$31,500,000	\$3,500,000	\$0,000	\$0,000
PE Fuel Funds	AUTH	2013	\$502,517	\$0,000	\$502,517	\$0,000	\$0,000
ROW Federal Earmark Funding	AUTH	2013	\$539,940	\$431,952	\$107,988	\$0,000	\$0,000
ROW Federal Earmark Funding	AUTH	2013	\$1,124,875	\$899,900	\$224,975	\$0,000	\$0,000
ROW Fuel Funds	AUTH	2013	\$5,000,000	\$0,000	\$5,000,000	\$0,000	\$0,000
ROW National Highway Performance Program (NHPP)	AUTH	2013	\$23,296,689	\$18,637,351	\$4,659,338	\$0,000	\$0,000
CST National Highway Performance Program (NHPP)	AUTH	2014	\$25,000,000	\$20,000,000	\$5,000,000	\$0,000	\$0,000
CST Public Private Partnership	AUTH	2014	\$59,863,386	\$0,000	\$0,000	\$0,000	\$59,863,386
CST State of Georgia	AUTH	2014	\$300,000,000	\$0,000	\$300,000,000	\$0,000	\$0,000
CST TIFIA Loan	AUTH	2014	\$275,000,000	\$275,000,000	\$0,000	\$0,000	\$0,000

CST	National Highway Performance Program (NHPP)	AUTH	2015	<b>\$50,000,000</b>	\$40,000,000	\$10,000,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)	AUTH	2016	<b>\$50,000,000</b>	\$40,000,000	\$10,000,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)	AUTH	2017	<b>\$19,984,239</b>	\$15,987,391	\$3,996,848	\$0,000	\$0,000
CST	Repurposed Earmark	AUTH	2017	<b>\$6,168,405</b>	\$4,934,724	\$1,233,681	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	<b>\$5,000,000</b>	\$4,000,000	\$0,000	\$0,000	\$1,000,000
CST	National Highway Performance Program (NHPP)		2018	<b>\$25,000,000</b>	\$20,000,000	\$5,000,000	\$0,000	\$0,000
				<b>\$946,832,708</b>	<b>\$530,208,709</b>	<b>\$355,760,613</b>	<b>\$0,000</b>	<b>\$60,863,386</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



**Short Title** NORTH COBB PARK AND RIDE LOT

**GDOT Project No.** N/A

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Transit / Facilities Capital

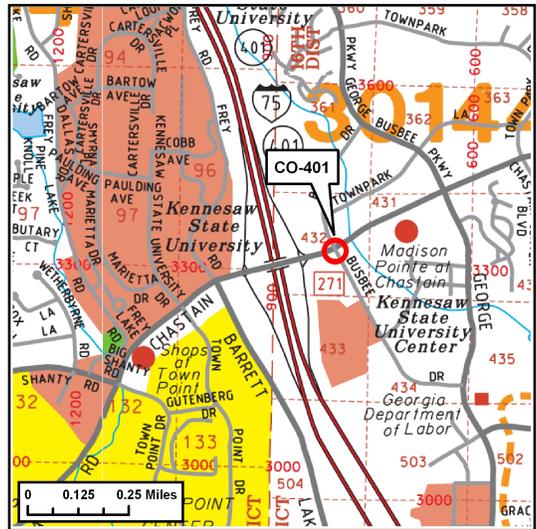
**Sponsor** Cobb County

**Jurisdiction** Cobb County

**Analysis Level** In the Region's Air Quality Conformity Analysis

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



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**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

Multi-level park and ride facility in northern Cobb County to accommodate transit, carpools, and vanpools.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2015	\$1,000,000	\$0,000	\$0,000	\$0,000	\$1,000,000
CST	Local Jurisdiction/Municipality Funds		2019	\$14,000,000	\$0,000	\$0,000	\$0,000	\$14,000,000
				<b>\$15,000,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$15,000,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title**  
KENNESAW TRUCK ROUTE SIGNAGE PHASE I - JILES ROAD FROM NORTH OF PAULDING STREET TO OLD 41 HIGHWAY NORTHWEST OF RUTLEDGE ROAD

**GDOT Project No.**  
0012609

**Federal ID No.**  
N/A

**Status**  
Programmed

**Service Type**  
Roadway / Operations & Safety

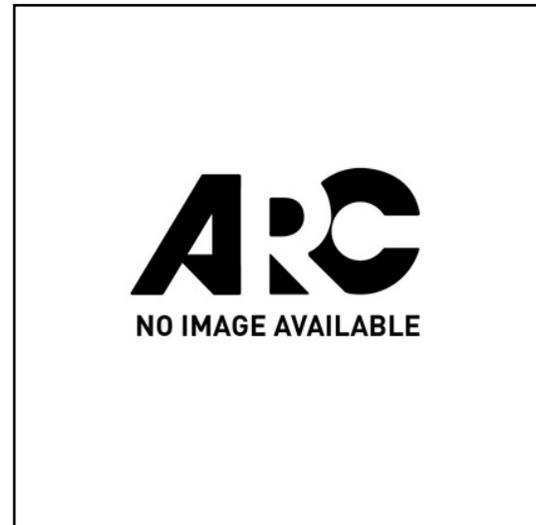
**Sponsor**  
City of Kennesaw

**Jurisdiction**  
Cobb County

**Analysis Level**  
Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will upgrade and add electronic truck route signage throughout the City of Kennesaw to improve safety and road operations for truck drivers and motorists. Because of the City of Kennesaw's proximity between I-75 and US-41, trucks routinely ignore regular truck routing signs and take short cuts through the downtown area and residential neighborhoods based on their GPS devices. The system will include real-time truck route advisories, routing restrictions or messages, and other information that will direct truck traffic through the city and allow drivers to make advanced decisions. It would further ensure that trucks do not inappropriately utilize residential streets; improve the safety and quality of life for residents and workers in the City; reduce traffic congestion and increase logistics options that will benefit businesses, transportation providers and consumers. It is also anticipated that improved signage would reduce the number of trucks getting stuck crossing railroad tracks within the city and minimize impacts to older historic buildings. The project is being funded under the Freight Operations and Safety Program, a regional program defined in PLAN 2040 to improve mobility and safety for freight operators and other roadway users along a defined regional truck route network (ASTRoMaP) and at rail crossings, as well as enhancing accessibility to, from and within industrial areas located along or near that network. Although none of the streets within the city are on the ASTRoMaP, the importance of local area circulation to specific destinations requires good signage to reduce delays and possible crashes.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2018	\$400,000	\$320,000	\$0,000	\$0,000	\$80,000
			\$400,000	\$320,000	\$0,000	\$0,000	\$80,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



**Short Title** KENNESAW TRUCK ROUTE SIGNAGE PHASE II - CHEROKEE STREET FROM BEN KING ROAD TO SHILOH ROAD

**GDOT Project No.** TBD

**Federal ID No.** N/A

**Status** Programmed

**Service Type** Roadway / Operations & Safety

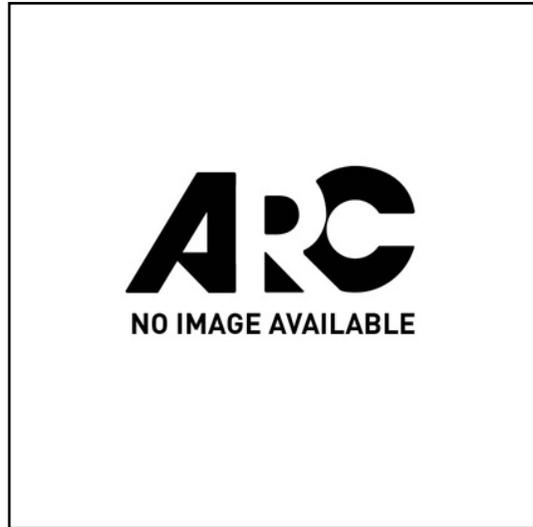
**Sponsor** City of Kennesaw

**Jurisdiction** Cobb County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)

**Existing Thru Lane**  **LCI**

**Planned Thru Lane**  **Flex**



**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will upgrade and add electronic truck route signage throughout the City of Kennesaw to improve safety and road operations for truck drivers and motorists. Because of the City of Kennesaw's proximity between I-75 and US-41, trucks routinely ignore regular truck routing signs and take short cuts through the downtown area and residential neighborhoods based on their GPS devices. The system will include real-time truck route advisories, routing restrictions or messages, and other information that will direct truck traffic through the city and allow drivers to make advanced decisions. It would further ensure that trucks do not inappropriately utilize residential streets; improve the safety and quality of life for residents and workers in the City; reduce traffic congestion and increase logistics options that will benefit businesses, transportation providers and consumers. It is also anticipated that improved signage would reduce the number of trucks getting stuck crossing railroad tracks within the city and minimize impacts to older historic buildings. The project is being funded under the Freight Operations and Safety Program, a regional program defined in PLAN 2040 to improve mobility and safety for freight operators and other roadway users along a defined regional truck route network (ASTRoMaP) and at rail crossings, as well as enhancing accessibility to, from and within industrial areas located along or near that network. Although none of the streets within the city are on the ASTRoMaP, the importance of local area circulation to specific destinations requires good signage to reduce delays and possible crashes.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2019	\$200,000	\$160,000	\$0,000	\$0,000	\$40,000
			\$200,000	\$160,000	\$0,000	\$0,000	\$40,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

Route Display **all** none

Normal

route / stop / place

Routes

- 1 Kennesaw - Marietta Route
- 2 Busbee Drive / Stadium
- 3 West Campus
- 4 Frey Road
- 5 Skip Spann
- 6 Chastain Pointe
- 7 Town Point
- 10 Gold
- KSU Stadium/Marietta
- White Water

