

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				
Intersection Summary												
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(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	18.9	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								
Intersection Summary												
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(I)	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				
Intersection Summary												
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				
Intersection Summary												
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
Intersection Summary						
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	-	-	None	-	-	None	-	-	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

no-build a.m.

												
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									

Cherokee Street DRI #2724

8: Cherokee Street & Oak Drive/Pine Lane

no-build a.m.

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	-	-	None	-	-	None	-	-	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

no-build a.m.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
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						
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						
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	-	-	None	-	-	None	-	-	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

no-build a.m.

												
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				
Intersection Summary												
HCM 6th Ctrl Delay			20.2									
HCM 6th LOS			C									

Cherokee Street DRI #2724

14: Sardis Street & Cherokee Street

no-build a.m.

						
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+l1), s	11.2		9.2	26.1	8.8	
Green Ext Time (p_c), s	0.5		0.6	2.1	2.4	
Intersection Summary						
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				
Intersection Summary												
HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			B									

Cherokee Street DRI #2724

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

no-build a.m.

												
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				
Intersection Summary												
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				
Intersection Summary												
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				
Intersection Summary												
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+l1), s	6.2		21.5		10.2	15.8
Green Ext Time (p_c), s	3.3		0.0		0.1	4.6
Intersection Summary						
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				
Intersection Summary												
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
Intersection Summary						
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				
Intersection Summary												
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				
Intersection Summary												
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				
Intersection Summary												
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+l1), s		10.5		12.3								
Green Ext Time (p_c), s		6.0		4.8								
Intersection Summary												
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(I)	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				
Intersection Summary												
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				
Intersection Summary												
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
Intersection Summary						
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	-	-	None	-	-	None	-	-	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									

Cherokee Street DRI #2724

8: Cherokee Street & Oak Drive/Pine Lane

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	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	-	-	None	-	-	None	-	-	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						
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						
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						
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	-	-	None	-	-	None	-	-	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				
Intersection Summary												
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+l1), s	10.5		4.7	12.0	22.1	
Green Ext Time (p_c), s	0.9		0.1	1.7	4.1	
Intersection Summary						
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						
Intersection Summary												
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				
Intersection Summary												
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				
Intersection Summary												
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				
Intersection Summary												
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
Intersection Summary						
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				
Intersection Summary												
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+l1), s	10.5		4.7	12.0	22.1	
Green Ext Time (p_c), s	0.9		0.1	1.7	4.1	
Intersection Summary						
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				
Intersection Summary												
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				
Intersection Summary												
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				
Intersection Summary												
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+l1), s		12.4		13.4								
Green Ext Time (p_c), s		6.7		4.5								
Intersection Summary												
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(l)	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+l1), s		8.8						17.3				
Green Ext Time (p_c), s		3.4						5.8				
Intersection Summary												
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				
Intersection Summary												
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+11), s	9.5		25.5		14.3	23.4
Green Ext Time (p_c), s	5.4		0.0		0.2	7.1
Intersection Summary						
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	-	-	None	-	-	None	-	-	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									

Cherokee Street DRI #2724

8: Cherokee Street & Oak Drive/Access B

build 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	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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	EBLn1WBLn1WBLn2	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						
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						
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	-	-	None	-	-	None	-	-	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.

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	-	-	None	-	-	None	-	-	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

build a.m.

												
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				
Intersection Summary												
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
Intersection Summary						
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				
Intersection Summary												
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					
Intersection Summary												
HCM 6th Ctrl Delay			31.1									
HCM 6th LOS			C									

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(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	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+l1), 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				
Intersection Summary												
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				
Intersection Summary												
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+l1), s	9.5			25.5	14.7	23.6
Green Ext Time (p_c), s	5.4			0.0	0.3	7.3
Intersection Summary						
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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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
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	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	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				
Intersection Summary												
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						
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						
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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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				
Intersection Summary												
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				
Intersection Summary												
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				
Intersection Summary												
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				
Intersection Summary												
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								
Intersection Summary												
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(I)	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				
Intersection Summary												
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				
Intersection Summary												
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
Intersection Summary						
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	-	-	None	-	-	None	-	-	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				
Intersection Summary												
HCM 6th Ctrl Delay			23.2									
HCM 6th LOS			C									

Cherokee Street DRI #2724

8: Cherokee Street & Oak Drive/Access B

build p.m.

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	-	-	None	-	-	None	-	-	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
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	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	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	-	-	None	-	-	None	-	-	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	EBLn1WBLn1WBLn2	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						
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						
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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	EBLn1WBLn1	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				
Intersection Summary												
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+l1), s	12.1		4.9	17.1	28.6	
Green Ext Time (p_c), s	0.8		0.0	1.7	2.3	
Intersection Summary						
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						
Intersection Summary												
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				
Intersection Summary												
HCM 6th Ctrl Delay				28.2								
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	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(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	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				
Intersection Summary												
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				
Intersection Summary												
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
Intersection Summary						
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	-	-	None	-	-	None	-	-	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

8: Cherokee Street & Oak Drive/Access B

build p.m. with mitigation

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	-	-	None	-	-	None	-	-	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				
Intersection Summary												
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						
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						
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	-	-	None	-	-	None	-	-	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	-	-	None	-	-	None	-	-	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	EBLn1WBLn1	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				
Intersection Summary												
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
Intersection Summary						
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(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	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				
Intersection Summary												
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				
Intersection Summary												
HCM 6th Ctrl Delay			28.2									
HCM 6th LOS			C									

Appendix F

Programmed Transportation Infrastructure Project Sheets and Miscellaneous



REVISED LETTER OF UNDERSTANDING

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 9th 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.

GRTA	ATLANTA REGIONAL COMMISSION	CITY OF KENNESAW	GDOT DISTRICT 7	COBB COUNTY DOT
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@srta.ga.gov.

Sincerely,

A handwritten signature in cursive script that reads "emily estes".

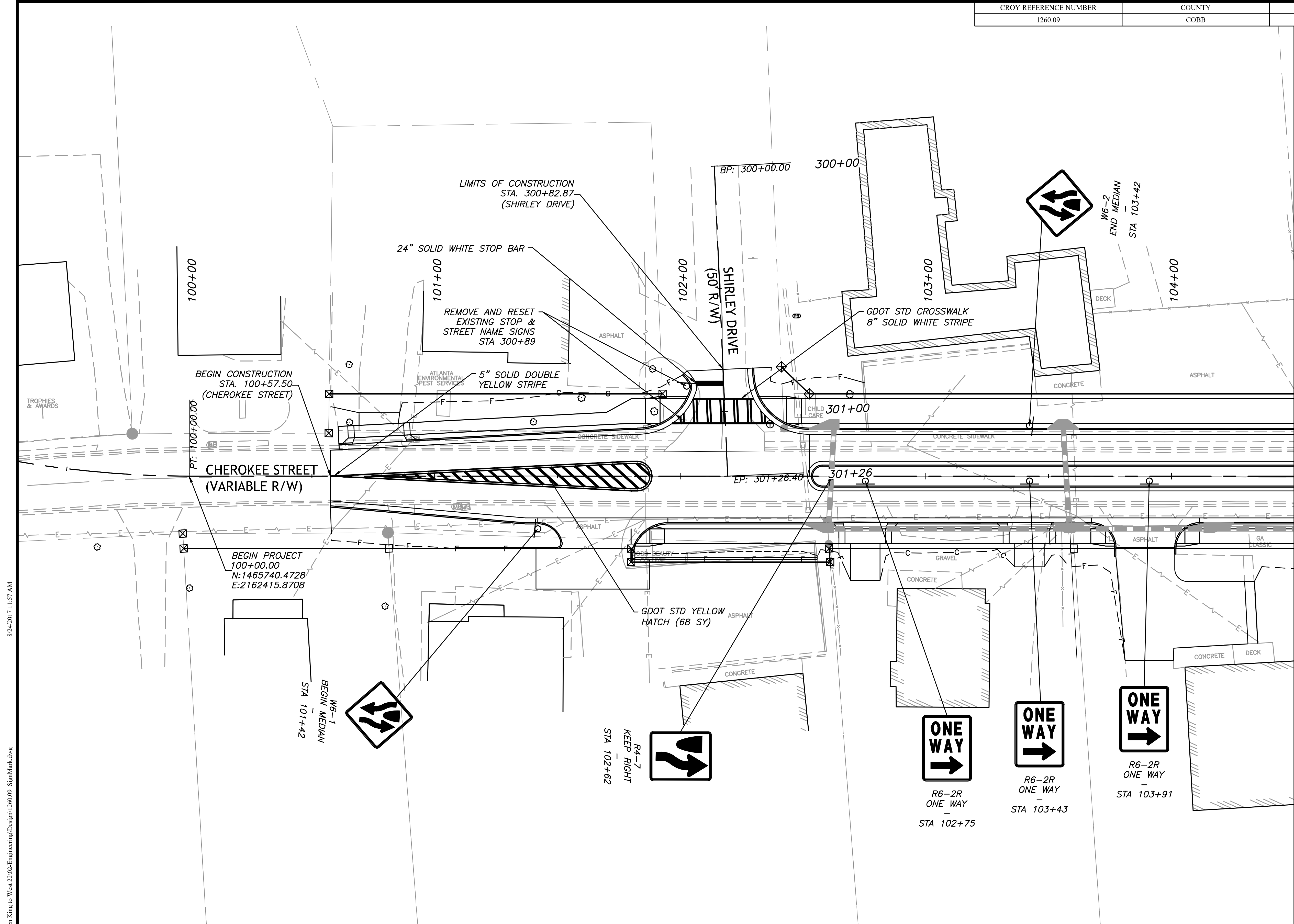
Emily Estes
Planner

CC:

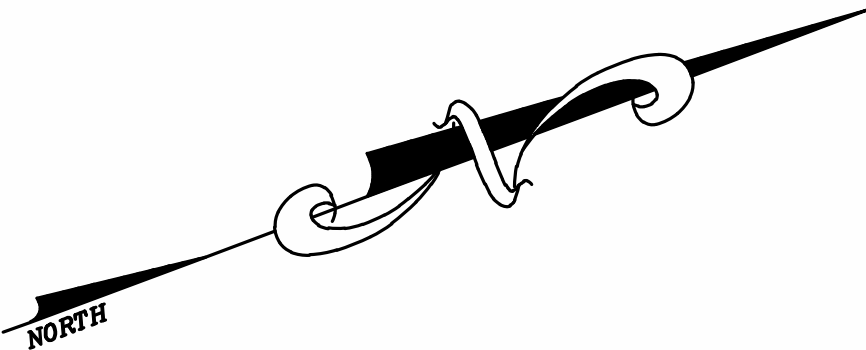
Jon West, DCA
Andrew Smith, ARC
Paul DeNard, GDOT District 7
Amy Diaz, Cobb County DOT

Darryl Simmons, City of Kennesaw
Diane Wrobleski, 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

CROY REFERENCE NUMBER	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1260.09	COBB	1260.09	###	###

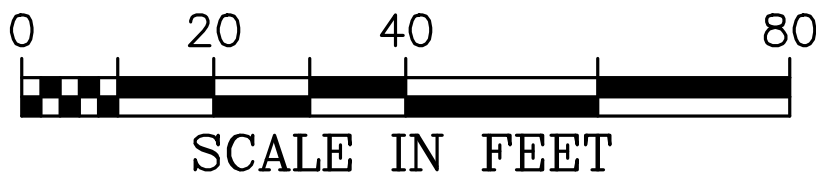


MATCHLINE 0+00 (SEE SHEET 26-02)



PRELIMINARY 50%

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Planners
Surveyors

REVISION DATES

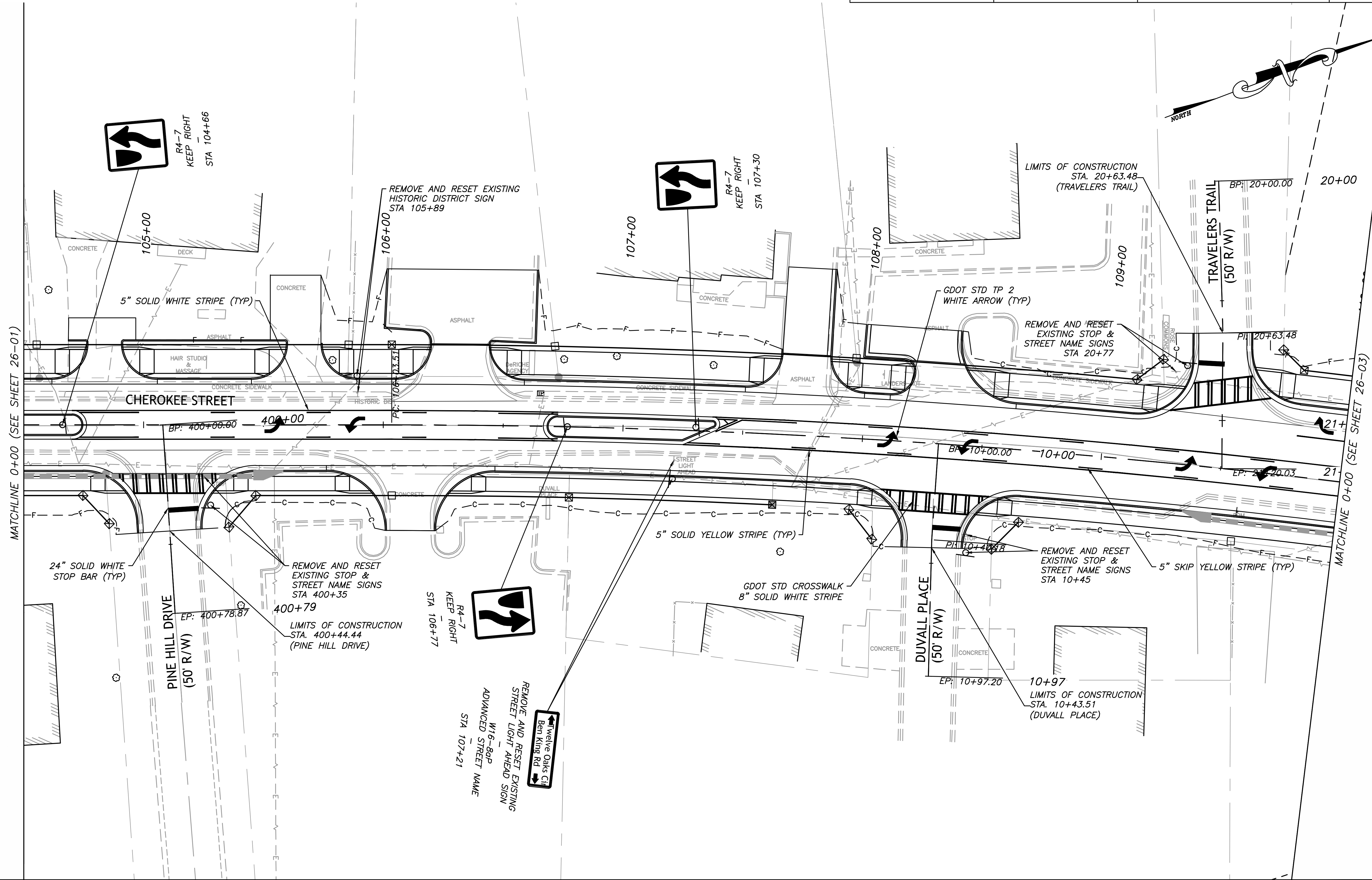
CITY OF KENNESAW
CHEROKEE STREET WIDENING

SIGNING AND MARKING PLAN

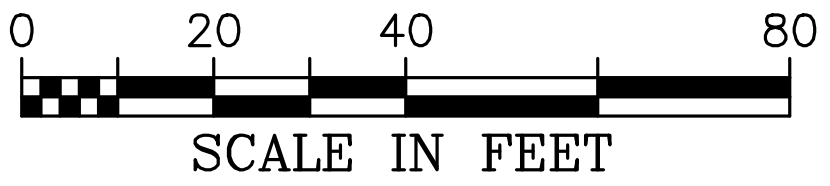
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26-01

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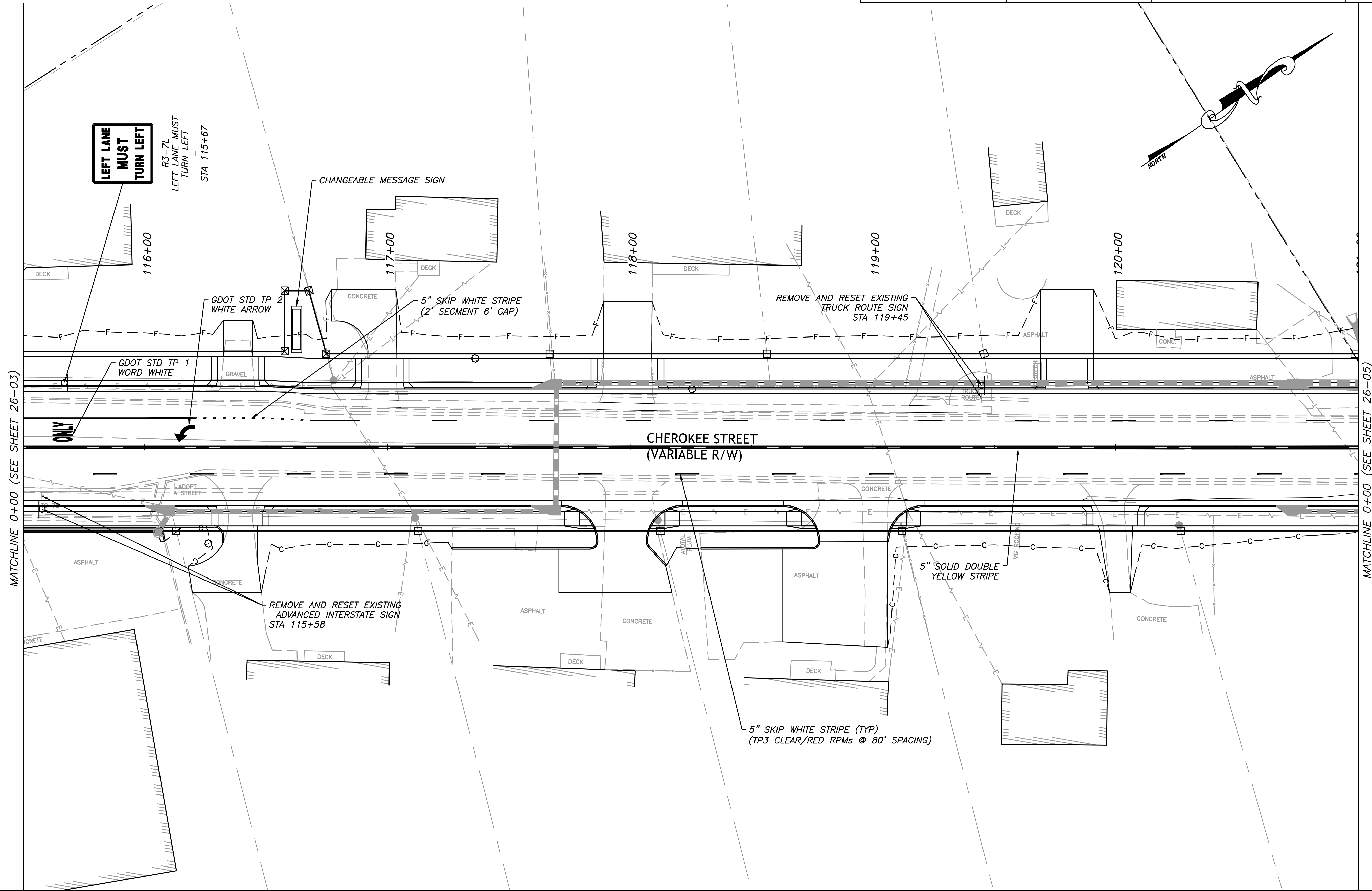
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REVISION DATES

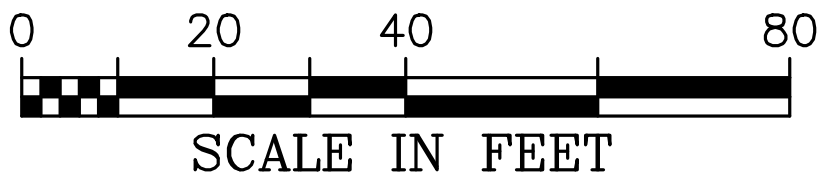
CITY OF KENNESAW	
CHEROKEE STREET WIDENING	
SIGNING AND MARKING PLAN	DRAWING NO. 26-02

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CROY REFERENCE NUMBER	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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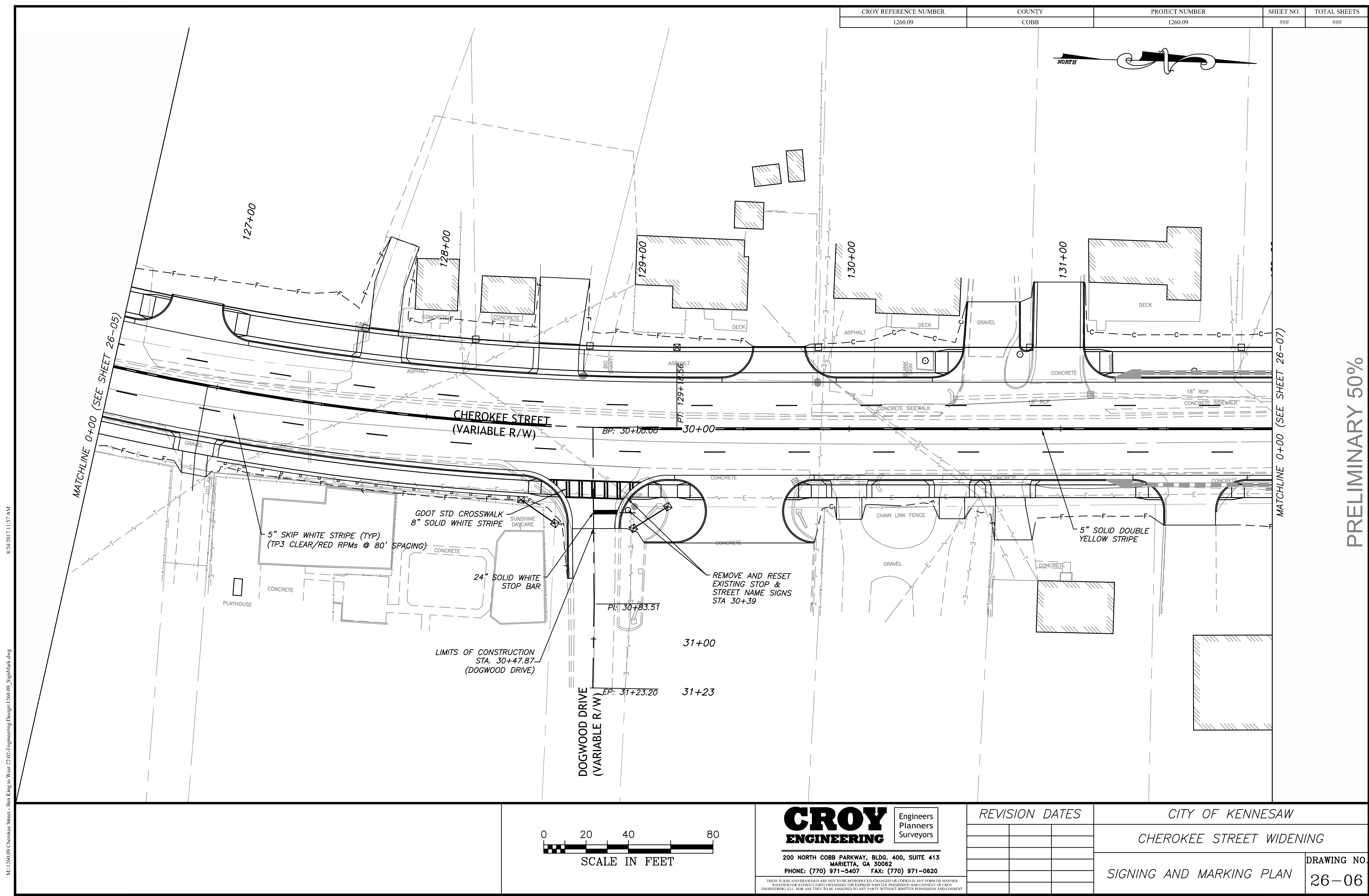
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REVISION DATES

CITY OF KENNESAW

CHEROKEE STREET WIDENING

SIGNING AND MARKING	DRAWING NO. 26-04
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SCALE IN FEET

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REVISION DATES		

CITY OF KENNESAW

CHEROKEE STREET WIDENING

SIGNING AND MARKING PLAN

DRAWING NO.

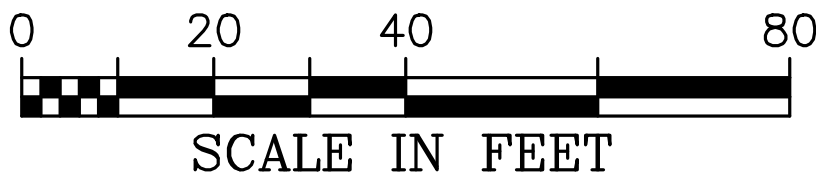
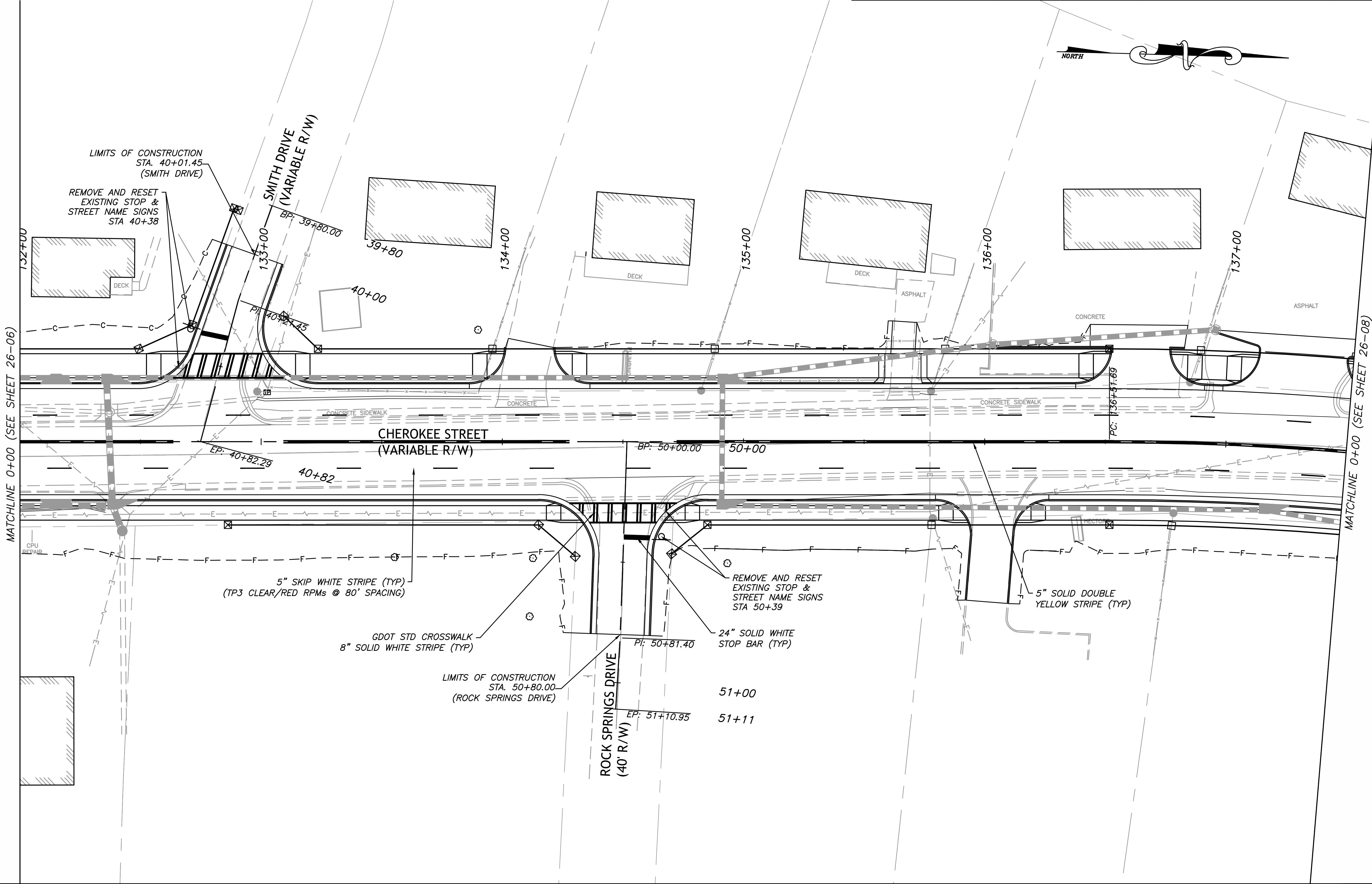
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CROY REFERENCE NUMBER	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1260.09	COBB	1260.09	###	###



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REVISION DATES

CITY OF KENNESAW

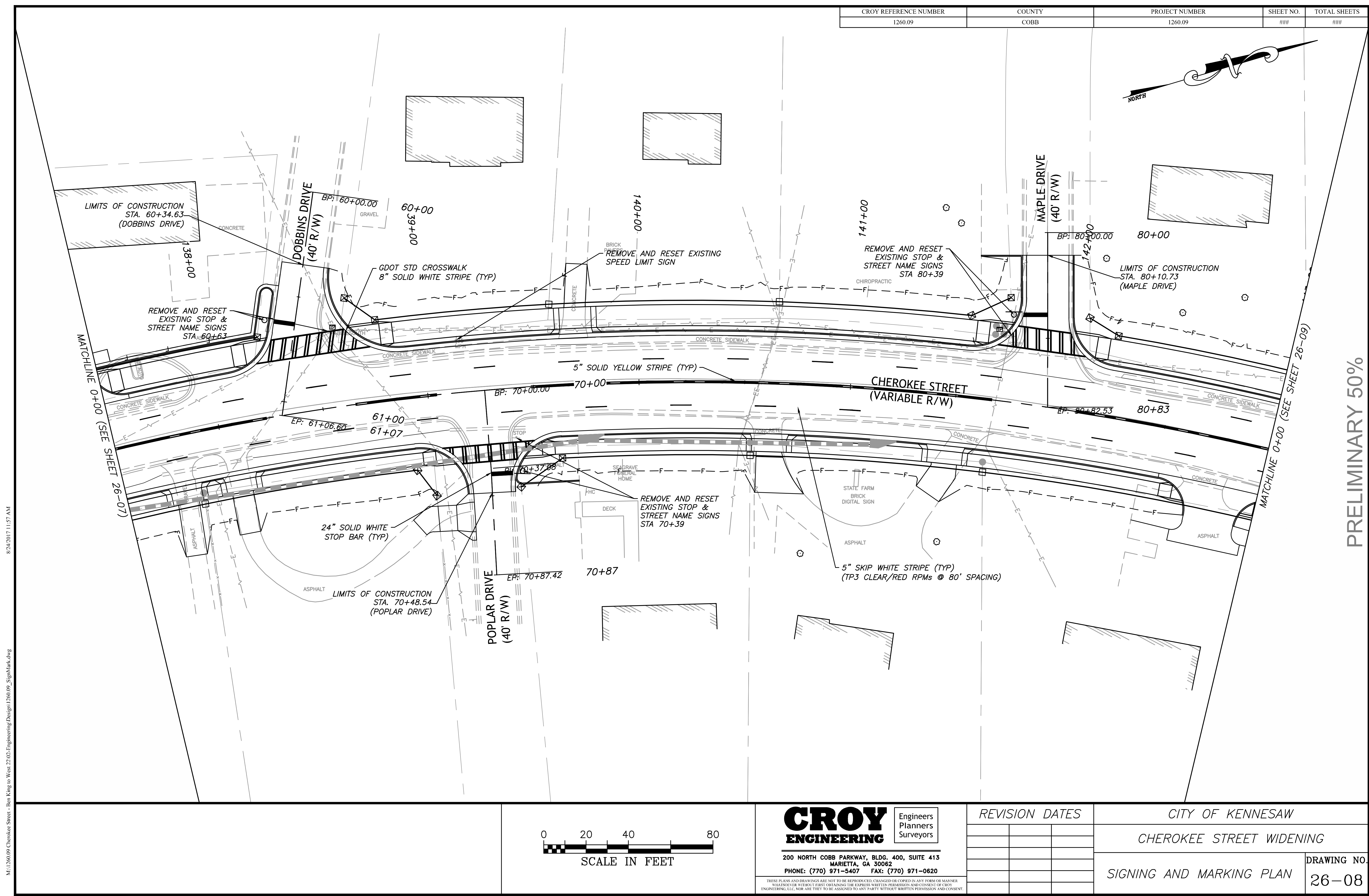
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SIGNING AND MARKING PLAN

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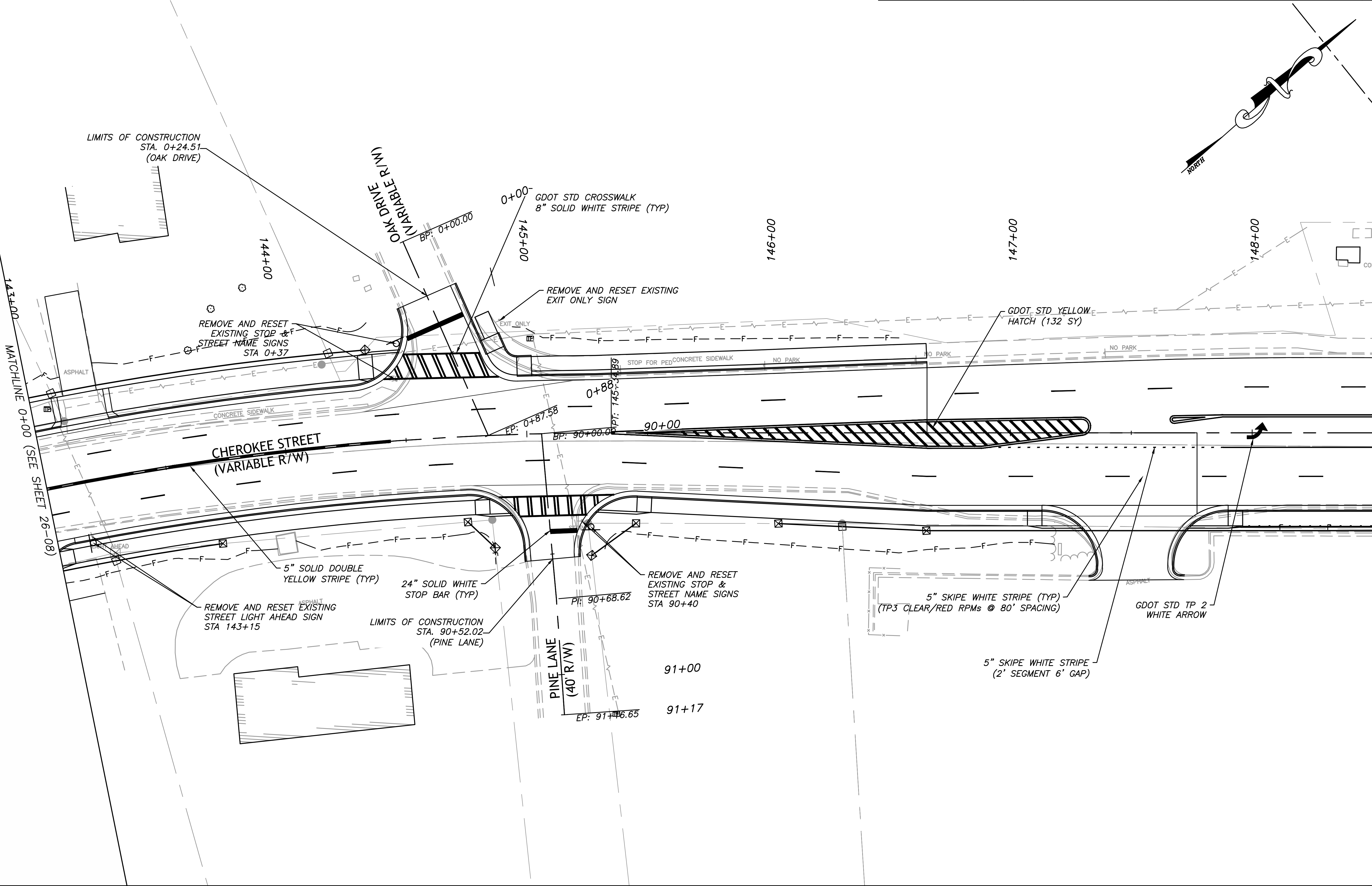
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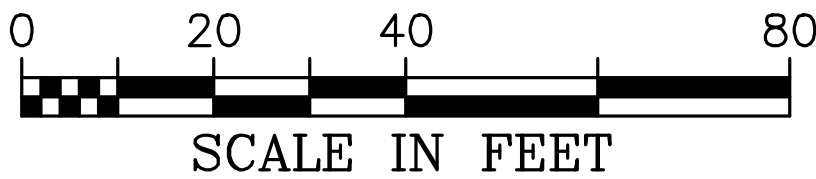


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CROY REFERENCE NUMBER	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1260.09	COBB	1260.09	###	###



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REVISION DATES

CITY OF KENNESAW

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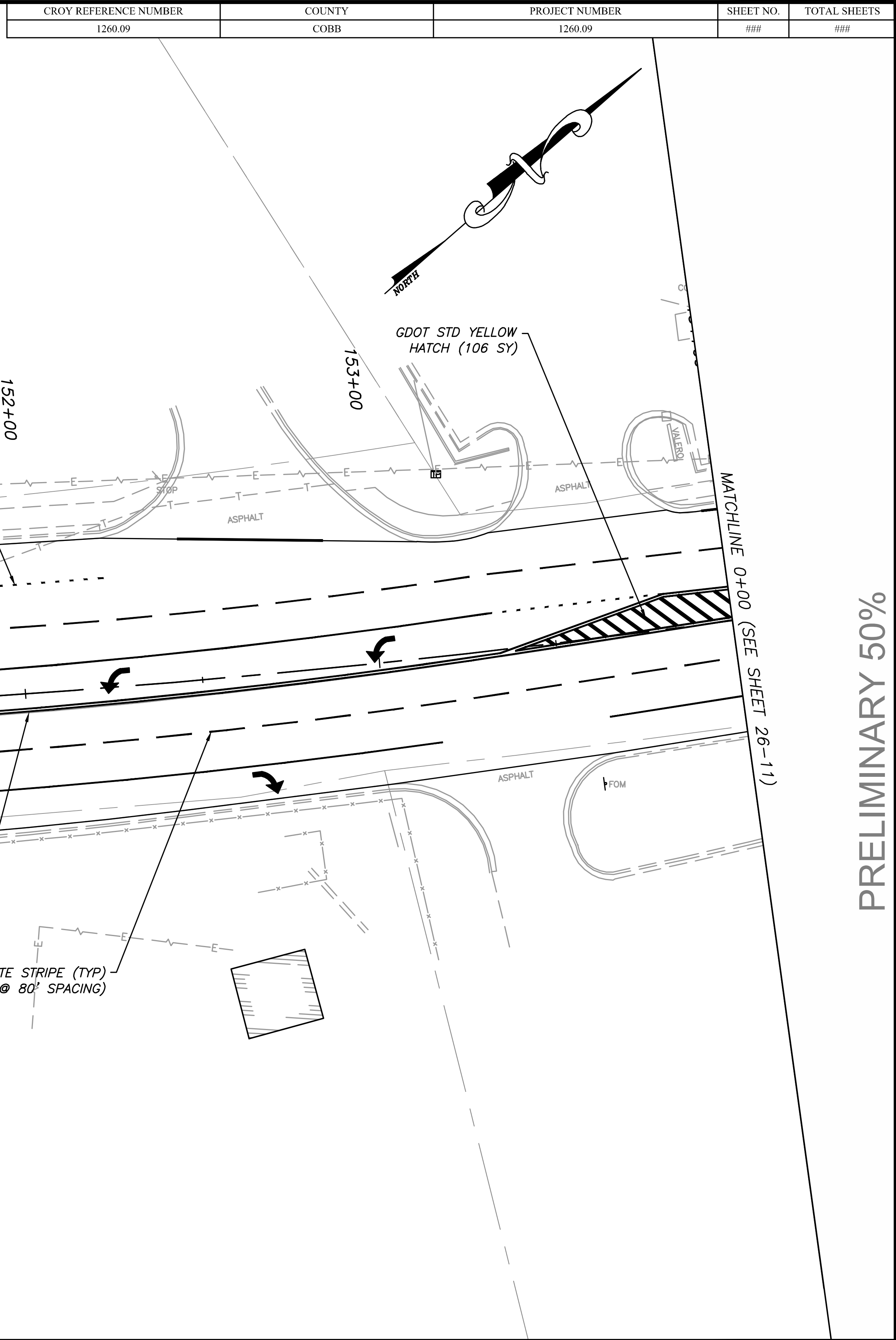
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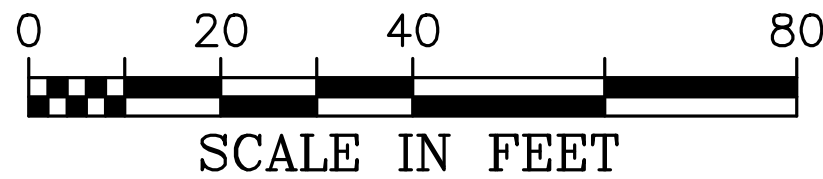
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MATCHLINE 0+00 (SEE SHEET 26-09)

MATCHLINE 0+00 (SEE SHEET 26-11)

PRELIMINARY 50%



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REVISION DATES

CITY OF KENNESAW

CHEROKEE STREET WIDENING

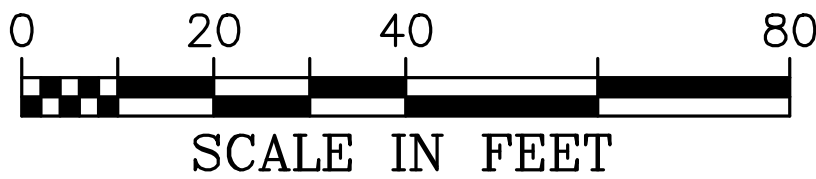
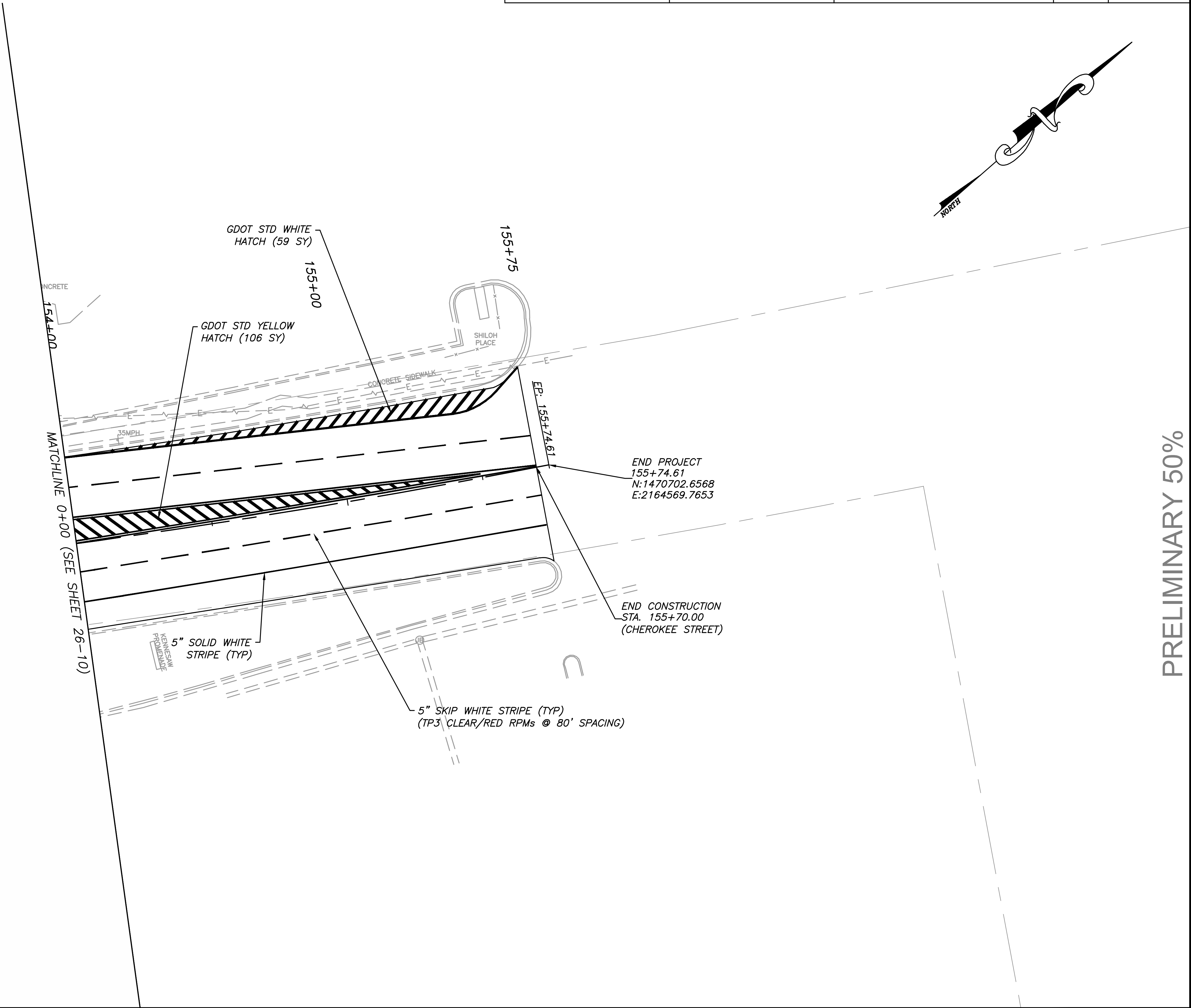
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26-10

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CROY REFERENCE NUMBER	COUNTY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1260.09	COBB	1260.09	###	###



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REVISION DATES

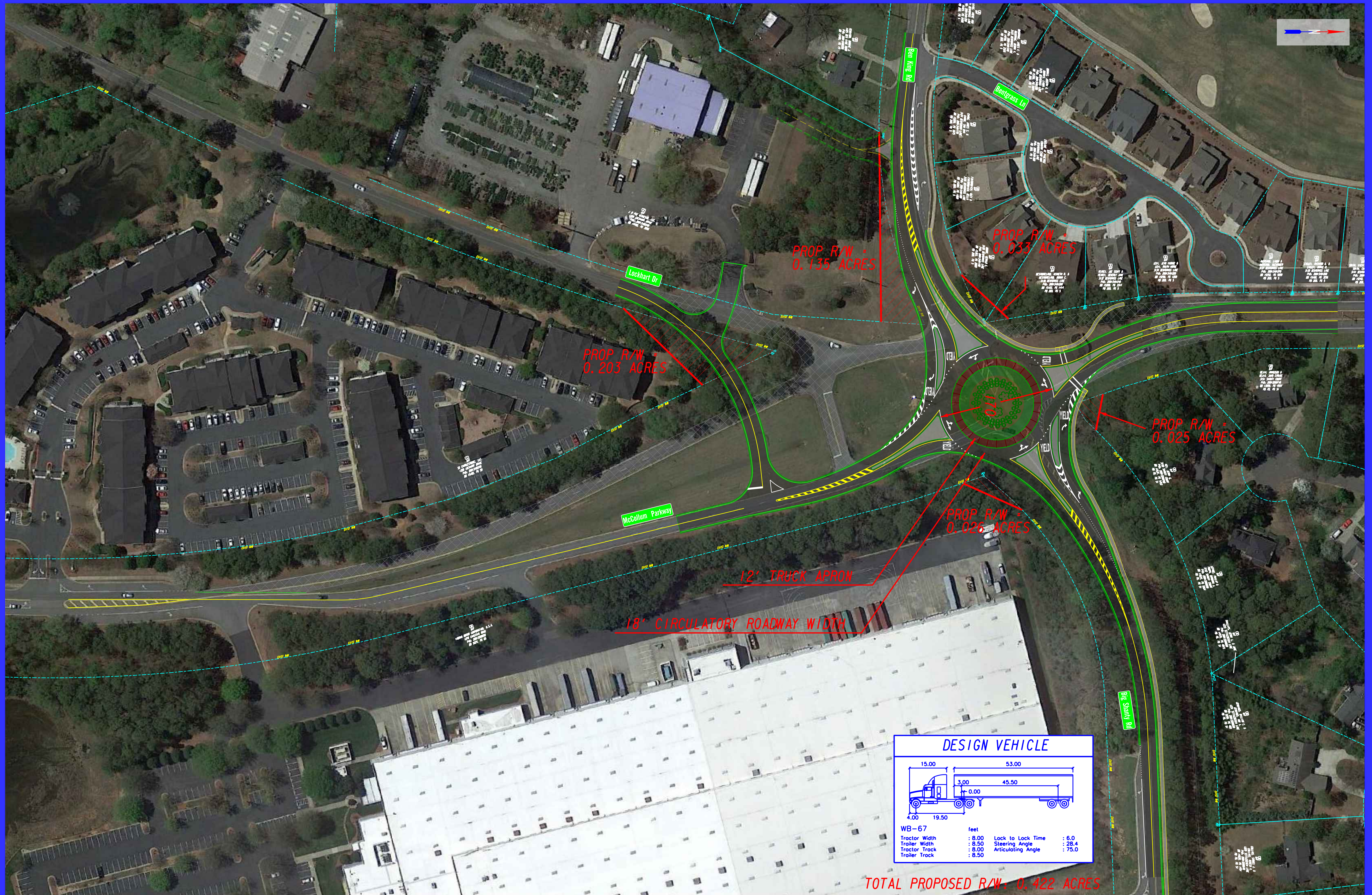
CITY OF KENNESAW

CHEROKEE STREET WIDENING

SIGNING AND MARKING PLAN

DRAWING NO.

26-11



PROP R/W =
0.203 ACRES

PROP R/W =
0.135 ACRES

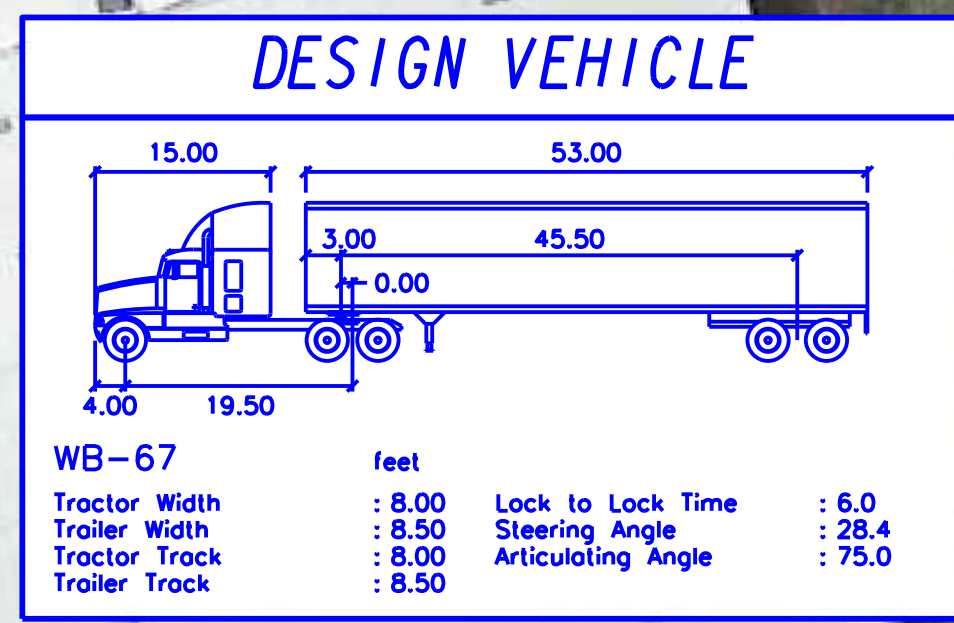
PROP R/W =
0.033 ACRES

PROP R/W =
0.026 ACRES

PROP R/W =
0.025 ACRES

12' TRUCK APRON

18' CIRCULATORY ROADWAY WIDTH



TOTAL PROPOSED R/W: 0.422 ACRES

SCALE
1" = 60'

INTERSECTION IMPROVEMENT OPTION 2 - With Bypass Lanes
COBB PROJECT: X2309

GRESHAM
SMITH AND
PARTNERS

Short Title

CONNECT COBB / NORTHWEST ATLANTA TRANSIT
CORRIDOR BUS RAPID TRANSIT FROM TOWN CENTER
TO ARTS CENTER MARTA STATION

GDOT Project No.

N/A

Federal ID No.

N/A

Status

Long Range

Service Type

Transit / BRT Capital

Sponsor

Cobb County

Jurisdiction

Regional - Northwest

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

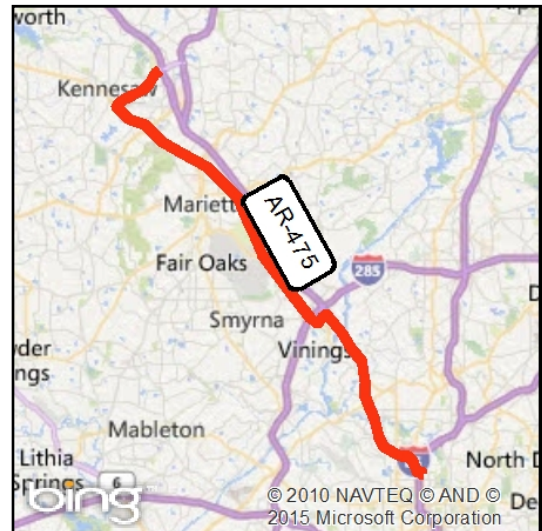
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Network Year

2040

Corridor Length

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 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
				\$492,700,000	\$222,216,667	\$0,000	\$0,000	\$270,483,333

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.



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

0

LCI

☐

Planned Thru Lane

1/2

Flex

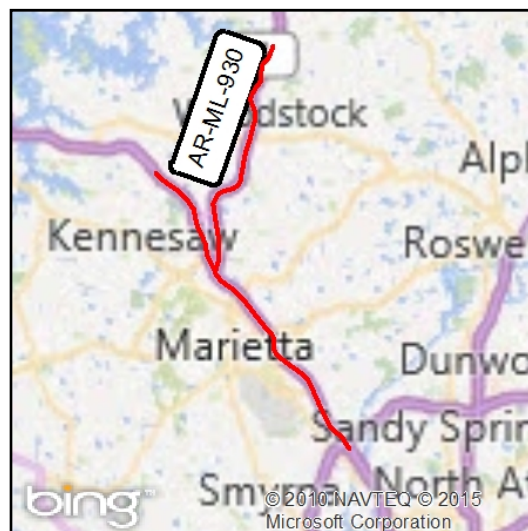
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Network Year

2020

Corridor Length

29.7 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



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



CST	National Highway Performance Program (NHPP)	AUTH	2015	\$50,000,000	\$40,000,000	\$10,000,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)	AUTH	2016	\$50,000,000	\$40,000,000	\$10,000,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)	AUTH	2017	\$19,984,239	\$15,987,391	\$3,996,848	\$0,000	\$0,000
CST	Repurposed Earmark	AUTH	2017	\$6,168,405	\$4,934,724	\$1,233,681	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2017	\$5,000,000	\$4,000,000	\$0,000	\$0,000	\$1,000,000
CST	National Highway Performance Program (NHPP)		2018	\$25,000,000	\$20,000,000	\$5,000,000	\$0,000	\$0,000
				\$946,832,708	\$530,208,709	\$355,760,613	\$0,000	\$60,863,386

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.



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

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐

Network Year

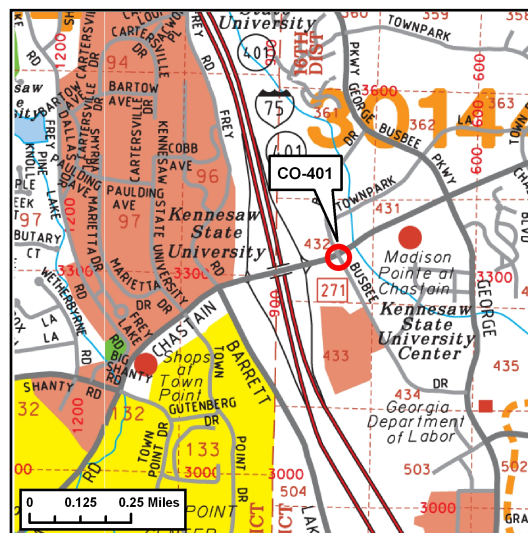
2020

Corridor Length

N/A miles

Detailed Description and Justification

Multi-level park and ride facility in northern Cobb County to accommodate transit, carpools, and vanpools.



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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
				\$15,000,000	\$0,000	\$0,000	\$0,000	\$15,000,000

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



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



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

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐

Network Year

TBD

Corridor Length

N/A 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



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



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

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐

Network Year

TBD

Corridor Length

N/A 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



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



Map | Text | Mobile | Kennesaw Transit Info

Route Display **all** none

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

Normal

route / stop / place

