Transportation Analysis

Palmetto Downs Development of Regional Impact #3202
City of Palmetto, Georgia

March 9, 2021

MARC R. ACAMPORA, PE, LLC
TRAFFIC ENGINEERING

Transportation Analysis

Palmetto Downs Development of Regional Impact #3202
City of Palmetto, Georgia

study prepared for:

Liberty Communities
PO Box 2422
McDonough, GA 30253

March 9, 2021

MARC R. ACAMPORA, PE, LLC
TRAFFIC ENGINEERING

858 Myrtle Street, NE
Atlanta, Georgia 30308

phone: (678) 637-1763
e-mail: acamporatraffic@comcast.net

Summary

This Transportation Analysis was prepared for the Palmetto Downs Development of Regional Impact (DRI) #3202, in compliance with the requirements of the Georgia Regional Transportation Authority, as well as the Atlanta Regional Commission, the City of Palmetto, and the Georgia Department of Transportation. The following is a summary of the findings of this study:

1. The project is largely residential, with a mix of single-family detached housing, townhomes, and apartments. There is also a 1.5 acre general commercial tract and a 1.6 acre public use tract.

2. The site is primarily located along the southwest side of Wilkerson Mill Road, with a smaller single-family tract on the northeast side of the road, just south of Ono Road.

3. The proposed Palmetto Downs DRI will generate 465 new trips in the a.m. peak hour, 629 new trips in the p.m. peak hour, and 6,809 new daily trips.

4. At the US 29 at Wilkerson Mill Road / Tatum Road intersection, a signal warrant analysis prepared concurrently with this study, concluded that no volume-based signal warrants are satisfied for the existing condition, but did identify that signalization will be justified in the future based on the volume-based warrants. It is recommended that coordination be initiated with the City and Georgia DOT to determine the appropriate point in time for signalization to be implemented. A high crash experience and the proximity of the railroad crossing should be considered in the decision of when to signalize.

5. Independent of the mitigation required to satisfy the LOS D standard, it is recommended for the existing condition that the deteriorated striping at the US 29 / GA 154 / Ramah Drive intersection be refreshed.

6. Also in the existing condition, independent of the mitigation required to achieve LOS D, it is recommended that the poor pavement condition and potholes along Wilkerson Mill Road in the vicinity of the Palmetto Downs DRI site be repaired. This should be done whether or not the Palmetto Downs DRI is developed, but could be coordinated with improvements made in conjunction with constructing the DRI accesses.

7. In the no-build condition it is recommended that the GA 154 / Rivertown Road intersection be monitored into the future.

8. Also in the no-build, it is recommended that a northbound left turn lane should be added on GA 154 at Carlton Road. An eastbound right turn lane, to create separate left and right turn lanes, should be added on Carlton Road. Neither of these lanes technically satisfies the requirement to mitigate to LOS D. Given that signalization is unlikely to be justified, it is recommended that these lanes be added instead.

9. Also in the no-build, it is recommended that the geometry of the Tatum Road approach at US 29 be studied to determine the feasibility of safely providing two northbound lanes through the railroad crossing and past Bowen Road. The southbound approach on Wilkerson Mill Road should also be modified to provide a separate left turn lane and a through/right turn lane. This change in lanes will accommodate the necessary protected/permissive phasing when the intersection is signalized.

10. In the build condition, it is recommended that a westbound right turn lane be added on Wilkerson Mill Road at GA 154 and a southbound left turn lane should be added on GA 154 at Wilkerson Mill Road. Adding these lanes does not satisfy the LOS D standard but, absent the likelihood of signalization, these lanes would have the most benefit to operations and, therefore, both are recommended for the build condition.

11. Independent of the mitigation identified to achieve LOS D, the section of Ono Road between GA 154 and Wilkerson Mill Road should be paved and brought up to appropriate road design standards.

12. All project accesses will operate well, with all movements or approaches at LOS A or B. Each access should be built with one entering and one exiting lane and the exiting approaches should each be controlled by stop sign and accompanying stop bar.

13. Exclusive left and right turn lanes should be built on Wilkerson Mill Road at each project access.

14. The project civil engineer should ensure that each access meets all applicable design standards including sight distances, lane widths, storage lengths, grades, etc.

Contents

SUMMARY **1**

1. PROJECT DESCRIPTION **1**

1.1 Project Phasing, Pods, and Land Uses 2
1.2 Site Plan 2
1.3 Site Vehicular Access 3
1.4 On-Site Pedestrian and Bicycle Facilities 4
1.5 Transit Access 4
1.6 Parking 4

2. STUDY NETWORK **5**

2.1 Peak Time Periods and Analysis Conditions 5
2.2 Level of Service Standard 5

3. EXISTING TRANSPORTATION FACILITIES **6**

3.1 Wilkerson Mill Road 6
3.2 Ono Road 6
3.3 Cascade-Palmetto Highway (GA 154) 6
3.4 Roosevelt Highway / Main Street (US 29, GA 14) 7
3.5 Pedestrian and Bicycle Facilities 7
3.6 Transit Service 7
3.7 Photographs of Existing Facilities 7

4. PROJECT TRAFFIC CHARACTERISTICS **14**

4.1 Trip Generation 14
4.2 Trip Distribution and Assignment 15

5. EXISTING TRAFFIC ANALYSIS **17**

5.1 Existing Lanes and Traffic Control 17
5.2 Existing Traffic Volumes 18
5.3 Existing Intersection Operations 20
5.4 Existing Facilities Needs Analysis 21
Intersection 8 – US 29 at Wilkerson Mill Road / Tatum Road 21
5.5 Other Existing Recommendations 22

6. NO-BUILD TRAFFIC ANALYSIS **23**

6.1 Programmed Infrastructure Projects 23
6.2 No-Build Lanes and Traffic Control 23
6.3 No-Build Traffic Volumes 23
6.4 No-Build Intersection Operations 27
6.5 No-Build Facilities Needs Analysis 28
Intersection 2 – GA 154 at Rivertown Road 28
Intersection 5 – GA 154 at Carlton Road 29
Intersection 8 – US 29 at Wilkerson Mill Road / Tatum Road 29

7. FUTURE (BUILD) TRAFFIC ANALYSIS 31

7.1 Build Lanes and Traffic Control 31
7.2 Build Traffic Volumes 31
7.3 Build Intersection Operations 33
7.4 Build Facilities Needs Analysis 34
Intersection 2 – GA 154 at Rivertown Road 35
Intersection 3 – GA 154 at Wilkerson Mill Road 35
Intersection 5 – GA 154 at Carlton Road 35
Intersection 8 – US 29 at Wilkerson Mill Road / Tatum Road 35
7.5 Other Build Recommendations 37

8. PROJECT ACCESS TRAFFIC ANALYSIS 38

8.1 Project Access Lanes and Traffic Control 38
8.2 Project Access Traffic Volumes 38
8.3 Project Access Intersection Operations 39

9. SUMMARY OF RECOMMENDED MITIGATION 40

9.1 Summary of Existing Mitigation 40
Intersection 8 – US 29 at Wilkerson Mill Road / Tatum Road 40
9.2 Summary of No-Build Mitigation 40
Intersection 2 – GA 154 at Rivertown Road 40
Intersection 5 – GA 154 at Carlton Road 40
Intersection 8 – US 29 at Wilkerson Mill Road / Tatum Road 41
9.3 Summary of Build Mitigation 41
Intersection 3 – GA 154 at Wilkerson Mill Road 41

10. SITE INTERNAL CIRCULATION AND CONNECTIVITY 42

11. COMPLIANCE WITH GRTA CRITERIA 43

11.1 General Criteria Applicable to All Proposed DRIs 43
11.2 Criteria for GRTA DRI Non-Expedited Review 44

APPENDIX

Tables

Table 1 – Palmetto Downs DRI #3202 Proposed Land Uses and Sizes 2
Table 2 – Intersections Included in the Study Network 5
Table 3 – Palmetto Downs DRI Trip Generation 14
Table 4 – Existing Intersection Levels of Service 20
Table 5 – Existing Locations That Do Not Meet LOS D Standard 21
Table 6 – Existing Locations with Recommended Mitigation 22
Table 7 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates 23
Table 8 – No-Build Intersection Operations 27
Table 9 – No-Build Locations that Do Not Meet LOS D Standard 28
Table 10 – No-Build Intersection Operations with Mitigation 30
Table 11 – Build Intersection Operations 33

Table 12 – Build Locations that Do Not Meet LOS D Standard 34
Table 13 – Build Intersection Operations with Mitigation 36
Table 14 – Project Access Intersection Operations 39
Table A – Level of Service Criteria for Signalized Intersections and Roundabouts ..... Appendix B
Table B – Level of Service Criteria for Unsignalized Intersections ..... Appendix B

Figures

Figure 1 – Location Map 1
Figure 2 – Palmetto Downs DRI #3202 Site Plan 3
Figure 3 – Weekday A.M. and P.M. Peak Hour Project-Generated Trips and Trip Distribution Percentages 16
Figure 4 – Existing Lane Configuration and Traffic Control 17
Figure 5 – Existing* A.M. and P.M. Peak Hour Volumes 19
Figure 6 – Existing Mitigation at US 29 / Wilkerson Mill Road / Tatum Road 22
Figure 7 – Other Developments Included in No-Build and Build Analysis 24
Figure 8 – No-Build A.M. and P.M. Peak Hour Volumes 26
Figure 9 – No-Build Mitigation 30
Figure 10 – Build A.M. and P.M. Peak Hour Volumes 32
Figure 11 – Build Mitigation 36
Figure 12 – Project Access A.M. and P.M. Peak Hour Volumes 38

Photographs

Photograph 1 – GA 154 Facing South at South Fulton Parkway 7
Photograph 2 – GA 154 Facing North at Rivertown Road 8
Photograph 3 – Wilkerson Mill Road Facing East at GA 154 8
Photograph 4 – Ono Road Facing West at GA 154 9
Photograph 5 – GA 154 Facing South at Carlton Road, US 29 in Distance 9
Photograph 6 – Ramah Drive Facing North toward GA 154 at US 29 10
Photograph 7 – Tatum Road Facing North at Railroad Crossing and US 29 10
Photograph 8 – Wilkerson Mill Road Facing South at US 29 11
Photograph 9 – Wilkerson Mill Road Facing North at Ono Road 11
Photograph 10 – Ono Road Facing East at Hobgood Road with Rivertown Road to Left 12
Photograph 11 – Wilkerson Mill Road Facing South in Vicinity of Southern Project Accesses 12
Photograph 12 – Wilkerson Mill Road Facing North in Vicinity of Central Project Accesses 13
Photograph 13 – Wilkerson Mill Road Facing North in Vicinity of North Project Access 13

1. Project Description

This Transportation Analysis was performed for the proposed Palmetto Downs Development of Regional Impact (DRI) #3202. The project is largely residential, with a mix of single-family detached housing, townhomes, and apartments. There is also a 1.5 acre general commercial tract and a 1.6 acre public use tract. The site is primarily located along the southwest side of Wilkerson Mill Road, with a smaller single-family tract on the northeast side of the road, as presented in Figure 1. The total number of residential units will be 841, which exceeds the 400 unit DRI threshold for a housing development, and the 500,000 square foot threshold for mixed-use development in a Metropolitan Area, as set forth in the Rules of the Georgia Department of Community Affairs (DCA), Chapter 110-12-7-.05. This study was performed to meet the Georgia Regional Transportation Authority's (GRTA) Development of Regional Impact non-expedited review requirements, according to the GRTA DRI Review Package Technical Guidelines.

Figure 1 – Location Map

1.1 Project Phasing, Pods, and Land Uses

The subject site is approximately 187.7 acres and is primarily undeveloped. The trigger that initiated DRI review was a request to the City of Palmetto for a rezoning.

The project land uses and sizes are summarized in Table 1. The project will be developed in one continuous phase, with a tentative ten-year build-out (2031), which will be influenced by market conditions.

Table 1 – Palmetto Downs DRI #3202 Proposed Land Uses and Sizes

Pod	Land Use	Size
SF-1	Single Family Homes	125 units
SF-2	Single Family Homes	39 units
SF-3	Single Family Homes	103 units
SF-4	Single Family Homes	46 units
SF-5	Single Family Homes	84 units
	Single Family Subtotal	*397 units*
	Townhomes	144 units
	Apartments	300 units
	Residential Totals	*841 units*
	Commercial / Retail	1.5 acres
	Possible Public Use	1.6 acres

1.2 Site Plan

The site plan is presented in Figure 2.

Figure 2 – Palmetto Downs DRI #3202 Site Plan

1.3 Site Vehicular Access

The project will be served by three residential accesses and one commercial access on the southwest side of Wilkerson Mill Road and one residential access on the northeast side of the road. The commercial tract will also have an internal connection to the internal residential roadways and the southernmost residential access.

1.4 On-Site Pedestrian and Bicycle Facilities

Sidewalks and/or a multi-use path will be provided along both sides of all internal streets. No dedicated bicycle lanes are proposed within the DRI.

1.5 Transit Access

There is no regularly scheduled mass transit service adjacent to the subject site. The site plan proposes covered school bus stops at two of the accesses on Wilkerson Mill Road.

1.6 Parking

Parking will be provided on each individual single-family house and townhome property. Each house and townhouse will have a private driveway and a two-car garage. Parking for the apartments will be provided at two (2) spaces per unit plus one (1) guest space for every four (4) units. Parking for the commercial use will be provided at one (1) space 200 square feet of useable floor area.

2. Study Network

The study network for this project was agreed to with the reviewing agencies as specified in GRTA's Letter of Understanding (LOU) revised January 29, 2021. The network intersections are presented in Table 2.

Table 2 – Intersections Included in the Study Network

#	Description
1	South Fulton Parkway at GA 154
2	GA 154 at Rivertown Road
3	GA 154 at Wilkerson Mill Road
4	GA 154 at Ono Road
5	GA 154 at Carlton Road
6	US 29 at GA 154 / Ramah Drive
7	Wilkerson Mill Road at Ono Road
8	US 29 at Wilkerson Mill Road / Tatum Road
9a	Rivertown Road at Hobgood Road
9b	Hobgood Road at Ono Road
	all site accesses

2.1 Peak Time Periods and Analysis Conditions

All analyses are performed for the weekday a.m. peak hour (counted 7:00-9:00 a.m.) and the weekday p.m. peak hour (counted 4:00-6:00 p.m.). The existing 2021, 2031 no-build, and 2031 build conditions are evaluated.

2.2 Level of Service Standard

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

3. Existing Transportation Facilities

This section provides a description of the existing transportation infrastructure that will serve the proposed Palmetto Downs DRI. An inventory was performed of the lanes and method of control at the existing traffic facilities in the vicinity of the site. The availability of transit, bicycle, and pedestrian facilities adjacent to the site was also reviewed. Figure 4 in the Existing Traffic Analysis section of this report depicts the existing lanes and control for the intersections in the study network. The following is a brief description of the transportation facilities in the vicinity of the site.

3.1 Wilkerson Mill Road

Wilkerson Mill Road is an urban minor collector with a general northwest/southeast orientation. The road begins at Cochran Mill Road to the west, intersects GA 154, passes the subject site, and terminates to the southeast at US 29, south of which the road crosses railroad tracks and becomes Tatum Road. There is one through travel lane per direction with no exclusive turn lanes at intersections. Development along Wilkerson Mill Road primarily consists of undeveloped land and low-density single family residential. Closer to US 29 there is a community park (Wilkerson Mill-Farris Park) and existing and planned light industrial and warehousing uses. The terrain along Wilkerson Mill Road is very gently rolling and the posted speed limit is 45 mph. In 2019 the Georgia Department of Transportation (Georgia DOT) recorded an Annual Average Daily Traffic (AADT) volume of 1,230 vehicles per day (vpd) on Wilkerson Mill Road west of GA 154. A 24-hour bi-directional count collected at the same location for this study on Tuesday January 26, 2021 revealed a count of 1,337 vehicles. On the same date, a 24-hour count collected on Wilkerson Mill Road adjacent to the Palmetto Downs site revealed a southeast-bound count of 631 vehicles and a northwest-bound count of 627 vehicles, for a two-way count of 1,258 vehicles.

3.2 Ono Road

Ono Road is a two lane local road that begins to the west at GA 154, has a side street stop sign controlled intersection with Wilkerson Mill Road adjacent to the Palmetto Downs site, then continues to the northeast to terminate at Hobgood Road just south of Rivertown Road. The section of Ono Road between GA 154 and Wilkerson Mill Road is unpaved with rolling terrain. East of Wilkerson Mill Road, Ono Road has gently rolling terrain and a posted speed limit of 45 mph. The road serves undeveloped land, with some low-density residential development closer to Hobgood Road.

3.3 Cascade-Palmetto Highway (GA 154)

Cascade-Palmetto Highway (Georgia State Route 154) is a north/south urban minor arterial with one through lane per direction. The road begins at a signalized intersection at US 29 to the south, passes through the vicinity of the subject DRI, has a signalized intersection at South Fulton Parkway, then continues to the north. Development along GA 154 primarily consists of undeveloped land in the vicinity of the subject DRI. Closer to US 29, GA 154 enters downtown Palmetto and serves municipal and retail uses. The terrain along GA 154 is gently rolling-to-rolling and the posted speed limit is 55 mph. In 2019 the Georgia DOT recorded an AADT volume of 6,800 vpd on GA 154 south of Rivertown Road. A 24-hour bi-directional count collected at that same location for this study on Tuesday January 26, 2021 revealed a count of 7,131 vehicles.

3.4 Roosevelt Highway / Main Street (US 29, GA 14)

Roosevelt Highway / Main Street (US 29, GA 14) is a southwest / northeast urban minor arterial with one through lane per direction and exclusive turn lanes closer to, and southwest of, GA 154, widening to a four lane plus turn lanes cross-section northeast of GA 154. There is a signalized intersection on US 29 at GA 154 while the intersection of US 29 at Wilkerson Mill Road / Tatum Road is side street stop sign controlled. The terrain along US 29 is very gently rolling and the posted speed limit is 45 mph, dropping to 35 mph in downtown Palmetto. In 2019 the Georgia DOT recorded an AADT volume of 10,400 vpd on US 29 east of GA 154.

3.5 Pedestrian and Bicycle Facilities

Wilkerson Mill Road and nearby intersecting Ono Road are rural in character in the vicinity of this project. There are no sidewalks or dedicated or bicycle lanes adjacent to the subject site. There are crosswalks and pedestrian signals at the signalized intersection of US 29 at GA 154, but not at the signal at South Fulton Parkway / GA 154 intersection, but neither of these intersections is within reasonable walking distance of the subject development.

3.6 Transit Service

There is no regularly scheduled mass transit service adjacent to the subject site. MARTA Bus Route 180 runs along US 29 to downtown Palmetto.

3.7 Photographs of Existing Facilities

Photographs 1 through 13 document the existing conditions at the study intersections.

Photograph 1 – GA 154 Facing South at South Fulton Parkway

Photograph 2 – GA 154 Facing North at Rivertown Road

Photograph 3 – Wilkerson Mill Road Facing East at GA 154

Photograph 4 – Ono Road Facing West at GA 154

Photograph 5 – GA 154 Facing South at Carlton Road, US 29 in Distance

Photograph 6 – Ramah Drive Facing North toward GA 154 at US 29

Photograph 7 – Tatum Road Facing North at Railroad Crossing and US 29

Photograph 8 – Wilkerson Mill Road Facing South at US 29

Photograph 9 – Wilkerson Mill Road Facing North at Ono Road

Photograph 10 – Ono Road Facing East at Hobgood Road with Rivertown Road to Left

Photograph 11 – Wilkerson Mill Road Facing South in Vicinity of Southern Project Accesses

Photograph 12 – Wilkerson Mill Road Facing North in Vicinity of Central Project Accesses

Photograph 13 – Wilkerson Mill Road Facing North in Vicinity of North Project Access

4. Project Traffic Characteristics

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

4.1 Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed DRI. The trip generation was calculated using the standard equations in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, *10th Edition with Supplement*. The trip generation for the single family homes was calculated using ITE Land Use 210 – Single-Family Detached Housing. ITE Land Use 220 – Multi-Family Attached Housing (Low-Rise) was used for the townhomes and Land Use 221 – Multi-Family Attached Housing (Mid-Rise) was used for the apartments.

ITE Land Use 820 – Shopping Center was used for the commercial/retail with an assumed level of development of 10,000 square feet per acre. The average trip rates were used for this land use due to its small size compared with the data sources. A pass-by adjustment was applied for this small commercial/retail use to account for trips already passing the site that will stop for retail purposes then continue on their original trip. The p.m. peak hour pass-by trip percentage was the average taken from the ITE *Trip Generation Handbook* for the Shopping Center land use, while the a.m. and 24-hour pass-by percentages were reduced from the p.m. percentage by 10%. No additional trips were calculated for the possible public use. No multi-use adjustments are anticipated for this project due to the small size of the retail/commercial, which would produce almost negligible multi-use reductions. No transit or pedestrian adjustments were applied. Table 3 presents the trip generation for the Palmetto Downs DRI.

Table 3 – Palmetto Downs DRI Trip Generation

Land Use	ITE Code	Size	AM Peak Hour			PM Peak Hour			24-Hour
			Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Single Family Homes	210	397 units	72	215	287	240	142	382	3,697
Townhomes	220	144 units	15	52	67	51	31	82	1,048
Apartments	221	300 units	26	74	100	77	50	127	1,634
Residential Totals		841 units	*113*	*341*	*454*	*368*	*223*	*591*	*6,379*
Commercial/Retail Raw Trips	820	15,000 ft²	9	5	14	27	30	57	566
-pass-by trips		24/34/24%	-2	-1	-3	-9	-10	-19	-136
Commercial/Retail New Trips			*7*	*4*	*11*	*18*	*20*	*38*	*430*
Project Totals			*120*	*345*	*465*	*386*	*243*	*629*	*6,809*

The proposed Palmetto Downs DRI will generate 465 new trips in the a.m. peak hour, 629 new trips in the p.m. peak hour, and 6,809 new daily trips.

4.2 Trip Distribution and Assignment

The trip distribution percentages indicate what proportion of the project's trips will travel to and from various directions. Two trip distributions were developed, one for all residential uses and one for the commercial/retail. The trip distribution for the residential was developed based on the locations and proximity of likely trip origins and destinations, including regional trip attractors and employment centers such as the Cities of Atlanta, Newnan, and Hartfield Jackson Airport; schools such as Palmetto Elementary School, Bear Creek Middle School, and Creekside High School; retail and offices in the area; and the major routes of travel to those attractors, including US 29, South Fulton Parkway, and Interstate 85. The distribution for the commercial/retail is based on population density in the area and the distances of those populations to the site. The Palmetto Downs DRI trips, shown in Table 3, were assigned to the roadway network based on the distribution percentages. The trip distribution percentages and the a.m. and p.m. peak hour trips expected to be generated by the Palmetto Downs DRI, are shown in Figure 3. Traffic volume worksheets for each intersection are found in Appendix A which show the trips separately for the residential and commercial/retail land uses.

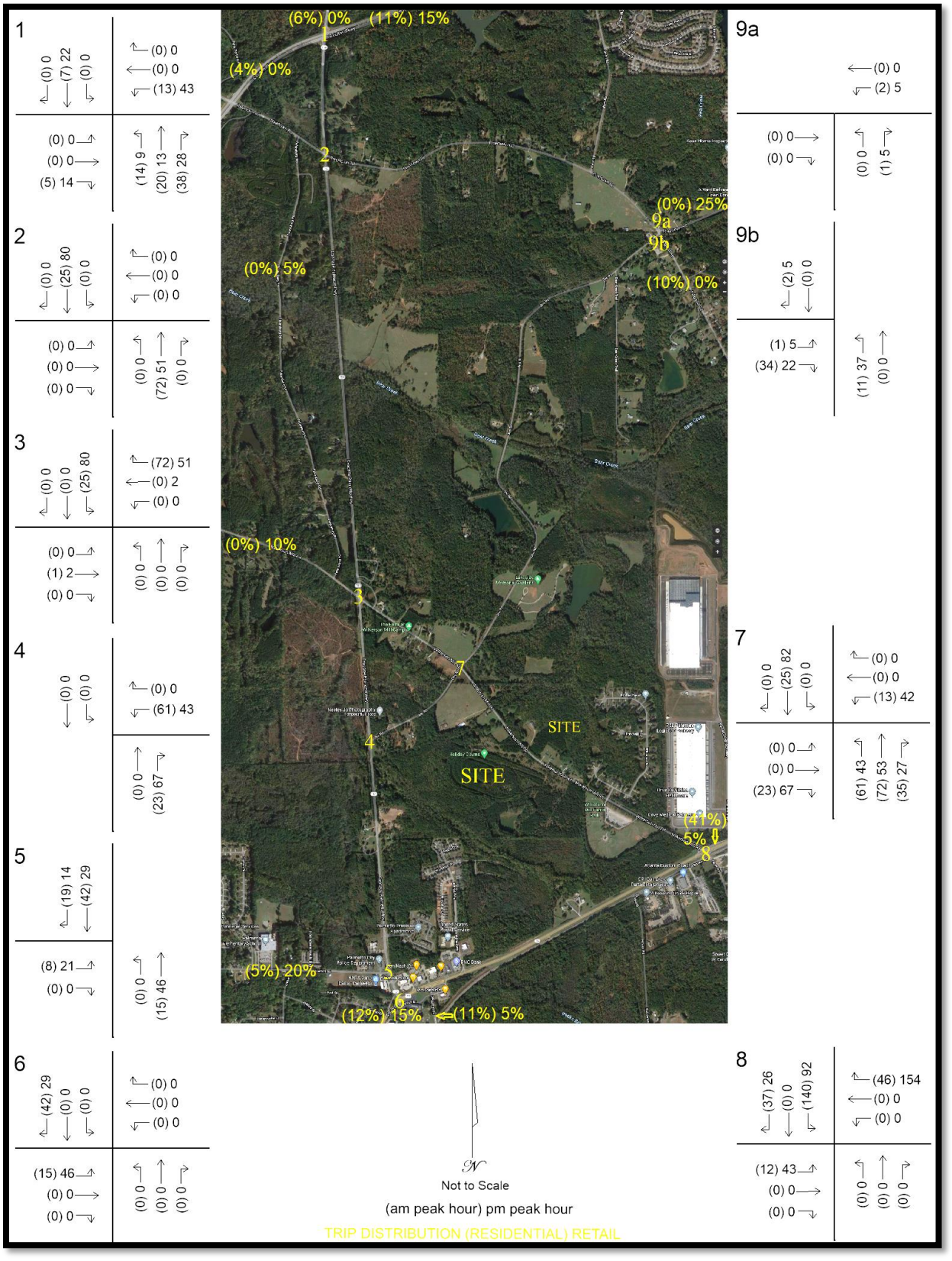


Figure 3 – Weekday A.M. and P.M. Peak Hour Project-Generated Trips and Trip Distribution Percentages

5. Existing Traffic Analysis

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

5.1 Existing Lanes and Traffic Control

A description of the existing conditions was provided previously in this report. Figure 4 presents the existing lane configuration and method of traffic control at each study intersection.

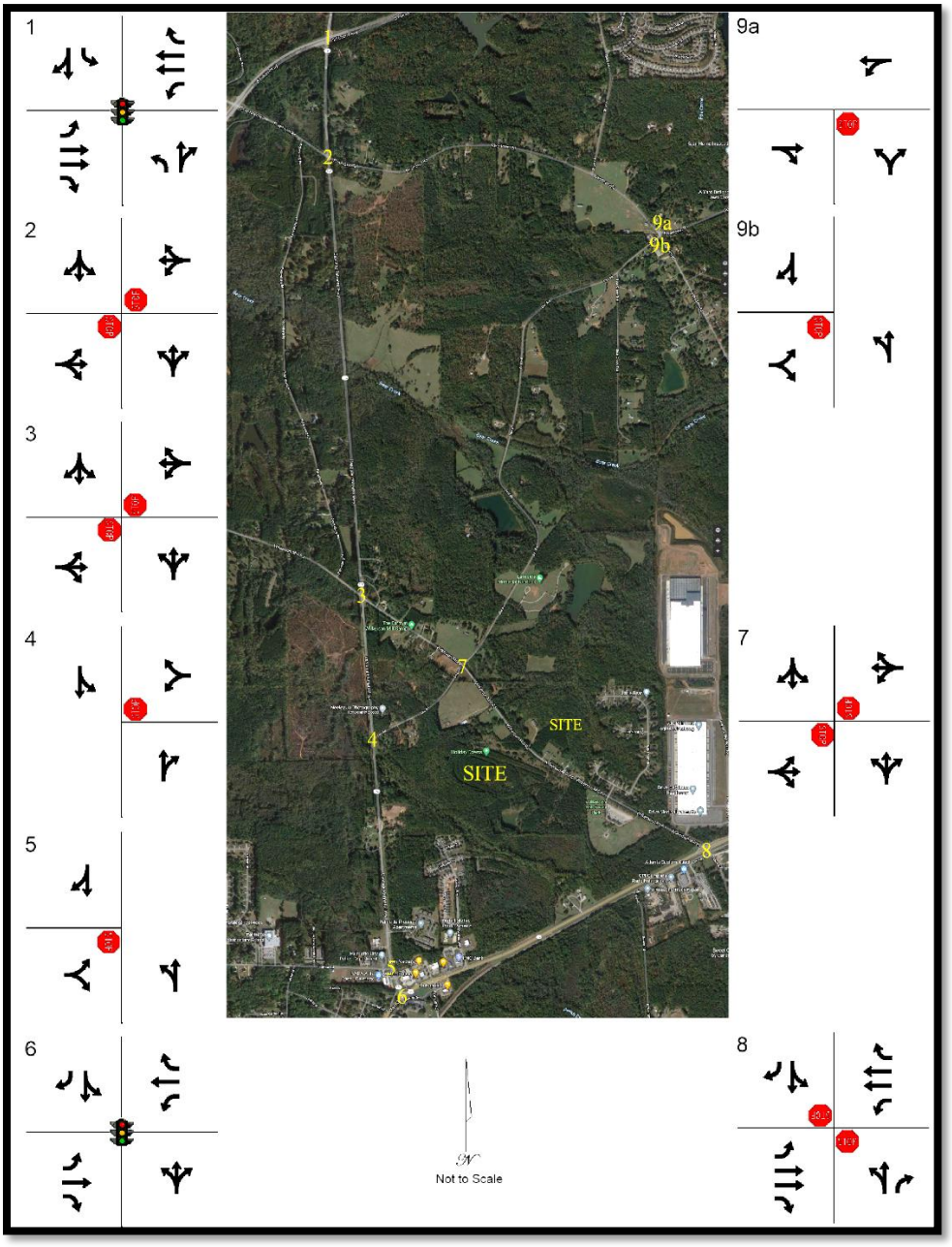


Figure 4 – Existing Lane Configuration and Traffic Control

5.2 Existing Traffic Volumes

This traffic study coincided with the COVID-19 pandemic. The roads in the study network, and throughout the state, saw dramatic decreases in volumes in the spring and summer of 2020, with some returning to pre-pandemic levels seen in the fall. Given the pandemic conditions, the reviewing agencies agreed to accept new traffic count data to be used for this study, calibrated, as appropriate, to develop a 2021 "existing" condition. Previously-collected intersection turning movement counts were obtained from the City of Palmetto. Previously-collected turning movement count data was available at five of the ten intersections counted for this study. Additionally, 24-hour bi-directional traffic volume counts were collected on Wilkerson Mill Road adjacent to the site and at the locations of Georgia DOT Count Station 121-7231 on Wilkerson Mill Road west of GA 154 and Count Station 121-0366 on GA 154 south of Rivertown Road. The historic count data was used to calibrate the new counts collected for this study, to pre-COVID-19 conditions. The reviewing agencies agreed to the following calibration methodology:

1. The counted volumes on South Fulton Parkway were increased by 40% in the a.m. and 15% in the p.m.

2. No changes were made on the side street approaches along GA 154 at Rivertown, Wilkerson Mill, and Ono Roads.

3. The westbound right and southbound left between US 29 and GA 154 were increased by 20% in the a.m. and 15% in the p.m. No changes were applied to the eastbound left/southbound right couple.

4. Correspondingly, the northbound left/eastbound right couple at GA 154/Carlton was increased by 20% in the a.m. and 15% in the p.m., while the other movements remained unadjusted at this intersection.

5. The eastbound and westbound throughs on US 29 were increased by 30% in the a.m. and 40% in the p.m. at both GA 154 and Wilkerson Mill Road / Tatum Road.

6. The left and right turns to and from Wilkerson Mill Road at US 29 were used from the latest pre-pandemic count, collected in May 2019. No adjustment was made to the turns to and from Tatum Road to account for the pandemic.

7. Consistent with the recommendations for no adjustments on the side street approaches at Rivertown, Wilkerson Mill, and Ono Roads, no adjustments were applied at the Wilkerson Mill / Ono intersection and the Rivertown / Ono / Hobgood intersections.

The new peak hour count data was collected on Tuesday, January 26, 2021 from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. From the collected two-hour traffic counts in each time period, the highest four consecutive 15-minute interval volumes at each intersection were determined. These volumes make up the typical weekday a.m. and p.m. peak hour traffic volumes at that intersection. The calibration described above was then applied as appropriate and the results are the "existing" 2021 traffic counts used in this study. The "existing" a.m. and p.m. peak hour turning movement volumes are shown in Figure 5. All intersection raw count data and the calibration factors are found in Appendix A.

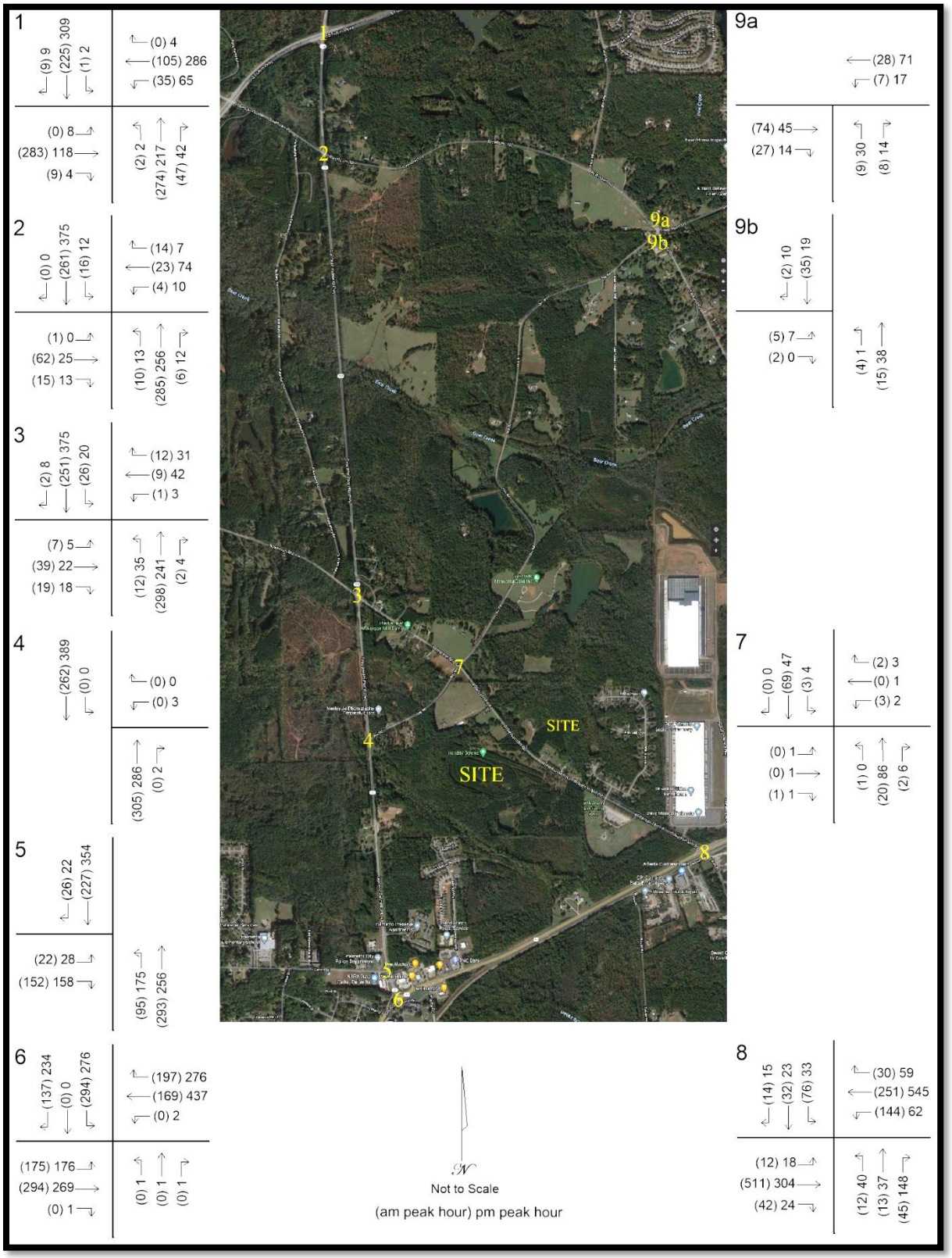


Figure 5 – Existing* A.M. and P.M. Peak Hour Volumes

*see preceding text

5.3 Existing Intersection Operations

An analysis was performed for each study intersection, based on the counted/adjusted 2021 traffic volumes, existing lane configurations, and method of traffic control. The results of the analysis are shown in Table 4. All locations that do not satisfy the Level of Service D standard are highlighted with bold text. The Synchro computer worksheets for the existing analysis are presented in Appendix C.

Table 4 – Existing Intersection Levels of Service

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. South Fulton Parkway at GA 154	B	16.0	B	15.3
northbound approach	A	9.3	A	6.6
southbound approach	A	8.0	A	7.7
eastbound approach	C	25.1	C	25.2
westbound approach	C	21.9	C	25.5
2. GA 154 at Rivertown Road	A	3.2	A	3.9
northbound left turn	A	7.9	A	8.2
southbound left turn	A	8.0	A	7.9
eastbound approach	C	16.9	C	15.6
westbound approach	B	14.9	C	22.1
3. GA 154 at Wilkerson Mill Road	A	2.9	A	3.4
northbound left turn	A	7.9	A	8.3
southbound left turn	A	8.1	A	7.8
eastbound approach	C	17.0	C	17.1
westbound approach	B	13.8	C	17.5
4. GA 154 at Ono Road	A	0.0	A	0.2
southbound left turn	A	0.0	A	0.0
westbound approach	A	0.0	B	14.3
5. GA 154 at Carlton Road	A	4.1	A	5.2
northbound left turn	A	8.1	A	8.8
eastbound approach	B	13.5	C	18.3
6. US 29 at GA 154 / Ramah Drive	B	14.6	B	19.7
northbound approach	A	0.0	B	12.4
southbound approach	B	10.3	B	18.5
eastbound approach	B	14.5	B	12.4
westbound approach	C	22.9	C	27.7
7. Wilkerson Mill Road at Ono Road	A	1.3	A	1.2
northbound left turn	A	7.4	A	0.0
southbound left turn	A	7.3	A	7.4

eastbound approach	A	8.7	A	9.4
westbound approach	A	9.0	A	9.3
8. US 29 at Wilkerson Mill Road / Tatum Road	D	25.5	C	16.2
northbound left/through	*F*	*76.0*	*F*	*89.4*
northbound right turn	B	11.1	B	11.9
southbound left/through	*F*	*235.2*	*F*	*105.3*
southbound right turn	A	9.3	B	10.3
eastbound left turn	A	8.0	A	9.0
westbound left turn	B	10.1	A	8.2
9a. Rivertown Road at Hobgood Road	A	1.4	A	3.3
northbound approach	A	9.2	A	9.8
westbound left turn	A	7.5	A	7.4
9b. Hobgood Road at Ono Road	A	1.5	A	1.1
northbound left turn	A	7.3	A	7.3
eastbound approach	A	8.9	A	9.1

5.4 Existing Facilities Needs Analysis

The analysis of existing conditions reveals that the large majority of study intersections and approaches/movements operate well. One intersection does not meet the LOS D standard – US 29 at Wilkerson Mill Road / Tatum Road. This is summarized in Table 5, with a discussion of mitigation following the table.

Table 5 – Existing Locations That Do Not Meet LOS D Standard

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
8. US 29 at Wilkerson Mill Road / Tatum Road	D	25.5	C	16.2
northbound left/through	*F*	*76.0*	*F*	*89.4*
northbound right turn	B	11.1	B	11.9
southbound left/through	*F*	*235.2*	*F*	*105.3*
southbound right turn	A	9.3	B	10.3
eastbound left turn	A	8.0	A	9.0
westbound left turn	B	10.1	A	8.2

Intersection 8 – US 29 at Wilkerson Mill Road / Tatum Road

This intersection overall operates acceptably at LOS D in the a.m. and LOS C in the p.m. peak times. The cause of the failure is the high side street left turn and through movement delays from Wilkerson Mill Road and Tatum Road. This is not unusual on side street stop sign controlled approaches at busy thoroughfares such as US 29. Signalization of this intersection is necessary to eliminate the failing levels of service. A signal warrant analysis was performed for this intersection in conjunction with this Transportation Analysis. The warrant analysis

concluded that no volume-based signal warrants are satisfied for the existing condition. The warrant analysis did identify a high number of crashes, but the crash experience warrant was not satisfied due to other criteria. It also appears likely that the railroad crossing warrant is satisfied in the existing condition, but it is uncertain if the Georgia DOT would permit a new signal based solely on the railroad crossing warrant (which is an atypical condition). The signal warrant analysis did identify that signalization will be justified in the future based on the volume-based warrants. Therefore, it is recommended that coordination be initiated with the City and Georgia DOT to determine the appropriate point in time for signalization to be implemented. Figure 6 depicts the recommendation graphically. Table 6 presents the intersection operations with the recommended mitigation.

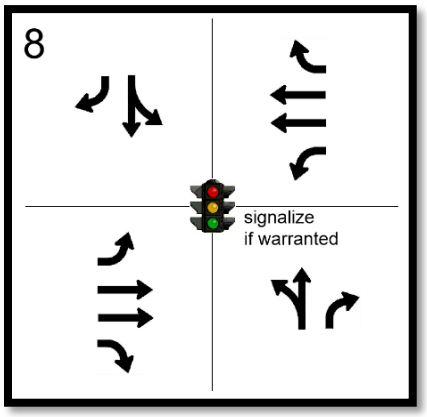


Figure 6 – Existing Mitigation at US 29 / Wilkerson Mill Road / Tatum Road

Table 6 – Existing Locations with Recommended Mitigation

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
8. US 29 at Wilkerson Mill Road / Tatum Road	A	9.5	B	13.7
northbound approach	B	11.4	A	9.7
southbound approach	C	29.4	A	9.4
eastbound approach	A	6.4	B	14.8
westbound approach	A	7.4	B	16.3

5.5 Other Existing Recommendations

The striping at intersection of US 29 at GA 154 is in very poor condition. The eastbound left turn lane is particularly difficult to discern and the crosswalks on the southbound and eastbound approaches are almost non-existent. It is recommended that this striping be refreshed.

There are sections of pavement on Wilkerson Mill Road that are in poor and deteriorating condition, with large potholes. This should be repaired whether or not the Palmetto Downs DRI is built. The section of Wilkerson Mill Road adjacent to the Palmetto Downs DRI site is expected to require turn lanes to serve the project and the improvements to the pavement could be coordinated with that paving work.

6. No-Build Traffic Analysis

A no-build analysis condition was developed for the DRI's build-out year of 2031. The no-build analysis provides a reference by which to measure the traffic impact of the proposed Palmetto Downs DRI.

6.1 Programmed Infrastructure Projects

Planned (anticipated) or programmed (funded and scheduled) transportation infrastructure projects in the vicinity of the DRI site were researched. The search included the Atlanta Regional Commission's (ARC) Regional Transportation Plan (RTP) and Georgia DOT's projects website. No projects were identified in the vicinity of the study network that would affect traffic patterns, volumes, or capacity at any study intersection.

6.2 No-Build Lanes and Traffic Control

The no-build condition assumes the same lanes and traffic control as the existing condition.

6.3 No-Build Traffic Volumes

The no-build condition includes background increases in traffic volumes that will occur whether or not the Palmetto Downs DRI is built. Georgia DOT historic traffic volume count data was collected at the Georgia DOT count stations closest to the subject development. The data was obtained for the five years 2015 through 2019. This data was used to develop annual growth rates for each year, and overall growth percentages from 2015 to 2019. Table 7 presents this historic Georgia DOT data and the growth rates.

Table 7 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates

Year	Wilkerson Mill W of GA 154	Annual Growth	GA 154 S of Rivertown	Annual Growth	US 29 E of GA 154	Annual Growth	Rivertown E of GA 154	Annual Growth
Station ID	121-7231		121-0366		121-0174		121-0766	
2015	1,010		7,630		11,000		1,270	
2016	1,030	2.0%	6,420	-15.9%	10,000	-9.1%	1,650	29.9%
2017	1,050	1.9%	6,800	5.9%	10,600	6.0%	1,750	6.1%
2018	1,210	15.2%	6,750	-0.7%	10,400	-1.9%	1,980	13.1%
2019	1,230	1.7%	6,800	0.7%	10,400	0.0%	2,000	1.0%
Avg Growth		*4.0%*		*-2.3%*		*-1.1%*		*9.5%*

Based on a review of the overall trends and the annual fluctuations, an annual growth rate of 1.5%, for ten years, to the anticipated project build-out year of 2031, was chosen and agreed to by the reviewing agencies. This equates to a growth rate of 16.1% applied to the existing, calibrated counts. This growth rate accounts for

increases in volumes due to general growth and development in the area, independent of the proposed Palmetto Downs DRI.

In addition to the general background growth, the City of Palmetto has identified the following other private developments for inclusion in the no-build and build analysis:

1. Palmetto Distribution Center DRI #2594 (study from 2016)
2. Saben Tatum Road Industrial Development DRI #2646 (study from 2016)
3. Palmetto Site DRI #3020 (study from January 2020)
4. Tatum Road Distribution Center (included in signal warrant study from August 2020)
5. Wilkerson Mill Distribution Center (included in signal warrant study from August 2020)
6. Townhomes West, 264 units, GA 154 north of Carlton Road (no traffic study performed)
7. Townhomes East, 134 units, GA 154 north of Carlton Road (no traffic study performed)

Figure 7 shows the locations of each of these seven projects.

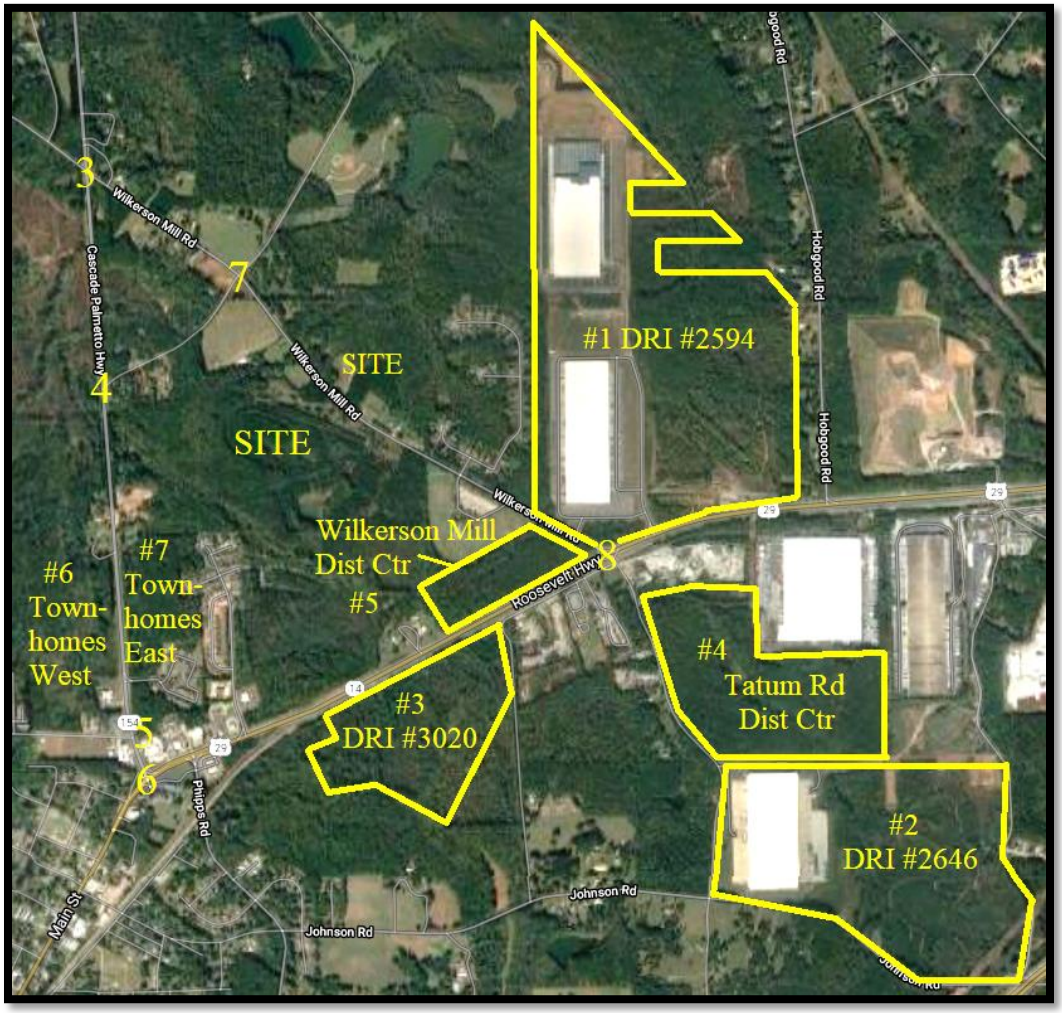


Figure 7 – Other Developments Included in No-Build and Build Analysis

The City provided traffic impact studies for the first three development and a signal warrant study for US 29 at Wilkerson Mill Road which included developments #4 and #5. The trips that were generated and assigned for each of those projects in each study were added, by turn movement, to each intersection in this study. This included extrapolating trips from adjacent intersections when those previous studies did not include intersections evaluated in this study. Development #2, DRI #2646 has been partially developed and, based on information provided by the City, the City has agreed that that project is already 30% operational. Therefore, only 70% of that project's trips, developed in that traffic study, were included in this study. For the last two developments, no traffic studies have been performed. Therefore, the trips from those two townhome projects were calculated using ITE Land Use 220 – Multi-Family Attached Housing (Low-Rise) and those trips were assigned to the study intersections based on the same trip distribution developed for the residential portion of the Palmetto Downs DRI, adjusted slightly to account for the difference in geographic location. The traffic volume worksheets in Appendix A show the trips added by each of these developments at each study intersection.

The 2031 no-build volumes, therefore, consist of the adjusted 2021 "existing" volumes, increased by the 16.1% background growth factor plus the specific trips from each of the seven specific projects. Figure 8 shows the no-build weekday a.m. and p.m. peak hour traffic volumes at the study intersections. These are the traffic volumes that will be at each study intersection when the Palmetto Downs DRI is completed and fully operational, but excluding the DRI's trips. These volumes are also shown in the intersection volume worksheets in Appendix A.

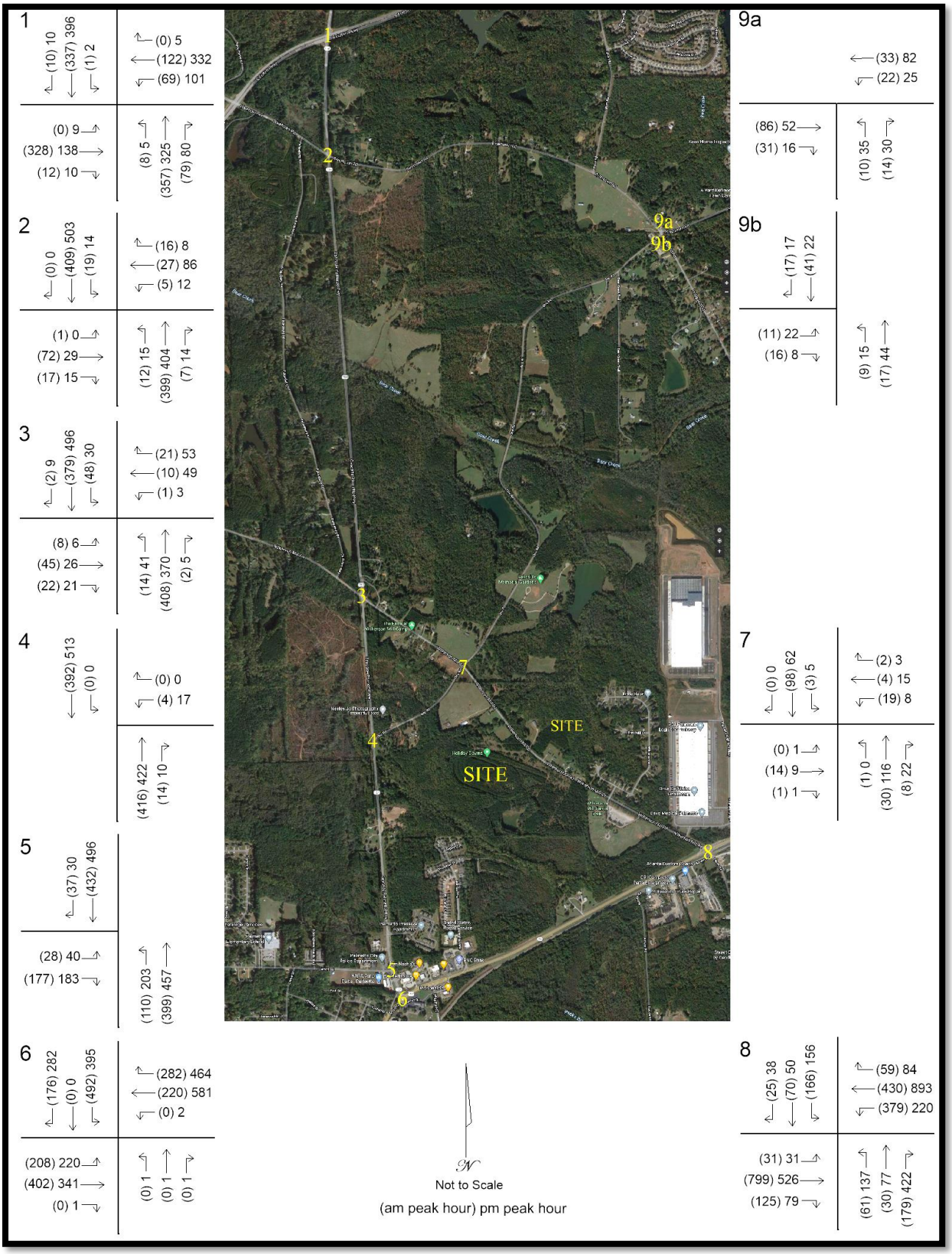


Figure 8 – No-Build A.M. and P.M. Peak Hour Volumes

6.4 No-Build Intersection Operations

Each study intersection was evaluated for the 2031 no-build condition. The no-build levels of service at each intersection are shown in Table 8. The Synchro computer printouts are found in Appendix D.

Table 8 – No-Build Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. South Fulton Parkway at GA 154	B	17.8	B	16.0
northbound approach	B	12.8	A	9.0
southbound approach	B	10.6	A	8.7
eastbound approach	C	25.5	C	25.7
westbound approach	C	26.8	C	25.6
2. GA 154 at Rivertown Road	A	3.9	A	6.1
northbound left turn	A	8.3	A	8.6
southbound left turn	A	8.4	A	8.4
eastbound approach	D	26.4	C	21.6
westbound approach	C	21.2	***E***	***45.6***
3. GA 154 at Wilkerson Mill Road	A	3.9	A	4.8
northbound left turn	A	7.9	A	8.8
southbound left turn	A	8.2	A	8.2
eastbound approach	D	28.2	D	26.8
westbound approach	C	17.1	D	27.6
4. GA 154 at Ono Road	A	0.1	A	0.5
southbound left turn	A	0.0	A	0.0
westbound approach	C	16.8	C	19.7
5. GA 154 at Carlton Road	A	5.2	B	10.5
northbound left turn	A	8.9	A	9.6
eastbound approach	C	23.5	***F***	***55.8***
6. US 29 at GA 154 / Ramah Drive	C	21.4	C	33.8
northbound approach	A	0.0	B	16.9
southbound approach	B	14.7	C	30.7
eastbound approach	C	24.9	C	22.2
westbound approach	C	26.0	D	47.0
7. Wilkerson Mill Road at Ono Road	A	2.7	A	2.2
northbound left turn	A	7.4	A	0.0
southbound left turn	A	7.3	A	7.5
eastbound approach	B	10.1	B	10.4
westbound approach	A	9.9	B	10.5

8. US 29 at Wilkerson Mill Road / Tatum Road	*NA*	*NA*	*NA*	*NA*
northbound left/through	*NA*	*NA*	*NA*	*NA*
northbound right turn	C	15.3	C	20.3
southbound left/through	*NA*	*NA*	*NA*	*NA*
southbound right turn	A	9.9	B	12.2
eastbound left turn	A	8.6	B	10.6
westbound left turn	C	18.2	A	10.0
9a. Rivertown Road at Hobgood Road	A	2.1	A	3.9
northbound approach	A	9.3	A	10.0
westbound left turn	A	7.5	A	7.4
9b. Hobgood Road at Ono Road	A	2.9	A	3.2
northbound left turn	A	7.4	A	7.4
eastbound approach	A	9.1	A	9.4

NA – limits of methodology exceeded

6.5 No-Build Facilities Needs Analysis

The no-build analysis reveals increases in delays at most locations and several locations will not meet the LOS D standard. The locations that fail in the no-build condition are summarized in Table 9, with a discussion of mitigation at each location following.

Table 9 – No-Build Locations that Do Not Meet LOS D Standard

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
2. GA 154 at Rivertown Road	A	3.9	A	6.1
westbound approach	C	21.2	*E*	*45.6*
5. GA 154 at Carlton Road	A	5.2	B	10.5
eastbound approach	C	23.5	*F*	*55.8*
8. US 29 at Wilkerson Mill Road / Tatum Road	*NA*	*NA*	*NA*	*NA*
northbound left/through	*NA*	*NA*	*NA*	*NA*
southbound left/through	*NA*	*NA*	*NA*	*NA*

NA – limits of methodology exceeded

Intersection 2 – GA 154 at Rivertown Road

Overall, this intersection will continue to operate acceptably in the no-build. However, in the p.m. peak, the westbound approach will drop to LOS E. This is not unusual on side street stop sign controlled approaches at busy thoroughfares such as GA 154. Additional lanes were tested and it was concluded that the only mitigation that would eliminate the westbound LOS E is signalization. However, the volumes do not appear sufficient to

meet volume-based signal warrants. Further, this intersection works well, with only one approach at LOS E (not LOS F), in just one time period. This leads to the conclusion that signalization is not appropriate for the no-build. It is recommended that this intersection be monitored into the future.

Intersection 5 – GA 154 at Carlton Road

This intersection will operate acceptably overall but the side street stop sign controlled eastbound approach on Carlton Road will drop to LOS F in the no-build p.m. Signalization would mitigate the LOS F, but it does not appear that this intersection would satisfy volume-based signal warrants. The northbound left turn volume is already very high in the existing p.m. peak (175 vehicles) and by the no-build will be over 100 vehicles in the a.m. peak hour and over 200 vehicles in the p.m. peak hour. This justifies the addition of a northbound left turn lane on GA 154 at Carlton Road. Adding an eastbound right turn lane, to create separate left and right turn lanes, would free the heavy right turn movement from being trapped behind the more challenging left turners. Neither of these lanes technically satisfies the requirement to mitigate to LOS D. Given that signalization is unlikely to be justified, it is recommended that these lanes be added instead.

Intersection 8 – US 29 at Wilkerson Mill Road / Tatum Road

This intersection was identified as requiring signalization in the existing analysis. The no-build condition introduces large volumes of new trips from several developments in its immediate vicinity which will reinforce the need for this signalization. For the existing condition, this signal will operate acceptably with permissive-only phasing on all approaches. However, the substantial increase in volumes will require the addition of protected/permissive phasing on all approaches. In order to avoid splitting the phasing on the northbound and southbound approaches (which is very inefficient), the side street lane configuration must be changed from shared left/through plus right turn flare to left turn lane and shared through/right lane. The right turn lanes on both side street approaches are currently large right turn flares which may not align well if shared with through movements. The side street approaches may require some reconstruction to properly accommodate the two separate lanes. The geometry on the Tatum Road approach is constrained by the railroad crossing which may make it unfeasible to provide these lanes. It is recommended that the geometry of this approach be studied to determine the feasibility of safely providing two northbound lanes through the railroad crossing and past Bowen Road. The southbound approach on Wilkerson Mill Road should also be modified to provide a separate left turn lane and a through/right turn lane. This change in lanes will accommodate the necessary protected/permissive phasing when the intersection is signalized.

Figure 9 presents the no-build recommendations graphically while Table 10 presents the operations with the recommended mitigation. It is noted that some locations will still not satisfy the LOS D standard, as discussed above.

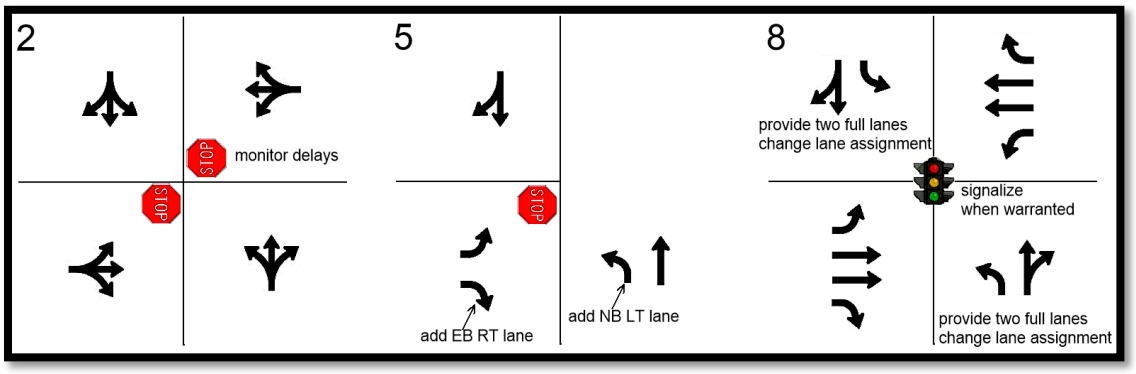


Figure 9 – No-Build Mitigation

Table 10 – No-Build Intersection Operations with Mitigation

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
2. GA 154 at Rivertown Road	A	3.9	A	6.1
northbound left turn	A	8.3	A	8.6
southbound left turn	A	8.4	A	8.4
eastbound approach	D	26.4	C	21.6
westbound approach	C	21.2	*E*	*45.6*
5. GA 154 at Carlton Road	A	4.0	A	5.2
northbound left turn (recommended lane)	A	8.9	A	9.6
eastbound left turn	D	28.9	*F*	*57.6*
eastbound right turn (recommended lane)	C	15.1	C	15.7
8. US 29 at Wilkerson Mill Road / Tatum Road	D	37.0	C	34.5
northbound approach	C	26.8	B	18.1
southbound approach	C	28.9	B	16.9
eastbound approach	D	42.8	D	36.4
westbound approach	C	34.3	D	40.3

See preceding text for discussion of locations that continue to not meet the LOS D standard with mitigation.

7. Future (Build) Traffic Analysis

The analysis of the 2031 build scenario identifies the traffic impact of the proposed Palmetto Downs DRI. This future condition includes all traffic volumes and programmed improvements (none identified) from the 2031 no-build scenario, plus the traffic that will be added by the Palmetto Downs project.

7.1 Build Lanes and Traffic Control

All intersections were modeled with the same lane configuration and control as the no-build conditions. Lane configuration and control at the site accesses will be discussed in the Project Access Traffic Analysis section of this report.

7.2 Build Traffic Volumes

The no-build volumes, shown previously in Figure 8, were combined with the project-generated trips, shown previously in Figure 3. This produces the 2031 build traffic volumes at each study intersection after the Palmetto Downs DRI is fully constructed and operational. These volumes are presented in Figure 10 and are also shown in the intersection volume worksheets in Appendix A.

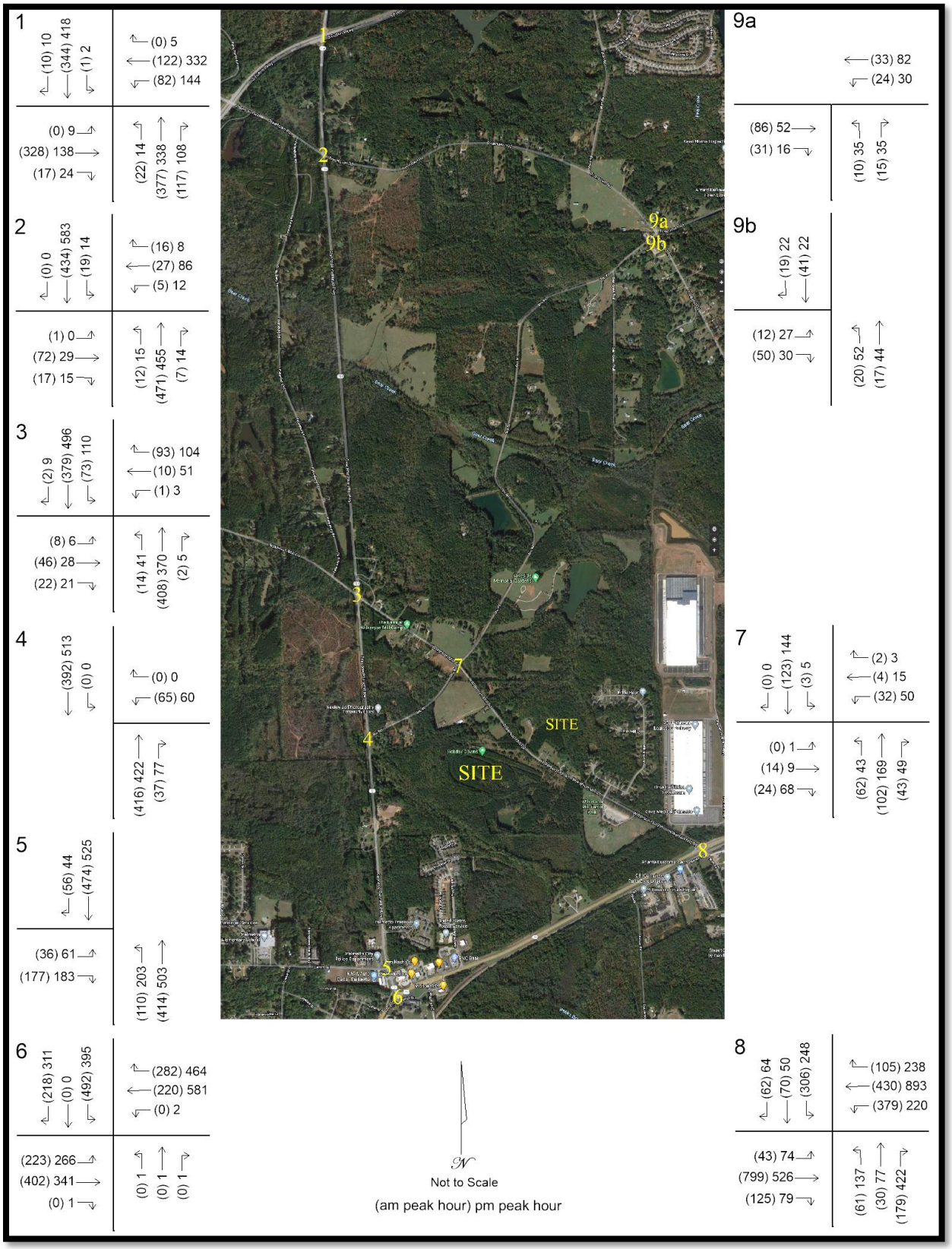


Figure 10 – Build A.M. and P.M. Peak Hour Volumes

7.3 Build Intersection Operations

Each study intersection was re-evaluated for the 2031 build condition. The build levels of service at each intersection are shown in Table 11. The Synchro computer printouts are located in Appendix E.

Table 11 – Build Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. South Fulton Parkway at GA 154	B	18.6	B	17.1
northbound approach	B	15.3	B	11.2
southbound approach	B	11.3	B	10.3
eastbound approach	C	25.3	C	26.3
westbound approach	C	27.0	C	25.3
2. GA 154 at Rivertown Road	A	4.2	A	8.3
northbound left turn	A	8.4	A	8.9
southbound left turn	A	8.6	A	8.5
eastbound approach	D	32.3	D	25.9
westbound approach	C	24.9	*F*	*72.3*
3. GA 154 at Wilkerson Mill Road	A	5.5	A	8.5
northbound left turn	A	8.2	A	8.7
southbound left turn	A	8.6	A	8.5
eastbound approach	D	34.9	*E*	*41.7*
westbound approach	C	16.3	*E*	*40.6*
4. GA 154 at Ono Road	A	2.0	A	1.7
southbound left turn	A	0.0	A	0.0
westbound approach	C	21.6	C	24.5
5. GA 154 at Carlton Road	A	6.2	D	26.1
northbound left turn	A	9.2	A	9.8
eastbound approach	D	30.5	*F*	*149.6*
6. US 29 at GA 154 / Ramah Drive	C	23.1	C	34.9
northbound approach	A	0.0	B	17.8
southbound approach	B	16.0	C	33.1
eastbound approach	C	25.9	C	24.7
westbound approach	C	31.0	D	46.6
7. Wilkerson Mill Road at Ono Road	A	3.8	A	4.7
northbound left turn	A	7.6	A	7.6
southbound left turn	A	7.6	A	7.7
eastbound approach	B	10.9	B	10.3
westbound approach	B	14.0	C	16.4

8. US 29 at Wilkerson Mill Road / Tatum Road	*NA*	*NA*	*NA*	*NA*
northbound left/through	*NA*	*NA*	*NA*	*NA*
northbound right turn	C	15.3	C	19.9
southbound left/through	*NA*	*NA*	*NA*	*NA*
southbound right turn	B	10.2	B	12.5
eastbound left turn	A	8.9	B	11.9
westbound left turn	C	18.2	A	9.9
9a. Rivertown Road at Hobgood Road	A	2.2	A	4.1
northbound approach	A	9.4	A	10.0
westbound left turn	A	7.5	A	7.4
9b. Hobgood Road at Ono Road	A	4.4	A	4.8
northbound left turn	A	7.4	A	7.4
eastbound approach	A	9.2	A	9.7

NA – limits of methodology exceeded

7.4 Build Facilities Needs Analysis

The build analysis reveals that three of the four intersections at which failures were identified in the no-build, continued to fail in the build, with one additional intersection, GA 154 at Wilkerson Mill Road, experiencing a failure in the build. These locations are presented in Table 12, with a discussion of each following.

Table 12 – Build Locations that Do Not Meet LOS D Standard

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
2. GA 154 at Rivertown Road	A	4.2	A	8.3
westbound approach	C	24.9	*F*	*72.3*
3. GA 154 at Wilkerson Mill Road	A	5.5	A	8.5
eastbound approach	D	34.9	*E*	*41.7*
westbound approach	C	16.3	*E*	*40.6*
5. GA 154 at Carlton Road	A	6.2	D	26.1
eastbound approach	D	30.5	*F*	*149.6*
8. US 29 at Wilkerson Mill Road / Tatum Road	*NA*	*NA*	*NA*	*NA*
northbound left/through	*NA*	*NA*	*NA*	*NA*
southbound left/through	*NA*	*NA*	*NA*	*NA*

NA – limits of methodology exceeded

Intersection 2 – GA 154 at Rivertown Road

The discussion at this intersection in the no-build analysis continues to apply in the build condition. One approach, westbound, fails in the p.m. peak hour. The westbound LOS drops from LOS E to LOS F. As with the no-build analysis, this intersection would require signalization to mitigate this failure. And, as with the no-build, the build volumes do not appear sufficient to warrant signalization. Further, as with the no-build, this intersection works well, with only one approach failing, in just one time period. This leads to the conclusion that signalization is not appropriate for the build. As with the no-build, is recommended that this intersection be monitored into the future.

Intersection 3 – GA 154 at Wilkerson Mill Road

The conditions here are comparable to those at GA 154 at Rivertown Road. The side street approaches on Wilkerson Mill Road drop to LOS E in just the p.m. peak and the volumes do not appear sufficient to satisfy volume-based warrants for signalization. Therefore, as with the Rivertown Road intersection, it is recommended that this intersection be monitored in the future. The Palmetto Downs DRI is expected to add a notable volume of new trips to the southbound left turn and westbound right turn. The addition of a westbound right turn lane on Wilkerson Mill Road would preclude that heavy right turn movement from being trapped behind the more challenging left/through movement. In the operational analysis results with this lane, presented below in Table 12, it is noted that the left turn / through lane delay will drop to LOS F in the p.m. peak hour. The effect of the addition of the right turn lane is to take the total 158 vehicles on that approach that are experiencing LOS E in one lane, and replace that with 54 left/through vehicles incurring slightly higher average delay per vehicle, and 104 right turners whose LOS will improve notably to LOS B. Likewise, the heavy southbound left turn movement will add to delays to southbound GA 154. The Palmetto Downs DRI will add 25 vehicles to this left turn movement in the a.m. and 80 vehicles in the p.m., resulting in 73 and 110 left turn vehicles in the future a.m. and p.m. peak hours, respectively. Adding these lanes does not satisfy the LOS D standard but, absent the likelihood of signalization, these lanes would have the most benefit to operations and, therefore, both are recommended for the build condition.

Intersection 5 – GA 154 at Carlton Road

The side street failure on Carlton Road that was identified in the no-build will continue to the build. The volumes continue to appear insufficient to satisfy any volume-based warrants for signalization. Therefore, the same lane recommendations made in the no-build continue to be appropriate for the build condition.

Intersection 8 – US 29 at Wilkerson Mill Road / Tatum Road

The discussion and recommendations that were identified in the existing and no-build conditions are still applicable for the build condition.

Figure 11 presents the build recommendations graphically while Table 13 presents the operations with the recommended mitigation. It is noted that some locations will still not satisfy the LOS D standard, as discussed above.

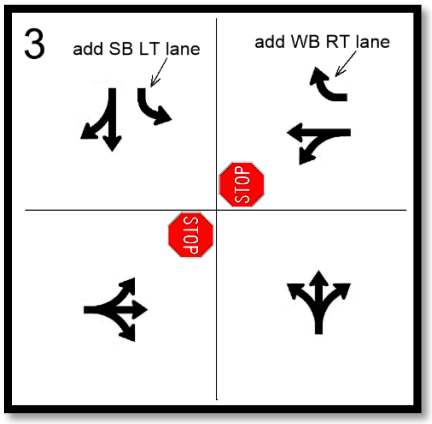


Figure 11 – Build Mitigation

Table 13 – Build Intersection Operations with Mitigation

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
2. GA 154 at Rivertown Road	A	4.2	A	8.3
northbound left turn	A	8.4	A	8.9
southbound left turn	A	8.6	A	8.5
eastbound approach	D	32.3	D	25.9
westbound approach	C	24.9	*F*	*72.3*
3. GA 154 at Wilkerson Mill Road	A	5.2	A	6.3
northbound left turn	A	8.2	A	8.7
southbound left turn (recommended lane)	A	8.6	A	8.5
eastbound approach	D	33.9	*E*	*39.0*
westbound left turn / through	D	26.4	*F*	*50.5*
westbound right turn (recommended lane)	B	13.1	B	11.9
5. GA 154 at Carlton Road	A	4.2	A	7.3
northbound left turn (recommended lane in no-build)	A	9.2	A	9.8
eastbound left turn	D	33.3	*F*	*95.4*
eastbound right turn (recommended lane in no-build)	C	16.1	C	16.3
8. US 29 at Wilkerson Mill Road / Tatum Road	D	40.7	C	27.7
northbound approach	D	46.2	B	17.3
southbound approach	D	45.2	B	15.6
eastbound approach	D	45.6	C	25.9
westbound approach	C	31.8	C	33.5

See preceding text for discussion of locations that continue to not meet the LOS D standard with mitigation.

7.5 Other Build Recommendations

The section of Ono Road between GA 154 and Wilkerson Mill Road is unpaved with a narrow rural cross-section. Ono Road will be a route from the Palmetto Downs DRI to downtown Palmetto and US 29, and will, therefore, see a notable increase in use. This section of road should be paved and brought up to appropriate road design standards to ensure safe and efficient operating conditions for the future increased traffic use.

8. Project Access Traffic Analysis

This section provides an analysis of the five (5) proposed Palmetto Downs DRI access locations in the future build condition.

8.1 Project Access Lanes and Traffic Control

The analysis assumes that exclusive left and right turn lanes will be constructed on Wilkerson Mill Road at each project access. All accesses are assumed to include one entering and one exiting lane with the exiting approaches all controlled by side street stop sign.

8.2 Project Access Traffic Volumes

The volumes projected at each project access in the future build condition are presented in Figure 12, and are also shown in the intersection volume worksheets in Appendix A.

Figure 12 – Project Access A.M. and P.M. Peak Hour Volumes

(Wilkerson Mill Road is north/south at all accesses)

8.3 Project Access Intersection Operations

Each project access was evaluated for the 2031 build condition. The build levels of service at each access are shown in Table 14. The Synchro computer printouts are located in Appendix E.

Table 14 – Project Access Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
A. Wilkerson Mill Road at Project Access A	A	2.4	A	1.7
northbound left turn (entering project)	A	7.7	A	7.9
eastbound approach (exiting project)	B	11.4	B	12.1
B. Wilkerson Mill Road at Project Access B	A	2.7	A	2.0
northbound left turn (entering project)	A	7.7	A	7.8
eastbound approach (exiting project)	B	10.8	B	11.3
C. Wilkerson Mill Road at Project Access C	A	1.5	A	1.2
southbound left turn (entering project)	A	7.5	A	7.9
westbound approach (exiting project)	B	10.4	B	11.5
D. Wilkerson Mill Road at Project Access D	A	3.8	A	3.2
northbound left turn (entering project)	A	7.9	A	7.9
eastbound approach (exiting project)	B	11.6	B	12.3
E. Wilkerson Mill Road at Project Access E	A	0.2	A	0.8
northbound left turn (entering project)	A	0.0	A	7.7
eastbound approach (exiting project)	B	11.2	B	12.3

The analysis of the project accesses reveals excellent operations, with LOS A or B at all intersections and approaches / movements. There is a gentle curve along Wilkerson Mill Road near driveways B, C, and D. It appears that sufficient intersection sight distance is achievable at all project accesses and it is recommended that the project civil engineer ensure this with the final placement and design of each access.

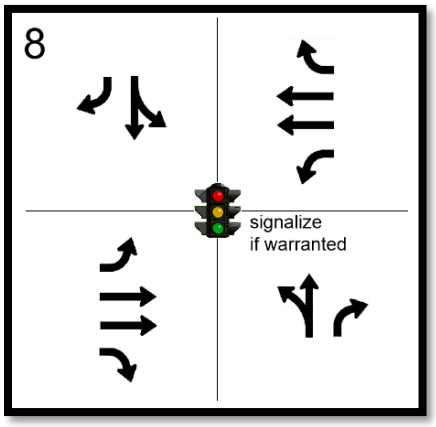
9. Summary of Recommended Mitigation

The following is a summary of the mitigation recommended in this study.

9.1 Summary of Existing Mitigation

Intersection 8 – US 29 at Wilkerson Mill Road / Tatum Road

The signal warrant analysis performed for this intersection in conjunction with this Transportation Analysis concluded that no volume-based signal warrants are satisfied for the existing condition, but did identify that signalization will be justified in the future based on the volume-based warrants. Therefore, it is recommended that coordination be initiated with the City and Georgia DOT to determine the appropriate point in time for signalization to be implemented. A high crash experience and the proximity of the railroad crossing should be considered in the decision of when to signalize.



Existing Mitigation

9.2 Summary of No-Build Mitigation

Intersection 2 – GA 154 at Rivertown Road

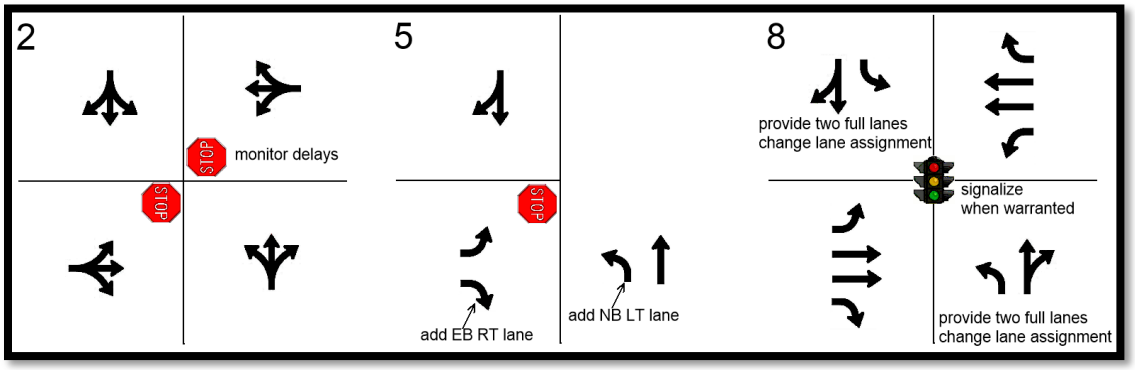
It is recommended that this intersection be monitored into the future.

Intersection 5 – GA 154 at Carlton Road

A northbound left turn lane should be added on GA 154 at Carlton Road. An eastbound right turn lane, to create separate left and right turn lanes, should be added on Carlton Road. Neither of these lanes technically satisfies the requirement to mitigate to LOS D. Given that signalization is unlikely to be justified, it is recommended that these lanes be added instead.

Intersection 8 – US 29 at Wilkerson Mill Road / Tatum Road

It is recommended that the geometry of the Tatum Road approach be studied to determine the feasibility of safely providing two northbound lanes through the railroad crossing and past Bowen Road. The southbound approach on Wilkerson Mill Road should also be modified to provide a separate left turn lane and a through/right turn lane.

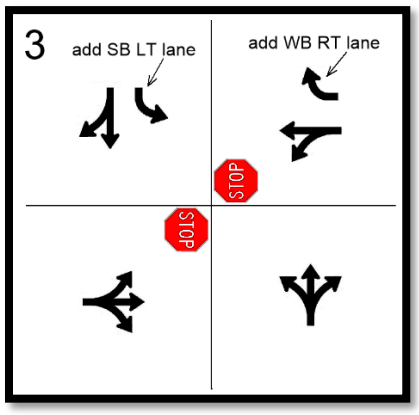


No-Build Mitigation

9.3 Summary of Build Mitigation

Intersection 3 – GA 154 at Wilkerson Mill Road

Add a westbound right turn lane on Wilkerson Mill Road. Add a southbound left turn lane on GA 154. Adding these lanes does not satisfy the LOS D standard but, absent the likelihood of signalization, these lanes would have the most benefit to operations and, therefore, both are recommended for the build condition.



Build Mitigation

10. Site Internal Circulation and Connectivity

The Palmetto Downs DRI is subdivided into smaller tracts including several single-family tracts and a townhome section. There is a looping roadway through the site and an additional central roadway that provides access to each sub-tract. There are also cross streets that provide a grid of internal streets. The apartments will have access of the looping internal roadway, but will be gated and not part of the through-flowing street grid. The retail / commercial tract is at the southern edge of the project and has an internal connection to the looping roadway, as well as direct access to Wilkerson Mill Road. The separate subdivision tract on the east side of Wilkerson Mill Road does not have internal connectivity with the rest of the project.

Sidewalks will be provided along both sides of the internal single-family and townhome grid of streets, and along the public roadway frontages of this project, as required by the City of Palmetto.

No separate bicycle lanes exist in the study area and none are proposed within the DRI site.

11. Compliance with GRTA Criteria

This section addresses the compliance of the Palmetto Downs DRI #3202 with the five criteria presented in Section 3-101 – General Criteria Applicable to All Proposed DRIs, and the three criteria presented in Section 3-103 – Criteria for GRTA DRI Non-Expedited Review, both found in *Procedures and Principles for GRTA Development of Regional Impact Review*, effective February 13, 2013.

11.1 General Criteria Applicable to All Proposed DRIs

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

The Palmetto Downs DRI will be served by multiple safe, quality vehicular accesses which the preceding analysis shows will all operate well. The character of the area is rural, with no sidewalks, bicycle lanes, or mass-transit adjacent to the site (MARTA bus service is available on US 29). Therefore, significant use of those non-vehicular transportation modes is not expected, through no deficiency of the proposed DRI.

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

There is good vehicular connectivity between the various tracts and the retail/commercial tract, except for the single family tract east of Wilkerson Mill Road. All internal routes and connections to the public roadways are expected to operate in a safe and efficient manner. The project will not increase the public roadway network for mobility purposes.

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

The analysis of all site accesses reveals that excellent operations with low delays expected at all locations.

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

The Palmetto Downs DRI is compatible with land use plans for this portion of the City of Palmetto. While the project does not specifically assist in the implementation of any planned transportation project (none were identified), it does not preclude any such improvements or plans.

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

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

11.2 Criteria for GRTA DRI Non-Expedited Review

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

There is a small retail / commercial component of this project, but the DRI is largely residential and will not encourage alternative modes of travel or a notable reduction in offsite trips. Therefore, this project does not satisfy this criterion.

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

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

3. Relationship to Existing Development and Infrastructure – The proposed DRI is not located in any area where the existing level of development and availability of infrastructure is such that the proposed DRI is reasonably

anticipated to result in unplanned and poorly served development which would not otherwise occur until well-planned growth and development and adequate public facilities are available.

The Palmetto Downs DRI represents planned growth and development that is appropriate and anticipated for this largely-undeveloped area. This DRI does not preclude any known, planned development or infrastructure potential.

Appendix A

Traffic Count Data and Volume Worksheets

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: 1. Cascade Palmetto Highway (GA 154) at South Fulton Parkway

Weekday A.M. Peak Hour	**Northbound GA 154**				**Southbound GA 154**				**Eastbound South Fulton Parkway**				**Westbound South Fulton Parkway**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 5, 2016 7:15-8:15)	**1**	**237**	**37**	**275**	**4**	**207**	**7**	**218**	**9**	**290**	**3**	**302**	**27**	**108**	**3**	**138**
Counted Volumes (Tuesday, January 26, 2021 7:15-8:15)	**2**	**274**	**47**	**323**	**1**	**225**	**9**	**235**	**0**	**202**	**9**	**211**	**35**	**75**	**0**	**110**
Change	100%	16%	27%		-75%	9%	29%		-100%	-30%	200%		30%	-31%	-100%	
COVID-19 Adjustment	0%	0%	0%		0%	0%	0%		0%	40%	0%		0%	40%	0%	
Adjusted Spring 2021 Volumes	**2**	**274**	**47**	**323**	**1**	**225**	**9**	**235**	**0**	**283**	**9**	**292**	**35**	**105**	**0**	**140**
Total Annual Background Growth	16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*2*	*318*	*55*	*375*	*1*	*261*	*10*	*273*	*0*	*328*	*10*	*339*	*41*	*122*	*0*	*163*
Palmetto Distribution Center DRI #2594 trips	0	18	4	22	0	38	0	38	0	0	0	0	9	0	0	9
Saben Tatum Road Industrial DRI #2646 trips	0	5	2	7	0	11	0	11	0	0	0	0	3	0	0	3
Palmetto Site DRI #3020 trips	0	3	1	4	0	7	0	7	0	0	0	0	4	0	0	4
Tatum and Wilkerson Mill Distribution Centers trips	0	5	1	6	0	17	0	17	0	0	0	0	7	0	0	7
GA 154 Townhomes West/East trips	6	8	16	30	0	3	0	3	0	0	2	2	5	0	0	5
subtotal trips of specific projects	*6*	*39*	*24*	*69*	*0*	*76*	*0*	*76*	*0*	*0*	*2*	*2*	*28*	*0*	*0*	*28*
2031 No-Build Volumes	**8**	**357**	**79**	**444**	**1**	**337**	**10**	**349**	**0**	**328**	**12**	**341**	**69**	**122**	**0**	**191**
Palmetto Downs Residential New Trips	14	20	38	72	0	7	0	7	0	0	5	5	12	0	0	12
Palmetto Downs Commercial New Trips	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Palmetto Downs DRI New Trips	**14**	**20**	**38**	**72**	**0**	**7**	**0**	**7**	**0**	**0**	**5**	**5**	**13**	**0**	**0**	**13**
2031 Build Volumes	**22**	**377**	**117**	**516**	**1**	**344**	**10**	**356**	**0**	**328**	**17**	**346**	**82**	**122**	**0**	**204**

Weekday P.M. Peak Hour	**Northbound GA 154**				**Southbound GA 154**				**Eastbound South Fulton Parkway**				**Westbound South Fulton Parkway**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 5, 2016 4:45-5:45)	**8**	**202**	**42**	**252**	**7**	**292**	**11**	**310**	**9**	**112**	**4**	**125**	**71**	**288**	**5**	**364**
Counted Volumes (Tuesday, January 26, 2021 4:15-5:15)	**2**	**217**	**42**	**261**	**2**	**309**	**9**	**320**	**8**	**103**	**4**	**115**	**65**	**249**	**4**	**318**
Change	-75%	7%	0%		-71%	6%	-18%		-11%	-8%	0%		-8%	-14%	-20%	
COVID-19 Adjustment	0%	0%	0%		0%	0%	0%		0%	15%	0%		0%	15%	0%	
Adjusted Spring 2021 Volumes	**2**	**217**	**42**	**261**	**2**	**309**	**9**	**320**	**8**	**118**	**4**	**130**	**65**	**286**	**4**	**355**
Total Annual Background Growth	16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*2*	*252*	*49*	*303*	*2*	*359*	*10*	*372*	*9*	*138*	*5*	*151*	*75*	*332*	*5*	*413*
Palmetto Distribution Center DRI #2594 trips	0	34	8	42	0	16	0	16	0	0	0	0	6	0	0	6
Saben Tatum Road Industrial DRI #2646 trips	0	10	4	14	0	4	0	4	0	0	0	0	2	0	0	2
Palmetto Site DRI #3020 trips	0	7	4	11	0	3	0	3	0	0	0	0	1	0	0	1
Tatum and Wilkerson Mill Distribution Centers trips	0	17	6	23	0	6	0	6	0	0	0	0	2	0	0	2
GA 154 Townhomes West/East trips	3	5	9	17	0	8	0	8	0	0	5	5	15	0	0	15
subtotal trips of specific projects	*3*	*73*	*31*	*107*	*0*	*37*	*0*	*37*	*0*	*0*	*5*	*5*	*26*	*0*	*0*	*26*
2031 No-Build Volumes	**5**	**325**	**80**	**410**	**2**	**396**	**10**	**409**	**9**	**138**	**10**	**156**	**101**	**332**	**5**	**439**
Palmetto Downs Residential New Trips	9	13	25	47	0	22	0	22	0	0	14	14	40	0	0	40
Palmetto Downs Commercial New Trips	0	0	3	3	0	0	0	0	0	0	0	0	3	0	0	3
Total Palmetto Downs DRI New Trips	**9**	**13**	**28**	**50**	**0**	**22**	**0**	**22**	**0**	**0**	**14**	**14**	**43**	**0**	**0**	**43**
2031 Build Volumes	**14**	**338**	**108**	**460**	**2**	**418**	**10**	**431**	**9**	**138**	**24**	**170**	**144**	**332**	**5**	**482**

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: 2. Cascade Palmetto Highway (GA 154) at Rivertown Road

Weekday A.M. Peak Hour	Northbound GA 154				Southbound GA 154				Eastbound Rivertown Road				Westbound Rivertown Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Thursday, May 5, 2016 7:00-8:00)	**16**	**302**	**8**	**326**	**12**	**228**	**0**	**240**	**0**	**67**	**27**	**94**	**6**	**41**	**11**	**58**
Counted Volumes (Tuesday, January 26, 2021 7:15-8:15)	**10**	**285**	**6**	**301**	**16**	**261**	**0**	**277**	**1**	**62**	**15**	**78**	**4**	**23**	**14**	**41**
Change	-38%	-6%	-25%		33%	14%	#DIV/0!		#DIV/0!	-7%	-44%		-33%	-44%	27%	
COVID-19 Adjustment	0%	0%	0%		0%	0%	0%		0%	0%	0%		0%	0%	0%	
Adjusted Spring 2021 Volumes	**10**	**285**	**6**	**301**	**16**	**261**	**0**	**277**	**1**	**62**	**15**	**78**	**4**	**23**	**14**	**41**
Total Annual Background Growth	16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*12*	*331*	*7*	*349*	*19*	*303*	*0*	*322*	*1*	*72*	*17*	*91*	*5*	*27*	*16*	*48*
Palmetto Distribution Center DRI #2594 trips	0	22	0	22	0	47	0	47	0	0	0	0	0	0	0	0
Saben Tatum Road Industrial DRI #2646 trips	0	6	0	6	0	14	0	14	0	0	0	0	0	0	0	0
Palmetto Site DRI #3020 trips	0	4	0	4	0	11	0	11	0	0	0	0	0	0	0	0
Tatum and Wilkerson Mill Distribution Centers trips	0	6	0	6	0	24	0	24	0	0	0	0	0	0	0	0
GA 154 Townhomes West/East trips	0	30	0	30	0	10	0	10	0	0	0	0	0	0	0	0
subtotal trips of specific projects	*0*	*68*	*0*	*68*	*0*	*106*	*0*	*106*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2031 No-Build Volumes	**12**	**399**	**7**	**417**	**19**	**409**	**0**	**428**	**1**	**72**	**17**	**91**	**5**	**27**	**16**	**48**
Palmetto Downs Residential New Trips	0	72	0	72	0	24	0	24	0	0	0	0	0	0	0	0
Palmetto Downs Commercial New Trips	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Palmetto Downs DRI New Trips	**0**	**72**	**0**	**72**	**0**	**25**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2031 Build Volumes	**12**	**471**	**7**	**489**	**19**	**434**	**0**	**453**	**1**	**72**	**17**	**91**	**5**	**27**	**16**	**48**

Weekday P.M. Peak Hour	Northbound GA 154				Southbound GA 154				Eastbound Rivertown Road				Westbound Rivertown Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Thursday, May 5, 2016 4:45-5:45)	**22**	**233**	**7**	**262**	**10**	**342**	**1**	**353**	**1**	**27**	**15**	**43**	**7**	**60**	**12**	**79**
Counted Volumes (Tuesday, January 26, 2021 4:45-5:45)	**13**	**256**	**12**	**281**	**12**	**375**	**0**	**387**	**0**	**25**	**13**	**38**	**10**	**74**	**7**	**91**
Change	-41%	10%	71%		20%	10%	-100%		-100%	-7%	-13%		43%	23%	-42%	
COVID-19 Adjustment	0%	0%	0%		0%	0%	0%		0%	0%	0%		0%	0%	0%	
Adjusted Spring 2021 Volumes	**13**	**256**	**12**	**281**	**12**	**375**	**0**	**387**	**0**	**25**	**13**	**38**	**10**	**74**	**7**	**91**
Total Annual Background Growth	16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*15*	*297*	*14*	*326*	*14*	*435*	*0*	*449*	*0*	*29*	*15*	*44*	*12*	*86*	*8*	*106*
Palmetto Distribution Center DRI #2594 trips	0	42	0	42	0	22	0	22	0	0	0	0	0	0	0	0
Saben Tatum Road Industrial DRI #2646 trips	0	14	0	14	0	6	0	6	0	0	0	0	0	0	0	0
Palmetto Site DRI #3020 trips	0	11	0	11	0	4	0	4	0	0	0	0	0	0	0	0
Tatum and Wilkerson Mill Distribution Centers trips	0	23	0	23	0	8	0	8	0	0	0	0	0	0	0	0
GA 154 Townhomes West/East trips	0	17	0	17	0	28	0	28	0	0	0	0	0	0	0	0
subtotal trips of specific projects	*0*	*107*	*0*	*107*	*0*	*68*	*0*	*68*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2031 No-Build Volumes	**15**	**404**	**14**	**433**	**14**	**503**	**0**	**517**	**0**	**29**	**15**	**44**	**12**	**86**	**8**	**106**
Palmetto Downs Residential New Trips	0	47	0	47	0	76	0	76	0	0	0	0	0	0	0	0
Palmetto Downs Commercial New Trips	0	4	0	4	0	4	0	4	0	0	0	0	0	0	0	0
Total Palmetto Downs DRI New Trips	**0**	**51**	**0**	**51**	**0**	**80**	**0**	**80**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2031 Build Volumes	**15**	**455**	**14**	**484**	**14**	**583**	**0**	**597**	**0**	**29**	**15**	**44**	**12**	**86**	**8**	**106**

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: 3. Cascade Palmetto Highway (GA 154) at Wilkerson Mill Road

Weekday A.M. Peak Hour	Northbound GA 154				Southbound GA 154				Eastbound Wilkerson Mill Road				Westbound Wilkerson Mill Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Thursday, May 5, 2016 7:00-8:00)	**13**	**276**	**3**	**292**	**10**	**250**	**2**	**262**	**8**	**27**	**32**	**67**	**1**	**7**	**10**	**18**
Counted Volumes (Tuesday, January 26, 2021 7:15-8:15)	**12**	**298**	**2**	**312**	**26**	**251**	**2**	**279**	**7**	**39**	**19**	**65**	**1**	**9**	**12**	**22**
Change	-8%	8%	-33%		160%	0%	0%		-13%	44%	-41%		0%	29%	20%	
COVID-19 Adjustment	0%	0%	0%		0%	0%	0%		0%	0%	0%		0%	0%	0%	
Adjusted Spring 2021 Volumes	**12**	**298**	**2**	**312**	**26**	**251**	**2**	**279**	**7**	**39**	**19**	**65**	**1**	**9**	**12**	**22**
Total Annual Background Growth	16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*14*	*346*	*2*	*362*	*30*	*291*	*2*	*324*	*8*	*45*	*22*	*75*	*1*	*10*	*14*	*26*
Palmetto Distribution Center DRI #2594 trips	0	19	0	19	8	39	0	47	0	0	0	0	0	0	3	3
Saben Tatum Road Industrial DRI #2646 trips	0	5	0	5	3	11	0	14	0	0	0	0	0	0	2	2
Palmetto Site DRI #3020 trips	0	3	0	3	2	9	0	11	0	0	0	0	0	0	1	1
Tatum and Wilkerson Mill Distribution Centers trips	0	5	0	5	5	19	0	24	0	0	0	0	0	0	1	1
GA 154 Townhomes West/East trips	0	30	0	30	0	10	0	10	0	0	0	0	0	0	0	0
subtotal trips of specific projects	*0*	*62*	*0*	*62*	*18*	*88*	*0*	*106*	*0*	*0*	*0*	*0*	*0*	*0*	*7*	*7*
2031 No-Build Volumes	**14**	**408**	**2**	**424**	**48**	**379**	**2**	**430**	**8**	**45**	**22**	**75**	**1**	**10**	**21**	**33**
Palmetto Downs Residential New Trips	0	0	0	0	24	0	0	24	0	0	0	0	0	0	72	72
Palmetto Downs Commercial New Trips	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0
Total Palmetto Downs DRI New Trips	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**25**	**0**	**1**	**0**	**1**	**0**	**0**	**72**	**72**
2031 Build Volumes	**14**	**408**	**2**	**424**	**73**	**379**	**2**	**455**	**8**	**46**	**22**	**76**	**1**	**10**	**93**	**105**

Weekday P.M. Peak Hour	Northbound GA 154				Southbound GA 154				Eastbound Wilkerson Mill Road				Westbound Wilkerson Mill Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Thursday, May 5, 2016 4:45-5:45)	**33**	**252**	**5**	**290**	**8**	**357**	**4**	**369**	**2**	**19**	**18**	**39**	**0**	**20**	**17**	**37**
Counted Volumes (Tuesday, January 26, 2021 4:45-5:45)	**35**	**241**	**4**	**280**	**20**	**375**	**8**	**403**	**5**	**22**	**18**	**45**	**3**	**42**	**31**	**76**
Change	6%	-4%	-20%		150%	5%	100%		150%	16%	0%		#DIV/0!	110%	82%	
COVID-19 Adjustment	0%	0%	0%		0%	0%	0%		0%	0%	0%		0%	0%	0%	
Adjusted Spring 2021 Volumes	**35**	**241**	**4**	**280**	**20**	**375**	**8**	**403**	**5**	**22**	**18**	**45**	**3**	**42**	**31**	**76**
Total Annual Background Growth	16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*41*	*280*	*5*	*325*	*23*	*435*	*9*	*468*	*6*	*26*	*21*	*52*	*3*	*49*	*36*	*88*
Palmetto Distribution Center DRI #2594 trips	0	34	0	34	3	19	0	22	0	0	0	0	0	0	8	8
Saben Tatum Road Industrial DRI #2646 trips	0	11	0	11	1	5	0	6	0	0	0	0	0	0	3	3
Palmetto Site DRI #3020 trips	0	9	0	9	1	3	0	4	0	0	0	0	0	0	2	2
Tatum and Wilkerson Mill Distribution Centers trips	0	19	0	19	2	6	0	8	0	0	0	0	0	0	4	4
GA 154 Townhomes West/East trips	0	17	0	17	0	28	0	28	0	0	0	0	0	0	0	0
subtotal trips of specific projects	*0*	*90*	*0*	*90*	*7*	*61*	*0*	*68*	*0*	*0*	*0*	*0*	*0*	*0*	*17*	*17*
2031 No-Build Volumes	**41**	**370**	**5**	**415**	**30**	**496**	**9**	**536**	**6**	**26**	**21**	**52**	**3**	**49**	**53**	**105**
Palmetto Downs Residential New Trips	0	0	0	0	76	0	0	76	0	0	0	0	0	0	47	47
Palmetto Downs Commercial New Trips	0	0	0	0	4	0	0	4	0	2	0	2	0	2	4	6
Total Palmetto Downs DRI New Trips	**0**	**0**	**0**	**0**	**80**	**0**	**0**	**80**	**0**	**2**	**0**	**2**	**0**	**2**	**51**	**53**
2031 Build Volumes	**41**	**370**	**5**	**415**	**110**	**496**	**9**	**616**	**6**	**28**	**21**	**54**	**3**	**51**	**104**	**158**

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: 4. Cascade Palmetto Highway (GA 154) at Ono Road

Weekday A.M. Peak Hour	Northbound GA 154			Southbound GA 154				Westbound Ono Road		
	T	R	Tot	L	T	Tot		L	R	Tot
Counted Volumes (Tuesday, January 26, 2021 7:15-8:15)	**305**	**0**	**305**	**0**	**262**	**262**		**0**	**0**	**0**
COVID-19 Adjustment	0%	0%		0%	0%			0%	0%	
Adjusted Spring 2021 Volumes	**305**	**0**	**305**	**0**	**262**	**262**		**0**	**0**	**0**
Total Annual Background Growth	16.1%	16.1%		16.1%	16.1%			16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*354*	*0*	*354*	*0*	*304*	*304*		*0*	*0*	*0*
Palmetto Distribution Center DRI #2594 trips	19	0	19	0	39	39		0	0	0
Saben Tatum Road Industrial DRI #2646 trips	5	0	5	0	11	11		0	0	0
Palmetto Site DRI #3020 trips	3	0	3	0	9	9		0	0	0
Tatum and Wilkerson Mill Distribution Centers trips	5	0	5	0	19	19		0	0	0
GA 154 Townhomes West/East trips	30	14	44	0	10	10		4	0	4
subtotal trips of specific projects	*62*	*14*	*76*	*0*	*88*	*88*		*4*	*0*	*4*
2031 No-Build Volumes	**416**	**14**	**430**	**0**	**392**	**392**		**4**	**0**	**4**
Palmetto Downs Residential New Trips	0	20	20	0	0	0		58	0	58
Palmetto Downs Commercial New Trips	0	3	3	0	0	0		3	0	3
Total Palmetto Downs DRI New Trips	**0**	**23**	**23**	**0**	**0**	**0**		**61**	**0**	**61**
2031 Build Volumes	**416**	**37**	**453**	**0**	**392**	**392**		**65**	**0**	**65**

Weekday P.M. Peak Hour	Northbound GA 154			Southbound GA 154				Westbound Ono Road		
	T	R	Tot	L	T	Tot		L	R	Tot
Counted Volumes (Tuesday, January 26, 2021 4:45-5:45)	**286**	**2**	**288**	**0**	**389**	**389**		**3**	**0**	**3**
COVID-19 Adjustment	0%	0%		0%	0%			0%	0%	
Adjusted Spring 2021 Volumes	**286**	**2**	**288**	**0**	**389**	**389**		**3**	**0**	**3**
Total Annual Background Growth	16.1%	16.1%		16.1%	16.1%			16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*332*	*2*	*334*	*0*	*452*	*452*		*3*	*0*	*3*
Palmetto Distribution Center DRI #2594 trips	34	0	34	0	19	19		0	0	0
Saben Tatum Road Industrial DRI #2646 trips	11	0	11	0	5	5		0	0	0
Palmetto Site DRI #3020 trips	9	0	9	0	3	3		0	0	0
Tatum and Wilkerson Mill Distribution Centers trips	19	0	19	0	6	6		0	0	0
GA 154 Townhomes West/East trips	17	8	25	0	28	28		14	0	14
subtotal trips of specific projects	*90*	*8*	*98*	*0*	*61*	*61*		*14*	*0*	*14*
2031 No-Build Volumes	**422**	**10**	**432**	**0**	**513**	**513**		**17**	**0**	**17**
Palmetto Downs Residential New Trips	0	62	62	0	0	0		38	0	38
Palmetto Downs Commercial New Trips	0	5	5	0	0	0		5	0	5
Total Palmetto Downs DRI New Trips	**0**	**67**	**67**	**0**	**0**	**0**		**43**	**0**	**43**
2031 Build Volumes	**422**	**77**	**499**	**0**	**513**	**513**		**60**	**0**	**60**

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: 5. Cascade Palmetto Highway (GA 154) at Carlton Road

Weekday A.M. Peak Hour	**Northbound GA 154**			**Southbound GA 154**			**Eastbound Carlton Road**		
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**
Counted Volumes (Tuesday, January 26, 2021 7:00-8:00)	**79**	**293**	**372**	**227**	**26**	**253**	**22**	**127**	**149**
COVID-19 Adjustment	20%	0%		0%	0%		0%	20%	
Adjusted Spring 2021 Volumes	**95**	**293**	**388**	**227**	**26**	**253**	**22**	**152**	**174**
Total Annual Background Growth	16.1%	16.1%		16.1%	16.1%		16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*110*	*340*	*450*	*264*	*30*	*294*	*26*	*177*	*202*
Palmetto Distribution Center DRI #2594 trips	0	19	19	39	0	39	0	0	0
Saben Tatum Road Industrial DRI #2646 trips	0	5	5	11	0	11	0	0	0
Palmetto Site DRI #3020 trips	0	3	3	9	0	9	0	0	0
Tatum and Wilkerson Mill Distribution Centers trips	0	5	5	19	0	19	0	0	0
GA 154 Townhomes West/East trips	0	27	27	90	7	97	2	0	2
subtotal trips of specific projects	*0*	*59*	*59*	*168*	*7*	*175*	*2*	*0*	*2*
2031 No-Build Volumes	**110**	**399**	**509**	**432**	**37**	**469**	**28**	**177**	**204**
Palmetto Downs Residential New Trips	0	14	14	41	17	58	6	0	6
Palmetto Downs Commercial New Trips	0	1	1	1	2	3	2	0	2
Total Palmetto Downs DRI New Trips	**0**	**15**	**15**	**42**	**19**	**61**	**8**	**0**	**8**
2031 Build Volumes	**110**	**414**	**524**	**474**	**56**	**530**	**36**	**177**	**212**

Weekday P.M. Peak Hour	**Northbound GA 154**			**Southbound GA 154**			**Eastbound Carlton Road**		
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**
Counted Volumes (Tuesday, January 26, 2021 4:15-5:15)	**152**	**256**	**408**	**354**	**22**	**376**	**28**	**137**	**165**
COVID-19 Adjustment	15%	0%		0%	0%		0%	15%	
Adjusted Spring 2021 Volumes	**175**	**256**	**431**	**354**	**22**	**376**	**28**	**158**	**186**
Total Annual Background Growth	16.1%	16.1%		16.1%	16.1%		16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*203*	*297*	*500*	*411*	*26*	*437*	*33*	*183*	*215*
Palmetto Distribution Center DRI #2594 trips	0	34	34	19	0	19	0	0	0
Saben Tatum Road Industrial DRI #2646 trips	0	11	11	5	0	5	0	0	0
Palmetto Site DRI #3020 trips	0	9	9	3	0	3	0	0	0
Tatum and Wilkerson Mill Distribution Centers trips	0	19	19	6	0	6	0	0	0
GA 154 Townhomes West/East trips	0	87	87	52	4	56	7	0	7
subtotal trips of specific projects	*0*	*160*	*160*	*85*	*4*	*89*	*7*	*0*	*7*
2031 No-Build Volumes	**203**	**457**	**660**	**496**	**30**	**526**	**40**	**183**	**222**
Palmetto Downs Residential New Trips	0	44	44	27	11	38	18	0	18
Palmetto Downs Commercial New Trips	0	2	2	2	3	5	3	0	3
Total Palmetto Downs DRI New Trips	**0**	**46**	**46**	**29**	**14**	**43**	**21**	**0**	**21**
2031 Build Volumes	**203**	**503**	**706**	**525**	**44**	**569**	**61**	**183**	**243**

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: 6. Main Street / Roosevel Highway (US 29, GA 14) at Cascade Palmetto Highway (GA 154) / Ramah Drive

Weekday A.M. Peak Hour	**Northbound Ramah Drive**				**Southbound GA 154**				**Eastbound US 29**				**Westbound US 29**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 5, 2016 7:00-8:00)	**5**	**1**	**1**	**7**	**305**	**0**	**129**	**434**	**164**	**321**	**5**	**490**	**0**	**142**	**208**	**350**
Counted Volumes (Tuesday, January 26, 2021 7:15-8:15)	**0**	**0**	**0**	**0**	**245**	**0**	**137**	**382**	**175**	**226**	**0**	**401**	**0**	**130**	**164**	**294**
Change	-100%	-100%	-100%		-20%	#DIV/0!	6%		7%	-30%	-100%		#DIV/0!	-8%	-21%	
COVID-19 Adjustment	0%	0%	0%		20%	0%	0%		0%	30%	0%		0%	30%	20%	
Adjusted Spring 2021 Volumes	**0**	**0**	**0**	**0**	**294**	**0**	**137**	**431**	**175**	**294**	**0**	**469**	**0**	**169**	**197**	**366**
Total Annual Background Growth	16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*0*	*0*	*0*	*0*	*341*	*0*	*159*	*500*	*203*	*341*	*0*	*544*	*0*	*196*	*228*	*425*
Palmetto Distribution Center DRI #2594 trips	0	0	0	0	39	0	0	39	0	40	0	40	0	16	19	35
Saben Tatum Road Industrial DRI #2646 trips	0	0	0	0	11	0	0	11	0	8	0	8	0	4	5	9
Palmetto Site DRI #3020 trips	0	0	0	0	9	0	0	9	0	6	0	6	0	2	3	5
Tatum and Wilkerson Mill Distribution Centers trips	0	0	0	0	19	0	0	19	0	7	0	7	0	2	5	7
GA 154 Townhomes West/East trips	0	0	0	0	73	0	17	90	5	0	0	5	0	0	22	22
subtotal trips of specific projects	*0*	*0*	*0*	*0*	*151*	*0*	*17*	*168*	*5*	*61*	*0*	*66*	*0*	*24*	*54*	*78*
2031 No-Build Volumes	**0**	**0**	**0**	**0**	**492**	**0**	**176**	**668**	**208**	**402**	**0**	**610**	**0**	**220**	**282**	**503**
Palmetto Downs Residential New Trips	0	0	0	0	0	0	41	41	14	0	0	14	0	0	0	0
Palmetto Downs Commercial New Trips	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0
Total Palmetto Downs DRI New Trips	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**42**	**15**	**0**	**0**	**15**	**0**	**0**	**0**	**0**
2031 Build Volumes	**0**	**0**	**0**	**0**	**492**	**0**	**218**	**710**	**223**	**402**	**0**	**625**	**0**	**220**	**282**	**503**

Weekday P.M. Peak Hour	**Northbound Ramah Drive**				**Southbound GA 154**				**Eastbound US 29**				**Westbound US 29**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 5, 2016 4:45-5:45)	**2**	**1**	**3**	**6**	**241**	**1**	**263**	**505**	**185**	**195**	**2**	**382**	**0**	**363**	**270**	**633**
Counted Volumes (Tuesday, January 26, 2021 4:30-5:30)	**1**	**1**	**1**	**3**	**240**	**0**	**234**	**474**	**176**	**192**	**1**	**369**	**2**	**312**	**240**	**554**
Change	-50%	0%	-67%		0%	-100%	-11%		-5%	-2%	-50%		#DIV/0!	-14%	-11%	
COVID-19 Adjustment	0%	0%	0%		15%	0%	0%		0%	40%	0%		0%	40%	15%	
Adjusted Spring 2021 Volumes	**1**	**1**	**1**	**3**	**276**	**0**	**234**	**510**	**176**	**269**	**1**	**446**	**2**	**437**	**276**	**715**
Total Annual Background Growth	16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*1*	*1*	*1*	*3*	*320*	*0*	*272*	*592*	*204*	*312*	*1*	*518*	*2*	*507*	*320*	*830*
Palmetto Distribution Center DRI #2594 trips	0	0	0	0	19	0	0	19	0	19	0	19	0	53	34	87
Saben Tatum Road Industrial DRI #2646 trips	0	0	0	0	5	0	0	5	0	4	0	4	0	8	11	19
Palmetto Site DRI #3020 trips	0	0	0	0	3	0	0	3	0	3	0	3	0	6	9	15
Tatum and Wilkerson Mill Distribution Centers trips	0	0	0	0	6	0	0	6	0	3	0	3	0	7	19	26
GA 154 Townhomes West/East trips	0	0	0	0	42	0	10	52	16	0	0	16	0	0	71	71
subtotal trips of specific projects	*0*	*0*	*0*	*0*	*75*	*0*	*10*	*85*	*16*	*29*	*0*	*45*	*0*	*74*	*144*	*218*
2031 No-Build Volumes	**1**	**1**	**1**	**3**	**395**	**0**	**282**	**677**	**220**	**341**	**1**	**563**	**2**	**581**	**464**	**1048**
Palmetto Downs Residential New Trips	0	0	0	0	0	0	27	27	44	0	0	44	0	0	0	0
Palmetto Downs Commercial New Trips	0	0	0	0	0	0	2	2	2	0	0	2	0	0	0	0
Total Palmetto Downs DRI New Trips	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**29**	**46**	**0**	**0**	**46**	**0**	**0**	**0**	**0**
2031 Build Volumes	**1**	**1**	**1**	**3**	**395**	**0**	**311**	**706**	**266**	**341**	**1**	**609**	**2**	**581**	**464**	**1048**

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: 7. Wilkerson Mill Road at Ono Road

Weekday A.M. Peak Hour	**Northbound Wilkerson Mill Road**				**Southbound Wilkerson Mill Road**				**Eastbound Ono Road**				**Westbound Ono Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, January 26, 2021 7:00-8:00)	**1**	**20**	**2**	**23**	**3**	**69**	**0**	**72**	**0**	**0**	**1**	**1**	**3**	**0**	**2**	**5**
COVID-19 Adjustment	0%	0%	0%		0%	0%	0%		0%	0%	0%		0%	0%	0%	
Adjusted Spring 2021 Volumes	**1**	**20**	**2**	**23**	**3**	**69**	**0**	**72**	**0**	**0**	**1**	**1**	**3**	**0**	**2**	**5**
Total Annual Background Growth	16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*1*	*23*	*2*	*27*	*3*	*80*	*0*	*84*	*0*	*0*	*1*	*1*	*3*	*0*	*2*	*6*
Palmetto Distribution Center DRI #2594 trips	0	3	0	3	0	8	0	8	0	0	0	0	0	0	0	0
Saben Tatum Road Industrial DRI #2646 trips	0	2	3	5	0	3	0	3	0	0	0	0	5	0	0	5
Palmetto Site DRI #3020 trips	0	1	1	2	0	2	0	2	0	0	0	0	4	0	0	4
Tatum and Wilkerson Mill Distribution Centers trips	0	1	2	3	0	5	0	5	0	0	0	0	7	0	0	7
GA 154 Townhomes West/East trips	0	0	0	0	0	0	0	0	0	14	0	14	0	4	0	4
subtotal trips of specific projects	*0*	*7*	*6*	*13*	*0*	*18*	*0*	*18*	*0*	*14*	*0*	*14*	*16*	*4*	*0*	*20*
2031 No-Build Volumes	**1**	**30**	**8**	**40**	**3**	**98**	**0**	**102**	**0**	**14**	**1**	**15**	**19**	**4**	**2**	**26**
Palmetto Downs Residential New Trips	58	72	34	164	0	24	0	24	0	0	20	20	11	0	0	11
Palmetto Downs Commercial New Trips	3	0	1	4	0	1	0	1	0	0	3	3	2	0	0	2
Total Palmetto Downs DRI New Trips	**61**	**72**	**35**	**168**	**0**	**25**	**0**	**25**	**0**	**0**	**23**	**23**	**13**	**0**	**0**	**13**
2031 Build Volumes	**62**	**102**	**43**	**208**	**3**	**123**	**0**	**127**	**0**	**14**	**24**	**38**	**32**	**4**	**2**	**39**

Weekday P.M. Peak Hour	**Northbound Wilkerson Mill Road**				**Southbound Wilkerson Mill Road**				**Eastbound Ono Road**				**Westbound Ono Road**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, January 26, 2021 4:30-5:30)	**0**	**86**	**6**	**92**	**4**	**47**	**0**	**51**	**1**	**1**	**1**	**3**	**2**	**1**	**3**	**6**
COVID-19 Adjustment	0%	0%	0%		0%	0%	0%		0%	0%	0%		0%	0%	0%	
Adjusted Spring 2021 Volumes	**0**	**86**	**6**	**92**	**4**	**47**	**0**	**51**	**1**	**1**	**1**	**3**	**2**	**1**	**3**	**6**
Total Annual Background Growth	16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*0*	*100*	*7*	*107*	*5*	*55*	*0*	*59*	*1*	*1*	*1*	*3*	*2*	*1*	*3*	*7*
Palmetto Distribution Center DRI #2594 trips	0	8	0	8	0	3	0	3	0	0	0	0	0	0	0	0
Saben Tatum Road Industrial DRI #2646 trips	0	2	4	6	0	1	0	1	0	0	0	0	3	0	0	3
Palmetto Site DRI #3020 trips	0	2	4	6	0	1	0	1	0	0	0	0	1	0	0	1
Tatum and Wilkerson Mill Distribution Centers trips	0	4	7	11	0	2	0	2	0	0	0	0	2	0	0	2
GA 154 Townhomes West/East trips	0	0	0	0	0	0	0	0	0	8	0	8	0	14	0	14
subtotal trips of specific projects	*0*	*16*	*15*	*31*	*0*	*7*	*0*	*7*	*0*	*8*	*0*	*8*	*6*	*14*	*0*	*20*
2031 No-Build Volumes	**0**	**116**	**22**	**138**	**5**	**62**	**0**	**66**	**1**	**9**	**1**	**11**	**8**	**15**	**3**	**27**
Palmetto Downs Residential New Trips	38	47	22	107	0	76	0	76	0	0	62	62	37	0	0	37
Palmetto Downs Commercial New Trips	5	6	5	16	0	6	0	6	0	0	5	5	5	0	0	5
Total Palmetto Downs DRI New Trips	**43**	**53**	**27**	**123**	**0**	**82**	**0**	**82**	**0**	**0**	**67**	**67**	**42**	**0**	**0**	**42**
2031 Build Volumes	**43**	**169**	**49**	**261**	**5**	**144**	**0**	**148**	**1**	**9**	**68**	**78**	**50**	**15**	**3**	**69**

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: 8. Roosevelt Highway (US 29, GA 14) at Wilkerson Mill Road / Tatum Road

Weekday A.M. Peak Hour	**Northbound Tatum Road**				**Southbound Wilkerson Mill Road**				**Eastbound US 29**				**Westbound US 29**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 5, 2016 7:15-8:15)	**8**	**2**	**11**	**21**	**48**	**1**	**15**	**64**	**12**	**510**	**16**	**538**	**10**	**222**	**21**	**253**
Counted Volumes (Thursday, November 3, 2016)	**10**	**2**	**15**	**27**	**43**	**4**	**15**	**62**	**13**	**482**	**17**	**512**	**12**	**224**	**22**	**258**
Counted Volumes (Tuesday, May 7, 2019 7:15-8:15)	**9**	**4**	**23**	**36**	**76**	**14**	**14**	**104**	**12**	**513**	**24**	**549**	**18**	**274**	**30**	**322**
Counted Volumes (Tuesday, January 26, 2021 7:15-8:15)	**12**	**13**	**45**	**70**	**34**	**32**	**8**	**74**	**6**	**393**	**42**	**441**	**144**	**193**	**11**	**348**
Change	33%	225%	96%		-55%	129%	-43%		-50%	-23%	75%		700%	-30%	-63%	
COVID-19 Adjustment	0%	0%	0%		5/2019	0%	5/2019		5/2019	30%	0%		0%	30%	5/2019	
Adjusted Spring 2021 Volumes	**12**	**13**	**45**	**70**	**76**	**32**	**14**	**122**	**12**	**511**	**42**	**565**	**144**	**251**	**30**	**425**
Total Annual Background Growth	16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*14*	*15*	*52*	*81*	*88*	*37*	*16*	*142*	*14*	*593*	*49*	*656*	*167*	*291*	*35*	*493*
Palmetto Distribution Center DRI #2594 trips	0	0	0	0	5	0	4	9	8	99	0	107	0	43	10	53
Saben Tatum Road Industrial DRI #2646 trips	13	4	32	49	0	8	0	8	0	0	27	27	70	0	0	70
Palmetto Site DRI #3020 trips	7	2	11	20	0	6	0	6	0	0	25	25	35	0	0	35
Tatum and Wilkerson Mill Distribution Centers trips	27	9	84	120	73	19	5	97	9	49	24	82	107	79	14	200
GA 154 Townhomes West/East trips	0	0	0	0	0	0	0	0	0	58	0	58	0	17	0	17
subtotal trips of specific projects	*47*	*15*	*127*	*189*	*78*	*33*	*9*	*120*	*17*	*206*	*76*	*299*	*212*	*139*	*24*	*375*
2031 No-Build Volumes	**61**	**30**	**179**	**270**	**166**	**70**	**25**	**262**	**31**	**799**	**125**	**955**	**379**	**430**	**59**	**868**
Palmetto Downs Residential New Trips	0	0	0	0	140	0	37	177	12	0	0	12	0	0	46	46
Palmetto Downs Commercial New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Palmetto Downs DRI New Trips	**0**	**0**	**0**	**0**	**140**	**0**	**37**	**177**	**12**	**0**	**0**	**12**	**0**	**0**	**46**	**46**
2031 Build Volumes	**61**	**30**	**179**	**270**	**306**	**70**	**62**	**439**	**43**	**799**	**125**	**967**	**379**	**430**	**105**	**914**

Weekday P.M. Peak Hour	**Northbound Tatum Road**				**Southbound Wilkerson Mill Road**				**Eastbound US 29**				**Westbound US 29**			
	L	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Thursday, May 5, 2016 4:30-5:30)	**21**	**10**	**19**	**50**	**26**	**3**	**13**	**42**	**13**	**288**	**5**	**306**	**19**	**542**	**38**	**599**
Counted Volumes (Thursday, November 3, 2016)	**17**	**10**	**16**	**43**	**26**	**3**	**13**	**42**	**13**	**288**	**5**	**306**	**19**	**542**	**38**	**599** ?
Counted Volumes (Tuesday, May 7, 2019 4:30-5:30)	**5**	**7**	**13**	**25**	**33**	**4**	**15**	**52**	**18**	**276**	**6**	**300**	**13**	**633**	**59**	**705**
Counted Volumes (Tuesday, January 26, 2021 4:15-5:15)	**40**	**37**	**148**	**225**	**11**	**23**	**10**	**44**	**19**	**217**	**24**	**260**	**62**	**389**	**52**	**503**
Change	700%	429%	1038%		-67%	475%	-33%		6%	-21%	300%		377%	-39%	-12%	
COVID-19 Adjustment	0%	0%	0%		5/2019	0%	5/2019		5/2019	40%	0%		0%	40%	5/2019	
Adjusted Spring 2021 Volumes	**40**	**37**	**148**	**225**	**33**	**23**	**15**	**71**	**18**	**304**	**24**	**346**	**62**	**545**	**59**	**666**
Total Annual Background Growth	16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%		16.1%	16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*46*	*43*	*172*	*261*	*38*	*27*	*17*	*82*	*21*	*353*	*28*	*401*	*72*	*632*	*68*	*773*
Palmetto Distribution Center DRI #2594 trips	0	0	0	0	11	0	9	20	4	47	0	51	0	106	5	111
Saben Tatum Road Industrial DRI #2646 trips	26	6	81	113	0	3	0	3	0	0	12	12	36	0	0	36
Palmetto Site DRI #3020 trips	25	6	34	65	0	2	0	2	0	0	9	9	12	0	0	12
Tatum and Wilkerson Mill Distribution Centers trips	40	22	135	197	107	18	12	137	6	93	30	129	100	99	11	210
GA 154 Townhomes West/East trips	0	0	0	0	0	0	0	0	0	33	0	33	0	56	0	56
subtotal trips of specific projects	*91*	*34*	*250*	*375*	*118*	*23*	*21*	*162*	*10*	*173*	*51*	*234*	*148*	*261*	*16*	*425*
2031 No-Build Volumes	**137**	**77**	**422**	**636**	**156**	**50**	**38**	**244**	**31**	**526**	**79**	**635**	**220**	**893**	**84**	**1198**
Palmetto Downs Residential New Trips	0	0	0	0	91	0	25	116	41	0	0	41	0	0	152	152
Palmetto Downs Commercial New Trips	0	0	0	0	1	0	1	2	2	0	0	2	0	0	2	2
Total Palmetto Downs DRI New Trips	**0**	**0**	**0**	**0**	**92**	**0**	**26**	**118**	**43**	**0**	**0**	**43**	**0**	**0**	**154**	**154**
2031 Build Volumes	**137**	**77**	**422**	**636**	**248**	**50**	**64**	**362**	**74**	**526**	**79**	**678**	**220**	**893**	**238**	**1352**

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: 9a. Rivertown Road at Hobgood Road

Weekday A.M. Peak Hour	Northbound Hobgood Road				Eastbound Rivertown Road			Westbound Rivertown Road		
	L	R	Tot		T	R	Tot	L	T	Tot
Counted Volumes (Tuesday, January 26, 2021 7:00-8:00)	9	8	17		74	27	101	7	28	35
COVID-19 Adjustment	0%	0%			0%	0%		0%	0%	
Adjusted Spring 2021 Volumes	9	8	17		74	27	101	7	28	35
Total Annual Background Growth	16.1%	16.1%			16.1%	16.1%		16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*10*	*9*	*20*		*86*	*31*	*117*	*8*	*33*	*41*
Palmetto Distribution Center DRI #2594 trips	0	0	0		0	0	0	0	0	0
Saben Tatum Road Industrial DRI #2646 trips	0	2	2		0	0	0	3	0	3
Palmetto Site DRI #3020 trips	0	1	1		0	0	0	4	0	4
Tatum and Wilkerson Mill Distribution Centers trips	0	2	2		0	0	0	7	0	7
GA 154 Townhomes West/East trips	0	0	0		0	0	0	0	0	0
subtotal trips of specific projects	*0*	*5*	*5*		*0*	*0*	*0*	*14*	*0*	*14*
2031 No-Build Volumes	**10**	**14**	**25**		**86**	**31**	**117**	**22**	**33**	**55**
Palmetto Downs Residential New Trips	0	0	0		0	0	0	0	0	0
Palmetto Downs Commercial New Trips	0	1	1		0	0	0	2	0	2
Total Palmetto Downs DRI New Trips	**0**	**1**	**1**		**0**	**0**	**0**	**2**	**0**	**2**
2031 Build Volumes	**10**	**15**	**26**		**86**	**31**	**117**	**24**	**33**	**57**

Weekday P.M. Peak Hour	Northbound Hobgood Road				Eastbound Rivertown Road			Westbound Rivertown Road		
	L	R	Tot		T	R	Tot	L	T	Tot
Counted Volumes (Tuesday, January 26, 2021 4:15-5:15)	30	14	44		45	14	59	17	71	88
COVID-19 Adjustment	0%	0%			0%	0%		0%	0%	
Adjusted Spring 2021 Volumes	30	14	44		45	14	59	17	71	88
Total Annual Background Growth	16.1%	16.1%			16.1%	16.1%		16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*35*	*16*	*51*		*52*	*16*	*68*	*20*	*82*	*102*
Palmetto Distribution Center DRI #2594 trips	0	0	0		0	0	0	0	0	0
Saben Tatum Road Industrial DRI #2646 trips	0	3	3		0	0	0	2	0	2
Palmetto Site DRI #3020 trips	0	4	4		0	0	0	1	0	1
Tatum and Wilkerson Mill Distribution Centers trips	0	7	7		0	0	0	2	0	2
GA 154 Townhomes West/East trips	0	0	0		0	0	0	0	0	0
subtotal trips of specific projects	*0*	*14*	*14*		*0*	*0*	*0*	*5*	*0*	*5*
2031 No-Build Volumes	**35**	**30**	**65**		**52**	**16**	**68**	**25**	**82**	**107**
Palmetto Downs Residential New Trips	0	0	0		0	0	0	0	0	0
Palmetto Downs Commercial New Trips	0	5	5		0	0	0	5	0	5
Total Palmetto Downs DRI New Trips	**0**	**5**	**5**		**0**	**0**	**0**	**5**	**0**	**5**
2031 Build Volumes	**35**	**35**	**70**		**52**	**16**	**68**	**30**	**82**	**112**

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: 9b. Hobgood Road at Ono Road

Weekday A.M. Peak Hour	**Northbound Hobgood Road**			**Southbound Hobgood Road**			**Eastbound Ono Road**		
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**
Counted Volumes (Tuesday, January 26, 2021 7:15-8:15)	**4**	**15**	**19**	**35**	**2**	**37**	**5**	**2**	**7**
COVID-19 Adjustment	0%	0%		0%	0%		0%	0%	
Adjusted Spring 2021 Volumes	**4**	**15**	**19**	**35**	**2**	**37**	**5**	**2**	**7**
Total Annual Background Growth	16.1%	16.1%		16.1%	16.1%		16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*5*	*17*	*22*	*41*	*2*	*43*	*6*	*2*	*8*
Palmetto Distribution Center DRI #2594 trips	0	0	0	0	0	0	0	0	0
Saben Tatum Road Industrial DRI #2646 trips	0	0	0	0	4	4	2	0	2
Palmetto Site DRI #3020 trips	0	0	0	0	4	4	1	0	1
Tatum and Wilkerson Mill Distribution Centers trips	0	0	0	0	7	7	2	0	2
GA 154 Townhomes West/East trips	4	0	4	0	0	0	0	14	14
subtotal trips of specific projects	*4*	*0*	*4*	*0*	*15*	*15*	*5*	*14*	*19*
2031 No-Build Volumes	**9**	**17**	**26**	**41**	**17**	**58**	**11**	**16**	**27**
Palmetto Downs Residential New Trips	11	0	11	0	0	0	0	34	34
Palmetto Downs Commercial New Trips	0	0	0	0	2	2	1	0	1
Total Palmetto Downs DRI New Trips	**11**	**0**	**11**	**0**	**2**	**2**	**1**	**34**	**35**
2031 Build Volumes	**20**	**17**	**37**	**41**	**19**	**60**	**12**	**50**	**62**

Weekday P.M. Peak Hour	**Northbound Hobgood Road**			**Southbound Hobgood Road**			**Eastbound Ono Road**		
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**
Counted Volumes (Tuesday, January 26, 2021 4:15-5:15)	**1**	**38**	**39**	**19**	**10**	**29**	**7**	**0**	**7**
COVID-19 Adjustment	0%	0%		0%	0%		0%	0%	
Adjusted Spring 2021 Volumes	**1**	**38**	**39**	**19**	**10**	**29**	**7**	**0**	**7**
Total Annual Background Growth	16.1%	16.1%		16.1%	16.1%		16.1%	16.1%	
subtotal 2031 No-Build without specific projects	*1*	*44*	*45*	*22*	*12*	*34*	*8*	*0*	*8*
Palmetto Distribution Center DRI #2594 trips	0	0	0	0	0	0	0	0	0
Saben Tatum Road Industrial DRI #2646 trips	0	0	0	0	2	2	3	0	3
Palmetto Site DRI #3020 trips	0	0	0	0	1	1	4	0	4
Tatum and Wilkerson Mill Distribution Centers trips	0	0	0	0	2	2	7	0	7
GA 154 Townhomes West/East trips	14	0	14	0	0	0	0	8	8
subtotal trips of specific projects	*14*	*0*	*14*	*0*	*5*	*5*	*14*	*8*	*22*
2031 No-Build Volumes	**15**	**44**	**59**	**22**	**17**	**39**	**22**	**8**	**30**
Palmetto Downs Residential New Trips	37	0	37	0	0	0	0	22	22
Palmetto Downs Commercial New Trips	0	0	0	0	5	5	5	0	5
Total Palmetto Downs DRI New Trips	**37**	**0**	**37**	**0**	**5**	**5**	**5**	**22**	**27**
2031 Build Volumes	**52**	**44**	**96**	**22**	**22**	**44**	**27**	**30**	**57**

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: A. Wilkerson Mill Road at Project Access A

Weekday A.M. Peak Hour	**Northbound Wilkerson Mill Road**			**Southbound Wilkerson Mill Road**			**Eastbound Project Access A**		
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**
Counted Volumes (Tuesday, January 26, 2021 7:00-8:00)		**23**	**23**	**73**		**73**			
COVID-19 Adjustment		0%		0%					
Adjusted Spring 2021 Volumes		**23**	**23**	**73**		**73**			
Total Annual Background Growth		16.1%		16.1%					
subtotal 2031 No-Build without specific projects		*27*	*27*	*85*		*85*			
Palmetto Distribution Center DRI #2594 trips		3	3	8		8			
Saben Tatum Road Industrial DRI #2646 trips		5	5	8		8			
Palmetto Site DRI #3020 trips		2	2	6		6			
Tatum and Wilkerson Mill Distribution Centers trips		3	3	12		12			
GA 154 Townhomes West/East trips		0	0	0		0			
subtotal trips of specific projects		*13*	*13*	*34*		*34*			
2031 No-Build Volumes		**40**	**40**	**119**		**119**			
Palmetto Downs Residential New Trips	6	109	115	35	20	55	59	22	81
Palmetto Downs Commercial New Trips	0	4	4	7	0	7	0	0	0
Total Palmetto Downs DRI New Trips	**6**	**113**	**119**	**42**	**20**	**62**	**59**	**22**	**81**
2031 Build Volumes	**6**	**153**	**159**	**161**	**20**	**181**	**59**	**22**	**81**

Weekday P.M. Peak Hour	**Northbound Wilkerson Mill Road**			**Southbound Wilkerson Mill Road**			**Eastbound Project Access A**		
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**
Counted Volumes (Tuesday, January 26, 2021 4:30-5:30)		**92**	**92**	**50**		**50**			
COVID-19 Adjustment		0%		0%					
Adjusted Spring 2021 Volumes		**92**	**92**	**50**		**50**			
Total Annual Background Growth		16.1%		16.1%					
subtotal 2031 No-Build without specific projects		*107*	*107*	*58*		*58*			
Palmetto Distribution Center DRI #2594 trips		8	8	3		3			
Saben Tatum Road Industrial DRI #2646 trips		6	6	4		4			
Palmetto Site DRI #3020 trips		6	6	2		2			
Tatum and Wilkerson Mill Distribution Centers trips		11	11	4		4			
GA 154 Townhomes West/East trips		0	0	0		0			
subtotal trips of specific projects		*31*	*31*	*13*		*13*			
2031 No-Build Volumes		**138**	**138**	**71**		**71**			
Palmetto Downs Residential New Trips	20	67	87	109	66	175	38	15	53
Palmetto Downs Commercial New Trips	0	16	16	16	0	16	0	0	0
Total Palmetto Downs DRI New Trips	**20**	**83**	**103**	**125**	**66**	**191**	**38**	**15**	**53**
2031 Build Volumes	**20**	**221**	**241**	**196**	**66**	**262**	**38**	**15**	**53**

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: B. Wilkerson Mill Road at Project Access B

Weekday A.M. Peak Hour	**Northbound Wilkerson Mill Road**			**Southbound Wilkerson Mill Road**			**Eastbound Project Access B**			
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**	
Counted Volumes (Tuesday, January 26, 2021 7:00-8:00)		**23**	**23**	**73**		**73**				
COVID-19 Adjustment		0%		0%						
Adjusted Spring 2021 Volumes		**23**	**23**	**73**		**73**				
Total Annual Background Growth		16.1%		16.1%						
subtotal 2031 No-Build without specific projects		*27*	*27*	*85*		*85*				
Palmetto Distribution Center DRI #2594 trips		3	3	8		8				
Saben Tatum Road Industrial DRI #2646 trips		5	5	8		8				
Palmetto Site DRI #3020 trips		2	2	6		6				
Tatum and Wilkerson Mill Distribution Centers trips		3	3	12		12				
GA 154 Townhomes West/East trips		0	0	0		0				
subtotal trips of specific projects		*13*	*13*	*34*		*34*				
2031 No-Build Volumes		**40**	**40**	**119**		**119**				
Palmetto Downs Residential New Trips	14	77	91	44	13	57	38	48	86	
Palmetto Downs Commercial New Trips	0	4	4	7	0	7	0	0	0	
Total Palmetto Downs DRI New Trips	**14**	**81**	**95**	**51**	**13**	**64**	**38**	**48**	**86**	
2031 Build Volumes	**14**	**121**	**135**	**170**	**13**	**183**	**38**	**48**	**86**	

Weekday P.M. Peak Hour	**Northbound Wilkerson Mill Road**			**Southbound Wilkerson Mill Road**			**Eastbound Project Access B**			
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**	
Counted Volumes (Tuesday, January 26, 2021 4:30-5:30)		**92**	**92**	**50**		**50**				
COVID-19 Adjustment		0%		0%						
Adjusted Spring 2021 Volumes		**92**	**92**	**50**		**50**				
Total Annual Background Growth		16.1%		16.1%						
subtotal 2031 No-Build without specific projects		*107*	*107*	*58*		*58*				
Palmetto Distribution Center DRI #2594 trips		8	8	3		3				
Saben Tatum Road Industrial DRI #2646 trips		6	6	4		4				
Palmetto Site DRI #3020 trips		6	6	2		2				
Tatum and Wilkerson Mill Distribution Centers trips		11	11	4		4				
GA 154 Townhomes West/East trips		0	0	0		0				
subtotal trips of specific projects		*31*	*31*	*13*		*13*				
2031 No-Build Volumes		**138**	**138**	**71**		**71**				
Palmetto Downs Residential New Trips	45	63	108	84	40	124	24	30	54	
Palmetto Downs Commercial New Trips	0	16	16	16	0	16	0	0	0	
Total Palmetto Downs DRI New Trips	**45**	**79**	**124**	**100**	**40**	**140**	**24**	**30**	**54**	
2031 Build Volumes	**45**	**217**	**262**	**171**	**40**	**211**	**24**	**30**	**54**	

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: C. Wilkerson Mill Road at Project Access C

Weekday A.M. Peak Hour	**Northbound Wilkerson Mill Road**			**Southbound Wilkerson Mill Road**				**Westbound Project Access C**		
	T	**R**	**Tot**	**L**	**T**	**Tot**		**L**	**R**	**Tot**
Counted Volumes (Tuesday, January 26, 2021 7:00-8:00)	**23**		**23**		**73**	**73**				
COVID-19 Adjustment	0%				0%					
Adjusted Spring 2021 Volumes	**23**		**23**		**73**	**73**				
Total Annual Background Growth	16.1%				16.1%					
subtotal 2031 No-Build without specific projects	*27*		*27*		*85*	*85*				
Palmetto Distribution Center DRI #2594 trips	3		3		8	8				
Saben Tatum Road Industrial DRI #2646 trips	5		5		8	8				
Palmetto Site DRI #3020 trips	2		2		6	6				
Tatum and Wilkerson Mill Distribution Centers trips	3		3		12	12				
GA 154 Townhomes West/East trips	0		0		0	0				
subtotal trips of specific projects	*13*		*13*		*34*	*34*				
2031 No-Build Volumes	**40**		**40**		**119**	**119**				
Palmetto Downs Residential New Trips	69	8	77	7	85	92		23	22	45
Palmetto Downs Commercial New Trips	4	0	4	0	7	7		0	0	0
Total Palmetto Downs DRI New Trips	**73**	**8**	**81**	**7**	**92**	**99**		**23**	**22**	**45**
2031 Build Volumes	**113**	**8**	**121**	**7**	**211**	**218**		**23**	**22**	**45**

Weekday P.M. Peak Hour	**Northbound Wilkerson Mill Road**			**Southbound Wilkerson Mill Road**				**Westbound Project Access C**		
	T	**R**	**Tot**	**L**	**T**	**Tot**		**L**	**R**	**Tot**
Counted Volumes (Tuesday, January 26, 2021 4:30-5:30)	**92**		**92**		**50**	**50**				
COVID-19 Adjustment	0%				0%					
Adjusted Spring 2021 Volumes	**92**		**92**		**50**	**50**				
Total Annual Background Growth	16.1%				16.1%					
subtotal 2031 No-Build without specific projects	*107*		*107*		*58*	*58*				
Palmetto Distribution Center DRI #2594 trips	8		8		3	3				
Saben Tatum Road Industrial DRI #2646 trips	6		6		4	4				
Palmetto Site DRI #3020 trips	6		6		2	2				
Tatum and Wilkerson Mill Distribution Centers trips	11		11		4	4				
GA 154 Townhomes West/East trips	0		0		0	0				
subtotal trips of specific projects	*31*		*31*		*13*	*13*				
2031 No-Build Volumes	**138**		**138**		**71**	**71**				
Palmetto Downs Residential New Trips	94	27	121	23	91	114		16	14	30
Palmetto Downs Commercial New Trips	16	0	16	0	16	16		0	0	0
Total Palmetto Downs DRI New Trips	**110**	**27**	**137**	**23**	**107**	**130**		**16**	**14**	**30**
2031 Build Volumes	**248**	**27**	**275**	**23**	**178**	**201**		**16**	**14**	**30**

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: D. Wilkerson Mill Road at Project Access D

Weekday A.M. Peak Hour	**Northbound Wilkerson Mill Road**			**Southbound Wilkerson Mill Road**			**Eastbound Project Access D**			
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**	
Counted Volumes (Tuesday, January 26, 2021 7:00-8:00)		**23**	**23**	**73**		**73**				
COVID-19 Adjustment		0%		0%						
Adjusted Spring 2021 Volumes		**23**	**23**	**73**		**73**				
Total Annual Background Growth		16.1%		16.1%						
subtotal 2031 No-Build without specific projects		*27*	*27*	*85*		*85*				
Palmetto Distribution Center DRI #2594 trips		3	3	8		8				
Saben Tatum Road Industrial DRI #2646 trips		5	5	8		8				
Palmetto Site DRI #3020 trips		2	2	6		6				
Tatum and Wilkerson Mill Distribution Centers trips		3	3	12		12				
GA 154 Townhomes West/East trips		0	0	0		0				
subtotal trips of specific projects		*13*	*13*	*34*		*34*				
2031 No-Build Volumes		**40**	**40**	**119**		**119**				
Palmetto Downs Residential New Trips	30	28	58	93	15	108	49	80	129	
Palmetto Downs Commercial New Trips	0	3	3	5	2	7	1	0	1	
Total Palmetto Downs DRI New Trips	**30**	**31**	**61**	**98**	**17**	**115**	**50**	**80**	**130**	
2031 Build Volumes	**30**	**71**	**101**	**217**	**17**	**234**	**50**	**80**	**130**	

Weekday P.M. Peak Hour	**Northbound Wilkerson Mill Road**			**Southbound Wilkerson Mill Road**			**Eastbound Project Access D**			
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**	
Counted Volumes (Tuesday, January 26, 2021 4:30-5:30)		**92**	**92**	**50**		**50**				
COVID-19 Adjustment		0%		0%						
Adjusted Spring 2021 Volumes		**92**	**92**	**50**		**50**				
Total Annual Background Growth		16.1%		16.1%						
subtotal 2031 No-Build without specific projects		*107*	*107*	*58*		*58*				
Palmetto Distribution Center DRI #2594 trips		8	8	3		3				
Saben Tatum Road Industrial DRI #2646 trips		6	6	4		4				
Palmetto Site DRI #3020 trips		6	6	2		2				
Tatum and Wilkerson Mill Distribution Centers trips		11	11	4		4				
GA 154 Townhomes West/East trips		0	0	0		0				
subtotal trips of specific projects		*31*	*31*	*13*		*13*				
2031 No-Build Volumes		**138**	**138**	**71**		**71**				
Palmetto Downs Residential New Trips	103	90	193	63	44	107	31	55	86	
Palmetto Downs Commercial New Trips	0	12	12	12	4	16	4	0	4	
Total Palmetto Downs DRI New Trips	**103**	**102**	**205**	**75**	**48**	**123**	**35**	**55**	**90**	
2031 Build Volumes	**103**	**240**	**343**	**146**	**48**	**194**	**35**	**55**	**90**	

Palmetto Downs DRI #3202 Transportation Analysis
City of Palmetto, Georgia

March 2021

Intersection: E. Wilkerson Mill Road at Project Access E

Weekday A.M. Peak Hour	**Northbound Wilkerson Mill Road**			**Southbound Wilkerson Mill Road**			**Eastbound Project Access E**			
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**	
Counted Volumes (Tuesday, January 26, 2021 7:00-8:00)		**23**	**23**	**73**		**73**				
COVID-19 Adjustment		0%		0%						
Adjusted Spring 2021 Volumes		**23**	**23**	**73**		**73**				
Total Annual Background Growth		16.1%		16.1%						
subtotal 2031 No-Build without specific projects		*27*	*27*	*85*		*85*				
Palmetto Distribution Center DRI #2594 trips		3	3	8		8				
Saben Tatum Road Industrial DRI #2646 trips		5	5	8		8				
Palmetto Site DRI #3020 trips		2	2	6		6				
Tatum and Wilkerson Mill Distribution Centers trips		3	3	12		12				
GA 154 Townhomes West/East trips		0	0	0		0				
subtotal trips of specific projects		*13*	*13*	*34*		*34*				
2031 No-Build Volumes		**40**	**40**	**119**		**119**				
Palmetto Downs Residential New Trips	0	58	58	177	0	177	0	0	0	
Palmetto Downs Commercial New Trips	0	0	0	0	5	5	3	0	3	
Palmetto Downs Commercial Pass-by Trips	0	0	0	-2	2	0	0	1	1	
Total Palmetto Downs DRI New Trips	**0**	**58**	**58**	**175**	**7**	**182**	**3**	**1**	**4**	
2031 Build Volumes	**0**	**98**	**98**	**294**	**7**	**301**	**3**	**1**	**4**	

Weekday P.M. Peak Hour	**Northbound Wilkerson Mill Road**			**Southbound Wilkerson Mill Road**			**Eastbound Project Access E**			
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**	
Counted Volumes (Tuesday, January 26, 2021 4:30-5:30)		**92**	**92**	**50**		**50**				
COVID-19 Adjustment		0%		0%						
Adjusted Spring 2021 Volumes		**92**	**92**	**50**		**50**				
Total Annual Background Growth		16.1%		16.1%						
subtotal 2031 No-Build without specific projects		*107*	*107*	*58*		*58*				
Palmetto Distribution Center DRI #2594 trips		8	8	3		3				
Saben Tatum Road Industrial DRI #2646 trips		6	6	4		4				
Palmetto Site DRI #3020 trips		6	6	2		2				
Tatum and Wilkerson Mill Distribution Centers trips		11	11	4		4				
GA 154 Townhomes West/East trips		0	0	0		0				
subtotal trips of specific projects		*31*	*31*	*13*		*13*				
2031 No-Build Volumes		**138**	**138**	**71**		**71**				
Palmetto Downs Residential New Trips	0	193	193	116	0	116	0	0	0	
Palmetto Downs Commercial New Trips	2	0	2	0	12	12	12	2	14	
Palmetto Downs Commercial Pass-by Trips	6	-6	0	-3	3	0	6	4	10	
Total Palmetto Downs DRI New Trips	**8**	**187**	**195**	**113**	**15**	**128**	**18**	**6**	**24**	
2031 Build Volumes	**8**	**325**	**333**	**184**	**15**	**199**	**18**	**6**	**24**	

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
South Fulton Pkwy, Fairburn, GA
7-9 AM | 4-6 PM

File Name : 44500001
Site Code : 44500001
Start Date : 1/26/2021
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					South Fulton Pkwy Eastbound					South Fulton Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	1	49	14	0	64	0	41	2	0	43	2	55	1	0	58	3	9	2	0	14	179
07:15 AM	0	78	15	0	93	0	55	3	0	58	0	46	0	0	46	10	19	0	0	29	226
07:30 AM	1	84	10	0	95	0	66	2	0	68	0	70	5	0	75	9	21	0	0	30	268
07:45 AM	0	55	12	0	67	1	55	3	0	59	0	41	0	0	41	8	19	0	0	27	194
Total	2	266	51	0	319	1	217	10	0	228	2	212	6	0	220	30	68	2	0	100	867
08:00 AM	1	57	10	0	68	0	49	1	0	50	0	45	4	0	49	8	16	0	0	24	191
08:15 AM	0	46	13	0	59	1	55	3	0	59	2	44	0	0	46	5	12	0	0	17	181
08:30 AM	1	43	15	0	59	1	41	1	0	43	2	31	2	0	35	6	14	0	0	20	157
08:45 AM	2	39	4	0	45	0	34	2	0	36	2	32	0	0	34	5	13	0	0	18	133
Total	4	185	42	0	231	2	179	7	0	188	6	152	6	0	164	24	55	0	0	79	662
*** BREAK ***																					
04:00 PM	1	46	12	0	59	0	67	4	0	71	1	24	0	0	25	7	62	1	0	70	225
04:15 PM	0	52	12	0	64	0	85	4	0	89	3	31	1	0	35	18	59	2	0	79	267
04:30 PM	1	64	10	0	75	0	82	1	0	83	1	28	0	0	29	16	71	0	0	87	274
04:45 PM	1	45	10	0	56	0	65	1	0	66	2	23	2	0	27	11	63	1	0	75	224
Total	3	207	44	0	254	0	299	10	0	309	7	106	3	0	116	52	255	4	0	311	990
05:00 PM	0	56	10	0	66	2	77	3	0	82	2	21	1	0	24	20	56	1	0	77	249
05:15 PM	1	53	12	0	66	0	95	1	0	96	1	17	1	0	19	19	61	0	0	80	261
05:30 PM	0	56	11	0	67	1	79	4	0	84	2	18	1	0	21	12	65	0	0	77	249
05:45 PM	1	52	16	0	69	1	66	0	0	67	1	21	0	0	22	10	44	0	0	54	212
Total	2	217	49	0	268	4	317	8	0	329	6	77	3	0	86	61	226	1	0	288	971
Grand Total	11	875	186	0	1072	7	1012	35	0	1054	21	547	18	0	586	167	604	7	0	778	3490
Apprch %	1	81.6	17.4	0		0.7	96	3.3	0		3.6	93.3	3.1	0		21.5	77.6	0.9	0		
Total %	0.3	25.1	5.3	0	30.7	0.2	29	1	0	30.2	0.6	15.7	0.5	0	16.8	4.8	17.3	0.2	0	22.3	

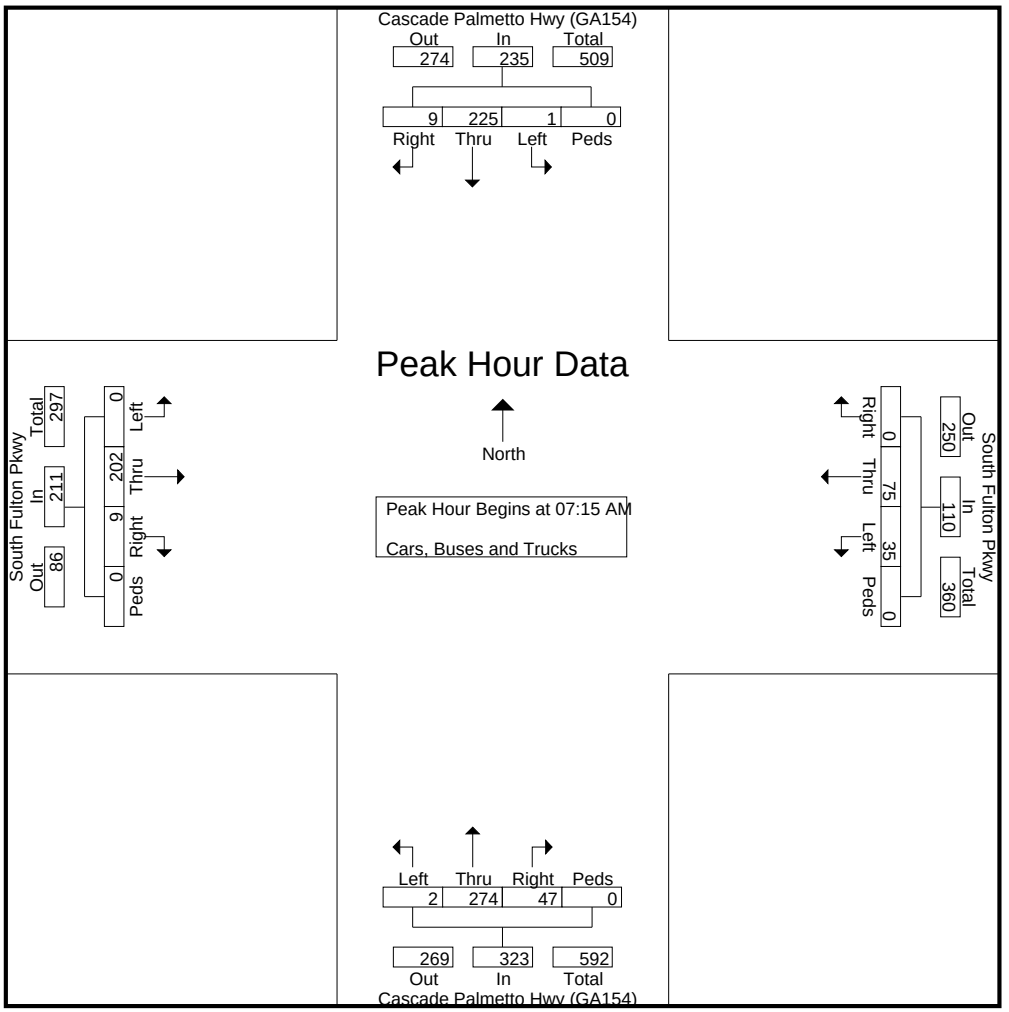
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
South Fulton Pkwy, Fairburn, GA
7-9 AM | 4-6 PM

File Name : 44500001
Site Code : 44500001
Start Date : 1/26/2021
Page No : 2

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					South Fulton Pkwy Eastbound					South Fulton Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	78	**15**	0	93	0	55	**3**	0	58	0	46	0	0	46	**10**	19	0	0	29	226
07:30 AM	**1**	**84**	10	0	**95**	0	**66**	2	0	**68**	0	**70**	**5**	0	**75**	9	**21**	0	0	**30**	**268**
07:45 AM	0	55	12	0	67	**1**	55	3	0	59	0	41	0	0	41	8	19	0	0	27	194
08:00 AM	1	57	10	0	68	0	49	1	0	50	0	45	4	0	49	8	16	0	0	24	191
Total Volume	2	274	47	0	323	1	225	9	0	235	0	202	9	0	211	35	75	0	0	110	879
% App. Total		84.8	14.6				95.7					95.7				31.8	68.2				
PHF	.500	.815	.783	.000	.850	.250	.852	.750	.000	.864	.000	.721	.450	.000	.703	.875	.893	.000	.000	.917	.820



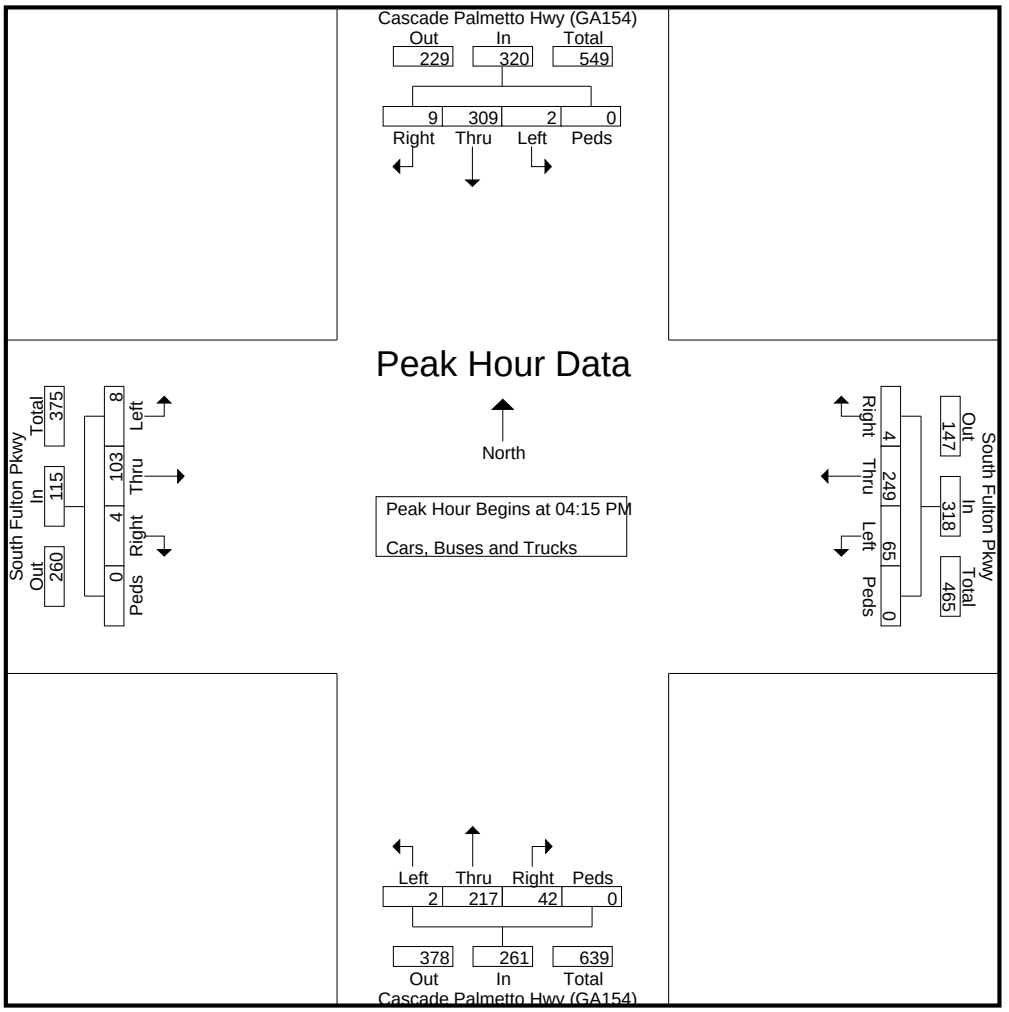
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
South Fulton Pkwy, Fairburn, GA
7-9 AM | 4-6 PM

File Name : 44500001
Site Code : 44500001
Start Date : 1/26/2021
Page No : 3

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					South Fulton Pkwy Eastbound					South Fulton Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	52	**12**	0	64	0	**85**	**4**	0	**89**	**3**	**31**	1	0	**35**	18	59	**2**	0	79	267
04:30 PM	**1**	**64**	10	0	**75**	0	82	1	0	83	1	28	0	0	29	16	**71**	0	0	**87**	**274**
04:45 PM	1	45	10	0	56	0	65	1	0	66	2	23	**2**	0	27	11	63	1	0	75	224
05:00 PM	0	56	10	0	66	**2**	77	3	0	82	2	21	1	0	24	**20**	56	1	0	77	249
Total Volume	2	217	42	0	261	2	309	9	0	320	8	103	4	0	115	65	249	4	0	318	1014
% App. Total		83.1	16.1				96.6					89.6				20.4	78.3				
PHF	.500	.848	.875	.000	.870	.250	.909	.563	.000	.899	.667	.831	.500	.000	.821	.813	.877	.500	.000	.914	.925



Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
Rivertown Rd, Fairburn, GA
7-9 AM | 4-6 PM

File Name : 44500002
Site Code : 44500002
Start Date : 1/26/2021
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					Rivertown Rd Eastbound					Rivertown Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	2	72	0	0	74	1	40	1	0	42	1	16	0	0	17	0	2	1	0	3	136
07:15 AM	5	83	1	0	89	1	63	0	0	64	1	16	4	0	21	0	8	2	0	10	184
07:30 AM	1	78	2	0	81	7	69	0	0	76	0	18	5	0	23	3	5	4	0	12	192
07:45 AM	3	65	1	0	69	5	68	0	0	73	0	21	2	0	23	0	4	4	0	8	173
Total	11	298	4	0	313	14	240	1	0	255	2	71	11	0	84	3	19	11	0	33	685
08:00 AM	1	59	2	0	62	3	61	0	0	64	0	7	4	0	11	1	6	4	0	11	148
08:15 AM	1	52	0	0	53	2	58	0	0	60	0	6	4	0	10	2	6	2	0	10	133
08:30 AM	2	55	0	0	57	1	53	0	0	54	0	6	0	0	6	0	2	2	0	4	121
08:45 AM	4	51	0	0	55	2	34	0	0	36	0	6	2	0	8	1	3	2	0	6	105
Total	8	217	2	0	227	8	206	0	0	214	0	25	10	0	35	4	17	10	0	31	507
*** BREAK ***																					
04:00 PM	4	60	3	0	67	1	82	0	0	83	0	9	2	0	11	2	13	1	0	16	177
04:15 PM	4	62	2	0	68	5	94	0	0	99	0	7	7	0	14	0	24	3	0	27	208
04:30 PM	6	66	1	0	73	2	86	0	0	88	0	4	5	0	9	0	16	6	0	22	192
04:45 PM	2	59	2	0	63	5	83	0	0	88	0	5	3	0	8	3	14	3	0	20	179
Total	16	247	8	0	271	13	345	0	0	358	0	25	17	0	42	5	67	13	0	85	756
05:00 PM	3	64	3	0	70	2	97	0	0	99	0	7	3	0	10	3	21	0	0	24	203
05:15 PM	5	68	6	0	79	2	92	0	0	94	0	8	3	0	11	2	27	1	0	30	214
05:30 PM	3	65	1	0	69	3	103	0	0	106	0	5	4	0	9	2	12	3	0	17	201
05:45 PM	3	62	3	0	68	5	76	0	0	81	0	4	4	0	8	1	13	0	0	14	171
Total	14	259	13	0	286	12	368	0	0	380	0	24	14	0	38	8	73	4	0	85	789
Grand Total	49	1021	27	0	1097	47	1159	1	0	1207	2	145	52	0	199	20	176	38	0	234	2737
Apprch %	4.5	93.1	2.5	0		3.9	96	0.1	0		1	72.9	26.1	0		8.5	75.2	16.2	0		
Total %	1.8	37.3	1	0	40.1	1.7	42.3	0	0	44.1	0.1	5.3	1.9	0	7.3	0.7	6.4	1.4	0	8.5	

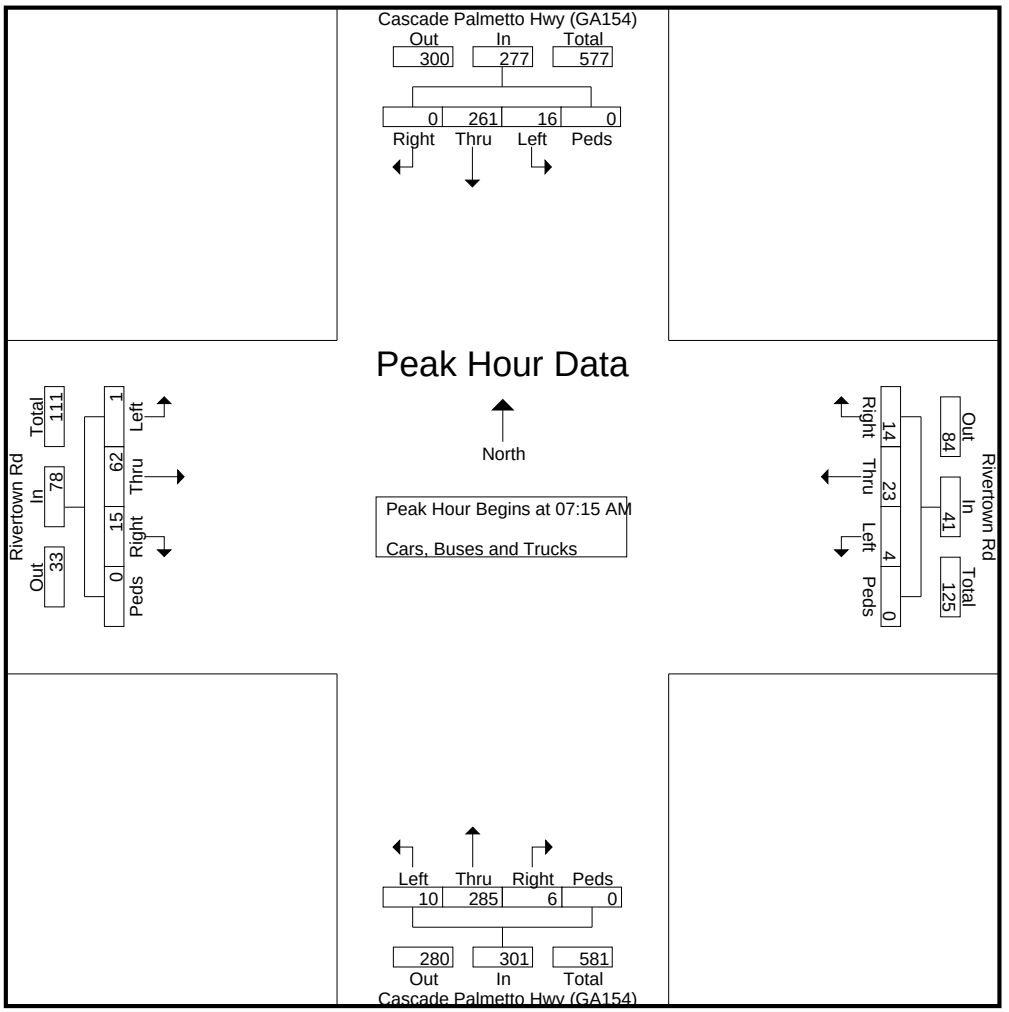
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
Rivertown Rd, Fairburn, GA
7-9 AM | 4-6 PM

File Name : 44500002
Site Code : 44500002
Start Date : 1/26/2021
Page No : 2

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					Rivertown Rd Eastbound					Rivertown Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**5**	**83**	1	0	**89**	1	63	0	0	64	**1**	16	4	0	21	0	**8**	2	0	10	184
07:30 AM	1	78	**2**	0	81	**7**	**69**	0	0	**76**	0	18	**5**	0	**23**	**3**	5	**4**	0	**12**	**192**
07:45 AM	3	65	1	0	69	5	68	0	0	73	0	**21**	2	0	23	0	4	4	0	8	173
08:00 AM	1	59	2	0	62	3	61	0	0	64	0	7	4	0	11	1	6	4	0	11	148
Total Volume	10	285	6	0	301	16	261	0	0	277	1	62	15	0	78	4	23	14	0	41	697
% App. Total		94.7					94.2					79.5	19.2				56.1	34.1			
PHF	.500	.858	.750	.000	.846	.571	.946	.000	.000	.911	.250	.738	.750	.000	.848	.333	.719	.875	.000	.854	.908



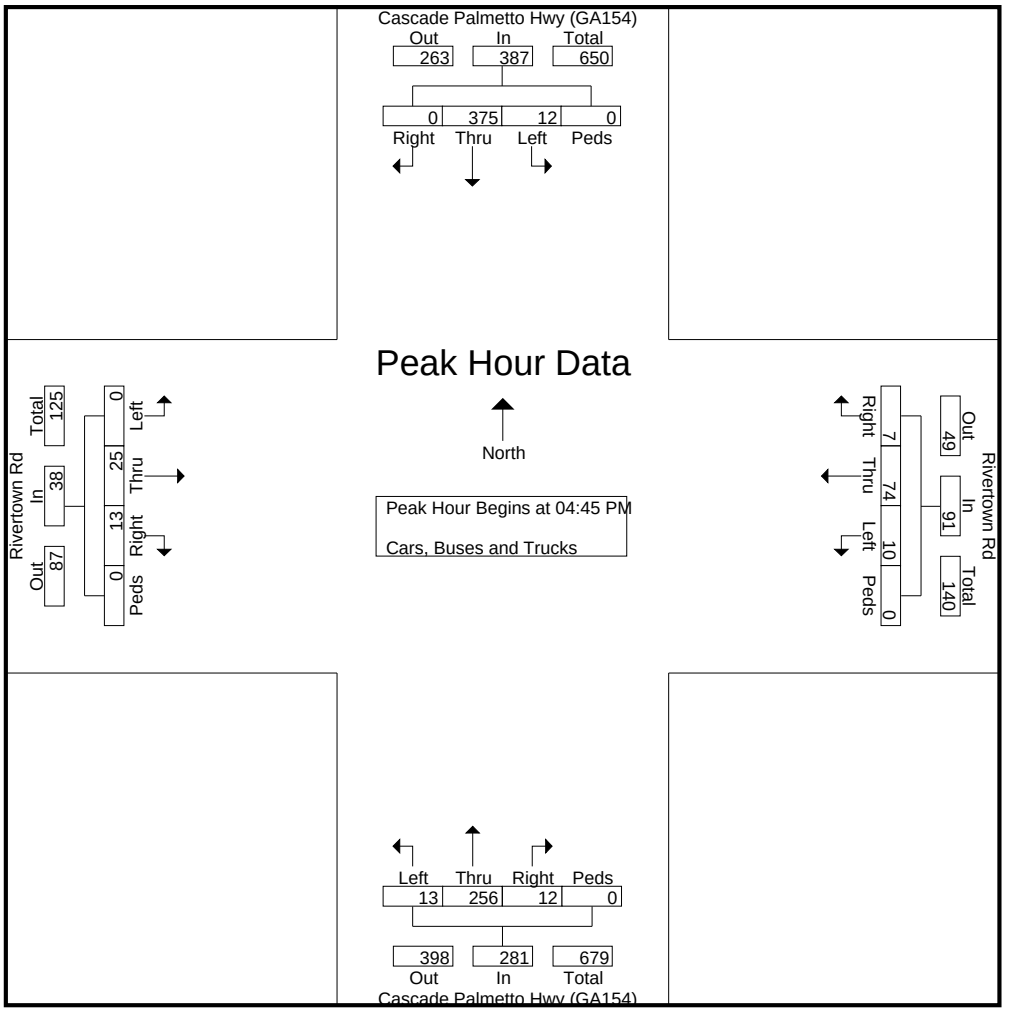
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
Rivertown Rd, Fairburn, GA
7-9 AM | 4-6 PM

File Name : 44500002
Site Code : 44500002
Start Date : 1/26/2021
Page No : 3

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					Rivertown Rd Eastbound					Rivertown Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	59	2	0	63	**5**	83	0	0	88	0	5	3	0	8	**3**	14	**3**	0	20	179
05:00 PM	3	64	3	0	70	2	97	0	0	99	0	7	3	0	10	3	21	0	0	24	203
05:15 PM	**5**	**68**	**6**	0	**79**	2	92	0	0	94	0	**8**	3	0	**11**	2	**27**	1	0	**30**	**214**
05:30 PM	3	65	1	0	69	3	**103**	0	0	**106**	0	5	**4**	0	9	2	12	3	0	17	201
Total Volume	13	256	12	0	281	12	375	0	0	387	0	25	13	0	38	10	74	7	0	91	797
% App. Total		91.1					96.9					65.8	34.2				81.3				
PHF	.650	.941	.500	.000	.889	.600	.910	.000	.000	.913	.000	.781	.813	.000	.864	.833	.685	.583	.000	.758	.931



Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
Wilkerson Mill Rd, Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500003
Site Code : 44500003
Start Date : 1/26/2021
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					Wilkerson Mill Rd Eastbound					Wilkerson Mill Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	2	61	0	0	63	4	48	0	0	52	1	6	3	0	10	1	1	1	0	3	128
07:15 AM	5	88	1	0	94	5	66	0	0	71	2	14	3	0	19	1	2	3	0	6	190
07:30 AM	5	93	0	0	98	8	55	0	0	63	0	13	9	0	22	0	0	1	0	1	184
07:45 AM	0	63	0	0	63	11	64	1	0	76	2	7	5	0	14	0	4	6	0	10	163
Total	12	305	1	0	318	28	233	1	0	262	5	40	20	0	65	2	7	11	0	20	665
08:00 AM	2	54	1	0	57	2	66	1	0	69	3	5	2	0	10	0	3	2	0	5	141
08:15 AM	5	56	3	0	64	7	50	0	0	57	3	5	3	0	11	0	3	5	0	8	140
08:30 AM	1	44	2	0	47	3	50	0	0	53	1	3	5	0	9	0	1	2	0	3	112
08:45 AM	1	52	0	0	53	0	35	0	0	35	0	2	2	0	4	0	5	0	0	5	97
Total	9	206	6	0	221	12	201	1	0	214	7	15	12	0	34	0	12	9	0	21	490
*** BREAK ***																					
04:00 PM	5	52	0	0	57	9	73	0	0	82	2	4	4	0	10	0	10	5	0	15	164
04:15 PM	7	55	3	0	65	4	89	3	0	96	1	4	6	0	11	1	11	6	0	18	190
04:30 PM	9	67	2	0	78	5	79	3	0	87	0	5	6	0	11	1	12	13	0	26	202
04:45 PM	10	57	0	0	67	6	89	0	0	95	1	6	6	0	13	1	11	8	0	20	195
Total	31	231	5	0	267	24	330	6	0	360	4	19	22	0	45	3	44	32	0	79	751
05:00 PM	10	52	2	0	64	3	91	3	0	97	3	4	5	0	12	2	12	10	0	24	197
05:15 PM	7	64	2	0	73	7	87	3	0	97	0	7	5	0	12	0	10	8	0	18	200
05:30 PM	8	68	0	0	76	4	108	2	0	114	1	5	2	0	8	0	9	5	0	14	212
05:45 PM	15	62	0	0	77	3	68	2	0	73	0	4	4	0	8	0	7	4	0	11	169
Total	40	246	4	0	290	17	354	10	0	381	4	20	16	0	40	2	38	27	0	67	778
Grand Total	92	988	16	0	1096	81	1118	18	0	1217	20	94	70	0	184	7	101	79	0	187	2684
Apprch %	8.4	90.1	1.5	0		6.7	91.9	1.5	0		10.9	51.1	38	0		3.7	54	42.2	0		
Total %	3.4	36.8	0.6	0	40.8	3	41.7	0.7	0	45.3	0.7	3.5	2.6	0	6.9	0.3	3.8	2.9	0	7	

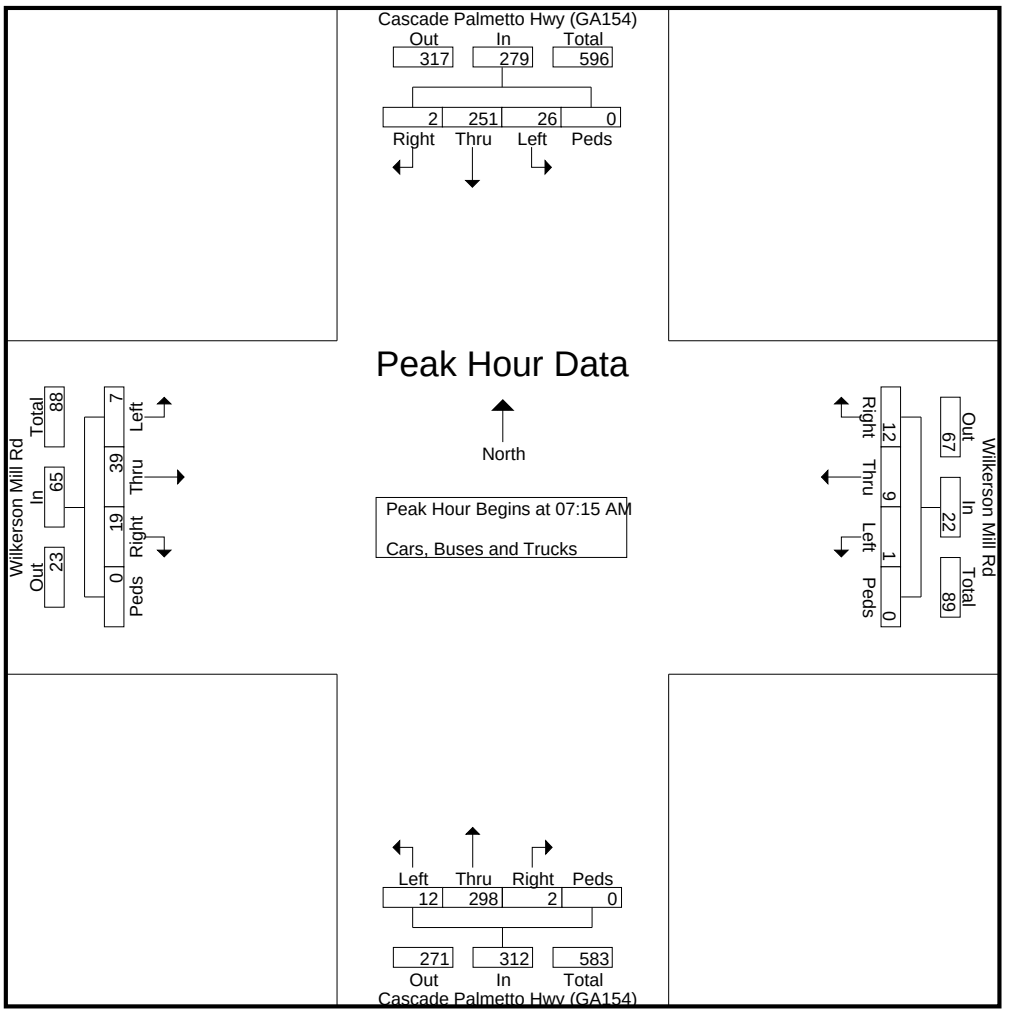
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
Wilkerson Mill Rd, Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500003
Site Code : 44500003
Start Date : 1/26/2021
Page No : 2

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					Wilkerson Mill Rd Eastbound					Wilkerson Mill Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**5**	88	**1**	0	94	5	**66**	0	0	71	2	**14**	3	0	19	**1**	2	3	0	6	**190**
07:30 AM	5	**93**	0	0	**98**	8	55	0	0	63	0	13	**9**	0	**22**	0	0	1	0	1	184
07:45 AM	0	63	0	0	63	**11**	64	**1**	0	**76**	2	7	5	0	14	0	**4**	**6**	0	**10**	163
08:00 AM	2	54	1	0	57	2	66	1	0	69	**3**	5	2	0	10	0	3	2	0	5	141
Total Volume	12	298	2	0	312	26	251	2	0	279	7	39	19	0	65	1	9	12	0	22	678
% App. Total		95.5									10.8		29.2				40.9	54.5			
PHF	.600	.801	.500	.000	.796	.591	.951	.500	.000	.918	.583	.696	.528	.000	.739	.250	.563	.500	.000	.550	.892



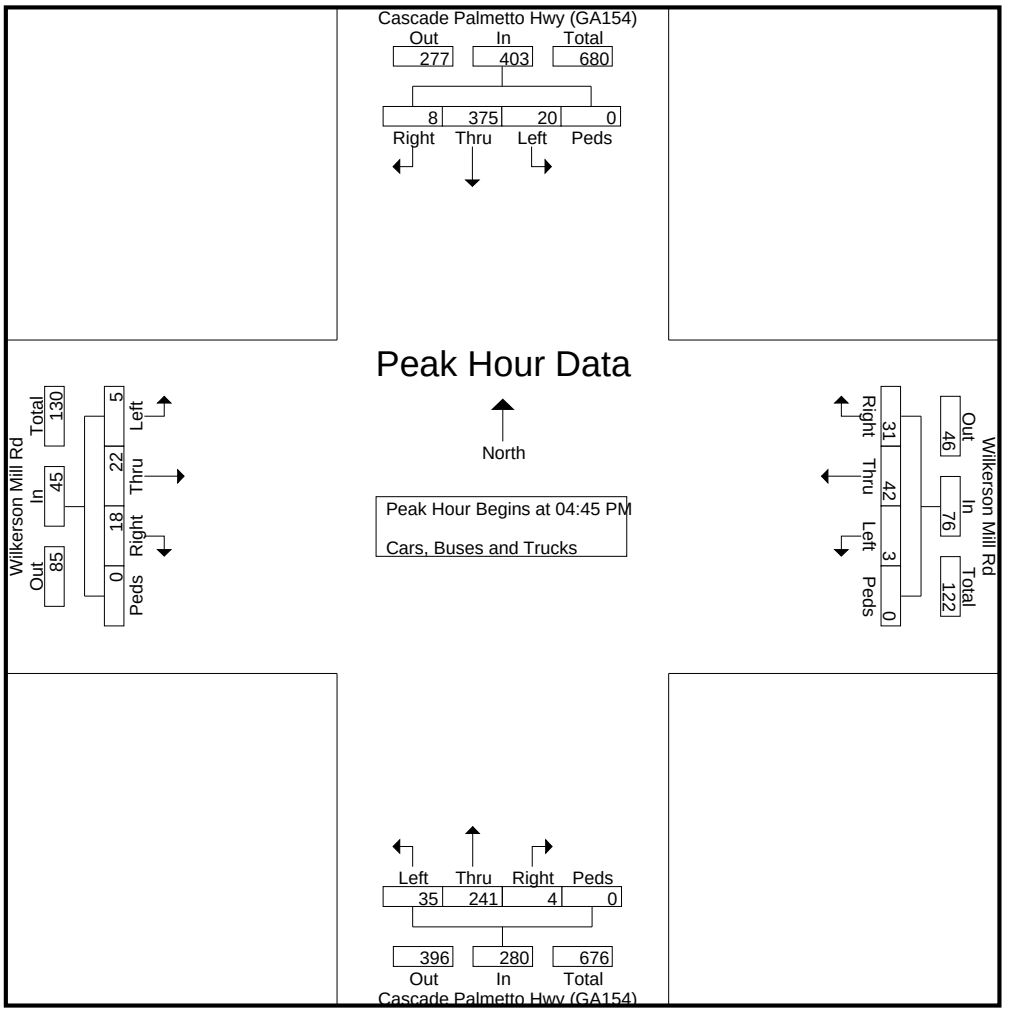
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
Wilkerson Mill Rd, Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500003
Site Code : 44500003
Start Date : 1/26/2021
Page No : 3

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					Wilkerson Mill Rd Eastbound					Wilkerson Mill Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**10**	57	0	0	67	6	89	0	0	95	1	6	**6**	0	**13**	1	11	8	0	20	195
05:00 PM	10	52	**2**	0	64	3	91	**3**	0	97	**3**	4	5	0	12	**2**	**12**	**10**	0	**24**	197
05:15 PM	7	64	2	0	73	**7**	87	3	0	97	0	**7**	5	0	12	0	10	8	0	18	200
05:30 PM	8	**68**	0	0	**76**	4	**108**	2	0	**114**	1	5	2	0	8	0	9	5	0	14	**212**
Total Volume	35	241	4	0	280	20	375	8	0	403	5	22	18	0	45	3	42	31	0	76	804
% App. Total	12.5	86.1					93.1				11.1	48.9					55.3	40.8			
PHF	.875	.886	.500	.000	.921	.714	.868	.667	.000	.884	.417	.786	.750	.000	.865	.375	.875	.775	.000	.792	.948



Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
Ono Rd, Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500004
Site Code : 44500004
Start Date : 1/26/2021
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					Eastbound					Ono Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	74	0	0	74	0	52	0	0	52	0	0	0	0	0	0	0	0	0	0	126
07:15 AM	0	86	0	0	86	0	66	0	0	66	0	0	0	0	0	0	0	0	0	0	152
07:30 AM	0	89	0	0	89	0	58	0	0	58	0	0	0	0	0	0	0	0	0	0	147
07:45 AM	0	68	0	0	68	0	70	0	0	70	0	0	0	0	0	0	0	0	0	0	138
Total	0	317	0	0	317	0	246	0	0	246	0	0	0	0	0	0	0	0	0	0	563
08:00 AM	0	62	0	0	62	0	68	0	0	68	0	0	0	0	0	0	0	0	0	0	130
08:15 AM	0	58	0	0	58	0	56	0	0	56	0	0	0	0	0	0	0	0	0	0	114
08:30 AM	0	55	1	0	56	0	50	0	0	50	0	0	0	0	0	1	0	0	0	1	107
08:45 AM	0	52	0	0	52	0	43	0	0	43	0	0	0	0	0	0	0	0	0	0	95
Total	0	227	1	0	228	0	217	0	0	217	0	0	0	0	0	1	0	0	0	1	446
*** BREAK ***																					
04:00 PM	0	64	0	0	64	1	78	0	0	79	0	0	0	0	0	1	0	0	0	1	144
04:15 PM	0	69	1	0	70	0	89	0	0	89	0	0	0	0	0	0	0	0	0	0	159
04:30 PM	0	74	0	0	74	0	99	0	0	99	0	0	0	0	0	0	0	0	0	0	173
04:45 PM	0	69	1	0	70	0	96	0	0	96	0	0	0	0	0	0	0	0	0	0	166
Total	0	276	2	0	278	1	362	0	0	363	0	0	0	0	0	1	0	0	0	1	642
05:00 PM	0	66	0	0	66	0	91	0	0	91	0	0	0	0	0	0	0	0	0	0	157
05:15 PM	0	77	0	0	77	0	97	0	0	97	0	0	0	0	0	1	0	0	0	1	175
05:30 PM	0	74	1	0	75	0	105	0	0	105	0	0	0	0	0	2	0	0	0	2	182
05:45 PM	0	68	1	0	69	0	74	0	0	74	0	0	0	0	0	0	0	0	0	0	143
Total	0	285	2	0	287	0	367	0	0	367	0	0	0	0	0	3	0	0	0	3	657
Grand Total	0	1105	5	0	1110	1	1192	0	0	1193	0	0	0	0	0	5	0	0	0	5	2308
Apprch %	0	99.5	0.5	0		0.1	99.9	0	0		0	0	0	0		100	0	0	0		
Total %	0	47.9	0.2	0	48.1	0	51.6	0	0	51.7	0	0	0	0	0	0.2	0	0	0	0.2	

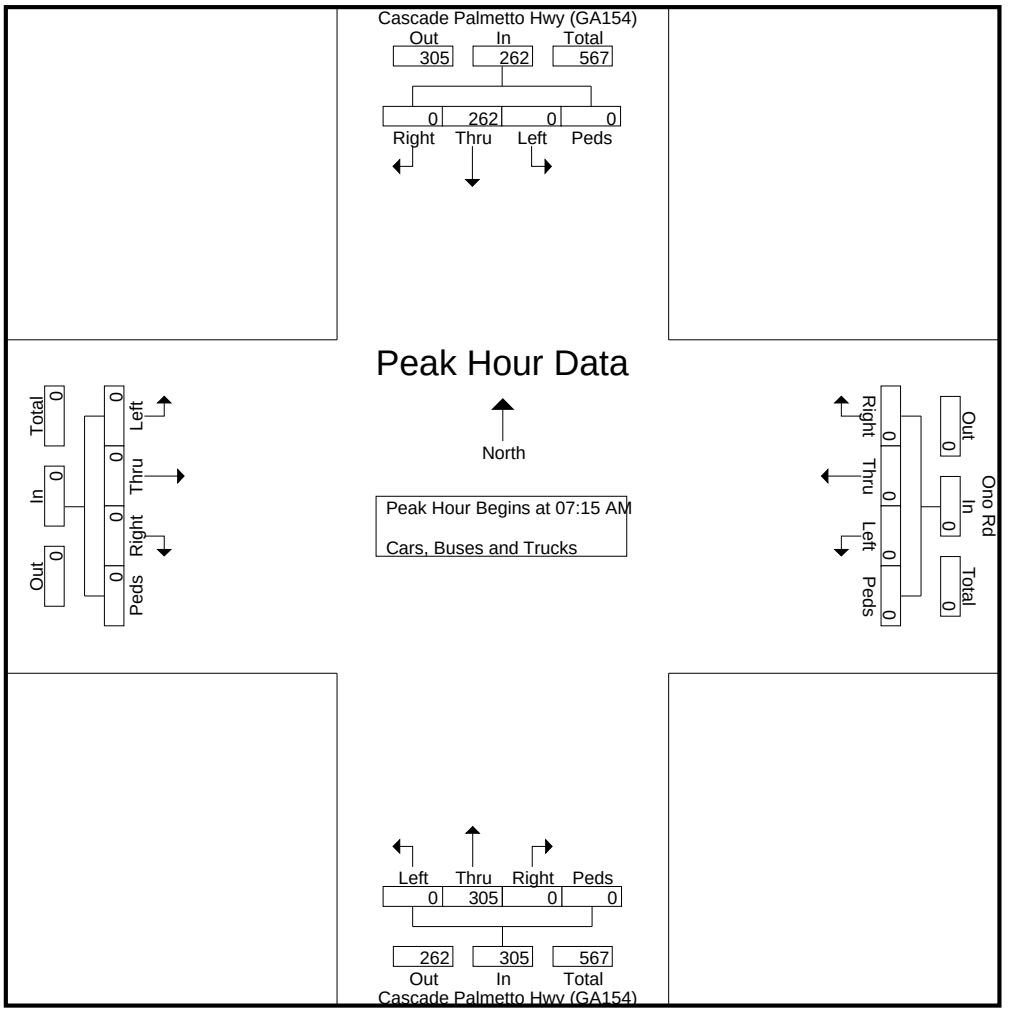
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
Ono Rd, Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500004
Site Code : 44500004
Start Date : 1/26/2021
Page No : 2

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					Eastbound					Ono Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	86	0	0	86	0	66	0	0	66	0	0	0	0	0	0	0	0	0	0	**152**
07:30 AM	0	**89**	0	0	**89**	0	58	0	0	58	0	0	0	0	0	0	0	0	0	0	147
07:45 AM	0	68	0	0	68	0	**70**	0	0	**70**	0	0	0	0	0	0	0	0	0	0	138
08:00 AM	0	62	0	0	62	0	68	0	0	68	0	0	0	0	0	0	0	0	0	0	130
Total Volume	0	305	0	0	305	0	262	0	0	262	0	0	0	0	0	0	0	0	0	0	567
% App. Total																					
PHF	.000	.857	.000	.000	.857	.000	.936	.000	.000	.936	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.933



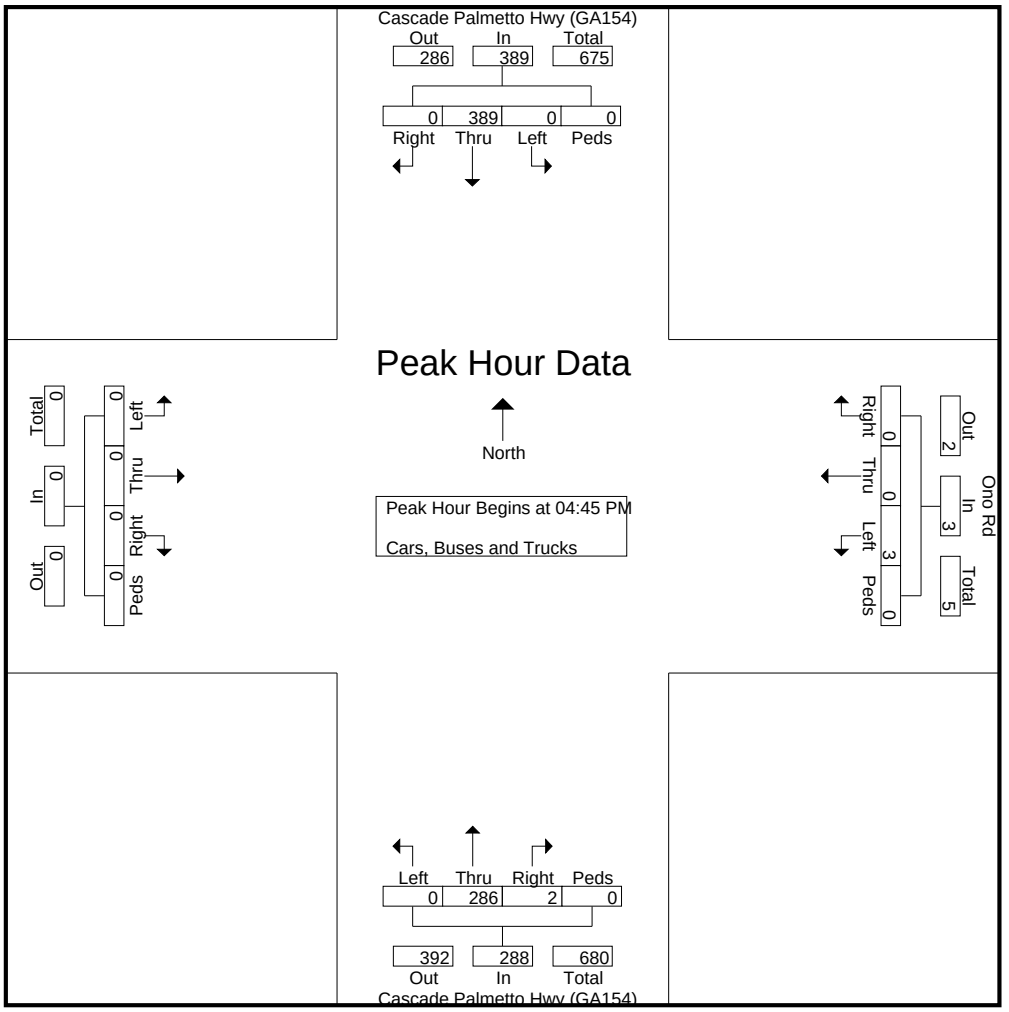
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
Ono Rd, Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500004
Site Code : 44500004
Start Date : 1/26/2021
Page No : 3

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					Eastbound					Ono Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	69	**1**	0	70	0	96	0	0	96	0	0	0	0	0	0	0	0	0	0	166
05:00 PM	0	66	0	0	66	0	91	0	0	91	0	0	0	0	0	0	0	0	0	0	157
05:15 PM	0	**77**	0	0	**77**	0	97	0	0	97	0	0	0	0	0	1	0	0	0	1	175
05:30 PM	0	74	1	0	75	0	**105**	0	0	**105**	0	0	0	0	0	**2**	0	0	0	**2**	**182**
Total Volume	0	286	2	0	288	0	389	0	0	389	0	0	0	0	0	3	0	0	0	3	680
% App. Total		99.3																			
PHF	.000	.929	.500	.000	.935	.000	.926	.000	.000	.926	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.934



Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
Carlton Rd, Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500005
Site Code : 44500005
Start Date : 1/26/2021
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					Carlton Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	27	66	0	0	93	0	42	7	0	49	2	0	25	0	27	0	0	0	0	0	169
07:15 AM	15	80	0	0	95	0	61	10	0	71	8	0	39	0	47	0	0	0	0	0	213
07:30 AM	18	86	0	0	104	0	59	6	0	65	7	0	32	0	39	0	0	0	0	0	208
07:45 AM	19	61	0	0	80	0	65	3	0	68	5	0	31	0	36	0	0	0	0	0	184
Total	79	293	0	0	372	0	227	26	0	253	22	0	127	0	149	0	0	0	0	0	774
08:00 AM	18	52	0	0	70	0	65	2	0	67	8	0	22	0	30	0	0	0	0	0	167
08:15 AM	14	63	0	0	77	0	53	4	0	57	6	0	31	0	37	0	0	0	0	0	171
08:30 AM	21	57	0	0	78	0	68	0	0	68	1	0	22	0	23	0	0	0	0	0	169
08:45 AM	14	54	0	0	68	0	35	3	0	38	1	0	19	0	20	0	0	0	0	0	126
Total	67	226	0	0	293	0	221	9	0	230	16	0	94	0	110	0	0	0	0	0	633
*** BREAK ***																					
04:00 PM	41	63	0	0	104	0	78	4	0	82	6	0	22	0	28	0	0	0	0	0	214
04:15 PM	38	66	0	0	104	0	91	5	0	96	8	0	40	0	48	0	0	0	0	0	248
04:30 PM	41	70	0	0	111	0	95	6	0	101	8	0	34	0	42	0	0	0	0	0	254
04:45 PM	38	65	0	0	103	0	88	7	0	95	4	0	29	0	33	0	0	0	0	0	231
Total	158	264	0	0	422	0	352	22	0	374	26	0	125	0	151	0	0	0	0	0	947
05:00 PM	35	55	0	0	90	0	80	4	0	84	8	0	34	0	42	0	0	0	0	0	216
05:15 PM	41	70	0	0	111	0	91	5	0	96	8	0	26	0	34	0	0	0	0	0	241
05:30 PM	38	68	0	0	106	0	108	7	0	115	11	0	27	0	38	0	0	0	0	0	259
05:45 PM	40	75	0	0	115	0	63	1	0	64	9	0	25	0	34	0	0	0	0	0	213
Total	154	268	0	0	422	0	342	17	0	359	36	0	112	0	148	0	0	0	0	0	929
Grand Total	458	1051	0	0	1509	0	1142	74	0	1216	100	0	458	0	558	0	0	0	0	0	3283
Apprch %	30.4	69.6	0	0		0	93.9	6.1	0		17.9	0	82.1	0		0	0	0	0		
Total %	14	32	0	0	46	0	34.8	2.3	0	37	3	0	14	0	17	0	0	0	0	0	

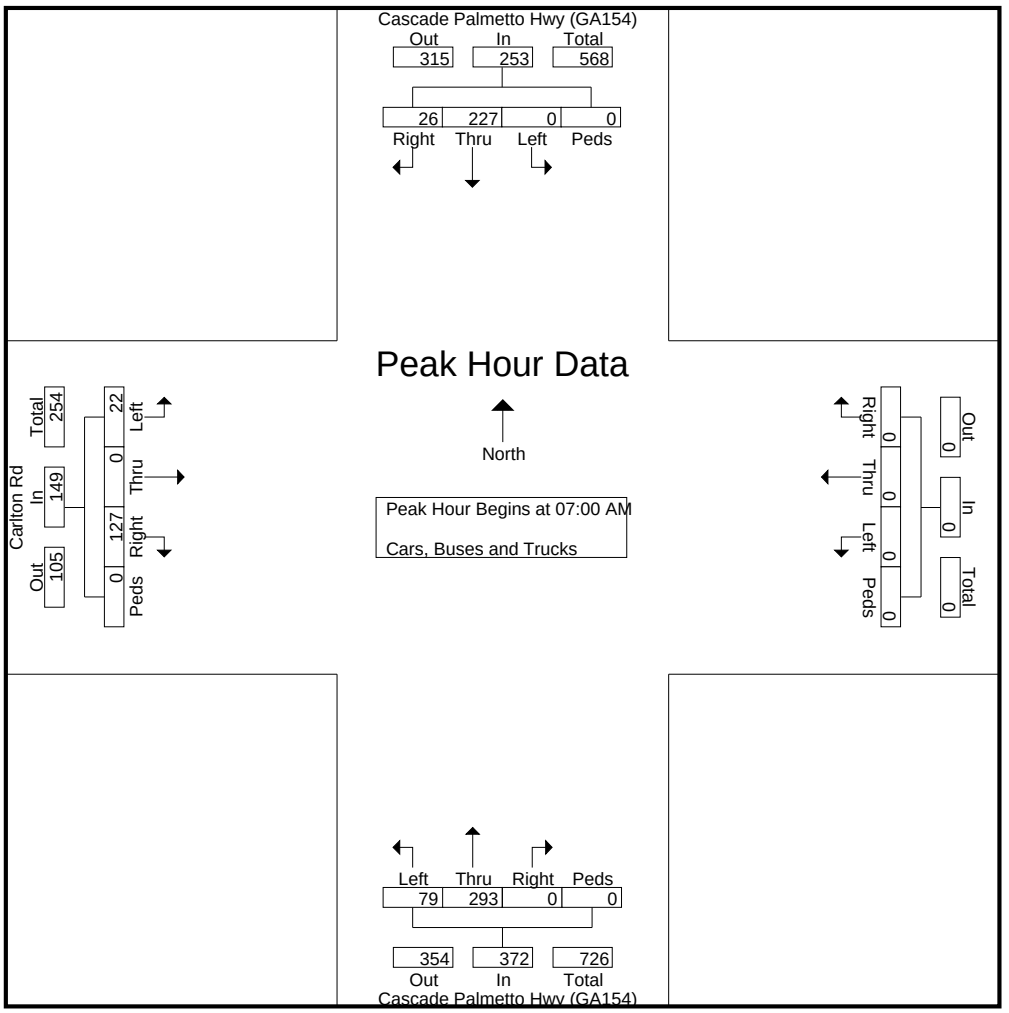
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
Carlton Rd, Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500005
Site Code : 44500005
Start Date : 1/26/2021
Page No : 2

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					Carlton Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**27**	66	0	0	93	0	42	7	0	49	2	0	25	0	27	0	0	0	0	0	169
07:15 AM	15	80	0	0	95	0	61	**10**	0	**71**	**8**	0	**39**	0	**47**	0	0	0	0	0	**213**
07:30 AM	18	**86**	0	0	**104**	0	59	6	0	65	7	0	32	0	39	0	0	0	0	0	208
07:45 AM	19	61	0	0	80	0	**65**	3	0	68	5	0	31	0	36	0	0	0	0	0	184
Total Volume	79	293	0	0	372	0	227	26	0	253	22	0	127	0	149	0	0	0	0	0	774
% App. Total	21.2	78.8					89.7	10.3			14.8		85.2								
PHF	.731	.852	.000	.000	.894	.000	.873	.650	.000	.891	.688	.000	.814	.000	.793	.000	.000	.000	.000	.000	.908



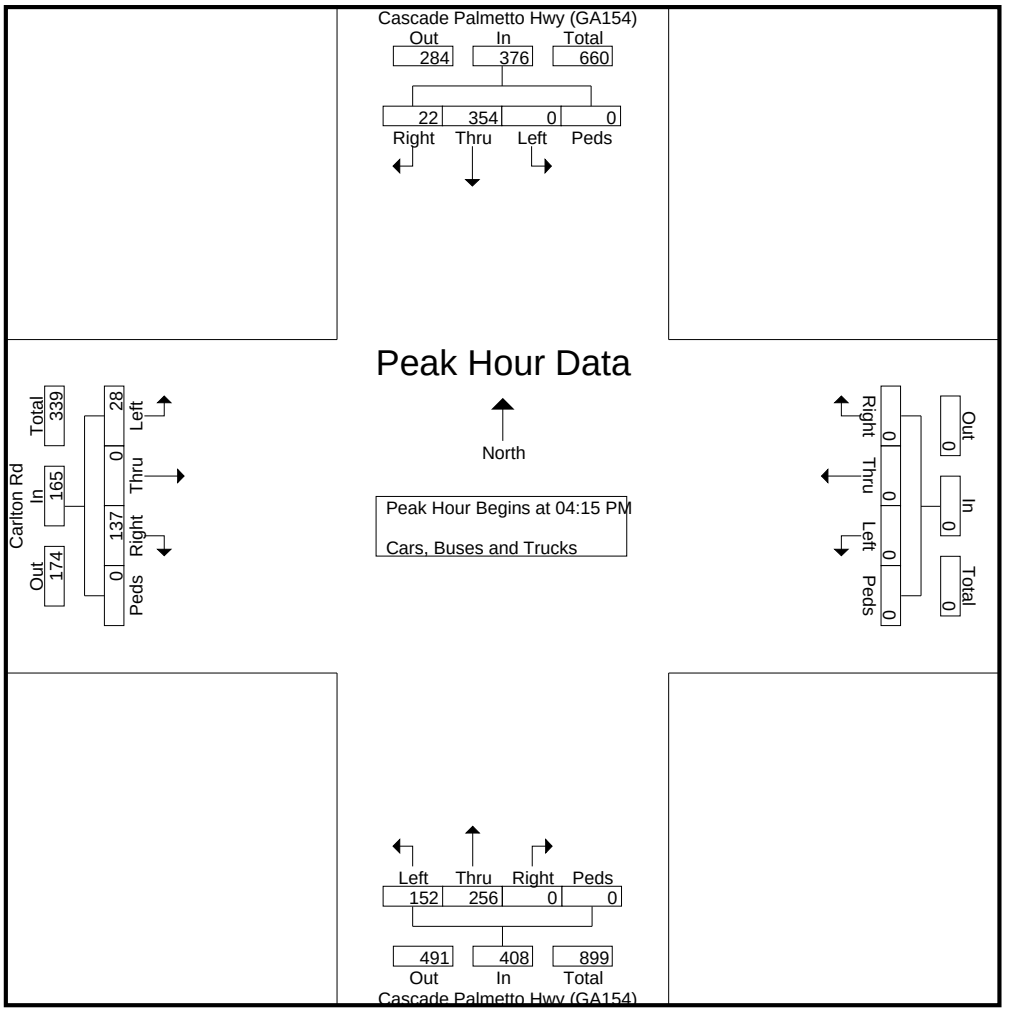
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
Carlton Rd, Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500005
Site Code : 44500005
Start Date : 1/26/2021
Page No : 3

	Cascade Palmetto Hwy (GA154) Northbound					Cascade Palmetto Hwy (GA154) Southbound					Carlton Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	38	66	0	0	104	0	91	5	0	96	**8**	0	**40**	0	**48**	0	0	0	0	0	248
04:30 PM	**41**	**70**	0	0	**111**	0	**95**	6	0	**101**	8	0	34	0	42	0	0	0	0	0	**254**
04:45 PM	38	65	0	0	103	0	88	**7**	0	95	4	0	29	0	33	0	0	0	0	0	231
05:00 PM	35	55	0	0	90	0	80	4	0	84	8	0	34	0	42	0	0	0	0	0	216
Total Volume	152	256	0	0	408	0	354	22	0	376	28	0	137	0	165	0	0	0	0	0	949
% App. Total	37.3	62.7					94.1														
PHF	.927	.914	.000	.000	.919	.000	.932	.786	.000	.931	.875	.000	.856	.000	.859	.000	.000	.000	.000	.000	.934



Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
US29/SR14, Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500006
Site Code : 44500006
Start Date : 1/26/2021
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Ramah Dr Northbound					Cascade Palmetto Hwy (GA154) Southbound					US29/SR14 Eastbound					US29/SR14 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	38	0	23	0	61	39	47	0	0	86	0	18	46	0	64	211
07:15 AM	0	0	0	0	0	62	0	37	0	99	44	59	0	0	103	0	23	52	0	75	277
07:30 AM	0	0	0	0	0	73	0	24	0	97	49	71	0	0	120	0	28	42	0	70	287
07:45 AM	0	0	0	0	0	56	0	48	0	104	43	56	0	0	99	0	35	39	0	74	277
Total	0	0	0	0	0	229	0	132	0	361	175	233	0	0	408	0	104	179	0	283	1052
08:00 AM	0	0	0	0	0	54	0	28	0	82	39	40	0	0	79	0	44	31	0	75	236
08:15 AM	0	0	0	0	0	55	1	25	0	81	35	43	0	0	78	0	37	35	0	72	231
08:30 AM	0	0	1	0	1	62	0	28	0	90	37	42	1	0	80	0	26	33	0	59	230
08:45 AM	0	0	2	0	2	32	0	24	0	56	32	34	0	0	66	2	40	36	0	78	202
Total	0	0	3	0	3	203	1	105	0	309	143	159	1	0	303	2	147	135	0	284	899
*** BREAK ***																					
04:00 PM	0	0	0	0	0	56	0	48	0	104	34	54	0	0	88	0	89	56	0	145	337
04:15 PM	0	0	0	0	0	62	0	69	0	131	38	43	0	0	81	0	70	58	0	128	340
04:30 PM	0	0	1	0	1	59	0	60	0	119	40	44	0	0	84	1	88	72	0	161	365
04:45 PM	1	0	0	0	1	53	0	61	0	114	44	38	0	0	82	1	59	60	0	120	317
Total	1	0	1	0	2	230	0	238	0	468	156	179	0	0	335	2	306	246	0	554	1359
05:00 PM	0	1	0	0	1	62	0	53	0	115	43	54	0	0	97	0	86	51	0	137	350
05:15 PM	0	0	0	0	0	66	0	60	0	126	49	56	1	0	106	0	79	57	0	136	368
05:30 PM	0	0	0	0	0	43	0	79	0	122	43	52	0	0	95	0	86	56	0	142	359
05:45 PM	0	0	0	0	0	42	0	47	0	89	57	38	0	0	95	0	60	49	0	109	293
Total	0	1	0	0	1	213	0	239	0	452	192	200	1	0	393	0	311	213	0	524	1370
Grand Total	1	1	4	0	6	875	1	714	0	1590	666	771	2	0	1439	4	868	773	0	1645	4680
Apprch %	16.7	16.7	66.7	0		55	0.1	44.9	0		46.3	53.6	0.1	0		0.2	52.8	47	0		
Total %	0	0	0.1	0	0.1	18.7	0	15.3	0	34	14.2	16.5	0	0	30.7	0.1	18.5	16.5	0	35.1	

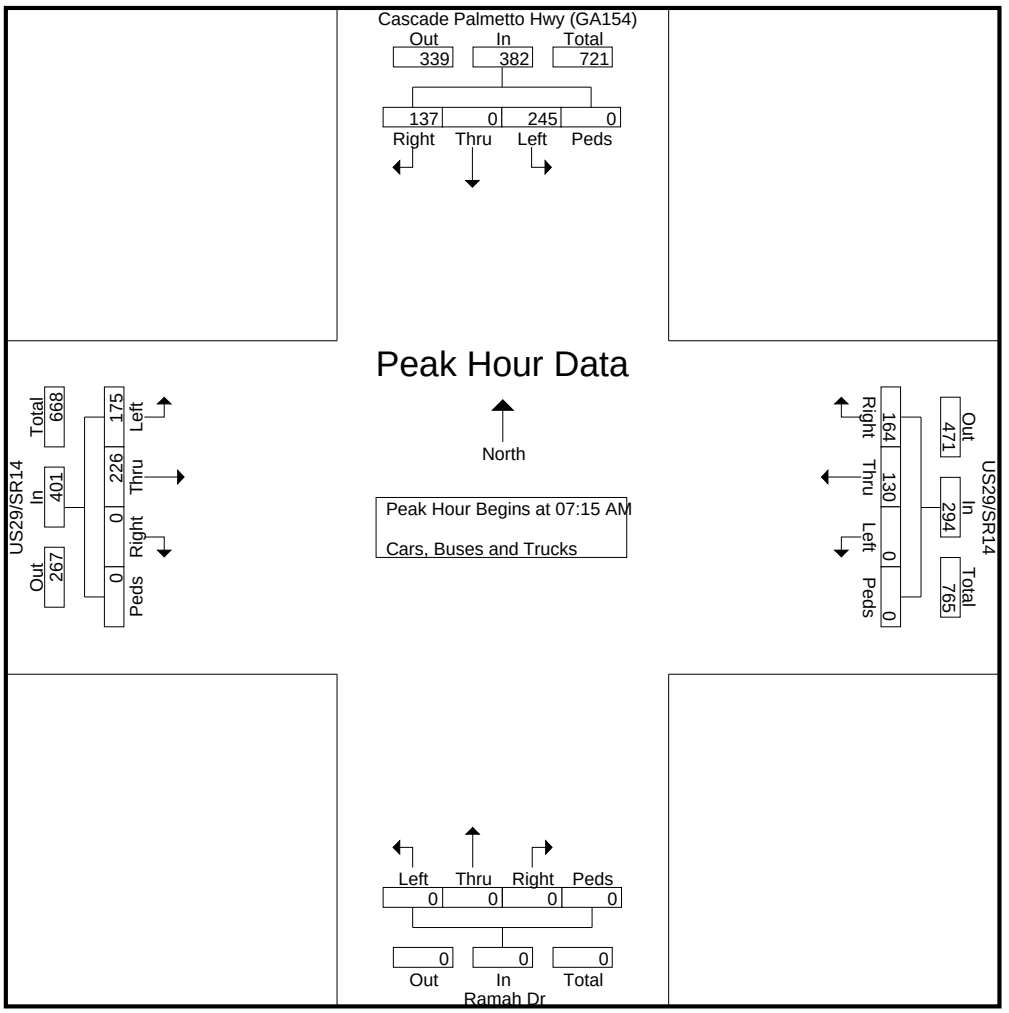
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
US29/SR14, Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500006
Site Code : 44500006
Start Date : 1/26/2021
Page No : 2

	Ramah Dr Northbound					Cascade Palmetto Hwy (GA154) Southbound					US29/SR14 Eastbound					US29/SR14 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	62	0	37	0	99	44	59	0	0	103	0	23	**52**	0	**75**	277
07:30 AM	0	0	0	0	0	**73**	0	24	0	97	**49**	**71**	0	0	**120**	0	28	42	0	70	**287**
07:45 AM	0	0	0	0	0	56	0	**48**	0	**104**	43	56	0	0	99	0	35	39	0	74	277
08:00 AM	0	0	0	0	0	54	0	28	0	82	39	40	0	0	79	0	**44**	31	0	75	236
Total Volume	0	0	0	0	0	245	0	137	0	382	175	226	0	0	401	0	130	164	0	294	1077
% App. Total						64.1		35.9			43.6	56.4					44.2	55.8			
PHF	.000	.000	.000	.000	.000	.839	.000	.714	.000	.918	.893	.796	.000	.000	.835	.000	.739	.788	.000	.980	.938



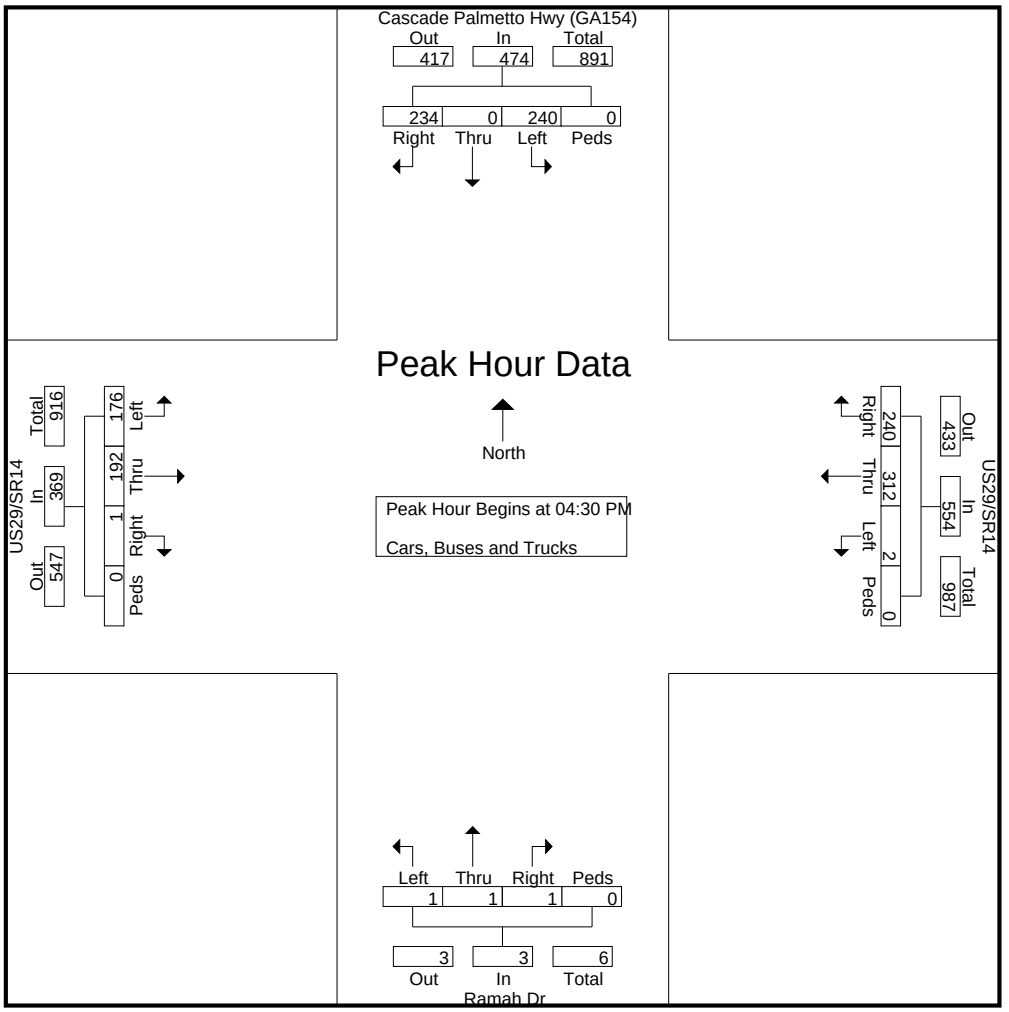
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Cascade Palmetto Hwy (GA154) @
US29/SR14, Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500006
Site Code : 44500006
Start Date : 1/26/2021
Page No : 3

	Ramah Dr Northbound					Cascade Palmetto Hwy (GA154) Southbound					US29/SR14 Eastbound					US29/SR14 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	**1**	0	**1**	59	0	60	0	119	40	44	0	0	84	**1**	**88**	**72**	0	**161**	365
04:45 PM	**1**	0	0	0	1	53	0	**61**	0	114	44	38	0	0	82	1	59	60	0	120	317
05:00 PM	0	**1**	0	0	1	62	0	53	0	115	43	54	0	0	97	0	86	51	0	137	350
05:15 PM	0	0	0	0	0	**66**	0	60	0	**126**	**49**	**56**	**1**	0	**106**	0	79	57	0	136	**368**
Total Volume	1	1	1	0	3	240	0	234	0	474	176	192	1	0	369	2	312	240	0	554	1400
% App. Total	33.3	33.3	33.3			50.6		49.4			47.7						56.3	43.3			
PHF	.250	.250	.250	.000	.750	.909	.000	.959	.000	.940	.898	.857	.250	.000	.870	.500	.886	.833	.000	.860	.951



Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Wilkerson Mill Rd @ Ono Rd
Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500007
Site Code : 44500007
Start Date : 1/26/2021
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Ono Rd Northbound					Ono Rd Southbound					Wilkerson Mill Rd Eastbound					Wilkerson Mill Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	0	1	13	0	0	14	1	4	1	0	6	21
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	19	0	0	19	0	5	0	0	5	25
07:30 AM	0	0	0	0	0	1	0	0	0	1	2	19	0	0	21	0	1	0	0	1	23
07:45 AM	0	0	0	0	0	1	0	2	0	3	0	18	0	0	18	0	10	1	0	11	32
Total	0	0	1	0	1	3	0	2	0	5	3	69	0	0	72	1	20	2	0	23	101
08:00 AM	0	0	0	0	0	1	0	0	0	1	1	7	0	0	8	0	6	0	0	6	15
08:15 AM	0	0	0	0	0	1	0	0	0	1	2	10	0	0	12	0	7	0	0	7	20
08:30 AM	0	0	0	0	0	1	0	1	0	2	1	9	0	0	10	0	4	0	0	4	16
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	4	1	0	5	12
Total	0	0	0	0	0	3	0	2	0	5	4	32	0	0	36	0	21	1	0	22	63
*** BREAK ***																					
04:00 PM	0	1	0	0	1	5	0	1	0	6	0	13	0	0	13	0	17	2	0	19	39
04:15 PM	0	1	0	0	1	2	0	2	0	4	1	7	0	0	8	0	14	2	0	16	29
04:30 PM	0	0	0	0	0	1	0	2	0	3	3	9	0	0	12	0	23	2	0	25	40
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	14	0	0	14	0	20	2	0	22	37
Total	1	2	0	0	3	8	0	5	0	13	4	43	0	0	47	0	74	8	0	82	145
05:00 PM	0	0	0	0	0	1	0	1	0	2	1	9	0	0	10	0	27	0	0	27	39
05:15 PM	0	1	1	0	2	0	1	0	0	1	0	15	0	0	15	0	16	2	0	18	36
05:30 PM	0	0	1	0	1	2	1	0	0	3	1	8	0	0	9	0	17	1	0	18	31
05:45 PM	0	0	0	0	0	1	0	1	0	2	0	6	0	0	6	0	7	1	0	8	16
Total	0	1	2	0	3	4	2	2	0	8	2	38	0	0	40	0	67	4	0	71	122
Grand Total	1	3	3	0	7	18	2	11	0	31	13	182	0	0	195	1	182	15	0	198	431
Apprch %	14.3	42.9	42.9	0		58.1	6.5	35.5	0		6.7	93.3	0	0		0.5	91.9	7.6	0		
Total %	0.2	0.7	0.7	0	1.6	4.2	0.5	2.6	0	7.2	3	42.2	0	0	45.2	0.2	42.2	3.5	0	45.9	

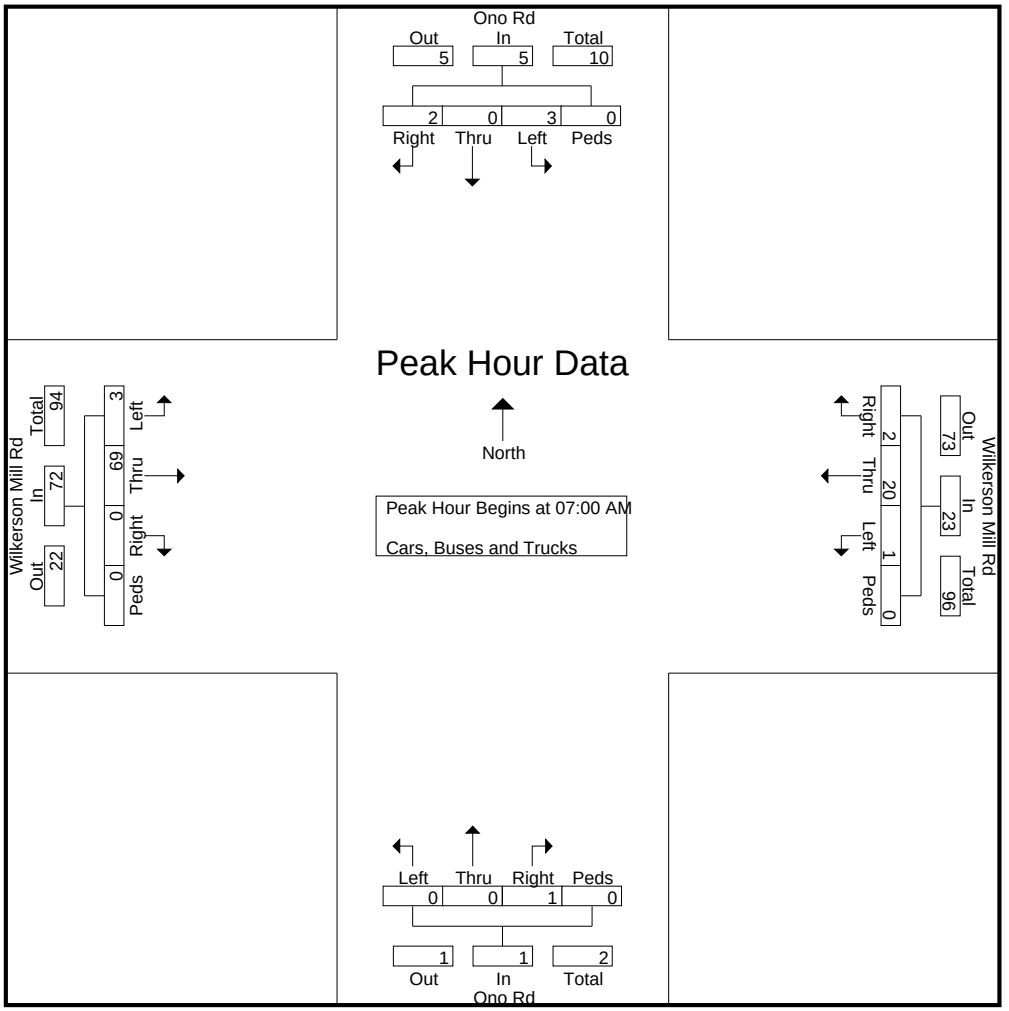
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Wilkerson Mill Rd @ Ono Rd
Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500007
Site Code : 44500007
Start Date : 1/26/2021
Page No : 2

	Ono Rd Northbound					Ono Rd Southbound					Wilkerson Mill Rd Eastbound					Wilkerson Mill Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	**1**	0	**1**	0	0	0	0	0	1	13	0	0	14	**1**	4	**1**	0	6	21
07:15 AM	0	0	0	0	0	**1**	0	0	0	1	0	**19**	0	0	19	0	5	0	0	5	25
07:30 AM	0	0	0	0	0	1	0	0	0	1	**2**	19	0	0	**21**	0	1	0	0	1	23
07:45 AM	0	0	0	0	0	1	0	**2**	0	**3**	0	18	0	0	18	0	**10**	1	0	**11**	**32**
Total Volume	0	0	1	0	1	3	0	2	0	5	3	69	0	0	72	1	20	2	0	23	101
% App. Total												95.8									
PHF	.000	.000	.250	.000	.250	.750	.000	.250	.000	.417	.375	.908	.000	.000	.857	.250	.500	.500	.000	.523	.789



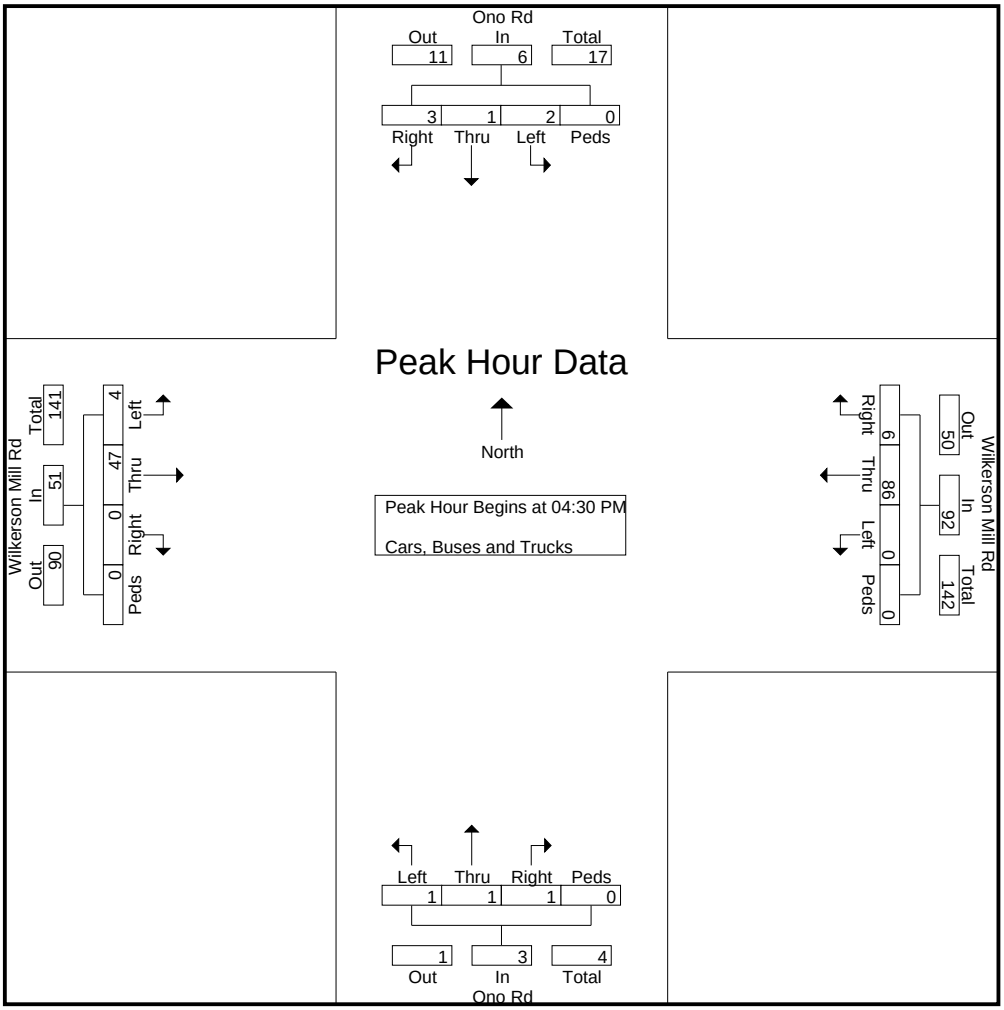
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Wilkerson Mill Rd @ Ono Rd
Palmetto, GA
7-9 AM | 4-6 PM

File Name : 44500007
Site Code : 44500007
Start Date : 1/26/2021
Page No : 3

	Ono Rd Northbound					Ono Rd Southbound					Wilkerson Mill Rd Eastbound					Wilkerson Mill Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	**1**	0	**2**	0	**3**	**3**	9	0	0	12	0	23	**2**	0	25	**40**
04:45 PM	**1**	0	0	0	1	0	0	0	0	0	0	14	0	0	14	0	20	2	0	22	37
05:00 PM	0	0	0	0	0	1	0	1	0	2	1	9	0	0	10	0	**27**	0	0	**27**	39
05:15 PM	0	**1**	**1**	0	**2**	0	**1**	0	0	1	0	**15**	0	0	**15**	0	16	2	0	18	36
Total Volume	1	1	1	0	3	2	1	3	0	6	4	47	0	0	51	0	86	6	0	92	152
% App. Total	33.3	33.3	33.3			33.3	16.7					92.2					93.5				
PHF	.250	.250	.250	.000	.375	.500	.250	.375	.000	.500	.333	.783	.000	.000	.850	.000	.796	.750	.000	.852	.950



Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Wilkerson Mill Rd @ US29/SR14
Palmetto, GA
7am - 7pm

File Name : 44500008
Site Code : 44500008
Start Date : 1/26/2021
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Tatum Rd Northbound					Wilkerson Mill Rd Southbound					US29/SR14 Eastbound					US29/SR14 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	1	0	4	0	5	10	4	2	0	16	1	78	4	0	83	18	34	4	0	56	160
07:15 AM	0	2	8	0	10	8	6	3	0	17	0	79	6	0	85	28	37	1	0	66	178
07:30 AM	3	4	9	0	16	11	11	2	0	24	3	127	14	0	144	47	49	0	0	96	280
07:45 AM	7	4	19	0	30	10	12	2	0	24	1	107	17	0	125	53	49	5	0	107	286
Total	11	10	40	0	61	39	33	9	0	81	5	391	41	0	437	146	169	10	0	325	904
08:00 AM	2	3	9	0	14	5	3	1	0	9	2	80	5	0	87	16	58	5	0	79	189
08:15 AM	2	1	3	0	6	8	5	2	0	15	3	72	3	0	78	4	53	3	0	60	159
08:30 AM	3	1	0	0	4	7	3	1	0	11	3	62	0	0	65	6	44	1	0	51	131
08:45 AM	0	1	1	0	2	2	2	1	0	5	1	42	2	0	45	6	53	2	0	61	113
Total	7	6	13	0	26	22	13	5	0	40	9	256	10	0	275	32	208	11	0	251	592
09:00 AM	3	0	4	0	7	6	6	4	0	16	2	56	2	0	60	4	42	6	0	52	135
09:15 AM	1	1	2	0	4	3	0	3	0	6	0	44	3	0	47	0	37	2	0	39	96
09:30 AM	5	2	2	0	9	7	1	2	0	10	2	34	3	0	39	7	47	5	0	59	117
09:45 AM	10	2	2	0	14	2	5	4	0	11	2	47	11	0	60	7	57	7	0	71	156
Total	19	5	10	0	34	18	12	13	0	43	6	181	19	0	206	18	183	20	0	221	504
10:00 AM	6	2	6	0	14	8	3	2	0	13	3	68	10	0	81	7	59	2	0	68	176
10:15 AM	9	1	3	0	13	12	2	1	0	15	2	62	5	0	69	8	45	4	0	57	154
10:30 AM	5	2	8	0	15	5	3	4	0	12	1	43	4	0	48	6	31	5	0	42	117
10:45 AM	1	1	6	0	8	0	0	0	0	0	5	41	2	0	48	7	39	2	0	48	104
Total	21	6	23	0	50	25	8	7	0	40	11	214	21	0	246	28	174	13	0	215	551
11:00 AM	0	0	7	0	7	3	2	2	0	7	3	39	3	0	45	8	44	3	0	55	114
11:15 AM	15	3	13	0	31	6	2	3	0	11	2	48	7	0	57	1	51	4	0	56	155
11:30 AM	5	2	8	0	15	1	2	4	0	7	3	44	10	0	57	7	61	7	0	75	154
11:45 AM	2	1	6	0	9	4	2	3	0	9	0	67	6	0	73	7	70	8	0	85	176
Total	22	6	34	0	62	14	8	12	0	34	8	198	26	0	232	23	226	22	0	271	599
12:00 PM	3	0	5	0	8	2	2	5	0	9	2	59	3	0	64	7	77	6	0	90	171
12:15 PM	2	4	4	0	10	5	1	4	0	10	8	46	1	0	55	3	55	4	0	62	137
12:30 PM	2	1	6	0	9	7	1	5	0	13	2	67	6	0	75	7	60	3	0	70	167
12:45 PM	33	2	4	0	39	8	0	4	0	12	1	54	3	0	58	6	59	5	0	70	179
Total	40	7	19	0	66	22	4	18	0	44	13	226	13	0	252	23	251	18	0	292	654
01:00 PM	27	2	2	0	31	7	1	1	0	9	1	44	32	0	77	9	60	2	0	71	188
01:15 PM	6	3	7	0	16	0	3	1	0	4	5	57	23	0	85	5	52	6	0	63	168
01:30 PM	5	2	7	0	14	2	1	2	0	5	1	48	4	0	53	2	54	10	0	66	138
01:45 PM	3	4	6	0	13	3	2	3	0	8	2	45	10	0	57	2	51	3	0	56	134
Total	41	11	22	0	74	12	7	7	0	26	9	194	69	0	272	18	217	21	0	256	628
02:00 PM	2	1	4	0	7	3	0	1	0	4	1	49	3	0	53	6	51	7	0	64	128
02:15 PM	4	1	9	0	14	5	3	0	0	8	4	47	4	0	55	4	61	10	0	75	152
02:30 PM	4	4	9	0	17	6	3	1	0	10	0	59	5	0	64	8	79	7	0	94	185
02:45 PM	6	4	6	0	16	4	2	2	0	8	3	45	7	0	55	4	73	8	0	85	164
Total	16	10	28	0	54	18	8	4	0	30	8	200	19	0	227	22	264	32	0	318	629
03:00 PM	7	11	23	0	41	3	1	1	0	5	5	38	0	0	43	2	71	11	0	84	173
03:15 PM	1	8	7	0	16	7	1	3	0	11	3	52	0	0	55	6	81	13	0	100	182
03:30 PM	0	6	3	0	9	8	5	6	0	19	7	35	3	0	45	7	94	6	0	107	180
03:45 PM	0	3	4	0	7	6	2	4	0	12	6	45	2	0	53	10	79	6	0	95	167
Total	8	28	37	0	73	24	9	14	0	47	21	170	5	0	196	25	325	36	0	386	702

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Wilkerson Mill Rd @ US29/SR14
Palmetto, GA
7am - 7pm

File Name : 44500008
Site Code : 44500008
Start Date : 1/26/2021

Groups Printed- Cars, Buses and Trucks

	Tatum Rd Northbound					Wilkerson Mill Rd Southbound					US29/SR14 Eastbound					US29/SR14 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	6	3	6	0	15	7	5	1	0	13	5	40	3	0	48	11	81	8	0	100	176
04:15 PM	6	8	28	0	42	2	6	3	0	11	3	55	5	0	63	18	96	13	0	127	243
04:30 PM	22	13	90	0	125	3	7	4	0	14	6	58	8	0	72	11	109	13	0	133	344
04:45 PM	5	5	16	0	26	3	8	2	0	13	3	47	9	0	59	16	76	12	0	104	202
Total	39	29	140	0	208	15	26	10	0	51	17	200	25	0	242	56	362	46	0	464	965
05:00 PM	7	11	14	0	32	3	2	1	0	6	7	57	2	0	66	17	108	14	0	139	243
05:15 PM	1	3	16	0	20	7	7	2	0	16	2	55	10	0	67	26	78	10	0	114	217
05:30 PM	2	8	5	0	15	7	4	7	0	18	7	58	5	0	70	9	102	13	0	124	227
05:45 PM	3	3	6	0	12	5	1	9	0	15	6	52	2	0	60	3	76	6	0	85	172
Total	13	25	41	0	79	22	14	19	0	55	22	222	19	0	263	55	364	43	0	462	859
06:00 PM	2	7	0	0	9	8	3	3	0	14	3	39	2	0	44	4	67	11	0	82	149
06:15 PM	3	4	6	0	13	6	3	3	0	12	2	59	2	0	63	2	65	8	0	75	163
06:30 PM	2	4	3	0	9	7	2	4	0	13	5	35	2	0	42	3	65	7	0	75	139
06:45 PM	0	4	4	0	8	6	0	1	0	7	1	34	1	0	36	3	52	9	0	64	115
Total	7	19	13	0	39	27	8	11	0	46	11	167	7	0	185	12	249	35	0	296	566
Grand Total	244	162	420	0	826	258	150	129	0	537	140	2619	274	0	3033	458	2992	307	0	3757	8153
Apprch %	29.5	19.6	50.8	0		48	27.9	24	0		4.6	86.4	9	0		12.2	79.6	8.2	0		
Total %	3	2	5.2	0	10.1	3.2	1.8	1.6	0	6.6	1.7	32.1	3.4	0	37.2	5.6	36.7	3.8	0	46.1	

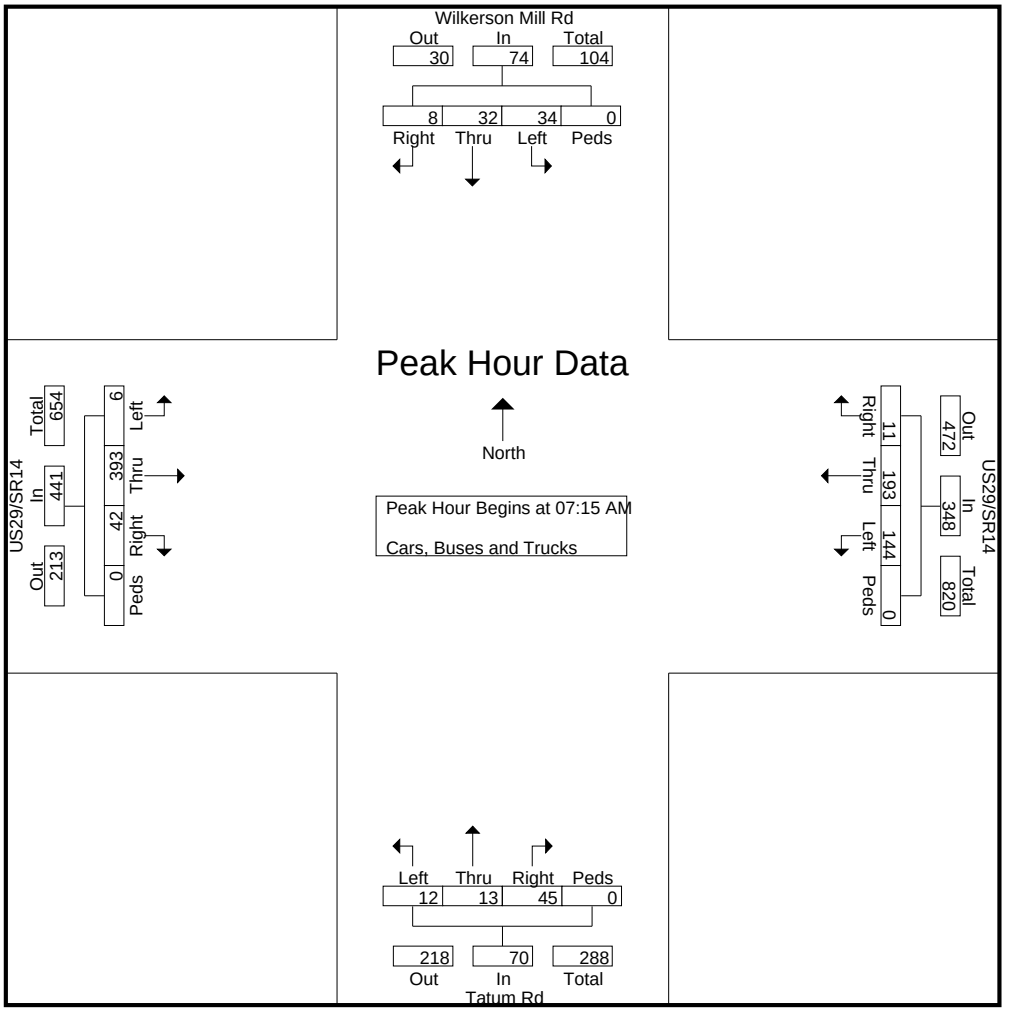
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Wilkerson Mill Rd @ US29/SR14
Palmetto, GA
7am - 7pm

File Name : 44500008
Site Code : 44500008
Start Date : 1/26/2021
Page No : 3

	Tatum Rd Northbound					Wilkerson Mill Rd Southbound					US29/SR14 Eastbound					US29/SR14 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	2	8	0	10	8	6	**3**	0	17	0	79	6	0	85	28	37	1	0	66	178
07:30 AM	3	**4**	9	0	16	**11**	11	2	0	**24**	**3**	**127**	14	0	**144**	47	49	0	0	96	280
07:45 AM	**7**	4	**19**	0	**30**	10	**12**	2	0	24	1	107	**17**	0	125	**53**	49	**5**	0	**107**	**286**
08:00 AM	2	3	9	0	14	5	3	1	0	9	2	80	5	0	87	16	**58**	5	0	79	189
Total Volume	12	13	45	0	70	34	32	8	0	74	6	393	42	0	441	144	193	11	0	348	933
% App. Total	17.1	18.6	64.3			45.9	43.2	10.8				89.1				41.4	55.5				
PHF	.429	.813	.592	.000	.583	.773	.667	.667	.000	.771	.500	.774	.618	.000	.766	.679	.832	.550	.000	.813	.816



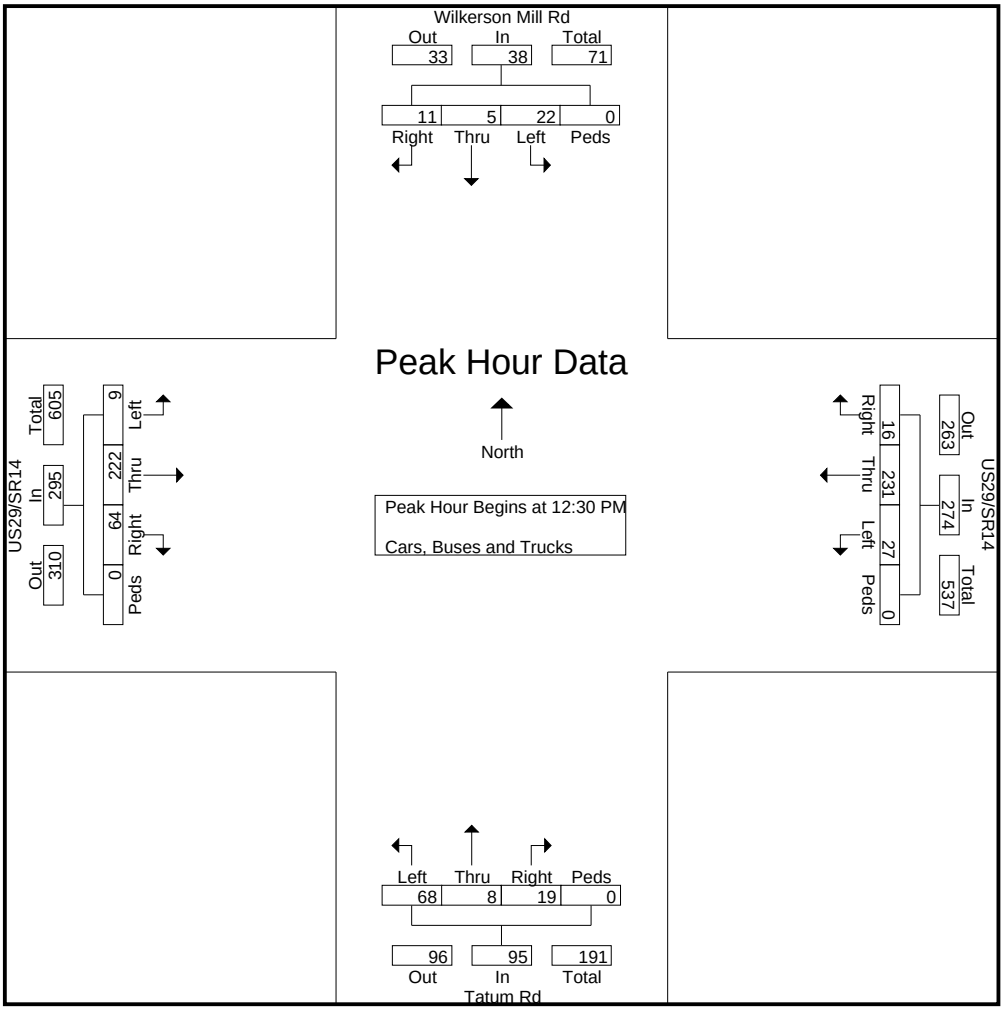
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Wilkerson Mill Rd @ US29/SR14
Palmetto, GA
7am - 7pm

File Name : 44500008
Site Code : 44500008
Start Date : 1/26/2021
Page No : 4

	Tatum Rd Northbound					Wilkerson Mill Rd Southbound					US29/SR14 Eastbound					US29/SR14 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	2	1	6	0	9	7	1	**5**	0	**13**	2	**67**	6	0	75	7	**60**	3	0	70	167
12:45 PM	**33**	2	4	0	**39**	**8**	0	4	0	12	1	54	3	0	58	6	59	5	0	70	179
01:00 PM	27	2	2	0	31	7	1	1	0	9	1	44	**32**	0	77	**9**	60	2	0	**71**	**188**
01:15 PM	6	**3**	**7**	0	16	0	**3**	1	0	4	**5**	57	23	0	**85**	5	52	**6**	0	63	168
Total Volume	68	8	19	0	95	22	5	11	0	38	9	222	64	0	295	27	231	16	0	274	702
% App. Total	71.6					57.9	13.2	28.9				75.3	21.7				84.3				
PHF	.515	.667	.679	.000	.609	.688	.417	.550	.000	.731	.450	.828	.500	.000	.868	.750	.963	.667	.000	.965	.934



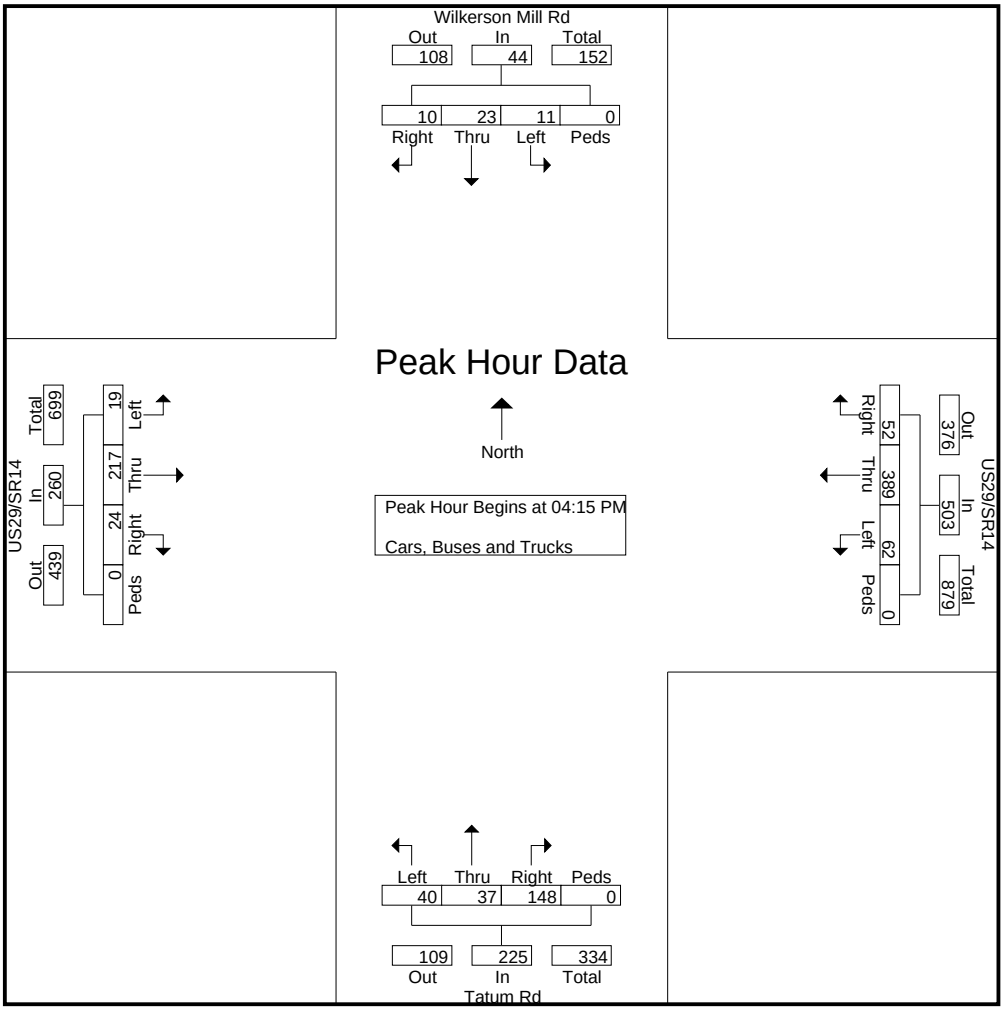
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Wilkerson Mill Rd @ US29/SR14
Palmetto, GA
7am - 7pm

File Name : 44500008
Site Code : 44500008
Start Date : 1/26/2021
Page No : 5

	Tatum Rd Northbound					Wilkerson Mill Rd Southbound					US29/SR14 Eastbound					US29/SR14 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	6	8	28	0	42	2	6	3	0	11	3	55	5	0	63	**18**	96	13	0	127	243
04:30 PM	**22**	**13**	**90**	0	**125**	**3**	7	**4**	0	**14**	6	**58**	8	0	**72**	11	**109**	13	0	133	**344**
04:45 PM	5	5	16	0	26	3	**8**	2	0	13	3	47	**9**	0	59	16	76	12	0	104	202
05:00 PM	7	11	14	0	32	3	2	1	0	6	**7**	57	2	0	66	17	108	**14**	0	**139**	243
Total Volume	40	37	148	0	225	11	23	10	0	44	19	217	24	0	260	62	389	52	0	503	1032
% App. Total	17.8	16.4	65.8				52.3	22.7				83.5				12.3	77.3	10.3			
PHF	.455	.712	.411	.000	.450	.917	.719	.625	.000	.786	.679	.935	.667	.000	.903	.861	.892	.929	.000	.905	.750



Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Rivertown Rd @ Hobgood Rd
Fairburn, GA
7-9 AM | 4-6 PM

File Name : 44500009
Site Code : 44500009
Start Date : 1/26/2021
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Hobgood Rd Northbound					Private Drwy Southbound					Rivertown Rd Eastbound					Rivertown Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	2	0	1	0	3	0	0	0	0	0	0	21	3	0	24	0	4	0	0	4	31
07:15 AM	4	0	1	0	5	0	0	0	0	0	0	19	3	0	22	3	5	0	0	8	35
07:30 AM	1	0	4	0	5	0	0	0	0	0	0	19	8	0	27	2	10	0	0	12	44
07:45 AM	2	0	2	0	4	0	0	0	0	0	0	15	13	0	28	2	9	0	0	11	43
Total	9	0	8	0	17	0	0	0	0	0	0	74	27	0	101	7	28	0	0	35	153
08:00 AM	3	0	1	0	4	1	0	0	0	1	0	11	5	0	16	1	9	0	0	10	31
08:15 AM	2	0	0	0	2	0	0	0	0	0	0	9	7	0	16	2	8	0	0	10	28
08:30 AM	4	0	1	0	5	0	0	0	0	0	0	7	3	0	10	2	1	0	0	3	18
08:45 AM	3	0	1	0	4	0	0	0	0	0	0	7	3	0	10	1	2	0	0	3	17
Total	12	0	3	0	15	1	0	0	0	1	0	34	18	0	52	6	20	0	0	26	94
*** BREAK ***																					
04:00 PM	3	0	4	0	7	0	0	0	0	0	0	10	4	0	14	3	19	0	0	22	43
04:15 PM	3	0	5	0	8	0	0	0	0	0	0	13	5	0	18	5	21	0	0	26	52
04:30 PM	14	0	4	0	18	0	0	0	0	0	0	8	2	0	10	1	9	0	0	10	38
04:45 PM	5	0	3	0	8	0	0	0	0	0	0	12	5	0	17	3	19	0	0	22	47
Total	25	0	16	0	41	0	0	0	0	0	0	43	16	0	59	12	68	0	0	80	180
05:00 PM	8	0	2	0	10	0	0	0	0	0	0	12	2	0	14	8	22	0	0	30	54
05:15 PM	5	0	1	0	6	0	0	0	0	0	0	11	1	0	12	4	21	0	0	25	43
05:30 PM	3	0	1	0	4	0	0	0	0	0	0	10	5	0	15	5	17	0	0	22	41
05:45 PM	2	0	3	0	5	0	0	0	0	0	0	8	6	0	14	2	20	0	0	22	41
Total	18	0	7	0	25	0	0	0	0	0	0	41	14	0	55	19	80	0	0	99	179
Grand Total	64	0	34	0	98	1	0	0	0	1	0	192	75	0	267	44	196	0	0	240	606
Apprch %	65.3	0	34.7	0		100	0	0	0		0	71.9	28.1	0		18.3	81.7	0	0		
Total %	10.6	0	5.6	0	16.2	0.2	0	0	0	0.2	0	31.7	12.4	0	44.1	7.3	32.3	0	0	39.6	

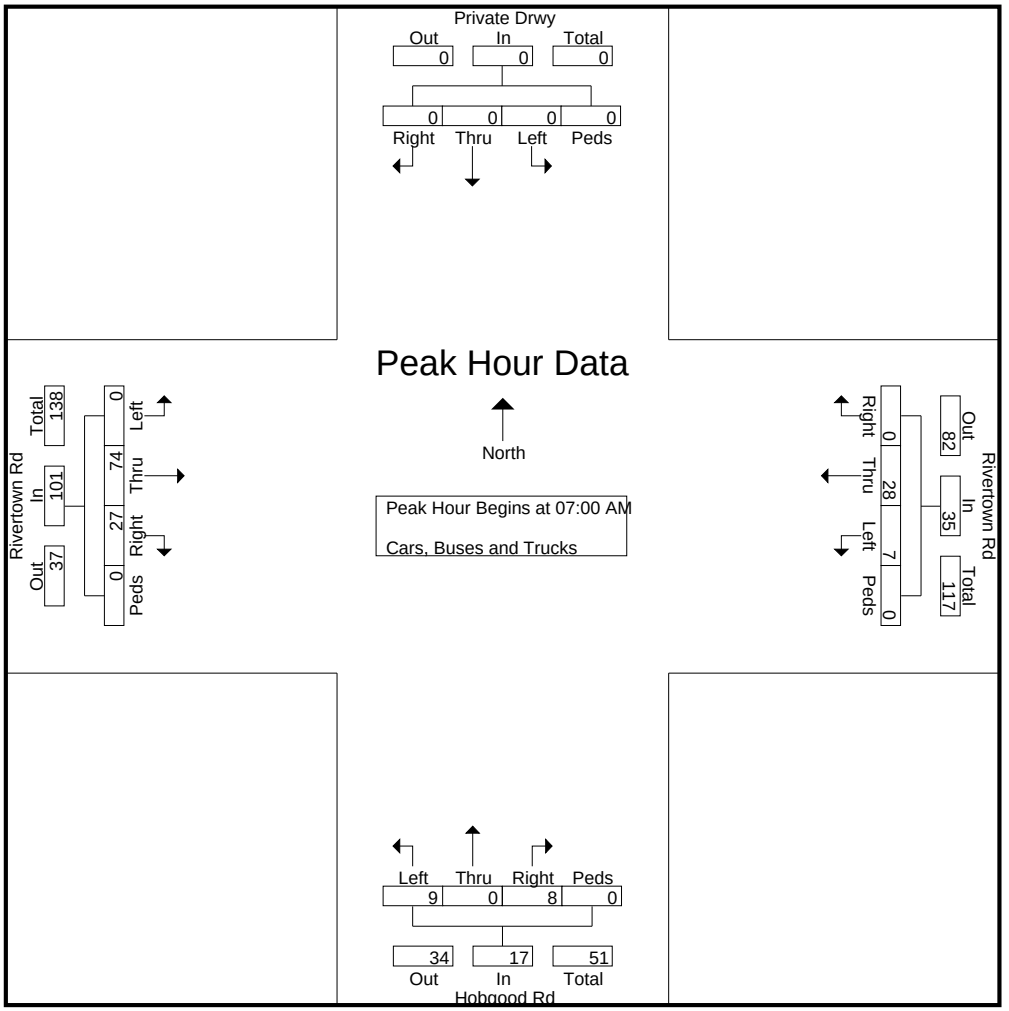
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Rivertown Rd @ Hobgood Rd
Fairburn, GA
7-9 AM | 4-6 PM

File Name : 44500009
Site Code : 44500009
Start Date : 1/26/2021
Page No : 2

	Hobgood Rd Northbound					Private Drwy Southbound					Rivertown Rd Eastbound					Rivertown Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	2	0	1	0	3	0	0	0	0	0	0	**21**	3	0	24	0	4	0	0	4	31
07:15 AM	**4**	0	1	0	**5**	0	0	0	0	0	0	19	3	0	22	**3**	5	0	0	8	35
07:30 AM	1	0	**4**	0	5	0	0	0	0	0	0	19	8	0	27	2	**10**	0	0	**12**	**44**
07:45 AM	2	0	2	0	4	0	0	0	0	0	0	15	**13**	0	**28**	2	9	0	0	11	43
Total Volume	9	0	8	0	17	0	0	0	0	0	0	74	27	0	101	7	28	0	0	35	153
% App. Total	52.9		47.1									73.3	26.7								
PHF	.563	.000	.500	.000	.850	.000	.000	.000	.000	.000	.000	.881	.519	.000	.902	.583	.700	.000	.000	.729	.869



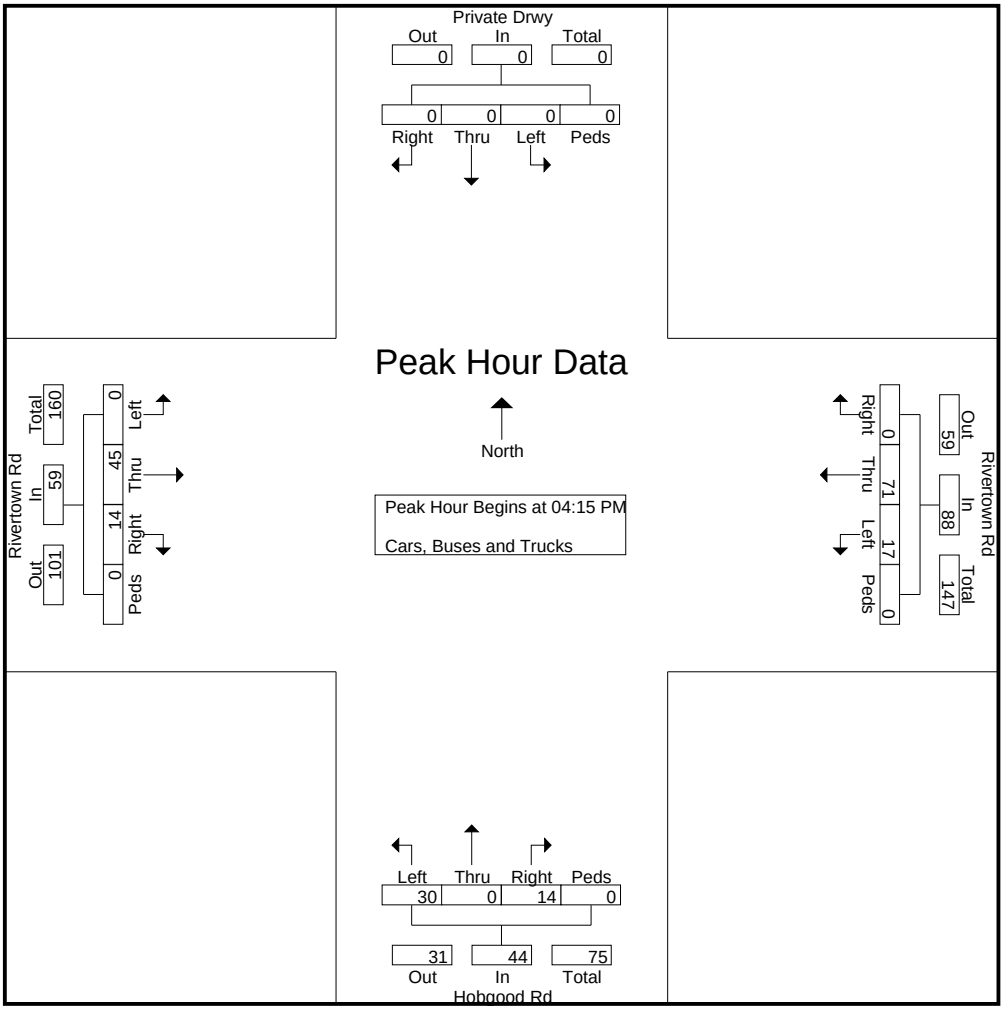
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Rivertown Rd @ Hobgood Rd
Fairburn, GA
7-9 AM | 4-6 PM

File Name : 44500009
Site Code : 44500009
Start Date : 1/26/2021
Page No : 3

	Hobgood Rd Northbound					Private Drwy Southbound					Rivertown Rd Eastbound					Rivertown Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	3	0	**5**	0	8	0	0	0	0	0	0	**13**	**5**	0	**18**	5	21	0	0	26	52
04:30 PM	**14**	0	4	0	**18**	0	0	0	0	0	0	8	2	0	10	1	9	0	0	10	38
04:45 PM	5	0	3	0	8	0	0	0	0	0	0	12	5	0	17	3	19	0	0	22	47
05:00 PM	8	0	2	0	10	0	0	0	0	0	0	12	2	0	14	**8**	**22**	0	0	**30**	**54**
Total Volume	30	0	14	0	44	0	0	0	0	0	0	45	14	0	59	17	71	0	0	88	191
% App. Total	68.2		31.8									76.3	23.7			19.3	80.7				
PHF	.536	.000	.700	.000	.611	.000	.000	.000	.000	.000	.000	.865	.700	.000	.819	.531	.807	.000	.000	.733	.884



Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Hobgood Rd @ Ono Rd
Fairburn, GA
7-9 AM | 4-6 PM

File Name : 44500010
Site Code : 44500010
Start Date : 1/26/2021
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Hobgood Rd Northbound					Hobgood Rd Southbound					Ono Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
07:15 AM	0	4	0	0	4	0	5	1	0	6	2	0	0	0	2	0	0	0	0	0	12
07:30 AM	1	3	0	0	4	0	9	0	0	9	1	0	0	0	1	0	0	0	0	0	14
07:45 AM	2	5	0	0	7	0	15	0	0	15	1	0	2	0	3	0	0	0	0	0	25
Total	3	15	0	0	18	0	32	1	0	33	4	0	2	0	6	0	0	0	0	0	57
08:00 AM	1	4	0	0	5	0	6	1	0	7	1	0	0	0	1	0	0	0	0	0	13
08:15 AM	1	3	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
08:30 AM	0	3	0	0	3	0	3	2	0	5	2	0	0	0	2	0	0	0	0	0	10
08:45 AM	0	2	0	0	2	0	2	2	0	4	2	0	1	0	3	0	0	0	0	0	9
Total	2	12	0	0	14	0	18	5	0	23	5	0	1	0	6	0	0	0	0	0	43
*** BREAK ***																					
04:00 PM	0	4	0	0	4	0	5	4	0	9	4	0	1	0	5	0	0	0	0	0	18
04:15 PM	0	7	0	0	7	0	5	5	0	10	1	0	0	0	1	0	0	0	0	0	18
04:30 PM	0	16	0	0	16	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	22
04:45 PM	1	7	0	0	8	0	3	2	0	5	3	0	0	0	3	0	0	0	0	0	16
Total	1	34	0	0	35	0	17	12	0	29	9	0	1	0	10	0	0	0	0	0	74
05:00 PM	0	8	0	0	8	0	7	2	0	9	2	0	0	0	2	0	0	0	0	0	19
05:15 PM	0	5	0	0	5	0	5	2	0	7	1	0	0	0	1	0	0	0	0	0	13
05:30 PM	0	3	0	0	3	0	7	5	0	12	1	0	0	0	1	0	0	0	0	0	16
05:45 PM	0	4	0	0	4	0	6	1	0	7	1	0	0	0	1	0	0	0	0	0	12
Total	0	20	0	0	20	0	25	10	0	35	5	0	0	0	5	0	0	0	0	0	60
Grand Total	6	81	0	0	87	0	92	28	0	120	23	0	4	0	27	0	0	0	0	0	234
Apprch %	6.9	93.1	0	0		0	76.7	23.3	0		85.2	0	14.8	0		0	0	0	0		
Total %	2.6	34.6	0	0	37.2	0	39.3	12	0	51.3	9.8	0	1.7	0	11.5	0	0	0	0	0	

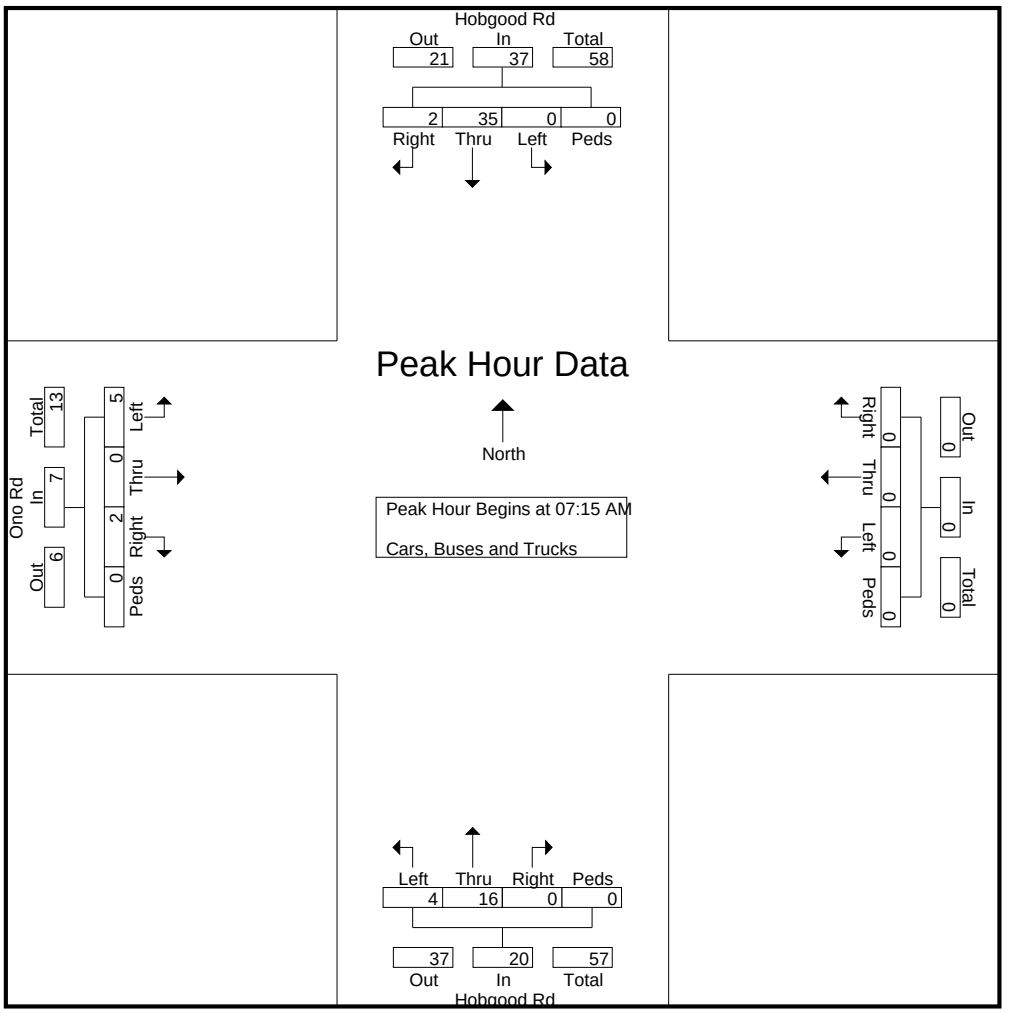
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Hobgood Rd @ Ono Rd
Fairburn, GA
7-9 AM | 4-6 PM

File Name : 44500010
Site Code : 44500010
Start Date : 1/26/2021
Page No : 2

	Hobgood Rd Northbound					Hobgood Rd Southbound					Ono Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	4	0	0	4	0	5	**1**	0	6	**2**	0	0	0	2	0	0	0	0	0	12
07:30 AM	1	3	0	0	4	0	9	0	0	9	1	0	0	0	1	0	0	0	0	0	14
07:45 AM	**2**	**5**	0	0	**7**	0	**15**	0	0	**15**	1	0	**2**	0	**3**	0	0	0	0	0	**25**
08:00 AM	1	4	0	0	5	0	6	1	0	7	1	0	0	0	1	0	0	0	0	0	13
Total Volume	4	16	0	0	20	0	35	2	0	37	5	0	2	0	7	0	0	0	0	0	64
% App. Total							94.6				71.4		28.6								
PHF	.500	.800	.000	.000	.714	.000	.583	.500	.000	.617	.625	.000	.250	.000	.583	.000	.000	.000	.000	.000	.640



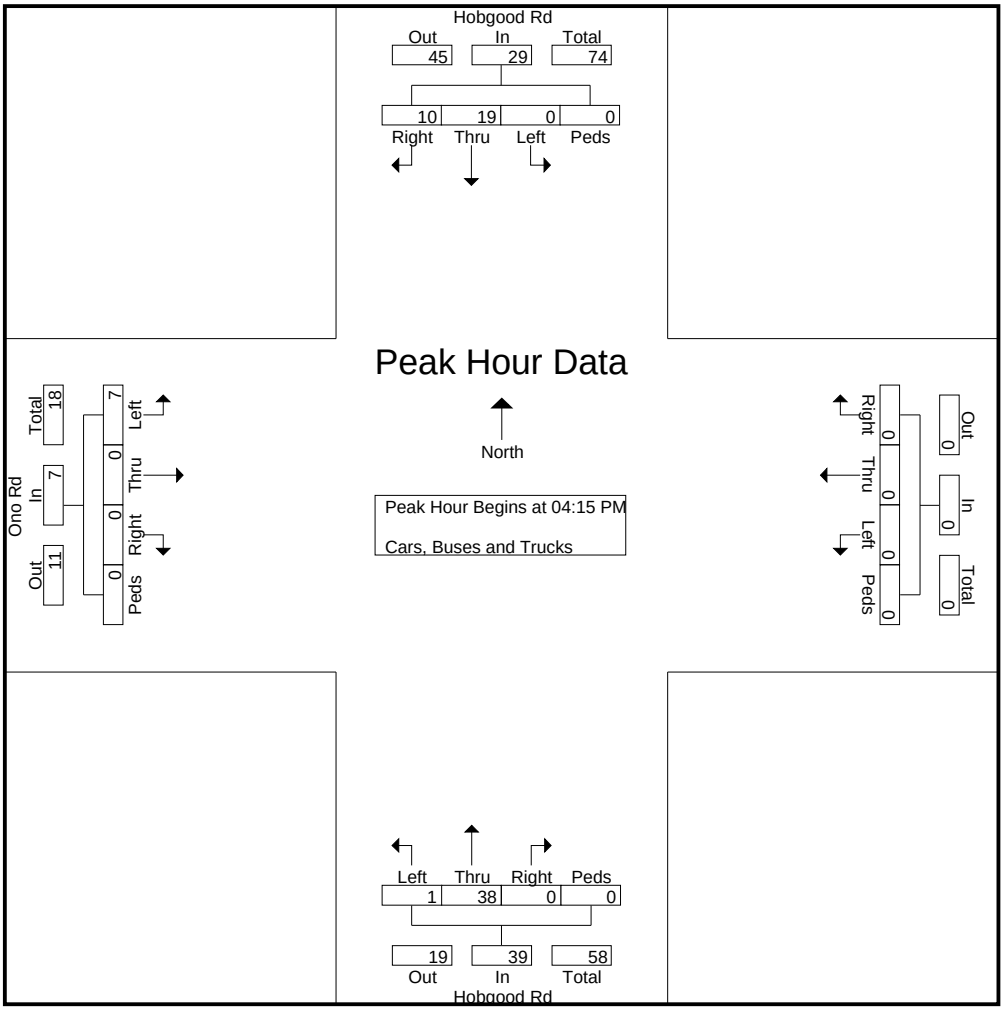
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Hobgood Rd @ Ono Rd
Fairburn, GA
7-9 AM | 4-6 PM

File Name : 44500010
Site Code : 44500010
Start Date : 1/26/2021
Page No : 3

	Hobgood Rd Northbound					Hobgood Rd Southbound					Ono Rd Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	7	0	0	7	0	5	**5**	0	**10**	1	0	0	0	1	0	0	0	0	0	18
04:30 PM	0	**16**	0	0	**16**	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	**22**
04:45 PM	**1**	7	0	0	8	0	3	2	0	5	**3**	0	0	0	**3**	0	0	0	0	0	16
05:00 PM	0	8	0	0	8	0	**7**	2	0	9	2	0	0	0	2	0	0	0	0	0	19
Total Volume	1	38	0	0	39	0	19	10	0	29	7	0	0	0	7	0	0	0	0	0	75
% App. Total		97.4					65.5	34.5													
PHF	.250	.594	.000	.000	.609	.000	.679	.500	.000	.725	.583	.000	.000	.000	.583	.000	.000	.000	.000	.000	.852



Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

ADT Data

Site Code: 44500101
Cascade Palmetto Hwy south of
Rivertown Rd, Palmetto, GA

Start	26-Jan-21	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	28			5	43				
12:15		8	47			2	54				
12:30		10	48			7	43				
12:45		5	40	32	163	4	48	18	188	50	351
01:00		4	47			6	46				
01:15		2	49			5	47				
01:30		5	47			2	50				
01:45		0	64	11	207	2	51	15	194	26	401
02:00		6	41			6	50				
02:15		11	56			5	56				
02:30		10	47			7	42				
02:45		8	41	35	185	5	64	23	212	58	397
03:00		8	67			5	64				
03:15		4	63			1	63				
03:30		5	74			4	72				
03:45		14	64	31	268	9	86	19	285	50	553
04:00		10	64			6	87				
04:15		10	63			14	95				
04:30		17	76			10	91				
04:45		13	59	50	262	10	88	40	361	90	623
05:00		24	66			11	96				
05:15		27	70			23	99				
05:30		33	68			25	115				
05:45		39	70	123	274	27	76	86	386	209	660
06:00		45	67			40	71				
06:15		81	40			37	52				
06:30		74	41			62	37				
06:45		59	35	259	183	57	48	196	208	455	391
07:00		71	40			52	37				
07:15		84	30			62	19				
07:30		99	28			69	28				
07:45		67	24	321	122	69	40	252	124	573	246
08:00		66	25			62	18				
08:15		57	23			57	17				
08:30		57	21			54	19				
08:45		49	17	229	86	48	22	221	76	450	162
09:00		49	13			51	20				
09:15		46	16			46	10				
09:30		42	13			34	13				
09:45		42	31	179	73	48	14	179	57	358	130
10:00		47	26			52	12				
10:15		34	12			70	12				
10:30		42	8			31	16				
10:45		45	9	168	55	44	17	197	57	365	112
11:00		38	8			48	9				
11:15		36	5			42	11				
11:30		39	14			48	6				
11:45		49	6	162	33	50	12	188	38	350	71
Total		1600	1911			1434	2186			3034	4097
Percent		45.6%	54.4%			39.6%	60.4%			42.5%	57.5%
Grand Total		1600	1911			1434	2186			3034	4097
Percent		45.6%	54.4%			39.6%	60.4%			42.5%	57.5%

ADT ADT 7,131 AADT 7,131

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

ADT Data

Site Code: 44500102
Wilkerson Mill Rd west of Cascade
Palmetto Hwy (GA154), Palmetto, GA

Start	26-Jan-21	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	11			2	9				
12:15		1	13			5	9				
12:30		1	6			2	6				
12:45		0	6	5	36	1	7	10	31	15	67
01:00		0	15			1	10				
01:15		1	6			4	10				
01:30		0	9			0	16				
01:45		2	5	3	35	1	12	6	48	9	83
02:00		1	9			0	9				
02:15		2	14			2	13				
02:30		0	9			1	20				
02:45		1	10	4	42	4	9	7	51	11	93
03:00		0	7			2	20				
03:15		1	7			1	16				
03:30		2	9			1	16				
03:45		4	9	7	32	1	7	5	59	12	91
04:00		0	11			4	15				
04:15		3	11			0	19				
04:30		5	9			1	27				
04:45		3	15	11	46	2	19	7	80	18	126
05:00		6	14			0	28				
05:15		9	11			1	17				
05:30		16	8			4	23				
05:45		8	8	39	41	0	22	5	90	44	131
06:00		12	7			2	19				
06:15		9	12			1	11				
06:30		17	10			2	11				
06:45		11	11	49	40	1	18	6	59	55	99
07:00		11	4			2	15				
07:15		17	3			7	7				
07:30		23	3			6	7				
07:45		13	1	64	11	4	9	19	38	83	49
08:00		9	7			6	7				
08:15		11	4			8	7				
08:30		9	5			2	4				
08:45		4	1	33	17	6	6	22	24	55	41
09:00		11	1			5	6				
09:15		10	2			5	5				
09:30		11	4			5	10				
09:45		8	2	40	9	7	6	22	27	62	36
10:00		14	2			3	3				
10:15		7	2			6	3				
10:30		5	3			8	3				
10:45		11	1	37	8	4	3	21	12	58	20
11:00		10	1			5	1				
11:15		4	1			8	2				
11:30		7	0			9	2				
11:45		10	3	31	5	11	5	33	10	64	15
Total		323	322			163	529			486	851
Percent		50.1%	49.9%			23.6%	76.4%			36.4%	63.6%
Grand Total		323	322			163	529			486	851
Percent		50.1%	49.9%			23.6%	76.4%			36.4%	63.6%

ADT ADT 1,337 AADT 1,337

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

ADT Data

Site Code: 44500103
Wilkerson Mill Rd east of Ono Rd
Palmetto, GA

Start	26-Jan-21	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	5			2	4				
12:15		0	8			5	8				
12:30		1	9			3	5				
12:45		1	9	6	31	4	3	14	20	20	51
01:00		2	11			1	7				
01:15		1	6			1	9				
01:30		1	3			0	16				
01:45		2	7	6	27	1	9	3	41	9	68
02:00		2	5			6	8				
02:15		0	9			2	13				
02:30		0	12			3	10				
02:45		0	9	2	35	4	11	15	42	17	77
03:00		1	8			3	28				
03:15		1	6			0	19				
03:30		0	15			0	22				
03:45		3	9	5	38	1	13	4	82	9	120
04:00		1	18			3	20				
04:15		3	8			1	16				
04:30		4	9			1	26				
04:45		8	15	16	50	1	21	6	83	22	133
05:00		2	10			0	26				
05:15		6	15			3	19				
05:30		11	12			1	18				
05:45		8	8	27	45	3	9	7	72	34	117
06:00		18	7			3	20				
06:15		12	10			2	11				
06:30		19	7			4	10				
06:45		18	6	67	30	0	12	9	53	76	83
07:00		15	3			6	7				
07:15		16	5			5	3				
07:30		24	3			1	3				
07:45		19	4	74	15	12	2	24	15	98	30
08:00		9	4			4	2				
08:15		12	3			8	5				
08:30		12	1			4	1				
08:45		2	1	35	9	6	2	22	10	57	19
09:00		11	3			5	7				
09:15		6	1			3	3				
09:30		8	2			7	7				
09:45		8	2	33	8	6	6	21	23	54	31
10:00		11	1			7	0				
10:15		10	3			4	0				
10:30		7	2			8	1				
10:45		7	2	35	8	2	1	21	2	56	10
11:00		6	0			6	1				
11:15		5	3			5	1				
11:30		7	1			8	1				
11:45		7	0	25	4	14	2	33	5	58	9
Total		331	300			179	448			510	748
Percent		52.5%	47.5%			28.5%	71.5%			40.5%	59.5%
Grand Total		331	300			179	448			510	748
Percent		52.5%	47.5%			28.5%	71.5%			40.5%	59.5%
ADT		ADT 1,258		AADT 1,258							

Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

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

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

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

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

Source: Highway Capacity Manual 6

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

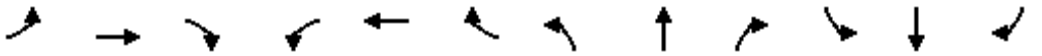
Table B – Level of Service Criteria for Unsignalized Intersections

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

Source: Highway Capacity Manual 6

Appendix C

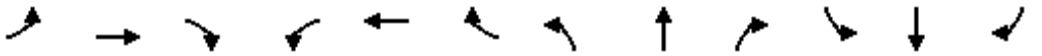
Existing Intersection Operational Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	283	9	35	105	0	2	274	47	1	225	9
Future Volume (veh/h)	0	283	9	35	105	0	2	274	47	1	225	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	1752	1752	1752	1752	1752	1752	1752	1648	1752	1752	1648	1752
Adj Flow Rate, veh/h	0	404	13	38	114	0	2	322	55	1	262	10
Peak Hour Factor	0.70	0.70	0.70	0.92	0.92	0.92	0.85	0.85	0.85	0.86	0.86	0.86
Percent Heavy Veh, %	10	10	10	10	10	10	10	17	10	10	17	10
Cap, veh/h	3	612	273	64	977	436	609	774	132	519	890	34
Arrive On Green	0.00	0.18	0.18	0.04	0.29	0.00	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1668	3328	1485	1668	3328	1485	1037	1372	234	942	1577	60
Grp Volume(v), veh/h	0	404	13	38	114	0	2	0	377	1	0	272
Grp Sat Flow(s),veh/h/ln	1668	1664	1485	1668	1664	1485	1037	0	1606	942	0	1637
Q Serve(g_s), s	0.0	7.1	0.5	1.4	1.6	0.0	0.1	0.0	8.5	0.0	0.0	5.5
Cycle Q Clear(g_c), s	0.0	7.1	0.5	1.4	1.6	0.0	5.6	0.0	8.5	8.5	0.0	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.04
Lane Grp Cap(c), veh/h	3	612	273	64	977	436	609	0	906	519	0	924
V/C Ratio(X)	0.00	0.66	0.05	0.59	0.12	0.00	0.00	0.00	0.42	0.00	0.00	0.29
Avail Cap(c_a), veh/h	132	3972	1772	140	3988	1779	609	0	906	519	0	924
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)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.0	21.3	29.9	16.4	0.0	8.7	0.0	7.8	10.3	0.0	7.2
Incr Delay (d2), s/veh	0.0	1.2	0.1	8.4	0.1	0.0	0.0	0.0	1.4	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	0.1	0.6	0.5	0.0	0.0	0.0	2.1	0.0	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.2	21.3	38.3	16.4	0.0	8.7	0.0	9.3	10.3	0.0	8.0
LnGrp LOS	A	C	C	D	B	A	A	A	A	B	A	A
Approach Vol, veh/h		417			152			379			273	
Approach Delay, s/veh		25.1			21.9			9.3			8.0	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.2	6.9	16.1		40.2	0.0	23.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.7	5.3	75.5		35.7	5.0	75.8				
Max Q Clear Time (g_c+I1), s		10.5	3.4	9.1		10.5	0.0	3.6				
Green Ext Time (p_c), s		2.0	0.0	2.5		1.3	0.0	0.6				

Intersection Summary												
HCM 6th Ctrl Delay			16.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	294	0	0	169	197	0	0	0	294	0	137
Future Volume (veh/h)	175	294	0	0	169	197	0	0	0	294	0	137
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	1752	1826	1870	1870	1826	1752	1870	1870	1870	1752	1870	1752
Adj Flow Rate, veh/h	208	350	0	0	172	0	0	0	0	320	0	0
Peak Hour Factor	0.84	0.84	0.84	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	5	2	2	5	10	2	2	2	10	2	10
Cap, veh/h	394	631	548	296	257		0	880	0	814	0	
Arrive On Green	0.11	0.35	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Sat Flow, veh/h	1668	1826	1585	1781	1826	1485	0	1870	0	1418	0	1485
Grp Volume(v), veh/h	208	350	0	0	172	0	0	0	0	320	0	0
Grp Sat Flow(s),veh/h/ln	1668	1826	1585	1781	1826	1485	0	1870	0	1418	0	1485
Q Serve(g_s), s	4.9	7.6	0.0	0.0	4.4	0.0	0.0	0.0	0.0	7.5	0.0	0.0
Cycle Q Clear(g_c), s	4.9	7.6	0.0	0.0	4.4	0.0	0.0	0.0	0.0	7.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	394	631	548	296	257		0	880	0	814	0	
V/C Ratio(X)	0.53	0.55	0.00	0.00	0.67		0.00	0.00	0.00	0.39	0.00	
Avail Cap(c_a), veh/h	394	691	600	475	672		0	880	0	814	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	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.4	13.0	0.0	0.0	19.9	0.0	0.0	0.0	0.0	8.9	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.8	0.0	0.0	3.0	0.0	0.0	0.0	0.0	1.4	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	1.5	2.2	0.0	0.0	1.7	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	13.8	0.0	0.0	22.9	0.0	0.0	0.0	0.0	10.3	0.0	0.0
LnGrp LOS	B	B	A	A	C		A	A	A	B	A	
Approach Vol, veh/h		558			172	A		0			320	A
Approach Delay, s/veh		14.5			22.9			0.0			10.3	
Approach LOS		B			C						B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.5	0.0	21.4		27.5	10.0	11.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		23.0	5.0	18.5		23.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s		0.0	0.0	9.6		9.5	6.9	6.4				
Green Ext Time (p_c), s		0.0	0.0	1.1		1.5	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay			14.6									
HCM 6th LOS			B									

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	62	15	4	23	14	10	285	6	16	261	0
Future Vol, veh/h	1	62	15	4	23	14	10	285	6	16	261	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	85	85	85	85	85	85	85	85	85	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5	5	17	5	5	17	5
Mvmt Flow	1	73	18	5	27	16	12	335	7	18	287	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	707	689	287	732	686	339	287	0	0	342	0	0
Stage 1	323	323	-	363	363	-	-	-	-	-	-	-
Stage 2	384	366	-	369	323	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	346	365	745	333	366	696	1258	-	-	1200	-	-
Stage 1	683	645	-	650	619	-	-	-	-	-	-	-
Stage 2	633	617	-	645	645	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	311	354	745	267	355	696	1258	-	-	1200	-	-
Mov Cap-2 Maneuver	311	354	-	267	355	-	-	-	-	-	-	-
Stage 1	675	633	-	642	612	-	-	-	-	-	-	-
Stage 2	584	610	-	547	633	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.9	14.9	0.3	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1258	-	-	393	410	1200	-	-
HCM Lane V/C Ratio	0.009	-	-	0.233	0.118	0.015	-	-
HCM Control Delay (s)	7.9	0	-	16.9	14.9	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.4	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	39	19	1	9	12	12	298	2	26	251	2
Future Vol, veh/h	7	39	19	1	9	12	12	298	2	26	251	2
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	74	74	74	55	55	55	80	80	80	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	4	17	4	4	17	4
Mvmt Flow	9	53	26	2	16	22	15	373	3	28	273	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	754	736	274	775	736	375	275	0	0	376	0	0
Stage 1	330	330	-	405	405	-	-	-	-	-	-	-
Stage 2	424	406	-	370	331	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	323	344	760	313	344	667	1277	-	-	1172	-	-
Stage 1	679	642	-	618	595	-	-	-	-	-	-	-
Stage 2	604	594	-	646	642	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	291	329	760	257	329	667	1277	-	-	1172	-	-
Mov Cap-2 Maneuver	291	329	-	257	329	-	-	-	-	-	-	-
Stage 1	669	624	-	609	586	-	-	-	-	-	-	-
Stage 2	559	585	-	555	624	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17	13.8	0.3	0.8
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1277	-	-	388	447	1172	-	-
HCM Lane V/C Ratio	0.012	-	-	0.226	0.089	0.024	-	-
HCM Control Delay (s)	7.9	0	-	17	13.8	8.1	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	305	0	0	262
Future Vol, veh/h	0	0	305	0	0	262
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	92	92	86	86	94	94
Heavy Vehicles, %	2	2	17	2	2	17
Mvmt Flow	0	0	355	0	0	279

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	634	355	0	0	355	0
Stage 1	355	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	443	689	-	-	1204	-
Stage 1	710	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	443	689	-	-	1204	-
Mov Cap-2 Maneuver	443	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	768	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1204	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	152	95	293	227	26
Future Vol, veh/h	22	152	95	293	227	26
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	89	89	89	89
Heavy Vehicles, %	5	5	5	17	17	5
Mvmt Flow	28	192	107	329	255	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	813	270	284	0	-	0
Stage 1	270	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	344	761	1261	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	308	761	1261	-	-	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1261	-	642	-	-
HCM Lane V/C Ratio	0.085	-	0.343	-	-
HCM Control Delay (s)	8.1	0	13.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.5	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	3	0	2	1	20	2	3	69	0
Future Vol, veh/h	0	0	1	3	0	2	1	20	2	3	69	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	42	42	42	52	52	52	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	0	0	4	7	0	5	2	38	4	3	80	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	133	132	80	132	130	40	80	0	0	42	0	0
Stage 1	86	86	-	44	44	-	-	-	-	-	-	-
Stage 2	47	46	-	88	86	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	839	759	980	840	761	1031	1518	-	-	1567	-	-
Stage 1	922	824	-	970	858	-	-	-	-	-	-	-
Stage 2	967	857	-	920	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	833	757	980	835	759	1031	1518	-	-	1567	-	-
Mov Cap-2 Maneuver	833	757	-	835	759	-	-	-	-	-	-	-
Stage 1	921	822	-	969	857	-	-	-	-	-	-	-
Stage 2	962	856	-	914	822	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	9	0.3	0.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1518	-	-	980	904	1567	-	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.013	0.002	-	-
HCM Control Delay (s)	7.4	0	-	8.7	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	25.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	511	42	144	251	30	12	13	45	76	32	14
Future Vol, veh/h	12	511	42	144	251	30	12	13	45	76	32	14
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	190	-	250	200	-	330	-	-	90	-	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	81	81	81	58	58	58	77	77	77
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	16	664	55	178	310	37	21	22	78	99	42	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	347	0	0	719	0	0	1228	1399	332	1041	1417	155
Stage 1	-	-	-	-	-	-	696	696	-	666	666	-
Stage 2	-	-	-	-	-	-	532	703	-	375	751	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1209	-	-	878	-	-	134	139	664	184	136	863
Stage 1	-	-	-	-	-	-	398	441	-	415	456	-
Stage 2	-	-	-	-	-	-	499	438	-	618	416	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1209	-	-	878	-	-	77	109	664	115	107	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	109	-	115	107	-
Stage 1	-	-	-	-	-	-	393	435	-	410	363	-
Stage 2	-	-	-	-	-	-	345	349	-	511	411	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	3.4	34.3	209.3
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	91	664	1209	-	-	878	-	-	113	863
HCM Lane V/C Ratio	0.474	0.117	0.013	-	-	0.202	-	-	1.241	0.021
HCM Control Delay (s)	76	11.1	8	-	-	10.1	-	-	235.2	9.3
HCM Lane LOS	F	B	A	-	-	B	-	-	F	A
HCM 95th %tile Q(veh)	2	0.4	0	-	-	0.8	-	-	9.2	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	27	7	28	9	8
Future Vol, veh/h	74	27	7	28	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	73	73	85	85
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	82	30	10	38	11	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	112	0	155	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	58	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1478	-	836	959
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1478	-	830	959
Mov Cap-2 Maneuver	-	-	-	-	830	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	886	-	-	1478	-
HCM Lane V/C Ratio	0.023	-	-	0.006	-
HCM Control Delay (s)	9.2	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

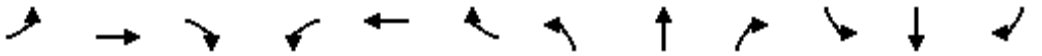
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	2	4	15	35	2
Future Vol, veh/h	5	2	4	15	35	2
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	58	58	71	71	62	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	3	6	21	56	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	91	58	59	0	-	0
Stage 1	58	-	-	-	-	-
Stage 2	33	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	909	1008	1545	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	905	1008	1545	-	-	-
Mov Cap-2 Maneuver	905	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	989	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	932	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



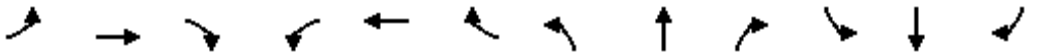
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	511	42	144	251	30	12	13	45	76	32	14
Future Volume (veh/h)	12	511	42	144	251	30	12	13	45	76	32	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	664	55	178	310	37	21	22	78	99	42	18
Peak Hour Factor	0.77	0.77	0.77	0.81	0.81	0.81	0.58	0.58	0.58	0.77	0.77	0.77
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	631	1646	752	451	1646	752	144	102	449	165	43	449
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1034	3469	1585	733	3469	1585	0	362	1585	0	151	1585
Grp Volume(v), veh/h	16	664	55	178	310	37	43	0	78	141	0	18
Grp Sat Flow(s),veh/h/ln	1034	1735	1585	733	1735	1585	362	0	1585	151	0	1585
Q Serve(g_s), s	0.3	4.6	0.7	7.7	1.9	0.5	0.0	0.0	1.4	0.0	0.0	0.3
Cycle Q Clear(g_c), s	2.3	4.6	0.7	12.4	1.9	0.5	10.5	0.0	1.4	10.5	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	0.49		1.00	0.70		1.00
Lane Grp Cap(c), veh/h	631	1646	752	451	1646	752	247	0	449	208	0	449
V/C Ratio(X)	0.03	0.40	0.07	0.40	0.19	0.05	0.17	0.00	0.17	0.68	0.00	0.04
Avail Cap(c_a), veh/h	1269	3787	1730	903	3787	1730	247	0	449	208	0	449
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	6.3	5.3	10.4	5.6	5.2	10.7	0.0	10.0	15.5	0.0	9.6
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.6	0.1	0.0	1.5	0.0	0.8	16.4	0.0	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	0.0	0.6	0.1	0.7	0.2	0.1	0.3	0.0	0.5	2.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	6.5	5.3	10.9	5.7	5.3	12.3	0.0	10.9	31.9	0.0	9.8
LnGrp LOS	A	A	A	B	A	A	B	A	B	C	A	A
Approach Vol, veh/h		735			525			121			159	
Approach Delay, s/veh		6.4			7.4			11.4			29.4	
Approach LOS		A			A			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.0		22.1		15.0		22.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		10.5		40.5		10.5		40.5				
Max Q Clear Time (g_c+I1), s		12.5		6.6		12.5		14.4				
Green Ext Time (p_c), s		0.0		4.5		0.0		3.3				

Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									

Notes

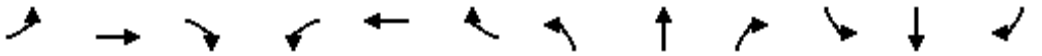
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	118	4	65	286	4	2	217	42	2	309	9
Future Volume (veh/h)	8	118	4	65	286	4	2	217	42	2	309	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	1752	1752	1752	1752	1752	1752	1752	1648	1752	1752	1648	1752
Adj Flow Rate, veh/h	10	144	5	71	314	4	2	249	48	2	343	10
Peak Hour Factor	0.82	0.82	0.82	0.91	0.91	0.91	0.87	0.87	0.87	0.90	0.90	0.90
Percent Heavy Veh, %	10	10	10	10	10	10	10	17	10	10	17	10
Cap, veh/h	21	366	163	99	521	232	590	795	153	633	943	28
Arrive On Green	0.01	0.11	0.11	0.06	0.16	0.16	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1668	3328	1485	1668	3328	1485	963	1343	259	1014	1593	46
Grp Volume(v), veh/h	10	144	5	71	314	4	2	0	297	2	0	353
Grp Sat Flow(s),veh/h/ln	1668	1664	1485	1668	1664	1485	963	0	1601	1014	0	1640
Q Serve(g_s), s	0.3	2.3	0.2	2.4	5.0	0.1	0.1	0.0	5.3	0.1	0.0	6.3
Cycle Q Clear(g_c), s	0.3	2.3	0.2	2.4	5.0	0.1	6.4	0.0	5.3	5.3	0.0	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.03
Lane Grp Cap(c), veh/h	21	366	163	99	521	232	590	0	948	633	0	971
V/C Ratio(X)	0.47	0.39	0.03	0.72	0.60	0.02	0.00	0.00	0.31	0.00	0.00	0.36
Avail Cap(c_a), veh/h	150	4442	1981	221	4583	2044	590	0	948	633	0	971
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	23.4	22.5	26.1	22.2	20.2	7.7	0.0	5.8	7.1	0.0	6.0
Incr Delay (d2), s/veh	14.9	0.7	0.1	9.2	1.1	0.0	0.0	0.0	0.9	0.0	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	0.2	0.8	0.1	1.1	1.7	0.0	0.0	0.0	1.1	0.0	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	24.1	22.6	35.4	23.4	20.2	7.7	0.0	6.6	7.1	0.0	7.1
LnGrp LOS	D	C	C	D	C	C	A	A	A	A	A	A
Approach Vol, veh/h		159			389			299			355	
Approach Delay, s/veh		25.2			25.5			6.6			7.1	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		38.0	7.9	10.7		38.0	5.2	13.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		33.5	7.5	75.5		33.5	5.1	77.9				
Max Q Clear Time (g_c+I1), s		8.4	4.4	4.3		8.3	2.3	7.0				
Green Ext Time (p_c), s		1.5	0.0	0.8		1.8	0.0	1.9				

Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	269	1	2	437	276	1	1	1	276	0	234
Future Volume (veh/h)	176	269	1	2	437	276	1	1	1	276	0	234
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	1752	1826	1870	1870	1826	1752	1870	1870	1870	1752	1870	1752
Adj Flow Rate, veh/h	202	309	1	2	508	0	1	1	1	294	0	0
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.75	0.75	0.75	0.94	0.94	0.94
Percent Heavy Veh, %	10	5	2	2	5	10	2	2	2	10	2	10
Cap, veh/h	355	772	671	462	584		234	230	189	598	0	
Arrive On Green	0.11	0.42	0.42	0.00	0.32	0.00	0.33	0.33	0.33	0.33	0.00	0.00
Sat Flow, veh/h	1668	1826	1585	1781	1826	1485	445	696	571	1416	0	1485
Grp Volume(v), veh/h	202	309	1	2	508	0	3	0	0	294	0	0
Grp Sat Flow(s),veh/h/ln	1668	1826	1585	1781	1826	1485	1713	0	0	1416	0	1485
Q Serve(g_s), s	4.1	6.5	0.0	0.0	14.5	0.0	0.0	0.0	0.0	9.6	0.0	0.0
Cycle Q Clear(g_c), s	4.1	6.5	0.0	0.0	14.5	0.0	0.1	0.0	0.0	9.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.33		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	355	772	671	462	584		653	0	0	598	0	
V/C Ratio(X)	0.57	0.40	0.00	0.00	0.87		0.00	0.00	0.00	0.49	0.00	
Avail Cap(c_a), veh/h	386	772	671	618	702		653	0	0	598	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	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.2	11.1	9.2	12.7	17.8	0.0	12.4	0.0	0.0	15.7	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.3	0.0	0.0	10.0	0.0	0.0	0.0	0.0	2.9	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	1.1	1.9	0.0	0.0	6.2	0.0	0.0	0.0	0.0	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	11.4	9.2	12.7	27.7	0.0	12.4	0.0	0.0	18.5	0.0	0.0
LnGrp LOS	B	B	A	B	C		B	A	A	B	A	
Approach Vol, veh/h		512			510	A		3			294	A
Approach Delay, s/veh		12.4			27.7			12.4			18.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	22.8	4.7	27.9	22.8	10.4	22.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.3	5.0	23.2	18.3	6.9	21.3
Max Q Clear Time (g_c+I1), s	2.1	2.0	8.5	11.7	6.1	16.5
Green Ext Time (p_c), s	0.0	0.0	1.3	0.8	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	25	13	10	74	7	13	256	12	12	375	0
Future Vol, veh/h	0	25	13	10	74	7	13	256	12	12	375	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	86	86	86	76	76	76	89	89	89	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5	5	17	5	5	17	5
Mvmt Flow	0	29	15	13	97	9	15	288	13	13	412	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	816	769	412	785	763	295	412	0	0	301	0	0
Stage 1	438	438	-	325	325	-	-	-	-	-	-	-
Stage 2	378	331	-	460	438	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	292	328	633	307	331	737	1131	-	-	1243	-	-
Stage 1	592	574	-	681	644	-	-	-	-	-	-	-
Stage 2	638	640	-	576	574	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	216	318	633	273	321	737	1131	-	-	1243	-	-
Mov Cap-2 Maneuver	216	318	-	273	321	-	-	-	-	-	-	-
Stage 1	583	566	-	670	634	-	-	-	-	-	-	-
Stage 2	525	630	-	526	566	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.6	22.1	0.4	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1131	-	-	383	329	1243	-	-
HCM Lane V/C Ratio	0.013	-	-	0.115	0.364	0.011	-	-
HCM Control Delay (s)	8.2	0	-	15.6	22.1	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.6	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	22	18	3	42	31	35	241	4	20	375	8
Future Vol, veh/h	5	22	18	3	42	31	35	241	4	20	375	8
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	87	87	87	79	79	79	92	92	92	88	88	88
Heavy Vehicles, %	4	4	4	4	4	4	4	17	4	4	17	4
Mvmt Flow	6	25	21	4	53	39	38	262	4	23	426	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	863	819	431	840	821	264	435	0	0	266	0	0
Stage 1	477	477	-	340	340	-	-	-	-	-	-	-
Stage 2	386	342	-	500	481	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	273	308	620	283	307	770	1114	-	-	1286	-	-
Stage 1	565	553	-	671	636	-	-	-	-	-	-	-
Stage 2	633	634	-	549	550	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	212	289	620	243	288	770	1114	-	-	1286	-	-
Mov Cap-2 Maneuver	212	289	-	243	288	-	-	-	-	-	-	-
Stage 1	542	540	-	644	611	-	-	-	-	-	-	-
Stage 2	527	609	-	494	537	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.1	17.5	1	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1114	-	-	350	383	1286	-	-
HCM Lane V/C Ratio	0.034	-	-	0.148	0.251	0.018	-	-
HCM Control Delay (s)	8.3	0	-	17.1	17.5	7.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	0	286	2	0	389
Future Vol, veh/h	3	0	286	2	0	389
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	38	38	94	94	93	93
Heavy Vehicles, %	2	2	17	2	2	17
Mvmt Flow	8	0	304	2	0	418

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	723	305	0	0	306	0
Stage 1	305	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	393	735	-	-	1255	-
Stage 1	748	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	393	735	-	-	1255	-
Mov Cap-2 Maneuver	393	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	664	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	393	1255	-
HCM Lane V/C Ratio	-	-	0.02	-	-
HCM Control Delay (s)	-	-	14.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	158	175	256	354	22
Future Vol, veh/h	28	158	175	256	354	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	92	92	93	93
Heavy Vehicles, %	5	5	5	17	17	5
Mvmt Flow	33	184	190	278	381	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1051	393	405	0	-	0
Stage 1	393	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	248	649	1138	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	199	649	1138	-	-	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.3	3.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1138	-	484	-	-
HCM Lane V/C Ratio	0.167	-	0.447	-	-
HCM Control Delay (s)	8.8	0	18.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.6	-	2.3	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	2	1	3	0	86	6	4	47	0
Future Vol, veh/h	1	1	1	2	1	3	0	86	6	4	47	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	38	38	38	50	50	50	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	3	3	3	4	2	6	0	101	7	5	55	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	174	173	55	173	170	105	55	0	0	108	0	0
Stage 1	65	65	-	105	105	-	-	-	-	-	-	-
Stage 2	109	108	-	68	65	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	789	720	1012	790	723	949	1550	-	-	1483	-	-
Stage 1	946	841	-	901	808	-	-	-	-	-	-	-
Stage 2	896	806	-	942	841	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	780	718	1012	784	721	949	1550	-	-	1483	-	-
Mov Cap-2 Maneuver	780	718	-	784	721	-	-	-	-	-	-	-
Stage 1	946	838	-	901	808	-	-	-	-	-	-	-
Stage 2	888	806	-	934	838	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.3	0	0.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1550	-	-	819	845	1483	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.014	0.003	-	-
HCM Control Delay (s)	0	-	-	9.4	9.3	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	16.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	304	24	62	545	59	40	37	148	33	23	15
Future Vol, veh/h	18	304	24	62	545	59	40	37	148	33	23	15
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	190	-	250	200	-	330	-	-	90	-	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	91	91	91	45	45	45	79	79	79
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	20	338	27	68	599	65	89	82	329	42	29	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	664	0	0	365	0	0	828	1178	169	985	1140	300
Stage 1	-	-	-	-	-	-	378	378	-	735	735	-
Stage 2	-	-	-	-	-	-	450	800	-	250	405	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	921	-	-	1190	-	-	263	189	845	202	200	696
Stage 1	-	-	-	-	-	-	616	614	-	377	424	-
Stage 2	-	-	-	-	-	-	558	395	-	732	597	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	921	-	-	1190	-	-	212	174	845	74	184	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	212	174	-	74	184	-
Stage 1	-	-	-	-	-	-	602	600	-	369	400	-
Stage 2	-	-	-	-	-	-	475	372	-	377	584	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.8	38.4	85.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	192	845	921	-	-	1190	-	-	98	696
HCM Lane V/C Ratio	0.891	0.389	0.022	-	-	0.057	-	-	0.723	0.027
HCM Control Delay (s)	89.4	11.9	9	-	-	8.2	-	-	105.3	10.3
HCM Lane LOS	F	B	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	6.8	1.9	0.1	-	-	0.2	-	-	3.7	0.1

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	14	17	71	30	14
Future Vol, veh/h	45	14	17	71	30	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	73	73	61	61
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	55	17	23	97	49	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	207	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1528	-	781	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1528	-	769	1000
Mov Cap-2 Maneuver	-	-	-	-	769	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	870	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	830	-	-	1528	-
HCM Lane V/C Ratio	0.087	-	-	0.015	-
HCM Control Delay (s)	9.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

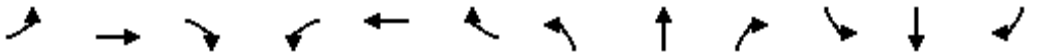
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	1	38	19	10
Future Vol, veh/h	7	0	1	38	19	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	58	58	61	61	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	2	62	26	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	99	33	40	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	900	1041	1570	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	899	1041	1570	-	-	-
Mov Cap-2 Maneuver	899	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1570	-	899	-	-
HCM Lane V/C Ratio	0.001	-	0.013	-	-
HCM Control Delay (s)	7.3	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



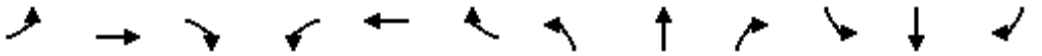
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	304	24	62	545	59	40	37	148	33	23	15
Future Volume (veh/h)	18	304	24	62	545	59	40	37	148	33	23	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	338	27	68	599	65	89	82	329	42	29	19
Peak Hour Factor	0.90	0.90	0.90	0.91	0.91	0.91	0.45	0.45	0.45	0.79	0.79	0.79
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	293	975	445	398	975	445	291	225	760	274	153	760
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	772	3469	1585	1017	3469	1585	303	470	1585	254	319	1585
Grp Volume(v), veh/h	20	338	27	68	599	65	171	0	329	71	0	19
Grp Sat Flow(s),veh/h/ln	772	1735	1585	1017	1735	1585	773	0	1585	573	0	1585
Q Serve(g_s), s	0.9	2.9	0.5	2.1	5.6	1.2	1.3	0.0	5.1	0.6	0.0	0.2
Cycle Q Clear(g_c), s	6.5	2.9	0.5	5.1	5.6	1.2	12.6	0.0	5.1	12.3	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	0.52		1.00	0.59		1.00
Lane Grp Cap(c), veh/h	293	975	445	398	975	445	516	0	760	427	0	760
V/C Ratio(X)	0.07	0.35	0.06	0.17	0.61	0.15	0.33	0.00	0.43	0.17	0.00	0.03
Avail Cap(c_a), veh/h	446	1663	760	600	1663	760	516	0	760	427	0	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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.6	10.8	9.9	12.8	11.7	10.1	7.3	0.0	6.4	6.8	0.0	5.2
Incr Delay (d2), s/veh	0.1	0.2	0.1	0.2	0.6	0.1	1.7	0.0	1.8	0.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.7	0.1	0.3	1.3	0.3	0.8	0.0	1.5	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	11.0	9.9	13.0	12.4	10.3	9.0	0.0	8.2	7.6	0.0	5.2
LnGrp LOS	B	B	A	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h		385			732			500			90	
Approach Delay, s/veh		11.1			12.2			8.5			7.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		15.0		22.5		15.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		14.6		8.5		14.3		7.6				
Green Ext Time (p_c), s		0.8		1.4		0.1		2.9				

Intersection Summary												
HCM 6th Ctrl Delay			10.6									
HCM 6th LOS			B									

Appendix D

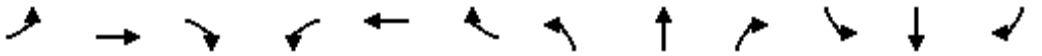
No-Build Intersection Operational Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	328	12	69	122	0	8	357	79	1	337	10
Future Volume (veh/h)	0	328	12	69	122	0	8	357	79	1	337	10
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	1752	1752	1752	1752	1752	1752	1752	1648	1752	1752	1648	1752
Adj Flow Rate, veh/h	0	443	16	74	131	0	9	406	90	1	379	11
Peak Hour Factor	0.74	0.74	0.74	0.93	0.93	0.93	0.88	0.88	0.88	0.89	0.89	0.89
Percent Heavy Veh, %	10	10	10	10	10	10	10	17	10	10	17	10
Cap, veh/h	3	653	291	94	1069	477	481	707	157	392	863	25
Arrive On Green	0.00	0.20	0.20	0.06	0.32	0.00	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1668	3328	1485	1668	3328	1485	931	1306	290	844	1593	46
Grp Volume(v), veh/h	0	443	16	74	131	0	9	0	496	1	0	390
Grp Sat Flow(s),veh/h/ln	1668	1664	1485	1668	1664	1485	931	0	1596	844	0	1640
Q Serve(g_s), s	0.0	8.1	0.6	2.9	1.8	0.0	0.4	0.0	13.6	0.1	0.0	9.4
Cycle Q Clear(g_c), s	0.0	8.1	0.6	2.9	1.8	0.0	9.8	0.0	13.6	13.6	0.0	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		0.03
Lane Grp Cap(c), veh/h	3	653	291	94	1069	477	481	0	864	392	0	888
V/C Ratio(X)	0.00	0.68	0.05	0.79	0.12	0.00	0.02	0.00	0.57	0.00	0.00	0.44
Avail Cap(c_a), veh/h	127	3833	1710	140	3858	1721	481	0	864	392	0	888
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)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.4	21.4	30.5	15.7	0.0	12.0	0.0	10.0	14.5	0.0	9.0
Incr Delay (d2), s/veh	0.0	1.2	0.1	15.7	0.1	0.0	0.1	0.0	2.8	0.0	0.0	1.6
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	0.0	2.8	0.2	1.4	0.6	0.0	0.1	0.0	3.8	0.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.7	21.5	46.3	15.8	0.0	12.1	0.0	12.8	14.5	0.0	10.6
LnGrp LOS	A	C	C	D	B	A	B	A	B	B	A	B
Approach Vol, veh/h		459			205			505			391	
Approach Delay, s/veh		25.5			26.8			12.8			10.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0	8.2	17.4		40.0	0.0	25.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.5	5.5	75.5		35.5	5.0	76.0				
Max Q Clear Time (g_c+I1), s		15.6	4.9	10.1		15.6	0.0	3.8				
Green Ext Time (p_c), s		2.7	0.0	2.8		1.9	0.0	0.7				

Intersection Summary												
HCM 6th Ctrl Delay			17.8									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	402	0	0	220	282	0	0	0	492	0	176
Future Volume (veh/h)	208	402	0	0	220	282	0	0	0	492	0	176
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	1752	1826	1870	1870	1826	1752	1870	1870	1870	1752	1870	1752
Adj Flow Rate, veh/h	248	479	0	0	224	0	0	0	0	535	0	0
Peak Hour Factor	0.84	0.84	0.84	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	5	2	2	5	10	2	2	2	10	2	10
Cap, veh/h	332	613	532	223	300		0	942	0	842	0	
Arrive On Green	0.09	0.34	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.50	0.00	0.00
Sat Flow, veh/h	1668	1826	1585	1781	1826	1485	0	1870	0	1418	0	1485
Grp Volume(v), veh/h	248	479	0	0	224	0	0	0	0	535	0	0
Grp Sat Flow(s),veh/h/ln	1668	1826	1585	1781	1826	1485	0	1870	0	1418	0	1485
Q Serve(g_s), s	5.1	13.2	0.0	0.0	6.5	0.0	0.0	0.0	0.0	16.9	0.0	0.0
Cycle Q Clear(g_c), s	5.1	13.2	0.0	0.0	6.5	0.0	0.0	0.0	0.0	16.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	613	532	223	300		0	942	0	842	0	
V/C Ratio(X)	0.75	0.78	0.00	0.00	0.75		0.00	0.00	0.00	0.64	0.00	
Avail Cap(c_a), veh/h	332	613	532	379	593		0	942	0	842	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	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.3	16.7	0.0	0.0	22.3	0.0	0.0	0.0	0.0	11.1	0.0	0.0
Incr Delay (d2), s/veh	8.9	6.5	0.0	0.0	3.7	0.0	0.0	0.0	0.0	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	5.2	0.0	0.0	2.6	0.0	0.0	0.0	0.0	4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	23.2	0.0	0.0	26.0	0.0	0.0	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	C	C	A	A	C		A	A	A	B	A	
Approach Vol, veh/h		727			224	A		0			535	A
Approach Delay, s/veh		24.9			26.0			0.0			14.7	
Approach LOS		C			C						B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.7	0.0	23.3		32.7	9.6	13.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		28.2	5.0	18.3		28.2	5.1	18.2				
Max Q Clear Time (g_c+I1), s		0.0	0.0	15.2		18.9	7.1	8.5				
Green Ext Time (p_c), s		0.0	0.0	0.8		2.3	0.0	0.7				

Intersection Summary												
HCM 6th Ctrl Delay			21.4									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	72	17	5	27	16	12	399	7	19	409	0
Future Vol, veh/h	1	72	17	5	27	16	12	399	7	19	409	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	86	86	86	86	86	86	88	88	88	93	93	93
Heavy Vehicles, %	5	5	5	5	5	5	5	17	5	5	17	5
Mvmt Flow	1	84	20	6	31	19	14	453	8	20	440	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	990	969	440	1017	965	457	440	0	0	461	0	0
Stage 1	480	480	-	485	485	-	-	-	-	-	-	-
Stage 2	510	489	-	532	480	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	223	251	611	213	252	597	1104	-	-	1084	-	-
Stage 1	561	549	-	558	547	-	-	-	-	-	-	-
Stage 2	541	544	-	526	549	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	189	241	611	146	242	597	1104	-	-	1084	-	-
Mov Cap-2 Maneuver	189	241	-	146	242	-	-	-	-	-	-	-
Stage 1	551	536	-	549	538	-	-	-	-	-	-	-
Stage 2	485	535	-	419	536	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.4	21.2	0.2	0.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1104	-	-	271	278	1084	-	-
HCM Lane V/C Ratio	0.012	-	-	0.386	0.201	0.019	-	-
HCM Control Delay (s)	8.3	0	-	26.4	21.2	8.4	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.7	0.7	0.1	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	45	22	1	10	21	14	408	2	48	379	2
Future Vol, veh/h	8	45	22	1	10	21	14	408	2	48	379	2
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	60	60	60	84	84	84	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4	4	17	4	4	17	4
Mvmt Flow	11	60	29	2	17	35	17	486	2	52	408	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1060	1035	409	1079	1035	487	410	0	0	488	0	0
Stage 1	513	513	-	521	521	-	-	-	-	-	-	-
Stage 2	547	522	-	558	514	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	200	230	638	194	230	576	1138	-	-	1065	-	-
Stage 1	540	533	-	535	528	-	-	-	-	-	-	-
Stage 2	518	528	-	511	532	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	165	211	638	136	211	576	1138	-	-	1065	-	-
Mov Cap-2 Maneuver	165	211	-	136	211	-	-	-	-	-	-	-
Stage 1	529	499	-	524	517	-	-	-	-	-	-	-
Stage 2	461	517	-	402	498	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.2	17.1	0.3	1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1138	-	-	253	351	1065	-	-
HCM Lane V/C Ratio	0.015	-	-	0.395	0.152	0.048	-	-
HCM Control Delay (s)	8.2	0	-	28.2	17.1	8.6	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.8	0.5	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	0	416	14	0	392
Future Vol, veh/h	4	0	416	14	0	392
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	88	88	95	95
Heavy Vehicles, %	2	2	17	2	2	17
Mvmt Flow	8	0	473	16	0	413

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	894	481	0	0	489	0
Stage 1	481	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	312	585	-	-	1074	-
Stage 1	622	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	312	585	-	-	1074	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	312	1074	-
HCM Lane V/C Ratio	-	-	0.026	-	-
HCM Control Delay (s)	-	-	16.8	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	177	110	399	432	37
Future Vol, veh/h	28	177	110	399	432	37
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	83	83	91	91	91	91
Heavy Vehicles, %	5	5	5	17	17	5
Mvmt Flow	34	213	121	438	475	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1176	496	516	0	-	0
Stage 1	496	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	208	568	1035	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	176	568	1035	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	498	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.5	1.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1035	-	436	-	-
HCM Lane V/C Ratio	0.117	-	0.566	-	-
HCM Control Delay (s)	8.9	0	23.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.4	-	3.4	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	14	1	19	4	2	1	30	8	3	98	0
Future Vol, veh/h	0	14	1	19	4	2	1	30	8	3	98	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	70	70	70	70	70	70	75	75	75	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	0	20	1	27	6	3	1	40	11	3	114	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	172	173	114	179	168	46	114	0	0	51	0	0
Stage 1	120	120	-	48	48	-	-	-	-	-	-	-
Stage 2	52	53	-	131	120	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	791	720	939	783	725	1023	1475	-	-	1555	-	-
Stage 1	884	796	-	965	855	-	-	-	-	-	-	-
Stage 2	961	851	-	873	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	782	718	939	763	723	1023	1475	-	-	1555	-	-
Mov Cap-2 Maneuver	782	718	-	763	723	-	-	-	-	-	-	-
Stage 1	883	794	-	964	854	-	-	-	-	-	-	-
Stage 2	951	850	-	848	794	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	9.9	0.2	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1475	-	-	729	772	1555	-	-
HCM Lane V/C Ratio	0.001	-	-	0.029	0.046	0.002	-	-
HCM Control Delay (s)	7.4	0	-	10.1	9.9	7.3	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	799	125	379	430	59	61	30	179	166	70	25
Future Vol, veh/h	31	799	125	379	430	59	61	30	179	166	70	25
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	190	-	250	200	-	330	-	-	90	-	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	90	90	80	80	80	82	82	82
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	34	868	136	421	478	66	76	38	224	202	85	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	544	0	0	1004	0	0	2060	2322	434	1841	2392	239
Stage 1	-	-	-	-	-	-	936	936	-	1320	1320	-
Stage 2	-	-	-	-	-	-	1124	1386	-	521	1072	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1021	-	-	686	-	-	~ 32	~ 37	570	~ 47	~ 33	762
Stage 1	-	-	-	-	-	-	285	342	-	~ 166	225	-
Stage 2	-	-	-	-	-	-	219	209	-	507	295	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1021	-	-	686	-	-	-	~ 14	570	-	~ 12	762
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 14	-	-	~ 12	-
Stage 1	-	-	-	-	-	-	276	331	-	~ 161	87	-
Stage 2	-	-	-	-	-	-	~ 2	81	-	264	285	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	8		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	570	1021	-	-	686	-	-	-	762
HCM Lane V/C Ratio	-	0.393	0.033	-	-	0.614	-	-	-	0.04
HCM Control Delay (s)	-	15.3	8.6	-	-	18.2	-	-	-	9.9
HCM Lane LOS	-	C	A	-	-	C	-	-	-	A
HCM 95th %tile Q(veh)	-	1.9	0.1	-	-	4.2	-	-	-	0.1

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

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	31	22	33	10	14
Future Vol, veh/h	86	31	22	33	10	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	75	75	86	86
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	95	34	29	44	12	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	129	0	214	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1457	-	774	941
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	759	941
Mov Cap-2 Maneuver	-	-	-	-	759	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	856	-	-	1457	-
HCM Lane V/C Ratio	0.033	-	-	0.02	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

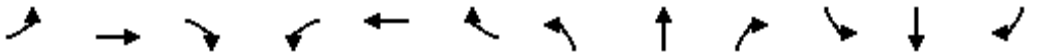
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	16	9	17	41	17
Future Vol, veh/h	11	16	9	17	41	17
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	72	72	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	27	13	24	64	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	128	78	91	0	-	0
Stage 1	78	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	866	983	1504	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	972	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	858	983	1504	-	-	-
Mov Cap-2 Maneuver	858	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	972	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	2.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1504	-	928	-	-
HCM Lane V/C Ratio	0.008	-	0.048	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	799	125	379	430	59	61	30	179	166	70	25
Future Volume (veh/h)	31	799	125	379	430	59	61	30	179	166	70	25
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	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	868	136	421	478	66	76	38	0	202	85	0
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.80	0.80	0.80	0.82	0.82	0.82
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	366	958	438	444	1537	702	551	331		590	331	
Arrive On Green	0.03	0.28	0.28	0.20	0.44	0.44	0.17	0.18	0.00	0.17	0.18	0.00
Sat Flow, veh/h	1781	3469	1585	1781	3469	1585	1781	1870	0	1781	1870	0
Grp Volume(v), veh/h	34	868	136	421	478	66	76	38	0	202	85	0
Grp Sat Flow(s),veh/h/ln	1781	1735	1585	1781	1735	1585	1781	1870	0	1781	1870	0
Q Serve(g_s), s	1.3	23.9	6.7	17.8	8.8	2.4	2.9	1.7	0.0	8.3	3.9	0.0
Cycle Q Clear(g_c), s	1.3	23.9	6.7	17.8	8.8	2.4	2.9	1.7	0.0	8.3	3.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	366	958	438	444	1537	702	551	331		590	331	
V/C Ratio(X)	0.09	0.91	0.31	0.95	0.31	0.09	0.14	0.11		0.34	0.26	
Avail Cap(c_a), veh/h	410	1001	457	444	1537	702	551	331		590	331	
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	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.2	34.5	28.3	26.0	17.8	16.0	22.3	34.1	0.0	24.0	35.0	0.0
Incr Delay (d2), s/veh	0.1	11.3	0.4	29.9	0.1	0.1	0.5	0.7	0.0	1.6	1.9	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	10.7	2.4	10.3	3.2	0.8	1.3	0.8	0.0	3.6	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	45.8	28.7	55.9	17.9	16.1	22.8	34.8	0.0	25.6	36.9	0.0
LnGrp LOS	C	D	C	E	B	B	C	C		C	D	
Approach Vol, veh/h		1038			965			114	A		287	A
Approach Delay, s/veh		42.8			34.3			26.8			28.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	22.0	24.0	31.8	21.0	22.0	7.5	48.3
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	16.5	17.5	19.5	28.5	16.5	17.5	5.5	42.5
Max Q Clear Time (g_c+I1), s	10.3	3.7	19.8	25.9	4.9	5.9	3.3	10.8
Green Ext Time (p_c), s	0.3	0.1	0.0	1.4	0.1	0.2	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

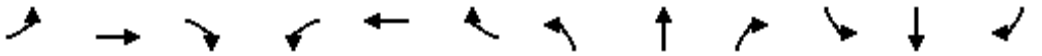
Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	177	110	399	432	37
Future Vol, veh/h	28	177	110	399	432	37
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	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	91	91	91	91
Heavy Vehicles, %	5	5	5	17	17	5
Mvmt Flow	34	213	121	438	475	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1176	496	516	0	-	0
Stage 1	496	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	208	568	1035	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	184	568	1035	-	-	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	498	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	1.9	0
HCM LOS	C		

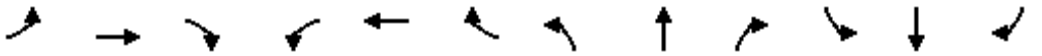
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1035	-	184	568	-	-
HCM Lane V/C Ratio	0.117	-	0.183	0.375	-	-
HCM Control Delay (s)	8.9	-	28.9	15.1	-	-
HCM Lane LOS	A	-	D	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.7	1.7	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	138	10	101	332	5	5	325	80	2	396	10
Future Volume (veh/h)	9	138	10	101	332	5	5	325	80	2	396	10
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	1752	1752	1752	1752	1752	1752	1752	1648	1752	1752	1648	1752
Adj Flow Rate, veh/h	11	164	12	109	357	5	6	361	89	2	430	11
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	17	10	10	17	10
Cap, veh/h	23	348	155	137	576	257	499	733	181	485	919	24
Arrive On Green	0.01	0.10	0.10	0.08	0.17	0.17	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1668	3328	1485	1668	3328	1485	888	1277	315	881	1600	41
Grp Volume(v), veh/h	11	164	12	109	357	5	6	0	450	2	0	441
Grp Sat Flow(s),veh/h/ln	1668	1664	1485	1668	1664	1485	888	0	1591	881	0	1641
Q Serve(g_s), s	0.4	2.6	0.4	3.6	5.6	0.2	0.2	0.0	9.5	0.1	0.0	8.9
Cycle Q Clear(g_c), s	0.4	2.6	0.4	3.6	5.6	0.2	9.1	0.0	9.5	9.6	0.0	8.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.02
Lane Grp Cap(c), veh/h	23	348	155	137	576	257	499	0	914	485	0	942
V/C Ratio(X)	0.47	0.47	0.08	0.79	0.62	0.02	0.01	0.00	0.49	0.00	0.00	0.47
Avail Cap(c_a), veh/h	147	4442	1981	251	4648	2073	499	0	914	485	0	942
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	23.9	22.9	25.5	21.7	19.4	9.6	0.0	7.1	10.0	0.0	7.0
Incr Delay (d2), s/veh	13.9	1.0	0.2	9.8	1.1	0.0	0.0	0.0	1.9	0.0	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	0.1	1.6	1.9	0.0	0.0	0.0	2.2	0.0	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	24.8	23.1	35.3	22.8	19.4	9.7	0.0	9.0	10.0	0.0	8.7
LnGrp LOS	D	C	C	D	C	B	A	A	A	A	A	A
Approach Vol, veh/h		187			471			456			443	
Approach Delay, s/veh		25.7			25.6			9.0			8.7	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		37.0	9.2	10.4		37.0	5.3	14.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		32.5	8.5	75.5		32.5	5.0	79.0				
Max Q Clear Time (g_c+I1), s		11.5	5.6	4.6		11.6	2.4	7.6				
Green Ext Time (p_c), s		2.4	0.1	1.0		2.3	0.0	2.2				

Intersection Summary												
HCM 6th Ctrl Delay			16.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	341	1	2	581	464	1	1	1	395	0	282
Future Volume (veh/h)	220	341	1	2	581	464	1	1	1	395	0	282
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	1752	1826	1870	1870	1826	1752	1870	1870	1870	1752	1870	1752
Adj Flow Rate, veh/h	244	379	1	2	646	0	1	1	1	411	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.75	0.75	0.75	0.96	0.96	0.96
Percent Heavy Veh, %	10	5	2	2	5	10	2	2	2	10	2	10
Cap, veh/h	294	874	759	439	679		237	236	206	584	0	
Arrive On Green	0.11	0.48	0.48	0.00	0.37	0.00	0.35	0.35	0.35	0.35	0.00	0.00
Sat Flow, veh/h	1668	1826	1585	1781	1826	1485	506	676	591	1416	0	1485
Grp Volume(v), veh/h	244	379	1	2	646	0	3	0	0	411	0	0
Grp Sat Flow(s),veh/h/ln	1668	1826	1585	1781	1826	1485	1773	0	0	1416	0	1485
Q Serve(g_s), s	6.7	10.8	0.0	0.1	27.3	0.0	0.0	0.0	0.0	21.1	0.0	0.0
Cycle Q Clear(g_c), s	6.7	10.8	0.0	0.1	27.3	0.0	0.1	0.0	0.0	21.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.33		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	294	874	759	439	679		679	0	0	584	0	
V/C Ratio(X)	0.83	0.43	0.00	0.00	0.95		0.00	0.00	0.00	0.70	0.00	
Avail Cap(c_a), veh/h	298	874	759	546	687		679	0	0	584	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	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.5	13.6	10.8	15.6	24.2	0.0	16.9	0.0	0.0	23.7	0.0	0.0
Incr Delay (d2), s/veh	17.5	0.3	0.0	0.0	22.9	0.0	0.0	0.0	0.0	6.9	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	3.4	3.7	0.0	0.0	14.1	0.0	0.0	0.0	0.0	7.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	14.0	10.8	15.6	47.1	0.0	16.9	0.0	0.0	30.7	0.0	0.0
LnGrp LOS	C	B	B	B	D		B	A	A	C	A	
Approach Vol, veh/h		624			648	A		3			411	A
Approach Delay, s/veh		22.2			47.0			16.9			30.7	
Approach LOS		C			D			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.2	4.7	42.5		32.2	13.2	34.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		27.7	5.0	33.8		27.7	8.9	29.9				
Max Q Clear Time (g_c+I1), s		2.1	2.1	12.8		23.1	8.7	29.3				
Green Ext Time (p_c), s		0.0	0.0	1.8		1.0	0.0	0.2				

Intersection Summary												
HCM 6th Ctrl Delay			33.8									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	29	15	12	86	8	15	404	14	14	503	0
Future Vol, veh/h	0	29	15	12	86	8	15	404	14	14	503	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	87	87	87	79	79	79	91	91	91	93	93	93
Heavy Vehicles, %	5	5	5	5	5	5	5	17	5	5	17	5
Mvmt Flow	0	33	17	15	109	10	16	444	15	15	541	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1114	1062	541	1080	1055	452	541	0	0	459	0	0
Stage 1	571	571	-	484	484	-	-	-	-	-	-	-
Stage 2	543	491	-	596	571	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	183	221	535	193	223	601	1013	-	-	1086	-	-
Stage 1	501	500	-	558	547	-	-	-	-	-	-	-
Stage 2	519	543	-	485	500	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	105	212	535	159	214	601	1013	-	-	1086	-	-
Mov Cap-2 Maneuver	105	212	-	159	214	-	-	-	-	-	-	-
Stage 1	490	490	-	546	536	-	-	-	-	-	-	-
Stage 2	398	532	-	429	490	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.6	45.6	0.3	0.2
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1013	-	-	267	216	1086	-	-
HCM Lane V/C Ratio	0.016	-	-	0.189	0.621	0.014	-	-
HCM Control Delay (s)	8.6	0	-	21.6	45.6	8.4	0	-
HCM Lane LOS	A	A	-	C	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	3.6	0	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	26	21	3	49	53	41	370	5	30	496	9
Future Vol, veh/h	6	26	21	3	49	53	41	370	5	30	496	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	81	81	81	93	93	93	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4	4	17	4	4	17	4
Mvmt Flow	7	29	24	4	60	65	44	398	5	33	551	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1173	1113	556	1138	1116	401	561	0	0	403	0	0
Stage 1	622	622	-	489	489	-	-	-	-	-	-	-
Stage 2	551	491	-	649	627	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	167	207	527	177	206	645	1000	-	-	1145	-	-
Stage 1	471	476	-	557	546	-	-	-	-	-	-	-
Stage 2	515	545	-	455	473	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	104	187	527	138	186	645	1000	-	-	1145	-	-
Mov Cap-2 Maneuver	104	187	-	138	186	-	-	-	-	-	-	-
Stage 1	444	456	-	525	515	-	-	-	-	-	-	-
Stage 2	385	514	-	390	453	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.8	27.6	0.9	0.5
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1000	-	-	224	286	1145	-	-
HCM Lane V/C Ratio	0.044	-	-	0.266	0.453	0.029	-	-
HCM Control Delay (s)	8.8	0	-	26.8	27.6	8.2	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	2.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	0	422	10	0	513
Future Vol, veh/h	17	0	422	10	0	513
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	95	95	95	95
Heavy Vehicles, %	2	2	17	2	2	17
Mvmt Flow	28	0	444	11	0	540

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	990	450	0	0	455	0
Stage 1	450	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	273	609	-	-	1106	-
Stage 1	642	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	273	609	-	-	1106	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	642	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	273	1106	-
HCM Lane V/C Ratio	-	-	0.104	-	-
HCM Control Delay (s)	-	-	19.7	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	10.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	183	203	457	496	30
Future Vol, veh/h	40	183	203	457	496	30
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	90	90	94	94	95	95
Heavy Vehicles, %	5	5	5	17	17	5
Mvmt Flow	44	203	216	486	522	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1456	538	554	0	-	0
Stage 1	538	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	141	537	1001	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	537	1001	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	384	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	55.8	2.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1001	-	299	-	-
HCM Lane V/C Ratio	0.216	-	0.829	-	-
HCM Control Delay (s)	9.6	0	55.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.8	-	7	-	-

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	1	9	1	8	15	3	0	116	22	5	62	0
Future Vol, veh/h	1	9	1	8	15	3	0	116	22	5	62	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	60	60	60	65	65	65	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	2	15	2	12	23	5	0	133	25	6	71	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	243	241	71	238	229	146	71	0	0	158	0	0
Stage 1	83	83	-	146	146	-	-	-	-	-	-	-
Stage 2	160	158	-	92	83	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	711	660	991	716	671	901	1529	-	-	1422	-	-
Stage 1	925	826	-	857	776	-	-	-	-	-	-	-
Stage 2	842	767	-	915	826	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	687	657	991	700	668	901	1529	-	-	1422	-	-
Mov Cap-2 Maneuver	687	657	-	700	668	-	-	-	-	-	-	-
Stage 1	925	823	-	857	776	-	-	-	-	-	-	-
Stage 2	813	767	-	893	823	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	10.5	0	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1529	-	-	681	699	1422	-	-
HCM Lane V/C Ratio	-	-	-	0.027	0.057	0.004	-	-
HCM Control Delay (s)	0	-	-	10.4	10.5	7.5	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

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	31	526	79	220	893	84	137	77	422	156	50	38
Future Vol, veh/h	31	526	79	220	893	84	137	77	422	156	50	38
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	-	-	Yield	-	-	Yield
Storage Length	190	-	250	200	-	330	-	-	90	-	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	96	96	96	85	85	85	84	84	84
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	33	554	83	229	930	88	161	91	496	186	60	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1018	0	0	637	0	0	1573	2096	277	1777	2091	465
Stage 1	-	-	-	-	-	-	620	620	-	1388	1388	-
Stage 2	-	-	-	-	-	-	953	1476	-	389	703	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	677	-	-	943	-	-	~ 74	~ 51	720	~ 52	~ 52	544
Stage 1	-	-	-	-	-	-	442	478	-	~ 150	208	-
Stage 2	-	-	-	-	-	-	278	189	-	606	438	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	677	-	-	943	-	-	-	~ 37	720	-	~ 37	544
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 37	-	-	~ 37	-
Stage 1	-	-	-	-	-	-	420	455	-	~ 143	157	-
Stage 2	-	-	-	-	-	-	~ 120	143	-	~ 143	417	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	1.8		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	720	677	-	-	943	-	-	-	544
HCM Lane V/C Ratio	-	0.69	0.048	-	-	0.243	-	-	-	0.083
HCM Control Delay (s)	-	20.3	10.6	-	-	10	-	-	-	12.2
HCM Lane LOS	-	C	B	-	-	B	-	-	-	B
HCM 95th %tile Q(veh)	-	5.6	0.2	-	-	1	-	-	-	0.3

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

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	52	16	25	82	35	30
Future Vol, veh/h	52	16	25	82	35	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	75	75	63	63
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	63	19	33	109	56	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	82	0	248	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1515	-	740	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1515	-	723	989
Mov Cap-2 Maneuver	-	-	-	-	723	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	835	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	825	-	-	1515	-
HCM Lane V/C Ratio	0.125	-	-	0.022	-
HCM Control Delay (s)	10	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

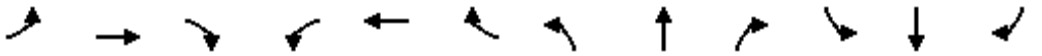
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	8	15	44	22	17
Future Vol, veh/h	22	8	15	44	22	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	63	63	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	13	24	70	29	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	159	41	52	0	-	0
Stage 1	41	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	832	1030	1554	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	819	1030	1554	-	-	-
Mov Cap-2 Maneuver	819	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1554	-	866	-	-
HCM Lane V/C Ratio	0.015	-	0.055	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	526	79	220	893	84	137	77	422	156	50	38
Future Volume (veh/h)	31	526	79	220	893	84	137	77	422	156	50	38
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	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	554	83	229	930	88	161	91	0	186	60	0
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.85	0.85	0.85	0.84	0.84	0.84
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	154	701	320	332	1000	457	777	502		751	502	
Arrive On Green	0.03	0.20	0.20	0.12	0.29	0.29	0.21	0.27	0.00	0.21	0.27	0.00
Sat Flow, veh/h	1781	3469	1585	1781	3469	1585	1781	1870	0	1781	1870	0
Grp Volume(v), veh/h	33	554	83	229	930	88	161	91	0	186	60	0
Grp Sat Flow(s),veh/h/ln	1781	1735	1585	1781	1735	1585	1781	1870	0	1781	1870	0
Q Serve(g_s), s	1.3	13.3	3.9	8.5	22.8	3.7	4.6	3.3	0.0	5.4	2.1	0.0
Cycle Q Clear(g_c), s	1.3	13.3	3.9	8.5	22.8	3.7	4.6	3.3	0.0	5.4	2.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	154	701	320	332	1000	457	777	502		751	502	
V/C Ratio(X)	0.21	0.79	0.26	0.69	0.93	0.19	0.21	0.18		0.25	0.12	
Avail Cap(c_a), veh/h	199	801	366	332	1011	462	777	502		751	502	
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	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.6	33.1	29.4	23.5	30.3	23.5	13.3	24.6	0.0	13.6	24.2	0.0
Incr Delay (d2), s/veh	0.7	4.7	0.4	5.9	14.3	0.2	0.6	0.8	0.0	0.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.5	1.4	3.7	10.4	1.3	1.9	1.6	0.0	2.2	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	37.9	29.8	29.5	44.6	23.7	13.9	25.4	0.0	14.4	24.7	0.0
LnGrp LOS	C	D	C	C	D	C	B	C		B	C	
Approach Vol, veh/h		670			1247			252	A		246	A
Approach Delay, s/veh		36.4			40.3			18.1			16.9	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.5	28.0	14.8	22.2	22.5	28.0	7.3	29.7
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	18.0	23.5	10.3	20.2	18.0	23.5	5.0	25.5
Max Q Clear Time (g_c+I1), s	7.4	5.3	10.5	15.3	6.6	4.1	3.3	24.8
Green Ext Time (p_c), s	0.4	0.4	0.0	1.5	0.3	0.2	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	183	203	457	496	30
Future Vol, veh/h	40	183	203	457	496	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	94	94	95	95
Heavy Vehicles, %	5	5	5	17	17	5
Mvmt Flow	44	203	216	486	522	32

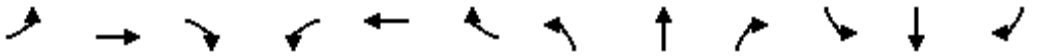
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1456	538	554	0	-	0
Stage 1	538	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	141	537	1001	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	111	537	1001	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	384	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.2	2.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1001	-	111	537	-	-
HCM Lane V/C Ratio	0.216	-	0.4	0.379	-	-
HCM Control Delay (s)	9.6	-	57.6	15.7	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.8	-	1.7	1.8	-	-

Appendix E

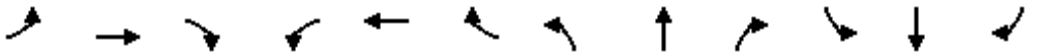
Future Intersection Operational Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	328	17	82	122	0	22	377	117	1	344	10
Future Volume (veh/h)	0	328	17	82	122	0	22	377	117	1	344	10
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	1752	1752	1752	1752	1752	1752	1752	1648	1752	1752	1648	1752
Adj Flow Rate, veh/h	0	443	23	88	131	0	25	428	133	1	387	11
Peak Hour Factor	0.74	0.74	0.74	0.93	0.93	0.93	0.88	0.88	0.88	0.89	0.89	0.89
Percent Heavy Veh, %	10	10	10	10	10	10	10	17	10	10	17	10
Cap, veh/h	3	655	292	110	1105	493	461	639	199	326	845	24
Arrive On Green	0.00	0.20	0.20	0.07	0.33	0.00	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1668	3328	1485	1668	3328	1485	924	1206	375	795	1595	45
Grp Volume(v), veh/h	0	443	23	88	131	0	25	0	561	1	0	398
Grp Sat Flow(s),veh/h/ln	1668	1664	1485	1668	1664	1485	924	0	1581	795	0	1640
Q Serve(g_s), s	0.0	8.0	0.8	3.4	1.8	0.0	1.1	0.0	16.8	0.1	0.0	9.8
Cycle Q Clear(g_c), s	0.0	8.0	0.8	3.4	1.8	0.0	10.9	0.0	16.8	16.9	0.0	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.03
Lane Grp Cap(c), veh/h	3	655	292	110	1105	493	461	0	837	326	0	869
V/C Ratio(X)	0.00	0.68	0.08	0.80	0.12	0.00	0.05	0.00	0.67	0.00	0.00	0.46
Avail Cap(c_a), veh/h	128	3859	1721	167	3935	1755	461	0	837	326	0	869
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)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.2	21.3	30.0	15.1	0.0	12.9	0.0	11.2	17.3	0.0	9.5
Incr Delay (d2), s/veh	0.0	1.2	0.1	14.5	0.0	0.0	0.2	0.0	4.2	0.0	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	0.3	1.6	0.6	0.0	0.2	0.0	4.9	0.0	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.5	21.4	44.5	15.2	0.0	13.1	0.0	15.4	17.3	0.0	11.2
LnGrp LOS	A	C	C	D	B	A	B	A	B	B	A	B
Approach Vol, veh/h		466			219			586			399	
Approach Delay, s/veh		25.3			27.0			15.3			11.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	39.0	8.8	17.3		39.0	0.0	26.1					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	34.5	6.5	75.5		34.5	5.0	77.0					
Max Q Clear Time (g_c+I1), s	18.8	5.4	10.0		18.9	0.0	3.8					
Green Ext Time (p_c), s	3.0	0.0	2.8		1.8	0.0	0.7					

Intersection Summary												
HCM 6th Ctrl Delay		18.6										
HCM 6th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	402	0	0	220	282	0	0	0	492	0	218
Future Volume (veh/h)	223	402	0	0	220	282	0	0	0	492	0	218
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	1752	1826	1870	1870	1826	1752	1870	1870	1870	1752	1870	1752
Adj Flow Rate, veh/h	265	479	0	0	224	0	0	0	0	535	0	0
Peak Hour Factor	0.84	0.84	0.84	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	5	2	2	5	10	2	2	2	10	2	10
Cap, veh/h	354	633	550	217	289		0	966	0	842	0	
Arrive On Green	0.12	0.35	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.52	0.00	0.00
Sat Flow, veh/h	1668	1826	1585	1781	1826	1485	0	1870	0	1418	0	1485
Grp Volume(v), veh/h	265	479	0	0	224	0	0	0	0	535	0	0
Grp Sat Flow(s),veh/h/ln	1668	1826	1585	1781	1826	1485	0	1870	0	1418	0	1485
Q Serve(g_s), s	7.9	15.3	0.0	0.0	7.7	0.0	0.0	0.0	0.0	19.3	0.0	0.0
Cycle Q Clear(g_c), s	7.9	15.3	0.0	0.0	7.7	0.0	0.0	0.0	0.0	19.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	633	550	217	289		0	966	0	842	0	
V/C Ratio(X)	0.75	0.76	0.00	0.00	0.77		0.00	0.00	0.00	0.64	0.00	
Avail Cap(c_a), veh/h	354	633	550	349	544		0	966	0	842	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	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.3	19.0	0.0	0.0	26.6	0.0	0.0	0.0	0.0	12.4	0.0	0.0
Incr Delay (d2), s/veh	8.6	5.2	0.0	0.0	4.4	0.0	0.0	0.0	0.0	3.7	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	3.6	6.1	0.0	0.0	3.3	0.0	0.0	0.0	0.0	5.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	24.3	0.0	0.0	31.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0
LnGrp LOS	C	C	A	A	C		A	A	A	B	A	
Approach Vol, veh/h		744			224	A		0			535	A
Approach Delay, s/veh		25.9			31.0			0.0			16.0	
Approach LOS		C			C						B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		38.5	0.0	27.3		38.5	12.4	14.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		34.0	5.0	22.5		34.0	7.9	19.6				
Max Q Clear Time (g_c+I1), s		0.0	0.0	17.3		21.3	9.9	9.7				
Green Ext Time (p_c), s		0.0	0.0	1.2		2.7	0.0	0.7				

Intersection Summary												
HCM 6th Ctrl Delay			23.1									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	72	17	5	27	16	12	471	7	19	434	0
Future Vol, veh/h	1	72	17	5	27	16	12	471	7	19	434	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	86	86	86	86	86	86	88	88	88	93	93	93
Heavy Vehicles, %	5	5	5	5	5	5	5	17	5	5	17	5
Mvmt Flow	1	84	20	6	31	19	14	535	8	20	467	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1099	1078	467	1126	1074	539	467	0	0	543	0	0
Stage 1	507	507	-	567	567	-	-	-	-	-	-	-
Stage 2	592	571	-	559	507	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	187	216	590	180	217	537	1079	-	-	1011	-	-
Stage 1	543	534	-	503	502	-	-	-	-	-	-	-
Stage 2	487	500	-	508	534	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	154	206	590	115	207	537	1079	-	-	1011	-	-
Mov Cap-2 Maneuver	154	206	-	115	207	-	-	-	-	-	-	-
Stage 1	533	520	-	493	492	-	-	-	-	-	-	-
Stage 2	432	491	-	401	520	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.3	24.9	0.2	0.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1079	-	-	234	236	1011	-	-
HCM Lane V/C Ratio	0.013	-	-	0.447	0.236	0.02	-	-
HCM Control Delay (s)	8.4	0	-	32.3	24.9	8.6	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.1	0.9	0.1	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	46	22	1	10	93	14	408	2	73	379	2
Future Vol, veh/h	8	46	22	1	10	93	14	408	2	73	379	2
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	70	70	70	84	84	84	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4	4	17	4	4	17	4
Mvmt Flow	11	61	29	1	14	133	17	486	2	78	408	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1160	1087	409	1131	1087	487	410	0	0	488	0	0
Stage 1	565	565	-	521	521	-	-	-	-	-	-	-
Stage 2	595	522	-	610	566	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	171	214	638	179	214	576	1138	-	-	1065	-	-
Stage 1	506	505	-	535	528	-	-	-	-	-	-	-
Stage 2	487	528	-	478	504	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	113	190	638	117	190	576	1138	-	-	1065	-	-
Mov Cap-2 Maneuver	113	190	-	117	190	-	-	-	-	-	-	-
Stage 1	495	457	-	524	517	-	-	-	-	-	-	-
Stage 2	357	517	-	357	456	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34.9	16.3	0.3	1.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1138	-	-	219	467	1065	-	-
HCM Lane V/C Ratio	0.015	-	-	0.463	0.318	0.074	-	-
HCM Control Delay (s)	8.2	0	-	34.9	16.3	8.6	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.2	1.4	0.2	-	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	0	416	37	0	392
Future Vol, veh/h	65	0	416	37	0	392
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	89	89	95	95
Heavy Vehicles, %	2	2	17	2	2	17
Mvmt Flow	93	0	467	42	0	413

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	901	488	0	0	509	0
Stage 1	488	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	309	580	-	-	1056	-
Stage 1	617	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	309	580	-	-	1056	-
Mov Cap-2 Maneuver	309	-	-	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	309	1056	-
HCM Lane V/C Ratio	-	-	0.301	-	-
HCM Control Delay (s)	-	-	21.6	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	177	110	414	474	56
Future Vol, veh/h	36	177	110	414	474	56
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	85	85	92	92	92	92
Heavy Vehicles, %	5	5	5	17	17	5
Mvmt Flow	42	208	120	450	515	61

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1236	546	576	0	-	0
Stage 1	546	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	192	532	983	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	161	532	983	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	492	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.5	1.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	983	-	383	-	-
HCM Lane V/C Ratio	0.122	-	0.654	-	-
HCM Control Delay (s)	9.2	0	30.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.4	-	4.5	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	14	24	32	4	2	62	102	43	3	123	0
Future Vol, veh/h	0	14	24	32	4	2	62	102	43	3	123	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	74	74	74	72	72	72	80	80	80	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	0	19	32	44	6	3	78	128	54	3	140	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	462	484	140	483	457	155	140	0	0	182	0	0
Stage 1	146	146	-	311	311	-	-	-	-	-	-	-
Stage 2	316	338	-	172	146	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	510	483	908	494	500	891	1443	-	-	1393	-	-
Stage 1	857	776	-	699	658	-	-	-	-	-	-	-
Stage 2	695	641	-	830	776	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	479	453	908	439	469	891	1443	-	-	1393	-	-
Mov Cap-2 Maneuver	479	453	-	439	469	-	-	-	-	-	-	-
Stage 1	805	774	-	656	618	-	-	-	-	-	-	-
Stage 2	645	602	-	779	774	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	14	2.3	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1443	-	-	663	454	1393	-	-
HCM Lane V/C Ratio	0.054	-	-	0.077	0.116	0.002	-	-
HCM Control Delay (s)	7.6	0	-	10.9	14	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.4	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	799	125	379	430	105	61	30	179	306	70	62
Future Vol, veh/h	43	799	125	379	430	105	61	30	179	306	70	62
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	190	-	250	200	-	330	-	-	90	-	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	90	90	80	80	80	90	90	90
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	47	868	136	421	478	117	76	38	224	340	78	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	595	0	0	1004	0	0	2082	2399	434	1867	2418	239
Stage 1	-	-	-	-	-	-	962	962	-	1320	1320	-
Stage 2	-	-	-	-	-	-	1120	1437	-	547	1098	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	977	-	-	686	-	-	~ 31	~ 33	570	~ 45	~ 32	762
Stage 1	-	-	-	-	-	-	275	332	-	~ 166	225	-
Stage 2	-	-	-	-	-	-	220	197	-	489	287	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	977	-	-	686	-	-	-	~ 12	570	-	~ 12	762
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 12	-	-	~ 12	-
Stage 1	-	-	-	-	-	-	262	316	-	~ 158	87	-
Stage 2	-	-	-	-	-	-	~ 8	76	-	~ 249	273	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	7.6		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	570	977	-	-	686	-	-	-	762
HCM Lane V/C Ratio	-	0.393	0.048	-	-	0.614	-	-	-	0.09
HCM Control Delay (s)	-	15.3	8.9	-	-	18.2	-	-	-	10.2
HCM Lane LOS	-	C	A	-	-	C	-	-	-	B
HCM 95th %tile Q(veh)	-	1.9	0.2	-	-	4.2	-	-	-	0.3

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

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	31	24	33	10	15
Future Vol, veh/h	86	31	24	33	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	75	75	86	86
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	95	34	32	44	12	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	129	0	220	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1457	-	768	941
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	750	941
Mov Cap-2 Maneuver	-	-	-	-	750	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	895	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	854	-	-	1457	-
HCM Lane V/C Ratio	0.034	-	-	0.022	-
HCM Control Delay (s)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

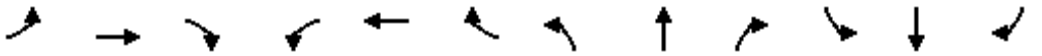
Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	50	20	17	41	19
Future Vol, veh/h	12	50	20	17	41	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	70	70	74	74	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	71	27	23	64	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	156	79	94	0	-	0
Stage 1	79	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	835	981	1500	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	820	981	1500	-	-	-
Mov Cap-2 Maneuver	820	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	946	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1500	-	945	-	-
HCM Lane V/C Ratio	0.018	-	0.094	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	799	125	379	430	105	61	30	179	306	70	62
Future Volume (veh/h)	43	799	125	379	430	105	61	30	179	306	70	62
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	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	868	136	421	478	117	76	38	224	340	78	69
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.80	0.80	0.80	0.90	0.90	0.90
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	367	921	421	446	1478	675	417	48	282	371	264	233
Arrive On Green	0.04	0.27	0.27	0.20	0.43	0.43	0.05	0.20	0.20	0.13	0.29	0.29
Sat Flow, veh/h	1781	3469	1585	1781	3469	1585	1781	235	1386	1781	915	810
Grp Volume(v), veh/h	47	868	136	421	478	117	76	0	262	340	0	147
Grp Sat Flow(s),veh/h/ln	1781	1735	1585	1781	1735	1585	1781	0	1621	1781	0	1725
Q Serve(g_s), s	1.7	22.1	6.2	16.3	8.3	4.1	3.0	0.0	13.8	11.9	0.0	6.0
Cycle Q Clear(g_c), s	1.7	22.1	6.2	16.3	8.3	4.1	3.0	0.0	13.8	11.9	0.0	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		0.47
Lane Grp Cap(c), veh/h	367	921	421	446	1478	675	417	0	330	371	0	497
V/C Ratio(X)	0.13	0.94	0.32	0.94	0.32	0.17	0.18	0.00	0.79	0.92	0.00	0.30
Avail Cap(c_a), veh/h	399	921	421	446	1478	675	441	0	330	371	0	497
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.4	32.4	26.6	23.6	17.2	16.0	26.4	0.0	34.1	26.5	0.0	24.9
Incr Delay (d2), s/veh	0.2	17.4	0.4	29.0	0.1	0.1	0.2	0.0	17.8	26.9	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	10.5	2.2	9.4	2.9	1.3	1.3	0.0	7.0	8.2	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	49.7	27.0	52.6	17.3	16.1	26.6	0.0	51.8	53.3	0.0	26.4
LnGrp LOS	C	D	C	D	B	B	C	A	D	D	A	C
Approach Vol, veh/h		1051			1016			338			487	
Approach Delay, s/veh		45.6			31.8			46.2			45.2	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	22.8	22.4	28.4	8.8	30.4	8.0	42.8
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	11.9	18.3	17.9	23.9	5.5	24.7	5.1	36.7
Max Q Clear Time (g_c+I1), s	13.9	15.8	18.3	24.1	5.0	8.0	3.7	10.3
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.0	0.6	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	46	22	1	10	93	14	408	2	73	379	2
Future Vol, veh/h	8	46	22	1	10	93	14	408	2	73	379	2
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	-	-	-	-	-	150	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	70	70	70	84	84	84	93	93	93
Heavy Vehicles, %	4	4	4	4	4	4	4	17	4	4	17	4
Mvmt Flow	11	61	29	1	14	133	17	486	2	78	408	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1160	1087	409	1131	1087	487	410	0	0	488	0	0
Stage 1	565	565	-	521	521	-	-	-	-	-	-	-
Stage 2	595	522	-	610	566	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	171	214	638	179	214	576	1138	-	-	1065	-	-
Stage 1	506	505	-	535	528	-	-	-	-	-	-	-
Stage 2	487	528	-	478	504	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	194	638	120	194	576	1138	-	-	1065	-	-
Mov Cap-2 Maneuver	115	194	-	120	194	-	-	-	-	-	-	-
Stage 1	495	468	-	524	517	-	-	-	-	-	-	-
Stage 2	357	517	-	367	467	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.9	14.5	0.3	1.4
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1138	-	-	223	184	576	1065	-	-
HCM Lane V/C Ratio	0.015	-	-	0.454	0.085	0.231	0.074	-	-
HCM Control Delay (s)	8.2	0	-	33.9	26.4	13.1	8.6	-	-
HCM Lane LOS	A	A	-	D	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.2	0.3	0.9	0.2	-	-

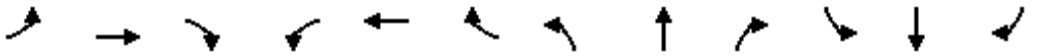
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	177	110	414	474	56
Future Vol, veh/h	36	177	110	414	474	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	92	92
Heavy Vehicles, %	5	5	5	17	17	5
Mvmt Flow	42	208	120	450	515	61

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1236	546	576	0	-	0
Stage 1	546	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	192	532	983	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	169	532	983	-	-	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	492	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19	1.9	0
HCM LOS	C		

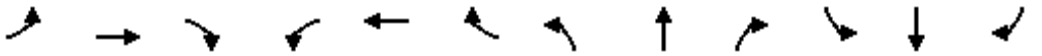
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	983	-	169	532	-	-
HCM Lane V/C Ratio	0.122	-	0.251	0.391	-	-
HCM Control Delay (s)	9.2	-	33.3	16.1	-	-
HCM Lane LOS	A	-	D	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.9	1.8	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	138	24	144	332	5	14	338	108	2	418	10
Future Volume (veh/h)	9	138	24	144	332	5	14	338	108	2	418	10
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	1752	1752	1752	1752	1752	1752	1752	1648	1752	1752	1648	1752
Adj Flow Rate, veh/h	11	164	29	155	357	5	16	376	120	2	454	11
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	17	10	10	17	10
Cap, veh/h	23	331	148	194	670	299	448	657	210	415	880	21
Arrive On Green	0.01	0.10	0.10	0.12	0.20	0.20	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1668	3328	1485	1668	3328	1485	869	1197	382	844	1602	39
Grp Volume(v), veh/h	11	164	29	155	357	5	16	0	496	2	0	465
Grp Sat Flow(s),veh/h/ln	1668	1664	1485	1668	1664	1485	869	0	1579	844	0	1641
Q Serve(g_s), s	0.4	2.7	1.0	5.2	5.5	0.2	0.7	0.0	11.8	0.1	0.0	10.2
Cycle Q Clear(g_c), s	0.4	2.7	1.0	5.2	5.5	0.2	10.9	0.0	11.8	11.9	0.0	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.02
Lane Grp Cap(c), veh/h	23	331	148	194	670	299	448	0	867	415	0	901
V/C Ratio(X)	0.47	0.50	0.20	0.80	0.53	0.02	0.04	0.00	0.57	0.00	0.00	0.52
Avail Cap(c_a), veh/h	145	4381	1954	276	4642	2071	448	0	867	415	0	901
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.1	24.5	23.7	24.7	20.5	18.4	11.6	0.0	8.5	12.4	0.0	8.1
Incr Delay (d2), s/veh	14.0	1.1	0.6	10.4	0.7	0.0	0.1	0.0	2.7	0.0	0.0	2.1
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	0.2	0.9	0.3	2.3	1.8	0.0	0.1	0.0	2.9	0.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	25.6	24.4	35.1	21.1	18.4	11.7	0.0	11.2	12.4	0.0	10.2
LnGrp LOS	D	C	C	D	C	B	B	A	B	B	A	B
Approach Vol, veh/h		204			517			512			467	
Approach Delay, s/veh		26.3			25.3			11.2			10.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		36.0	11.2	10.2		36.0	5.3	16.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		31.5	9.5	75.5		31.5	5.0	80.0				
Max Q Clear Time (g_c+I1), s		13.8	7.2	4.7		13.9	2.4	7.5				
Green Ext Time (p_c), s		2.7	0.1	1.0		2.3	0.0	2.2				

Intersection Summary												
HCM 6th Ctrl Delay			17.1									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	341	1	2	581	464	1	1	1	395	0	311
Future Volume (veh/h)	266	341	1	2	581	464	1	1	1	395	0	311
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	1752	1826	1870	1870	1826	1752	1870	1870	1870	1752	1870	1752
Adj Flow Rate, veh/h	289	371	1	2	646	0	1	1	1	407	0	0
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.75	0.75	0.75	0.97	0.97	0.97
Percent Heavy Veh, %	10	5	2	2	5	10	2	2	2	10	2	10
Cap, veh/h	325	908	788	469	680		227	225	196	557	0	
Arrive On Green	0.13	0.50	0.50	0.00	0.37	0.00	0.33	0.33	0.33	0.33	0.00	0.00
Sat Flow, veh/h	1668	1826	1585	1781	1826	1485	505	686	595	1416	0	1485
Grp Volume(v), veh/h	289	371	1	2	646	0	3	0	0	407	0	0
Grp Sat Flow(s),veh/h/ln	1668	1826	1585	1781	1826	1485	1786	0	0	1416	0	1485
Q Serve(g_s), s	8.0	10.1	0.0	0.1	27.1	0.0	0.0	0.0	0.0	21.2	0.0	0.0
Cycle Q Clear(g_c), s	8.0	10.1	0.0	0.1	27.1	0.0	0.1	0.0	0.0	21.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.33		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	325	908	788	469	680		648	0	0	557	0	
V/C Ratio(X)	0.89	0.41	0.00	0.00	0.95		0.00	0.00	0.00	0.73	0.00	
Avail Cap(c_a), veh/h	343	908	788	577	688		648	0	0	557	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	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	12.5	10.0	15.4	24.0	0.0	17.8	0.0	0.0	24.9	0.0	0.0
Incr Delay (d2), s/veh	22.8	0.3	0.0	0.0	22.7	0.0	0.0	0.0	0.0	8.2	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	4.3	3.3	0.0	0.0	14.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	12.8	10.0	15.4	46.7	0.0	17.8	0.0	0.0	33.1	0.0	0.0
LnGrp LOS	D	B	A	B	D		B	A	A	C	A	
Approach Vol, veh/h		661			648	A		3			407	A
Approach Delay, s/veh		24.7			46.6			17.8			33.1	
Approach LOS		C			D			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.4	4.7	43.7		30.4	14.5	33.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		25.9	5.0	35.6		25.9	10.9	29.7				
Max Q Clear Time (g_c+I1), s		2.1	2.1	12.1		23.3	10.0	29.1				
Green Ext Time (p_c), s		0.0	0.0	1.8		0.6	0.1	0.3				

Intersection Summary												
HCM 6th Ctrl Delay			34.9									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	29	15	12	86	8	15	455	14	14	583	0
Future Vol, veh/h	0	29	15	12	86	8	15	455	14	14	583	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	87	87	87	79	79	79	91	91	91	93	93	93
Heavy Vehicles, %	5	5	5	5	5	5	5	17	5	5	17	5
Mvmt Flow	0	33	17	15	109	10	16	500	15	15	627	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1256	1204	627	1222	1197	508	627	0	0	515	0	0
Stage 1	657	657	-	540	540	-	-	-	-	-	-	-
Stage 2	599	547	-	682	657	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	146	182	478	154	183	559	940	-	-	1035	-	-
Stage 1	449	457	-	520	516	-	-	-	-	-	-	-
Stage 2	483	513	-	435	457	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	70	174	478	122	175	559	940	-	-	1035	-	-
Mov Cap-2 Maneuver	70	174	-	122	175	-	-	-	-	-	-	-
Stage 1	438	447	-	508	504	-	-	-	-	-	-	-
Stage 2	363	501	-	380	447	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.9	72.3	0.3	0.2
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	940	-	-	222	175	1035	-	-
HCM Lane V/C Ratio	0.018	-	-	0.228	0.767	0.015	-	-
HCM Control Delay (s)	8.9	0	-	25.9	72.3	8.5	0	-
HCM Lane LOS	A	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	5	0	-	-

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	28	21	3	51	104	41	370	5	110	496	9
Future Vol, veh/h	6	28	21	3	51	104	41	370	5	110	496	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	85	85	85	93	93	93	94	94	94
Heavy Vehicles, %	4	4	4	4	4	4	4	17	4	4	17	4
Mvmt Flow	7	31	24	4	60	122	44	398	5	117	528	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1347	1258	533	1284	1261	401	538	0	0	403	0	0
Stage 1	767	767	-	489	489	-	-	-	-	-	-	-
Stage 2	580	491	-	795	772	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	127	169	543	140	169	645	1020	-	-	1145	-	-
Stage 1	392	408	-	557	546	-	-	-	-	-	-	-
Stage 2	497	545	-	378	406	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	58	136	543	94	136	645	1020	-	-	1145	-	-
Mov Cap-2 Maneuver	58	136	-	94	136	-	-	-	-	-	-	-
Stage 1	370	348	-	526	515	-	-	-	-	-	-	-
Stage 2	336	514	-	281	347	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.7	40.6	0.9	1.5
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1020	-	-	158	278	1145	-	-
HCM Lane V/C Ratio	0.043	-	-	0.391	0.669	0.102	-	-
HCM Control Delay (s)	8.7	0	-	41.7	40.6	8.5	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.7	4.4	0.3	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	0	422	77	0	513
Future Vol, veh/h	60	0	422	77	0	513
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	75	75	97	97	95	95
Heavy Vehicles, %	2	2	17	2	2	17
Mvmt Flow	80	0	435	79	0	540

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1015	475	0	0	514	0
Stage 1	475	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	264	590	-	-	1052	-
Stage 1	626	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	264	590	-	-	1052	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	264	1052	-
HCM Lane V/C Ratio	-	-	0.303	-	-
HCM Control Delay (s)	-	-	24.5	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0	-

Intersection	
Int Delay, s/veh	26.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	61	183	203	503	525	44
Future Vol, veh/h	61	183	203	503	525	44
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	92	92	95	95	96	96
Heavy Vehicles, %	5	5	5	17	17	5
Mvmt Flow	66	199	214	529	547	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1527	570	593	0	-	0
Stage 1	570	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	127	515	968	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	87	515	968	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	385	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	149.6	2.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	968	-	231	-	-
HCM Lane V/C Ratio	0.221	-	1.148	-	-
HCM Control Delay (s)	9.8	0	149.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.8	-	12.3	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	9	68	50	15	3	43	169	49	5	144	0
Future Vol, veh/h	1	9	68	50	15	3	43	169	49	5	144	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	75	75	75	70	70	70	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	1	12	91	71	21	4	48	188	54	6	160	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	496	510	160	535	483	215	160	0	0	242	0	0
Stage 1	172	172	-	311	311	-	-	-	-	-	-	-
Stage 2	324	338	-	224	172	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	484	467	885	456	483	825	1419	-	-	1324	-	-
Stage 1	830	756	-	699	658	-	-	-	-	-	-	-
Stage 2	688	641	-	779	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	449	446	885	388	462	825	1419	-	-	1324	-	-
Mov Cap-2 Maneuver	449	446	-	388	462	-	-	-	-	-	-	-
Stage 1	798	752	-	672	632	-	-	-	-	-	-	-
Stage 2	635	616	-	685	752	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	16.4	1.3	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1419	-	-	786	412	1324	-	-
HCM Lane V/C Ratio	0.034	-	-	0.132	0.236	0.004	-	-
HCM Control Delay (s)	7.6	0	-	10.3	16.4	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.9	0	-	-

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	74	526	79	220	893	238	137	77	422	248	50	64
Future Vol, veh/h	74	526	79	220	893	238	137	77	422	248	50	64
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	-	-	Yield	-	-	Yield
Storage Length	190	-	250	200	-	330	-	-	90	-	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	98	98	98	85	85	85	88	88	88
Heavy Vehicles, %	2	5	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	76	542	81	224	911	243	161	91	496	282	57	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1154	0	0	623	0	0	1626	2296	271	1828	2134	456
Stage 1	-	-	-	-	-	-	694	694	-	1359	1359	-
Stage 2	-	-	-	-	-	-	932	1602	-	469	775	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	601	-	-	954	-	-	~ 68	~ 38	727	~ 48	~ 49	551
Stage 1	-	-	-	-	-	-	399	442	-	~ 157	215	-
Stage 2	-	-	-	-	-	-	287	163	-	544	406	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	601	-	-	954	-	-	-	~ 25	727	-	~ 33	551
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 25	-	-	~ 33	-
Stage 1	-	-	-	-	-	-	349	386	-	~ 137	164	-
Stage 2	-	-	-	-	-	-	~ 125	125	-	~ 115	355	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	1.6		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	727	601	-	-	954	-	-	-	551
HCM Lane V/C Ratio	-	0.683	0.127	-	-	0.235	-	-	-	0.132
HCM Control Delay (s)	-	19.9	11.9	-	-	9.9	-	-	-	12.5
HCM Lane LOS	-	C	B	-	-	A	-	-	-	B
HCM 95th %tile Q(veh)	-	5.4	0.4	-	-	0.9	-	-	-	0.5

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

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	52	16	30	82	35	35
Future Vol, veh/h	52	16	30	82	35	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	75	75	63	63
Heavy Vehicles, %	5	2	2	5	2	2
Mvmt Flow	63	19	40	109	56	56

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	82	0	262	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	189	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1515	-	727	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	843	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1515	-	707	989
Mov Cap-2 Maneuver	-	-	-	-	707	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	819	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	825	-	-	1515	-
HCM Lane V/C Ratio	0.135	-	-	0.026	-
HCM Control Delay (s)	10	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

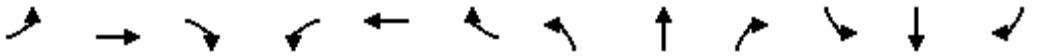
Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	30	42	44	22	22
Future Vol, veh/h	27	30	42	44	22	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	65	65	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	45	65	68	29	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	242	44	58	0	-	0
Stage 1	44	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	746	1026	1546	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	713	1026	1546	-	-	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	3.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1546	-	849	-	-
HCM Lane V/C Ratio	0.042	-	0.102	-	-
HCM Control Delay (s)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	526	79	220	893	238	137	77	422	248	50	64
Future Volume (veh/h)	74	526	79	220	893	238	137	77	422	248	50	64
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	1826	1870	1870	1826	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	542	81	224	911	243	161	91	0	282	57	0
Peak Hour Factor	0.97	0.97	0.97	0.98	0.98	0.98	0.85	0.85	0.85	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	2	2	5	2	2	2	2	2	2	2
Cap, veh/h	208	832	380	353	990	452	646	550		654	621	
Arrive On Green	0.05	0.24	0.24	0.10	0.29	0.29	0.09	0.29	0.00	0.12	0.33	0.00
Sat Flow, veh/h	1781	3469	1585	1781	3469	1585	1781	1870	0	1781	1870	0
Grp Volume(v), veh/h	76	542	81	224	911	243	161	91	0	282	57	0
Grp Sat Flow(s),veh/h/ln	1781	1735	1585	1781	1735	1585	1781	1870	0	1781	1870	0
Q Serve(g_s), s	2.3	10.4	3.0	6.9	18.8	9.6	4.5	2.7	0.0	8.0	1.6	0.0
Cycle Q Clear(g_c), s	2.3	10.4	3.0	6.9	18.8	9.6	4.5	2.7	0.0	8.0	1.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	208	832	380	353	990	452	646	550		654	621	
V/C Ratio(X)	0.37	0.65	0.21	0.63	0.92	0.54	0.25	0.17		0.43	0.09	
Avail Cap(c_a), veh/h	233	888	406	353	997	455	655	550		654	621	
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	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.1	25.3	22.5	19.0	25.6	22.3	15.6	19.3	0.0	14.8	17.0	0.0
Incr Delay (d2), s/veh	1.1	1.6	0.3	3.7	13.3	1.2	0.2	0.6	0.0	0.5	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	0.9	3.9	1.0	2.7	8.4	3.2	1.8	1.2	0.0	3.0	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	26.8	22.7	22.7	38.8	23.5	15.8	20.0	0.0	15.2	17.3	0.0
LnGrp LOS	C	C	C	C	D	C	B	B		B	B	
Approach Vol, veh/h		699			1378			252	A		339	A
Approach Delay, s/veh		25.9			33.5			17.3			15.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	26.2	11.8	22.2	10.8	29.0	8.4	25.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.1	21.7	7.3	18.9	6.7	24.1	5.0	21.2
Max Q Clear Time (g_c+I1), s	10.0	4.7	8.9	12.4	6.5	3.6	4.3	20.8
Green Ext Time (p_c), s	0.0	0.4	0.0	1.8	0.0	0.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	28	21	3	51	104	41	370	5	110	496	9
Future Vol, veh/h	6	28	21	3	51	104	41	370	5	110	496	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	85	85	85	93	93	93	94	94	94
Heavy Vehicles, %	4	4	4	4	4	4	4	17	4	4	17	4
Mvmt Flow	7	31	24	4	60	122	44	398	5	117	528	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1347	1258	533	1284	1261	401	538	0	0	403	0	0
Stage 1	767	767	-	489	489	-	-	-	-	-	-	-
Stage 2	580	491	-	795	772	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	127	169	543	140	169	645	1020	-	-	1145	-	-
Stage 1	392	408	-	557	546	-	-	-	-	-	-	-
Stage 2	497	545	-	378	406	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	62	143	543	99	143	645	1020	-	-	1145	-	-
Mov Cap-2 Maneuver	62	143	-	99	143	-	-	-	-	-	-	-
Stage 1	370	366	-	526	515	-	-	-	-	-	-	-
Stage 2	336	514	-	297	365	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39	25.1	0.9	1.5
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1020	-	-	166	140	645	1145	-	-
HCM Lane V/C Ratio	0.043	-	-	0.372	0.454	0.19	0.102	-	-
HCM Control Delay (s)	8.7	0	-	39	50.5	11.9	8.5	-	-
HCM Lane LOS	A	A	-	E	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	2.1	0.7	0.3	-	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	61	183	203	503	525	44
Future Vol, veh/h	61	183	203	503	525	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	95	95	96	96
Heavy Vehicles, %	5	5	5	17	17	5
Mvmt Flow	66	199	214	529	547	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1527	570	593	0	-	0
Stage 1	570	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	127	515	968	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	515	968	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	436	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	36.1	2.8	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	968	-	99	515	-	-
HCM Lane V/C Ratio	0.221	-	0.67	0.386	-	-
HCM Control Delay (s)	9.8	-	95.4	16.3	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.8	-	3.3	1.8	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	59	22	6	153	161	20
Future Vol, veh/h	59	22	6	153	161	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	88	88
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	74	28	8	191	183	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	390	183	206	0	-	0
Stage 1	183	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	614	859	1365	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	610	859	1365	-	-	-
Mov Cap-2 Maneuver	610	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1365	-	662	-	-
HCM Lane V/C Ratio	0.005	-	0.153	-	-
HCM Control Delay (s)	7.7	-	11.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	48	14	121	170	13
Future Vol, veh/h	38	48	14	121	170	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	88	88
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	48	60	18	151	193	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	380	193	208	0	-	0
Stage 1	193	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	622	849	1363	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	614	849	1363	-	-	-
Mov Cap-2 Maneuver	614	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1363	-	726	-	-
HCM Lane V/C Ratio	0.013	-	0.148	-	-
HCM Control Delay (s)	7.7	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	22	113	8	7	211
Future Vol, veh/h	23	22	113	8	7	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	80	80	88	88
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	31	29	141	10	8	240

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	397	141	0	0	151	0
Stage 1	141	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	608	907	-	-	1430	-
Stage 1	886	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	604	907	-	-	1430	-
Mov Cap-2 Maneuver	604	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	782	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	722	1430	-
HCM Lane V/C Ratio	-	-	0.083	0.006	-
HCM Control Delay (s)	-	-	10.4	7.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	80	30	71	217	17
Future Vol, veh/h	50	80	30	71	217	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	80	80	88	88
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	59	94	38	89	247	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	412	247	266	0	-	0
Stage 1	247	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	596	792	1298	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	579	792	1298	-	-	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1298	-	694	-	-
HCM Lane V/C Ratio	0.029	-	0.22	-	-
HCM Control Delay (s)	7.9	-	11.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	0	98	294	7
Future Vol, veh/h	3	1	0	98	294	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	80	80	88	88
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	6	2	0	123	334	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	457	334	342	0	-	0
Stage 1	334	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	562	708	1217	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	562	708	1217	-	-	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	902	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1217	-	593	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	15	20	221	196	66
Future Vol, veh/h	38	15	20	221	196	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	90	90	90	90
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	51	20	22	246	218	73

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	508	218	291	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	525	822	1271	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	516	822	1271	-	-	-
Mov Cap-2 Maneuver	516	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1271	-	577	-	-
HCM Lane V/C Ratio	0.017	-	0.122	-	-
HCM Control Delay (s)	7.9	-	12.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	30	45	217	171	40
Future Vol, veh/h	24	30	45	217	171	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	90	90	90	90
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	32	40	50	241	190	44

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	531	190	234	0	-	0
Stage 1	190	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	509	852	1333	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	490	852	1333	-	-	-
Mov Cap-2 Maneuver	490	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	720	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1333	-	641	-	-
HCM Lane V/C Ratio	0.038	-	0.112	-	-
HCM Control Delay (s)	7.8	-	11.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	14	248	27	23	178
Future Vol, veh/h	16	14	248	27	23	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	90	90	90	90
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	23	20	276	30	26	198

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	526	276	0	0	306	0
Stage 1	276	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	512	763	-	-	1255	-
Stage 1	771	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	501	763	-	-	1255	-
Mov Cap-2 Maneuver	501	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	597	1255	-
HCM Lane V/C Ratio	-	-	0.072	0.02	-
HCM Control Delay (s)	-	-	11.5	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	55	103	240	146	48
Future Vol, veh/h	35	55	103	240	146	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	90	90	90	90
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	41	65	114	267	162	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	657	162	215	0	-	0
Stage 1	162	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	430	883	1355	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	394	883	1355	-	-	-
Mov Cap-2 Maneuver	394	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	613	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	2.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1355	-	596	-	-
HCM Lane V/C Ratio	0.084	-	0.178	-	-
HCM Control Delay (s)	7.9	-	12.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	6	8	325	184	15
Future Vol, veh/h	18	6	8	325	184	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	90	90	90	90
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	28	9	9	361	204	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	583	204	221	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	475	837	1348	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	472	837	1348	-	-	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	692	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	530	-	-
HCM Lane V/C Ratio	0.007	-	0.07	-	-
HCM Control Delay (s)	7.7	-	12.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-