

PRESERVE AT HONEY CREEK

DRI #3450

Honey Creek Road
Rockdale County, Georgia

PREPARED FOR:

D.R. Horton

PREPARED BY:



KCI Technologies, Inc.
2160 Satellite Blvd, Suite 130
Duluth, GA 30097
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678.990.6200

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EXECUTIVE SUMMARY

The purpose of this study is to evaluate the potential traffic impacts of the proposed *DRI #3450 Preserve at Honey Creek* development. The site is in Rockdale County, Georgia.

The development proposes a maximum of 620 single family residential units. Because the proposed development is located in the ‘Developing Suburbs’ as indicated in ARC’s Unified Growth Policy Map and meets the DRI criteria #5 - Housing (500+ New Lots), the development is considered a Development of Regional Impact.

The development proposes five full movement driveways: three driveways along Honey Creek Road and two driveways along Good Road. The expected completion (build-out) of the development is 2031. The site plan (see Appendix B) for the development illustrates the conditions in the study area, including the proposed development use and access locations.

This study includes an analysis of existing traffic conditions and future traffic conditions. The future conditions analysis was performed for two scenarios – No-Build (including background growth, and Build (with the Preserve at Honey Creek development) to compare the impacts.

Per GRTA’s Letter of Understanding (LOU), the traffic impact study network consisted of the following intersections:

1. Honey Creek Road at Stanton Road (traffic signal)
2. Honey Creek Road at SR 20/McDonough Highway (traffic signal)
3. Stanton Road at Goode Road (stop-control)
4. Goode Road at Ebenezer Road (stop-control)
5. SR 138/Stockbridge Highway at Ebenezer Road (traffic signal)
6. SR 20 at Miller Chapel Road (traffic signal)
7. SR 138 at Miller Chapel Road (traffic signal)
8. SR 138 at SR 20 (traffic signal)
9. Honey Creek Road at Ebenezer Road (stop-control)
10. Honey Creek Road at Honey Creek Court/Proposed Driveway #1 (stop-control)
11. Honey Creek Road at Troupe Smith Road/Proposed Driveway #2 (stop-control)
12. Honey Creek Road at Proposed Driveway #3 (stop-control)
13. Goode Road at Proposed Driveway #4 (stop-control)
14. Goode Road at Proposed Driveway #5 (stop-control)

Based on the year 2021 Existing Conditions and 2031 No-Build Conditions capacity analysis, all intersections are expected to meet the level of service standard for the overall intersection. The No-Build Conditions analysis includes background growth in traffic volumes and two new proposed developments in the area.

Based on the year 2031 Build Conditions analysis, one intersection requires improvements to meet the level of service standard for the overall intersection. The Build Conditions analysis includes the No-Build traffic volumes plus the traffic from the Preserve at Honey Creek development.

The recommended improvements to address the year 2031 Build Conditions are:

- SR 20/McDonough Highway at Honey Creek Road (#2):
 - Provide two eastbound left-turn lanes along Honey Creek Road. This can be accomplished by restriping the existing pavement to add the second left-turn lane, and by modifying the traffic signal phasing to a protected only left-turn.

EXECUTIVE SUMMARY

The recommended improvements at the five proposed driveways are:

- Honey Creek Road at Proposed Driveway #1/Honey Creek Court:
 - Site Driveway - north leg:
 - Stop control with one exit lane (shared left-turn/right-turn lane)
 - One lane entering
 - Add new westbound right-turn deceleration lane along Honey Creek Road
- Honey Creek Road at Proposed Driveway #2/Troupe Smith Road:
 - Site Driveway - north leg:
 - Stop control with one exit lane (shared left-turn/right-turn lane)
 - One lane entering
 - Add new westbound right-turn deceleration lane along Honey Creek Road
- Honey Creek Road at Proposed Driveway #3:
 - Site Driveway - north leg:
 - Stop control with one exit lane (shared left-turn/right-turn lane)
 - One lane entering
 - Add new westbound right-turn deceleration lane along Honey Creek Road
- Goode Road at Proposed Driveway #4:
 - Site Driveway - south leg:
 - Stop control with one exit lane (shared left-turn/right-turn lane)
 - One lane entering
 - Add new westbound right-turn deceleration lane along Goode Road
- Goode Road at Proposed Driveway #5:
 - Site Driveway - north leg:
 - Stop control with one exit lane (shared left-turn/right-turn lane)
 - One lane entering
 - Add new westbound right-turn deceleration lane along Goode Road

Per GRTA's requirements, any intersection approaches operating at LOS F operate below the level of service standard. This condition applies to four intersections (#2, 6, 7 and 8) in the No-Build Conditions and five intersections (#2, 5, 6, 7 and 8) in the Build Conditions. In some of these cases, the side-street at a traffic signal has high average delay. It is not uncommon for the side-streets to have high average vehicle delay.

To provide an improved intersection approach level of service, potential improvements were analyzed and considered constraints in the roadway segment and intersection. Section 4.3 and Section 4.5 provide a detailed explanation of the analysis and results. In the No-Build Conditions, a signal timing adjustment at SR 138/Stockbridge Highway at Ebenezer Road (#5) would reduce the side-street to LOS D. In the Build Conditions, no improvements were identified to reduce the side-street to LOS D.

Per the GRTA DRI Review Procedures, the executive summary requires include a table (Table A) summarizing all of the failing intersection approach level of service.

EXECUTIVE SUMMARY

Table A Level of Service Summary, Failing Intersection Approach														
Intersection	Approach	LOS Standard	LOS (Delay ¹)								Trips ²		% of Total ³	
			No-Build AM	No-Build PM	No-Build IMPROVED AM	No-Build IMPROVED PM	Build AM	Build PM	Build IMPROVED AM	Build IMPROVED PM	AM	PM	AM	PM
2	Overall	D	D (35.0)	D (39.6)	D (41.1)	D (49.2)	E (75.6)	D (46.3)	D (40.5)	D (42.2)	--	--	--	--
	Eastbound	D	E (65.8)	E (74.4)	E (69.1)	F (82.7)	F (259.6)	F (106.5)	E (67.3)	E (76.2)	200	130	30%	18%
	Westbound	D	E (68.4)	E (64.0)	E (69.6)	E (59.8)	E (68.4)	E (64.0)	E (71.3)	E (68.3)	0	0	0%	0%
	Northbound	D	C (24.8)	C (31.3)	C (29.6)	D (41.1)	C (24.8)	C (31.5)	C (29.5)	C (31.8)	--	--	--	--
	Southbound	D	B (19.8)	C (29.3)	C (32.1)	D (42.3)	B (19.9)	C (30.0)	C (23.5)	C (30.5)	--	--	--	--
5	Overall	D	C (31.5)	D (40.0)	--	D (41.5)	C (32.2)	D (46.9)	C (30.5)	D (41.5)	--	--	--	--
	Eastbound	D	C (34.2)	D (38.4)	--	D (43.8)	D (35.2)	D (42.5)	C (21.2)	D (39.2)	--	--	--	--
	Westbound	D	C (27.7)	C (33.8)	--	D (38.5)	C (27.7)	D (40.5)	B (17.6)	C (34.2)	--	--	--	--
	Northbound	D	C (29.7)	C (34.5)	--	C (32.2)	C (30.9)	D (36.1)	D (44.3)	D (37.2)	--	--	--	--
	Southbound	D	D (37.4)	E (61.6)	--	D (53.5)	D (38.8)	E (77.8)	D (52.0)	E (64.4)	13	44	6%	9%
6	Overall	D	A (6.6)	B (13.7)	--	--	A (6.9)	B (18.7)	--	--	--	--	--	--
	Eastbound	D	E (78.7)	E (75.3)	--	--	E (78.8)	E (75.3)	--	--	16	52	8%	9%
	Westbound	E	E (79.2)	E (68.1)	--	--	E (79.3)	E (68.1)	--	--	--	--	--	--
	Northbound	D	A (4.6)	B (12.0)	--	--	A (5.1)	B (18.6)	--	--	--	--	--	--
	Southbound	D	A (4.5)	B (10.3)	--	--	A (4.9)	B (15.0)	--	--	--	--	--	--
7	Overall	D	D (49.5)	D (53.3)	D (36.7)	D (47.9)	D (41.1)	D (54.9)	D (41.8)	D (48.4)	--	--	--	--
	Eastbound	D	C (33.8)	D (47.4)	C (27.2)	D (38.2)	C (34.8)	D (50.2)	C (30.6)	D (39.7)	--	--	--	--
	Westbound	D	C (25.8)	D (51.2)	B (19.3)	C (33.5)	C (29.9)	D (54.1)	C (21.8)	D (34.7)	--	--	--	--
	Northbound	E	F (100.4)	D (50.1)	E (63.7)	E (58.9)	E (62.0)	D (48.4)	E (71.2)	E (57.3)	--	--	--	--
	Southbound	D	E (57.8)	E (66.4)	E (57.3)	E (67.3)	D (44.4)	E (67.2)	E (64.0)	E (66.5)	20	67	9%	9%
8	Overall	D	C (28.6)	D (34.8)	--	--	C (27.9)	D (36.5)	--	--	--	--	--	--
	Eastbound	D	E (74.4)	E (70.0)	--	--	E (61.8)	E (70.5)	--	--	27	17	5%	2%
	Westbound	E	F (85.4)	F (86.3)	--	--	E (75.2)	F (86.3)	--	--	--	--	--	--
	Northbound	D	B (18.5)	C (23.3)	--	--	C (20.6)	C (25.0)	--	--	--	--	--	--
	Southbound	D	B (19.5)	C (28.4)	--	--	C (21.2)	C (31.0)	--	--	--	--	--	--

Note 1: Average Vehicle Delay in Seconds

Note 2: Development Project Trips

Note 3: Development Project Trips percentage of Total Volume

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A: Figures

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- Figure 3 – 2021 Existing Traffic Conditions
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B: Development Site Plan

C: Traffic Counts

D: Intersection Volume Development

E: Capacity Analysis Reports

1.0 Existing Conditions

1.1 Site Conditions

The proposed site is located along the north side of Honey Creek Road, and south side of Goode Road, in Rockdale County, Georgia. The proposed development is located on undeveloped property. **Figure 1** provides a general location map. **Figure 2** is an aerial that shows the site location and the proposed access points. (Figures included in Appendix A)

The development proposes five full movement driveways:

- Proposed Driveway #1 on Honey Creek Road at Honey Creek Court/Proposed Driveway #1
- Proposed Driveway #2/Troupe Smith Road at Honey Creek Road
- Proposed Driveway #3 on Honey Creek Road
- Proposed Driveway #4 at Goode Road
- Proposed Driveway #5 at Goode Road

1.2 Roadway Conditions

Honey Creek Road is an east-west oriented roadway in the vicinity of the proposed development. Honey Creek Road, adjacent to the site, is a two-lane roadway with a posted speed limit of 45 MPH adjacent to the development. The GDOT roadway classification is a Minor Collector (Urban). The roadway consists of grassed shoulders on both sides, with no sidewalks.

Goode Road is an east-west oriented roadway in the vicinity of the proposed development. Goode Road, adjacent to the site, is a two-lane roadway with a posted speed limit of 40 MPH adjacent to the development. The GDOT roadway classification is a Local Road (Urban). The roadway consists of grassed shoulders on both sides, with no sidewalks.

EXISTING CONDITIONS

1.3 Traffic Volumes

Historic traffic volume data available from the GDOT TADA source were utilized to inform the annual growth rate. The two locations are listed below.

- GDOT Count Station #247-0229 is located on SR 20/McDonough Highway, just south of Jimson Way/Miller Chapel Road.
- GDOT Count Station #247-0328 is located on Honey Creek Road, just west of Ebenezer Road.

Traffic counts were collected on May 18, 2021 for use in the traffic analysis. GRTA requested a review of three additional study intersections for analysis in the DRI Study as part of Phase 2. These counts were collected on October 19, 2021. The total traffic data collected included:

- 24-hour traffic count on SR 20/McDonough Highway, at GDOT count station #247-0229
- 24-hour traffic count on Honey Creek Road, at GDOT count station #247-0328
- 24-hour traffic count on Honey Creek Road, at Proposed Driveway #2
- 24-hour traffic count on Goode Road, at Proposed Driveway #4
- Intersection turning movement counts during the 7-9AM and 4-6PM peak periods:
 - Honey Creek at Road at Stanton Road
 - Honey Creek Road at SR 20/McDonough Highway
 - Stanton Road at Goode Road
 - Goode Road at Ebenezer Road
 - SR 138/Stockbridge Highway at Ebenezer Road
 - SR 20 at Miller Chapel Road
 - SR 138 at Miller Chapel Road
 - SR 138 at SR 20
 - Honey Creek Road at Ebenezer Road
 - Honey Creek Road at Honey Creek Court
 - Honey Creek Road at Troupe Smith Road

Due to COVID-19's effect on traffic volumes, the 24-hour volume count was compared to the traffic count data from March 2019 (see below). The AM peak hour volume was compared lower in 2021 than 2019. Based on discussions with GRTA, it was decided to utilize an adjustment factor of 1.08, which is applied to the AM peak hour for the initial study intersections.

EXISTING CONDITIONS

Table B: Summary of Calculations for SR 20/McDonough Hwy - North of Kay Terr / GDOT Count Sta #247-0229									
		Raw count	Annualized	ADT factor adjustments					Factor for raw 2021 data
Source	DATE	ADT	AADT	Functional Class	Monthly	Daily	Axle Factor	Total Factor	Recommendation
2021 count	Tuesday 5/18/2021	34,634	31,863	1.01	0.97	0.97	0.97	0.92	0.95 Do not apply adjustment
2019 GDOT count	Wednesday 2/27/2019	35,973	32,735	1.01	1.01	0.92	0.97	0.91	*Comparing to 2019 annualized
*Using GDOT 2018 Traffic Factors (most recent)									
		AM Peak Hour							1.08 Apply adjustment to AM peak hour
2021 count	5/18/2021	1,958	1,801						
2019 GDOT count	2/27/2019	2,316	2,108						
PM Peak Hour									
2021 count	5/18/2021	2,790	2,567						0.97 Do not apply adjustment
2019 GDOT count	2/27/2019	2,969	2,702						

COVID Factor Calculations – Original Study Intersections

Additionally, the same process was utilized for the newly collected traffic volumes for the three additional intersections added to the study. The 24-hour volume count was compared to the traffic count data from February 2019 (see below). Both the AM and PM peak hour was compared lower in 2021 than 2019. Based on discussions with GRTA, it was decided to utilize an adjustment factor of 1.05, which is applied to the AM peak hour for the three additional study intersections.

Summary of Calculations for SR 20/McDonough Hwy - North of Kay Terr / GDOT Count Sta #247-0229									
		Raw count	Annualized	ADT factor adjustments					Factor for raw 2021 data
Source	DATE	ADT	AADT	Functional Class	Monthly	Daily	Axle Factor	Total Factor	Recommendation
2021 count	Tuesday 10/19/2021	35,081	29,819	0.92	0.96	0.96	1	0.85	0.96 Do not apply adjustment
2019 GDOT count	Wednesday 2/27/2019	35,973	33,815	1.01	1.01	0.92	1.00	0.94	*Comparing to 2019 annualized
*Using GDOT 2020 Traffic Factors (most recent) for year 2021									
		AM Peak Hour							1.05 Apply adjustment to AM peak hour
2021 count	Tuesday 10/19/2021	2,081	1,769						
2019 GDOT count	2/27/2019	2,316	2,177						
PM Peak Hour									
2021 count	Tuesday 10/19/2021	2,867	2,437						0.97 Do not apply adjustment
2019 GDOT count	2/27/2019	2,969	2,791						

COVID Factor Calculations – Added Study Intersections

Figure 3A & 3B (in Appendix A) illustrates the year 2021 existing traffic volumes. The traffic counts are included in Appendix C.

2.0 Future Conditions

2.1 *Future No-Build Traffic Volumes*

Future No-Build traffic volumes were developed by reviewing the historical traffic volumes on area roadways within the vicinity of the project and historic population growth in the county (+/-0.6 percent average annually the past five years). Two GDOT count stations in the area, located on SR 20/McDonough Highway and Honey Creek Road, indicated historic growth rates between 0.55% and 4.61%. Based on the GRTA LOU, a 1.0% per year growth rate to account for background traffic volume growth was used on all roadways.

For the purposes of this study the proposed development is expected to be completed and opened by 2031. A 1.0% per year growth rate was applied to the year 2021 existing volumes. Additionally, trip generation for any other major developments currently underway in the study area were taken into consideration. Trips from Lennox Drive Development and Vaugh's Farm Development were added into the analysis based on the values included in the Traffic Impact Study report for the Lennox Drive Development. The trips from the Vaugh's Farm development were developed by referencing the distribution from Lennox Drive. **Figure 4A & 4B** (in Appendix A) illustrate the year 2031 No-Build traffic volumes.

2.2 *Future No-Build Roadway Conditions*

A review of Georgia DOT and Rockdale County planned, and programmed transportation projects was performed in the study area. There is one planned project within the study area: RO-015F – Millers Chapel Road Widening, from SR 138 to SR 20. The project is listed as long range (year 2031-2040). Since the planned project timeline is beyond the buildout year of the DRI project, this project was not included in the No-Build conditions analysis.

3.0 Proposed Development Traffic

Project traffic was calculated for the proposed development. Project traffic is defined as the vehicular trips expected to be generated by the development and distributed over the roadway network.

3.1 Trip Generation

The project driveway volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Tenth Edition. The proposed development will include up to 620 single-family residential homes. For the purposes of the traffic study, ITE Land use (LU) code 210 (Single-Family Detached) was used.

Since this is a residential development, no pass-by reductions or internal capture rates were included. **Table 1** below summarizes the trips expected daily, during the AM peak hour, and during the PM peak hour for the development.

TABLE 1 - TRIP GENERATION Preserve at Honey Creek DRI #3450										
Land Use		Units	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
				Two-way	Total	In	Out	Total	In	Out
210	Single-Family Detached	DU	620	5,571	445	111	334	586	369	217
Driveway Volumes				5,571	445	111	334	586	369	217

3.2 Trip Distribution and Assignment

An overall trip distribution and assignment of project trips was based on existing traffic patterns and a review of land uses and the street network in the area. This information was used to apply the project traffic volumes at the study intersections and development driveways.

The directional distribution for the proposed development is shown in **Figure 5** (in Appendix A) and estimated to be:

- 66% to/from the east along Honey Creek Road
- 5% to/from the west along Honey Creek Road
- 19% to/from the east along Goode Road
- 10% to/from the west along Goode Road

Figure 6A & 6B (in Appendix A) illustrate the project trips at the study intersections.

3.3 Future Build Traffic Volumes

The 2031 future Build traffic volumes were calculated by adding the proposed development (Preserve at Honey Creek) traffic volumes to the projected 2031 No-Build traffic volumes. **Figure 7A & 7B** (in Appendix A) illustrate the 2031 Build traffic volumes.

4.0 Capacity Analysis

Capacity analysis was performed at the study intersections for the weekday AM and PM peak hours.

Intersection Level of Service (LOS) was calculated based on the methodologies contained in the *Highway Capacity Manual, 6th Edition*. The *Synchro Studio 10* software, which utilizes the HCM 6th Edition methodology, was utilized to perform the analyses.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

Level of service is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists perceptions. The Highway Capacity Manual defines six levels of service, LOS A through LOS F. Level of service A indicates excellent operations with little delay to motorists, while level of service F indicates extremely long delay.

Level of service for unsignalized intersections is calculated for the average controlled delay incurred for vehicles on the stop controlled approach. Controlled delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic, and acceptable gap time to make the movement from the stop position. The level-of-service criteria for two-way stop-controlled and all-way stop-controlled intersections is presented in **Table 2**. For stop-controlled intersections, LOS E and F exist when there are insufficient gaps in traffic, resulting in long delays. Low level of service for stop-controlled approaches are not uncommon at major cross-streets.

Level-of-service at signalized intersections is defined in terms of average controlled delay per vehicle. Controlled delay for vehicles includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The level-of-service criteria for signalized intersections is presented in **Table 3**. Level-of-service “E” is typically considered to be the limit of acceptable delay.

Table 2 Level of Service Summary Criteria for Unsignalized Intersections	
LOS	Average Delay (seconds)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: Highway Capacity Manual

CAPACITY ANALYSIS

Table 3 Level of Service Summary Criteria for Signalized Intersections	
LOS	Average Delay (seconds)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Source: Highway Capacity Manual

4.1 Existing Conditions Capacity Analysis

Capacity analysis was performed for the year 2021 traffic volumes and the existing roadway conditions. The existing traffic conditions are illustrated in **Figure 3A & 3B**. **Table 4** summarizes the results of the capacity analysis.

All of the study intersections operate at an acceptable overall intersection Level of Service (LOS) D or better. Based on GRTA's technical guidelines, the LOS standard is shown for each intersection in Table 4.

Per GRTA's requirements, any intersection approaches operating at LOS F operate below the level of service standard. This condition applies to three intersections (#6, 7 and 8) and is indicated by grayed boxes in Table 4. The LOS standard is E for these approaches. In some of these cases, the side-street at a traffic signal has high average delay. It is not uncommon for the side-streets to have high average vehicle delay.

Table 4 Level of Service Summary, Existing Conditions						
Intersection		Traffic Control	Approach	LOS Standard	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1	Honey Creek Road at Stanton Road	Signal	Overall	D	B (14.5)	B (19.2)
			Eastbound	D	B (12.6)	B (16.1)
			Westbound	D	B (11.5)	B (16.0)
			Southbound	D	C (24.7)	C (29.5)
2	Honey Creek Road at SR 20/McDonough Highway	Signal	Overall	D	C (30.7)	D (35.2)
			Eastbound	D	E (67.0)	E (73.3)
			Westbound	D	E (60.9)	E (63.9)
			Northbound	D	B (19.8)	C (26.1)
			Southbound	D	B (16.1)	C (23.5)
3	Stanton Road at Goode Road	Side-Street Stop Control	Eastbound	D	A (9.7)	B (11.7)

CAPACITY ANALYSIS

4	Goode Road at Ebenezer Road	All-Way Stop Control	Overall	D	A (7.3)	A (7.8)
			Eastbound	D	A (7.5)	A (7.4)
			Westbound	D	A (7.1)	A (7.2)
			Northbound	D	A (7.5)	A (7.5)
			Southbound	D	A (7.1)	A (8.0)
5	SR 138/Stockbridge Highway at Ebenezer Road	Signal	Overall	D	C (28.9)	D (35.2)
			Eastbound	D	C (29.7)	C (33.7)
			Westbound	D	C (25.5)	C (28.4)
			Northbound	D	C (28.9)	C (33.7)
			Southbound	D	D (35.7)	D (53.9)
6	SR 20 at Miller Chapel Road	Signal	Overall	D	A (4.8)	A (8.0)
			Eastbound	D	E (76.7)	E (77.8)
			Westbound	E	F (81.5)	E (74.1)
			Northbound	D	A (3.4)	A (5.0)
			Southbound	D	A (3.5)	A (6.2)
7	SR 138 at Miller Chapel Road	Signal	Overall	D	D (41.4)	D (47.9)
			Eastbound	D	C (30.5)	D (41.6)
			Westbound	D	B (18.8)	D (36.2)
			Northbound	E	F (82.0)	D (50.7)
			Southbound	D	E (62.1)	E (66.0)
8	SR 138 at SR 20	Signal	Overall	D	C (24.3)	C (30.2)
			Eastbound	D	E (72.6)	E (69.1)
			Westbound	E	F (85.8)	F (83.4)
			Northbound	D	B (14.2)	B (18.5)
			Southbound	D	B (14.7)	C (22.3)
9	Honey Creek Road at Ebenezer Road	All-Way Stop Control	Overall	D	A (8.3)	A (8.9)
			Eastbound	D	A (8.0)	A (9.0)
			Westbound	D	A (8.5)	A (8.7)
			Northbound	D	A (8.4)	A (8.4)
			Southbound	D	A (7.9)	A (9.0)
10	Honey Creek Road at Honey Creek Court	Side-Street Stop Control	Northbound	D	B (10.1)	B (11.5)
11	Honey Creek Road at Troupe Smith Road	Side-Street Stop Control	Northbound	D	A (9.3)	A (9.8)

*Average Delay in seconds

4.2 Future No-Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2031 traffic volumes and the existing roadway conditions. **Table 5** summarizes the results of the capacity analysis. All study intersections are expected to continue to operate at an acceptable overall intersection level of service (LOS) during both the AM and PM peak hours.

There are five intersections which indicate an intersection approach is operating below the level of service standard. This condition applies to intersections (#2, 5, 6, 7 and 8) and is indicated by grayed boxes in Table 5. In

CAPACITY ANALYSIS

some of these cases, the side-street at a traffic signal has high average delay. It is not uncommon for the side-streets to have high average vehicle delay. Section 4.3 identifies potential improvements analyzed.

The No-Build traffic conditions and volumes are illustrated in **Figure 6 & 6B** (in Appendix A).

Table 5 Level of Service Summary, No-Build Conditions						
Intersection		Traffic Control	Approach	LOS Standard	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1	Honey Creek Road at Stanton Road	Signal	Overall	D	B (15.0)	B (19.7)
			Eastbound	D	B (13.2)	B (16.5)
			Westbound	D	B (11.8)	B (16.5)
			Southbound	D	C (25.3)	C (30.1)
2	Honey Creek Road at SR 20/McDonough Highway	Signal	Overall	D	D (35.0)	D (39.6)
			Eastbound	D	E (65.8)	E (74.4)
			Westbound	D	E (68.4)	E (64.0)
			Northbound	D	C (24.8)	C (31.3)
			Southbound	D	B (19.8)	C (29.3)
3	Stanton Road at Goode Road	Side-Street Stop Control	Eastbound	D	B (10.1)	B (12.2)
4	Goode Road at Ebenezer Road	All-Way Stop Control	Overall	D	A (7.4)	A (8.0)
			Eastbound	D	A (7.1)	A (7.5)
			Westbound	D	A (7.2)	A (7.3)
			Northbound	D	A (7.6)	A (7.6)
			Southbound	D	A (7.1)	A (8.2)
5	SR 138/Stockbridge Highway at Ebenezer Road	Signal	Overall	D	C (31.5)	D (40.0)
			Eastbound	D	C (34.2)	D (38.4)
			Westbound	D	C (27.7)	C (33.8)
			Northbound	D	C (29.7)	C (34.5)
			Southbound	D	D (37.4)	E (61.6)
6	SR 20 at Miller Chapel Road	Signal	Overall	D	A (6.6)	B (13.7)
			Eastbound	D	E (78.7)	E (75.3)
			Westbound	E	E (79.2)	E (68.1)
			Northbound	D	A (4.6)	B (12.0)
			Southbound	D	A (4.5)	B (10.3)
7	SR 138 at Miller Chapel Road	Signal	Overall	D	D (49.5)	D (53.3)
			Eastbound	D	C (33.8)	D (47.4)
			Westbound	D	C (25.8)	D (51.2)
			Northbound	E	F (100.4)	D (50.1)
			Southbound	D	E (57.8)	E (66.4)
8	SR 138 at SR 20	Signal	Overall	D	C (28.6)	D (34.8)
			Eastbound	D	E (74.4)	E (70.0)
			Westbound	E	F (85.4)	F (86.3)
			Northbound	D	B (18.5)	C (23.3)
			Southbound	D	B (19.5)	C (28.4)

CAPACITY ANALYSIS

9	Honey Creek Road at Ebenezer Road	All-Way Stop Control	Overall	D	A (8.7)	A (9.2)
			Eastbound	D	A (8.3)	A (9.4)
			Westbound	D	A (9.0)	A (9.0)
			Northbound	D	A (8.8)	A (8.6)
			Southbound	D	A (8.1)	A (9.3)
10	Honey Creek Road at Honey Creek Court	Side-Street Stop Control	Northbound	D	B (10.5)	B (11.8)
11	Honey Creek Road at Troupe Smith Road	Side-Street Stop Control	Northbound	D	A (9.5)	B (10.0)

**Average Delay in seconds*

4.3 Future No-Build Conditions with Improvements Capacity Analysis

Per GRTA's requirements, improvements are required to be identified where an intersection approach is operating below the level of service standard. There are five intersections which this applies to (intersections #2, 5, 6, 7 and 8).

To provide an improved intersection approach level of service, the following potential improvements were analyzed and considered constraints in the roadway segment and intersection.

- Honey Creek Road at SR 20/McDonough Highway (#2):
 - The side-streets at the traffic signal have high average delay. No improvement was identified to reduce the side-street to LOS D.
 - With these potential improvements, the side-street approaches are LOS E or LOS F. The overall intersection delay also increases.
 - Provide two left-turn lanes along three approaches: eastbound Honey Creek Road, northbound SR 20, and southbound SR 20. This can be accomplished by restriping the existing pavement to add the second left-turn lane, and by modifying the traffic signal phasing to a protected only left-turn.
- SR 138/Stockbridge Highway at Ebenezer Road (#5):
 - Adjust signal timing to provide additional southbound green time. (PM peak hour)
- SR 138 at Miller Chapel Road (#6):
 - The side-streets at the traffic signal have high average delay. No improvement was identified to reduce the side-street to LOS D.

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- SR 20 at Miller Chapel Road (#7):
 - The side-streets at the traffic signal have high average delay. No improvement was identified to reduce the side-street to LOS D.
 - With these potential improvements, the side-street approaches are LOS E.
 - Add one southbound through lane and one northbound through lane along Miller Chapel Road.
- SR 138 at SR 20 (#8):
 - The side-streets at the traffic signal have high average delay. No improvement was identified to reduce the side-street to LOS D.

Table 6 summarizes the results of the capacity analysis.

Table 6 Level of Service Summary, No-Build Conditions WITH IMPROVEMENT						
Intersection		Traffic Control	Approach	LOS Standard	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
2	Honey Creek Road at SR 20/McDonough Highway	Signal	Overall	D	D (41.1)	D (49.2)
			Eastbound	D	E (69.1)	F (82.7)
			Westbound	D	E (69.6)	E (59.8)
			Northbound	D	C (29.6)	D (41.1)
			Southbound	D	C (32.1)	D (42.3)
5	SR 138/Stockbridge Highway at Ebenezer Road	Signal	Overall	D	--	D (41.5)
			Eastbound	D	--	D (43.8)
			Westbound	D	--	D (38.5)
			Northbound	D	--	C (32.2)
			Southbound	D	--	D (53.5)
7	SR 138 at Miller Chapel Road	Signal	Overall	D	D (36.7)	D (47.9)
			Eastbound	D	C (27.2)	D (38.2)
			Westbound	D	B (19.3)	C (33.5)
			Northbound	E	E (63.7)	E (58.9)
			Southbound	D	E (57.3)	E (67.3)

*Average Delay in seconds

4.4 Future Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2031 Future Conditions and includes the No-Build traffic volumes plus the Preserve at Honey Creek development volumes. The No-Build with improvement roadway conditions are not included in the analysis. The Build traffic conditions and volumes are illustrated in **Figure 7A & 7B** (in Appendix A). **Table 7** summarizes the results of the capacity analysis.

CAPACITY ANALYSIS

Table 7
Level of Service Summary, Build Conditions

Intersection		Traffic Control	Approach	LOS Standard	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1	Honey Creek Road at Stanton Road	Signal	Overall	D	B (16.3)	C (21.6)
			Eastbound	D	B (16.0)	B (18.7)
			Westbound	D	B (12.3)	C (20.4)
			Southbound	D	C (25.6)	C (30.4)
2	Honey Creek Road at SR 20/McDonough Highway	Signal	Overall	D	E (75.6)	D (46.3)
			Eastbound	D	F (259.6)	F (106.5)
			Westbound	D	E (68.4)	E (64.0)
			Northbound	D	C (24.8)	C (31.5)
			Southbound	D	B (19.9)	C (30.0)
3	Stanton Road at Goode Road	Side-Street Stop Control	Eastbound	D	B (11.6)	B (14.9)
4	Goode Road at Ebenezer Road	All-Way Stop Control	Overall	D	A (7.4)	A (8.3)
			Eastbound	D	A (7.2)	A (7.7)
			Westbound	D	A (7.1)	A (7.4)
			Northbound	D	A (7.7)	A (7.7)
			Southbound	D	A (7.4)	A (8.7)
5	SR 138/Stockbridge Highway at Ebenezer Road	Signal	Overall	D	C (32.2)	D (46.9)
			Eastbound	D	D (35.2)	D (42.5)
			Westbound	D	C (27.7)	D (40.5)
			Northbound	D	C (30.9)	D (36.1)
			Southbound	D	D (38.8)	E (77.8)
6	SR 20 at Miller Chapel Road	Signal	Overall	D	A (6.9)	B (18.7)
			Eastbound	D	E (78.8)	E (75.3)
			Westbound	E	E (79.3)	E (68.1)
			Northbound	D	A (5.1)	B (18.6)
			Southbound	D	A (4.9)	B (15.0)
7	SR 138 at Miller Chapel Road	Signal	Overall	D	D (41.1)	D (54.9)
			Eastbound	D	C (34.8)	D (50.2)
			Westbound	D	C (29.9)	D (54.1)
			Northbound	E	E (62.0)	D (48.4)
			Southbound	D	D (44.4)	E (67.2)
8	SR 138 at SR 20	Signal	Overall	D	C (27.9)	D (36.5)
			Eastbound	D	E (61.8)	E (70.5)
			Westbound	E	E (75.2)	F (86.3)
			Northbound	D	C (20.6)	C (25.0)
			Southbound	D	C (21.2)	C (31.0)
9	Honey Creek Road at Ebenezer Road	All-Way Stop Control	Overall	D	A (8.9)	A (9.4)
			Eastbound	D	A (8.4)	A (9.7)
			Westbound	D	A (9.2)	A (9.1)
			Northbound	D	A (8.9)	A (8.7)
			Southbound	D	A (8.2)	A (9.5)

CAPACITY ANALYSIS

10	Honey Creek Road at Honey Creek Court / Driveway #1	Side-Street Stop Control	Northbound	D	B (12.4)	C (15.8)
			Southbound	D	C (20.3)	D (26.9)
11	Honey Creek Road at Troupe Smith Road / Driveway #2	Side-Street Stop Control	Northbound	D	A (9.6)	B (10.1)
			Southbound	D	B (13.9)	C (22.9)
12	Honey Creek Road at Proposed Driveway #3	Side-Street Stop Control	Southbound	D	B (14.4)	C (17.7)
13	Goode Road at Proposed Driveway #4	Side-Street Stop Control	Northbound	D	A (9.0)	A (9.1)
14	Goode Road at Proposed Driveway #5	Side-Street Stop Control	Northbound	D	A (8.6)	A (8.6)

*Average Delay in seconds

Thirteen of the fourteen study intersections are expected to operate at an acceptable overall intersection Level of Service (LOS); however, one intersection requires the identification of improvements to meet the level of service standard.

Per GRTA's requirements, improvements are also required to be identified where an intersection approach is operating below the level of service standard. This condition applies to four intersections (#5,6,7 and 8) and is indicated by grayed boxes in Table 7. In some of these cases, the side-street at a traffic signal has high average delay. It is not uncommon for the side-streets to have high average vehicle delay. Section 4.5 identifies the improvements analyzed.

Per GRTA's requirements, a queue length analysis is required when an approach with added development trips has a failing level of service. The results are presented in **Table 8**.

Table 8 Queue Length Analysis, Build Conditions								
Intersection		Approach	Peak Hour	50 th percentile queue (ft)	95 th percentile queue (ft)	V/C Ratio	Storage Length (Ft)	Taper Length (Ft)
2	SR 20 at Honey Creek Road	Eastbound Left-Turn	AM	432	595	1.51	560	120
			PM	244	432	1.06		
5	SR 138/Stockbridge Highway at Ebenezer Rd	Southbound Through	PM	364	575	0.96	--	--
6	SR 20 at Miller Chapel Rd	Eastbound Right-turn	AM	0	77	0.72	300	50
			PM	410	664	0.84		
7	SR 138 at Miller Chapel Rd	Southbound Through	PM	0	37	0.21	--	--
		Southbound Right-turn	PM	466	658	0.94	--	--
8	SR 138 at SR 20	Eastbound Left-turn	AM	253	302	0.88	275 (1 of 2 lanes)	150
			PM	272	345	0.91		

4.5 Future Build Conditions with Improvements Capacity Analysis

To provide an acceptable overall intersection level of service at the intersection of SR 20/McDonough Highway at Honey Creek Road, improvement options were considered and analyzed. The recommended improvement is:

- SR 20/McDonough Highway at Honey Creek Road (#2):
 - Provide two eastbound left-turn lanes along Honey Creek Road. This can be accomplished by restriping the existing pavement to add the second left-turn lane, and by modifying the traffic signal phasing to a protected only left-turn.
 - This improvement would provide more capacity for the high-volume eastbound left-turn movement from Honey Creek Road onto SR 20/McDonough Highway. This would provide an acceptable overall intersection level of service and reduce delay. While the improvement does not provide all approaches to meet the LOS standard; it was made considering constraints in the roadway segment and intersection. It is not uncommon for the side-streets to have high average vehicle delay. The intersection already includes dedicated turn lanes on all approaches.

Table 9 summarizes the results of the improvements. The improvements are also identified in Figure 7 (in Appendix A).

Table 9 Level of Service Summary, Build Conditions WITH IMPROVEMENT For Improved Overall Intersection						
Intersection		Traffic Control	Approach	LOS Standard	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
2	Honey Creek Road at SR 20/McDonough Highway	Signal	Overall	D	D (40.5)	D (42.2)
			Eastbound	D	E (67.3)	E (76.2)
			Westbound	D	E (71.3)	E (68.3)
			Northbound	D	C (29.5)	C (31.8)
			Southbound	D	C (23.5)	C (30.5)

*Average Delay in seconds

CAPACITY ANALYSIS

Per GRTA's requirements, a queue length analysis was performed for the intersection with the added improvements. The results are found in **Table 10** below.

Table 10 Queue Length Analysis, Build Conditions WITH IMPROVEMENT								
Intersection		Approach	Peak Hour	50 th percentile queue (ft)	95 th percentile queue (ft)	V/C Ratio	Storage Length (Ft)	Taper Length (Ft)
2	SR 20 Highway at Honey Creek Road	Eastbound Left-Turn	AM	191	246	0.87	560	120
			PM	151	197	0.71		

Per GRTA's requirements, improvements are required to be identified where an intersection approach is operating below the level of service standard. There are four intersections which this applies to (intersections #5, 6, 7 and 8).

To provide an improved intersection approach level of service, the following potential improvements were analyzed and considered constraints in the roadway segment and intersection.

- SR 138/Stockbridge Highway at Ebenezer Road (#5):
 - With this potential improvement, the side-street approach remains LOS E (no improvement).
 - Add southbound right-turn lane along Ebenezer Road. (PM peak hour)
- SR 138 at Miller Chapel Road (#6):
 - The side-streets at the traffic signal have high average delay. No improvement was identified to reduce the side-street to LOS D.
- SR 20 at Miller Chapel Road (#7):
 - The side-streets at the traffic signal have high average delay. No improvement was identified to reduce the side-street to LOS D.
 - With these potential improvements, the side-street approaches are LOS E.
 - Add one southbound through lane and one northbound through lane along Miller Chapel Road.
- SR 138 at SR 20 (#8):
 - The side-streets at the traffic signal have high average delay. No improvement was identified to reduce the side-street to LOS D.

CAPACITY ANALYSIS

Table 11 summarizes the results of the capacity analysis.

Table 11 Level of Service Summary, Build Conditions WITH IMPROVEMENT For Improved Intersection Approach						
Intersection		Traffic Control	Approach	LOS Standard	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
5	SR 138/Stockbridge Highway at Ebenezer Road	Signal	Overall	D	C (30.5)	D (41.5)
			Eastbound	D	C (21.2)	D (39.2)
			Westbound	D	B (17.6)	C (34.2)
			Northbound	D	D (44.3)	D (37.2)
			Southbound	D	D (52.0)	E (64.4)
7	SR 138 at Miller Chapel Road	Signal	Overall	D	D (41.8)	D (48.4)
			Eastbound	D	C (30.6)	D (39.7)
			Westbound	D	C (21.8)	D (34.7)
			Northbound	E	E (71.2)	E (57.3)
			Southbound	D	E (64.0)	E (66.5)

**Average Delay in seconds*

5.0 Recommendations

Recommendations along the development street frontage to accommodate the proposed development are based on existing conditions, the proposed development use, and expected traffic volumes. The need for dedicated turn lanes at the proposed development driveway and appropriate traffic control (i.e. stop control or a traffic signal) were reviewed. Recommendations included reviewing Rockdale County's ordinance requirements for driveways, and knowledge of general transportation standards, and engineering judgment. Specifics of the driveway design will need to follow Rockdale County requirements. According to the Rockdale County ordinance, *Section 332-3. – Driveway Design Standards*, deceleration lanes shall be required by Rockdale County at each access point on roads classified as arterials or collectors when the posted speed limit is 30mph or higher. Additionally, *Section 332-5. – Street Intersections* states that left-turn deceleration lanes may be required at the discretion of the County and at access points on roads where traffic volumes indicate the need. Based on the projected volumes at each driveway location (for the Preserve at Honey Creek development), no dedicated left-turn lanes are proposed.

Recommendations at the study intersections and five proposed driveways are provided below.

5.1 Study Intersections

- SR 20/McDonough Highway at Honey Creek Road (#2):
 - Provide two eastbound left-turn lanes along Honey Creek Road. This can be accomplished by restriping the existing pavement to add the second left-turn lane, and by modifying the traffic signal phasing to a protected only left-turn.

5.2 Site Driveways

Honey Creek Road at Proposed Driveway #1

The driveway is aligned with (opposite) the existing Honey Creek Court street. The driveway is recommended to allow full-movement, with stop-control. The geometric recommendations for the driveway include:

- Site Driveway - north leg:
 - Stop control with one exit lane (shared left-turn/right-turn lane)
 - One lane entering
- Add new westbound right-turn deceleration lane along Honey Creek Road

RECOMMENDATIONS

Honey Creek Road at Proposed Driveway #2

The driveway is aligned with (opposite) the existing Troupe Smith Road street. The driveway is recommended to allow full-movement, with stop-control. The geometric recommendations for the driveway include:

- Site Driveway - north leg:
 - Stop control with one exit lane (shared left-turn/right-turn lane)
 - One lane entering
- Add new westbound right-turn deceleration lane along Honey Creek Road

Honey Creek Road at Proposed Driveway #3

This constructed driveway would provide access to the south side of the residential development. The driveway is recommended to allow full-movement, with stop-control. The geometric recommendations for the driveway include:

- Site Driveway - north leg:
 - Stop control with one exit lane (shared left-turn/right-turn lane)
 - One lane entering
- Add new westbound right-turn deceleration lane along Honey Creek Road

Goode Road at Proposed Driveway #4

This constructed driveway would provide access to the north side of the residential development. The driveway is recommended to allow full-movement, with stop-control. The geometric recommendations for the driveway include:

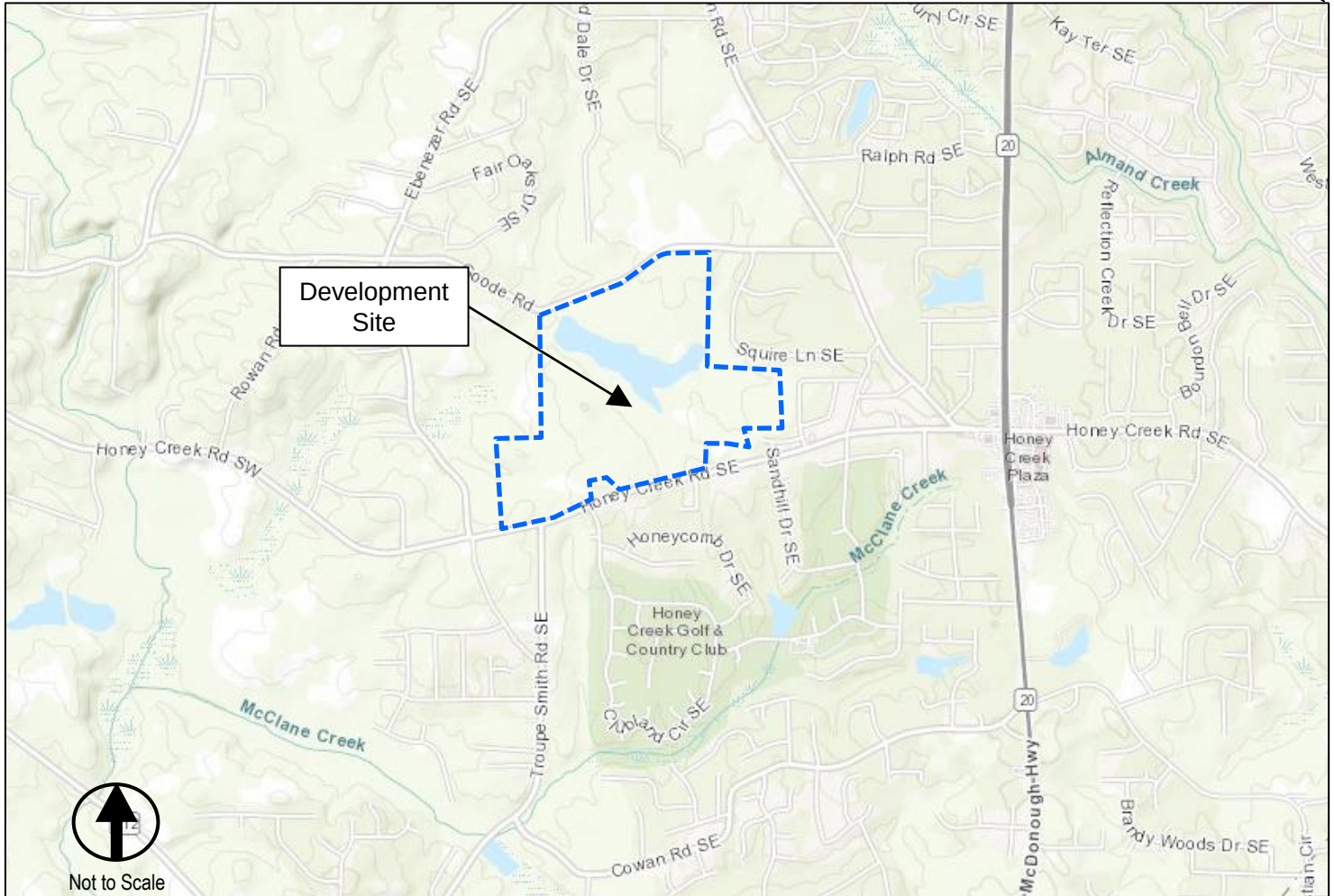
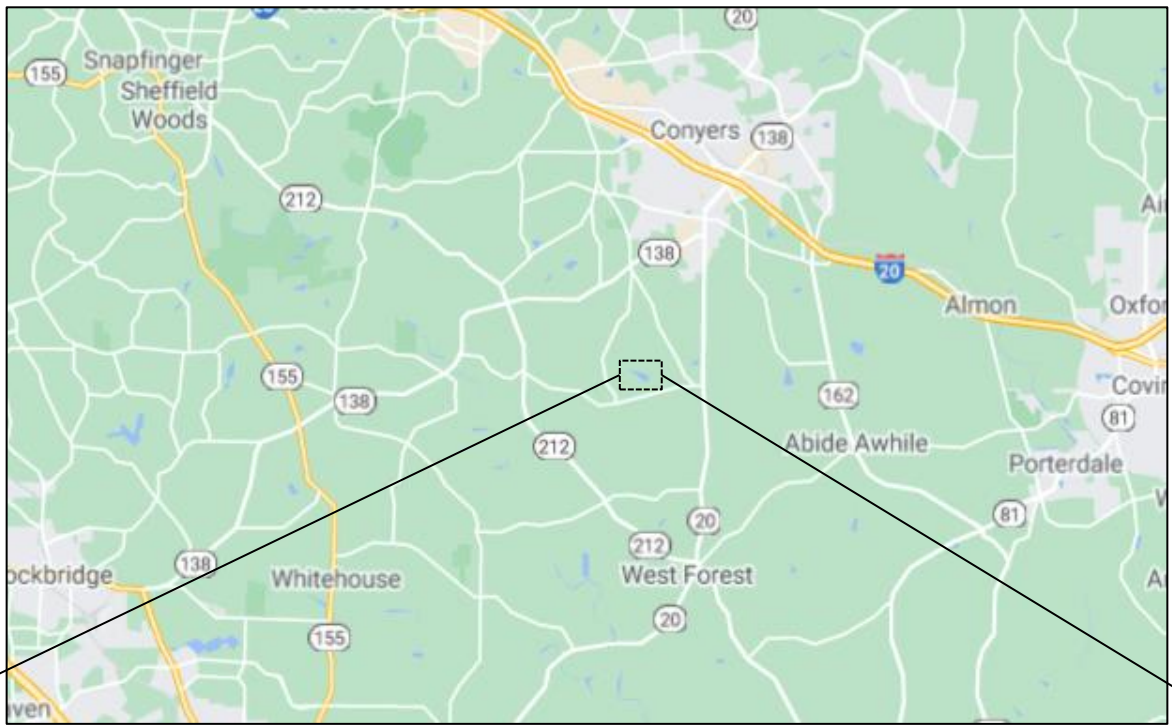
- Site Driveway - south leg:
 - Stop control with one exit lane (shared left-turn/right-turn lane)
 - One lane entering
- Add new westbound right-turn deceleration lane along Goode Road

Goode Road at Proposed Driveway #5

This constructed driveway would provide access to the north side of the residential development. The driveway is recommended to allow full-movement, with stop-control. The geometric recommendations for the driveway include:

- Site Driveway - south leg:
 - Stop control with one exit lane (shared left-turn/right-turn lane)
 - One lane entering
- Add new westbound right-turn deceleration lane along Goode Road

Figures



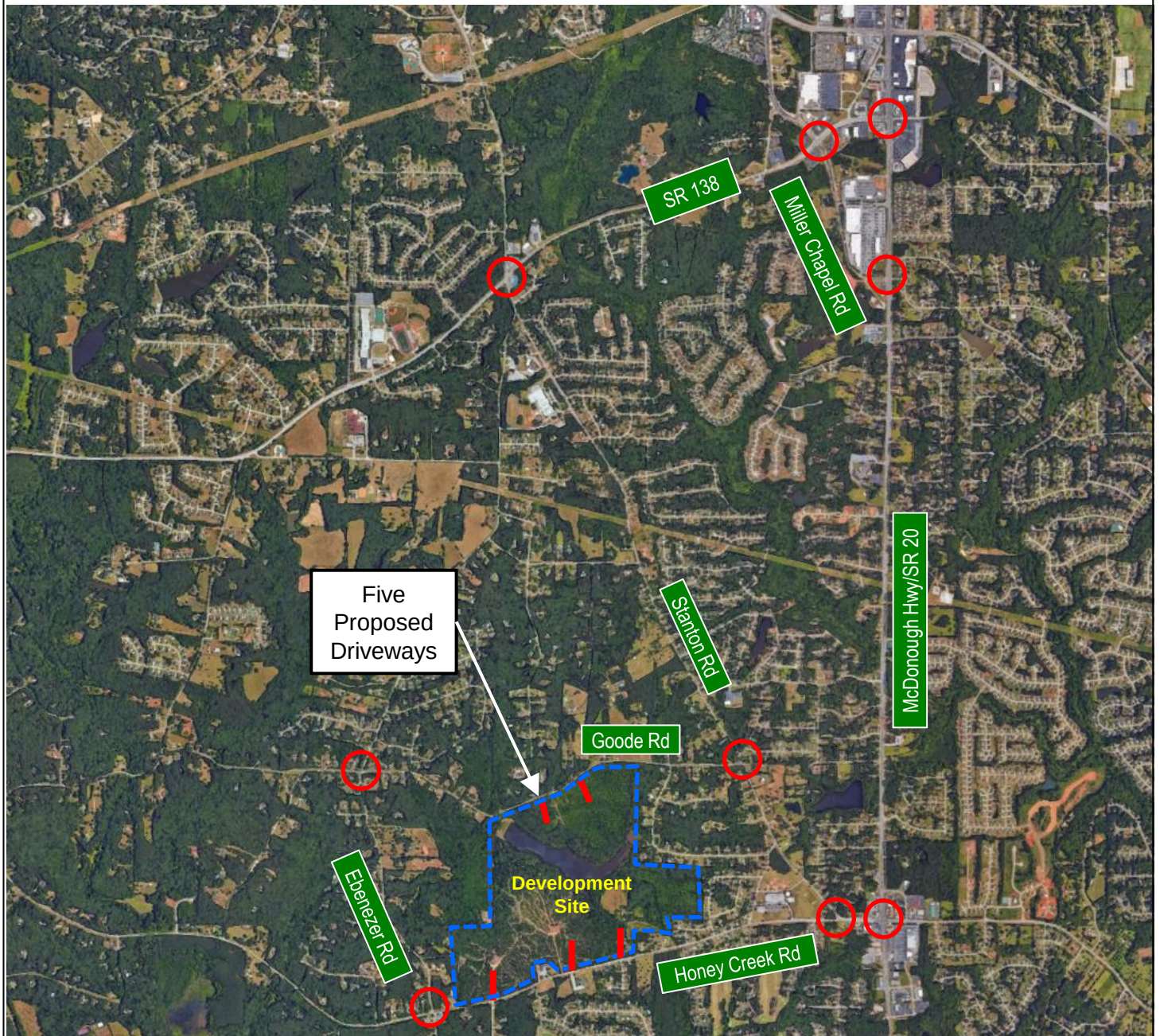
**Preserve at Honey Creek
Rockdale County, Georgia**

**Location
Map**

**Figure
1**

Legend

-  Study Intersection
-  Driveway Locations



Not to Scale



**Preserve at Honey Creek
Rockdale County, Georgia**

**Aerial and
Access
Locations**

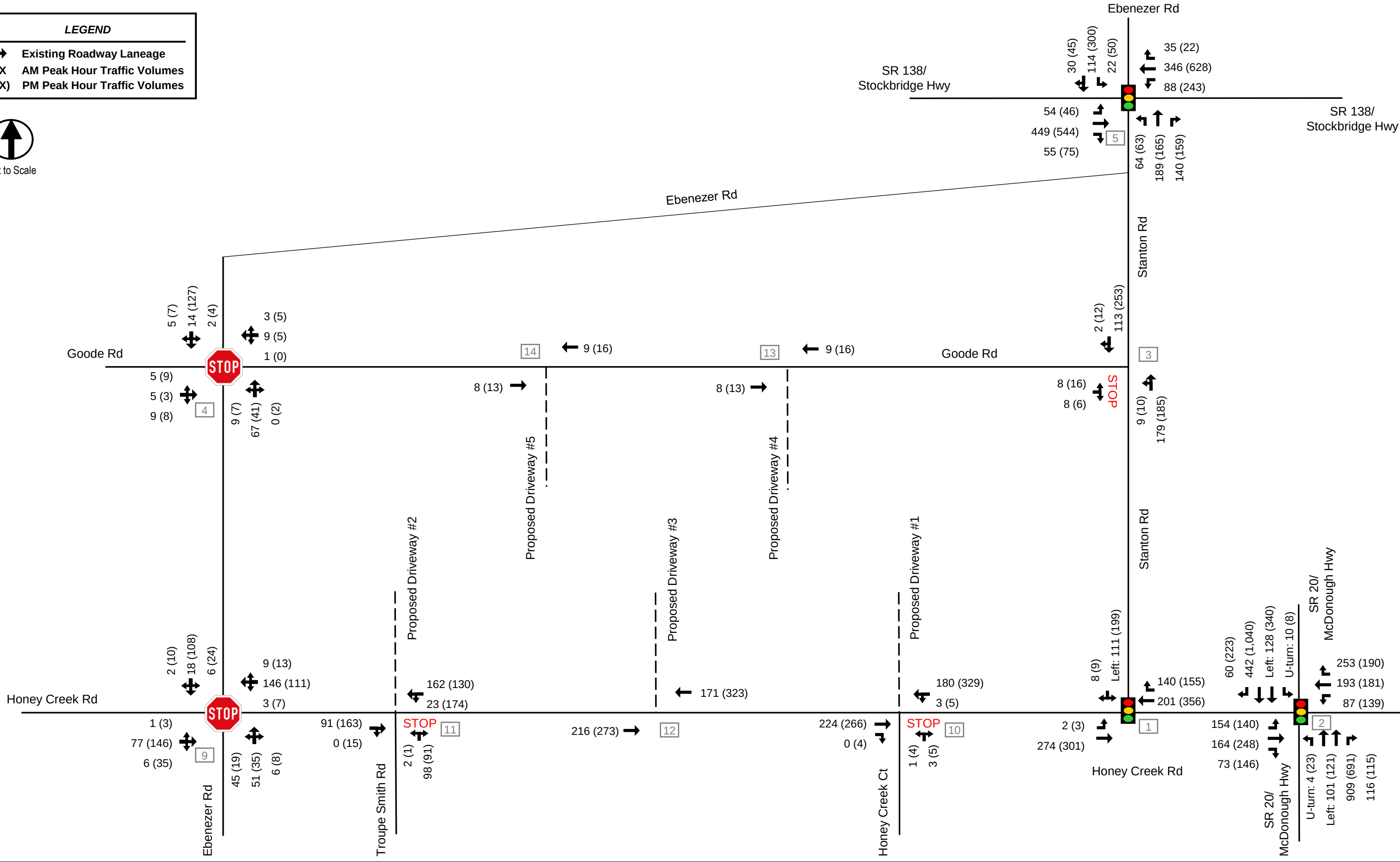
**Figure
2**

LEGEND

→ Existing Roadway Laneage

XX AM Peak Hour Traffic Volumes

(XX) PM Peak Hour Traffic Volumes



Preserve at Honey Creek DRI #3450

Year 2021 Roadway Conditions and Existing Traffic Volumes

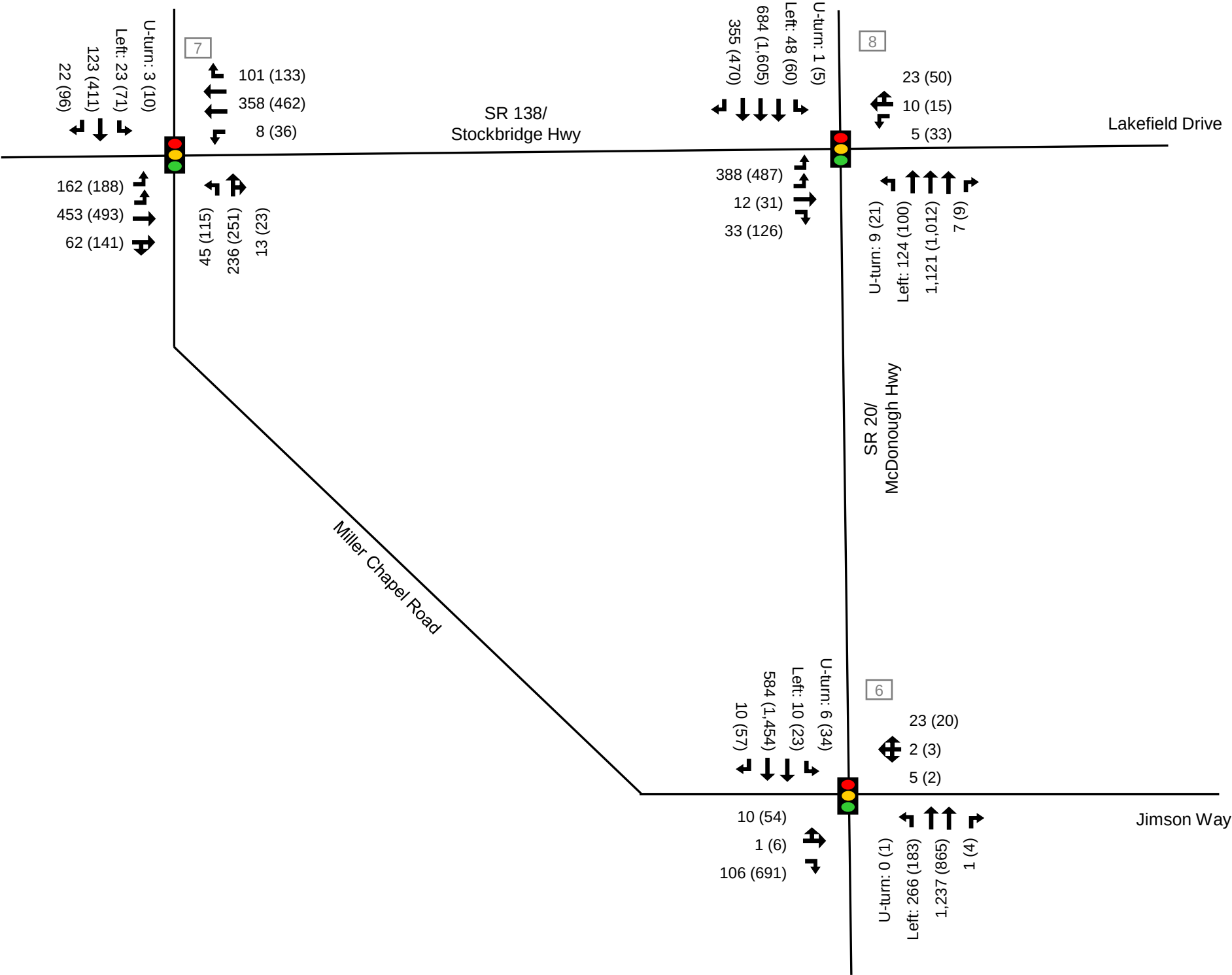
Figure 3A

LEGEND

→ Existing Roadway Laneage

XX AM Peak Hour Traffic Volumes

(XX) PM Peak Hour Traffic Volumes

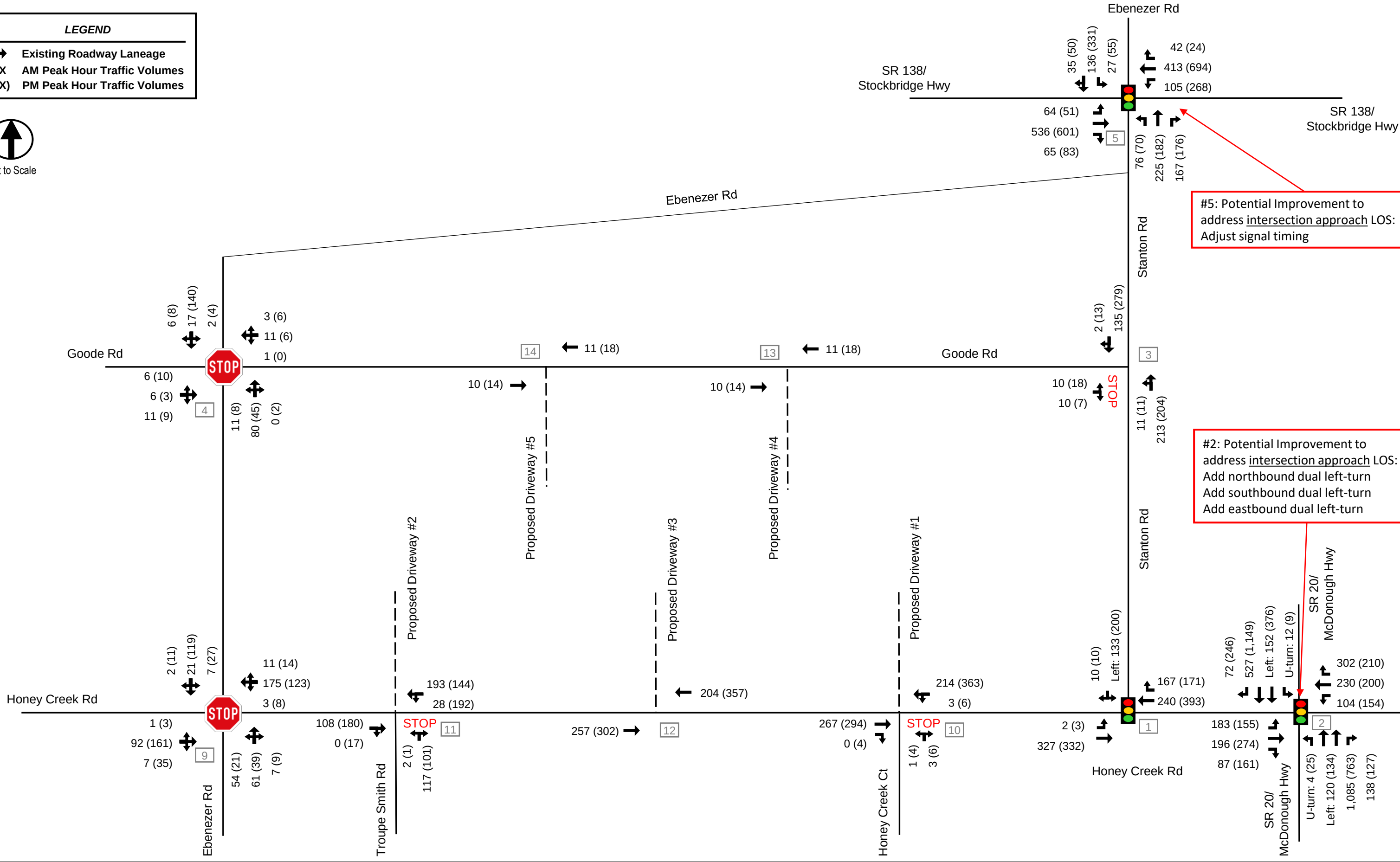


LEGEND

→ Existing Roadway Laneage

XX AM Peak Hour Traffic Volumes

(XX) PM Peak Hour Traffic Volumes



Preserve at Honey Creek DRI #3450

No-Build Year 2031 Traffic Volumes

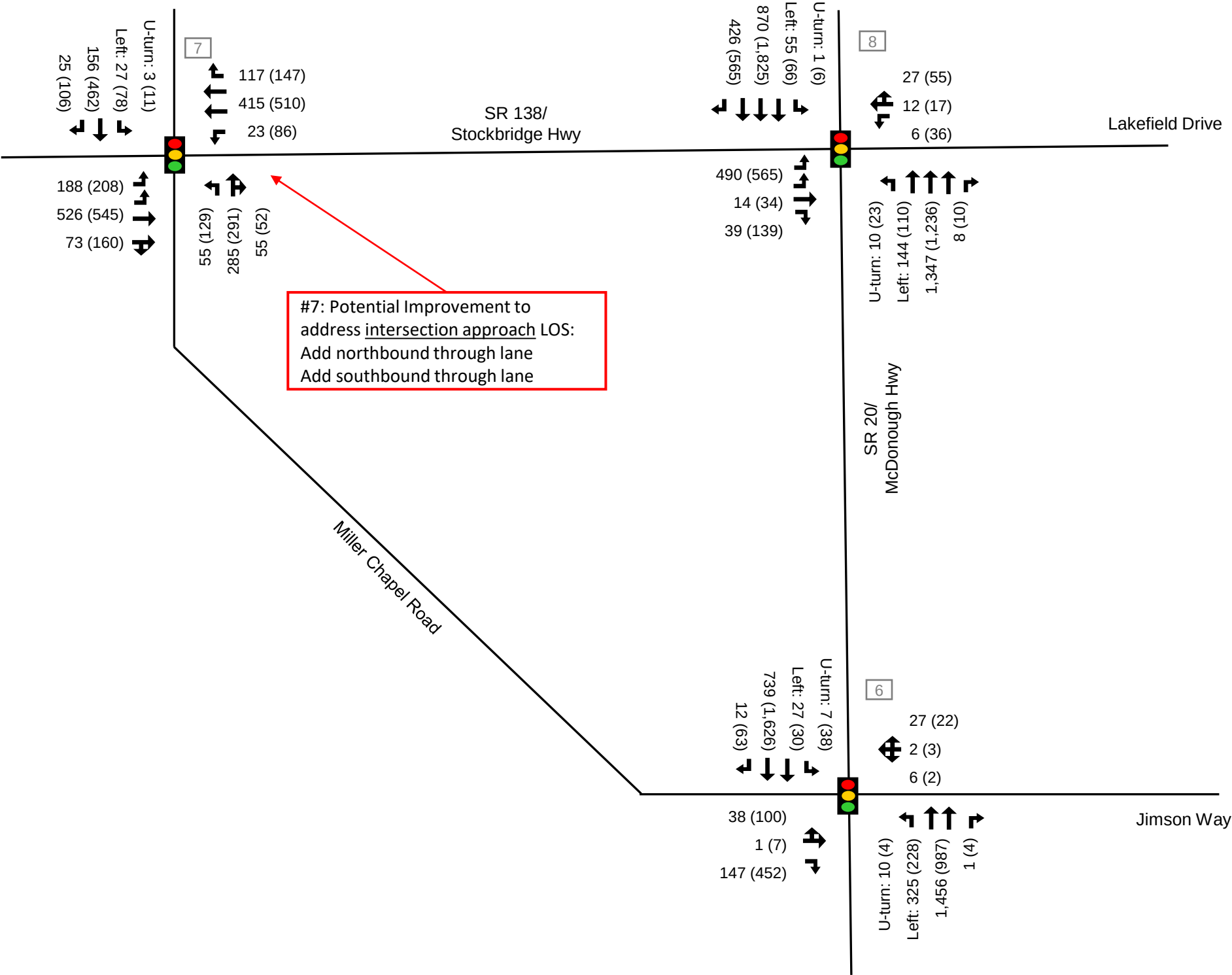
Figure 4A

LEGEND

→ Existing Roadway Laneage

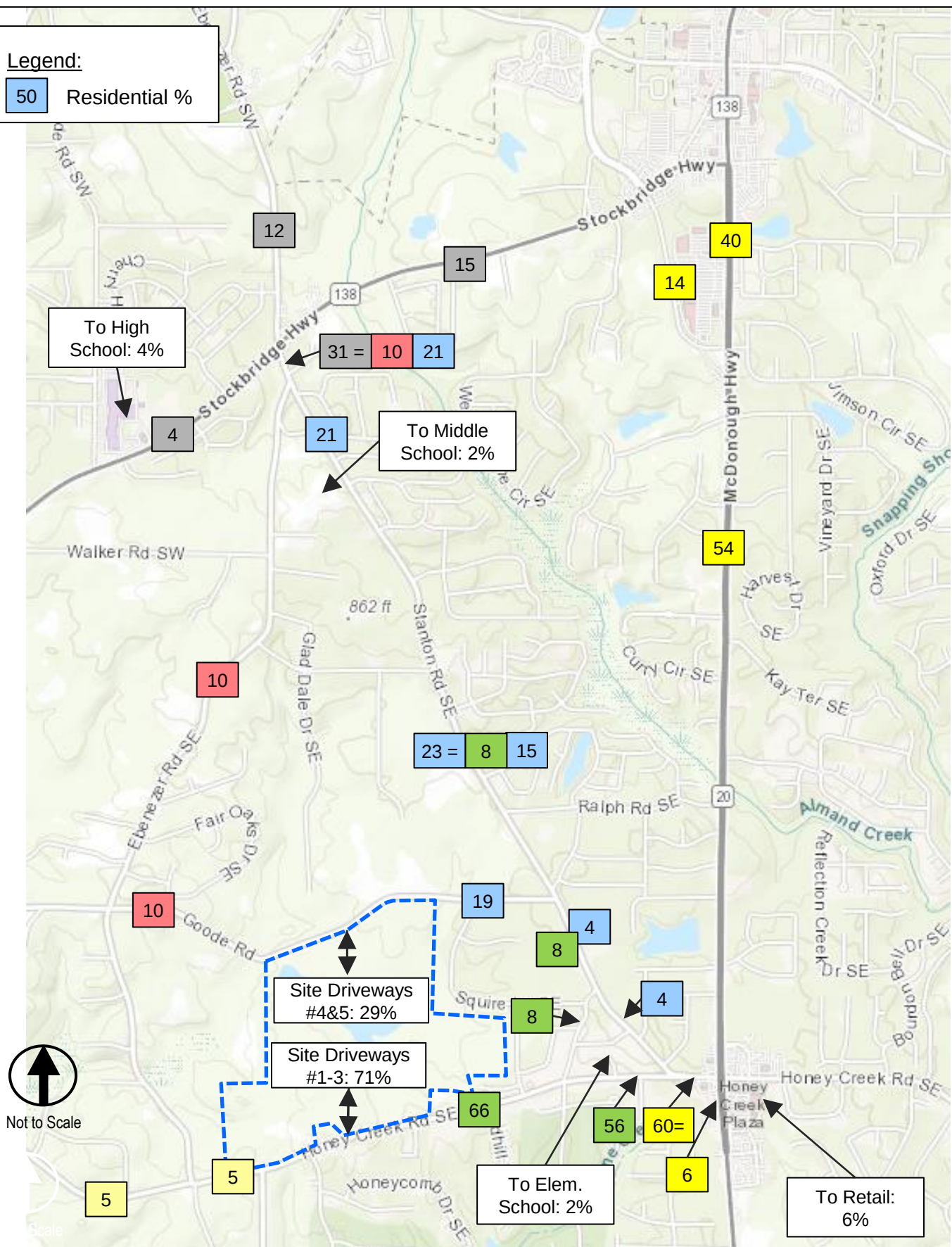
XX AM Peak Hour Traffic Volumes

(XX) PM Peak Hour Traffic Volumes



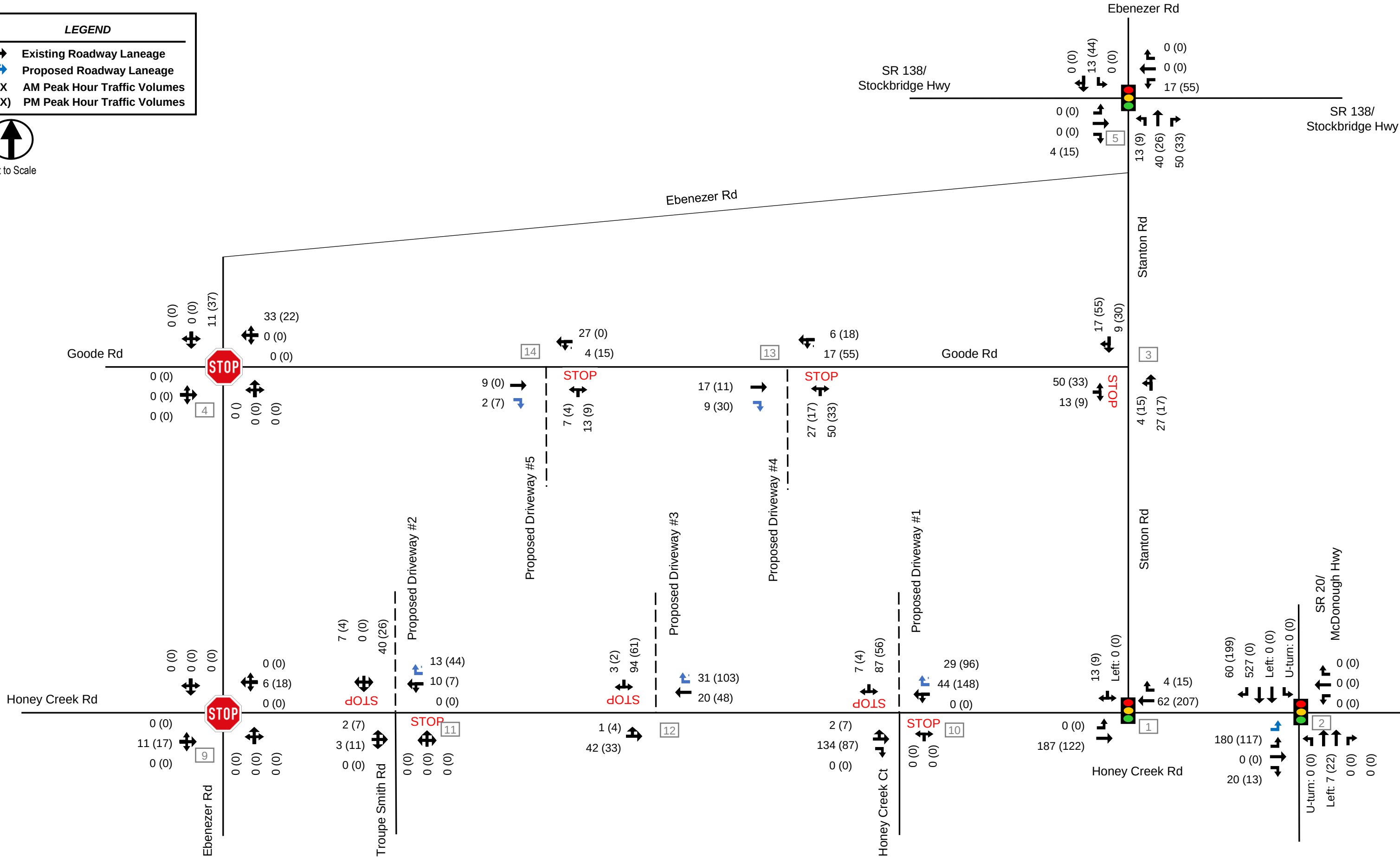
Legend:

50 Residential %



LEGEND

- Existing Roadway Laneage
- Proposed Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



Preserve at Honey Creek DRI #3450

Project Trips

Figure 6A

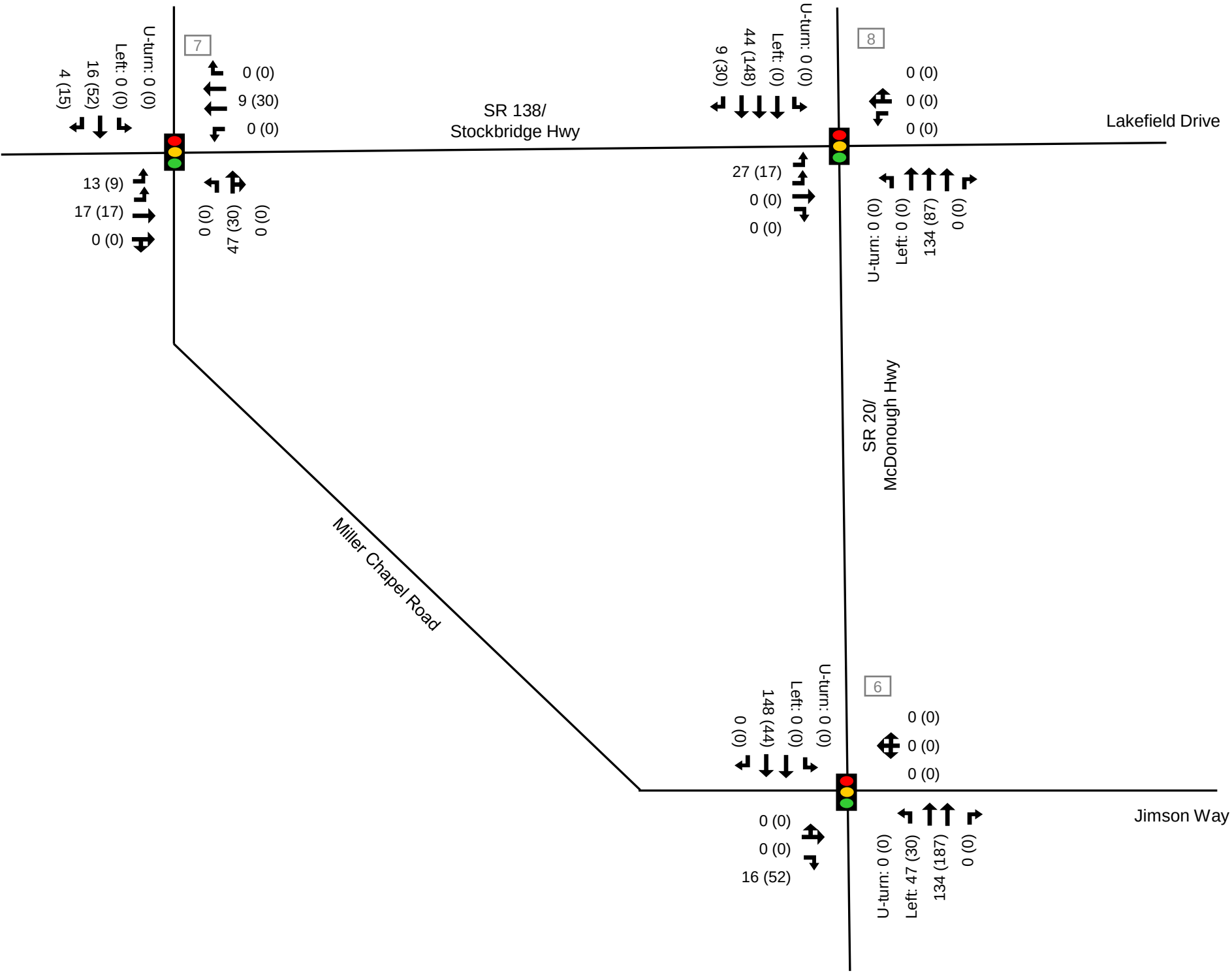
LEGEND

→ Existing Roadway Laneage

→ Proposed Roadway Laneage

XX AM Peak Hour Traffic Volumes

(XX) PM Peak Hour Traffic Volumes



LEGEND

→ Existing Roadway Laneage

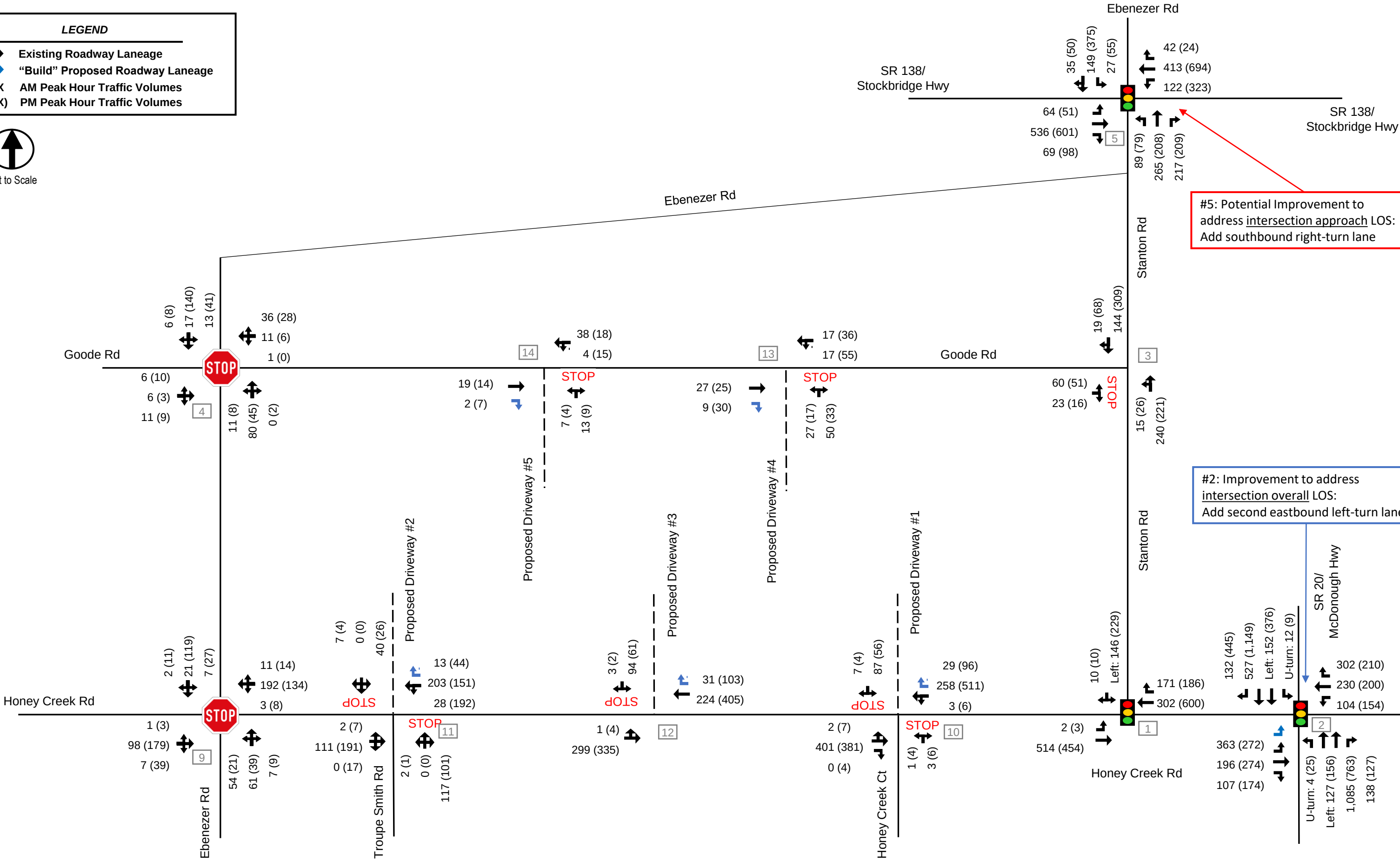
→ "Build" Proposed Roadway Laneage

XX AM Peak Hour Traffic Volumes

(XX) PM Peak Hour Traffic Volumes



Not to Scale



Preserve at Honey Creek DRI #3450

Build Year 2031 Traffic Volumes

Figure 7A

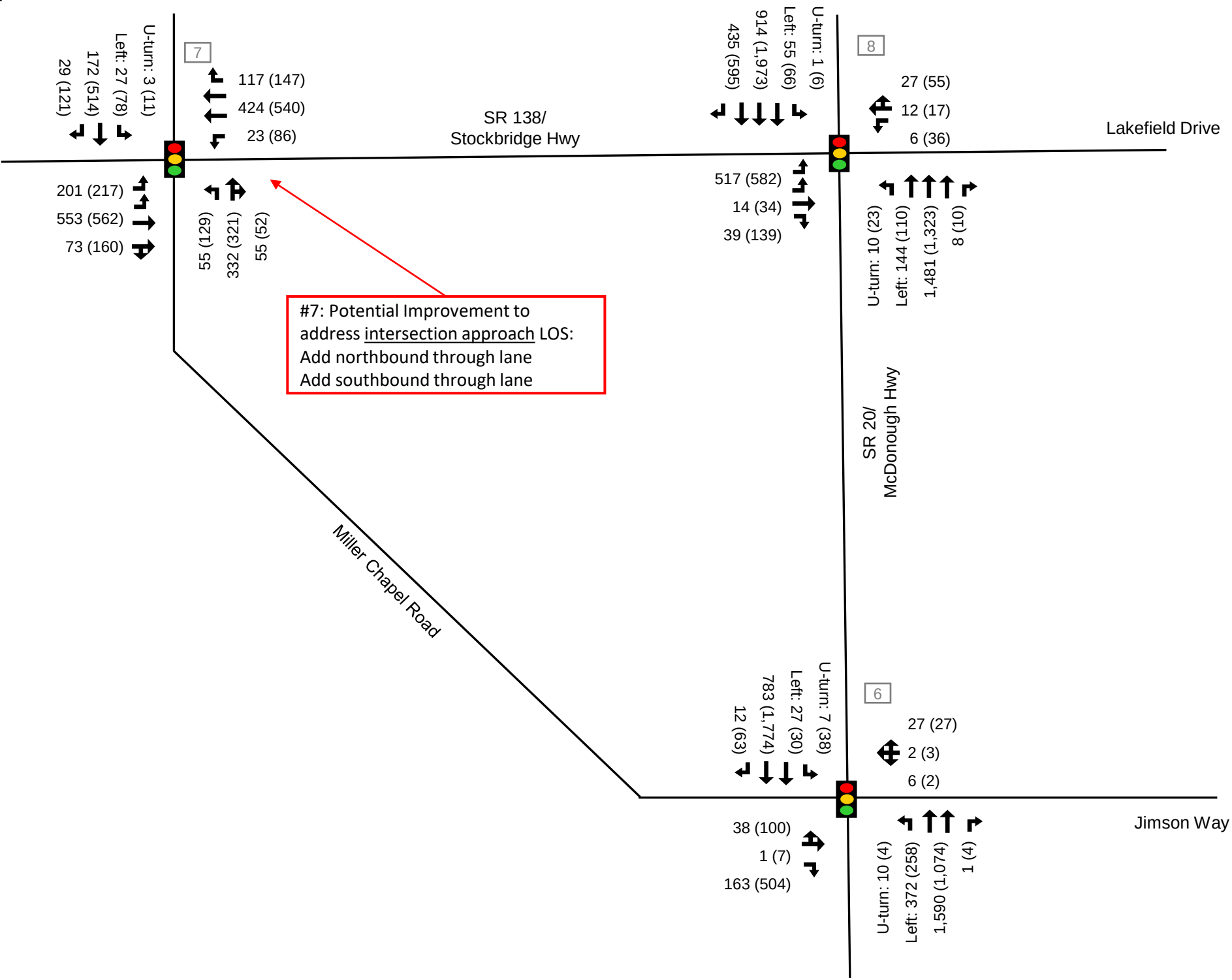
LEGEND

→ Existing Roadway Laneage

→ "Build" Proposed Roadway Laneage

XX AM Peak Hour Traffic Volumes

(XX) PM Peak Hour Traffic Volumes



APPENDIX B

Development Site Plan

SITE AREA

TOTAL PROPERTY AREA: 285.682± AC
PARCEL NUMBER: 0480010004 (INCLUDING 048001004A & 048001004B)

ZONING CLASSIFICATION

JURISDICTION: ROCKDALE COUNTY
EXISTING ZONING: AR
PROPOSED ZONING: CRS

DEVELOPMENT REQUIREMENTS

MAX. GROSS DENSITY:	3.14 UN/AC
PROPOSED GROSS DENSITY:	2.17 UN/AC (620 UN)
MIN. LOT SIZE:	7,500 SF
MIN. LOT WIDTH:	60'
MIN. FLOOR AREA:	1,800 SF
MAX. BUILDING HEIGHT:	35'
FRONT SETBACK:	20'
SIDE SETBACK:	7.5'
REAR SETBACK:	25'
ZONING BUFFER:	20'
MIN. OPEN SPACE REQUIRED:	30% (85.7 AC)
OPEN SPACE PROVIDED:	32.9% (94 AC)

NOTES

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2160 SATELLITE BLVD, SUITE 130
DULUTH, GA 30097
470-286-1289
- PLANNER - ATWELL - THEO STONE - TSTONE@ATWELL-GROUP.COM
1255 LAKES PARKWAY 8-100, S-120
LAWRENCEVILLE, GA 30043
770-789-6415

VICINITY MAP

N.T.S.

APPENDIX C

Traffic Counts

Project ID: 21-180169-001
Location: Ebenezer Rd & Honey Creek Rd
City: Conyers

Day: Tuesday
Date: 5/18/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Ebenezer Rd Northbound						Ebenezer Rd Southbound						Honey Creek Rd Eastbound						Honey Creek Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	9	12	2	0	0	23	0	2	1	0	0	3	1	8	1	0	0	10	0	32	1	0	0	33	69
7:15 AM	18	17	2	0	0	37	0	7	0	0	0	7	0	19	0	0	0	19	0	37	1	0	0	38	101
7:30 AM	4	15	1	0	0	20	3	3	0	0	0	6	0	17	4	0	0	21	0	44	2	0	0	46	93
7:45 AM	13	11	2	0	0	26	1	2	2	0	0	5	1	27	0	0	0	28	2	27	4	0	0	33	92
Total	44	55	7	0	0	106	4	14	3	0	0	21	2	71	5	0	0	78	2	140	8	0	0	150	355
8:00 AM	10	8	1	0	0	19	2	6	0	0	0	8	0	14	2	0	0	16	1	38	2	0	0	41	84
8:15 AM	3	8	0	0	0	11	2	1	1	0	0	4	3	21	0	0	0	24	1	25	3	0	0	29	68
8:30 AM	2	5	3	0	0	10	1	3	2	0	0	6	2	12	0	0	0	14	3	22	1	0	0	26	56
8:45 AM	4	7	0	0	0	11	4	4	0	0	0	8	1	13	2	0	0	16	0	12	3	0	0	15	50
Total	19	28	4	0	0	51	9	14	3	0	0	26	6	60	4	0	0	70	5	97	9	0	0	111	258
BREAK																									
4:00 PM	8	13	2	0	0	23	1	19	0	0	0	20	0	36	6	0	0	42	5	23	2	0	0	30	115
4:15 PM	6	9	3	0	0	18	3	16	1	0	0	20	1	45	6	0	0	52	2	30	3	0	0	35	125
4:30 PM	4	8	1	0	0	13	3	14	1	0	0	18	3	37	7	0	0	47	3	25	5	0	0	33	111
4:45 PM	5	9	3	0	0	17	7	17	7	0	0	31	0	30	8	0	0	38	2	28	3	0	0	33	119
Total	23	39	9	0	0	71	14	66	9	0	0	89	4	148	27	0	0	179	12	106	13	0	0	131	470
5:00 PM	1	9	2	0	0	12	6	28	1	0	0	35	1	34	10	0	0	45	1	31	5	0	0	37	129
5:15 PM	5	10	2	0	0	17	5	33	0	0	0	38	1	37	10	0	0	48	0	32	2	0	0	34	137
5:30 PM	8	7	1	0	0	16	6	30	2	0	0	38	1	45	7	0	0	53	4	20	3	0	0	27	134
5:45 PM	5	7	3	0	0	15	6	17	1	0	0	24	1	32	12	0	0	45	2	29	1	0	0	32	116
Total	19	33	8	0	0	60	23	108	4	0	0	135	4	148	39	0	0	191	7	112	11	0	0	130	516
Grand Total	105	155	28	0	0	288	50	202	19	0	0	271	16	427	75	0	0	518	26	455	41	0	0	522	1599
Apprch %	36.5	53.8	9.7	0.0	0.0		18.5	74.5	7.0	0.0	0.0		3.1	82.4	14.5	0.0	0.0		5.0	87.2	7.9	0.0	0.0		
Total %	6.6	9.7	1.8	0.0	0.0	18.0	3.1	12.6	1.2	0.0	0.0	16.9	1.0	26.7	4.7	0.0	0.0	32.4	1.6	28.5	2.6	0.0	0.0	32.6	
Cars, PU, Vans	105	155	28	0		288	50	202	19	0		271	16	427	75	0		518	26	455	41	0		522	1599
% Cars, PU, Vans	100.0	100.0	100.0	0.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0

Project ID: 21-180169-001
Location: Ebenezer Rd & Honey Creek Rd
City: Conyers

PEAK HOURS

Day: Tuesday
Date: 5/18/2021

AM

	Ebenezer Rd Northbound					Ebenezer Rd Southbound					Honey Creek Rd Eastbound					Honey Creek Rd Westbound					
Start Time	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	18	17	2	0	37	0	7	0	0	7	0	19	0	0	19	0	37	1	0	38	101
7:30 AM	4	15	1	0	20	3	3	0	0	6	0	17	4	0	21	0	44	2	0	46	93
7:45 AM	13	11	2	0	26	1	2	2	0	5	1	27	0	0	28	2	27	4	0	33	92
8:00 AM	10	8	1	0	19	2	6	0	0	8	0	14	2	0	16	1	38	2	0	41	84
Total Volume	45	51	6	0	102	6	18	2	0	26	1	77	6	0	84	3	146	9	0	158	370
% App. Total	44.1	50.0	5.9	0.0	100	23.1	69.2	7.7	0.0	100	1.2	91.7	7.1	0.0	100	1.9	92.4	5.7	0.0	100	
PHF	0.689					0.813					0.750					0.859					0.916
Cars, PU, Vans	45	51	6	0	102	6	18	2	0	26	1	77	6	0	84	3	146	9	0	158	370
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0

PM

	Ebenezer Rd Northbound					Ebenezer Rd Southbound					Honey Creek Rd Eastbound					Honey Creek Rd Westbound					
Start Time	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	5	9	3	0	17	7	17	7	0	31	0	30	8	0	38	2	28	3	0	33	119
5:00 PM	1	9	2	0	12	6	28	1	0	35	1	34	10	0	45	1	31	5	0	37	129
5:15 PM	5	10	2	0	17	5	33	0	0	38	1	37	10	0	48	0	32	2	0	34	137
5:30 PM	8	7	1	0	16	6	30	2	0	38	1	45	7	0	53	4	20	3	0	27	134
Total Volume	19	35	8	0	62	24	108	10	0	142	3	146	35	0	184	7	111	13	0	131	519
% App. Total	30.6	56.5	12.9	0.0	100	16.9	76.1	7.0	0.0	100	1.6	79.3	19.0	0.0	100	5.3	84.7	9.9	0.0	100	
PHF	0.912					0.934					0.868					0.885					0.947
Cars, PU, Vans	19	35	8	0	62	24	108	10	0	142	3	146	35	0	184	7	111	13	0	131	519
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0

Project ID: 21-180169-002

Location: Troupe Smith Rd & Honey Creek Rd

City: Conyers

Day: Tuesday

Date: 5/18/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Troupe Smith Rd Northbound						Troupe Smith Rd Southbound						Honey Creek Rd Eastbound						Honey Creek Rd Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
7:00 AM	0	0	10	0	0	10	0	0	0	0	0	0	0	9	0	0	0	0	9	10	31	0	0	0	41	60
7:15 AM	2	0	21	0	0	23	0	0	0	0	0	0	0	22	0	0	0	0	22	5	40	0	0	0	45	90
7:30 AM	0	0	30	0	0	30	0	0	0	0	0	0	0	20	0	0	0	0	20	5	48	0	0	0	53	103
7:45 AM	0	0	28	0	0	28	0	0	0	0	0	0	0	31	0	0	0	0	31	7	33	0	0	0	40	99
Total	2	0	89	0	0	91	0	0	0	0	0	0	0	82	0	0	0	0	82	27	152	0	0	0	179	352
8:00 AM	0	0	19	0	0	19	0	0	0	0	0	0	0	18	0	0	0	0	18	6	41	0	0	0	47	84
8:15 AM	0	0	16	0	0	16	0	0	0	0	0	0	0	23	1	0	0	0	24	17	29	0	0	0	46	86
8:30 AM	1	0	10	0	0	11	0	0	0	0	0	0	0	16	0	0	0	0	16	8	25	0	0	0	33	60
8:45 AM	1	0	12	0	0	13	0	0	0	0	0	0	0	17	0	0	0	0	17	6	14	0	0	0	20	50
Total	2	0	57	0	0	59	0	0	0	0	0	0	0	74	1	0	0	0	75	37	109	0	0	0	146	280
BREAK																										
4:00 PM	0	0	26	0	0	26	0	0	0	0	0	0	0	40	2	0	0	0	42	27	28	0	0	0	55	123
4:15 PM	0	0	15	0	0	15	0	0	0	0	0	0	0	47	1	0	0	0	48	34	37	0	0	0	71	134
4:30 PM	1	0	29	0	0	30	0	0	0	0	0	0	0	40	1	0	0	0	41	31	28	0	0	0	59	130
4:45 PM	0	0	24	0	0	24	0	0	0	0	0	0	0	40	2	0	0	0	42	45	36	0	0	0	81	147
Total	1	0	94	0	0	95	0	0	0	0	0	0	0	167	6	0	0	0	173	137	129	0	0	0	266	534
5:00 PM	0	0	18	0	0	18	0	0	0	0	0	0	0	35	4	0	0	0	39	38	33	0	0	0	71	128
5:15 PM	0	0	24	0	0	24	0	0	0	0	0	0	0	41	7	0	0	0	48	44	37	0	0	0	81	153
5:30 PM	1	0	25	0	0	26	0	0	0	0	0	0	0	47	2	0	0	0	49	47	24	0	0	0	71	146
5:45 PM	4	0	16	0	0	20	0	0	0	0	0	0	0	41	3	0	0	0	44	45	30	0	0	0	75	139
Total	5	0	83	0	0	88	0	0	0	0	0	0	0	164	16	0	0	0	180	174	124	0	0	0	298	566
Grand Total	10	0	323	0	0	333	0	0	0	0	0	0	0	487	23	0	0	0	510	375	514	0	0	0	889	1732
Apprch %	3.0	0.0	97.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	95.5	4.5	0.0	0.0			42.2	57.8	0.0	0.0	0.0		
Total %	0.6	0.0	18.6	0.0	0.0	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.1	1.3	0.0	0.0	29.4		21.7	29.7	0.0	0.0	0.0	51.3	
Cars, PU, Vans	10	0	323	0		333	0	0	0	0		0	0	487	23	0		510		375	514	0	0		889	1732
% Cars, PU, Vans	100.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	100.0	0.0		100.0		100.0	100.0	0.0	0.0		100.0	100.0

Project ID: 21-180169-002

Location: Troupe Smith Rd & Honey Creek Rd

City: Conyers

PEAK HOURS

Day: Tuesday

Date: 5/18/2021

AM

	Troupe Smith Rd Northbound					Troupe Smith Rd Southbound					Honey Creek Rd Eastbound					Honey Creek Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	2	0	21	0	23	0	0	0	0	0	0	22	0	0	22	5	40	0	0	45	90
7:30 AM	0	0	30	0	30	0	0	0	0	0	0	20	0	0	20	5	48	0	0	53	103
7:45 AM	0	0	28	0	28	0	0	0	0	0	0	31	0	0	31	7	33	0	0	40	99
8:00 AM	0	0	19	0	19	0	0	0	0	0	0	18	0	0	18	6	41	0	0	47	84
Total Volume	2	0	98	0	100	0	0	0	0	0	0	91	0	0	91	23	162	0	0	185	376
% App. Total	2.0	0.0	98.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	100.0	0.0	0.0	100	12.4	87.6	0.0	0.0	100	
PHF	0.833										0.734					0.873					0.913
Cars, PU, Vans	2	0	98	0	100	0	0	0	0	0	0	91	0	0	91	23	162	0	0	185	376
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0

PM

	Troupe Smith Rd Northbound					Troupe Smith Rd Southbound					Honey Creek Rd Eastbound					Honey Creek Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	0	24	0	24	0	0	0	0	0	0	40	2	0	42	45	36	0	0	81	147
5:00 PM	0	0	18	0	18	0	0	0	0	0	0	35	4	0	39	38	33	0	0	71	128
5:15 PM	0	0	24	0	24	0	0	0	0	0	0	41	7	0	48	44	37	0	0	81	153
5:30 PM	1	0	25	0	26	0	0	0	0	0	0	47	2	0	49	47	24	0	0	71	146
Total Volume	1	0	91	0	92	0	0	0	0	0	0	163	15	0	178	174	130	0	0	304	574
% App. Total	1.1	0.0	98.9	0.0	100	0.0	0.0	0.0	0.0	0	0.0	91.6	8.4	0.0	100	57.2	42.8	0.0	0.0	100	
PHF	0.885										0.908					0.938					0.938
Cars, PU, Vans	1	0	91	0	92	0	0	0	0	0	0	163	15	0	178	174	130	0	0	304	574
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0

Project ID: 21-180169-003

Location: Honey Creek Ct & Honey Creek Rd

City: Conyers

Day: Tuesday

Date: 5/18/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Honey Creek Ct Northbound						Honey Creek Ct Southbound						Honey Creek Rd Eastbound						Honey Creek Rd Westbound							
Start Time	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Int. Total	
7:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	17	0	0	0	0	17	1	34	0	0	0	35	53
7:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	52	0	0	0	0	52	0	42	0	0	0	42	96
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	0	0	0	52	1	54	0	0	0	55	107
7:45 AM	1	0	1	0	0	2	0	0	0	0	0	0	0	76	0	0	0	0	76	0	38	0	0	0	38	116
Total	1	0	4	0	0	5	0	0	0	0	0	0	0	197	0	0	0	0	197	2	168	0	0	0	170	372
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0	0	0	0	44	2	46	0	0	0	48	92
8:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	40	0	0	0	0	40	0	45	0	0	0	45	86
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	33	1	32	0	0	0	33	66
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	30	1	17	0	0	0	18	48
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	147	0	0	0	0	147	4	140	0	0	0	144	292
BREAK																										
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	66	1	0	0	0	67	0	57	0	0	0	57	125
4:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	65	0	0	0	0	65	0	77	0	0	0	77	143
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	70	0	0	0	0	70	0	54	0	0	0	54	125
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	66	0	0	0	0	66	0	89	0	0	0	89	155
Total	1	0	2	0	0	3	0	0	0	0	0	0	0	267	1	0	0	0	268	0	277	0	0	0	277	548
5:00 PM	1	0	2	0	0	3	0	0	0	0	0	0	0	55	0	0	0	0	55	1	77	0	0	0	78	136
5:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	66	2	0	0	0	68	2	86	0	0	0	88	158
5:30 PM	1	0	3	0	0	4	0	0	0	0	0	0	0	79	2	0	0	0	81	2	77	0	0	0	79	164
5:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	63	0	0	0	0	63	1	84	0	1	0	86	151
Total	4	0	7	0	0	11	0	0	0	0	0	0	0	263	4	0	0	0	267	6	324	0	1	0	331	609
Grand Total	6	0	14	0	0	20	0	0	0	0	0	0	0	874	5	0	0	0	879	12	909	0	1	0	922	1821
Apprch %	30.0	0.0	70.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	99.4	0.6	0.0	0.0		1.3	98.6	0.0	0.1	0.0			
Total %	0.3	0.0	0.8	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.0	0.3	0.0	0.0	0.0	48.3	0.7	49.9	0.0	0.1	0.0	50.6	
Cars, PU, Vans	6	0	14	0		20	0	0	0	0		0	0	874	5	0		879	12	909	0	1		922	1821	
% Cars, PU, Vans	100.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	100.0	0.0		100.0	100.0	100.0	0.0	100.0		100.0	100.0	

Project ID: 21-180169-003

Location: Honey Creek Ct & Honey Creek Rd

City: Conyers

PEAK HOURS

Day: Tuesday

Date: 5/18/2021

AM

	Honey Creek Ct Northbound					Honey Creek Ct Southbound					Honey Creek Rd Eastbound					Honey Creek Rd Westbound					
Start Time	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	0	0	2	0	2	0	0	0	0	0	0	52	0	0	52	0	42	0	0	42	96
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	52	0	0	52	1	54	0	0	55	107
7:45 AM	1	0	1	0	2	0	0	0	0	0	0	76	0	0	76	0	38	0	0	38	116
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	44	0	0	44	2	46	0	0	48	92
Total Volume	1	0	3	0	4	0	0	0	0	0	0	224	0	0	224	3	180	0	0	183	411
% App. Total	25.0	0.0	75.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	100.0	0.0	0.0	100	1.6	98.4	0.0	0.0	100	
PHF	0.500										0.737					0.832					0.886
Cars, PU, Vans	1	0	3	0	4	0	0	0	0	0	0	224	0	0	224	3	180	0	0	183	411
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0

PM

	Honey Creek Ct Northbound					Honey Creek Ct Southbound					Honey Creek Rd Eastbound					Honey Creek Rd Westbound					
Start Time	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	66	0	0	66	0	89	0	0	89	155
5:00 PM	1	0	2	0	3	0	0	0	0	0	0	55	0	0	55	1	77	0	0	78	136
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	66	2	0	68	2	86	0	0	88	158
5:30 PM	1	0	3	0	4	0	0	0	0	0	0	79	2	0	81	2	77	0	0	79	164
Total Volume	4	0	5	0	9	0	0	0	0	0	0	266	4	0	270	5	329	0	0	334	613
% App. Total	44.4	0.0	55.6	0.0	100	0.0	0.0	0.0	0.0	0	0.0	98.5	1.5	0.0	100	1.5	98.5	0.0	0.0	100	
PHF	0.563										0.833					0.938					0.934
Cars, PU, Vans	4	0	5	0	9	0	0	0	0	0	0	266	4	0	270	5	329	0	0	334	613
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0

Project ID: 21-180169-005
Location: Stanton Rd & Honey Creek Rd
City: Conyers

Day: Tuesday
Date: 5/18/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Stanton Rd Northbound						Stanton Rd Southbound						Honey Creek Rd Eastbound						Honey Creek Rd Westbound						Int. Total
	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	20	0	2	0	0	22	4	26	0	0	0	30	0	41	28	0	0	69	121
7:15 AM	0	0	0	0	0	0	20	0	5	0	0	25	0	66	0	0	0	66	0	66	30	0	0	96	187
7:30 AM	0	0	0	0	0	0	31	0	1	0	0	32	1	63	0	0	0	64	0	51	35	0	0	86	182
7:45 AM	0	0	0	0	0	0	24	0	0	0	0	24	0	87	0	0	0	87	0	39	40	0	0	79	190
Total	0	0	0	0	0	0	95	0	8	0	0	103	5	242	0	0	0	247	0	197	133	0	0	330	680
8:00 AM	0	0	0	0	0	0	36	0	2	0	0	38	1	58	0	0	0	59	0	45	35	0	0	80	177
8:15 AM	0	0	0	0	0	0	36	0	0	0	0	36	1	53	0	0	0	54	0	43	26	0	0	69	159
8:30 AM	0	0	0	0	0	0	21	0	1	0	0	22	0	38	0	0	0	38	0	33	25	0	0	58	118
8:45 AM	0	0	0	0	0	0	24	0	0	0	0	24	0	40	0	0	0	40	0	23	29	0	0	52	116
Total	0	0	0	0	0	0	117	0	3	0	0	120	2	189	0	0	0	191	0	144	115	0	0	259	570
BREAK																									
4:00 PM	0	0	0	0	0	0	57	0	3	0	0	60	0	71	0	0	0	71	0	57	38	0	0	95	226
4:15 PM	0	0	0	0	0	0	55	0	3	0	0	58	3	79	0	0	0	82	0	91	33	0	0	124	264
4:30 PM	0	0	0	0	0	0	40	0	1	0	0	41	3	70	0	0	0	73	0	59	35	0	0	94	208
4:45 PM	0	0	0	0	0	0	50	0	2	0	0	52	0	74	0	0	0	74	0	101	35	0	0	136	262
Total	0	0	0	0	0	0	202	0	9	0	0	211	6	294	0	0	0	300	0	308	141	0	0	449	960
5:00 PM	0	0	0	0	0	0	45	0	1	0	0	46	0	64	0	0	0	64	0	78	41	2	0	121	231
5:15 PM	0	0	0	0	0	0	55	0	1	1	0	57	0	74	0	0	0	74	0	88	40	0	0	128	259
5:30 PM	0	0	0	0	0	0	48	0	5	0	0	53	3	89	0	0	0	92	0	89	37	0	0	126	271
5:45 PM	0	0	0	0	0	0	42	0	1	0	0	43	2	75	0	0	0	77	0	88	28	0	0	116	236
Total	0	0	0	0	0	0	190	0	8	1	0	199	5	302	0	0	0	307	0	343	146	2	0	491	997
Grand Total	0	0	0	0	0	0	604	0	28	1	0	633	18	1027	0	0	0	1045	0	992	535	2	0	1529	3207
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	95.4	0.0	4.4	0.2	0.0	19.7	1.7	98.3	0.0	0.0	0.0	32.6	0.0	64.9	35.0	0.1	0.0	47.7	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	18.8	0.0	0.9	0.0	0.0	19.7	0.6	32.0	0.0	0.0	0.0	32.6	0.0	30.9	16.7	0.1	0.0	47.7	
Cars, PU, Vans	0	0	0	0	0	0	604	0	28	1	0	633	18	1027	0	0	0	1045	0	992	535	2	0	1529	3207
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0

Project ID: 21-180169-005
Location: Stanton Rd & Honey Creek Rd
City: Conyers

PEAK HOURS

Day: Tuesday
Date: 5/18/2021

AM

	Stanton Rd Northbound						Stanton Rd Southbound					Honey Creek Rd Eastbound					Honey Creek Rd Westbound					
Start Time	Left	Thru	Rgt	Utum	App. Total		Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																						
Peak Hour for Entire Intersection Begins at 07:15 AM																						
7:15 AM	0	0	0	0	0	0	20	0	5	0	25	0	66	0	0	66	0	66	30	0	96	187
7:30 AM	0	0	0	0	0	0	31	0	1	0	32	1	63	0	0	64	0	51	35	0	86	182
7:45 AM	0	0	0	0	0	0	24	0	0	0	24	0	87	0	0	87	0	39	40	0	79	190
8:00 AM	0	0	0	0	0	0	36	0	2	0	38	1	58	0	0	59	0	45	35	0	80	177
Total Volume	0	0	0	0	0	0	111	0	8	0	119	2	274	0	0	276	0	201	140	0	341	736
% App. Total	0.0	0.0	0.0	0.0	0	0	93.3	0.0	6.7	0.0	100	0.7	99.3	0.0	0.0	100	0.0	58.9	41.1	0.0	100	
PHF							0.783					0.793					0.888					0.968
Cars, PU, Vans	0	0	0	0	0	0	111	0	8	0	119	2	274	0	0	276	0	201	140	0	341	736
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0

PM

	Stanton Rd Northbound						Stanton Rd Southbound					Honey Creek Rd Eastbound					Honey Creek Rd Westbound					
Start Time	Left	Thru	Rgt	Utum	App. Total		Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																						
Peak Hour for Entire Intersection Begins at 04:45 PM																						
4:45 PM	0	0	0	0	0	0	50	0	2	0	52	0	74	0	0	74	0	101	35	0	136	262
5:00 PM	0	0	0	0	0	0	45	0	1	0	46	0	64	0	0	64	0	78	41	2	121	231
5:15 PM	0	0	0	0	0	0	55	0	1	1	57	0	74	0	0	74	0	88	40	0	128	259
5:30 PM	0	0	0	0	0	0	48	0	5	0	53	3	89	0	0	92	0	89	37	0	126	271
Total Volume	0	0	0	0	0	0	198	0	9	1	208	3	301	0	0	304	0	356	153	2	511	1023
% App. Total	0.0	0.0	0.0	0.0	0	0	95.2	0.0	4.3	0.5	100	1.0	99.0	0.0	0.0	100	0.0	69.7	29.9	0.4	100	
PHF							0.912					0.826					0.939					0.944
Cars, PU, Vans	0	0	0	0	0	0	198	0	9	1	208	3	301	0	0	304	0	356	153	2	511	1023
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0

Project ID: 21-180169-006

Location: SR 20/McDonough Hwy & Honey Creek Rd

City: Conyers

Day: Tuesday

Date: 5/18/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 20/McDonough Hwy Northbound						SR 20/McDonough Hwy Southbound						Honey Creek Rd Eastbound						Honey Creek Rd Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
7:00 AM	18	203	15	0	0	236	18	79	22	2	0	121	24	16	9	0	0	49	16	32	41	0	0	89	495	
7:15 AM	19	226	14	0	0	259	23	107	23	5	0	158	42	35	10	0	0	87	18	55	33	0	0	106	610	
7:30 AM	31	237	31	1	0	300	31	112	13	1	0	157	38	42	15	0	0	95	20	44	66	0	0	130	682	
7:45 AM	26	238	40	2	0	306	38	103	11	1	0	153	38	49	27	0	0	114	27	48	77	0	0	152	725	
Total	94	904	100	3	0	1101	110	401	69	9	0	589	142	142	61	0	0	345	81	179	217	0	0	477	2512	
8:00 AM	25	208	31	1	0	265	36	120	13	3	0	172	36	38	21	0	0	95	22	46	77	0	0	145	677	
8:15 AM	14	204	27	1	0	246	28	93	21	5	0	147	24	40	28	0	0	92	16	38	66	0	0	120	605	
8:30 AM	17	211	16	1	0	245	49	78	14	3	0	144	21	25	15	0	0	61	17	33	54	0	0	104	554	
8:45 AM	20	203	16	1	0	240	32	96	14	5	0	147	25	25	18	0	0	68	16	22	56	0	0	94	549	
Total	76	826	90	4	0	996	145	387	62	16	0	610	106	128	82	0	0	316	71	139	253	0	0	463	2385	
BREAK																										
4:00 PM	23	172	15	8	0	218	85	257	37	1	0	380	33	59	34	0	0	126	41	37	52	0	0	130	854	
4:15 PM	22	147	31	5	0	205	85	238	42	2	0	367	35	68	44	0	0	147	44	59	44	0	0	147	866	
4:30 PM	25	154	30	7	0	216	81	246	38	3	0	368	39	68	25	0	0	132	31	44	43	0	0	118	834	
4:45 PM	30	173	26	7	0	236	102	261	51	3	0	417	31	56	36	0	0	123	26	54	33	0	0	113	889	
Total	100	646	102	27	0	875	353	1002	168	9	0	1532	138	251	139	0	0	528	142	194	172	0	0	508	3443	
5:00 PM	34	137	28	7	0	206	85	252	49	1	0	387	34	63	32	0	0	129	44	42	51	0	0	137	859	
5:15 PM	33	188	35	6	0	262	65	261	60	1	0	387	35	63	28	0	0	126	33	40	63	0	0	136	911	
5:30 PM	24	193	26	3	0	246	88	266	63	3	0	420	40	66	50	0	0	156	36	45	43	0	0	124	946	
5:45 PM	28	149	14	5	0	196	105	247	61	4	0	417	39	68	35	0	0	142	24	29	53	0	0	106	861	
Total	119	667	103	21	0	910	343	1026	233	9	0	1611	148	260	145	0	0	553	137	156	210	0	0	503	3577	
Grand Total	389	3043	395	55	0	3882	951	2816	532	43	0	4342	534	781	427	0	0	1742	431	668	852	0	0	1951	11917	
Apprch %	10.0	78.4	10.2	1.4	0.0		21.9	64.9	12.3	1.0	0.0		30.7	44.8	24.5	0.0	0.0		22.1	34.2	43.7	0.0	0.0			
Total %	3.3	25.5	3.3	0.5	0.0	32.6	8.0	23.6	4.5	0.4	0.0	36.4	4.5	6.6	3.6	0.0	0.0	14.6	3.6	5.6	7.1	0.0	0.0	16.4		
Cars, PU, Vans	389	3043	395	55		3882	951	2816	532	43		4342	534	781	427	0		1742	431	668	852	0		1951	11917	
% Cars, PU, Vans	100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0	

Project ID: 21-180169-006

Location: SR 20/McDonough Hwy & Honey Creek Rd

City: Conyers

PEAK HOURS

Day: Tuesday

Date: 5/18/2021

AM

	SR 20/McDonough Hwy Northbound					SR 20/McDonough Hwy Southbound					Honey Creek Rd Eastbound					Honey Creek Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	19	226	14	0	259	23	107	23	5	158	42	35	10	0	87	18	55	33	0	106	610
7:30 AM	31	237	31	1	300	31	112	13	1	157	38	42	15	0	95	20	44	66	0	130	682
7:45 AM	26	238	40	2	306	38	103	11	1	153	38	49	27	0	114	27	48	77	0	152	725
8:00 AM	25	208	31	1	265	36	120	13	3	172	36	38	21	0	95	22	46	77	0	145	677
Total Volume	101	909	116	4	1130	128	442	60	10	640	154	164	73	0	391	87	193	253	0	533	2694
% App. Total	8.9	80.4	10.3	0.4	100	20.0	69.1	9.4	1.6	100	39.4	41.9	18.7	0.0	100	16.3	36.2	47.5	0.0	100	
PHF	0.923					0.930					0.857					0.877					0.929
Cars, PU, Vans	101	909	116	4	1130	128	442	60	10	640	154	164	73	0	391	87	193	253	0	533	2694
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0

PM

	SR 20/McDonough Hwy Northbound					SR 20/McDonough Hwy Southbound					Honey Creek Rd Eastbound					Honey Creek Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	30	173	26	7	236	102	261	51	3	417	31	56	36	0	123	26	54	33	0	113	889
5:00 PM	34	137	28	7	206	85	252	49	1	387	34	63	32	0	129	44	42	51	0	137	859
5:15 PM	33	188	35	6	262	65	261	60	1	387	35	63	28	0	126	33	40	63	0	136	911
5:30 PM	24	193	26	3	246	88	266	63	3	420	40	66	50	0	156	36	45	43	0	124	946
Total Volume	121	691	115	23	950	340	1040	223	8	1611	140	248	146	0	534	139	181	190	0	510	3605
% App. Total	12.7	72.7	12.1	2.4	100	21.1	64.6	13.8	0.5	100	26.2	46.4	27.3	0.0	100	27.3	35.5	37.3	0.0	100	
PHF	0.906					0.959					0.856					0.931					0.953
Cars, PU, Vans	121	691	115	23	950	340	1040	223	8	1611	140	248	146	0	534	139	181	190	0	510	3605
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0

Project ID: 21-180169-007
Location: Ebenezer Rd & Goode Rd
City: Conyers

Day: Tuesday
Date: 5/18/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks																									
	Ebenezer Rd Northbound						Ebenezer Rd Southbound						Goode Rd Eastbound						Goode Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	1	14	0	0	0	15	2	7	1	0	0	10	2	3	0	0	0	5	0	1	1	0	0	2	32
7:15 AM	2	19	0	0	0	21	0	5	2	0	0	7	0	0	1	0	0	1	1	3	1	0	0	5	34
7:30 AM	5	15	0	0	0	20	0	1	2	0	0	3	2	1	6	0	0	9	0	3	1	0	0	4	36
7:45 AM	1	19	0	0	0	20	0	1	0	0	0	1	1	1	2	0	0	4	0	2	0	0	0	2	27
Total	9	67	0	0	0	76	2	14	5	0	0	21	5	5	9	0	0	19	1	9	3	0	0	13	129
8:00 AM	1	9	0	0	0	10	0	8	5	0	0	13	2	0	1	0	0	3	0	0	0	0	0	0	26
8:15 AM	3	14	0	0	0	17	1	2	2	0	0	5	1	1	0	0	0	2	0	1	1	0	0	2	26
8:30 AM	1	12	0	0	0	13	0	4	1	0	0	5	1	2	2	0	0	5	0	0	1	0	0	1	24
8:45 AM	0	10	1	0	0	11	0	7	1	0	0	8	0	1	2	0	0	3	0	1	0	0	0	1	23
Total	5	45	1	0	0	51	1	21	9	0	0	31	4	4	5	0	0	13	0	2	2	0	0	4	99
BREAK																									
4:00 PM	4	16	1	0	0	21	1	22	4	0	0	27	1	1	3	0	0	5	0	3	3	0	0	6	59
4:15 PM	1	10	0	0	0	11	0	16	2	0	0	18	4	2	0	0	0	6	1	3	2	0	0	6	41
4:30 PM	3	14	0	0	0	17	1	19	3	0	0	23	0	0	1	0	0	1	0	2	1	0	0	3	44
4:45 PM	1	9	1	0	0	11	1	20	3	0	0	24	4	3	3	0	0	10	0	0	2	0	0	2	47
Total	9	49	2	0	0	60	3	77	12	0	0	92	9	6	7	0	0	22	1	8	8	0	0	17	191
5:00 PM	2	9	1	0	0	12	0	27	2	0	0	29	3	1	0	0	0	4	0	0	1	0	0	1	46
5:15 PM	2	10	1	0	0	13	1	41	1	0	0	43	3	0	4	0	0	7	0	2	3	0	0	5	68
5:30 PM	2	11	0	0	0	13	2	33	2	0	0	37	2	1	3	0	0	6	0	1	0	0	0	1	57
5:45 PM	1	11	0	0	0	12	1	26	2	0	0	29	1	1	1	0	0	3	0	2	1	0	0	3	47
Total	7	41	2	0	0	50	4	127	7	0	0	138	9	3	8	0	0	20	0	5	5	0	0	10	218
Grand Total	30	202	5	0	0	237	10	239	33	0	0	282	27	18	29	0	0	74	2	24	18	0	0	44	637
Apprch %	12.7	85.2	2.1	0.0	0.0		3.5	84.8	11.7	0.0	0.0		36.5	24.3	39.2	0.0	0.0		4.5	54.5	40.9	0.0	0.0		
Total %	4.7	31.7	0.8	0.0	0.0	37.2	1.6	37.5	5.2	0.0	0.0	44.3	4.2	2.8	4.6	0.0	0.0	11.6	0.3	3.8	2.8	0.0	0.0	6.9	
Cars, PU, Vans	30	202	5	0		237	10	239	33	0		282	27	18	29	0		74	2	24	18	0		44	637
% Cars, PU, Vans	100.0	100.0	100.0	0.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0

Project ID: 21-180169-007
Location: Ebenezer Rd & Goode Rd
City: Conyers

PEAK HOURS

Day: Tuesday
Date: 5/18/2021

AM

	Ebenezer Rd Northbound					Ebenezer Rd Southbound					Goode Rd Eastbound					Goode Rd Westbound					
Start Time	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	1	14	0	0	15	2	7	1	0	10	2	3	0	0	5	0	1	1	0	2	32
7:15 AM	2	19	0	0	21	0	5	2	0	7	0	0	1	0	1	1	3	1	0	5	34
7:30 AM	5	15	0	0	20	0	1	2	0	3	2	1	6	0	9	0	3	1	0	4	36
7:45 AM	1	19	0	0	20	0	1	0	0	1	1	1	2	0	4	0	2	0	0	2	27
Total Volume	9	67	0	0	76	2	14	5	0	21	5	5	9	0	19	1	9	3	0	13	129
% App. Total	11.8	88.2	0.0	0.0	100	9.5	66.7	23.8	0.0	100	26.3	26.3	47.4	0.0	100	7.7	69.2	23.1	0.0	100	
PHF	0.905					0.525					0.528					0.650					0.896
Cars, PU, Vans	9	67	0	0	76	2	14	5	0	21	5	5	9	0	19	1	9	3	0	13	129
% Cars, PU, Vans	100.0	100.0	0.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0

PM

	Ebenezer Rd Northbound					Ebenezer Rd Southbound					Goode Rd Eastbound					Goode Rd Westbound					
Start Time	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	2	9	1	0	12	0	27	2	0	29	3	1	0	0	4	0	0	1	0	1	46
5:15 PM	2	10	1	0	13	1	41	1	0	43	3	0	4	0	7	0	2	3	0	5	68
5:30 PM	2	11	0	0	13	2	33	2	0	37	2	1	3	0	6	0	1	0	0	1	57
5:45 PM	1	11	0	0	12	1	26	2	0	29	1	1	1	0	3	0	2	1	0	3	47
Total Volume	7	41	2	0	50	4	127	7	0	138	9	3	8	0	20	0	5	5	0	10	218
% App. Total	14.0	82.0	4.0	0.0	100	2.9	92.0	5.1	0.0	100	45.0	15.0	40.0	0.0	100	0.0	50.0	50.0	0.0	100	
PHF	0.962					0.802					0.714					0.500					0.801
Cars, PU, Vans	7	41	2	0	50	4	127	7	0	138	9	3	8	0	20	0	5	5	0	10	218
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0

Project ID: 21-180169-008
Location: Stanton Rd & Goode Rd
City: Conyers

Day: Tuesday
Date: 5/18/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks																										
	Stanton Rd Northbound						Stanton Rd Southbound						Goode Rd Eastbound						Goode Rd Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
7:00 AM	0	39			0	39	0	15		2		0	17	2	0	2	0		4	0	0	1		0	1	61
7:15 AM	3	47			0	50	0	21	1		0	22	2	0	3	0		5	0	0	0		0	0	77	
7:30 AM	3	43			0	46	0	26	1		0	27	1	0	2	0		3	0	0	1		0	1	77	
7:45 AM	1	49			0	50	0	30	0		0	30	2	0	1	0		3	0	0	0		0	0	83	
Total	7	178			0	185	0	92	4		0	96	7	0	8	0		15	0	0	2		0	2	298	
8:00 AM	2	40			0	42	0	36	0		0	36	3	0	2	0		5	0	0	0		0	0	83	
8:15 AM	0	36			0	36	0	33	2		0	35	0	0	0	0		0	0	0	0		0	0	71	
8:30 AM	0	29			0	29	0	24	2		0	26	2	0	3	0		5	0	0	0		0	0	60	
8:45 AM	1	42			0	43	0	21	2		0	23	2	0	2	0		4	0	0	0		0	0	70	
Total	3	147			0	150	0	114	6		0	120	7	0	7	0		14	0	0	0		0	0	284	
BREAK																										
4:00 PM	2	39			0	41	0	62	3		0	65	1	0	3	0		4	0	0	0		0	0	110	
4:15 PM	5	35			0	40	1	64	5		0	70	4	0	1	0		5	0	0	0		0	0	115	
4:30 PM	2	38			0	40	1	53	2		0	56	2	0	1	0		3	0	0	0		0	0	99	
4:45 PM	4	40			0	44	0	62	1		0	63	3	0	3	0		6	0	0	1		0	1	114	
Total	13	152			0	165	2	241	11		0	254	10	0	8	0		18	0	0	1		0	1	438	
5:00 PM	1	41			0	42	0	55	2		0	57	7	0	3	0		10	0	0	0		0	0	109	
5:15 PM	2	53			0	55	0	73	5		0	78	2	0	0	0		2	0	0	0		0	0	135	
5:30 PM	3	51			0	54	0	63	4		0	67	4	0	0	0		4	0	0	0		0	0	125	
5:45 PM	1	33			0	34	0	52	4		0	56	1	0	3	0		4	0	0	0		0	0	94	
Total	7	178			0	185	0	243	15		0	258	14	0	6	0		20	0	0	0		0	0	463	
Grand Total	30	655			0	685	2	690	36		0	728	38	0	29	0		67	0	0	3		0	3	1483	
Apprch %	4.4	95.6			0.0		0.3	94.8	4.9		0.0		56.7	0.0	43.3	0.0			0.0	0.0	100.0		0.0			
Total %	2.0	44.2			0.0	46.2	0.1	46.5	2.4		0.0	49.1	2.6	0.0	2.0	0.0		4.5	0.0	0.0	0.2		0.0	0.2		
Cars, PU, Vans	30	655			0	685	2	690	36		0	728	38	0	29	0		67	0	0	3		0	3	1483	
% Cars, PU, Vans	100.0	100.0			0.0	100.0	100.0	100.0	100.0		0.0	100.0	100.0	0.0	100.0	0.0		100.0	0.0	0.0	100.0		0.0	100.0	100.0	

Project ID: 21-180169-008
Location: Stanton Rd & Goode Rd
City: Conyers

PEAK HOURS

Day: Tuesday
Date: 5/18/2021

AM

	Stanton Rd Northbound					Stanton Rd Southbound					Goode Rd Eastbound					Goode Rd Westbound					
Start Time	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	3	47	0	0	50	0	21	1	0	22	2	0	3	0	5	0	0	0	0	0	77
7:30 AM	3	43	0	0	46	0	26	1	0	27	1	0	2	0	3	0	0	1	0	1	77
7:45 AM	1	49	0	0	50	0	30	0	0	30	2	0	1	0	3	0	0	0	0	0	83
8:00 AM	2	40	0	0	42	0	36	0	0	36	3	0	2	0	5	0	0	0	0	0	83
Total Volume	9	179	0	0	188	0	113	2	0	115	8	0	8	0	16	0	0	1	0	1	320
% App. Total	4.8	95.2	0.0	0.0	100	0.0	98.3	1.7	0.0	100	50.0	0.0	50.0	0.0	100	0.0	0.0	100.0	0.0	100	
PHF	0.940					0.799					0.800					0.250					0.964
Cars, PU, Vans	9	179	0	0	188	0	113	2	0	115	8	0	8	0	16	0	0	1	0	1	320
% Cars, PU, Vans	100.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0

PM

	Stanton Rd Northbound					Stanton Rd Southbound					Goode Rd Eastbound					Goode Rd Westbound					
Start Time	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	4	40	0	0	44	0	62	1	0	63	3	0	3	0	6	0	0	1	0	1	114
5:00 PM	1	41	0	0	42	0	55	2	0	57	7	0	3	0	10	0	0	0	0	0	109
5:15 PM	2	53	0	0	55	0	73	5	0	78	2	0	0	0	2	0	0	0	0	0	135
5:30 PM	3	51	0	0	54	0	63	4	0	67	4	0	0	0	4	0	0	0	0	0	125
Total Volume	10	185	0	0	195	0	253	12	0	265	16	0	6	0	22	0	0	1	0	1	483
% App. Total	5.1	94.9	0.0	0.0	100	0.0	95.5	4.5	0.0	100	72.7	0.0	27.3	0.0	100	0.0	0.0	100.0	0.0	100	
PHF	0.886					0.849					0.550					0.250					0.894
Cars, PU, Vans	10	185	0	0	195	0	253	12	0	265	16	0	6	0	22	0	0	1	0	1	483
% Cars, PU, Vans	100.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0

Project ID: 21-180169-009

Location: Ebenezer Rd & SR 138/Stockbridge Hwy

City: Conyers

Day: Tuesday

Date: 5/18/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Ebenezer Rd Northbound						Ebenezer Rd Southbound						SR 138/Stockbridge Hwy Eastbound						SR 138/Stockbridge Hwy Westbound						
Start Time	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Left	Thru	Rgt	Utum	Peds	App. Total	Int. Total
7:00 AM	8	66	24	0	0	98	3	27	4	0	0	34	8	64	2	0	0	74	13	54	3	0	0	70	276
7:15 AM	13	64	28	0	0	105	4	25	4	0	0	33	17	87	3	0	0	107	21	96	6	0	0	123	368
7:30 AM	26	58	32	0	0	116	6	15	11	0	0	32	18	114	8	0	0	140	15	109	10	0	0	134	422
7:45 AM	10	51	34	0	0	95	4	26	4	0	0	34	12	111	13	0	0	136	17	79	17	0	0	113	378
Total	57	239	118	0	0	414	17	93	23	0	0	133	55	376	26	0	0	457	66	338	36	0	0	440	1444
8:00 AM	16	37	35	0	0	88	5	35	11	0	0	51	11	111	17	0	0	139	31	81	4	0	0	116	394
8:15 AM	12	43	39	0	0	94	7	38	4	0	0	49	13	113	17	0	0	143	25	77	4	0	0	106	392
8:30 AM	7	52	34	0	0	93	7	21	4	0	0	32	13	101	17	0	0	131	22	77	4	0	0	103	359
8:45 AM	10	48	33	0	0	91	7	20	1	0	0	28	7	105	4	0	0	116	17	75	5	0	0	97	332
Total	45	180	141	0	0	366	26	114	20	0	0	160	44	430	55	0	0	529	95	310	17	0	0	422	1477
BREAK																									
4:00 PM	17	56	47	0	0	120	7	57	12	0	0	76	8	126	16	0	0	150	58	152	9	0	0	219	565
4:15 PM	21	56	44	0	0	121	13	50	9	0	0	72	14	124	26	0	0	164	44	146	9	0	0	199	556
4:30 PM	12	45	44	0	0	101	5	78	14	0	0	97	15	135	16	0	0	166	51	141	13	0	0	205	569
4:45 PM	11	36	48	0	0	95	16	62	9	0	0	87	7	111	19	0	0	137	62	143	11	0	0	216	535
Total	61	193	183	0	0	437	41	247	44	0	0	332	44	496	77	0	0	617	215	582	42	0	0	839	2225
5:00 PM	19	41	33	0	0	93	14	81	10	0	0	105	7	149	15	0	0	171	56	132	2	0	0	190	559
5:15 PM	14	51	33	1	0	99	7	79	9	0	0	95	9	132	18	0	0	159	70	177	6	0	0	253	606
5:30 PM	17	43	54	0	0	114	16	81	12	0	0	109	13	125	23	0	0	161	47	156	9	0	0	212	596
5:45 PM	12	30	39	0	0	81	13	59	14	0	0	86	17	138	19	0	0	174	70	163	5	0	0	238	579
Total	62	165	159	1	0	387	50	300	45	0	0	395	46	544	75	0	0	665	243	628	22	0	0	893	2340
Grand Total	225	777	601	1	0	1604	134	754	132	0	0	1020	189	1846	233	0	0	2268	619	1858	117	0	0	2594	7486
Apprch %	14.0	48.4	37.5	0.1	0.0		13.1	73.9	12.9	0.0	0.0		8.3	81.4	10.3	0.0	0.0		23.9	71.6	4.5	0.0	0.0		
Total %	3.0	10.4	8.0	0.0	0.0	21.4	1.8	10.1	1.8	0.0	0.0	13.6	2.5	24.7	3.1	0.0	0.0	30.3	8.3	24.8	1.6	0.0	0.0	34.7	
Cars, PU, Vans	225	777	601	1		1604	134	754	132	0		1020	189	1846	233	0		2268	619	1858	117	0		2594	7486
% Cars, PU, Vans	100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0

Project ID: 21-180169-009

Location: Ebenezer Rd & SR 138/Stockbridge Hwy

City: Conyers

PEAK HOURS

Day: Tuesday

Date: 5/18/2021

AM

	Ebenezer Rd Northbound					Ebenezer Rd Southbound					SR 138/Stockbridge Hwy Eastbound					SR 138/Stockbridge Hwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	26	58	32	0	116	6	15	11	0	32	18	114	8	0	140	15	109	10	0	134	422
7:45 AM	10	51	34	0	95	4	26	4	0	34	12	111	13	0	136	17	79	17	0	113	378
8:00 AM	16	37	35	0	88	5	35	11	0	51	11	111	17	0	139	31	81	4	0	116	394
8:15 AM	12	43	39	0	94	7	38	4	0	49	13	113	17	0	143	25	77	4	0	106	392
Total Volume	64	189	140	0	393	22	114	30	0	166	54	449	55	0	558	88	346	35	0	469	1586
% App. Total	16.3	48.1	35.6	0.0	100	13.3	68.7	18.1	0.0	100	9.7	80.5	9.9	0.0	100	18.8	73.8	7.5	0.0	100	
PHF	0.847					0.814					0.976					0.875					0.940
Cars, PU, Vans	64	189	140	0	393	22	114	30	0	166	54	449	55	0	558	88	346	35	0	469	1586
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0

PM

	Ebenezer Rd Northbound					Ebenezer Rd Southbound					SR 138/Stockbridge Hwy Eastbound					SR 138/Stockbridge Hwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	19	41	33	0	93	14	81	10	0	105	7	149	15	0	171	56	132	2	0	190	559
5:15 PM	14	51	33	1	99	7	79	9	0	95	9	132	18	0	159	70	177	6	0	253	606
5:30 PM	17	43	54	0	114	16	81	12	0	109	13	125	23	0	161	47	156	9	0	212	596
5:45 PM	12	30	39	0	81	13	59	14	0	86	17	138	19	0	174	70	163	5	0	238	579
Total Volume	62	165	159	1	387	50	300	45	0	395	46	544	75	0	665	243	628	22	0	893	2340
% App. Total	16.0	42.6	41.1	0.3	100	12.7	75.9	11.4	0.0	100	6.9	81.8	11.3	0.0	100	27.2	70.3	2.5	0.0	100	
PHF	0.849					0.906					0.955					0.882					0.965
Cars, PU, Vans	62	165	159	1	387	50	300	45	0	395	46	544	75	0	665	243	628	22	0	893	2340
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0



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Peak Hour Turning Movement Count

Conyers, GA



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Tuesday, October 19, 2021	
Period	0700 - 0900
Peak Hour	0730 - 0830

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-20 McDonough Hwy (North)

Southbound

(1-3)	9	537	10	6	562	1238	(1-3)
(4-7)	1	30	0	0	31	26	(4-7)
(8-13)	0	17	0	0	17	12	(8-13)

Total	10	584	10	6	610	1276	Total
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0

0

(1-3)	(4-7)	(8-13)	Total
275	3	0	278
110	6	1	117
0	0	0	0
7	2	1	10
1	0	0	1
102	4	0	106
(1-3)	(4-7)	(8-13)	Total

Eastbound

Miller Chapel Rd SE

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2168	64	29	2261
PHF				0.9646

Total	(8-13)	(4-7)	(1-3)
23	0	3	20
2	0	0	2
5	0	1	4
0	0	0	0
30	0	4	26
12	0	0	12
Total	(8-13)	(4-7)	(1-3)

Westbound

Jimson Way

Total	695	1504	0	266	1237	1	Total
-------	-----	------	---	-----	------	---	-------

(8-13)	17	11	0	0	11	0	(8-13)
(4-7)	35	23	0	2	21	0	(4-7)
(1-3)	643	1470	0	264	1205	1	(1-3)

Northbound

GA-20 McDonough Hwy (South)

Time	Northbound					Southbound					Eastbound					Westbound					Int. Total
	GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					Miller Chapel Rd SE					Jimson Way					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	11.1	11.2	11.3	11.4		11.5	11.6	11.7	11.8		11.9	11.10	11.11	11.12		11.13	11.14	11.15	11.16		
0730 - 0745	60	333	0	0	393	1	132	1	2	136	0	0	20	0	20	0	0	7	0	7	
0745 - 0800	75	331	1	0	407	3	135	3	1	142	2	1	25	0	28	2	1	6	0	9	
0800 - 0815	66	291	0	0	357	1	145	3	1	150	5	0	32	0	37	1	1	9	0	11	
0815 - 0830	65	282	0	0	347	5	172	3	2	182	3	0	29	0	32	2	0	1	0	3	
Total	266	1237	1	0	1504	10	584	10	6	610	10	1	106	0	117	5	2	23	0	30	
Approach %	17.69	82.25	0.07	0.00	-	1.64	95.74	1.64	0.98	-	8.55	0.85	90.60	0.00	-	16.67	6.67	76.67	0.00	-	
PHF	0.89	0.93	0.25	0.00	0.92	0.50	0.85	0.83	0.75	0.84	0.50	0.25	0.83	0.00	0.79	0.63	0.50	0.64	0.00	0.68	

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Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					Miller Chapel Rd SE					Jimson Way					
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App. Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App. Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App. Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App. Total	
0730 - 0745	60	325	0	0	385	1	119	1	2	123	0	0	20	0	20	0	0	5	0	5	533
0745 - 0800	75	321	1	0	397	3	126	3	1	133	2	1	25	0	28	2	1	6	0	9	567
0800 - 0815	65	284	0	0	349	1	133	3	1	138	2	0	29	0	31	1	1	8	0	10	528
0815 - 0830	64	275	0	0	339	5	159	2	2	168	3	0	28	0	31	1	0	1	0	2	540
Total	264	1205	1	0	1470	10	537	9	6	562	7	1	102	0	110	4	2	20	0	26	2168
Approach %	17.96	81.97	0.07	0.00	-	1.78	95.55	1.60	1.07	-	6.36	0.91	92.73	0.00	-	15.38	7.69	76.92	0.00	-	
PHF	0.88	0.93	0.25	0.00	0.93	0.50	0.84	0.75	0.75	0.84	0.58	0.25	0.88	0.00	0.89	0.50	0.50	0.63	0.00	0.65	0.96

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					Miller Chapel Rd SE					Jimson Way					
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App. Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App. Total	Left 11.9	Thru 12.0	Right 11.11	U-Turn 11.12	App. Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App. Total	
0730 - 0745	0	7	0	0	7	0	7	0	0	7	0	0	0	0	0	0	0	2	0	2	16
0745 - 0800	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	12
0800 - 0815	1	5	0	0	6	0	9	0	0	9	2	0	3	0	5	0	0	1	0	1	21
0815 - 0830	1	3	0	0	4	0	8	1	0	9	0	0	1	0	1	1	0	0	0	1	15
Total	2	21	0	0	23	0	30	1	0	31	2	0	4	0	6	1	0	3	0	4	64
Approach %	8.70	91.30	0.00	0.00	-	0.00	96.77	3.23	0.00	-	33.33	0.00	66.67	0.00	-	25.00	0.00	75.00	0.00	-	
PHF	0.50	0.75	0.00	0.00	0.82	0.00	0.83	0.25	0.00	0.86	0.25	0.00	0.33	0.00	0.30	0.25	0.00	0.38	0.00	0.50	0.76

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					Miller Chapel Rd SE					Jimson Way					
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total	
0730 - 0745	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
0745 - 0800	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
0800 - 0815	0	2	0	0	2	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	6
0815 - 0830	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
Total	0	11	0	0	11	0	17	0	0	17	1	0	0	0	1	0	0	0	0	0	29
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.69	0.00	0.00	0.69	0.00	0.71	0.00	0.00	0.71	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.81

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Peak Hour Turning Movement Count

Conyers, GA



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Tuesday, October 19, 2021	
Period	1600 - 1800
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-20 McDonough Hwy (North)

Southbound

(1-3)	57	1417	23	34	1531	938	(1-3)
(4-7)	0	22	0	0	22	20	(4-7)
(8-13)	0	15	0	0	15	15	(8-13)

Total	57	1454	23	34	1568	973	Total
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0

0

(1-3)	(4-7)	(8-13)	Total
239	3	1	243
444	5	2	451
0	0	0	0
53	0	1	54
6	0	0	6
385	5	1	391
(1-3)	(4-7)	(8-13)	Total



1

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3015	50	32	3097
PHF				0.969

Total	(8-13)	(4-7)	(1-3)
20	0	1	19
3	0	0	3
2	0	0	2
0	0	0	0
25	0	1	24
33	0	0	33
Total	(8-13)	(4-7)	(1-3)

Westbound

Jimson Way

Total	1848	1053	1	183	865	4	Total
(8-13)	16	15	0	1	14	0	(8-13)
(4-7)	27	22	0	3	19	0	(4-7)
(1-3)	1805	1016	1	179	832	4	(1-3)

Northbound

GA-20 McDonough Hwy (South)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					Miller Chapel Rd SE					Jimson Way					
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App. Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App. Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App. Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App. Total	
1630 - 1645	43	203	2	0	248	7	351	20	9	387	18	3	83	0	104	1	0	5	0	6	745
1645 - 1700	43	212	1	0	256	5	360	9	9	383	12	0	106	0	118	0	1	3	0	4	761
1700 - 1715	46	217	0	1	264	4	384	16	11	415	10	0	96	0	106	1	1	5	0	7	792
1715 - 1730	51	233	1	0	285	7	359	12	5	383	14	3	106	0	123	0	1	7	0	8	799
Total	183	865	4	1	1053	23	1454	57	34	1568	54	6	391	0	451	2	3	20	0	25	3097
Approach %	17.38	82.15	0.38	0.09	-	1.47	92.73	3.64	2.17	-	11.97	1.33	86.70	0.00	-	8.00	12.00	80.00	0.00	-	-
PHF	0.90	0.93	0.50	0.25	0.92	0.82	0.95	0.71	0.77	0.94	0.75	0.50	0.92	0.00	0.92	0.50	0.75	0.71	0.00	0.78	0.97

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Passenger Vehicles (2-9)		Northbound					Southbound					Eastbound					Westbound					Int Total
		GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					Miller Chapel Rd SE					Jimson Way					
		Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total	
Time																						
1630 - 1645		42	192	2	0	236	7	336	20	9	372	18	3	81	0	102	1	0	4	0	5	715
1645 - 1700		42	202	1	0	245	5	354	9	9	377	11	0	103	0	114	0	1	3	0	4	740
1700 - 1715		44	210	0	1	255	4	378	16	11	409	10	0	96	0	106	1	1	5	0	7	777
1715 - 1730		51	228	1	0	280	7	349	12	5	373	14	3	105	0	122	0	1	7	0	8	783
Total		179	832	4	1	1016	23	1417	57	34	1531	53	6	385	0	444	2	3	19	0	24	3015
Approach %		17.62	81.89	0.39	0.10	-	1.50	92.55	3.72	2.22	-	11.94	1.35	86.71	0.00	-	8.33	12.50	79.17	0.00	-	-
PHF		0.88	0.91	0.50	0.25	0.91	0.82	0.94	0.71	0.77	0.94	0.74	0.50	0.92	0.00	0.91	0.50	0.75	0.68	0.00	0.75	0.96

Single Unit Trucks (4-7)		Northbound					Southbound					Eastbound					Westbound					Int'l			
		GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					Miller Chapel Rd SE					Jimson Way								
		Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 12.0	Right 12.1	U-Turn 12.2	App Total	Left 12.3	Thru 12.4	Right 12.5	U-Turn 12.6	App Total				
Time																									
1630 - 1645		1	8	0	0	9		0	9	0	0	9		0	0	2	0	2		0	0	1	0	1	21
1645 - 1700		0	5	0	0	5		0	5	0	0	5		0	0	2	0	2		0	0	0	0	0	12
1700 - 1715		2	4	0	0	6		0	3	0	0	3		0	0	0	0	0		0	0	0	0	0	9
1715 - 1730		0	2	0	0	2		0	5	0	0	5		0	0	1	0	1		0	0	0	0	0	8
Total		3	19	0	0	22		0	22	0	0	22		0	0	5	0	5		0	0	1	0	1	50
Approach %		13.64	86.36	0.00	0.00	-		0.00	100.00	0.00	0.00	-		0.00	0.00	100.00	0.00	-		0.00	0.00	100.00	0.00	-	
PHF		0.38	0.59	0.00	0.00	0.61		0.00	0.61	0.00	0.00	0.61		0.00	0.00	0.63	0.00	0.63		0.00	0.00	0.25	0.00	0.25	0.60

Time	Northbound					Southbound					Eastbound					Westbound					Int. Total
	GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					Miller Chapel Rd SE					Jimson Way					
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 12.0	Right 12.1	U-Turn 12.2	App Total	Left 12.3	Thru 12.4	Right 12.5	U-Turn 12.6	App Total	
1630 - 1645	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
1645 - 1700	1	5	0	0	6	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	9
1700 - 1715	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
1715 - 1730	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
Total	1	14	0	0	15	0	15	0	0	15	1	0	1	0	2	0	0	0	0	0	32
Approach %	6.67	93.33	0.00	0.00	-	0.00	100.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.70	0.00	0.00	0.63	0.00	0.63	0.00	0.00	0.63	0.25	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.89

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Peak Hour Turning Movement Count

Conyers, GA



www.marrtraffic.com

Tuesday, October 19, 2021	
Period	0700 - 0900
Peak Hour	0745 - 0845

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound					Southbound					Eastbound					Westbound					Int
	Miller Chapel Rd SE					Parker Rd SE					GA-138 Hwy 138 SE (West)					GA-138 Hwy 138 SE (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App. Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App. Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App. Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App. Total	
0745 - 0800	12	73	5	0	90	7	29	5	1	42	57	107	13	0	177	0	105	29	1	135	444
0800 - 0815	6	60	1	0	67	5	26	7	1	39	37	114	18	0	169	2	91	32	0	125	400
0815 - 0830	13	53	2	0	68	5	35	8	1	49	36	89	16	0	141	2	73	21	1	97	355
0830 - 0845	14	50	5	0	69	6	33	2	0	41	32	143	15	0	190	1	89	19	1	110	410
Total	45	236	13	0	294	23	123	22	3	171	162	453	62	0	677	5	358	101	3	467	1609
Approach %	15.31	80.27	4.42	0.00	-	13.45	71.93	12.87	1.75	-	23.93	66.91	9.16	0.00	-	1.07	76.66	21.63	0.64	-	-
PHF	0.80	0.81	0.65	0.00	0.82	0.82	0.88	0.69	0.75	0.87	0.71	0.79	0.86	0.00	0.89	0.63	0.85	0.79	0.75	0.86	0.91

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Miller Chapel Rd SE					Parker Rd SE					GA-138 Hwy 138 SE (West)					GA-138 Hwy 138 SE (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (2-9)		Northbound					Southbound					Eastbound					Westbound					Int'l
		Miller Chapel Rd SE					Parker Rd SE					GA-138 Hwy 138 SE (West)					GA-138 Hwy 138 SE (East)					
		Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
Time																						
	0745 - 0800	12	73	5	0	90	7	29	4	1	41	55	104	12	0	171	0	103	29	1	133	435
	0800 - 0815	6	59	1	0	66	5	24	7	1	37	34	107	17	0	158	2	84	29	0	115	376
	0815 - 0830	11	53	2	0	66	5	34	7	1	47	33	84	16	0	133	2	68	20	1	91	337
	0830 - 0845	13	49	5	0	67	6	32	1	0	39	28	128	13	0	169	1	83	19	1	104	379
	Total	42	234	13	0	289	23	119	19	3	164	150	423	58	0	631	5	338	97	3	443	1527
	Approach %	14.53	80.97	4.50	0.00	-	14.02	72.56	11.59	1.83	-	23.77	67.04	9.19	0.00	-	1.13	76.30	21.90	0.68	-	
	PHF	0.81	0.80	0.65	0.00	0.80	0.82	0.88	0.68	0.75	0.87	0.68	0.83	0.85	0.00	0.92	0.63	0.82	0.84	0.75	0.83	0.88

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Miller Chapel Rd SE					Parker Rd SE					GA-138 Hwy 138 SE (West)					GA-138 Hwy 138 SE (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 13.0	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	2	3	1	0	6	0	1	0	0	1	7
0800 - 0815	0	0	0	0	0	0	2	0	0	2	3	7	1	0	11	0	5	3	0	8	21
0815 - 0830	2	0	0	0	2	0	1	1	0	2	3	5	0	0	8	0	2	1	0	3	15
0830 - 0845	1	1	0	0	2	0	1	1	0	2	4	15	1	0	20	0	5	0	0	5	29
Total	3	1	0	0	4	0	4	2	0	6	12	30	3	0	45	0	13	4	0	17	72
Approach %	75.00	25.00	0.00	0.00	-	0.00	66.67	33.33	0.00	-	26.67	66.67	6.67	0.00	-	0.00	76.47	23.53	0.00	-	
PHF	0.38	0.25	0.00	0.00	0.50	0.00	0.50	0.50	0.00	0.75	0.75	0.50	0.75	0.00	0.56	0.00	0.65	0.33	0.00	0.53	0.62

Time	Northbound				Southbound				Eastbound				Westbound				Int Total					
	Miller Chapel Rd SE				Parker Rd SE				GA-138 Hwy 138 SE (West)				GA-138 Hwy 138 SE (East)									
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13		Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
0745 - 0800	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	2
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2	
Total	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	7	0	0	7	10	
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	-	
PHF	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.25	0.00	0.25	0.00	0.58	0.00	0.00	0.58	0.83	

Pedestrians	Northbound					Southbound					Eastbound					Westbound						
	Miller Chapel Rd SE					Parker Rd SE					GA-138 Hwy 138 SE (West)					GA-138 Hwy 138 SE (East)						
	EB 12a	WB 12b			App Total	EB 12c	WB 12d			App Total	NB 12e	SB 12f			App Total	NB 12g	SB 12h			App Total	Int Total	
Time																						
0745 - 0800	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0
0800 - 0815	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0
0815 - 0830	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0
0830 - 0845	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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Peak Hour Turning Movement Count

Conyers, GA



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Tuesday, October 19, 2021	
Period	1600 - 1800
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound					Southbound					Eastbound					Westbound					Int
	Miller Chapel Rd SE					Parker Rd SE					GA-138 Hwy 138 SE (West)					GA-138 Hwy 138 SE (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App. Total	Left 12.1	Thru 12.2	Right 12.7	U-Turn 12.8	App. Total	Left 12.1	Thru 12.10	Right 12.11	U-Turn 12.12	App. Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App. Total	
1630 - 1645	30	64	5	0	99	11	91	25	3	130	52	115	34	0	201	5	125	33	4	167	
1645 - 1700	26	64	6	0	96	22	108	19	5	154	47	117	33	0	197	5	101	38	3	147	
1700 - 1715	29	62	7	0	98	18	94	20	2	134	47	110	31	0	188	9	124	30	0	163	
1715 - 1730	30	61	5	0	96	20	118	32	0	170	42	151	43	0	236	7	112	32	3	154	
Total	115	251	23	0	389	71	411	96	10	588	188	493	141	0	822	26	462	133	10	631	
Approach %	29.56	64.52	5.91	0.00	-	12.07	69.90	16.33	1.70	-	22.87	59.98	17.15	0.00	-	4.12	73.22	21.08	1.58	-	
PHF	0.96	0.98	0.82	0.00	0.98	0.81	0.87	0.75	0.50	0.86	0.90	0.82	0.82	0.00	0.87	0.72	0.92	0.88	0.63	0.94	

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Miller Chapel Rd SE					Parker Rd SE					GA-138 Hwy 138 SE (West)					GA-138 Hwy 138 SE (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (2-5)		Northbound					Southbound					Eastbound					Westbound					Int
		Miller Chapel Rd SE					Parker Rd SE					GA-138 Hwy 138 SE (West)					GA-138 Hwy 138 SE (East)					
		Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
Time																						
1630 - 1645	29	64	5	0	98	10	89	24	3	126	49	111	34	0	194	5	121	33	4	163	581	
1645 - 1700	26	64	6	0	96	22	102	19	5	148	44	116	33	0	193	5	99	38	3	145	582	
1700 - 1715	28	61	7	0	96	18	94	20	2	134	42	107	31	0	180	9	120	30	0	159	569	
1715 - 1730	30	61	5	0	96	20	117	31	0	168	39	149	43	0	231	7	106	32	3	148	643	
Total	113	250	23	0	386	70	402	94	10	576	174	483	141	0	798	26	446	133	10	615	2375	
Approach %	29.27	64.77	5.96	0.00	-	12.15	69.79	16.32	1.74	-	21.80	60.53	17.67	0.00	-	4.23	72.52	21.63	1.63	-		
PHF	0.94	0.98	0.82	0.00	0.98	0.80	0.86	0.76	0.50	0.86	0.89	0.81	0.82	0.00	0.86	0.72	0.92	0.88	0.63	0.94	0.92	

Single Unit Trucks (4-7)	Northbound					Southbound					Eastbound					Westbound					Int Total
	Miller Chapel Rd SE					Parker Rd SE					GA-138 Hwy 138 SE (West)					GA-138 Hwy 138 SE (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
Time																					
1630 - 1645	1	0	0	0	1	1	2	1	0	4	2	4	0	0	6	0	3	0	0	3	
1645 - 1700	0	0	0	0	0	0	4	0	0	4	2	1	0	0	3	0	2	0	0	2	
1700 - 1715	1	1	0	0	2	0	0	0	0	0	5	1	0	0	6	0	3	0	0	3	
1715 - 1730	0	0	0	0	0	0	1	1	0	2	2	2	0	0	4	0	4	0	0	4	
Total	2	1	0	0	3	1	7	2	0	10	11	8	0	0	19	0	12	0	0	12	
Approach %	66.67	33.33	0.00	0.00	-	10.00	70.00	20.00	0.00	-	57.89	42.11	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.50	0.25	0.00	0.00	0.38	0.25	0.44	0.50	0.00	0.63	0.55	0.50	0.00	0.00	0.79	0.00	0.75	0.00	0.00	0.75	

Time		Northbound				Southbound				Eastbound				Westbound				Int					
		Miller Chapel Rd SE				Parker Rd SE				GA-138 Hwy 138 SE (West)				GA-138 Hwy 138 SE (East)									
		Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13		Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
1630 - 1645		0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	2
1645 - 1700		0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	3
1700 - 1715		0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	3
1715 - 1730		0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3	3
Total		0	0	0	0	0	0	2	0	0	2	3	2	0	0	5	0	4	0	0	4	11	
Approach %		0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	60.00	40.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-	
PHF		0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.75	0.25	0.00	0.00	0.63	0.00	0.50	0.00	0.00	0.50	0.92	

Pedestrians	Northbound					Southbound					Eastbound					Westbound						
	Miller Chapel Rd SE					Parker Rd SE					GA-138 Hwy 138 SE (West)					GA-138 Hwy 138 SE (East)						
	EB 12a	WB 12b			App Total	EB 12c	WB 12d			App Total	NB 12e	SB 12f			App Total	NB 12g	SB 12h			App Total	Int Total	
Time																						
1630 - 1645	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0
1645 - 1700	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0
1700 - 1715	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0
1715 - 1730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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Peak Hour Turning Movement Count

Conyers, GA



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Tuesday, October 19, 2021	
Period	0700 - 0900
Peak Hour	0730 - 0830

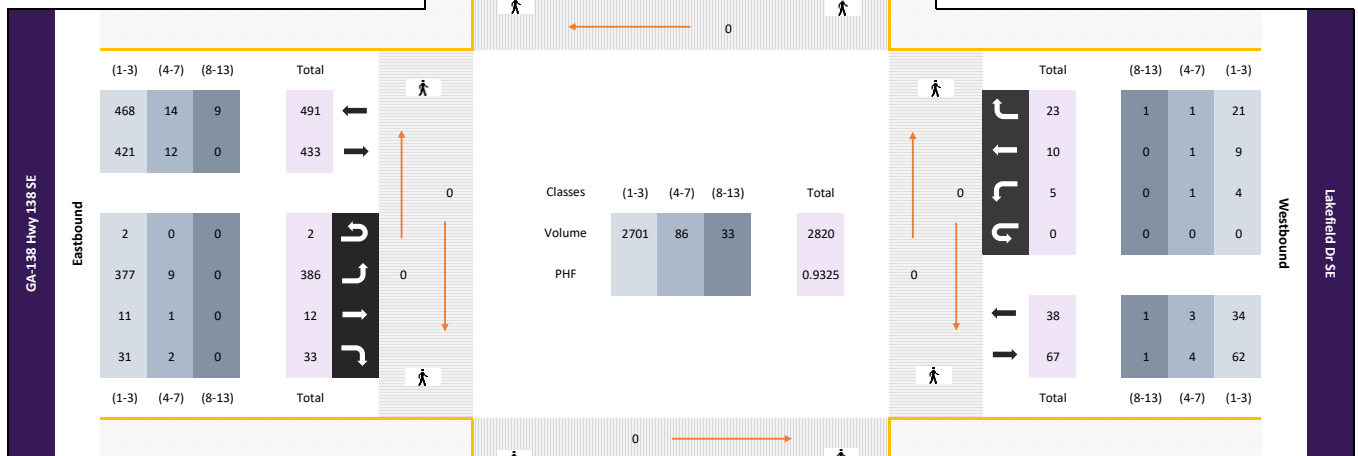


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					GA-138 Hwy 138 SE					Lakefield Dr SE					
	Left 13.1	Thru 13.2	Right 13.3	U-Turn 13.4	App. Total	Left 13.5	Thru 13.6	Right 13.7	U-Turn 13.8	App. Total	Left 13.9	Thru 13.10	Right 13.11	U-Turn 13.12	App. Total	Left 13.13	Thru 13.14	Right 13.15	U-Turn 13.16	App. Total	
0730 - 0745	31	302	2	1	336	16	140	81	1	238	107	2	3	1	113	1	0	7	0	8	695
0745 - 0800	31	304	0	1	336	10	168	114	0	292	104	2	8	1	115	2	4	7	0	13	756
0800 - 0815	34	235	1	3	273	12	166	80	0	252	105	4	11	0	120	0	5	3	0	8	659
0815 - 0830	28	280	4	4	316	10	210	80	0	300	70	4	11	0	85	2	1	6	0	9	710
Total	124	1121	7	9	1261	48	684	355	1	1088	386	12	33	2	433	5	10	23	0	38	2820
Approach %	9.83	88.90	0.56	0.71	-	4.41	62.87	32.63	0.09	-	89.15	2.77	7.62	0.46	-	13.16	26.32	60.53	0.00	-	-
PHF	0.91	0.92	0.44	0.56	0.94	0.75	0.81	0.78	0.25	0.91	0.90	0.75	0.75	0.50	0.90	0.63	0.50	0.82	0.00	0.73	0.93

[illegible]

		Northbound					Southbound					Eastbound					Westbound					Int Total
		GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					GA-138 Hwy 138 SE					Lakefield Dr SE					
Time	Left 13.1	Thru 13.2	Right 13.3	U-Turn 13.4	App Total	Left 13.5	Thru 13.6	Right 13.7	U-Turn 13.8	App Total	Left 13.9	Thru 13.10	Right 13.11	U-Turn 13.12	App Total	Left 13.13	Thru 13.14	Right 13.15	U-Turn 13.16	App Total		
0730 - 0745	30	293	1	1	325	15	130	78	1	224	106	2	3	1	112	1	0	6	0	7	668	
0745 - 0800	31	297	0	1	329	9	159	112	0	280	104	2	7	1	114	1	3	6	0	10	733	
0800 - 0815	31	225	1	3	260	11	155	75	0	241	100	3	11	0	114	0	5	3	0	8	623	
0815 - 0830	27	272	4	4	307	10	197	73	0	280	67	4	10	0	81	2	1	6	0	9	677	
Total	119	1087	6	9	1221	45	641	338	1	1025	377	11	31	2	421	4	9	21	0	34	2701	
Approach %	9.75	89.03	0.49	0.74	-	4.39	62.54	32.98	0.10	-	89.55	2.61	7.36	0.48	-	11.76	26.47	61.76	0.00	-	-	
PHF	0.96	0.91	0.38	0.56	0.93	0.75	0.81	0.75	0.25	0.92	0.89	0.69	0.70	0.50	0.92	0.50	0.45	0.88	0.00	0.85	0.92	

Single Unit Trucks (4-7)		Northbound					Southbound					Eastbound					Westbound					Int'l
		GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					GA-138 Hwy 138 SE					Lakefield Dr SE					
		Left 13.1	Thru 13.2	Right 13.3	U-Turn 13.4	App Total	Left 13.5	Thru 13.6	Right 13.7	U-Turn 13.8	App Total	Left 13.9	Thru 13.10	Right 13.11	U-Turn 13.12	App Total	Left 13.13	Thru 13.14	Right 13.15	U-Turn 13.16	App Total	
Time																						
0730 - 0745		0	8	1	0	9	1	7	2	0	10	1	0	0	0	1	0	0	1	0	1	21
0745 - 0800		0	3	0	0	3	0	5	1	0	6	0	0	1	0	1	1	1	0	0	2	12
0800 - 0815		2	5	0	0	7	1	8	3	0	12	5	1	0	0	6	0	0	0	0	0	25
0815 - 0830		1	7	0	0	8	0	12	4	0	16	3	0	1	0	4	0	0	0	0	0	28
Total		3	23	1	0	27	2	32	10	0	44	9	1	2	0	12	1	1	1	0	3	86
Approach %		11.11	85.19	3.70	0.00	-	4.55	72.73	22.73	0.00	-	75.00	8.33	16.67	0.00	-	33.33	33.33	33.33	0.00	-	
PHF		0.38	0.72	0.25	0.00	0.75	0.50	0.67	0.63	0.00	0.69	0.45	0.25	0.50	0.00	0.50	0.25	0.25	0.25	0.00	0.38	0.77

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					GA-138 Hwy 138 SE					Lakefield Dr SE					
	Left 13.1	Thru 13.2	Right 13.3	U-Turn 13.4	App Total	Left 13.5	Thru 13.6	Right 13.7	U-Turn 13.8	App Total	Left 13.9	Thru 13.10	Right 13.11	U-Turn 13.12	App Total	Left 13.13	Thru 13.14	Right 13.15	U-Turn 13.16	App Total	
0730 - 0745	1	1	0	0	2	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	6
0745 - 0800	0	4	0	0	4	1	4	1	0	6	0	0	0	0	0	0	0	1	0	1	11
0800 - 0815	1	5	0	0	6	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	11
0815 - 0830	0	1	0	0	1	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	2	11	0	0	13	1	11	7	0	19	0	0	0	0	0	0	0	1	0	1	33
Approach %	15.38	84.62	0.00	0.00	-	5.26	57.89	36.84	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.50	0.55	0.00	0.00	0.54	0.25	0.69	0.58	0.00	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.75

Pedestrians	Northbound												Southbound				Eastbound				Westbound			
	GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					GA-138 Hwy 138 SE				Lakeland Dr SE									
	EB 13a	WB 13b			App Total	EB 13c	WB 13d			App Total	NB 13e	SB 13f			App Total	NB 13g	SB 13h			App Total	Int Total			
Time																								
0730 - 0745	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0		
0745 - 0800	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0		
0800 - 0815	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0		
0815 - 0830	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		


[Click here for Map](#)

Peak Hour Turning Movement Count

Conyers, GA


www.marrtraffic.com

Tuesday, October 19, 2021	
Period	1600 - 1800
Peak Hour	1630 - 1730

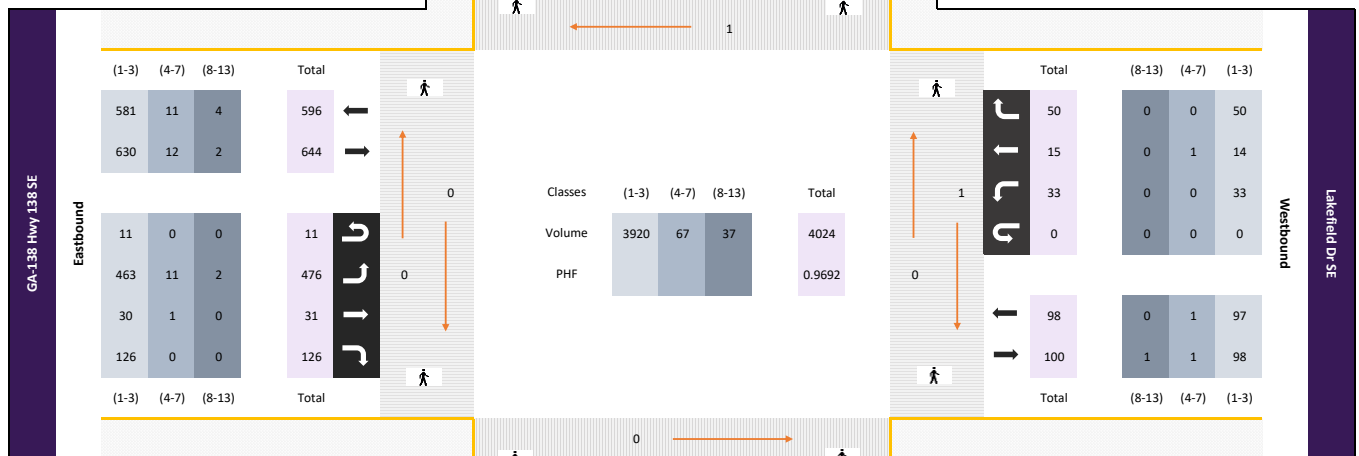


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					GA-138 Hwy 138 SE					Lakefield Dr SE					
	Left 13.1	Thru 13.2	Right 13.3	U-Turn 13.4	App. Total	Left 13.5	Thru 13.6	Right 13.7	U-Turn 13.8	App. Total	Left 13.9	Thru 13.10	Right 13.11	U-Turn 13.12	App. Total	Left 13.13	Thru 13.14	Right 13.15	U-Turn 13.16	App. Total	
1630 - 1645	20	237	1	7	265	14	391	124	3	532	127	8	27	3	165	5	6	16	0	27	989
1645 - 1700	32	261	2	1	296	13	426	114	1	554	110	6	29	3	148	6	3	9	0	18	1016
1700 - 1715	33	240	4	7	284	17	382	111	1	511	122	6	28	3	159	12	3	12	0	27	981
1715 - 1730	15	274	2	6	297	16	406	121	0	543	117	11	42	2	172	10	3	13	0	26	1038
Total	100	1012	9	21	1142	60	1605	470	5	2140	476	31	126	11	644	33	15	50	0	98	4024
Approach %	8.76	88.62	0.79	1.84	-	2.80	75.00	21.96	0.23	-	73.91	4.81	19.57	1.71	-	33.67	15.31	51.02	0.00	-	-
PHF	0.76	0.92	0.56	0.75	0.96	0.88	0.94	0.95	0.42	0.97	0.94	0.70	0.75	0.92	0.94	0.69	0.63	0.78	0.00	0.91	0.97

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					GA-138 Hwy 138 SE					Lakefield Dr SE					
	Left 13.1	Thru 13.2	Right 13.3	U-Turn 13.4	App Total	Left 13.5	Thru 13.6	Right 13.7	U-Turn 13.8	App Total	Left 13.9	Thru 13.10	Right 13.11	U-Turn 13.12	App Total	Left 13.13	Thru 13.14	Right 13.15	U-Turn 13.16	App Total	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (2-9)		Northbound					Southbound					Eastbound					Westbound					Int Total		
		GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					GA-138 Hwy 138 SE					Lakefield Dr SE							
		Left 13.1	Thru 13.2	Right 13.3	U-Turn 13.4	App Total	Left 13.5	Thru 13.6	Right 13.7	U-Turn 13.8	App Total	Left 13.9	Thru 13.10	Right 13.11	U-Turn 13.12	App Total	Left 13.13	Thru 13.14	Right 13.15	U-Turn 13.16	App Total			
Time																								
1630 - 1645		20	220	1	7	248		14	377	121	3	515		122	8	27	3	160	5	5	16	0	26	949
1645 - 1700		32	253	2	1	288		13	421	113	1	548		108	6	29	3	146	6	3	9	0	18	1000
1700 - 1715		33	230	4	7	274		16	376	106	1	499		116	6	28	3	153	12	3	12	0	27	953
1715 - 1730		15	269	2	6	292		16	397	116	0	529		117	10	42	2	171	10	3	13	0	26	1018
Total		100	972	9	21	1102		59	1571	456	5	2091		463	30	126	11	630	33	14	50	0	97	3920
Approach %		9.07	88.20	0.82	1.91	-		2.82	75.13	21.81	0.24	-		73.49	4.76	20.00	1.75	-	34.02	14.43	51.55	0.00	-	-
PHF		0.76	0.90	0.56	0.75	0.94		0.92	0.93	0.94	0.42	0.95		0.95	0.75	0.75	0.92	0.92	0.69	0.70	0.78	0.00	0.90	0.96

Time		Northbound					Southbound					Eastbound					Westbound					Int Total
		GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					GA-138 Hwy 138 SE					Lakefield Dr SE					
		Left 13.1	Thru 10.2	Right 13.3	U-Turn 13.4	App Total	Left 13.5	Thru 13.6	Right 13.7	U-Turn 13.8	App Total	Left 13.9	Thru 13.10	Right 13.11	U-Turn 13.12	App Total	Left 13.13	Thru 13.14	Right 13.15	U-Turn 13.16	App Total	
1630 - 1645		0	10	0	0	10	0	8	2	0	10	5	0	0	0	5	0	1	0	0	1	26
1645 - 1700		0	5	0	0	5	0	4	1	0	5	2	0	0	0	2	0	0	0	0	0	12
1700 - 1715		0	8	0	0	8	0	3	4	0	7	4	0	0	0	4	0	0	0	0	0	19
1715 - 1730		0	2	0	0	2	0	4	3	0	7	0	1	0	0	1	0	0	0	0	0	10
Total		0	25	0	0	25	0	19	10	0	29	11	1	0	0	12	0	1	0	0	1	67
Approach %		0.00	100.00	0.00	0.00	-	0.00	65.52	34.48	0.00	-	91.67	8.33	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF		0.00	0.63	0.00	0.00	0.63	0.00	0.59	0.63	0.00	0.73	0.55	0.25	0.00	0.00	0.60	0.00	0.25	0.00	0.00	0.25	0.64

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					GA-138 Hwy 138 SE					Lakefield Dr SE					
	Left 13.1	Thru 7	Right 13.3	U-Turn 13.4	App Total	Left 13.5	Thru 13.6	Right 13.7	U-Turn 13.8	App Total	Left 13.9	Thru 13.10	Right 13.11	U-Turn 13.12	App Total	Left 13.13	Thru 13.14	Right 13.15	U-Turn 13.16	App Total	
1630 - 1645	0	7	0	0	7	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	14
1645 - 1700	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1700 - 1715	0	2	0	0	2	1	3	1	0	5	2	0	0	0	2	0	0	0	0	0	9
1715 - 1730	0	3	0	0	3	0	5	2	0	7	0	0	0	0	0	0	0	0	0	0	10
Total	0	15	0	0	15	1	15	4	0	20	2	0	0	0	2	0	0	0	0	0	37
Approach %	0.00	100.00	0.00	0.00	-	5.00	75.00	20.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.54	0.00	0.00	0.54	0.25	0.63	0.50	0.00	0.71	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.66

Pedestrians	Northbound												Southbound				Eastbound				Westbound			
	GA-20 McDonough Hwy (South)					GA-20 McDonough Hwy (North)					GA-138 Hwy 138 SE				Lakeland Dr SE									
	EB 13a	WB 13b			App Total	EB 13c	WB 13d			App Total	NB 13e	SB 13f			App Total	NB 13g	SB 13h			App Total	Int Total			
Time																								
1630 - 1645	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0		
1645 - 1700	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0		
1700 - 1715	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0		
1715 - 1730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

VOLUME

Honey Creek Rd E/O Clubland Cir

Day: Tuesday
Date: 5/18/2021City: Conyers
Project #: GA21_180170_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						2,852	3,034	5,886	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			5	6	11		12:00			36	30	66			
00:15			5	4	9		12:15			39	37	76			
00:30			4	1	5		12:30			42	36	78			
00:45			2	16	8	19	12:45			49	166	48	151	97	317
01:00			3	5	8		13:00			38	55	93			
01:15			2	5	7		13:15			42	44	86			
01:30			2	0	2		13:30			53	49	102			
01:45			2	9	4	14	13:45			49	182	43	191	92	373
02:00			1	3	4		14:00			41	46	87			
02:15			2	1	3		14:15			43	37	80			
02:30			3	3	6		14:30			58	54	112			
02:45			4	10	5	12	14:45			56	198	48	185	104	383
03:00			1	0	1		15:00			48	51	99			
03:15			1	1	2		15:15			34	64	98			
03:30			5	1	6		15:30			55	67	122			
03:45			1	8	1	3	15:45			52	189	65	247	117	436
04:00			1	0	1		16:00			72	58	130			
04:15			5	4	9		16:15			64	79	143			
04:30			3	4	7		16:30			72	55	127			
04:45			5	14	6	14	16:45			66	274	86	278	152	552
05:00			11	10	21		17:00			55	77	132			
05:15			2	12	14		17:15			72	86	158			
05:30			14	5	19		17:30			83	80	163			
05:45			12	39	7	34	17:45			63	273	80	323	143	596
06:00			19	23	42		18:00			60	71	131			
06:15			23	19	42		18:15			56	68	124			
06:30			30	23	53		18:30			66	59	125			
06:45			24	96	35	100	18:45			46	228	58	256	104	484
07:00			19	29	48		19:00			41	47	88			
07:15			50	43	93		19:15			32	45	77			
07:30			52	47	99		19:30			34	45	79			
07:45			72	193	36	155	19:45			40	147	37	174	77	321
08:00			42	45	87		20:00			32	38	70			
08:15			41	47	88		20:15			25	37	62			
08:30			37	35	72		20:30			21	27	48			
08:45			33	153	17	144	20:45			22	100	44	146	66	246
09:00			33	33	66		21:00			25	25	50			
09:15			29	25	54		21:15			19	24	43			
09:30			37	39	76		21:30			17	31	48			
09:45			31	130	28	125	21:45			8	69	22	102	30	171
10:00			31	36	67		22:00			21	18	39			
10:15			32	33	65		22:15			12	8	20			
10:30			24	43	67		22:30			9	9	18			
10:45			47	134	24	136	22:45			8	50	16	51	24	101
11:00			31	38	69		23:00			8	12	20			
11:15			36	36	72		23:15			12	6	18			
11:30			28	30	58		23:30			12	5	17			
11:45			36	131	41	145	23:45			11	43	6	29	17	72
TOTALS			933	901	1834		TOTALS			1919	2133	4052			
SPLIT %			50.9%	49.1%	31.2%		SPLIT %			47.4%	52.6%	68.8%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						2,852	3,034	5,886	
AM Peak Hour			07:15	07:30	07:15		PM Peak Hour			17:15	16:45	16:45			
AM Pk Volume			216	175	387		PM Pk Volume			278	329	605			
Pk Hr Factor			0.750	0.931	0.896		Pk Hr Factor			0.837	0.956	0.928			
7 - 9 Volume	0	0	346	299	645		4 - 6 Volume	0	0	547	601	1148			
7 - 9 Peak Hour			07:15	07:30	07:15		4 - 6 Peak Hour			16:45	16:45	16:45			
7 - 9 Pk Volume	0	0	216	175	387		4 - 6 Pk Volume	0	0	276	329	605			
Pk Hr Factor	0.000	0.000	0.750	0.931	0.896		Pk Hr Factor	0.000	0.000	0.831	0.956	0.928			

VOLUME

Goode Rd W/O Squire Ln

Day: Tuesday
Date: 5/18/2021City: Conyers
Project #: GA21_180170_002

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						144	151						295
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			0	2	2		12:00			2	2	4							4
00:15			0	0	0		12:15			2	0	2							2
00:30			1	0	1		12:30			1	2	3							3
00:45			0	1	0	2	12:45			2	7	4	8	6	15				
01:00			0	0	0		13:00			0	2	2							2
01:15			0	0	0		13:15			1	1	2							2
01:30			0	0	0		13:30			4	3	7							7
01:45			0	0	0		13:45			2	7	2	8	4	15				
02:00			0	0	0		14:00			6	3	9							9
02:15			1	0	1		14:15			0	1	1							1
02:30			0	0	0		14:30			2	5	7							7
02:45			0	1	0	1	14:45			3	11	2	11	5	22				
03:00			0	0	0		15:00			2	2	4							4
03:15			0	0	0		15:15			1	4	5							5
03:30			0	0	0		15:30			1	2	3							3
03:45			1	1	0	1	15:45			0	4	5	13	5	17				
04:00			0	0	0		16:00			4	5	9							9
04:15			0	2	2		16:15			4	7	11							11
04:30			2	1	3		16:30			1	2	3							3
04:45			0	2	0	3	16:45			4	13	2	16	6	29				
05:00			1	0	1		17:00			4	1	5							5
05:15			0	0	0		17:15			0	3	3							3
05:30			0	0	0		17:30			2	3	5							5
05:45			0	1	0	1	17:45			2	8	3	10	5	18				
06:00			1	0	1		18:00			4	3	7							7
06:15			1	0	1		18:15			2	2	4							4
06:30			3	4	7		18:30			1	2	3							3
06:45			0	5	0	4	18:45			0	7	0	7	0	14				
07:00			4	1	5		19:00			2	3	5							5
07:15			0	2	2		19:15			1	1	2							2
07:30			1	5	6		19:30			3	3	6							6
07:45			3	8	4	17	19:45			5	11	2	9	7	20				
08:00			3	1	4		20:00			0	6	6							6
08:15			1	2	3		20:15			4	2	6							6
08:30			3	0	3		20:30			0	4	4							4
08:45			2	9	4	14	20:45			1	5	1	13	2	18				
09:00			5	1	6		21:00			0	1	1							1
09:15			1	0	1		21:15			1	2	3							3
09:30			4	2	6		21:30			1	0	1							1
09:45			2	12	3	16	21:45			0	2	1	4	1	6				
10:00			1	2	3		22:00			0	0	0							0
10:15			2	1	3		22:15			2	2	4							4
10:30			3	2	5		22:30			0	2	2							2
10:45			2	8	3	8	22:45			2	4	0	4	2	8				
11:00			2	4	6		23:00			1	0	1							1
11:15			2	2	4		23:15			0	1	1							1
11:30			4	3	7		23:30			1	0	1							1
11:45			5	13	8	25	23:45			2	4	0	1	2	5				
TOTALS			61	47	108		TOTALS			83	104	187							
SPLIT %			56.5%	43.5%	36.6%		SPLIT %			44.4%	55.6%	63.4%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						144	151						295
AM Peak Hour			11:00	10:45	11:00		PM Peak Hour			13:15	15:30	16:00							
AM Pk Volume			13	12	25		PM Pk Volume			13	19	29							
Pk Hr Factor			0.650	0.750	0.781		Pk Hr Factor			0.542	0.679	0.659							
7 - 9 Volume	0	0	17	14	31		4 - 6 Volume	0	0	21	26	47							
7 - 9 Peak Hour			07:45	07:00	07:00		4 - 6 Peak Hour			16:00	16:00	16:00							
7 - 9 Pk Volume	0	0	10	9	17		4 - 6 Pk Volume	0	0	13	16	29							
Pk Hr Factor	0.000	0.000	0.833	0.450	0.708		Pk Hr Factor	0.000	0.000	0.813	0.571	0.659							

VOLUME

Honey Creek Rd W/O Ebenezer Rd

Day: Tuesday
Date: 5/18/2021City: Conyers
Project #: GA21_180170_003

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						1,601	1,810	3,411	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			3	2	5		12:00			15	21	36			
00:15			5	3	8		12:15			21	19	40			
00:30			3	1	4		12:30			17	32	49			
00:45			4	15	5	11	12:45			25	78	27	99	52	177
01:00			2	2	4		13:00			15	35	50			
01:15			2	1	3		13:15			22	15	37			
01:30			3	0	3		13:30			28	27	55			
01:45			0	7	2	5	13:45			24	89	24	101	48	190
02:00			1	1	2		14:00			22	16	38			
02:15			2	0	2		14:15			26	22	48			
02:30			2	2	4		14:30			32	29	61			
02:45			2	7	5	8	14:45			33	113	29	96	62	209
03:00			2	1	3		15:00			30	24	54			
03:15			1	2	3		15:15			28	27	55			
03:30			2	0	2		15:30			34	34	68			
03:45			2	7	1	4	15:45			40	132	29	114	69	246
04:00			1	1	2		16:00			46	30	76			
04:15			2	4	6		16:15			48	36	84			
04:30			2	1	3		16:30			41	28	69			
04:45			1	6	5	11	16:45			43	178	39	133	82	311
05:00			3	14	17		17:00			44	27	71			
05:15			0	17	17		17:15			54	38	92			
05:30			2	15	17		17:30			53	38	91			
05:45			6	11	11	57	17:45			48	199	33	136	81	335
06:00			5	23	28		18:00			38	37	75			
06:15			10	35	45		18:15			36	28	64			
06:30			14	40	54		18:30			40	17	57			
06:45			10	39	34	132	18:45			16	130	28	110	44	240
07:00			10	44	54		19:00			23	22	45			
07:15			19	55	74		19:15			23	17	40			
07:30			21	48	69		19:30			14	26	40			
07:45			26	76	40	187	19:45			22	82	16	81	38	163
08:00			17	53	70		20:00			24	16	40			
08:15			24	28	52		20:15			19	15	34			
08:30			15	26	41		20:30			19	10	29			
08:45			16	72	20	127	20:45			18	80	17	58	35	138
09:00			7	21	28		21:00			11	10	21			
09:15			19	15	34		21:15			15	9	24			
09:30			16	30	46		21:30			11	10	21			
09:45			13	55	20	86	21:45			9	46	7	36	16	82
10:00			17	23	40		22:00			13	7	20			
10:15			17	25	42		22:15			9	7	16			
10:30			11	21	32		22:30			7	4	11			
10:45			17	62	22	91	22:45			5	34	4	22	9	56
11:00			15	31	46		23:00			5	7	12			
11:15			17	16	33		23:15			6	6	12			
11:30			7	18	25		23:30			9	2	11			
11:45			20	59	24	89	23:45			4	24	1	16	5	40
TOTALS			416	808	1224		TOTALS			1185	1002	2187			
SPLIT %			34.0%	66.0%	35.9%		SPLIT %			54.2%	45.8%	64.1%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						1,601	1,810	3,411	
AM Peak Hour			07:30	07:15	07:15		PM Peak Hour			17:00	17:15	17:15			
AM Pk Volume			88	196	279		PM Pk Volume			199	146	339			
Pk Hr Factor			0.846	0.891	0.943		Pk Hr Factor			0.921	0.961	0.921			
7 - 9 Volume	0	0	148	314	462		4 - 6 Volume	0	0	377	269	646			
7 - 9 Peak Hour			07:30	07:15	07:15		4 - 6 Peak Hour			17:00	16:45	16:45			
7 - 9 Pk Volume	0	0	88	196	279		4 - 6 Pk Volume	0	0	199	142	336			
Pk Hr Factor	0.000	0.000	0.846	0.891	0.943		Pk Hr Factor	0.000	0.000	0.921	0.910	0.913			

VOLUME

SR 20/McDonough Hwy N/O Kay Terr

Day: Tuesday
Date: 5/18/2021City: Conyers
Project #: GA21_180170_004

DAILY TOTALS					NB	SB	EB					WB	Total
					17,126	17,508						0	0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	30	47			77	12:00	268	231			499		
00:15	21	33			54	12:15	249	260			509		
00:30	23	29			52	12:30	244	269			513		
00:45	23	97	33	142	56	12:45	265	1026	274	1034	539	2060	
01:00	19	36			55	13:00	258	259			517		
01:15	7	28			35	13:15	279	282			561		
01:30	19	30			49	13:30	241	255			496		
01:45	12	57	20	114	32	13:45	262	1040	286	1082	548	2122	
02:00	13	18			31	14:00	247	277			524		
02:15	9	12			21	14:15	302	290			592		
02:30	13	8			21	14:30	258	308			566		
02:45	14	49	21	59	35	14:45	258	1065	279	1154	537	2219	
03:00	18	15			33	15:00	232	306			538		
03:15	15	18			33	15:15	275	368			643		
03:30	23	10			33	15:30	293	355			648		
03:45	39	95	9	52	48	15:45	257	1057	382	1411	639	2468	
04:00	39	17			56	16:00	276	395			671		
04:15	54	15			69	16:15	263	387			650		
04:30	74	10			84	16:30	268	401			669		
04:45	78	245	26	68	104	16:45	237	1044	413	1596	650	2640	
05:00	101	36			137	17:00	246	434			680		
05:15	112	20			132	17:15	257	438			695		
05:30	172	25			197	17:30	281	421			702		
05:45	170	555	44	125	214	17:45	291	1075	422	1715	713	2790	
06:00	207	72			279	18:00	211	386			597		
06:15	233	81			314	18:15	260	406			666		
06:30	280	113			393	18:30	257	332			589		
06:45	287	1007	106	372	393	18:45	214	942	332	1456	546	2398	
07:00	283	147			430	19:00	190	328			518		
07:15	320	149			469	19:15	179	338			517		
07:30	336	148			484	19:30	172	272			444		
07:45	393	1332	182	626	575	19:45	179	720	247	1185	426	1905	
08:00	338	162			500	20:00	168	267			435		
08:15	317	145			462	20:15	129	228			357		
08:30	328	158			486	20:30	136	240			376		
08:45	296	1279	152	617	448	20:45	142	575	219	954	361	1529	
09:00	255	154			409	21:00	104	202			306		
09:15	251	162			413	21:15	97	164			261		
09:30	247	189			436	21:30	99	160			259		
09:45	249	1002	195	700	444	21:45	77	377	147	673	224	1050	
10:00	248	210			458	22:00	83	125			208		
10:15	252	211			463	22:15	66	93			159		
10:30	236	224			460	22:30	75	81			156		
10:45	260	996	187	832	447	22:45	62	286	97	396	159	682	
11:00	255	211			466	23:00	54	80			134		
11:15	283	221			504	23:15	47	74			121		
11:30	224	203			427	23:30	31	67			98		
11:45	269	1031	230	865	499	23:45	42	174	59	280	101	454	
TOTALS	7745	4572			12317	TOTALS	9381	12936			22317		
SPLIT %	62.9%	37.1%			35.6%	SPLIT %	42.0%	58.0%			64.4%		

DAILY TOTALS					NB	SB						EB	WB	Total
					17,126	17,508						0	0	34,634
AM Peak Hour	07:15	11:45			07:15	PM Peak Hour	15:15	17:00			17:00			
AM Pk Volume	1387	990			2028	PM Pk Volume	1101	1715			2790			
Pk Hr Factor	0.882	0.920			0.882	Pk Hr Factor	0.939	0.979			0.978			
7 - 9 Volume	2611	1243	0	0	3854	4 - 6 Volume	2119	3311	0	0	5430			
7 - 9 Peak Hour	07:15	07:45			07:15	4 - 6 Peak Hour	17:00	17:00			17:00			
7 - 9 Pk Volume	1387	647	0	0	2028	4 - 6 Pk Volume	1075	1715	0	0	2790			
Pk Hr Factor	0.882	0.889	0.000	0.000	0.882	Pk Hr Factor	0.924	0.979	0.000	0.000	0.978			

Bi-Directional Class Count || NB EB 15min

Conyers, GA

Site 14

GA-20 McDonough Hwy,
north of Kay Terrace SE

Date

Tuesday, October 19, 2021

Weather

Fair
62°F

Lat/Long

33.6168977, -84.014566°


[Click here for Map](#)

0000 - 2400 (24h Session) (10-19-2021)

NB EB 15min

Time	Northbound (Movement 14.1)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	13	2	0	0	0	0	0	2	0	0	0	0	17	73
0015 - 0030	0	18	2	0	0	0	0	0	3	0	0	0	0	23	
0030 - 0045	0	14	1	0	0	0	0	0	1	0	0	0	0	16	
0045 - 0100	0	15	1	0	0	0	0	0	1	0	0	0	0	17	
0100 - 0115	0	10	1	0	0	0	0	0	2	0	0	0	0	13	40
0115 - 0130	0	8	0	0	0	1	0	0	1	0	0	0	0	10	
0130 - 0145	0	6	3	0	0	0	0	0	1	0	0	0	0	10	
0145 - 0200	0	5	1	0	0	1	0	0	0	0	0	0	0	7	
0200 - 0215	0	7	1	0	0	1	0	0	2	0	0	0	0	12	50
0215 - 0230	0	9	1	0	0	1	0	0	0	0	0	0	0	11	
0230 - 0245	0	13	2	0	0	0	0	0	2	0	0	0	0	17	
0245 - 0300	0	8	1	0	0	0	0	0	1	0	0	0	0	10	
0300 - 0315	0	13	1	0	0	0	0	0	0	0	0	0	0	14	104
0315 - 0330	0	15	1	0	0	0	0	0	2	0	0	0	0	18	
0330 - 0345	0	28	6	0	2	0	0	0	4	0	0	0	0	40	
0345 - 0400	0	29	3	0	0	0	0	0	0	0	0	0	0	32	
0400 - 0415	0	49	3	0	0	1	0	0	2	0	0	0	0	55	238
0415 - 0430	0	30	6	0	0	1	0	0	2	0	0	0	0	39	
0430 - 0445	0	50	7	0	0	0	0	0	0	0	0	0	0	57	
0445 - 0500	0	68	15	0	0	0	0	0	4	0	0	0	0	87	
0500 - 0515	0	89	19	0	3	2	0	0	2	0	0	0	0	115	567
0515 - 0530	0	101	14	0	1	1	0	0	1	0	0	0	0	118	
0530 - 0545	0	152	22	0	1	0	0	0	1	0	0	0	0	176	
0545 - 0600	0	132	22	1	0	1	0	0	2	0	0	0	0	158	
0600 - 0615	0	185	18	1	1	1	0	0	2	0	0	0	0	208	1013
0615 - 0630	0	217	21	1	2	2	0	0	5	0	0	0	0	246	
0630 - 0645	0	209	39	2	1	0	0	0	0	0	0	0	0	251	
0645 - 0700	0	269	34	2	1	0	0	0	2	0	0	0	0	308	
0700 - 0715	0	204	28	4	2	0	0	1	5	0	0	0	0	244	1292
0715 - 0730	0	250	31	4	2	1	0	0	4	0	0	0	0	292	
0730 - 0745	0	300	62	1	6	0	0	0	5	0	0	0	0	374	
0745 - 0800	0	322	53	2	1	0	0	0	4	0	0	0	0	382	
0800 - 0815	0	282	61	2	5	1	0	0	8	0	0	0	0	359	1246
0815 - 0830	0	260	41	3	2	5	0	1	3	0	0	0	0	315	
0830 - 0845	0	239	56	0	3	2	0	1	7	0	0	0	0	308	
0845 - 0900	0	195	59	1	3	0	0	0	6	0	0	0	0	264	
0900 - 0915	0	177	41	0	4	0	0	1	7	0	0	0	0	230	981
0915 - 0930	1	198	52	0	4	3	0	0	6	0	0	0	0	264	
0930 - 0945	0	169	58	0	3	3	0	0	9	0	0	0	0	242	
0945 - 1000	0	193	44	0	3	1	0	0	4	0	0	0	0	245	
1000 - 1015	1	206	50	0	5	0	0	0	5	0	0	0	0	267	1052
1015 - 1030	0	215	55	0	3	0	0	1	6	0	0	0	0	280	
1030 - 1045	0	204	34	0	4	1	0	0	5	0	0	0	0	244	
1045 - 1100	0	206	47	0	4	0	0	0	4	0	0	0	0	261	
1100 - 1115	0	167	48	0	3	2	0	2	12	0	0	0	0	234	970
1115 - 1130	0	164	41	0	4	1	0	1	6	0	0	0	0	217	
1130 - 1145	0	197	54	0	0	3	0	0	4	0	0	0	0	258	
1145 - 1200	0	195	61	0	0	0	0	0	5	0	0	0	0	261	
1200 - 1215	2	223	55	0	2	2	0	0	6	0	0	0	0	290	1125
1215 - 1230	0	196	52	0	11	1	0	0	8	0	0	0	0	268	
1230 - 1245	0	221	43	0	3	1	0	0	1	5	0	0	0	274	
1245 - 1300	1	230	49	0	4	0	0	2	7	0	0	0	0	293	
1300 - 1315	0	199	42	0	1	1	0	1	1	0	0	0	0	245	1003
1315 - 1330	1	202	47	0	6	3	0	3	8	0	0	0	0	270	
1330 - 1345	0	180	47	0	3	0	0	1	8	0	0	0	0	239	
1345 - 1400	0	196	38	2	3	5	0	0	5	0	0	0	0	249	
1400 - 1415	1	193	46	0	3	0	0	1	4	0	0	0	0	248	1033
1415 - 1430	0	187	54	1	4	2	0	0	6	0	0	0	0	254	
1430 - 1445	2	218	38	1	4	0	0	0	3	0	0	0	0	266	
1445 - 1500	0	201	51	4	1	1	0	0	6	1	0	0	0	265	
1500 - 1515	2	194	52	0	4	3	0	1	5	0	0	0	0	261	1072
1515 - 1530	2	184	56	1	4	2	0	0	6	0	0	0	0	255	
1530 - 1545	0	223	46	3	1	0	0	1	1	1	0	0	0	276	
1545 - 1600	1	219	49	4	0	2	0	0	5	0	0	0	0	280	
1600 - 1615	0	192	34	1	1	1	0	1	3	0	0	0	0	233	976
1615 - 1630	0	227	54	1	2	0	0	1	3	0	0	0	0	288	
1630 - 1645	0	181	33	3	3	2	0	0	3	0	0	0	0	225	
1645 - 1700	0	185	36	4	1	1	0	1	2	0	0	0	0	230	
1700 - 1715	1	231	36	4	1	1	0	1	4	0	0	0	0	279	1031
1715 - 1730	0	226	30	1	0	0	0	1	2	0	0	0	0	260	
1730 - 1745	0	210	25	0	2	1	0	1	5	0	0	0	0	244	
1745 - 1800	0	208	35	0	1	1	0	0	2	1	0	0	0	248	
1800 - 1815	2	220	39	0	1	1	0	1	4	0	0	0	0	268	956
1815 - 1830	0	207	42	0	3	2	0	0	3	0	0	0	0	257	
1830 - 1845	1	187	38	0	2	0	0	0	3	0	0	0	0	231	
1845 - 1900	0	154	36	1	2	1	0	0	6	0	0	0	0	200	
1900 - 1915	0	177	30	1	2	1	0	2	5	0	0	0	0	218	757
1915 - 1930	0	168	21	0	1	0	0	0	2	0	0	0	0	192	
1930 - 1945	0	148	18	0	3	1	0	0	2	0	0	0	0	172	
1945 - 2000	0	152	20	0	0	0	0	0	3	0	0	0	0	175	
2000 - 2015	0	137	12	0	0	0	0	0	4	0	0	0	0	153	489
2015 - 2030	0	106	10	0	3	0	0	0	2	0	0	0	0	121	
2030 - 2045	1	97	13	0	1	0	0	0	1	0	0	0	0	113	
2045 - 2100	0	86	12	0	0	0	0	0	4	0	0	0	0	102	
2100 - 2115	0	72	8	0	2	1	0	0	1	0	0	0	0	84	305
2115 - 2130	0	68	7	0	1	0	0	0	0	0	0	0	0	76	
2130 - 2145	0	74	8	0	0	1	0	0	1	0	0	0	0	84	
2145 - 2200	0	52	6	0	0	0	0	0	3	0	0	0	0	61	
2200 - 2215	0	54	5	0	0	0	0	0	1	0	0	0	0	60	195
2215 - 2230	0	45	1	0	0	0	0	0	1	0	0	0	0	47	
2230 - 2245	0	35	2	0	0	0	0	0	1	0	0	0	0	38	
2245 - 2300	0	45	3	0	0	0	0	0	1	0	1	0	0	50	
2300 - 2315	0	29	3	0	1	0	0	0	4	0	0	0	0	37	27
2315 - 2330	0	35	1	0	0	0	0	0	1	0	0	0	0	38	
2330 - 2345	0	24	0	0	0	1	0	0	2	0	0	0	0	27	
2345 - 0000	0	15	1	0	1	0	0	0	3	0	0	0	0	20	

Bi-Directional Class Count || SB WB 15min

Conyers, GA

Site 14

GA-20 McDonough Hwy,
north of Kay Terrace SE

Date

Tuesday, October 19, 2021

Weather

Fair
62°F

Lat/Long

33.6168977, -84.014566°


[Click here for Map](#)

0000 - 2400 (24h Session) (10-19-2021)

SB WB 15min

Time	Southbound (Movement 14.2)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	44	5	0	0	0	0	1	0	0	0	0	0	51	
0015 - 0030	0	41	4	0	0	0	0	1	0	0	0	0	0	46	
0030 - 0045	0	34	1	0	0	0	0	0	2	0	0	0	0	37	
0045 - 0100	0	13	2	0	0	0	0	0	1	0	0	0	0	16	150
0100 - 0115	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
0115 - 0130	0	6	1	0	0	0	0	0	2	0	0	0	0	9	
0130 - 0145	0	13	1	0	0	0	0	0	1	0	0	0	0	15	
0145 - 0200	0	11	2	0	1	1	0	0	1	0	0	0	0	16	56
0200 - 0215	0	7	2	1	0	0	0	0	0	0	0	0	0	10	
0215 - 0230	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0230 - 0245	0	13	2	0	1	1	0	0	1	0	0	0	0	18	
0245 - 0300	0	6	1	0	0	0	0	0	2	0	0	0	0	9	44
0300 - 0315	0	20	0	0	0	0	0	0	1	0	0	0	0	21	
0315 - 0330	0	15	1	0	0	0	0	0	3	0	0	0	0	19	
0330 - 0345	0	18	0	0	1	0	0	0	0	0	0	0	0	19	
0345 - 0400	0	10	0	0	0	0	0	0	1	0	0	0	0	11	70
0400 - 0415	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0415 - 0430	0	18	2	0	0	0	0	0	3	0	0	0	0	23	
0430 - 0445	0	18	0	0	0	0	0	0	3	0	0	0	0	21	
0445 - 0500	0	20	1	0	2	0	0	1	3	0	0	0	0	27	83
0500 - 0515	0	23	0	0	1	0	0	1	0	0	0	0	0	25	
0515 - 0530	0	18	2	0	1	0	0	0	4	0	0	0	0	25	
0530 - 0545	0	32	1	2	1	0	0	0	3	0	0	0	0	39	
0545 - 0600	0	38	2	5	0	0	0	0	2	0	0	0	0	47	136
0600 - 0615	0	58	6	6	3	0	0	0	3	0	0	0	0	76	
0615 - 0630	0	66	10	6	1	1	0	0	5	0	0	0	0	89	
0630 - 0645	0	99	12	8	3	0	0	0	5	0	0	0	0	127	
0645 - 0700	0	98	12	3	2	0	0	0	4	0	0	0	0	119	411
0700 - 0715	0	93	15	2	2	0	0	0	5	0	0	0	0	117	
0715 - 0730	0	122	32	1	3	1	0	0	3	0	0	0	0	162	
0730 - 0745	0	98	32	1	7	0	0	0	2	0	0	0	0	140	
0745 - 0800	0	113	37	1	5	0	0	0	2	0	0	0	0	158	577
0800 - 0815	0	116	31	2	8	3	0	0	7	0	0	0	0	167	
0815 - 0830	0	118	51	1	9	1	0	0	6	0	0	0	0	186	
0830 - 0845	0	103	37	0	7	1	0	0	7	0	0	0	0	156	
0845 - 0900	0	123	55	0	3	0	0	0	4	0	0	0	0	185	694
0900 - 0915	0	104	37	0	7	1	0	0	4	0	0	0	0	153	
0915 - 0930	0	112	52	0	6	2	0	0	7	0	0	0	0	179	
0930 - 0945	0	114	34	0	14	0	0	0	5	0	0	0	0	167	
0945 - 1000	0	139	33	0	8	0	0	1	4	0	0	0	0	185	684
1000 - 1015	0	167	36	2	2	0	0	0	5	0	0	0	0	212	
1015 - 1030	0	141	52	0	4	1	0	0	5	0	0	0	0	203	
1030 - 1045	0	134	44	0	5	0	0	0	4	0	0	0	0	187	
1045 - 1100	1	155	41	0	3	3	0	0	6	0	0	0	0	209	811
1100 - 1115	1	143	43	0	2	3	0	0	6	0	0	0	0	198	
1115 - 1130	0	175	58	0	3	0	0	0	6	0	0	0	0	242	
1130 - 1145	0	166	37	0	7	0	0	0	3	0	0	0	0	213	
1145 - 1200	0	176	40	0	5	0	0	0	8	0	0	0	0	229	882
1200 - 1215	0	187	48	0	3	0	0	0	5	0	0	0	0	243	
1215 - 1230	2	204	36	0	4	2	0	0	4	0	0	0	0	252	
1230 - 1245	1	224	52	0	3	1	0	0	2	0	0	0	0	283	
1245 - 1300	1	219	53	0	6	0	0	1	5	0	0	0	0	288	1066
1300 - 1315	0	225	49	0	5	1	1	1	3	0	0	0	0	285	
1315 - 1330	0	209	51	3	5	1	0	0	2	1	0	0	0	272	
1330 - 1345	2	247	53	5	7	1	0	1	6	0	0	0	0	322	
1345 - 1400	0	230	57	8	2	1	0	1	1	0	0	0	0	300	1179
1400 - 1415	1	239	55	0	10	0	0	0	4	0	0	0	0	309	
1415 - 1430	2	261	60	2	2	1	0	0	5	0	0	0	0	333	
1430 - 1445	3	262	60	0	3	2	0	0	3	0	0	0	0	333	
1445 - 1500	1	237	80	2	2	2	0	0	2	0	0	0	0	331	1306
1500 - 1515	0	289	68	1	3	0	0	2	0	0	0	0	0	363	
1515 - 1530	0	285	62	1	5	2	0	1	5	0	0	0	0	361	
1530 - 1545	1	299	65	3	4	2	0	0	2	0	0	0	0	376	
1545 - 1600	2	296	77	0	8	0	0	2	3	0	0	0	0	388	1488
1600 - 1615	2	288	82	3	8	3	0	0	6	0	0	0	0	392	
1615 - 1630	0	314	79	2	4	2	0	0	1	0	0	0	0	402	
1630 - 1645	3	336	75	2	6	2	0	0	6	0	0	0	0	430	
1645 - 1700	2	345	89	2	1	1	0	0	2	0	0	0	0	463	1707
1700 - 1715	2	395	77	0	5	0	0	1	1	1	0	0	0	482	
1715 - 1730	1	373	85	1	2	0	0	0	4	0	0	0	0	466	
1730 - 1745	1	340	76	0	4	0	0	1	1	0	0	0	0	423	
1745 - 1800	3	380	69	0	0	1	0	0	3	0	0	0	0	456	1827
1800 - 1815	0	301	77	0	5	0	0	0	0	0	0	0	0	383	
1815 - 1830	1	333	80	0	2	0	0	2	3	0	0	0	0	421	
1830 - 1845	0	318	70	0	3	1	0	0	4	0	0	0	0	396	
1845 - 1900	2	278	58	0	2	0	0	0	2	0	0	0	0	342	1542
1900 - 1915	2	284	48	0	1	1	0	2	1	0	0	0	0	339	
1915 - 1930	0	340	55	0	0	0	0	0	1	0	0	0	0	396	
1930 - 1945	1	274	44	0	5	0	0	0	6	0	0	0	0	330	
1945 - 2000	0	272	49	0	3	0	0	3	2	0	0	0	0	329	1394
2000 - 2015	0	228	51	0	2	2	0	1	3	0	0	0	0	287	
2015 - 2030	0	202	44	0	0	0	0	0	2	0	0	0	0	248	
2030 - 2045	0	199	40	0	2	0	0	0	2	0	0	0	0	243	
2045 - 2100	0	161	26	0	0	0	0	0	1	0	0	0	0	190	968
2100 - 2115	0	144	31	0	2	2	0	0	3	0	0	0	0	182	
2115 - 2130	0	135	44	0	0	1	0	0	1	0	0	0	0	181	
2130 - 2145	0	115	29	0	1	1	0	0	4	0	0	0	0	150	
2145 - 2200	0	103	24	0	3	0	0	0	2	0	0	0	0	132	645
2200 - 2215	0	91	19	0	0	0	0	0	4	0	0	0	0	114	
2215 - 2230	0	80	16	0	1	0	0	0	2	0	0	0	0	99	
2230 - 2245	0	74	28	0	1	0	0	0	1	0	0	0	0	104	
2245 - 2300	0	50	17	0	0	0	0	0	3	0	0	0	0	70	387
2300 - 2315	1	74	15	0	1	0	0	0	0	0	0	0	0	91	
2315 - 2330	0	59	19	0	0	0	0	0	2	0	0	0	0	81	
2330 - 2345	0	54	21	0	0	0	0	0	2	0	0	0	0	77	
2345 - 0000	0	31	2	0	2	0	0	0	0	0	0	0	0	35	284

Session Total	39	14308	3324	76	269	55	1	24	282	2	0	0	0	18391
Session Average	0.41	149.04	34.73	0.79	2.80	0.57	0.01	0.25	2.95	0.02	0.00	0.00	0.00	191.57
Session Percentage	0.21	77.80	18.13	0.41	1.46	0.30	0.01	0.13	1.54	0.01	0.00	0.00	0.00	
AM Peak Hour	-	0945 - 1045	0830 - 0930	0545 - 0645	0900 - 1000	0745 - 0845	-	-	0500 - 0600	0800 - 0900	-	-	-	0945 - 1045
AM Peak Volume	-	581	181	25	35	5	-	-	25	40	-	-	-	787
Noon Peak Hour	1400 - 1500	7	1445 - 1545	1445 - 1545	1300 - 1400	1315 - 1415	1015 - 1115	1215 - 1315	1245 - 1345	1100 - 1200	1230 - 1330	-	-	1445 - 1545
Noon Peak Volume	7	1110	275	16	24	7	-	-	3	23	1	0	0	1431
PM Peak Hour	1630 - 1730	1645 - 1745	1645 - 1745	1600 - 1700	1545 - 1645	1600 - 1700	-	-	1500 - 1600	1515 - 1615	1615 - 1715	-	-	1630 - 1730
PM Peak Volume	373	373	373	373	373	373	-	-	373	373	373	0	0	373

Bi-Directional Class Count || Bi-Directional 15min

Conyers, GA

Site 14

GA-20 McDonough Hwy,
north of Kay Terrace SE

Date

Tuesday, October 19, 2021

Weather

Fair
62°F

Lat/Long

33.616897°, -84.014566°

0000 - 2400 (24h Session) (10-19-2021)

Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	57	7	0	0	0	0	1	3	0	0	0	0	68	223
0015 - 0030	0	59	6	0	0	0	0	1	4	0	0	0	0	69	
0030 - 0045	0	48	2	0	0	0	0	0	3	0	0	0	0	53	
0045 - 0100	0	28	3	0	0	0	0	0	2	0	0	0	0	33	
0100 - 0115	0	25	2	0	0	0	0	0	2	0	0	0	0	29	96
0115 - 0130	0	14	1	0	0	1	0	0	3	0	0	0	0	19	
0130 - 0145	0	19	4	0	0	0	0	0	2	0	0	0	0	25	
0145 - 0200	0	16	3	0	1	2	0	0	1	0	0	0	0	23	
0200 - 0215	0	14	4	1	0	1	0	0	2	0	0	0	0	22	94
0215 - 0230	0	16	1	0	0	1	0	0	10	0	0	0	0	18	
0230 - 0245	0	26	4	0	1	1	0	0	3	0	0	0	0	35	
0245 - 0300	0	14	2	0	0	0	0	0	3	0	0	0	0	19	
0300 - 0315	0	33	1	0	0	0	0	0	1	0	0	0	0	35	174
0315 - 0330	0	30	2	0	0	0	0	0	5	0	0	0	0	37	
0330 - 0345	0	46	6	0	3	0	0	0	4	0	0	0	0	59	
0345 - 0400	0	39	3	0	0	0	0	0	1	0	0	0	0	43	
0400 - 0415	0	60	4	0	0	1	0	0	2	0	0	0	0	67	321
0415 - 0430	0	48	8	0	0	1	0	0	5	0	0	0	0	62	
0430 - 0445	0	68	7	0	0	0	0	0	3	0	0	0	0	78	
0445 - 0500	0	88	16	0	2	0	0	1	7	0	0	0	0	114	
0500 - 0515	0	112	19	0	4	2	0	1	2	0	0	0	0	140	703
0515 - 0530	0	119	16	0	2	1	0	0	5	0	0	0	0	143	
0530 - 0545	0	184	23	2	2	0	0	0	4	0	0	0	0	215	
0545 - 0600	0	170	24	6	0	1	0	0	4	0	0	0	0	205	
0600 - 0615	0	243	24	7	4	1	0	0	5	0	0	0	0	284	1424
0615 - 0630	0	283	31	7	3	1	0	0	10	0	0	0	0	335	
0630 - 0645	0	308	51	10	4	0	0	0	5	0	0	0	0	378	
0645 - 0700	0	367	46	5	3	0	0	0	6	0	0	0	0	427	
0700 - 0715	0	297	43	6	4	0	0	1	10	0	0	0	0	361	1869
0715 - 0730	0	372	63	5	5	2	0	0	7	0	0	0	0	454	
0730 - 0745	0	398	94	2	13	0	0	0	7	0	0	0	0	514	
0745 - 0800	0	435	90	3	6	0	0	0	6	0	0	0	0	540	
0800 - 0815	0	398	92	4	13	4	0	0	15	0	0	0	0	526	1940
0815 - 0830	0	378	92	4	11	6	0	1	9	0	0	0	0	501	
0830 - 0845	0	342	93	0	10	3	2	0	2	14	0	0	0	464	
0845 - 0900	0	318	114	1	6	0	0	0	10	0	0	0	0	449	
0900 - 0915	0	281	78	0	11	1	0	1	11	0	0	0	0	383	1665
0915 - 0930	1	310	104	0	10	5	0	0	13	0	0	0	0	443	
0930 - 0945	0	283	92	0	17	3	0	0	14	0	0	0	0	409	
0945 - 1000	0	332	77	0	11	1	0	1	8	0	0	0	0	430	
1000 - 1015	1	373	86	2	7	0	0	0	10	0	0	0	0	479	1863
1015 - 1030	0	356	107	0	7	1	0	1	11	0	0	0	0	483	
1030 - 1045	0	338	78	0	5	1	0	0	9	0	0	0	0	431	
1045 - 1100	1	361	88	0	7	3	0	0	10	0	0	0	0	470	
1100 - 1115	1	310	91	0	5	5	0	2	18	0	0	0	0	432	1852
1115 - 1130	0	339	99	0	7	1	0	1	12	0	0	0	0	459	
1130 - 1145	0	363	91	0	7	3	0	0	7	0	0	0	0	471	
1145 - 1200	0	371	101	0	5	0	0	0	13	0	0	0	0	490	
1200 - 1215	2	410	103	0	5	2	0	0	11	0	0	0	0	533	2191
1215 - 1230	2	400	88	0	15	3	0	0	12	0	0	0	0	520	
1230 - 1245	1	445	95	0	6	2	0	1	7	0	0	0	0	557	
1245 - 1300	2	449	102	0	10	3	0	3	12	0	0	0	0	581	
1300 - 1315	0	424	91	0	6	2	1	2	4	0	0	0	0	530	2182
1315 - 1330	1	411	98	3	11	4	0	3	10	1	0	0	0	542	
1330 - 1345	2	427	100	5	10	1	0	2	14	0	0	0	0	561	
1345 - 1400	0	426	95	10	5	6	0	1	6	0	0	0	0	549	
1400 - 1415	2	432	101	0	13	0	0	1	8	0	0	0	0	557	2339
1415 - 1430	2	448	114	3	6	3	0	0	11	0	0	0	0	587	
1430 - 1445	5	480	98	1	7	2	0	0	6	0	0	0	0	599	
1445 - 1500	1	438	131	0	3	3	0	0	13	1	0	0	0	596	
1500 - 1515	2	483	120	1	7	3	0	3	5	0	0	0	0	624	2560
1515 - 1530	2	469	118	2	9	4	0	1	11	0	0	0	0	616	
1530 - 1545	1	522	111	6	5	2	0	1	3	1	0	0	0	652	
1545 - 1600	3	515	126	4	8	2	0	2	8	0	0	0	0	668	
1600 - 1615	2	480	116	4	9	4	0	1	9	0	0	0	0	625	2683
1615 - 1630	0	541	133	3	6	2	0	1	4	0	0	0	0	690	
1630 - 1645	3	517	108	5	9	4	0	0	9	0	0	0	0	655	
1645 - 1700	2	570	125	6	13	2	0	1	4	0	0	0	0	713	
1700 - 1715	3	626	113	4	6	1	0	2	5	1	0	0	0	761	2858
1715 - 1730	1	599	115	2	2	0	0	1	6	0	0	0	0	726	
1730 - 1745	1	550	101	0	6	1	0	2	6	0	0	0	0	667	
1745 - 1800	3	588	104	0	1	2	0	0	5	1	0	0	0	704	
1800 - 1815	2	521	116	0	6	1	0	1	4	0	0	0	0	651	2498
1815 - 1830	1	540	122	0	5	2	0	2	6	0	0	0	0	678	
1830 - 1845	1	505	108	0	5	1	0	0	7	0	0	0	0	627	
1845 - 1900	2	432	94	1	4	1	0	0	8	0	0	0	0	542	
1900 - 1915	2	461	78	1	3	2	0	4	6	0	0	0	0	557	2151
1915 - 1930	0	508	76	0	1	0	0	0	3	0	0	0	0	588	
1930 - 1945	1	422	62	0	8	1	0	0	8	0	0	0	0	502	
1945 - 2000	0	424	69	0	3	0	0	3	5	0	0	0	0	504	
2000 - 2015	0	365	63	0	2	2	0	1	7	0	0	0	0	440	1457
2015 - 2030	0	308	54	0	3	0	0	0	4	0	0	0	0	369	
2030 - 2045	1	296	53	0	3	0	0	0	3	0	0	0	0	356	
2045 - 2100	0	247	38	0	2	0	0	0	5	0	0	0	0	292	
2100 - 2115	0	216	39	0	4	3	0	0	4	0	0	0	0	266	950
2115 - 2130	0	203	51	0	1	1	0	0	1	0	0	0	0	257	
2130 - 2145	0	189	37	0	1	2	0	0	5	0	0	0	0	234	
2145 - 2200	0	155	30	0	3	0	0	0	5	0	0	0	0	193	
2200 - 2215	0	145	24	0	0	0	0	0	5	0	0	0	0	174	582
2215 - 2230	0	125	17	0	1	0	0	0	3	0	0	0	0	146	
2230 - 2245	0	109	30	0	1	0	0	0	2	0	0	0	0	142	
2245 - 2300	0	99	20	0	0	0	0	0	4	0	1	0	0	120	
2300 - 2315	1	103	18	0	2	0	0	0	4	0	0	0	0	128	406
2315 - 2330	0	94	20	0	2	0	0	0	3	0	0	0	0	119	
2330 - 2345	0	78	21	0	0	1	0	0	4	0	0	0	0	104	
2345 - 0000	0	46	3	0	3	0	0	0	3	0	0	0	0	55	

APPENDIX D

Intersection Volume Development

Traffic Impact Study
Preserve at Honey Creek Development
Intersection Traffic Volumes

Intersection: #1 - Honey Creek Road at Stanton Road

A.M. PEAK HOUR

Condition	N/A				Stanton Road				Honey Creek Road			Honey Creek Road		
	Northbound				Southbound				Eastbound			Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)						111		8	2	274			201	140
Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes - For COVID	0	0	0	0	0	120	0	9	2	296	0	0	217	151
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	0	0	0	0	133	0	10	2	327	0	0	240	167
Project Trips:														
Trip Distribution IN													56%	4%
Trip Distribution OUT						4%				56%				
Residential Trips	0	0	0	0	0	13	0	0	0	187	0	0	62	4
Total Project Trips	0	0	0	0	0	13	0	0	0	187	0	0	62	4
Buildout Total (2031)	0	0	0	0	0	146	0	10	2	514	0	0	302	171

P.M. PEAK HOUR

Condition	N/A				Stanton Road				Honey Creek Road			Honey Creek Road		
	Northbound				Southbound				Eastbound			Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)						199		9	3	301			356	155
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	0	0	0	0	220	0	10	3	332	0	0	393	171
Project Trips:														
Trip Distribution IN													56%	4%
Trip Distribution OUT						4%				56%				
Residential Trips	0	0	0	0	0	9	0	0	0	122	0	0	207	15
Total Project Trips	0	0	0	0	0	9	0	0	0	122	0	0	207	15
Buildout Total (2031)	0	0	0	0	0	229	0	10	3	454	0	0	600	186

Traffic Impact Study
 Preserve at Honey Creek Development
 Intersection Traffic Volumes

Intersection: #2 - Honey Creek Road at SR 20/McDonough Highway

A.M. PEAK HOUR

Condition	SR 20/McDonough Highway Northbound				SR 20/McDonough Highway Southbound				Honey Creek Road Eastbound			Honey Creek Road Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)	4	101	909	116	10	128	442	60	154	164	73	87	193	253
Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes - For COVID	4	109	982	125	11	138	477	65	166	177	79	94	208	273
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	4	120	1,085	138	12	152	527	72	183	196	87	104	230	302
Project Trips:														
Trip Distribution IN		6%						54%						
Trip Distribution OUT									54%		6%			
Residential Trips	0	7	0	0	0	0	0	60	180	0	20	0	0	0
Total Project Trips	0	7	0	0	0	0	0	60	180	0	20	0	0	0
Buildout Total (2031)	4	127	1,085	138	12	152	527	132	363	196	107	104	230	302

P.M. PEAK HOUR

Condition	SR 20/McDonough Highway Northbound				SR 20/McDonough Highway Southbound				Honey Creek Road Eastbound			Honey Creek Road Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)	23	121	691	115	8	340	1,040	223	140	248	146	139	181	190
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	25	134	763	127	9	376	1,149	246	155	274	161	154	200	210
Project Trips:														
Trip Distribution IN		6%						54%						
Trip Distribution OUT									54%		6%			
Residential Trips	0	22	0	0	0	0	0	199	117	0	13	0	0	0
Total Project Trips	0	22	0	0	0	0	0	199	117	0	13	0	0	0
Buildout Total (2031)	25	156	763	127	9	376	1,149	445	272	274	174	154	200	210

Traffic Impact Study
 Preserve at Honey Creek Development
 Intersection Traffic Volumes

Intersection: #3 - Stanton Road at Goode Road

A.M. PEAK HOUR

Condition	Stanton Road Northbound				Stanton Road Southbound				Goode Road Eastbound			Goode Road Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		9	179				113	2	8		8			1
Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes - For COVID	0	10	193	0	0	0	122	2	9	0	9	0	0	1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	11	213	0	0	0	135	2	10	0	10	0	0	1
Project Trips:														
Trip Distribution IN		4%					8%	15%						
Trip Distribution OUT			8%						15%		4%			
Residential Trips	0	4	27	0	0	0	9	17	50	0	13	0	0	0
Total Project Trips	0	4	27	0	0	0	9	17	50	0	13	0	0	0
Buildout Total (2031)	0	15	240	0	0	0	144	19	60	0	23	0	0	1

P.M. PEAK HOUR

Condition	Stanton Road Northbound				Stanton Road Southbound				Goode Road Eastbound			Goode Road Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		10	185				253	12	16		6			1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	11	204	0	0	0	279	13	18	0	7	0	0	1
Project Trips:														
Trip Distribution IN		4%					8%	15%						
Trip Distribution OUT			8%						15%		4%			
Residential Trips	0	15	17	0	0	0	30	55	33	0	9	0	0	0
Total Project Trips	0	15	17	0	0	0	30	55	33	0	9	0	0	0
Buildout Total (2031)	0	26	221	0	0	0	309	68	51	0	16	0	0	1

Traffic Impact Study
 Preserve at Honey Creek Development
 Intersection Traffic Volumes

Intersection: #4 - Goode Road at Ebenezer Road

A.M. PEAK HOUR

Condition	Ebenezer Road Northbound				Ebenezer Road Southbound				Goode Road Eastbound			Goode Road Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		9	67			2	14	5	5	5	9	1	9	3
Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes - For COVID	0	10	72	0	0	2	15	5	5	5	10	1	10	3
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	11	80	0	0	2	17	6	6	6	11	1	11	3
Project Trips:														
Trip Distribution IN						10%								
Trip Distribution OUT														10%
Residential Trips	0	0	0	0	0	11	0	0	0	0	0	0	0	33
Total Project Trips	0	0	0	0	0	11	0	0	0	0	0	0	0	33
Buildout Total (2031)	0	11	80	0	0	13	17	6	6	6	11	1	11	36

P.M. PEAK HOUR

Condition	Ebenezer Road Northbound				Ebenezer Road Southbound				Goode Road Eastbound			Goode Road Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		7	41	2		4	127	7	9	3	8		5	5
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	8	45	2	0	4	140	8	10	3	9	0	6	6
Project Trips:														
Trip Distribution IN						10%								
Trip Distribution OUT														10%
Residential Trips	0	0	0	0	0	37	0	0	0	0	0	0	0	22
Total Project Trips	0	0	0	0	0	37	0	0	0	0	0	0	0	22
Buildout Total (2031)	0	8	45	2	0	41	140	8	10	3	9	0	6	28

Traffic Impact Study
 Preserve at Honey Creek Development
 Intersection Traffic Volumes

Intersection: #5 - SR 138/Stockbridge Highway at Ebenezer Road

A.M. PEAK HOUR

Condition	Ebenezer Road Northbound				Ebenezer Road Southbound				SR 138/Stockbridge Highway Eastbound			SR 138/Stockbridge Highway Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		64	189	140		22	114	30	54	449	55	88	346	35
Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes - For COVID	0	69	204	151	0	24	123	32	58	485	59	95	374	38
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	76	225	167	0	27	136	35	64	536	65	105	413	42
Project Trips:														
Trip Distribution IN							12%				4%	15%		
Trip Distribution OUT		4%	12%	15%										
Residential Trips	0	13	40	50	0	0	13	0	0	0	4	17	0	0
Total Project Trips	0	13	40	50	0	0	13	0	0	0	4	17	0	0
Buildout Total (2031)	0	89	265	217	0	27	149	35	64	536	69	122	413	42

P.M. PEAK HOUR

Condition	Ebenezer Road Northbound				Ebenezer Road Southbound				SR 138/Stockbridge Highway Eastbound			SR 138/Stockbridge Highway Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		63	165	159		50	300	45	46	544	75	243	628	22
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	70	182	176	0	55	331	50	51	601	83	268	694	24
Project Trips:														
Trip Distribution IN							12%				4%	15%		
Trip Distribution OUT		4%	12%	15%										
Residential Trips	0	9	26	33	0	0	44	0	0	0	15	55	0	0
Total Project Trips	0	9	26	33	0	0	44	0	0	0	15	55	0	0
Buildout Total (2031)	0	79	208	209	0	55	375	50	51	601	98	323	694	24

Traffic Impact Study
 Preserve at Honey Creek Development
 Intersection Traffic Volumes

Intersection: #6 - SR 20 at Miller Chapel Road/Jimson Way

A.M. PEAK HOUR

Condition	SR 20 Northbound				SR 20 Southbound				Miller Chapel Road Eastbound			Jimson Way Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		266	1,237	1	6	10	584	10	10	1	106	5	2	23
Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes - For COVID	0	279	1299	1	6	11	613	11	11	1	111	5	2	24
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Lennox Drive - Trips	10	10	21			15	62		26		4			
Vaugh's Farm - Trips		7									20			
Base Condition (2031)	10	325	1,456	1	7	27	739	12	38	1	147	6	2	27
Project Trips:														
Trip Distribution IN							40%				14%			
Trip Distribution OUT		14%	40%											
Residential Trips	0	47	134	0	0	0	44	0	0	0	16	0	0	0
Total Project Trips	0	47	134	0	0	0	44	0	0	0	16	0	0	0
Buildout Total (2031)	10	372	1,590	1	7	27	783	12	38	1	163	6	2	27

P.M. PEAK HOUR

Condition	SR 20 Northbound				SR 20 Southbound				Miller Chapel Road Eastbound			Jimson Way Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)	1	183	865	4	34	23	1,454	57	54	6	391	2	3	20
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Lennox Drive - Trips	3	3	32			5	20		40		6			
Vaugh's Farm - Trips		23									14			
Base Condition (2031)	4	228	987	4	38	30	1,626	63	100	7	452	2	3	22
Project Trips:														
Trip Distribution IN							40%				14%			
Trip Distribution OUT		14%	40%											
Residential Trips	0	30	87	0	0	0	148	0	0	0	52	0	0	0
Total Project Trips	0	30	87	0	0	0	148	0	0	0	52	0	0	0
Buildout Total (2031)	4	258	1,074	4	38	30	1,774	63	100	7	504	2	3	22

Traffic Impact Study
 Preserve at Honey Creek Development
 Intersection Traffic Volumes

Intersection: #7 - SR 138 at Miller Chapel Road/Parker Road

A.M. PEAK HOUR

Condition	Miller Chapel Road Northbound				Parker Road Southbound				SR 138 Eastbound			SR 138 Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		45	236	13	3	23	123	22	162	453	62	8	358	101
Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes - For COVID	0	47	248	14	3	24	129	23	170	476	65	8	376	106
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Lennox Drive - Trips			8				13							
Vaugh's Farm - Trips		3	3	40			1				1	14		
Base Condition (2031)	0	55	285	55	3	27	156	25	188	526	73	23	415	117
Project Trips:														
Trip Distribution IN							14%	4%					8%	
Trip Distribution OUT			14%						4%	8%				
Residential Trips	0	0	47	0	0	0	16	4	13	27	0	0	9	0
Total Project Trips	0	0	47	0	0	0	16	4	13	27	0	0	9	0
Buildout Total (2031)	0	55	332	55	3	27	172	29	201	553	73	23	424	117

P.M. PEAK HOUR

Condition	Miller Chapel Road Northbound				Parker Road Southbound				SR 138 Eastbound			SR 138 Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		115	251	23	10	71	411	96	188	493	141	36	462	133
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Lennox Drive - Trips			12				4							
Vaugh's Farm - Trips		2	2	27			4				4	46		
Base Condition (2031)	0	129	291	52	11	78	462	106	208	545	160	86	510	147
Project Trips:														
Trip Distribution IN							14%	4%					8%	
Trip Distribution OUT			14%						4%	8%				
Residential Trips	0	0	30	0	0	0	52	15	9	17	0	0	30	0
Total Project Trips	0	0	30	0	0	0	52	15	9	17	0	0	30	0
Buildout Total (2031)	0	129	321	52	11	78	514	121	217	562	160	86	540	147

Traffic Impact Study
 Preserve at Honey Creek Development
 Intersection Traffic Volumes

Intersection: #8 - SR 138/Lakefield Drive at SR 20

A.M. PEAK HOUR

Condition	SR 20 Northbound				SR 20 Southbound				SR 138 Eastbound			Lakefield Drive Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)	9	124	1,121	7	1	48	684	355	388	12	33	5	10	23
Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes - For COVID	9	130	1177	7	1	50	718	373	407	13	35	5	11	24
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Lennox Drive - Trips			47				77							
Vaugh's Farm - Trips								14	40					
Base Condition (2031)	10	144	1,347	8	1	55	870	426	490	14	39	6	12	27
Project Trips:														
Trip Distribution IN							40%	8%						
Trip Distribution OUT			40%						8%					
Residential Trips	0	0	134	0	0	0	44	9	27	0	0	0	0	0
Total Project Trips	0	0	134	0	0	0	44	9	27	0	0	0	0	0
Buildout Total (2031)	10	144	1,481	8	1	55	914	435	517	14	39	6	12	27

P.M. PEAK HOUR

Condition	SR 20 Northbound				SR 20 Southbound				SR 138 Eastbound			Lakefield Drive Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)	21	100	1,012	9	5	60	1,605	470	487	31	126	33	15	50
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Lennox Drive - Trips			72				25							
Vaugh's Farm - Trips			46				27	46	27					
Base Condition (2031)	23	110	1,236	10	6	66	1,825	565	565	34	139	36	17	55
Project Trips:														
Trip Distribution IN							40%	8%						
Trip Distribution OUT			40%						8%					
Residential Trips	0	0	87	0	0	0	148	30	17	0	0	0	0	0
Total Project Trips	0	0	87	0	0	0	148	30	17	0	0	0	0	0
Buildout Total (2031)	23	110	1,323	10	6	66	1,973	595	582	34	139	36	17	55

Traffic Impact Study
Preserve at Honey Creek Development
Intersection Traffic Volumes

Intersection: #9 - Honey Creek Road at Ebenezer Road

A.M. PEAK HOUR

Condition	Ebenezer Road Northbound				Ebenezer Road Southbound				Honey Creek Road Eastbound			Honey Creek Road Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		45	51	6		6	18	2	1	77	6	3	146	9
Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes - For COVID	0	49	55	6	0	6	19	2	1	83	6	3	158	10
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	54	61	7	0	7	21	2	1	92	7	3	175	11
Project Trips:														
Trip Distribution IN										5%				
Trip Distribution OUT													5%	
Residential Trips	0	0	0	0	0	0	0	0	0	6	0	0	17	0
Total Project Trips	0	0	0	0	0	0	0	0	0	6	0	0	17	0
Buildout Total (2031)	0	54	61	7	0	7	21	2	1	98	7	3	192	11

P.M. PEAK HOUR

Condition	Ebenezer Road Northbound				Ebenezer Road Southbound				Honey Creek Road Eastbound			Honey Creek Road Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		19	35	8		24	108	10	3	146	35	7	111	13
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	21	39	9	0	27	119	11	3	161	39	8	123	14
Project Trips:														
Trip Distribution IN										5%				
Trip Distribution OUT													5%	
Residential Trips	0	0	0	0	0	0	0	0	0	18	0	0	11	0
Total Project Trips	0	0	0	0	0	0	0	0	0	18	0	0	11	0
Buildout Total (2031)	0	21	39	9	0	27	119	11	3	179	39	8	134	14

Traffic Impact Study
 Preserve at Honey Creek Development
 Intersection Traffic Volumes

Intersection: #10 - Honey Creek Road at Honey Creek Court/Proposed Driveway #1

A.M. PEAK HOUR

Condition	Honey Creek Court				Proposed Driveway #1				Honey Creek Road			Honey Creek Road		
	U-turn	Northbound		R	U-turn	Southbound		R	L	T	R	L	T	R
		L	T			L	T							
Existing Volumes (2021)		1		3						224		3	180	
Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes - For COVID	0	1	0	3	0	0	0	0	0	242	0	3	194	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	1	0	3	0	0	0	0	0	267	0	3	214	0
Project Trips:														
Trip Distribution IN									2%				40%	26%
Trip Distribution OUT						26%		2%		40%				
Residential Trips	0	0	0	0	0	87	0	7	2	134	0	0	44	29
Total Project Trips	0	0	0	0	0	87	0	7	2	134	0	0	44	29
Buildout Total (2031)	0	1	0	3	0	87	0	7	2	401	0	3	258	29

P.M. PEAK HOUR

Condition	Honey Creek Court				Proposed Driveway #1				Honey Creek Road			Honey Creek Road		
	U-turn	Northbound		R	U-turn	Southbound		R	L	T	R	L	T	R
		L	T			L	T							
Existing Volumes (2021)		4		5						266	4	5	329	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	4	0	6	0	0	0	0	0	294	4	6	363	0
Project Trips:														
Trip Distribution IN									2%				40%	26%
Trip Distribution OUT						26%		2%		40%				
Residential Trips	0	0	0	0	0	56	0	4	7	87	0	0	148	96
Total Project Trips	0	0	0	0	0	56	0	4	7	87	0	0	148	96
Buildout Total (2031)	0	4	0	6	0	56	0	4	7	381	4	6	511	96

Traffic Impact Study
Preserve at Honey Creek Development
Intersection Traffic Volumes

Intersection: #11 - Honey Creek Road at Troupe Smith Road/Proposed Driveway #2

A.M. PEAK HOUR

Condition	Troupe Smith Road Northbound				Proposed Driveway #3 Southbound				Honey Creek Road Eastbound			Honey Creek Road Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		2		98						91	0	23	162	
Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes - For COVID	0	2	0	106	0	0	0	0	0	98	0	25	175	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	2	0	117	0	0	0	0	0	108	0	28	193	0
Project Trips:														
Trip Distribution IN									2%	3%				12%
Trip Distribution OUT						12%		2%					3%	
Residential Trips	0	0	0	0	0	40	0	7	2	3	0	0	10	13
Total Project Trips	0	0	0	0	0	40	0	7	2	3	0	0	10	13
Buildout Total (2031)	0	2	0	117	0	40	0	7	2	111	0	28	203	13

P.M. PEAK HOUR

Condition	Troupe Smith Road Northbound				Proposed Driveway #3 Southbound				Honey Creek Road Eastbound			Honey Creek Road Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)		1		91						163	15	174	130	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	1	0	101	0	0	0	0	0	180	17	192	144	0
Project Trips:														
Trip Distribution IN									2%	3%				12%
Trip Distribution OUT						12%		2%					3%	
Residential Trips	0	0	0	0	0	26	0	4	7	11	0	0	7	44
Total Project Trips	0	0	0	0	0	26	0	4	7	11	0	0	7	44
Buildout Total (2031)	0	1	0	101	0	26	0	4	7	191	17	192	151	44

Traffic Impact Study
Preserve at Honey Creek Development
Intersection Traffic Volumes

Intersection: #12 - Honey Creek Road at Proposed Driveway #3

A.M. PEAK HOUR

Condition	N/A				Proposed Driveway #2				Honey Creek Road			Honey Creek Road		
	U-turn	Northbound			U-turn	Southbound			L	T	R	L	T	R
		L	T	R		L	T	R						
Existing Volumes (2021)										216			171	
Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes - For COVID	0	0	0	0	0	0	0	0	0	233	0	0	185	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	0	0	0	0	0	0	0	0	257	0	0	204	0
Project Trips:														
Trip Distribution IN									1%	2%			12%	28%
Trip Distribution OUT						28%		1%		12%			2%	
Residential Trips	0	0	0	0	0	94	0	3	1	42	0	0	20	31
Total Project Trips	0	0	0	0	0	94	0	3	1	42	0	0	20	31
Buildout Total (2031)	0	0	0	0	0	94	0	3	1	299	0	0	224	31

P.M. PEAK HOUR

Condition	N/A				Proposed Driveway #2				Honey Creek Road			Honey Creek Road		
	U-turn	Northbound			U-turn	Southbound			L	T	R	L	T	R
		L	T	R		L	T	R						
Existing Volumes (2021)										273			323	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	0	0	0	0	0	0	0	0	302	0	0	357	0
Project Trips:														
Trip Distribution IN									1%	2%			12%	28%
Trip Distribution OUT						28%		1%		12%			2%	
Residential Trips	0	0	0	0	0	61	0	2	4	33	0	0	48	103
Total Project Trips	0	0	0	0	0	61	0	2	4	33	0	0	48	103
Buildout Total (2031)	0	0	0	0	0	61	0	2	4	335	0	0	405	103

Traffic Impact Study
 Preserve at Honey Creek Development
 Intersection Traffic Volumes

Intersection: #13 - Goode Road at Proposed Driveway #4

A.M. PEAK HOUR

Condition	Proposed Driveway #4				N/A				Goode Road			Goode Road		
	Northbound				Southbound				Eastbound			Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)										8			9	
Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes - For COVID	0	0	0	0	0	0	0	0	0	9	0	0	10	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	0	0	0	0	0	0	0	0	10	0	0	11	0
Project Trips:														
Trip Distribution IN											8%	15%	5%	
Trip Distribution OUT		8%		15%						5%				
Residential Trips	0	27	0	50	0	0	0	0	0	17	9	17	6	0
Total Project Trips	0	27	0	50	0	0	0	0	0	17	9	17	6	0
Buildout Total (2031)	0	27	0	50	0	0	0	0	0	27	9	17	17	0

P.M. PEAK HOUR

Condition	Proposed Driveway #4				N/A				Goode Road			Goode Road		
	Northbound				Southbound				Eastbound			Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)										13			16	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	0	0	0	0	0	0	0	0	14	0	0	18	0
Project Trips:														
Trip Distribution IN											8%	15%	5%	
Trip Distribution OUT		8%		15%						5%				
Residential Trips	0	17	0	33	0	0	0	0	0	11	30	55	18	0
Total Project Trips	0	17	0	33	0	0	0	0	0	11	30	55	18	0
Buildout Total (2031)	0	17	0	33	0	0	0	0	0	25	30	55	36	0

Traffic Impact Study
 Preserve at Honey Creek Development
 Intersection Traffic Volumes

Intersection: #14 - Goode Road at Proposed Driveway #5

A.M. PEAK HOUR

Condition	Proposed Driveway #5				N/A				Goode Road			Goode Road		
	Northbound				Southbound				Eastbound			Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)										8			9	
Adjustment Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Adjusted 2021 Volumes - For COVID	0	0	0	0	0	0	0	0	0	9	0	0	10	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	0	0	0	0	0	0	0	0	10	0	0	11	0
Project Trips:														
Trip Distribution IN										8%	2%	4%		
Trip Distribution OUT		2%		4%									8%	
Residential Trips	0	7	0	13	0	0	0	0	0	9	2	4	27	0
Total Project Trips	0	7	0	13	0	0	0	0	0	9	2	4	27	0
Buildout Total (2031)	0	7	0	13	0	0	0	0	0	19	2	4	38	0

P.M. PEAK HOUR

Condition	Proposed Driveway #5				N/A				Goode Road			Goode Road		
	Northbound				Southbound				Eastbound			Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2021)										13			16	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Base Condition (2031)	0	0	0	0	0	0	0	0	0	14	0	0	18	0
Project Trips:														
Trip Distribution IN											2%	4%		
Trip Distribution OUT		2%		4%										
Residential Trips	0	4	0	9	0	0	0	0	0	0	7	15	0	0
Total Project Trips	0	4	0	9	0	0	0	0	0	0	7	15	0	0
Buildout Total (2031)	0	4	0	9	0	0	0	0	0	14	7	15	18	0

APPENDIX E

Capacity Analysis Reports

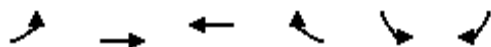
Synchro Reports

Existing Year 2021 AM

HCM 6th Signalized Intersection Summary

1: Honey Creek Road & Stanton Road

Existing 2021
AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	274	201	140	111	8
Future Volume (veh/h)	2	274	201	140	111	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	282	207	0	114	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	652	1029	1029		583	
Arrive On Green	0.55	0.55	0.55	0.00	0.33	0.00
Sat Flow, veh/h	1175	1870	1870	1585	1767	0
Grp Volume(v), veh/h	2	282	207	0	115	0
Grp Sat Flow(s),veh/h/ln	1175	1870	1870	1585	1782	0
Q Serve(g_s), s	0.1	8.0	5.6	0.0	4.6	0.0
Cycle Q Clear(g_c), s	5.7	8.0	5.6	0.0	4.6	0.0
Prop In Lane	1.00			1.00	0.99	0.00
Lane Grp Cap(c), veh/h	652	1029	1029		588	
V/C Ratio(X)	0.00	0.27	0.20		0.20	
Avail Cap(c_a), veh/h	652	1029	1029		588	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	12.8	11.9	11.4	0.0	24.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.1	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	2.3	0.0	2.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.8	12.6	11.5	0.0	24.7	0.0
LnGrp LOS	B	B	B		C	
Approach Vol, veh/h		284	207	A	115	A
Approach Delay, s/veh		12.6	11.5		24.7	
Approach LOS		B	B		C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		61.0		39.0		61.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		55.0		33.0		55.0
Max Q Clear Time (g_c+I1), s		7.6		6.6		10.0
Green Ext Time (p_c), s		1.3		0.3		1.8
Intersection Summary						
HCM 6th Ctrl Delay			14.5			
HCM 6th LOS			B			

Notes

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

HCM 6th Signalized Intersection Summary

2: McDonough Highway/SR 20 & Honey Creek Road

Existing 2021
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	164	73	87	193	253	105	909	116	138	442	60
Future Volume (veh/h)	154	164	73	87	193	253	105	909	116	138	442	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	166	176	0	94	208	0	113	977	0	148	475	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	302		241	241		584	2001		365	2028	
Arrive On Green	0.09	0.16	0.00	0.06	0.13	0.00	0.04	0.56	0.00	0.05	0.57	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	166	176	0	94	208	0	113	977	0	148	475	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.9	13.1	0.0	6.8	16.4	0.0	4.0	24.8	0.0	5.3	9.9	0.0
Cycle Q Clear(g_c), s	11.9	13.1	0.0	6.8	16.4	0.0	4.0	24.8	0.0	5.3	9.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	302		241	241		584	2001		365	2028	
V/C Ratio(X)	0.71	0.58		0.39	0.86		0.19	0.49		0.41	0.23	
Avail Cap(c_a), veh/h	235	418		299	418		672	2001		439	2028	
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)	0.98	0.98	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.8	58.2	0.0	52.6	64.1	0.0	12.9	19.7	0.0	15.0	16.0	0.0
Incr Delay (d2), s/veh	9.1	1.7	0.0	1.0	9.0	0.0	0.2	0.9	0.0	0.7	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	6.0	6.4	0.0	3.1	8.4	0.0	1.7	10.6	0.0	2.2	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	60.0	0.0	53.6	73.0	0.0	13.0	20.6	0.0	15.8	16.2	0.0
LnGrp LOS	E	E		D	E		B	C		B	B	
Approach Vol, veh/h	342		A	302		A	1090		A	623		A
Approach Delay, s/veh	59.9			67.0			19.8			16.1		
Approach LOS	E			E			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), \$3.7	90.5	15.1	30.7	12.6	91.6	20.0	25.8					
Change Period (Y+Rc), s* 6.3	* 6	6.4	6.5	6.5	* 6	* 6.2	6.5					
Max Green Setting (Gmax),s* 14	* 64	13.6	33.5	13.5	* 64	* 14	33.5					
Max Q Clear Time (g_c+11),s	26.8	8.8	15.1	6.0	11.9	13.9	18.4					
Green Ext Time (p_c), s	0.2	8.7	0.1	0.8	0.1	3.6	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th TWSC
3: Stanton Road & Goode Road

Existing 2021
AM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	8	9	179	113	2
Future Vol, veh/h	8	8	9	179	113	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	8	9	186	118	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	323	119	120	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	204	-	-	-	-	-
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	671	933	1468	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	666	933	1468	-	-	-
Mov Cap-2 Maneuver	666	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.7	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1468	-	777	-	-	
HCM Lane V/C Ratio	0.006	-	0.021	-	-	
HCM Control Delay (s)	7.5	0	9.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th AWSC
4: Ebenezer Road & Goode Road

Existing 2021
AM Peak Hour

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	9	3	5	5	9	9	67	0	2	14	5
Future Vol, veh/h	1	9	3	5	5	9	9	67	0	2	14	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	10	3	6	6	10	10	74	0	2	16	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7	7.5	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	8%	26%	10%
Vol Thru, %	88%	69%	26%	67%
Vol Right, %	0%	23%	47%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	13	19	21
LT Vol	9	1	5	2
Through Vol	67	9	5	14
RT Vol	0	3	9	5
Lane Flow Rate	84	14	21	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.095	0.016	0.023	0.026
Departure Headway (Hd)	4.038	4.014	3.901	3.936
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	889	885	911	908
Service Time	2.056	2.067	1.952	1.967
HCM Lane V/C Ratio	0.094	0.016	0.023	0.025
HCM Control Delay	7.5	7.1	7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	0.1	0.1

HCM 6th Signalized Intersection Summary

5: Ebenezer Road & SR 138

Existing 2021
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	449	55	88	346	35	64	189	140	22	114	30
Future Volume (veh/h)	54	449	55	88	346	35	64	189	140	22	114	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No		No				No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	478	0	94	368	0	68	201	149	23	121	32
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	430	815		356	835		414	709	601	365	428	113
Arrive On Green	0.03	0.44	0.00	0.04	0.45	0.00	0.04	0.38	0.38	0.30	0.30	0.30
Sat Flow, veh/h	1781	1870	1585	1781	1870	0	1781	1870	1585	1031	1426	377
Grp Volume(v), veh/h	57	478	0	94	368	0	68	201	149	23	0	153
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	0	1781	1870	1585	1031	0	1803
Q Serve(g_s), s	2.3	25.2	0.0	3.8	17.6	0.0	3.3	9.7	8.4	2.1	0.0	8.4
Cycle Q Clear(g_c), s	2.3	25.2	0.0	3.8	17.6	0.0	3.3	9.7	8.4	2.1	0.0	8.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	430	815		356	835		414	709	601	365	0	541
V/C Ratio(X)	0.13	0.59		0.26	0.44		0.16	0.28	0.25	0.06	0.00	0.28
Avail Cap(c_a), veh/h	628	815		535	835		616	709	601	365	0	541
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.0	27.8	0.0	21.3	24.8	0.0	28.7	28.1	27.6	32.6	0.0	34.8
Incr Delay (d2), s/veh	0.1	3.1	0.0	0.4	1.7	0.0	0.2	1.0	1.0	0.3	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	11.9	0.0	1.6	8.2	0.0	1.5	4.6	3.4	0.6	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	30.9	0.0	21.7	26.5	0.0	28.8	29.1	28.6	32.9	0.0	36.1
LnGrp LOS	C	C		C	C		C	C	C	C	A	D
Approach Vol, veh/h	535		A	462		A	418		176			
Approach Delay, s/veh	29.7			25.5			28.9		35.7			
Approach LOS	C			C			C		D			
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), \$0.6	64.4			55.0	11.9	63.1	10.3	44.7				
Change Period (Y+Rc), s* 6.2	6.4			* 5.7	* 6.2	6.4	* 5.3	* 5.7				
Max Green Setting (Gmax),s* 19	43.6			* 49	* 19	43.6	* 20	* 24				
Max Q Clear Time (g_c+14.3),s	19.6			11.7	5.8	27.2	5.3	10.4				
Green Ext Time (p_c), s	0.1	2.3		1.7	0.2	2.8	0.1	0.7				

Intersection Summary

HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

6: McDonough Highway/SR 20 & Miller Chapel Road/Jimson Way

Existing 2021
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱	↰	↱	↰	↱
Traffic Volume (veh/h)	10	1	106	5	2	23	266	1237	1	16	584	10
Future Volume (veh/h)	10	1	106	5	2	23	266	1237	1	16	584	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	1	0	5	2	24	277	1289	1	17	608	10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	6		31	5	34	746	2993	1335	396	2892	1290
Arrive On Green	0.03	0.03	0.00	0.03	0.03	0.03	0.04	0.84	0.84	0.02	0.81	0.81
Sat Flow, veh/h	1452	230	1585	187	172	1230	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	11	0	0	31	0	0	277	1289	1	17	608	10
Grp Sat Flow(s), veh/h/ln	1682	0	1585	1589	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	4.1	14.4	0.0	0.3	6.1	0.2
Cycle Q Clear(g_c), s	1.0	0.0	0.0	3.1	0.0	0.0	4.1	14.4	0.0	0.3	6.1	0.2
Prop In Lane	0.91		1.00	0.16		0.77	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	0		70	0	0	746	2993	1335	396	2892	1290
V/C Ratio(X)	0.12	0.00		0.44	0.00	0.00	0.37	0.43	0.00	0.04	0.21	0.01
Avail Cap(c_a), veh/h	352	0		360	0	0	1062	2993	1335	507	2892	1290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.1	0.0	0.0	77.2	0.0	0.0	2.0	3.1	2.0	2.6	3.3	2.8
Incr Delay (d2), s/veh	0.6	0.0	0.0	4.4	0.0	0.0	0.3	0.5	0.0	0.0	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.4	0.0	0.0	1.1	4.4	0.0	0.1	2.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.7	0.0	0.0	81.5	0.0	0.0	2.3	3.6	2.0	2.7	3.5	2.8
LnGrp LOS	E	A		F	A	A	A	A	A	A	A	A
Approach Vol, veh/h	11			A			31			1567		
Approach Delay, s/veh	76.7						81.5			3.4		
Approach LOS	E						F			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	140.6			11.4	12.6	136.0		11.4				
Change Period (Y+Rc), s	5.4	5.8		7.0	* 5.7	5.8		7.0				
Max Green Setting (Gmax), s	13	95.2		34.0	* 35	72.2		34.0				
Max Q Clear Time (g_c+1/2, s)	16.4			3.0	6.1	8.1		5.1				
Green Ext Time (p_c), s	0.0	14.8		0.0	0.8	4.9		0.1				

Intersection Summary

HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

7: Miller Chapel Road/Parker Road & SR 138

Existing 2021
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	453	62	8	358	101	45	236	13	26	123	22
Future Volume (veh/h)	162	453	62	8	358	101	45	236	13	26	123	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	498	0	9	393	0	49	259	14	29	135	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	2229		18	2019		212	286	15	105	288	
Arrive On Green	0.07	0.63	0.00	0.01	0.57	0.00	0.03	0.16	0.16	0.02	0.15	0.00
Sat Flow, veh/h	3456	3647	0	1781	3647	0	1781	1758	95	1781	1870	1585
Grp Volume(v), veh/h	178	498	0	9	393	0	49	0	273	29	135	0
Grp Sat Flow(s),veh/h/ln	1728	1777	0	1781	1777	0	1781	0	1853	1781	1870	1585
Q Serve(g_s), s	8.1	9.7	0.0	0.8	8.6	0.0	3.7	0.0	23.1	2.2	10.5	0.0
Cycle Q Clear(g_c), s	8.1	9.7	0.0	0.8	8.6	0.0	3.7	0.0	23.1	2.2	10.5	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	229	2229		18	2019		212	0	302	105	288	
V/C Ratio(X)	0.78	0.22		0.49	0.19		0.23	0.00	0.90	0.27	0.47	
Avail Cap(c_a), veh/h	594	2229		212	2019		283	0	382	193	386	
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	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	73.5	12.9	0.0	78.8	16.8	0.0	54.9	0.0	65.8	56.7	61.7	0.0
Incr Delay (d2), s/veh	5.6	0.2	0.0	18.8	0.2	0.0	0.6	0.0	21.0	1.4	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	4.0	0.0	0.5	3.7	0.0	1.7	0.0	12.7	1.0	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.1	13.2	0.0	97.6	17.0	0.0	55.5	0.0	86.7	58.1	62.9	0.0
LnGrp LOS	E	B		F	B		E	A	F	E	E	
Approach Vol, veh/h	676		A	402		A	322			164		A
Approach Delay, s/veh	30.5			18.8			82.0			62.1		
Approach LOS	C			B			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	108.2	10.1	33.1	18.1	98.7	11.6	31.6					
Change Period (Y+Rc), s	7.0	7.8	6.5	7.0	7.5	7.8	6.5	7.0				
Max Green Setting (Gmax), s	90.0	68.2	11.5	33.0	27.5	59.2	11.5	33.0				
Max Q Clear Time (g_c+12.5), s	11.7	11.7	4.2	25.1	10.1	10.6	5.7	12.5				
Green Ext Time (p_c), s	0.0	3.8	0.0	0.9	0.5	2.9	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay 41.4
HCM 6th LOS D

Notes

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

HCM 6th Signalized Intersection Summary

8: McDonough Highway/SR 20 & SR 138/Lakefield Drive

Existing 2021
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↑	↰	↰	↱		↰	↑↑↑	↰	↰	↑↑↑	↰
Traffic Volume (veh/h)	388	12	33	5	10	23	133	1121	7	49	684	355
Future Volume (veh/h)	388	12	33	5	10	23	133	1121	7	49	684	355
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	417	13	35	5	11	25	143	1205	8	53	735	382
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	478	400	339	91	17	40	400	3221	1000	333	3150	978
Arrive On Green	0.14	0.21	0.21	0.03	0.03	0.03	0.04	0.63	0.63	0.03	0.62	0.62
Sat Flow, veh/h	3456	1870	1585	1357	508	1155	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	417	13	35	5	0	36	143	1205	8	53	735	382
Grp Sat Flow(s), veh/h/ln	1728	1870	1585	1357	0	1663	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	18.9	0.9	2.8	0.6	0.0	3.4	4.8	18.2	0.3	1.7	10.3	19.5
Cycle Q Clear(g_c), s	18.9	0.9	2.8	0.6	0.0	3.4	4.8	18.2	0.3	1.7	10.3	19.5
Prop In Lane	1.00		1.00	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	478	400	339	91	0	57	400	3221	1000	333	3150	978
V/C Ratio(X)	0.87	0.03	0.10	0.05	0.00	0.63	0.36	0.37	0.01	0.16	0.23	0.39
Avail Cap(c_a), veh/h	721	900	763	359	0	384	438	3221	1000	430	3150	978
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.5	49.8	50.5	74.9	0.0	76.3	10.5	14.3	11.0	11.3	13.7	15.5
Incr Delay (d2), s/veh	7.6	0.0	0.1	0.2	0.0	11.0	0.5	0.3	0.0	0.2	0.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.4	1.2	0.2	0.0	1.6	2.0	7.2	0.1	0.7	4.1	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.2	49.8	50.7	75.1	0.0	87.3	11.1	14.6	11.0	11.5	13.9	16.6
LnGrp LOS	E	D	D	E	A	F	B	B	B	B	B	B
Approach Vol, veh/h	465			41			1356			1170		
Approach Delay, s/veh	72.6			85.8			14.2			14.7		
Approach LOS	E			F			B			B		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	107.4			41.2	13.5	105.2	28.8	12.5				
Change Period (Y+Rc), s	6.8	* 6.5		7.0	* 6.7	* 6.5	6.6	7.0				
Max Green Setting (Gmax), s	13	* 50		77.0	* 10	* 53	33.4	37.0				
Max Q Clear Time (g_c+13), s	20.2			4.8	6.8	21.5	20.9	5.4				
Green Ext Time (p_c), s	0.1	10.5		0.2	0.1	7.6	1.2	0.2				

Intersection Summary

HCM 6th Ctrl Delay 24.3

HCM 6th LOS C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th AWSC
9: Ebenezer Road & Honey Creek Road

Existing 2021
AM Peak Hour

Intersection

Intersection Delay, s/veh 8.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	77	6	3	146	9	45	51	6	6	18	2
Future Vol, veh/h	1	77	6	3	146	9	45	51	6	6	18	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	84	7	3	159	10	49	55	7	7	20	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.5	8.4	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	1%	2%	23%
Vol Thru, %	50%	92%	92%	69%
Vol Right, %	6%	7%	6%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	84	158	26
LT Vol	45	1	3	6
Through Vol	51	77	146	18
RT Vol	6	6	9	2
Lane Flow Rate	111	91	172	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.142	0.112	0.207	0.037
Departure Headway (Hd)	4.613	4.411	4.336	4.66
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	778	814	830	769
Service Time	2.633	2.43	2.353	2.685
HCM Lane V/C Ratio	0.143	0.112	0.207	0.036
HCM Control Delay	8.4	8	8.5	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.4	0.8	0.1

HCM 6th TWSC
10: Honey Creek Court & Honey Creek Road

Existing 2021
AM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	224	0	3	180	1	3
Future Vol, veh/h	224	0	3	180	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	350	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	252	0	3	202	1	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	252	0	460	252
Stage 1	-	-	-	-	252	-
Stage 2	-	-	-	-	208	-
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	-	-	1313	-	559	787
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	827	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1313	-	557	787
Mov Cap-2 Maneuver	-	-	-	-	557	-
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	825	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		10.1	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	713	-	-	1313	-	
HCM Lane V/C Ratio	0.006	-	-	0.003	-	
HCM Control Delay (s)	10.1	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th TWSC
11: Troupe Smith Road & Honey Creek Road

Existing 2021
AM Peak Hour

Intersection

Int Delay, s/veh 2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	91	0	23	162	2	98
Future Vol, veh/h	91	0	23	162	2	98
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	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	0	25	178	2	108

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	100
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1493
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1493
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	947	-	-	1493	-
HCM Lane V/C Ratio	0.116	-	-	0.017	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

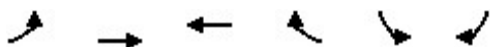
Synchro Reports

Existing Year 2021 PM

HCM 6th Signalized Intersection Summary

1: Honey Creek Road & Stanton Road

Existing 2021
PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	301	356	155	199	9
Future Volume (veh/h)	3	301	356	155	199	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	320	379	0	212	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	487	1013	1013		635	
Arrive On Green	0.54	0.54	0.54	0.00	0.36	0.00
Sat Flow, veh/h	1004	1870	1870	1585	1773	0
Grp Volume(v), veh/h	3	320	379	0	213	0
Grp Sat Flow(s),veh/h/ln	1004	1870	1870	1585	1782	0
Q Serve(g_s), s	0.2	11.4	14.0	0.0	10.5	0.0
Cycle Q Clear(g_c), s	14.2	11.4	14.0	0.0	10.5	0.0
Prop In Lane	1.00			1.00	1.00	0.00
Lane Grp Cap(c), veh/h	487	1013	1013		638	
V/C Ratio(X)	0.01	0.32	0.37		0.33	
Avail Cap(c_a), veh/h	487	1013	1013		638	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	19.9	15.2	15.8	0.0	28.1	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.2	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.0	5.9	0.0	4.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	16.0	16.0	0.0	29.5	0.0
LnGrp LOS	B	B	B		C	
Approach Vol, veh/h		323	379	A	213	A
Approach Delay, s/veh		16.1	16.0		29.5	
Approach LOS		B	B		C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		71.0		49.0		71.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		65.0		43.0		65.0
Max Q Clear Time (g_c+I1), s		16.0		12.5		16.2
Green Ext Time (p_c), s		2.6		0.6		2.1
Intersection Summary						
HCM 6th Ctrl Delay			19.2			
HCM 6th LOS			B			

Notes

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

HCM 6th Signalized Intersection Summary

2: McDonough Highway/SR 20 & Honey Creek Road

Existing 2021
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	248	146	139	181	190	144	691	115	348	1040	223
Future Volume (veh/h)	140	248	146	139	181	190	144	691	115	348	1040	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	261	0	146	191	0	152	727	0	366	1095	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	291		210	295		324	1735		515	1950	
Arrive On Green	0.08	0.16	0.00	0.08	0.16	0.00	0.06	0.49	0.00	0.12	0.55	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	147	261	0	146	191	0	152	727	0	366	1095	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	11.0	21.9	0.0	10.9	15.3	0.0	6.8	21.1	0.0	15.8	32.2	0.0
Cycle Q Clear(g_c), s	11.0	21.9	0.0	10.9	15.3	0.0	6.8	21.1	0.0	15.8	32.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	291		210	295		324	1735		515	1950	
V/C Ratio(X)	0.56	0.90		0.70	0.65		0.47	0.42		0.71	0.56	
Avail Cap(c_a), veh/h	261	392		217	403		408	1735		735	1950	
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)	0.95	0.95	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.8	66.3	0.0	52.6	63.2	0.0	20.4	26.3	0.0	18.0	23.6	0.0
Incr Delay (d2), s/veh	2.6	17.7	0.0	9.0	2.4	0.0	1.1	0.7	0.0	1.8	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	11.9	0.0	5.5	7.5	0.0	3.0	9.2	0.0	6.7	13.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	84.0	0.0	61.5	65.6	0.0	21.4	27.1	0.0	19.8	24.7	0.0
LnGrp LOS	D	F		E	E		C	C		B	C	
Approach Vol, veh/h	408		A	337		A	879		A	1461		A
Approach Delay, s/veh	73.3			63.9			26.1			23.5		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.2	84.1	19.3	31.4	15.5	93.8	19.0	31.7				
Change Period (Y+Rc), s	* 6.3	* 6	6.4	6.5	6.5	* 6	* 6.2	6.5				
Max Green Setting (Gmax), s	* 39	* 49	13.6	33.5	16.5	* 71	* 13	34.5				
Max Q Clear Time (g_c+117, s)	117.8	23.1	12.9	23.9	8.8	34.2	13.0	17.3				
Green Ext Time (p_c), s	1.1	5.5	0.0	1.0	0.2	10.2	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay 35.2

HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th TWSC
3: Stanton Road & Goode Road

Existing 2021
PM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	6	10	185	253	12
Future Vol, veh/h	16	6	10	185	253	12
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	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	7	11	208	284	13
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	521	291	297	0	-	0
Stage 1	291	-	-	-	-	-
Stage 2	230	-	-	-	-	-
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	516	748	1264	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	511	748	1264	-	-	-
Mov Cap-2 Maneuver	511	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.7	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1264	-	559	-	-	
HCM Lane V/C Ratio	0.009	-	0.044	-	-	
HCM Control Delay (s)	7.9	0	11.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th AWSC
4: Ebenezer Road & Goode Road

Existing 2021
PM Peak Hour

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	3	8	0	5	5	7	41	2	4	127	7
Future Vol, veh/h	9	3	8	0	5	5	7	41	2	4	127	7
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	1.00	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	4	10	0	6	6	7	51	3	5	159	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.2	7.5	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	45%	0%	3%
Vol Thru, %	82%	15%	50%	92%
Vol Right, %	4%	40%	50%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	20	10	138
LT Vol	7	9	0	4
Through Vol	41	3	5	127
RT Vol	2	8	5	7
Lane Flow Rate	61	25	12	172
Geometry Grp	1	1	1	1
Degree of Util (X)	0.07	0.03	0.014	0.193
Departure Headway (Hd)	4.132	4.303	4.167	4.02
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	860	837	864	890
Service Time	2.188	2.303	2.168	2.055
HCM Lane V/C Ratio	0.071	0.03	0.014	0.193
HCM Control Delay	7.5	7.4	7.2	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0	0.7

HCM 6th Signalized Intersection Summary

5: Ebenezer Road & SR 138

Existing 2021
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	544	75	243	628	22	63	165	159	50	300	45
Future Volume (veh/h)	46	544	75	243	628	22	63	165	159	50	300	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	561	0	251	647	0	65	170	164	52	309	46
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	290	811		382	925		199	623	528	322	405	60
Arrive On Green	0.03	0.43	0.00	0.09	0.49	0.00	0.04	0.33	0.33	0.25	0.25	0.25
Sat Flow, veh/h	1781	1870	1585	1781	1870	0	1781	1870	1585	1046	1591	237
Grp Volume(v), veh/h	47	561	0	251	647	0	65	170	164	52	0	355
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	0	1781	1870	1585	1046	0	1828
Q Serve(g_s), s	1.9	31.6	0.0	9.8	34.7	0.0	3.4	8.7	10.0	5.1	0.0	23.4
Cycle Q Clear(g_c), s	1.9	31.6	0.0	9.8	34.7	0.0	3.4	8.7	10.0	5.1	0.0	23.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	290	811		382	925		199	623	528	322	0	465
V/C Ratio(X)	0.16	0.69		0.66	0.70		0.33	0.27	0.31	0.16	0.00	0.76
Avail Cap(c_a), veh/h	304	811		434	925		210	623	528	322	0	465
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.1	29.8	0.0	22.1	25.4	0.0	35.0	31.8	32.2	38.0	0.0	44.8
Incr Delay (d2), s/veh	0.3	4.8	0.0	3.0	4.4	0.0	0.9	1.1	1.5	1.1	0.0	11.2
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	0.8	15.2	0.0	4.3	16.3	0.0	1.5	4.1	4.1	1.4	0.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	34.6	0.0	25.0	29.7	0.0	35.9	32.9	33.8	39.1	0.0	56.1
LnGrp LOS	C	C		C	C		D	C	C	D	A	E
Approach Vol, veh/h	608		A	898		A	399		407			
Approach Delay, s/veh	33.7			28.4			33.7		53.9			
Approach LOS	C			C			C		D			
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	70.3	70.7		49.0	18.3	62.7	10.2	38.8				
Change Period (Y+Rc), s	6.2	6.4		* 5.7	* 6.2	6.4	* 5.3	* 5.7				
Max Green Setting (Gmax), s	5.1	63.3		* 43	* 16	52.6	* 5.7	* 32				
Max Q Clear Time (g_c+I), s	13.9	36.7		12.0	11.8	33.6	5.4	25.4				
Green Ext Time (p_c), s	0.0	4.8		1.6	0.3	3.6	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay 35.2

HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

6: McDonough Highway/SR 20 & Miller Chapel Road/Jimson Way

Existing 2021
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱	↰	↱	↰	↱
Traffic Volume (veh/h)	54	6	391	2	3	20	184	865	4	57	1454	57
Future Volume (veh/h)	54	6	391	2	3	20	184	865	4	57	1454	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	6	0	2	3	21	190	892	4	59	1499	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	8		27	14	70	322	2861	1276	556	2832	1263
Arrive On Green	0.05	0.05	0.00	0.05	0.05	0.05	0.04	0.80	0.80	0.03	0.80	0.80
Sat Flow, veh/h	1382	148	1585	54	266	1341	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	62	0	0	26	0	0	190	892	4	59	1499	59
Grp Sat Flow(s), veh/h/ln	1530	0	1585	1660	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.8	0.0	0.0	0.0	0.0	0.0	3.2	10.5	0.1	1.0	23.7	1.3
Cycle Q Clear(g_c), s	6.2	0.0	0.0	2.5	0.0	0.0	3.2	10.5	0.1	1.0	23.7	1.3
Prop In Lane	0.90		1.00	0.08		0.81	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	0		111	0	0	322	2861	1276	556	2832	1263
V/C Ratio(X)	0.50	0.00		0.23	0.00	0.00	0.59	0.31	0.00	0.11	0.53	0.05
Avail Cap(c_a), veh/h	404	0		427	0	0	475	2861	1276	567	2832	1263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.6	0.0	0.0	73.0	0.0	0.0	6.7	4.1	3.1	2.8	5.7	3.4
Incr Delay (d2), s/veh	3.2	0.0	0.0	1.1	0.0	0.0	1.7	0.3	0.0	0.1	0.7	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	2.6	0.0	0.0	1.1	0.0	0.0	1.8	3.6	0.0	0.3	8.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.8	0.0	0.0	74.1	0.0	0.0	8.4	4.3	3.1	2.9	6.4	3.5
LnGrp LOS	E	A		E	A	A	A	A	A	A	A	A
Approach Vol, veh/h	62		A	26			1086			1617		
Approach Delay, s/veh	77.8			74.1			5.0			6.2		
Approach LOS	E			E			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	134.6			15.4	11.3	133.3		15.4				
Change Period (Y+Rc), s	5.4	5.8		7.0	* 5.7	5.8		7.0				
Max Green Setting (Gmax), s	5.6	96.2		40.0	* 19	82.2		40.0				
Max Q Clear Time (g_c+I), s	13.0	12.5		8.2	5.2	25.7		4.5				
Green Ext Time (p_c), s	0.0	8.1		0.3	0.4	19.1		0.1				

Intersection Summary

HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

7: Miller Chapel Road/Parker Road & SR 138

Existing 2021
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	493	141	36	462	133	115	251	23	91	411	96
Future Volume (veh/h)	188	493	141	36	462	133	115	251	23	91	411	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	202	530	0	39	497	0	124	270	25	98	442	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	1681		50	1514		185	474	44	274	484	
Arrive On Green	0.07	0.47	0.00	0.03	0.43	0.00	0.06	0.28	0.28	0.04	0.26	0.00
Sat Flow, veh/h	3456	3647	0	1781	3647	0	1781	1686	156	1781	1870	1585
Grp Volume(v), veh/h	202	530	0	39	497	0	124	0	295	98	442	0
Grp Sat Flow(s),veh/h/ln	1728	1777	0	1781	1777	0	1781	0	1842	1781	1870	1585
Q Serve(g_s), s	9.2	14.8	0.0	3.5	14.9	0.0	8.1	0.0	21.9	6.5	36.7	0.0
Cycle Q Clear(g_c), s	9.2	14.8	0.0	3.5	14.9	0.0	8.1	0.0	21.9	6.5	36.7	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	249	1681		50	1514		185	0	518	274	484	
V/C Ratio(X)	0.81	0.32		0.77	0.33		0.67	0.00	0.57	0.36	0.91	
Avail Cap(c_a), veh/h	378	1681		100	1514		201	0	725	274	678	
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	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	73.1	26.1	0.0	77.2	30.6	0.0	44.4	0.0	49.2	42.8	57.6	0.0
Incr Delay (d2), s/veh	7.6	0.5	0.0	21.8	0.6	0.0	7.5	0.0	1.0	0.8	13.3	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	4.4	6.5	0.0	1.9	6.7	0.0	4.0	0.0	10.4	3.0	19.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.8	26.6	0.0	99.1	31.2	0.0	51.9	0.0	50.2	43.6	70.9	0.0
LnGrp LOS	F	C		F	C		D	A	D	D	E	
Approach Vol, veh/h	732		A	536		A	419			540		A
Approach Delay, s/veh	41.6			36.2			50.7			66.0		
Approach LOS	D			D			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	83.5	13.0	52.0	19.0	76.0	16.6	48.4				
Change Period (Y+Rc), s	7.0	7.8	6.5	7.0	7.5	7.8	6.5	7.0				
Max Green Setting (Gmax), s	9.0	53.2	6.5	63.0	17.5	44.2	11.5	58.0				
Max Q Clear Time (g_c+1.5), s	15.5	16.8	8.5	23.9	11.2	16.9	10.1	38.7				
Green Ext Time (p_c), s	0.0	4.0	0.0	1.9	0.3	3.5	0.0	2.7				

Intersection Summary

HCM 6th Ctrl Delay 47.9

HCM 6th LOS D

Notes

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

HCM 6th Signalized Intersection Summary

8: McDonough Highway/SR 20 & SR 138/Lakefield Drive

Existing 2021
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↗		↖	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	487	31	126	33	15	50	121	1012	9	65	1605	470
Future Volume (veh/h)	487	31	126	33	15	50	121	1012	9	65	1605	470
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	502	32	130	34	15	52	125	1043	9	67	1655	485
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	564	483	409	111	20	68	190	2989	928	355	2926	908
Arrive On Green	0.16	0.26	0.26	0.05	0.05	0.05	0.04	0.59	0.59	0.03	0.57	0.57
Sat Flow, veh/h	3456	1870	1585	1224	367	1274	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	502	32	130	34	0	67	125	1043	9	67	1655	485
Grp Sat Flow(s), veh/h/ln	1728	1870	1585	1224	0	1641	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	22.8	2.1	10.6	4.3	0.0	6.4	4.6	17.0	0.4	2.5	32.8	30.1
Cycle Q Clear(g_c), s	22.8	2.1	10.6	4.3	0.0	6.4	4.6	17.0	0.4	2.5	32.8	30.1
Prop In Lane	1.00		1.00	1.00		0.78	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	564	483	409	111	0	88	190	2989	928	355	2926	908
V/C Ratio(X)	0.89	0.07	0.32	0.31	0.00	0.76	0.66	0.35	0.01	0.19	0.57	0.53
Avail Cap(c_a), veh/h	743	631	535	144	0	133	296	2989	928	374	2926	908
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.5	44.8	48.0	73.7	0.0	74.7	22.7	17.3	13.8	13.9	21.6	21.0
Incr Delay (d2), s/veh	10.5	0.1	0.4	1.6	0.0	12.8	3.8	0.3	0.0	0.3	0.8	2.2
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	0.9	1.0	4.3	1.4	0.0	3.1	2.5	6.9	0.1	1.1	13.4	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.0	44.9	48.4	75.2	0.0	87.5	26.5	17.6	13.9	14.2	22.4	23.3
LnGrp LOS	E	D	D	E	A	F	C	B	B	B	C	C
Approach Vol, veh/h	664			101			1177			2207		
Approach Delay, s/veh	69.1			83.4			18.5			22.3		
Approach LOS	E			F			B			C		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	100.2			48.3	13.5	98.2	32.7	15.6				
Change Period (Y+Rc), s	6.8	* 6.5		7.0	* 6.7	* 6.5	6.6	7.0				
Max Green Setting (Gmax), s	60.5	* 79		54.0	* 16	* 70	34.4	13.0				
Max Q Clear Time (g_c+I), s	14.5	19.0		12.6	6.6	34.8	24.8	8.4				
Green Ext Time (p_c), s	0.0	9.9		0.6	0.2	20.3	1.4	0.1				

Intersection Summary

HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th AWSC
9: Ebenezer Road & Honey Creek Road

Existing 2021
PM Peak Hour

Intersection

Intersection Delay, s/veh 8.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	146	35	7	111	13	19	35	8	24	108	10
Future Vol, veh/h	3	146	35	7	111	13	19	35	8	24	108	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	154	37	7	117	14	20	37	8	25	114	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	8.7	8.4	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	2%	5%	17%
Vol Thru, %	56%	79%	85%	76%
Vol Right, %	13%	19%	10%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	184	131	142
LT Vol	19	3	7	24
Through Vol	35	146	111	108
RT Vol	8	35	13	10
Lane Flow Rate	65	194	138	149
Geometry Grp	1	1	1	1
Degree of Util (X)	0.088	0.243	0.177	0.198
Departure Headway (Hd)	4.874	4.51	4.633	4.772
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	732	796	774	750
Service Time	2.921	2.544	2.67	2.812
HCM Lane V/C Ratio	0.089	0.244	0.178	0.199
HCM Control Delay	8.4	9	8.7	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1	0.6	0.7

HCM 6th TWSC
10: Honey Creek Court & Honey Creek Road

Existing 2021
PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	266	4	5	329	4	5
Future Vol, veh/h	266	4	5	329	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	350	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	286	4	5	354	4	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	290	0	650	286
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	364	-
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	-	-	1272	-	434	753
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	703	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1272	-	432	753
Mov Cap-2 Maneuver	-	-	-	-	432	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	699	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		11.5	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	566	-	-	1272	-	
HCM Lane V/C Ratio	0.017	-	-	0.004	-	
HCM Control Delay (s)	11.5	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
11: Troupe Smith Road & Honey Creek Road

Existing 2021
PM Peak Hour

Intersection

Int Delay, s/veh 4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	163	15	174	130	1	91
Future Vol, veh/h	163	15	174	130	1	91
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	173	16	185	138	1	97

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	189
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1385
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1385
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.6	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	849	-	-	1385	-
HCM Lane V/C Ratio	0.115	-	-	0.134	-
HCM Control Delay (s)	9.8	-	-	8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.5	-

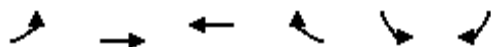
Synchro Reports

No-Build Conditions Year 2031 AM

HCM 6th Signalized Intersection Summary

1: Honey Creek Road & Stanton Road

No Build 2031
AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	327	240	167	133	10
Future Volume (veh/h)	2	327	240	167	133	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	337	247	0	137	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	617	1029	1029		584	
Arrive On Green	0.55	0.55	0.55	0.00	0.33	0.00
Sat Flow, veh/h	1133	1870	1870	1585	1769	0
Grp Volume(v), veh/h	2	337	247	0	138	0
Grp Sat Flow(s),veh/h/ln	1133	1870	1870	1585	1782	0
Q Serve(g_s), s	0.1	9.9	6.8	0.0	5.6	0.0
Cycle Q Clear(g_c), s	6.9	9.9	6.8	0.0	5.6	0.0
Prop In Lane	1.00			1.00	0.99	0.00
Lane Grp Cap(c), veh/h	617	1029	1029		588	
V/C Ratio(X)	0.00	0.33	0.24		0.23	
Avail Cap(c_a), veh/h	617	1029	1029		588	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	13.5	12.4	11.7	0.0	24.3	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.1	0.0	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.2	2.8	0.0	2.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.5	13.2	11.8	0.0	25.3	0.0
LnGrp LOS	B	B	B		C	
Approach Vol, veh/h		339	247	A	138	A
Approach Delay, s/veh		13.2	11.8		25.3	
Approach LOS		B	B		C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		61.0		39.0		61.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		55.0		33.0		55.0
Max Q Clear Time (g_c+I1), s		8.8		7.6		11.9
Green Ext Time (p_c), s		1.6		0.4		2.3

Intersection Summary

HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary

2: McDonough Highway/SR 20 & Honey Creek Road

No Build 2031
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (veh/h)	183	196	87	104	230	302	124	1085	138	164	527	72
Future Volume (veh/h)	183	196	87	104	230	302	124	1085	138	164	527	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	197	211	0	112	247	0	133	1167	0	176	567	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	326		247	280		518	1892		300	1927	
Arrive On Green	0.09	0.17	0.00	0.07	0.15	0.00	0.05	0.53	0.00	0.06	0.54	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	197	211	0	112	247	0	133	1167	0	176	567	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	13.8	15.7	0.0	7.9	19.4	0.0	5.1	34.3	0.0	6.7	13.0	0.0
Cycle Q Clear(g_c), s	13.8	15.7	0.0	7.9	19.4	0.0	5.1	34.3	0.0	6.7	13.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	326		247	280		518	1892		300	1927	
V/C Ratio(X)	0.84	0.65		0.45	0.88		0.26	0.62		0.59	0.29	
Avail Cap(c_a), veh/h	235	418		291	418		593	1892		357	1927	
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)	0.96	0.96	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.4	57.6	0.0	49.8	62.5	0.0	14.8	24.4	0.0	20.1	18.7	0.0
Incr Delay (d2), s/veh	21.9	2.1	0.0	1.3	13.7	0.0	0.3	1.5	0.0	1.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	7.7	0.0	3.6	10.3	0.0	2.1	14.8	0.0	2.9	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	59.7	0.0	51.1	76.2	0.0	15.1	26.0	0.0	21.9	19.1	0.0
LnGrp LOS	E	E		D	E		B	C		C	B	
Approach Vol, veh/h	408		A		359		A		1300		A	
Approach Delay, s/veh	65.8				68.4				24.8		19.8	
Approach LOS	E				E				C		B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), \$5.2	85.8	16.3	32.7	13.7	87.3	20.0	29.0					
Change Period (Y+Rc), s* 6.3	* 6	6.4	6.5	6.5	* 6	* 6.2	6.5					
Max Green Setting (Gmax),s* 14	* 64	13.6	33.5	13.5	* 64	* 14	33.5					
Max Q Clear Time (g_c+1/3),s	36.3	9.9	17.7	7.1	15.0	15.8	21.4					
Green Ext Time (p_c), s	0.2	10.2	0.1	1.0	0.2	4.4	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay 35.0

HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th TWSC
3: Stanton Road & Goode Road

No Build 2031
AM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	11	213	135	2
Future Vol, veh/h	10	10	11	213	135	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	10	11	222	141	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	386	142	143	0	-	0
Stage 1	142	-	-	-	-	-
Stage 2	244	-	-	-	-	-
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	617	906	1440	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	611	906	1440	-	-	-
Mov Cap-2 Maneuver	611	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.1	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1440	-	730	-	-	
HCM Lane V/C Ratio	0.008	-	0.029	-	-	
HCM Control Delay (s)	7.5	0	10.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th AWSC
4: Ebenezer Road & Goode Road

No Build 2031
AM Peak Hour

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	6	11	1	11	3	11	80	0	2	17	6
Future Vol, veh/h	6	6	11	1	11	3	11	80	0	2	17	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	7	12	1	12	3	12	89	0	2	19	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.2	7.6	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	26%	7%	8%
Vol Thru, %	88%	26%	73%	68%
Vol Right, %	0%	48%	20%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	23	15	25
LT Vol	11	6	1	2
Through Vol	80	6	11	17
RT Vol	0	11	3	6
Lane Flow Rate	101	26	17	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.114	0.028	0.019	0.031
Departure Headway (Hd)	4.054	3.936	4.071	3.957
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	885	901	871	902
Service Time	2.076	1.998	2.134	1.995
HCM Lane V/C Ratio	0.114	0.029	0.02	0.031
HCM Control Delay	7.6	7.1	7.2	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.1	0.1

HCM 6th Signalized Intersection Summary

5: Ebenezer Road & SR 138

No Build 2031
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	536	65	105	413	42	76	225	167	27	136	35
Future Volume (veh/h)	64	536	65	105	413	42	76	225	167	27	136	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	570	0	112	439	0	81	239	178	29	145	37
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	803		297	832		393	709	601	335	422	108
Arrive On Green	0.04	0.43	0.00	0.05	0.44	0.00	0.04	0.38	0.38	0.29	0.29	0.29
Sat Flow, veh/h	1781	1870	1585	1781	1870	0	1781	1870	1585	969	1438	367
Grp Volume(v), veh/h	68	570	0	112	439	0	81	239	178	29	0	182
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	0	1781	1870	1585	969	0	1804
Q Serve(g_s), s	2.8	32.5	0.0	4.5	22.1	0.0	4.0	11.8	10.2	2.9	0.0	10.3
Cycle Q Clear(g_c), s	2.8	32.5	0.0	4.5	22.1	0.0	4.0	11.8	10.2	3.6	0.0	10.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	379	803		297	832		393	709	601	335	0	530
V/C Ratio(X)	0.18	0.71		0.38	0.53		0.21	0.34	0.30	0.09	0.00	0.34
Avail Cap(c_a), veh/h	574	803		464	832		583	709	601	335	0	530
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	30.5	0.0	23.4	26.2	0.0	29.1	28.7	28.2	33.9	0.0	36.1
Incr Delay (d2), s/veh	0.2	5.3	0.0	0.8	2.4	0.0	0.3	1.3	1.3	0.5	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	15.7	0.0	2.0	10.4	0.0	1.8	5.6	4.1	0.7	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	35.7	0.0	24.2	28.6	0.0	29.3	30.0	29.5	34.4	0.0	37.8
LnGrp LOS	C	D		C	C		C	C	C	C	A	D
Approach Vol, veh/h	638		A	551		A	498				211	
Approach Delay, s/veh	34.2			27.7			29.7				37.4	
Approach LOS	C			C			C				D	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.8	64.2		55.0	12.8	62.2	11.1	43.9				
Change Period (Y+Rc), s	6.2	6.4		* 5.7	* 6.2	6.4	* 5.3	* 5.7				
Max Green Setting (Gmax), s	19	43.6		* 49	* 19	43.6	* 20	* 24				
Max Q Clear Time (g_c+14, s)	14.8	24.1		13.8	6.5	34.5	6.0	12.3				
Green Ext Time (p_c), s	0.1	2.7		2.1	0.2	2.5	0.1	0.8				

Intersection Summary

HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

6: McDonough Highway/SR 20 & Miller Chapel Road/Jimson Way

No Build 2031
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗		↔		↗	↕	↗	↗	↕	↗
Traffic Volume (veh/h)	38	1	147	6	2	27	335	1456	1	34	739	12
Future Volume (veh/h)	38	1	147	6	2	27	335	1456	1	34	739	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	1	0	6	2	28	349	1517	1	35	770	12
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	1		33	7	47	651	2935	1309	328	2824	1260
Arrive On Green	0.04	0.04	0.00	0.04	0.04	0.04	0.05	0.83	0.83	0.02	0.79	0.79
Sat Flow, veh/h	1576	39	1585	189	186	1309	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	41	0	0	36	0	0	349	1517	1	35	770	12
Grp Sat Flow(s), veh/h/ln	1616	0	1585	1684	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	5.6	20.7	0.0	0.6	9.1	0.3
Cycle Q Clear(g_c), s	3.7	0.0	0.0	3.3	0.0	0.0	5.6	20.7	0.0	0.6	9.1	0.3
Prop In Lane	0.98		1.00	0.17		0.78	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	102	0		86	0	0	651	2935	1309	328	2824	1260
V/C Ratio(X)	0.40	0.00		0.42	0.00	0.00	0.54	0.52	0.00	0.11	0.27	0.01
Avail Cap(c_a), veh/h	348	0		363	0	0	948	2935	1309	425	2824	1260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.2	0.0	0.0	76.0	0.0	0.0	2.7	4.2	2.4	3.5	4.3	3.4
Incr Delay (d2), s/veh	2.5	0.0	0.0	3.2	0.0	0.0	0.7	0.7	0.0	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	1.5	0.0	0.0	1.6	6.7	0.0	0.2	3.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.7	0.0	0.0	79.2	0.0	0.0	3.4	4.9	2.4	3.7	4.5	3.4
LnGrp LOS	E	A		E	A	A	A	A	A	A	A	A
Approach Vol, veh/h	41			A			36			1867		
Approach Delay, s/veh	78.7						79.2			4.6		
Approach LOS	E						E			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	138.0		12.7	14.4	132.9		12.7				
Change Period (Y+Rc), s	5.4	5.8		7.0	* 5.7	5.8		7.0				
Max Green Setting (Gmax), s	13	95.2		34.0	* 35	72.2		34.0				
Max Q Clear Time (g_c+1/2, s)	12.6	22.7		5.7	7.6	11.1		5.3				
Green Ext Time (p_c), s	0.0	20.1		0.2	1.1	6.6		0.1				

Intersection Summary

HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

7: Miller Chapel Road/Parker Road & SR 138

No Build 2031
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	188	526	73	23	415	117	55	285	55	30	156	25	
Future Volume (veh/h)	188	526	73	23	415	117	55	285	55	30	156	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	207	578	0	25	456	0	60	313	60	33	171	0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	260	2032		37	1829		247	315	60	89	362		
Arrive On Green	0.08	0.57	0.00	0.02	0.51	0.00	0.04	0.21	0.21	0.02	0.19	0.00	
Sat Flow, veh/h	3456	3647	0	1781	3647	0	1781	1525	292	1781	1870	1585	
Grp Volume(v), veh/h	207	578	0	25	456	0	60	0	373	33	171	0	
Grp Sat Flow(s),veh/h/ln	1728	1777	0	1781	1777	0	1781	0	1818	1781	1870	1585	
Q Serve(g_s), s	9.4	13.3	0.0	2.2	11.4	0.0	4.3	0.0	32.8	2.4	13.0	0.0	
Cycle Q Clear(g_c), s	9.4	13.3	0.0	2.2	11.4	0.0	4.3	0.0	32.8	2.4	13.0	0.0	
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.16	1.00		1.00	
Lane Grp Cap(c), veh/h	260	2032		37	1829		247	0	375	89	362		
V/C Ratio(X)	0.80	0.28		0.67	0.25		0.24	0.00	0.99	0.37	0.47		
Avail Cap(c_a), veh/h	594	2032		212	1829		309	0	375	174	386		
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	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	72.8	17.5	0.0	77.8	21.6	0.0	49.6	0.0	63.4	52.9	57.3	0.0	
Incr Delay (d2), s/veh	5.6	0.4	0.0	18.7	0.3	0.0	0.5	0.0	45.0	2.5	1.0	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	4.4	5.7	0.0	1.2	5.0	0.0	2.0	0.0	19.9	1.1	6.3	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	78.4	17.9	0.0	96.5	22.0	0.0	50.1	0.0	108.5	55.4	58.2	0.0	
LnGrp LOS	E	B		F	C		D	A	F	E	E		
Approach Vol, veh/h	785		A		481		A		433		204		A
Approach Delay, s/veh	33.8				25.8				100.4		57.8		
Approach LOS	C				C				F		E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	99.3	10.3	40.0	19.5	90.1	12.4	38.0						
Change Period (Y+Rc), s	7.0	7.8	6.5	7.0	7.5	7.8	6.5	7.0					
Max Green Setting (Gmax), s	68.2	11.5	33.0	27.5	59.2	11.5	33.0						
Max Q Clear Time (g_c+14.2), s	15.3	4.4	34.8	11.4	13.4	6.3	15.0						
Green Ext Time (p_c), s	0.0	4.6	0.0	0.0	0.6	3.4	0.0	0.8					

Intersection Summary

HCM 6th Ctrl Delay 49.5

HCM 6th LOS D

Notes

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

HCM 6th Signalized Intersection Summary

8: McDonough Highway/SR 20 & SR 138/Lakefield Drive

No Build 2031
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↗		↖↑↑↑	↑↑↑↑	↖	↖	↑↑↑↑	↖
Traffic Volume (veh/h)	492	14	39	6	12	27	154	1347	8	56	870	426
Future Volume (veh/h)	492	14	39	6	12	27	154	1347	8	56	870	426
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	529	15	42	6	13	29	166	1448	9	60	935	458
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	589	467	396	97	20	44	322	3034	942	255	2922	907
Arrive On Green	0.17	0.25	0.25	0.04	0.04	0.04	0.05	0.59	0.59	0.03	0.57	0.57
Sat Flow, veh/h	3456	1870	1585	1346	515	1149	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	529	15	42	6	0	42	166	1448	9	60	935	458
Grp Sat Flow(s), veh/h/ln	1728	1870	1585	1346	0	1664	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	24.0	1.0	3.3	0.7	0.0	4.0	6.2	25.7	0.4	2.2	15.3	27.8
Cycle Q Clear(g_c), s	24.0	1.0	3.3	0.7	0.0	4.0	6.2	25.7	0.4	2.2	15.3	27.8
Prop In Lane	1.00		1.00	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	589	467	396	97	0	64	322	3034	942	255	2922	907
V/C Ratio(X)	0.90	0.03	0.11	0.06	0.00	0.66	0.52	0.48	0.01	0.24	0.32	0.50
Avail Cap(c_a), veh/h	721	900	763	356	0	385	344	3034	942	350	2922	907
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	45.4	46.2	74.3	0.0	75.9	13.8	18.4	13.3	15.0	17.9	20.6
Incr Delay (d2), s/veh	12.4	0.0	0.1	0.3	0.0	11.0	1.3	0.5	0.0	0.5	0.3	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.5	1.3	0.2	0.0	1.9	2.6	10.4	0.1	1.0	6.2	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	45.4	46.4	74.6	0.0	86.9	15.0	18.9	13.3	15.5	18.2	22.6
LnGrp LOS	E	D	D	E	A	F	B	B	B	B	B	C
Approach Vol, veh/h	586			48			1623			1453		
Approach Delay, s/veh	74.4			85.4			18.5			19.5		
Approach LOS	E			F			B			B		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	101.6			47.0	15.0	98.1	33.9	13.1				
Change Period (Y+Rc), s	6.8	* 6.5		7.0	* 6.7	* 6.5	6.6	7.0				
Max Green Setting (Gmax), s	13	* 50		77.0	* 10	* 53	33.4	37.0				
Max Q Clear Time (g_c+14.2), s	27.7			5.3	8.2	29.8	26.0	6.0				
Green Ext Time (p_c), s	0.1	11.4		0.2	0.1	9.1	1.3	0.2				

Intersection Summary

HCM 6th Ctrl Delay 28.6
HCM 6th LOS C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th AWSC
9: Ebenezer Road & Honey Creek Road

No Build 2031
AM Peak Hour

Intersection

Intersection Delay, s/veh 8.7

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	92	7	3	175	11	54	61	7	7	21	2
Future Vol, veh/h	1	92	7	3	175	11	54	61	7	7	21	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	100	8	3	190	12	59	66	8	8	23	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	9	8.8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	1%	2%	23%
Vol Thru, %	50%	92%	93%	70%
Vol Right, %	6%	7%	6%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	100	189	30
LT Vol	54	1	3	7
Through Vol	61	92	175	21
RT Vol	7	7	11	2
Lane Flow Rate	133	109	205	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.175	0.137	0.253	0.044
Departure Headway (Hd)	4.745	4.528	4.431	4.826
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	792	811	741
Service Time	2.775	2.555	2.454	2.863
HCM Lane V/C Ratio	0.176	0.138	0.253	0.045
HCM Control Delay	8.8	8.3	9	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.5	1	0.1

HCM 6th TWSC
10: Honey Creek Court & Honey Creek Road

No Build 2031
AM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	267	0	3	214	1	3
Future Vol, veh/h	267	0	3	214	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	350	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	300	0	3	240	1	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	300	0	546	300
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	246	-
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	-	-	1261	-	499	740
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1261	-	498	740
Mov Cap-2 Maneuver	-	-	-	-	498	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	793	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		10.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	660	-	-	1261	-	
HCM Lane V/C Ratio	0.007	-	-	0.003	-	
HCM Control Delay (s)	10.5	-	-	7.9	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th TWSC
11: Troupe Smith Road & Honey Creek Road

No Build 2031
AM Peak Hour

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	108	0	28	193	2	117
Future Vol, veh/h	108	0	28	193	2	117
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	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	119	0	31	212	2	129
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	119	0	393	119
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	274	-
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	-	-	1469	-	611	933
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	772	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1469	-	596	933
Mov Cap-2 Maneuver	-	-	-	-	596	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	753	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1		9.5	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	924		-	-	1469	-
HCM Lane V/C Ratio	0.142		-	-	0.021	-
HCM Control Delay (s)	9.5		-	-	7.5	0
HCM Lane LOS	A		-	-	A	A
HCM 95th %tile Q(veh)	0.5		-	-	0.1	-

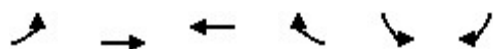
Synchro Reports

No-Build Conditions Year 2031 PM

HCM 6th Signalized Intersection Summary

1: Honey Creek Road & Stanton Road

No Build 2031
PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	332	393	171	220	10
Future Volume (veh/h)	3	332	393	171	220	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	353	418	0	234	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	457	1013	1013		636	
Arrive On Green	0.54	0.54	0.54	0.00	0.36	0.00
Sat Flow, veh/h	969	1870	1870	1585	1774	0
Grp Volume(v), veh/h	3	353	418	0	235	0
Grp Sat Flow(s),veh/h/ln	969	1870	1870	1585	1782	0
Q Serve(g_s), s	0.2	12.8	15.8	0.0	11.7	0.0
Cycle Q Clear(g_c), s	16.0	12.8	15.8	0.0	11.7	0.0
Prop In Lane	1.00			1.00	1.00	0.00
Lane Grp Cap(c), veh/h	457	1013	1013		638	
V/C Ratio(X)	0.01	0.35	0.41		0.37	
Avail Cap(c_a), veh/h	457	1013	1013		638	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	21.0	15.5	16.2	0.0	28.5	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.3	0.0	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.6	6.7	0.0	5.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.0	16.5	16.5	0.0	30.1	0.0
LnGrp LOS	C	B	B		C	
Approach Vol, veh/h		356	418	A	235	A
Approach Delay, s/veh		16.5	16.5		30.1	
Approach LOS		B	B		C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		71.0		49.0		71.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		65.0		43.0		65.0
Max Q Clear Time (g_c+I1), s		17.8		13.7		18.0
Green Ext Time (p_c), s		2.9		0.7		2.4
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.

HCM 6th Signalized Intersection Summary

2: McDonough Highway/SR 20 & Honey Creek Road

No Build 2031
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	274	161	154	200	210	159	763	127	385	1149	246
Future Volume (veh/h)	155	274	161	154	200	210	159	763	127	385	1149	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	288	0	162	211	0	167	803	0	405	1209	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	317		216	329		287	1601		487	1858	
Arrive On Green	0.08	0.17	0.00	0.09	0.18	0.00	0.06	0.45	0.00	0.14	0.52	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	163	288	0	162	211	0	167	803	0	405	1209	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	12.1	24.2	0.0	11.9	16.8	0.0	8.0	25.7	0.0	18.8	39.4	0.0
Cycle Q Clear(g_c), s	12.1	24.2	0.0	11.9	16.8	0.0	8.0	25.7	0.0	18.8	39.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	270	317		216	329		287	1601		487	1858	
V/C Ratio(X)	0.60	0.91		0.75	0.64		0.58	0.50		0.83	0.65	
Avail Cap(c_a), veh/h	270	392		216	403		357	1601		673	1858	
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)	0.94	0.94	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.5	65.2	0.0	51.0	61.3	0.0	24.6	31.2	0.0	22.5	27.6	0.0
Incr Delay (d2), s/veh	3.5	20.7	0.0	13.4	2.4	0.0	1.9	1.1	0.0	6.4	1.8	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	5.7	13.4	0.0	6.2	8.2	0.0	3.6	11.4	0.0	8.6	17.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	85.9	0.0	64.5	63.7	0.0	26.5	32.3	0.0	28.8	29.4	0.0
LnGrp LOS	D	F		E	E		C	C		C	C	
Approach Vol, veh/h	451		A		373		A		970		A	
Approach Delay, s/veh	74.4				64.0				31.3		29.3	
Approach LOS	E				E				C		C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.3	78.1	20.0	33.6	16.8	89.6	19.0	34.6				
Change Period (Y+Rc), s	6.3	* 6	6.4	6.5	6.5	* 6	* 6.2	6.5				
Max Green Setting (Gmax), s	39	* 49	13.6	33.5	16.5	* 71	* 13	34.5				
Max Q Clear Time (g_c+20, s)	20.8	27.7	13.9	26.2	10.0	41.4	14.1	18.8				
Green Ext Time (p_c), s	1.2	5.8	0.0	0.9	0.2	10.9	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay 39.6
HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th TWSC
3: Stanton Road & Goode Road

No Build 2031
PM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	7	11	204	279	13
Future Vol, veh/h	18	7	11	204	279	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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	8	12	229	313	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	574	321	328	0	-	0
Stage 1	321	-	-	-	-	-
Stage 2	253	-	-	-	-	-
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	480	720	1232	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	475	720	1232	-	-	-
Mov Cap-2 Maneuver	475	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	789	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1232	-	525	-	-
HCM Lane V/C Ratio	0.01	-	0.054	-	-
HCM Control Delay (s)	8	0	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 6th AWSC
4: Ebenezer Road & Goode Road

No Build 2031
PM Peak Hour

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	3	9	0	6	6	8	45	2	4	140	8
Future Vol, veh/h	10	3	9	0	6	6	8	45	2	4	140	8
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	1.00	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	4	11	0	8	8	8	56	3	5	175	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.3	7.6	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	45%	0%	3%
Vol Thru, %	82%	14%	50%	92%
Vol Right, %	4%	41%	50%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	22	12	152
LT Vol	8	10	0	4
Through Vol	45	3	6	140
RT Vol	2	9	6	8
Lane Flow Rate	67	28	15	190
Geometry Grp	1	1	1	1
Degree of Util (X)	0.077	0.033	0.018	0.213
Departure Headway (Hd)	4.157	4.352	4.221	4.03
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	854	827	853	887
Service Time	2.223	2.353	2.222	2.073
HCM Lane V/C Ratio	0.078	0.034	0.018	0.214
HCM Control Delay	7.6	7.5	7.3	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.8

HCM 6th Signalized Intersection Summary

5: Ebenezer Road & SR 138

No Build 2031
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	601	83	268	694	24	70	182	176	55	331	50
Future Volume (veh/h)	51	601	83	268	694	24	70	182	176	55	331	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	620	0	276	715	0	72	188	181	57	341	52
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	795		348	923		174	623	528	310	398	61
Arrive On Green	0.03	0.42	0.00	0.10	0.49	0.00	0.04	0.33	0.33	0.25	0.25	0.25
Sat Flow, veh/h	1781	1870	1585	1781	1870	0	1781	1870	1585	1013	1585	242
Grp Volume(v), veh/h	53	620	0	276	715	0	72	188	181	57	0	393
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	0	1781	1870	1585	1013	0	1827
Q Serve(g_s), s	2.2	37.1	0.0	10.9	40.8	0.0	3.8	9.7	11.2	5.8	0.0	26.7
Cycle Q Clear(g_c), s	2.2	37.1	0.0	10.9	40.8	0.0	3.8	9.7	11.2	5.8	0.0	26.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	246	795		348	923		174	623	528	310	0	459
V/C Ratio(X)	0.22	0.78		0.79	0.77		0.41	0.30	0.34	0.18	0.00	0.86
Avail Cap(c_a), veh/h	258	795		384	923		179	623	528	310	0	459
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.9	32.2	0.0	25.1	27.0	0.0	35.9	32.1	32.6	38.6	0.0	46.5
Incr Delay (d2), s/veh	0.4	7.5	0.0	10.0	6.3	0.0	1.6	1.2	1.8	1.3	0.0	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	18.2	0.0	5.4	19.5	0.0	1.7	4.6	4.6	1.6	0.0	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	39.6	0.0	35.1	33.3	0.0	37.4	33.4	34.4	39.9	0.0	64.7
LnGrp LOS	C	D		D	C		D	C	C	D	A	E
Approach Vol, veh/h	673		A	991		A	441		450			
Approach Delay, s/veh	38.4			33.8			34.5		61.6			
Approach LOS	D			C			C		E			
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	70.5			49.0	19.4	61.6	10.7	38.3				
Change Period (Y+Rc), s	6.2	6.4		* 5.7	* 6.2	6.4	* 5.3	* 5.7				
Max Green Setting (Gmax), s	63.3			* 43	* 16	52.6	* 5.7	* 32				
Max Q Clear Time (g_c+14.2), s	42.8			13.2	12.9	39.1	5.8	28.7				
Green Ext Time (p_c), s	0.0	5.1		1.7	0.2	3.5	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay 40.0

HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

6: McDonough Highway/SR 20 & Miller Chapel Road/Jimson Way

No Build 2031
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (veh/h)	100	7	452	2	3	22	232	987	4	68	1626	63
Future Volume (veh/h)	100	7	452	2	3	22	232	987	4	68	1626	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	7	0	2	3	23	239	1018	4	70	1676	65
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	8		27	23	120	275	2729	1217	471	2660	1186
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.09	0.05	0.77	0.77	0.03	0.75	0.75
Sat Flow, veh/h	1382	94	1585	38	257	1359	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	110	0	0	28	0	0	239	1018	4	70	1676	65
Grp Sat Flow(s), veh/h/ln	1476	0	1585	1655	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.0	0.0	5.1	14.9	0.1	1.5	35.9	1.7
Cycle Q Clear(g_c), s	11.6	0.0	0.0	2.6	0.0	0.0	5.1	14.9	0.1	1.5	35.9	1.7
Prop In Lane	0.94		1.00	0.07		0.82	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	0		170	0	0	275	2729	1217	471	2660	1186
V/C Ratio(X)	0.63	0.00		0.16	0.00	0.00	0.87	0.37	0.00	0.15	0.63	0.05
Avail Cap(c_a), veh/h	402	0		428	0	0	405	2729	1217	480	2660	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.5	0.0	0.0	67.6	0.0	0.0	23.2	6.0	4.3	4.6	9.6	5.3
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.4	0.0	0.0	12.8	0.4	0.0	0.1	1.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.6	0.0	0.0	1.1	0.0	0.0	8.2	5.5	0.0	0.5	13.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.3	0.0	0.0	68.1	0.0	0.0	36.0	6.4	4.3	4.7	10.7	5.4
LnGrp LOS	E	A		E	A	A	D	A	A	A	B	A
Approach Vol, veh/h	110		A		28		1261		1811			
Approach Delay, s/veh	75.3				68.1		12.0		10.3			
Approach LOS	E				E		B		B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	128.7			21.1	13.3	125.6		21.1				
Change Period (Y+Rc), s	5.4	5.8		7.0	* 5.7	5.8		7.0				
Max Green Setting (Gmax), s	5.6	96.2		40.0	* 19	82.2		40.0				
Max Q Clear Time (g_c+I), s	13.5	16.9		13.6	7.1	37.9		4.6				
Green Ext Time (p_c), s	0.0	9.9		0.6	0.5	21.3		0.1				

Intersection Summary

HCM 6th Ctrl Delay 13.7

HCM 6th LOS B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

7: Miller Chapel Road/Parker Road & SR 138

No Build 2031
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	545	160	86	510	147	129	291	52	89	462	106
Future Volume (veh/h)	208	545	160	86	510	147	129	291	52	89	462	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	586	0	92	548	0	139	313	56	96	497	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	271	1464		100	1374		191	485	87	259	538	
Arrive On Green	0.08	0.41	0.00	0.06	0.39	0.00	0.07	0.31	0.31	0.04	0.29	0.00
Sat Flow, veh/h	3456	3647	0	1781	3647	0	1781	1544	276	1781	1870	1585
Grp Volume(v), veh/h	224	586	0	92	548	0	139	0	369	96	497	0
Grp Sat Flow(s),veh/h/ln	1728	1777	0	1781	1777	0	1781	0	1821	1781	1870	1585
Q Serve(g_s), s	10.2	18.6	0.0	8.2	17.9	0.0	8.7	0.0	27.9	6.1	41.2	0.0
Cycle Q Clear(g_c), s	10.2	18.6	0.0	8.2	17.9	0.0	8.7	0.0	27.9	6.1	41.2	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	271	1464		100	1374		191	0	572	259	538	
V/C Ratio(X)	0.83	0.40		0.92	0.40		0.73	0.00	0.65	0.37	0.92	
Avail Cap(c_a), veh/h	378	1464		100	1374		200	0	717	259	678	
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	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	72.6	33.1	0.0	75.1	35.6	0.0	42.3	0.0	47.2	40.1	55.3	0.0
Incr Delay (d2), s/veh	10.1	0.8	0.0	64.1	0.9	0.0	11.9	0.0	1.4	0.9	16.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	8.3	0.0	5.6	8.1	0.0	4.5	0.0	13.0	2.8	21.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.7	33.9	0.0	139.2	36.4	0.0	54.1	0.0	48.6	41.0	71.3	0.0
LnGrp LOS	F	C		F	D		D	A	D	D	E	
Approach Vol, veh/h	810		A	640		A	508				593	A
Approach Delay, s/veh	47.4			51.2			50.1				66.4	
Approach LOS	D			D			D				E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	73.7	13.0	57.3	20.1	69.7	17.2	53.0				
Change Period (Y+Rc), s	7.0	7.8	6.5	7.0	7.5	7.8	6.5	7.0				
Max Green Setting (Gmax), s	9.0	53.2	6.5	63.0	17.5	44.2	11.5	58.0				
Max Q Clear Time (g_c+110), s	10.2	20.6	8.1	29.9	12.2	19.9	10.7	43.2				
Green Ext Time (p_c), s	0.0	4.4	0.0	2.5	0.3	3.9	0.0	2.8				

Intersection Summary

HCM 6th Ctrl Delay 53.3

HCM 6th LOS D

Notes

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

HCM 6th Signalized Intersection Summary

8: McDonough Highway/SR 20 & SR 138/Lakefield Drive

No Build 2031
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	565	34	139	36	17	55	133	1236	10	72	1825	565
Future Volume (veh/h)	565	34	139	36	17	55	133	1236	10	72	1825	565
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	582	35	143	37	18	57	137	1274	10	74	1881	582
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	640	533	451	115	23	73	168	2850	885	276	2762	858
Arrive On Green	0.19	0.28	0.28	0.06	0.06	0.06	0.05	0.56	0.56	0.03	0.54	0.54
Sat Flow, veh/h	3456	1870	1585	1206	395	1250	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	582	35	143	37	0	75	137	1274	10	74	1881	582
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1206	0	1645	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	26.4	2.2	11.3	4.8	0.0	7.2	5.5	23.5	0.4	3.0	42.8	42.6
Cycle Q Clear(g_c), s	26.4	2.2	11.3	4.8	0.0	7.2	5.5	23.5	0.4	3.0	42.8	42.6
Prop In Lane	1.00		1.00	1.00		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	640	533	451	115	0	96	168	2850	885	276	2762	858
V/C Ratio(X)	0.91	0.07	0.32	0.32	0.00	0.78	0.82	0.45	0.01	0.27	0.68	0.68
Avail Cap(c_a), veh/h	743	631	535	143	0	134	264	2850	885	294	2762	858
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.9	41.7	45.0	73.2	0.0	74.3	32.1	20.8	15.7	17.0	26.7	26.6
Incr Delay (d2), s/veh	13.9	0.1	0.4	1.6	0.0	17.7	10.5	0.5	0.0	0.5	1.4	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	1.0	4.6	1.5	0.0	3.5	3.4	9.6	0.2	1.3	17.8	17.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.8	41.8	45.4	74.8	0.0	92.1	42.6	21.3	15.7	17.5	28.1	30.9
LnGrp LOS	E	D	D	E	A	F	D	C	B	B	C	C
Approach Vol, veh/h	760			112			1421			2537		
Approach Delay, s/veh	70.0			86.3			23.3			28.4		
Approach LOS	E			F			C			C		
Timer - Assigned Phs	1	2	4		5	6	7	8				
Phs Duration (G+Y+Rc), s	1.6	95.8	52.6		14.4	93.1	36.2	16.3				
Change Period (Y+Rc), s	6.8	* 6.5	7.0		* 6.7	* 6.5	6.6	7.0				
Max Green Setting (Gmax), s	6.5	* 79	54.0		* 16	* 70	34.4	13.0				
Max Q Clear Time (g_c+I), s	15.0	25.5	13.3		7.5	44.8	28.4	9.2				
Green Ext Time (p_c), s	0.0	13.3	0.7		0.2	18.6	1.2	0.1				

Intersection Summary

HCM 6th Ctrl Delay 34.8

HCM 6th LOS C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th AWSC
9: Ebenezer Road & Honey Creek Road

No Build 2031
PM Peak Hour

Intersection

Intersection Delay, s/veh 9.2

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	161	39	8	123	14	21	39	9	27	119	11
Future Vol, veh/h	3	161	39	8	123	14	21	39	9	27	119	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	169	41	8	129	15	22	41	9	28	125	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	9	8.6	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	1%	6%	17%
Vol Thru, %	57%	79%	85%	76%
Vol Right, %	13%	19%	10%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	203	145	157
LT Vol	21	3	8	27
Through Vol	39	161	123	119
RT Vol	9	39	14	11
Lane Flow Rate	73	214	153	165
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.273	0.201	0.224
Departure Headway (Hd)	4.991	4.596	4.73	4.875
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	713	778	756	734
Service Time	3.053	2.643	2.78	2.928
HCM Lane V/C Ratio	0.102	0.275	0.202	0.225
HCM Control Delay	8.6	9.4	9	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1.1	0.7	0.9

HCM 6th TWSC
10: Honey Creek Court & Honey Creek Road

No Build 2031
PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	294	4	6	363	4	6
Future Vol, veh/h	294	4	6	363	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	350	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	316	4	6	390	4	6

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	320	0	718
Stage 1	-	-	-	-	316
Stage 2	-	-	-	-	402
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1240	-	396
Stage 1	-	-	-	-	739
Stage 2	-	-	-	-	676
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1240	-	394
Mov Cap-2 Maneuver	-	-	-	-	394
Stage 1	-	-	-	-	739
Stage 2	-	-	-	-	672

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	542	-	-	1240	-
HCM Lane V/C Ratio	0.02	-	-	0.005	-
HCM Control Delay (s)	11.8	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
11: Troupe Smith Road & Honey Creek Road

No Build 2031
PM Peak Hour

Intersection

Int Delay, s/veh 4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	17	192	144	1	101
Future Vol, veh/h	180	17	192	144	1	101
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	18	204	153	1	107

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	209
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1362
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1362
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.6	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	827	-	-	1362	-
HCM Lane V/C Ratio	0.131	-	-	0.15	-
HCM Control Delay (s)	10	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.5	-

Synchro Reports

No-Build Conditions Year 2031 AM
WITH IMPROVEMENTS

HCM 6th Signalized Intersection Summary 2: McDonough Highway/SR 20 & Honey Creek Road

No Build 2031 IMP
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	196	87	104	230	302	124	1085	138	164	527	72
Future Volume (veh/h)	183	196	87	104	230	302	124	1085	138	164	527	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	197	211	0	112	247	0	133	1167	0	176	567	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	315		212	280		179	1948		223	1989	
Arrive On Green	0.07	0.17	0.00	0.05	0.15	0.00	0.05	0.55	0.00	0.06	0.56	0.00
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	197	211	0	112	247	0	133	1167	0	176	567	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	8.4	15.9	0.0	7.6	19.4	0.0	5.7	33.1	0.0	7.5	12.5	0.0
Cycle Q Clear(g_c), s	8.4	15.9	0.0	7.6	19.4	0.0	5.7	33.1	0.0	7.5	12.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	315		212	280		179	1948		223	1989	
V/C Ratio(X)	0.80	0.67		0.53	0.88		0.74	0.60		0.79	0.29	
Avail Cap(c_a), veh/h	332	500		212	418		251	1948		302	1989	
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)	0.96	0.96	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	68.6	58.4	0.0	52.4	62.5	0.0	70.1	22.8	0.0	69.1	17.3	0.0
Incr Delay (d2), s/veh	9.4	2.4	0.0	2.5	13.7	0.0	7.2	1.4	0.0	9.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	7.8	0.0	3.8	10.3	0.0	2.7	14.2	0.0	3.6	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.1	60.8	0.0	54.9	76.2	0.0	77.3	24.2	0.0	78.6	17.7	0.0
LnGrp LOS	E	E		D	E		E	C		E	B	
Approach Vol, veh/h	408			A			1300			A		
Approach Delay, s/veh	69.1			69.6			29.6			32.1		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	88.2	14.0	31.8	14.3	89.9	16.8	29.0				
Change Period (Y+Rc), s	* 6.3	* 6	6.4	6.5	6.5	* 6	* 6.2	6.5				
Max Green Setting (Gmax), s	* 13	* 64	7.6	40.1	10.9	* 66	* 14	33.5				
Max Q Clear Time (g_c+I1), s	9.5	35.1	9.6	17.9	7.7	14.5	10.4	21.4				
Green Ext Time (p_c), s	0.2	10.3	0.0	1.1	0.1	4.5	0.2	1.0				

Intersection Summary

HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

No Build 2031 IMP
AM Peak Hour

Intersection Summary	
HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D
Notes	

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

Synchro Reports

No-Build Conditions Year 2031 PM
WITH IMPROVEMENTS

HCM 6th Signalized Intersection Summary

2: McDonough Highway/SR 20 & Honey Creek Road

No Build 2031 IMP
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 						 	 		 		
Traffic Volume (veh/h)	155	274	161	154	200	210	159	763	127	385	1149	246
Future Volume (veh/h)	155	274	161	154	200	210	159	763	127	385	1149	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	288	0	162	211	0	167	803	0	405	1209	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	319		222	372		211	1606		459	1856	
Arrive On Green	0.06	0.17	0.00	0.09	0.20	0.00	0.06	0.45	0.00	0.13	0.52	0.00
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	163	288	0	162	211	0	167	803	0	405	1209	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	7.4	24.1	0.0	11.9	16.3	0.0	7.6	25.6	0.0	18.4	39.4	0.0
Cycle Q Clear(g_c), s	7.4	24.1	0.0	11.9	16.3	0.0	7.6	25.6	0.0	18.4	39.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	319		222	372		211	1606		459	1856	
V/C Ratio(X)	0.79	0.90		0.73	0.57		0.79	0.50		0.88	0.65	
Avail Cap(c_a), veh/h	281	427		240	459		287	1606		581	1856	
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)	0.94	0.94	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	74.2	65.0	0.0	50.5	57.8	0.0	74.1	31.0	0.0	68.1	27.7	0.0
Incr Delay (d2), s/veh	9.4	17.2	0.0	10.0	1.4	0.0	10.0	1.1	0.0	12.5	1.8	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	13.1	0.0	6.0	7.9	0.0	3.7	11.4	0.0	9.0	17.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.6	82.2	0.0	60.5	59.2	0.0	84.1	32.2	0.0	80.6	29.5	0.0
LnGrp LOS	F	F		E	E		F	C		F	C	
Approach Vol, veh/h	451		A	373		A	970		A	1614		A
Approach Delay, s/veh	82.7			59.8			41.1			42.3		
Approach LOS	F			E			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.6	78.3	20.3	33.8	16.3	89.6	15.8	38.3				
Change Period (Y+Rc), s	* 6.3	* 6	6.4	6.5	6.5	* 6	* 6.2	6.5				
Max Green Setting (Gmax), s	* 27	* 56	15.6	36.5	13.3	* 69	* 13	39.3				
Max Q Clear Time (g_c+I1), s	20.4	27.6	13.9	26.1	9.6	41.4	9.4	18.3				
Green Ext Time (p_c), s	0.8	6.3	0.1	1.2	0.2	10.7	0.2	1.1				

Intersection Summary

HCM 6th Ctrl Delay 49.2
HCM 6th LOS D

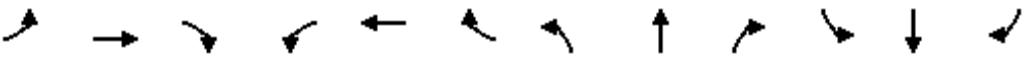
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary 5: Ebenezer Road & SR 138

No Build 2031 IMP
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	601	83	268	694	24	70	182	176	55	331	50
Future Volume (veh/h)	51	601	83	268	694	24	70	182	176	55	331	50
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			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	620	0	276	715	0	72	188	181	57	341	52
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	748		326	884		200	662	561	332	432	66
Arrive On Green	0.03	0.40	0.00	0.11	0.47	0.00	0.04	0.35	0.35	0.27	0.27	0.27
Sat Flow, veh/h	1781	1870	1585	1781	1870	0	1781	1870	1585	1013	1585	242
Grp Volume(v), veh/h	53	620	0	276	715	0	72	188	181	57	0	393
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	0	1781	1870	1585	1013	0	1827
Q Serve(g_s), s	2.3	38.7	0.0	11.4	42.4	0.0	3.7	9.4	10.8	5.6	0.0	25.9
Cycle Q Clear(g_c), s	2.3	38.7	0.0	11.4	42.4	0.0	3.7	9.4	10.8	5.6	0.0	25.9
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	221	748		326	884		200	662	561	332	0	498
V/C Ratio(X)	0.24	0.83		0.85	0.81		0.36	0.28	0.32	0.17	0.00	0.79
Avail Cap(c_a), veh/h	233	748		371	884		220	662	561	332	0	498
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.1	35.0	0.0	26.9	29.3	0.0	33.8	30.2	30.6	36.4	0.0	43.8
Incr Delay (d2), s/veh	0.6	10.3	0.0	15.1	7.9	0.0	1.1	1.1	1.5	1.1	0.0	12.0
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	1.0	19.6	0.0	6.1	20.6	0.0	1.7	4.5	4.4	1.5	0.0	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	45.3	0.0	42.0	37.2	0.0	34.9	31.2	32.2	37.6	0.0	55.8
LnGrp LOS	C	D		D	D		C	C	C	D	A	E
Approach Vol, veh/h	673		A	991		A	441		450			
Approach Delay, s/veh	43.8			38.5			32.2		53.5			
Approach LOS	D			D			C		D			
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	67.8		51.7	19.9	58.4	10.6	41.1				
Change Period (Y+Rc), s	* 6.2	6.4		* 5.7	* 6.2	6.4	* 5.3	* 5.7				
Max Green Setting (Gmax), s	* 5.1	60.6		* 46	* 17	48.7	* 6.7	* 34				
Max Q Clear Time (g_c+I1), s	4.3	44.4		12.8	13.4	40.7	5.7	27.9				
Green Ext Time (p_c), s	0.0	4.6		1.8	0.3	2.6	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary 7: Miller Chapel Road/Parker Road & SR 138

No Build 2031 IMP
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	545	160	86	510	147	129	291	52	89	462	106
Future Volume (veh/h)	208	545	160	86	510	147	129	291	52	89	462	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	586	0	92	548	0	139	313	56	96	497	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	1834		113	1766		211	564	100	239	589	
Arrive On Green	0.08	0.52	0.00	0.06	0.50	0.00	0.08	0.19	0.19	0.06	0.17	0.00
Sat Flow, veh/h	3456	3647	0	1781	3647	0	1781	3018	534	1781	3554	1585
Grp Volume(v), veh/h	224	586	0	92	548	0	139	183	186	96	497	0
Grp Sat Flow(s),veh/h/ln	1728	1777	0	1781	1777	0	1781	1777	1774	1781	1777	1585
Q Serve(g_s), s	10.2	15.3	0.0	8.2	14.7	0.0	10.2	14.9	15.3	7.1	21.7	0.0
Cycle Q Clear(g_c), s	10.2	15.3	0.0	8.2	14.7	0.0	10.2	14.9	15.3	7.1	21.7	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	274	1834		113	1766		211	332	332	239	589	
V/C Ratio(X)	0.82	0.32		0.82	0.31		0.66	0.55	0.56	0.40	0.84	
Avail Cap(c_a), veh/h	464	1834		212	1766		345	500	499	333	844	
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	72.5	22.4	0.0	74.0	23.9	0.0	51.4	58.9	59.1	51.6	64.7	0.0
Incr Delay (d2), s/veh	5.9	0.5	0.0	13.3	0.5	0.0	3.5	1.4	1.5	1.1	5.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	6.7	0.0	4.2	6.4	0.0	4.8	6.9	7.1	3.3	10.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.4	22.9	0.0	87.4	24.4	0.0	54.8	60.4	60.6	52.7	70.2	0.0
LnGrp LOS	E	C		F	C		D	E	E	D	E	
Approach Vol, veh/h		810	A		640	A		508			593	A
Approach Delay, s/veh		38.2			33.5			58.9			67.3	
Approach LOS		D			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.1	90.4	15.6	36.9	20.2	87.3	19.0	33.5				
Change Period (Y+Rc), s	7.0	7.8	6.5	7.0	7.5	7.8	6.5	7.0				
Max Green Setting (Gmax), s	19.0	50.2	17.5	45.0	21.5	47.2	24.5	38.0				
Max Q Clear Time (g_c+I1), s	10.2	17.3	9.1	17.3	12.2	16.7	12.2	23.7				
Green Ext Time (p_c), s	0.1	4.4	0.1	2.3	0.5	4.1	0.3	2.8				

Intersection Summary

HCM 6th Ctrl Delay 47.9
HCM 6th LOS D

Notes

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

Synchro Reports

Build Conditions Year 2031 AM

HCM 6th Signalized Intersection Summary

1: Honey Creek Road & Stanton Road

Build 2031
AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	514	302	171	146	10
Future Volume (veh/h)	2	514	302	171	146	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	530	311	0	151	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	564	1029	1029		584	
Arrive On Green	0.55	0.55	0.55	0.00	0.33	0.00
Sat Flow, veh/h	1068	1870	1870	1585	1770	0
Grp Volume(v), veh/h	2	530	311	0	152	0
Grp Sat Flow(s),veh/h/ln	1068	1870	1870	1585	1782	0
Q Serve(g_s), s	0.1	17.8	9.0	0.0	6.2	0.0
Cycle Q Clear(g_c), s	9.1	17.8	9.0	0.0	6.2	0.0
Prop In Lane	1.00			1.00	0.99	0.00
Lane Grp Cap(c), veh/h	564	1029	1029		588	
V/C Ratio(X)	0.00	0.52	0.30		0.26	
Avail Cap(c_a), veh/h	564	1029	1029		588	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	14.6	14.1	12.1	0.0	24.5	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.2	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.6	3.6	0.0	2.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	16.0	12.3	0.0	25.6	0.0
LnGrp LOS	B	B	B		C	
Approach Vol, veh/h		532	311	A	152	A
Approach Delay, s/veh		16.0	12.3		25.6	
Approach LOS		B	B		C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		61.0		39.0		61.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		55.0		33.0		55.0
Max Q Clear Time (g_c+I1), s		11.0		8.2		19.8
Green Ext Time (p_c), s		2.0		0.4		3.9

Intersection Summary

HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary

2: McDonough Highway/SR 20 & Honey Creek Road

Build 2031
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	363	196	107	104	230	302	131	1085	138	164	527	132
Future Volume (veh/h)	363	196	107	104	230	302	131	1085	138	164	527	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	390	211	0	112	247	0	141	1167	0	176	567	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	326		247	280		520	1892		300	1919	
Arrive On Green	0.09	0.17	0.00	0.07	0.15	0.00	0.05	0.53	0.00	0.06	0.54	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	390	211	0	112	247	0	141	1167	0	176	567	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	13.8	15.7	0.0	7.9	19.4	0.0	5.4	34.3	0.0	6.7	13.1	0.0
Cycle Q Clear(g_c), s	13.8	15.7	0.0	7.9	19.4	0.0	5.4	34.3	0.0	6.7	13.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	326		247	280		520	1892		300	1919	
V/C Ratio(X)	1.66	0.65		0.45	0.88		0.27	0.62		0.59	0.30	
Avail Cap(c_a), veh/h	235	418		291	418		591	1892		357	1919	
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)	0.89	0.89	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.4	57.6	0.0	49.8	62.5	0.0	14.8	24.4	0.0	20.1	18.9	0.0
Incr Delay (d2), s/veh	313.4	2.0	0.0	1.3	13.7	0.0	0.3	1.5	0.0	1.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.7	7.7	0.0	3.6	10.3	0.0	2.3	14.8	0.0	2.9	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	367.8	59.6	0.0	51.1	76.2	0.0	15.0	26.0	0.0	21.9	19.3	0.0
LnGrp LOS	F	E		D	E		B	C		C	B	
Approach Vol, veh/h	601		A		359		A		1308		A	
Approach Delay, s/veh	259.6				68.4				24.8		19.9	
Approach LOS	F		E		E		C				B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), \$5.2	85.8	16.3	32.7	14.0	87.0	20.0	29.0					
Change Period (Y+Rc), s* 6.3	* 6	6.4	6.5	6.5	* 6	* 6.2	6.5					
Max Green Setting (Gmax),s* 14	* 64	13.6	33.5	13.5	* 64	* 14	33.5					
Max Q Clear Time (g_c+1/3),s	36.3	9.9	17.7	7.4	15.1	15.8	21.4					
Green Ext Time (p_c), s	0.2	10.2	0.1	1.0	0.2	4.4	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay 75.6
HCM 6th LOS E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th TWSC
3: Stanton Road & Goode Road

Build 2031
AM Peak Hour

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	23	15	240	144	19
Future Vol, veh/h	60	23	15	240	144	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	24	16	250	150	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	442	160	170	0	-	0
Stage 1	160	-	-	-	-	-
Stage 2	282	-	-	-	-	-
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	573	885	1407	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	566	885	1407	-	-	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.6	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1407	-	629	-	-	
HCM Lane V/C Ratio	0.011	-	0.137	-	-	
HCM Control Delay (s)	7.6	0	11.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.5	-	-	

HCM 6th AWSC
4: Ebenezer Road & Goode Road

Build 2031
AM Peak Hour

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	6	11	1	11	36	11	80	0	13	17	6
Future Vol, veh/h	6	6	11	1	11	36	11	80	0	13	17	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	7	12	1	12	40	12	89	0	14	19	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.1	7.7	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	26%	2%	36%
Vol Thru, %	88%	26%	23%	47%
Vol Right, %	0%	48%	75%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	23	48	36
LT Vol	11	6	1	13
Through Vol	80	6	11	17
RT Vol	0	11	36	6
Lane Flow Rate	101	26	53	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.116	0.028	0.056	0.046
Departure Headway (Hd)	4.126	3.985	3.752	4.12
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	867	887	942	864
Service Time	2.162	2.063	1.826	2.171
HCM Lane V/C Ratio	0.116	0.029	0.056	0.046
HCM Control Delay	7.7	7.2	7.1	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.2	0.1

HCM 6th Signalized Intersection Summary

5: Ebenezer Road & SR 138

Build 2031
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	536	69	122	413	42	89	265	217	27	149	35
Future Volume (veh/h)	64	536	69	122	413	42	89	265	217	27	149	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	570	0	130	439	0	95	282	231	29	159	37
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	790		300	832		385	709	601	294	421	98
Arrive On Green	0.04	0.42	0.00	0.06	0.44	0.00	0.05	0.38	0.38	0.29	0.29	0.29
Sat Flow, veh/h	1781	1870	1585	1781	1870	0	1781	1870	1585	887	1467	341
Grp Volume(v), veh/h	68	570	0	130	439	0	95	282	231	29	0	196
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	0	1781	1870	1585	887	0	1809
Q Serve(g_s), s	2.8	32.9	0.0	5.3	22.1	0.0	4.7	14.3	13.8	3.2	0.0	11.3
Cycle Q Clear(g_c), s	2.8	32.9	0.0	5.3	22.1	0.0	4.7	14.3	13.8	5.6	0.0	11.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	379	790		300	832		385	709	601	294	0	519
V/C Ratio(X)	0.18	0.72		0.43	0.53		0.25	0.40	0.38	0.10	0.00	0.38
Avail Cap(c_a), veh/h	574	790		455	832		563	709	601	294	0	519
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	31.2	0.0	23.9	26.2	0.0	29.4	29.5	29.3	35.9	0.0	37.0
Incr Delay (d2), s/veh	0.2	5.6	0.0	1.0	2.4	0.0	0.3	1.7	1.9	0.7	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	1.2	16.0	0.0	2.3	10.4	0.0	2.1	6.8	5.6	0.8	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	36.8	0.0	24.9	28.6	0.0	29.7	31.2	31.2	36.6	0.0	39.1
LnGrp LOS	C	D		C	C		C	C	C	D	A	D
Approach Vol, veh/h	638		A	569		A	608		225			
Approach Delay, s/veh	35.2			27.7			30.9		38.8			
Approach LOS	D			C			C		D			
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.8	64.2		55.0	13.7	61.3	12.0	43.0				
Change Period (Y+Rc), s	6.2	6.4		* 5.7	* 6.2	6.4	* 5.3	* 5.7				
Max Green Setting (Gmax), s	19	43.6		* 49	* 19	43.6	* 20	* 24				
Max Q Clear Time (g_c+14, s)	14.8	24.1		16.3	7.3	34.9	6.7	13.3				
Green Ext Time (p_c), s	0.1	2.7		2.6	0.2	2.5	0.2	0.9				

Intersection Summary

HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

6: McDonough Highway/SR 20 & Miller Chapel Road/Jimson Way

Build 2031
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↕	↔	↔	↕	↔
Traffic Volume (veh/h)	38	1	163	6	2	27	382	1590	1	34	783	12
Future Volume (veh/h)	38	1	163	6	2	27	382	1590	1	34	783	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	1	0	6	2	28	398	1656	1	35	816	12
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	1		33	7	46	633	2936	1310	292	2803	1250
Arrive On Green	0.04	0.04	0.00	0.04	0.04	0.04	0.06	0.83	0.83	0.02	0.79	0.79
Sat Flow, veh/h	1578	39	1585	190	185	1311	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	41	0	0	36	0	0	398	1656	1	35	816	12
Grp Sat Flow(s),veh/h/ln	1618	0	1585	1686	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	6.4	24.3	0.0	0.6	10.1	0.3
Cycle Q Clear(g_c), s	3.7	0.0	0.0	3.3	0.0	0.0	6.4	24.3	0.0	0.6	10.1	0.3
Prop In Lane	0.98		1.00	0.17		0.78	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	102	0		86	0	0	633	2936	1310	292	2803	1250
V/C Ratio(X)	0.40	0.00		0.42	0.00	0.00	0.63	0.56	0.00	0.12	0.29	0.01
Avail Cap(c_a), veh/h	235	0		236	0	0	996	2936	1310	333	2803	1250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.2	0.0	0.0	76.1	0.0	0.0	3.1	4.5	2.4	4.0	4.6	3.6
Incr Delay (d2), s/veh	2.6	0.0	0.0	3.2	0.0	0.0	1.0	0.8	0.0	0.2	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	1.8	0.0	0.0	1.5	0.0	0.0	1.8	7.8	0.0	0.2	3.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.8	0.0	0.0	79.3	0.0	0.0	4.2	5.3	2.4	4.2	4.9	3.6
LnGrp LOS	E	A		E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		41	A		36			2055			863	
Approach Delay, s/veh		78.8			79.3			5.1			4.9	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	138.0			12.6	15.4	132.0		12.6				
Change Period (Y+Rc), s	5.4	5.8		7.0	* 5.7	5.8		7.0				
Max Green Setting (Gmax), s	7.6	113.2		21.0	* 42	78.2		21.0				
Max Q Clear Time (g_c+12.5), s	26.3			5.7	8.4	12.1		5.3				
Green Ext Time (p_c), s	0.0	24.9		0.1	1.3	7.2		0.1				

Intersection Summary

HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

7: Miller Chapel Road/Parker Road & SR 138

Build 2031
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	201	553	73	26	424	117	55	332	55	30	172	29		
Future Volume (veh/h)	201	553	73	26	424	117	55	332	55	30	172	29		
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	221	608	0	29	466	0	60	365	60	33	189	0		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91		
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2		
Cap, veh/h	276	1748		43	1537		308	401	66	126	461			
Arrive On Green	0.08	0.49	0.00	0.02	0.43	0.00	0.04	0.26	0.26	0.03	0.25	0.00		
Sat Flow, veh/h	3456	3647	0	1781	3647	0	1781	1567	258	1781	1870	1585		
Grp Volume(v), veh/h	221	608	0	29	466	0	60	0	425	33	189	0		
Grp Sat Flow(s),veh/h/ln	1728	1777	0	1781	1777	0	1781	0	1824	1781	1870	1585		
Q Serve(g_s), s	8.8	14.7	0.0	2.3	12.0	0.0	3.5	0.0	31.6	1.9	11.9	0.0		
Cycle Q Clear(g_c), s	8.8	14.7	0.0	2.3	12.0	0.0	3.5	0.0	31.6	1.9	11.9	0.0		
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.14	1.00		1.00		
Lane Grp Cap(c), veh/h	276	1748		43	1537		308	0	467	126	461			
V/C Ratio(X)	0.80	0.35		0.67	0.30		0.19	0.00	0.91	0.26	0.41			
Avail Cap(c_a), veh/h	432	1748		102	1537		327	0	612	163	628			
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	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	63.3	21.8	0.0	67.8	26.0	0.0	37.9	0.0	50.5	41.2	44.2	0.0		
Incr Delay (d2), s/veh	5.7	0.5	0.0	16.8	0.5	0.0	0.3	0.0	14.8	1.1	0.6	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	4.1	6.3	0.0	1.2	5.3	0.0	1.6	0.0	16.3	0.9	5.6	0.0		
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh	69.1	22.4	0.0	84.5	26.5	0.0	38.2	0.0	65.3	42.3	44.8	0.0		
LnGrp LOS	E	C		F	C		D	A	E	D	D			
Approach Vol, veh/h	829		A		495		A		485		222		A	
Approach Delay, s/veh	34.8				29.9				62.0		44.4			
Approach LOS	C				C				E		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8						
Phs Duration (G+Y+Rc), s	40.4	76.6	10.1	42.9	18.7	68.3	11.5	41.5						
Change Period (Y+Rc), s	7.0	7.8	6.5	7.0	7.5	7.8	6.5	7.0						
Max Green Setting (Gmax), s	80.0	50.2	6.5	47.0	17.5	40.2	6.5	47.0						
Max Q Clear Time (g_c+14), s	14.3	16.7	3.9	33.6	10.8	14.0	5.5	13.9						
Green Ext Time (p_c), s	0.0	4.7	0.0	2.2	0.4	3.3	0.0	1.1						

Intersection Summary

HCM 6th Ctrl Delay 41.1

HCM 6th LOS D

Notes

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

HCM 6th Signalized Intersection Summary

8: McDonough Highway/SR 20 & SR 138/Lakefield Drive

Build 2031
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↑	↰	↰	↱		↰	↑↑↑	↰	↰	↑↑↑	↰
Traffic Volume (veh/h)	519	14	39	6	12	27	154	1481	8	56	914	435
Future Volume (veh/h)	519	14	39	6	12	27	154	1481	8	56	914	435
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	558	15	42	6	13	29	166	1592	9	60	983	468
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	633	504	427	104	20	45	308	2826	877	220	2696	837
Arrive On Green	0.18	0.27	0.27	0.04	0.04	0.04	0.06	0.55	0.55	0.03	0.53	0.53
Sat Flow, veh/h	3456	1870	1585	1346	515	1149	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	558	15	42	6	0	42	166	1592	9	60	983	468
Grp Sat Flow(s), veh/h/ln	1728	1870	1585	1346	0	1664	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	22.0	0.8	2.8	0.6	0.0	3.5	5.9	28.3	0.4	2.1	15.8	27.7
Cycle Q Clear(g_c), s	22.0	0.8	2.8	0.6	0.0	3.5	5.9	28.3	0.4	2.1	15.8	27.7
Prop In Lane	1.00		1.00	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	633	504	427	104	0	65	308	2826	877	220	2696	837
V/C Ratio(X)	0.88	0.03	0.10	0.06	0.00	0.65	0.54	0.56	0.01	0.27	0.36	0.56
Avail Cap(c_a), veh/h	849	721	611	176	0	154	411	2826	877	267	2696	837
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	37.7	38.4	64.9	0.0	66.3	14.8	20.3	14.0	16.7	19.3	22.1
Incr Delay (d2), s/veh	8.5	0.0	0.1	0.2	0.0	10.3	1.5	0.8	0.0	0.7	0.4	2.7
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	0.4	0.4	1.1	0.2	0.0	1.7	2.5	11.4	0.1	0.9	6.4	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.2	37.7	38.5	65.2	0.0	76.6	16.3	21.1	14.1	17.4	19.7	24.8
LnGrp LOS	E	D	D	E	A	E	B	C	B	B	B	C
Approach Vol, veh/h	615			48			1767			1511		
Approach Delay, s/veh	61.8			75.2			20.6			21.2		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.3	84.0		44.7	14.9	80.4	32.2	12.5				
Change Period (Y+Rc), s	6.8	* 6.5		7.0	* 6.7	* 6.5	6.6	7.0				
Max Green Setting (Gmax), s	8.2	* 58		54.0	* 16	* 50	34.4	13.0				
Max Q Clear Time (g_c+14, s)	30.3			4.8	7.9	29.7	24.0	5.5				
Green Ext Time (p_c), s	0.0	14.4		0.2	0.3	9.0	1.6	0.1				

Intersection Summary

HCM 6th Ctrl Delay 27.9
HCM 6th LOS C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th AWSC
9: Ebenezer Road & Honey Creek Road

Build 2031
AM Peak Hour

Intersection

Intersection Delay, s/veh 8.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	98	7	3	192	11	54	61	7	7	21	2
Future Vol, veh/h	1	98	7	3	192	11	54	61	7	7	21	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	107	8	3	209	12	59	66	8	8	23	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	9.2	8.9	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	1%	1%	23%
Vol Thru, %	50%	92%	93%	70%
Vol Right, %	6%	7%	5%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	106	206	30
LT Vol	54	1	3	7
Through Vol	61	98	192	21
RT Vol	7	7	11	2
Lane Flow Rate	133	115	224	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.177	0.146	0.276	0.044
Departure Headway (Hd)	4.803	4.553	4.444	4.888
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	747	787	808	731
Service Time	2.834	2.582	2.469	2.927
HCM Lane V/C Ratio	0.178	0.146	0.277	0.045
HCM Control Delay	8.9	8.4	9.2	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.5	1.1	0.1

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔			↔	
Traffic Vol, veh/h	2	401	0	3	258	29	1	0	3	87	0	7
Future Vol, veh/h	2	401	0	3	258	29	1	0	3	87	0	7
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	-	-	350	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	89	89	89	89	92	89	92	89	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	451	0	3	290	32	1	0	3	95	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	322	0	0	451	0	0	771	783	451	753	751	290
Stage 1	-	-	-	-	-	-	455	455	-	296	296	-
Stage 2	-	-	-	-	-	-	316	328	-	457	455	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1238	-	-	1109	-	-	317	325	608	326	340	749
Stage 1	-	-	-	-	-	-	585	569	-	712	668	-
Stage 2	-	-	-	-	-	-	695	647	-	583	569	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1238	-	-	1109	-	-	313	323	608	323	338	749
Mov Cap-2 Maneuver	-	-	-	-	-	-	313	323	-	323	338	-
Stage 1	-	-	-	-	-	-	584	568	-	711	666	-
Stage 2	-	-	-	-	-	-	686	645	-	579	568	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			12.4			20.3		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	492	1238	-	-	1109	-	-	337
HCM Lane V/C Ratio	0.009	0.002	-	-	0.003	-	-	0.303
HCM Control Delay (s)	12.4	7.9	0	-	8.3	0	-	20.3
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	1.3

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	2	111	0	28	203	13	2	0	117	40	0	7
Future Vol, veh/h	2	111	0	28	203	13	2	0	117	40	0	7
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	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	91	91	91	91	92	91	92	91	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	122	0	31	223	14	2	0	129	43	0	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	237	0	0	122	0	0	422	425	122	476	411	223
Stage 1	-	-	-	-	-	-	126	126	-	285	285	-
Stage 2	-	-	-	-	-	-	296	299	-	191	126	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1330	-	-	1465	-	-	542	521	929	499	531	817
Stage 1	-	-	-	-	-	-	878	792	-	722	676	-
Stage 2	-	-	-	-	-	-	712	666	-	811	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1330	-	-	1465	-	-	526	507	929	422	517	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	526	507	-	422	517	-
Stage 1	-	-	-	-	-	-	876	790	-	721	660	-
Stage 2	-	-	-	-	-	-	688	650	-	697	790	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.9			9.6			13.9		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	917	1330	-	-	1465	-	-	455				
HCM Lane V/C Ratio	0.143	0.002	-	-	0.021	-	-	0.112				
HCM Control Delay (s)	9.6	7.7	0	-	7.5	0	-	13.9				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.4				

HCM 6th TWSC
12: Honey Creek Road & Proposed Driveway #3

Build 2031
AM Peak Hour

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	299	224	31	94	3
Future Vol, veh/h	1	299	224	31	94	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	325	243	34	102	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	277	0	-	0	570	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	327	-
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	1286	-	-	-	483	796
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	731	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1286	-	-	-	483	796
Mov Cap-2 Maneuver	-	-	-	-	483	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	731	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		14.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1286	-	-	-	489	
HCM Lane V/C Ratio	0.001	-	-	-	0.216	
HCM Control Delay (s)	7.8	0	-	-	14.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.8	

HCM 6th TWSC
13: Proposed Driveway #4 & Goode Road

Build 2031
AM Peak Hour

Intersection						
Int Delay, s/veh	5.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	27	9	17	17	27	50
Future Vol, veh/h	27	9	17	17	27	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	10	18	18	29	54
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	39	0	83	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	54	-
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	-	-	1571	-	919	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1571	-	908	1046
Mov Cap-2 Maneuver	-	-	-	-	908	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	957	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.7		9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	993		-	-	1571	-
HCM Lane V/C Ratio	0.084		-	-	0.012	-
HCM Control Delay (s)	9		-	-	7.3	0
HCM Lane LOS	A		-	-	A	A
HCM 95th %tile Q(veh)	0.3		-	-	0	-

HCM 6th TWSC
14: Proposed Driveway #5 & Goode Road

Build 2031
AM Peak Hour

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	19	2	4	38	7	13
Future Vol, veh/h	19	2	4	38	7	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	2	4	41	8	14
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	70	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	49	-
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	-	-	1592	-	934	1056
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	931	1056
Mov Cap-2 Maneuver	-	-	-	-	931	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	970	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		8.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	1009		-	-	1592	-
HCM Lane V/C Ratio	0.022		-	-	0.003	-
HCM Control Delay (s)	8.6		-	-	7.3	0
HCM Lane LOS	A		-	-	A	A
HCM 95th %tile Q(veh)	0.1		-	-	0	-

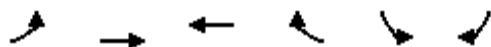
Synchro Reports

Build Conditions Year 2031 PM

HCM 6th Signalized Intersection Summary

1: Honey Creek Road & Stanton Road

Build 2031
PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	454	600	186	229	10
Future Volume (veh/h)	3	454	600	186	229	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	483	638	0	244	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	301	1013	1013		636	
Arrive On Green	0.54	0.54	0.54	0.00	0.36	0.00
Sat Flow, veh/h	790	1870	1870	1585	1774	0
Grp Volume(v), veh/h	3	483	638	0	245	0
Grp Sat Flow(s),veh/h/ln	790	1870	1870	1585	1782	0
Q Serve(g_s), s	0.3	19.1	28.5	0.0	12.3	0.0
Cycle Q Clear(g_c), s	28.8	19.1	28.5	0.0	12.3	0.0
Prop In Lane	1.00			1.00	1.00	0.00
Lane Grp Cap(c), veh/h	301	1013	1013		638	
V/C Ratio(X)	0.01	0.48	0.63		0.38	
Avail Cap(c_a), veh/h	301	1013	1013		638	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	29.1	17.0	19.1	0.0	28.6	0.0
Incr Delay (d2), s/veh	0.1	1.6	1.3	0.0	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.5	12.3	0.0	5.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.2	18.6	20.4	0.0	30.4	0.0
LnGrp LOS	C	B	C		C	
Approach Vol, veh/h		486	638	A	245	A
Approach Delay, s/veh		18.7	20.4		30.4	
Approach LOS		B	C		C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		71.0		49.0		71.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		65.0		43.0		65.0
Max Q Clear Time (g_c+I1), s		30.5		14.3		30.8
Green Ext Time (p_c), s		5.0		0.7		3.4
Intersection Summary						
HCM 6th Ctrl Delay			21.6			
HCM 6th LOS			C			

Notes

User approved volume balancing among the lanes for turning movement.

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

HCM 6th Signalized Intersection Summary

2: McDonough Highway/SR 20 & Honey Creek Road

Build 2031
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	274	174	154	200	210	181	763	127	385	1149	445
Future Volume (veh/h)	272	274	174	154	200	210	181	763	127	385	1149	445
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	288	0	162	211	0	191	803	0	405	1209	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	317		216	329		295	1601		487	1832	
Arrive On Green	0.08	0.17	0.00	0.09	0.18	0.00	0.07	0.45	0.00	0.14	0.52	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	286	288	0	162	211	0	191	803	0	405	1209	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	12.8	24.2	0.0	11.9	16.8	0.0	9.2	25.7	0.0	18.8	40.0	0.0
Cycle Q Clear(g_c), s	12.8	24.2	0.0	11.9	16.8	0.0	9.2	25.7	0.0	18.8	40.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	270	317		216	329		295	1601		487	1832	
V/C Ratio(X)	1.06	0.91		0.75	0.64		0.65	0.50		0.83	0.66	
Avail Cap(c_a), veh/h	270	392		216	403		351	1601		673	1832	
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)	0.89	0.89	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	60.6	65.2	0.0	51.0	61.3	0.0	25.1	31.2	0.0	22.5	28.5	0.0
Incr Delay (d2), s/veh	67.5	19.8	0.0	13.4	2.4	0.0	3.1	1.1	0.0	6.4	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	0.0	13.3	0.0	6.2	8.2	0.0	4.2	11.4	0.0	8.6	17.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.1	85.1	0.0	64.5	63.7	0.0	28.3	32.3	0.0	28.8	30.4	0.0
LnGrp LOS	F	F		E	E		C	C		C	C	
Approach Vol, veh/h	574		A		373		A		994		A	
Approach Delay, s/veh	106.5				64.0				31.5		30.0	
Approach LOS	F				E				C		C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.3	78.1	20.0	33.6	17.9	88.5	19.0	34.6				
Change Period (Y+Rc), s	6.3	* 6	6.4	6.5	6.5	* 6	* 6.2	6.5				
Max Green Setting (Gmax), s	39	* 49	13.6	33.5	16.5	* 71	* 13	34.5				
Max Q Clear Time (g_c+Tb), s	20.8	27.7	13.9	26.2	11.2	42.0	14.8	18.8				
Green Ext Time (p_c), s	1.2	5.8	0.0	0.9	0.2	10.8	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay 46.3

HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th TWSC
3: Stanton Road & Goode Road

Build 2031
PM Peak Hour

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	16	26	221	309	68
Future Vol, veh/h	51	16	26	221	309	68
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	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	18	29	248	347	76
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	691	385	423	0	-	0
Stage 1	385	-	-	-	-	-
Stage 2	306	-	-	-	-	-
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	410	663	1136	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	398	663	1136	-	-	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	667	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.9	0.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1136	-	440	-	-	
HCM Lane V/C Ratio	0.026	-	0.171	-	-	
HCM Control Delay (s)	8.3	0	14.9	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-	

HCM 6th AWSC
4: Ebenezer Road & Goode Road

Build 2031
PM Peak Hour

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	3	9	0	6	28	8	45	2	41	140	8
Future Vol, veh/h	10	3	9	0	6	28	8	45	2	41	140	8
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	1.00	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	4	11	0	8	35	8	56	3	51	175	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.4	7.7	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	45%	0%	22%
Vol Thru, %	82%	14%	18%	74%
Vol Right, %	4%	41%	82%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	22	34	189
LT Vol	8	10	0	41
Through Vol	45	3	6	140
RT Vol	2	9	28	8
Lane Flow Rate	67	28	42	236
Geometry Grp	1	1	1	1
Degree of Util (X)	0.079	0.034	0.049	0.271
Departure Headway (Hd)	4.243	4.497	4.141	4.124
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	830	801	870	865
Service Time	2.339	2.499	2.142	2.182
HCM Lane V/C Ratio	0.081	0.035	0.048	0.273
HCM Control Delay	7.7	7.7	7.4	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.2	1.1

HCM 6th Signalized Intersection Summary

5: Ebenezer Road & SR 138

Build 2031
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	601	98	323	694	24	79	208	209	55	375	50
Future Volume (veh/h)	51	601	98	323	694	24	79	208	209	55	375	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No		No				No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	620	0	333	715	0	81	214	215	57	387	52
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	758		359	923		144	623	528	292	401	54
Arrive On Green	0.03	0.41	0.00	0.12	0.49	0.00	0.04	0.33	0.33	0.25	0.25	0.25
Sat Flow, veh/h	1781	1870	1585	1781	1870	0	1781	1870	1585	959	1614	217
Grp Volume(v), veh/h	53	620	0	333	715	0	81	214	215	57	0	439
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	0	1781	1870	1585	959	0	1831
Q Serve(g_s), s	2.2	38.3	0.0	13.7	40.8	0.0	4.3	11.2	13.6	6.2	0.0	30.8
Cycle Q Clear(g_c), s	2.2	38.3	0.0	13.7	40.8	0.0	4.3	11.2	13.6	6.4	0.0	30.8
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	246	758		359	923		144	623	528	292	0	455
V/C Ratio(X)	0.22	0.82		0.93	0.77		0.56	0.34	0.41	0.20	0.00	0.96
Avail Cap(c_a), veh/h	258	758		361	923		144	623	528	292	0	455
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.7	34.4	0.0	26.4	27.0	0.0	37.1	32.6	33.4	39.2	0.0	48.3
Incr Delay (d2), s/veh	0.4	9.6	0.0	29.4	6.3	0.0	4.8	1.5	2.3	1.5	0.0	34.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	19.3	0.0	8.5	19.5	0.0	2.1	5.4	5.6	1.6	0.0	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	43.9	0.0	55.8	33.3	0.0	41.9	34.2	35.8	40.7	0.0	82.6
LnGrp LOS	C	D		E	C		D	C	D	D	A	F
Approach Vol, veh/h	673		A		1048		A		510		496	
Approach Delay, s/veh	42.5				40.5				36.1		77.8	
Approach LOS	D				D				D		E	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), \$0.5	70.5				49.0	21.9	59.1	11.0	38.0			
Change Period (Y+Rc), s	6.2	6.4		* 5.7	* 6.2	6.4	* 5.3	* 5.7				
Max Green Setting (Gmax), s	63.3			* 43	* 16	52.6	* 5.7	* 32				
Max Q Clear Time (g_c+14.2), s	42.8			15.6	15.7	40.3	6.3	32.8				
Green Ext Time (p_c), s	0.0	5.1		2.0	0.0	3.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 46.9

HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

6: McDonough Highway/SR 20 & Miller Chapel Road/Jimson Way

Build 2031
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (veh/h)	100	7	504	2	3	22	262	1074	4	68	1774	63
Future Volume (veh/h)	100	7	504	2	3	22	262	1074	4	68	1774	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	7	0	2	3	23	270	1107	4	70	1829	65
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	8		27	23	120	293	2729	1217	435	2527	1127
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.09	0.08	0.77	0.77	0.03	0.71	0.71
Sat Flow, veh/h	1382	94	1585	38	257	1359	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	110	0	0	28	0	0	270	1107	4	70	1829	65
Grp Sat Flow(s), veh/h/ln	1476	0	1585	1655	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.0	0.0	11.2	16.8	0.1	1.7	49.0	2.0
Cycle Q Clear(g_c), s	11.6	0.0	0.0	2.6	0.0	0.0	11.2	16.8	0.1	1.7	49.0	2.0
Prop In Lane	0.94		1.00	0.07		0.82	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	0		170	0	0	293	2729	1217	435	2527	1127
V/C Ratio(X)	0.63	0.00		0.16	0.00	0.00	0.92	0.41	0.00	0.16	0.72	0.06
Avail Cap(c_a), veh/h	402	0		428	0	0	357	2729	1217	444	2527	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.5	0.0	0.0	67.6	0.0	0.0	41.5	6.3	4.3	5.8	13.8	7.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.4	0.0	0.0	25.9	0.4	0.0	0.2	1.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.6	0.0	0.0	1.1	0.0	0.0	13.0	6.2	0.0	0.6	19.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.3	0.0	0.0	68.1	0.0	0.0	67.4	6.7	4.3	6.0	15.6	7.1
LnGrp LOS	E	A		E	A	A	E	A	A	A	B	A
Approach Vol, veh/h	110		A		28		1381		1964			
Approach Delay, s/veh	75.3				68.1		18.6		15.0			
Approach LOS	E				E		B		B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	128.7			21.1	19.3	119.6		21.1				
Change Period (Y+Rc), s	5.4	5.8		7.0	* 5.7	5.8		7.0				
Max Green Setting (Gmax), s	5.6	96.2		40.0	* 19	82.2		40.0				
Max Q Clear Time (g_c+13.7), s	18.8			13.6	13.2	51.0		4.6				
Green Ext Time (p_c), s	0.0	11.4		0.6	0.4	19.8		0.1				

Intersection Summary

HCM 6th Ctrl Delay 18.7
HCM 6th LOS B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

7: Miller Chapel Road/Parker Road & SR 138

Build 2031
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕		↔	↕↕		↔	↕		↔	↕	↕
Traffic Volume (veh/h)	217	562	160	86	540	147	129	321	52	89	514	121
Future Volume (veh/h)	217	562	160	86	540	147	129	321	52	89	514	121
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			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	233	604	0	92	581	0	139	345	56	96	553	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	1372		100	1273		185	534	87	269	591	
Arrive On Green	0.08	0.39	0.00	0.06	0.36	0.00	0.06	0.34	0.34	0.04	0.32	0.00
Sat Flow, veh/h	3456	3647	0	1781	3647	0	1781	1570	255	1781	1870	1585
Grp Volume(v), veh/h	233	604	0	92	581	0	139	0	401	96	553	0
Grp Sat Flow(s),veh/h/ln	1728	1777	0	1781	1777	0	1781	0	1824	1781	1870	1585
Q Serve(g_s), s	10.6	20.1	0.0	8.2	20.1	0.0	8.4	0.0	29.7	5.9	45.9	0.0
Cycle Q Clear(g_c), s	10.6	20.1	0.0	8.2	20.1	0.0	8.4	0.0	29.7	5.9	45.9	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	280	1372		100	1273		185	0	621	269	591	
V/C Ratio(X)	0.83	0.44		0.92	0.46		0.75	0.00	0.65	0.36	0.94	
Avail Cap(c_a), veh/h	378	1372		100	1273		198	0	718	269	678	
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	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	72.4	36.3	0.0	75.1	39.4	0.0	40.8	0.0	44.6	37.3	53.2	0.0
Incr Delay (d2), s/veh	11.1	1.0	0.0	64.1	1.2	0.0	13.9	0.0	1.6	0.8	19.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	9.1	0.0	5.6	9.1	0.0	4.4	0.0	13.9	2.7	24.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.5	37.4	0.0	139.2	40.6	0.0	54.7	0.0	46.2	38.1	72.2	0.0
LnGrp LOS	F	D		F	D		D	A	D	D	E	
Approach Vol, veh/h	837		A	673		A	540				649	A
Approach Delay, s/veh	50.2			54.1			48.4				67.2	
Approach LOS	D			D			D				E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	69.6	13.0	61.4	20.5	65.1	16.9	57.5					
Change Period (Y+Rc), s	7.0	7.8	6.5	7.0	7.5	7.8	6.5	7.0				
Max Green Setting (Gmax), s	53.2	6.5	63.0	17.5	44.2	11.5	58.0					
Max Q Clear Time (g_c+I10), s	22.1	7.9	31.7	12.6	22.1	10.4	47.9					
Green Ext Time (p_c), s	0.0	4.6	0.0	2.7	0.3	4.0	0.0	2.6				

Intersection Summary

HCM 6th Ctrl Delay 54.9

HCM 6th LOS D

Notes

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

HCM 6th Signalized Intersection Summary

8: McDonough Highway/SR 20 & SR 138/Lakefield Drive

Build 2031
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↗		↖	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	582	34	139	36	17	55	133	1323	10	72	1973	595
Future Volume (veh/h)	582	34	139	36	17	55	133	1323	10	72	1973	595
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	600	35	143	37	18	57	137	1364	10	74	2034	613
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	656	541	459	115	23	73	159	2825	877	253	2729	847
Arrive On Green	0.19	0.29	0.29	0.06	0.06	0.06	0.05	0.55	0.55	0.03	0.53	0.53
Sat Flow, veh/h	3456	1870	1585	1206	395	1250	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	600	35	143	37	0	75	137	1364	10	74	2034	613
Grp Sat Flow(s), veh/h/ln	1728	1870	1585	1206	0	1645	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	27.2	2.2	11.3	4.8	0.0	7.2	5.8	26.0	0.5	3.0	49.3	47.0
Cycle Q Clear(g_c), s	27.2	2.2	11.3	4.8	0.0	7.2	5.8	26.0	0.5	3.0	49.3	47.0
Prop In Lane	1.00		1.00	1.00		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	656	541	459	115	0	96	159	2825	877	253	2729	847
V/C Ratio(X)	0.91	0.06	0.31	0.32	0.00	0.78	0.86	0.48	0.01	0.29	0.75	0.72
Avail Cap(c_a), veh/h	743	631	535	143	0	134	252	2825	877	272	2729	847
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.5	41.2	44.4	73.2	0.0	74.3	35.8	21.8	16.1	17.9	28.8	28.3
Incr Delay (d2), s/veh	14.8	0.0	0.4	1.6	0.0	17.7	15.7	0.6	0.0	0.6	1.9	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	1.0	4.6	1.5	0.0	3.5	3.6	10.7	0.2	1.3	20.5	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	41.2	44.8	74.8	0.0	92.1	51.5	22.4	16.1	18.5	30.7	33.6
LnGrp LOS	E	D	D	E	A	F	D	C	B	B	C	C
Approach Vol, veh/h	778			112			1511			2721		
Approach Delay, s/veh	70.5			86.3			25.0			31.0		
Approach LOS	E			F			C			C		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.6	95.0		53.3	14.7	92.0	37.0	16.3				
Change Period (Y+Rc), s	6.8	* 6.5		7.0	* 6.7	* 6.5	6.6	7.0				
Max Green Setting (Gmax), s	6.5	* 79		54.0	* 16	* 70	34.4	13.0				
Max Q Clear Time (g_c+1.5I), s	15.0	28.0		13.3	7.8	51.3	29.2	9.2				
Green Ext Time (p_c), s	0.0	14.6		0.7	0.2	15.3	1.2	0.1				

Intersection Summary

HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th AWSC
9: Ebenezer Road & Honey Creek Road

Build 2031
PM Peak Hour

Intersection

Intersection Delay, s/veh 9.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	179	39	8	134	14	21	39	9	27	119	11
Future Vol, veh/h	3	179	39	8	134	14	21	39	9	27	119	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	188	41	8	141	15	22	41	9	28	125	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	9.1	8.7	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	1%	5%	17%
Vol Thru, %	57%	81%	86%	76%
Vol Right, %	13%	18%	9%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	221	156	157
LT Vol	21	3	8	27
Through Vol	39	179	134	119
RT Vol	9	39	14	11
Lane Flow Rate	73	233	164	165
Geometry Grp	1	1	1	1
Degree of Util (X)	0.102	0.299	0.217	0.227
Departure Headway (Hd)	5.069	4.626	4.763	4.949
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	702	772	750	722
Service Time	3.138	2.676	2.818	3.007
HCM Lane V/C Ratio	0.104	0.302	0.219	0.229
HCM Control Delay	8.7	9.7	9.1	9.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1.3	0.8	0.9

HCM 6th TWSC
10: Honey Creek Court/Proposed Driveway #1 & Honey Creek Road

Build 2031
PM Peak Hour

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	381	4	6	511	96	4	0	6	56	0	4
Future Vol, veh/h	7	381	4	6	511	96	4	0	6	56	0	4
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	-	-	350	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	93	93	93	93	92	93	92	93	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	410	4	6	549	104	4	0	6	61	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	653	0	0	414	0	0	1041	1091	410	992	991	549
Stage 1	-	-	-	-	-	-	426	426	-	561	561	-
Stage 2	-	-	-	-	-	-	615	665	-	431	430	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	934	-	-	1145	-	-	208	215	642	225	246	535
Stage 1	-	-	-	-	-	-	606	586	-	512	510	-
Stage 2	-	-	-	-	-	-	479	458	-	603	583	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	934	-	-	1145	-	-	203	211	642	220	241	535
Mov Cap-2 Maneuver	-	-	-	-	-	-	203	211	-	220	241	-
Stage 1	-	-	-	-	-	-	599	580	-	506	506	-
Stage 2	-	-	-	-	-	-	471	454	-	590	577	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			15.8			26.9		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	344	934	-	-	1145	-	-	229
HCM Lane V/C Ratio	0.031	0.008	-	-	0.006	-	-	0.285
HCM Control Delay (s)	15.8	8.9	0	-	8.2	0	-	26.9
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	1.1

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	7	191	17	192	151	44	1	0	101	26	0	4
Future Vol, veh/h	7	191	17	192	151	44	1	0	101	26	0	4
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	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	94	94	94	94	92	94	92	94	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	203	18	204	161	48	1	0	107	28	0	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	209	0	0	221	0	0	823	845	212	851	806	161
Stage 1	-	-	-	-	-	-	228	228	-	569	569	-
Stage 2	-	-	-	-	-	-	595	617	-	282	237	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1362	-	-	1348	-	-	292	300	828	280	316	884
Stage 1	-	-	-	-	-	-	775	715	-	507	506	-
Stage 2	-	-	-	-	-	-	491	481	-	725	709	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1362	-	-	1348	-	-	251	247	828	210	260	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	247	-	210	260	-
Stage 1	-	-	-	-	-	-	770	710	-	503	419	-
Stage 2	-	-	-	-	-	-	405	398	-	627	704	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			4			10.1			22.9		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	810	1362	-	-	1348	-	-	234				
HCM Lane V/C Ratio	0.134	0.006	-	-	0.152	-	-	0.139				
HCM Control Delay (s)	10.1	7.7	0	-	8.1	0	-	22.9				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.5	0	-	-	0.5	-	-	0.5				

HCM 6th TWSC
12: Honey Creek Road & Proposed Driveway #3

Build 2031
PM Peak Hour

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	335	405	103	61	2
Future Vol, veh/h	4	335	405	103	61	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	364	440	112	66	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	552	0	-	0	812	440
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	372	-
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	1018	-	-	-	348	617
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1018	-	-	-	346	617
Mov Cap-2 Maneuver	-	-	-	-	346	-
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	697	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		17.7		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1018	-	-	-	351	
HCM Lane V/C Ratio	0.004	-	-	-	0.195	
HCM Control Delay (s)	8.6	0	-	-	17.7	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.7	

HCM 6th TWSC
13: Proposed Driveway #4 & Goode Road

Build 2031
PM Peak Hour

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	25	30	55	36	17	33
Future Vol, veh/h	25	30	55	36	17	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	33	60	39	18	36
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	186	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	159	-
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	-	-	1544	-	803	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1544	-	771	1048
Mov Cap-2 Maneuver	-	-	-	-	771	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	835	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.5		9.1	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	934		-	-	1544	-
HCM Lane V/C Ratio	0.058		-	-	0.039	-
HCM Control Delay (s)	9.1		-	-	7.4	0
HCM Lane LOS	A		-	-	A	A
HCM 95th %tile Q(veh)	0.2		-	-	0.1	-

HCM 6th TWSC
14: Proposed Driveway #5 & Goode Road

Build 2031
PM Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	14	7	15	18	4	9
Future Vol, veh/h	14	7	15	18	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	8	16	20	4	10
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	67	15
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	52	-
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	-	-	1592	-	938	1065
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	929	1065
Mov Cap-2 Maneuver	-	-	-	-	929	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	960	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.3		8.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	1019		-	-	1592	-
HCM Lane V/C Ratio	0.014		-	-	0.01	-
HCM Control Delay (s)	8.6		-	-	7.3	0
HCM Lane LOS	A		-	-	A	A
HCM 95th %tile Q(veh)	0		-	-	0	-

Synchro Reports

Build Conditions Year 2031 AM
WITH IMPROVEMENTS

HCM 6th Signalized Intersection Summary

2: McDonough Highway/SR 20 & Honey Creek Road

2031 Build IMP
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	363	196	107	104	230	302	131	1085	138	164	527	132
Future Volume (veh/h)	363	196	107	104	230	302	131	1085	138	164	527	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	390	211	0	112	247	0	141	1167	0	176	567	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	447	393		294	278		485	1749		278	1783	
Arrive On Green	0.13	0.21	0.00	0.07	0.15	0.00	0.05	0.49	0.00	0.06	0.50	0.00
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	390	211	0	112	247	0	141	1167	0	176	567	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	16.6	15.1	0.0	7.9	19.4	0.0	5.9	37.3	0.0	7.3	14.2	0.0
Cycle Q Clear(g_c), s	16.6	15.1	0.0	7.9	19.4	0.0	5.9	37.3	0.0	7.3	14.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	447	393		294	278		485	1749		278	1783	
V/C Ratio(X)	0.87	0.54		0.38	0.89		0.29	0.67		0.63	0.32	
Avail Cap(c_a), veh/h	571	503		344	372		501	1749		352	1783	
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)	0.89	0.89	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.1	52.7	0.0	49.5	62.7	0.0	17.5	28.8	0.0	23.7	22.2	0.0
Incr Delay (d2), s/veh	10.5	1.0	0.0	0.8	18.2	0.0	0.3	2.0	0.0	2.4	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	8.0	7.2	0.0	3.6	10.7	0.0	2.5	16.4	0.0	3.2	6.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.6	53.7	0.0	50.3	80.8	0.0	17.9	30.9	0.0	26.1	22.6	0.0
LnGrp LOS	E	D		D	F		B	C		C	C	
Approach Vol, veh/h		601	A		359	A		1308	A		743	A
Approach Delay, s/veh		67.3			71.3			29.5			23.5	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	79.8	16.3	38.1	14.4	81.3	25.6	28.8				
Change Period (Y+Rc), s	* 6.3	* 6	6.4	6.5	6.5	* 6	* 6.2	6.5				
Max Green Setting (Gmax), s	* 16	* 55	14.1	40.3	9.2	* 61	* 25	29.8				
Max Q Clear Time (g_c+I1), s	9.3	39.3	9.9	17.1	7.9	16.2	18.6	21.4				
Green Ext Time (p_c), s	0.2	7.6	0.1	1.2	0.0	4.4	0.8	0.8				

Intersection Summary

HCM 6th Ctrl Delay 40.5
HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

5: Ebenezer Road & SR 138

2031 Build IMP
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	536	69	122	413	42	89	265	217	27	149	35
Future Volume (veh/h)	64	536	69	122	413	42	89	265	217	27	149	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	570	0	130	439	0	95	282	231	29	159	37
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	513	1009		426	1033		272	508	430	182	327	277
Arrive On Green	0.04	0.54	0.00	0.05	0.55	0.00	0.06	0.27	0.27	0.17	0.17	0.17
Sat Flow, veh/h	1781	1870	1585	1781	1870	0	1781	1870	1585	887	1870	1585
Grp Volume(v), veh/h	68	570	0	130	439	0	95	282	231	29	159	37
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	0	1781	1870	1585	887	1870	1585
Q Serve(g_s), s	2.2	26.2	0.0	4.2	17.8	0.0	5.5	16.8	16.2	3.8	10.0	2.6
Cycle Q Clear(g_c), s	2.2	26.2	0.0	4.2	17.8	0.0	5.5	16.8	16.2	8.0	10.0	2.6
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	513	1009		426	1033		272	508	430	182	327	277
V/C Ratio(X)	0.13	0.56		0.31	0.42		0.35	0.56	0.54	0.16	0.49	0.13
Avail Cap(c_a), veh/h	529	1009		487	1033		291	508	430	182	327	277
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	19.8	0.0	15.1	17.0	0.0	39.6	40.6	40.4	49.4	48.4	45.3
Incr Delay (d2), s/veh	0.1	2.3	0.0	0.4	1.3	0.0	0.8	4.3	4.7	1.9	5.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	11.9	0.0	1.7	8.0	0.0	2.5	8.4	6.9	0.9	5.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	22.1	0.0	15.5	18.3	0.0	40.4	44.9	45.1	51.3	53.5	46.3
LnGrp LOS	B	C		B	B		D	D	D	D	D	D
Approach Vol, veh/h		638	A		569	A		608			225	
Approach Delay, s/veh		21.2			17.6			44.3			52.0	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	78.2		41.0	12.5	76.5	12.6	28.4				
Change Period (Y+Rc), s	* 6.2	6.4		* 5.7	* 6.2	6.4	* 5.3	* 5.7				
Max Green Setting (Gmax), s	* 5.8	70.6		* 35	* 11	65.6	* 8.7	* 21				
Max Q Clear Time (g_c+I1), s	4.2	19.8		18.8	6.2	28.2	7.5	12.0				
Green Ext Time (p_c), s	0.0	3.1		2.3	0.1	4.3	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay	30.5
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HCM 6th LOS	C
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Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

7: Miller Chapel Road/Parker Road & SR 138

2031 Build IMP
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (veh/h)	201	553	73	26	424	117	55	332	55	30	172	29
Future Volume (veh/h)	201	553	73	26	424	117	55	332	55	30	172	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	221	608	0	29	466	0	60	365	60	33	189	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	2250		40	2038		211	442	72	114	462	
Arrive On Green	0.08	0.63	0.00	0.02	0.57	0.00	0.04	0.14	0.14	0.02	0.13	0.00
Sat Flow, veh/h	3456	3647	0	1781	3647	0	1781	3059	498	1781	3554	1585
Grp Volume(v), veh/h	221	608	0	29	466	0	60	211	214	33	189	0
Grp Sat Flow(s),veh/h/ln	1728	1777	0	1781	1777	0	1781	1777	1781	1781	1777	1585
Q Serve(g_s), s	10.1	12.1	0.0	2.6	10.3	0.0	4.6	18.4	18.7	2.6	7.8	0.0
Cycle Q Clear(g_c), s	10.1	12.1	0.0	2.6	10.3	0.0	4.6	18.4	18.7	2.6	7.8	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	273	2250		40	2038		211	257	258	114	462	
V/C Ratio(X)	0.81	0.27		0.72	0.23		0.28	0.82	0.83	0.29	0.41	
Avail Cap(c_a), veh/h	551	2250		122	2038		259	444	445	177	866	
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	72.5	13.0	0.0	77.7	16.8	0.0	57.4	66.4	66.5	59.2	64.0	0.0
Incr Delay (d2), s/veh	5.6	0.3	0.0	21.2	0.3	0.0	0.7	6.4	6.9	1.4	0.6	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	4.7	5.0	0.0	1.4	4.4	0.0	2.2	8.9	9.1	1.2	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.1	13.3	0.0	98.8	17.0	0.0	58.1	72.8	73.4	60.6	64.5	0.0
LnGrp LOS	E	B		F	B		E	E	E	E	E	
Approach Vol, veh/h	829		A	495		A	485				222	A
Approach Delay, s/veh	30.6			21.8			71.2				64.0	
Approach LOS	C			C			E				E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	108.9	10.3	30.1	20.2	99.4	12.7	27.8				
Change Period (Y+Rc), s	7.0	* 7.6	6.5	7.0	7.5	* 7.6	6.5	7.0				
Max Green Setting (Gmax), s	11.0	* 71	9.5	40.0	25.5	* 56	10.5	39.0				
Max Q Clear Time (g_c+I1), s	4.6	14.1	4.6	20.7	12.1	12.3	6.6	9.8				
Green Ext Time (p_c), s	0.0	4.9	0.0	2.4	0.6	3.5	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay 41.8
HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Synchro Reports

Build Conditions Year 2031 PM
WITH IMPROVEMENTS

HCM 6th Signalized Intersection Summary

2: McDonough Highway/SR 20 & Honey Creek Road

2031 Build IMP
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 			 	
Traffic Volume (veh/h)	272	274	174	154	200	210	181	763	127	385	1149	445
Future Volume (veh/h)	272	274	174	154	200	210	181	763	127	385	1149	445
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	288	0	162	211	0	191	803	0	405	1209	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	322		220	298		294	1589		485	1819	
Arrive On Green	0.10	0.17	0.00	0.09	0.16	0.00	0.07	0.45	0.00	0.14	0.51	0.00
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	286	288	0	162	211	0	191	803	0	405	1209	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	13.0	24.1	0.0	12.1	17.1	0.0	9.2	25.8	0.0	18.9	40.3	0.0
Cycle Q Clear(g_c), s	13.0	24.1	0.0	12.1	17.1	0.0	9.2	25.8	0.0	18.9	40.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	343	322		220	298		294	1589		485	1819	
V/C Ratio(X)	0.83	0.89		0.74	0.71		0.65	0.51		0.84	0.66	
Avail Cap(c_a), veh/h	687	485		220	298		382	1589		669	1819	
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)	0.89	0.89	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	70.8	64.8	0.0	52.1	63.8	0.0	25.5	31.6	0.0	22.8	28.9	0.0
Incr Delay (d2), s/veh	4.7	12.2	0.0	12.2	7.6	0.0	2.4	1.2	0.0	6.6	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	6.0	12.6	0.0	6.2	8.8	0.0	4.1	11.5	0.0	8.7	17.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	77.0	0.0	64.3	71.3	0.0	27.9	32.8	0.0	29.3	30.8	0.0
LnGrp LOS	E	E		E	E		C	C		C	C	
Approach Vol, veh/h		574	A		373	A		994	A		1614	A
Approach Delay, s/veh		76.2			68.3			31.8			30.5	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.4	77.5	20.0	34.0	18.1	87.9	22.1	32.0				
Change Period (Y+Rc), s	* 6.3	* 6	6.4	6.5	6.5	* 6	* 6.2	6.5				
Max Green Setting (Gmax), s	* 39	* 41	13.6	41.5	19.5	* 60	* 32	23.5				
Max Q Clear Time (g_c+I1), s	20.9	27.8	14.1	26.1	11.2	42.3	15.0	19.1				
Green Ext Time (p_c), s	1.2	4.6	0.0	1.4	0.3	8.5	0.9	0.4				

Intersection Summary

HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

5: Ebenezer Road & SR 138

2031 Build IMP
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	601	98	323	694	24	79	208	209	55	375	50
Future Volume (veh/h)	51	601	98	323	694	24	79	208	209	55	375	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	620	0	333	715	0	81	214	215	57	387	52
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	786		378	952		165	594	504	275	436	369
Arrive On Green	0.03	0.42	0.00	0.12	0.51	0.00	0.04	0.32	0.32	0.23	0.23	0.23
Sat Flow, veh/h	1781	1870	1585	1781	1870	0	1781	1870	1585	959	1870	1585
Grp Volume(v), veh/h	53	620	0	333	715	0	81	214	215	57	387	52
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	0	1781	1870	1585	959	1870	1585
Q Serve(g_s), s	2.2	37.4	0.0	13.2	39.5	0.0	4.4	11.5	13.9	6.3	26.0	3.4
Cycle Q Clear(g_c), s	2.2	37.4	0.0	13.2	39.5	0.0	4.4	11.5	13.9	6.8	26.0	3.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	264	786		378	952		165	594	504	275	436	369
V/C Ratio(X)	0.20	0.79		0.88	0.75		0.49	0.36	0.43	0.21	0.89	0.14
Avail Cap(c_a), veh/h	276	786		447	952		165	594	504	275	436	369
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	32.7	0.0	25.3	25.4	0.0	37.4	34.2	35.0	41.0	48.2	39.5
Incr Delay (d2), s/veh	0.4	7.9	0.0	16.2	5.5	0.0	2.3	1.7	2.6	1.7	22.6	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	0.9	18.5	0.0	7.1	18.6	0.0	2.0	5.5	5.8	1.6	14.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	40.6	0.0	41.5	30.8	0.0	39.7	35.9	37.6	42.7	70.8	40.3
LnGrp LOS	C	D		D	C		D	D	D	D	E	D
Approach Vol, veh/h		673	A		1048	A		510			496	
Approach Delay, s/veh		39.2			34.2			37.2			64.4	
Approach LOS		D			C			D			E	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	72.5		47.0	22.0	61.0	11.0	36.0				
Change Period (Y+Rc), s	* 6.2	6.4		* 5.7	* 6.2	6.4	* 5.3	* 5.7				
Max Green Setting (Gmax), s	* 5.1	65.3		* 41	* 21	49.6	* 5.7	* 30				
Max Q Clear Time (g_c+I1), s	4.2	41.5		15.9	15.2	39.4	6.4	28.0				
Green Ext Time (p_c), s	0.0	5.4		2.0	0.5	3.0	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay 41.5
HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

HCM 6th Signalized Intersection Summary

7: Miller Chapel Road/Parker Road & SR 138

2031 Build IMP
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	562	160	86	540	147	129	321	52	89	514	121
Future Volume (veh/h)	217	562	160	86	540	147	129	321	52	89	514	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	233	604	0	92	581	0	139	345	56	96	553	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	1786		112	1709		208	630	101	242	650	
Arrive On Green	0.08	0.50	0.00	0.06	0.48	0.00	0.08	0.21	0.21	0.05	0.18	0.00
Sat Flow, veh/h	3456	3647	0	1781	3647	0	1781	3066	493	1781	3554	1585
Grp Volume(v), veh/h	233	604	0	92	581	0	139	199	202	96	553	0
Grp Sat Flow(s),veh/h/ln	1728	1777	0	1781	1777	0	1781	1777	1782	1781	1777	1585
Q Serve(g_s), s	10.6	16.3	0.0	8.2	16.2	0.0	10.0	16.0	16.3	7.0	24.1	0.0
Cycle Q Clear(g_c), s	10.6	16.3	0.0	8.2	16.2	0.0	10.0	16.0	16.3	7.0	24.1	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	283	1786		112	1709		208	365	366	242	650	
V/C Ratio(X)	0.82	0.34		0.82	0.34		0.67	0.54	0.55	0.40	0.85	
Avail Cap(c_a), veh/h	443	1786		189	1709		256	533	534	242	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)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	72.3	23.8	0.0	74.1	25.8	0.0	49.9	56.8	57.0	49.9	63.3	0.0
Incr Delay (d2), s/veh	7.1	0.5	0.0	13.5	0.5	0.0	4.8	1.3	1.3	1.1	5.9	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	5.0	7.1	0.0	4.2	7.1	0.0	4.8	7.4	7.5	3.2	11.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.4	24.4	0.0	87.5	26.3	0.0	54.7	58.1	58.3	51.0	69.2	0.0
LnGrp LOS	E	C		F	C		D	E	E	D	E	
Approach Vol, veh/h		837	A		673	A		540			649	A
Approach Delay, s/veh		39.7			34.7			57.3			66.5	
Approach LOS		D			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.1	88.0	15.0	39.9	20.6	84.5	18.6	36.2				
Change Period (Y+Rc), s	7.0	* 7.6	6.5	7.0	7.5	* 7.6	6.5	7.0				
Max Green Setting (Gmax), s	17.0	* 58	8.5	48.0	20.5	* 54	16.5	40.0				
Max Q Clear Time (g_c+I1), s	10.2	18.3	9.0	18.3	12.6	18.2	12.0	26.1				
Green Ext Time (p_c), s	0.1	4.7	0.0	2.5	0.5	4.5	0.1	3.1				

Intersection Summary

HCM 6th Ctrl Delay 48.4
HCM 6th LOS D

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

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