

Transportation Analysis

Proposed Residential and Retail
Development of Regional Impact #3866
North Bridges Road
Henry County, Georgia

January 22, 2023

revised January 25, 2023

MARC R. ACAMPORA, PE, LLC
TRAFFIC ENGINEERING



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North Bridges Road
Henry County, Georgia

study prepared for:

TPA Residential
1776 Peachtree Street, NW
Atlanta, Georgia 30309

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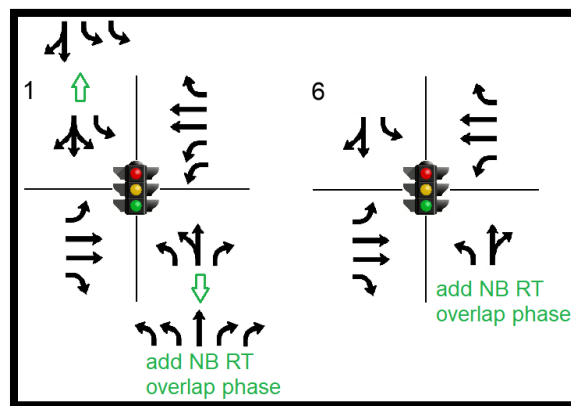
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Summary

This Transportation Analysis was prepared for the North Bridges Road Development of Regional Impact (DRI) #3866, in compliance with the requirements of the Georgia Regional Transportation Authority, as well as the Atlanta Regional Commission, Henry County, and the Georgia Department of Transportation. The following is a summary of the findings of this study:

1. The site is located along the west side of North Bridges Road, north of Mt Carmel Road and south of Jonesboro Road.
2. The project is a mix of residential and retail land uses, with 600 multi-family residential units and 5,000 square feet of retail in Phase 1 and an additional 250 multi-family residential units in Phase 2.
3. Phase 1 of the project will generate 264 new trips in the a.m. peak hour, 267 new trips in the p.m. peak hour, and 3,088 new daily trips. At full build-out, the proposed DRI will generate 368 new trips in the a.m. peak hour, 370 new trips in the p.m. peak hour, and 4,292 new daily trips.
4. The following existing condition mitigation is recommended:



Existing Recommended Mitigation

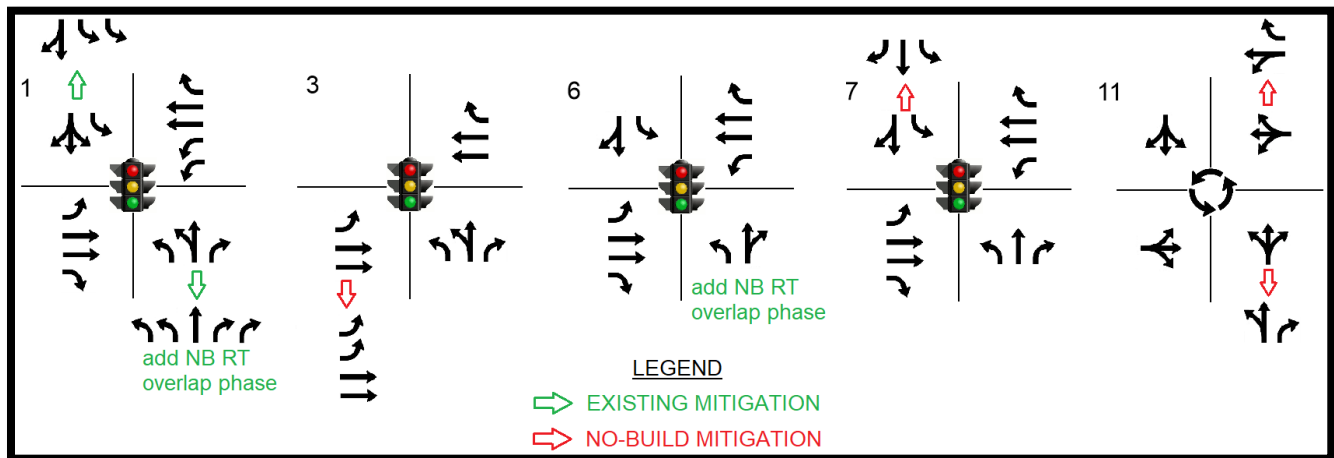
Intersection 1 – Jonesboro Road at Mill Road / Target Retail Center

Widening the northbound and southbound approaches to provide a through lane independent of dual left turn lanes on each approach. Eliminate the side street split phasing and providing concurrent protected-only phasing. Add a northbound right turn overlap phase to operate concurrently with the westbound left turn protected phase.

Intersection 6 – Jonesboro Road at Mt Carmel Road / Cason Way

Add a northbound protected right turn overlap phase. Prohibit northbound throughs to preserve the effectiveness of the overlap phase.

5. Background traffic volume growth in this area is projected at 3% per year for two years to the project Phase 1 completion date of 2024 and for five years to the full build-out date of 2027.
6. The no-build analysis recommended the following mitigation:



Existing and No-Build Recommended Mitigation

Intersection 3 – Jonesboro Road at I-75 Northbound Ramps

Add a second eastbound left turn on Jonesboro Road at the I-75 northbound on-ramp.

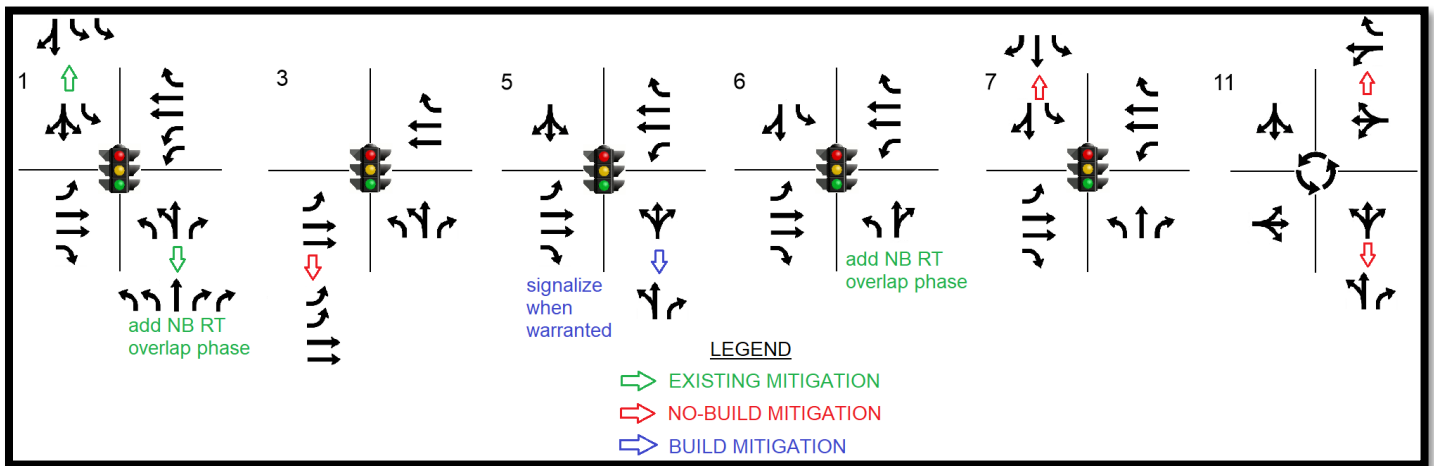
Intersection 7 – Jonesboro Road at Oak Grove Road / Willow Lane

Add an exclusive right turn lane on the southbound approach of Oak Grove Road.

Intersection 11 – Mt Carmel Road at Mill Road

Add a northbound right turn lane or slip lane (allowing the movement to be made without entering the roundabout) and a westbound right turn lane or slip lane.

7. The future build conditions analysis recommended the following mitigation:



Existing, No-Build, and Build Recommended Mitigation

Intersection 5 – Jonesboro Road at North Bridges Road / Bojangles Access

Add a northbound right turn lane on North Bridges Road at Jonesboro Road to prevent right turners from being trapped behind the more challenging left/through movements. As identified in the existing and no-build analyses, the high side street delays require signalization to achieve the LOS D standard, but the volumes were insufficient to satisfy any volume-based signal warrants prior to the addition of the North Bridges Road DRI trips. With the addition of the proposed North Bridges Road DRI, signalization may be warranted. It is recommended that a signal warrant analysis be performed to determine when signalization of this intersection will be appropriate.

- The access analysis indicates that each access will work well with one entering and one exiting lane, with the exiting approaches controlled by side street stop sign and accompanying stop bar. A southbound right turn lane is proposed on North Bridges Road at each access.
- The project civil engineer should ensure that each access meets all applicable design standards including sight distances, lane widths, tapers and storage lengths for auxiliary lanes, minimum distances to internal intersecting roadways, turn radii, grades, etc.

Tables A, B, C, D and E summarize the locations with failing levels of service and the levels of service with the recommended mitigation, for the existing, no-build, and build conditions.

Table A – Existing Levels of Service at Failing Locations, Without and With Mitigation

Intersection / Approach	A.M. Peak Hour				P.M. Peak Hour			
	Without Mitigation		With Mitigation		Without Mitigation		With Mitigation	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Jonesboro Rd at Mill Rd / Target Retail	D	38.8	D	35.1	<i>E</i>	61.3	D	45.1
northbound approach	C	27.2	C	32.5	<i>F</i>	87.8	D	52.9
southbound approach	D	51.8	C	34.3	<i>F</i>	82.3	<i>E</i>	65.4
eastbound approach	D	54.5	D	53.1	<i>E</i>	76.5	<i>E</i>	60.6
4. Jonesboro Rd at Foster Dr / I-75 Express	D	40.5	D	35.0	D	42.5	D	42.5
northbound approach	C	33.4	C	30.3	<i>F</i>	83.9	<i>F</i>	83.9
5. Jonesboro Rd at N Bridges Rd / Bojangles	A	8.1	A	8.1	C	23.2	C	23.2
northbound approach	<i>F</i>	206.1	<i>F</i>	206.1	C	17.0	C	17.0
southbound approach	<i>F</i>	EX*	<i>F</i>	EX*	<i>F</i>	EX*	<i>F</i>	EX*
6. Jonesboro Rd at Mt Carmel / Cason Way	D	38.2	B	17.7	<i>E</i>	56.5	C	27.3
northbound approach	<i>F</i>	113.9	B	16.1	<i>F</i>	186.0	D	38.1

*EX-limits of methodology exceeded

Table B – 2024 No-Build Phase 1 Levels of Service at Failing Locations, Without and With Mitigation

Intersection / Approach	A.M. Peak Hour				P.M. Peak Hour			
	Without Mitigation		With Mitigation		Without Mitigation		With Mitigation	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Jonesboro Rd at Mill Rd / Target Retail (signal)	C	34.7	C	31.9	<i>E</i>	69.1	D	47.6
northbound approach	C	28.2	C	33.3	<i>F</i>	96.7	D	52.8
southbound approach	D	39.8	C	34.9	<i>F</i>	90.5	<i>E</i>	72.6
eastbound approach	D	52.6	D	43.0	<i>F</i>	87.8	<i>E</i>	61.5
westbound approach	C	23.6	C	24.0	D	41.7	C	29.2
3. Jonesboro Rd at I-75 NB ramps (signal)	<i>E</i>	56.6	C	31.1	C	30.2	C	30.3
eastbound approach	<i>E</i>	70.5	C	31.2	C	21.2	C	26.0
4. Jonesboro Rd at Foster Dr / I-75 Express (signal)	D	35.2	D	35.2	D	43.5	D	43.5
northbound approach	NA*	NA*	NA*	NA*	<i>F</i>	89.1	<i>F</i>	89.1
southbound approach	C	32.2	C	32.2	D	51.7	D	51.7
5. Jonesboro Rd at N Bridges Rd (side street stop)	B	12.4	B	12.4	D	29.4	D	29.4
northbound approach	<i>F</i>	275.0	<i>F</i>	275.0	C	17.7	C	17.7
southbound approach	<i>F</i>	EX*	<i>F</i>	EX*	<i>F</i>	EX*	<i>F</i>	EX*
6. Jonesboro Rd at Mt Carmel Rd / Cason Way (signal)	D	49.3	B	18.5	<i>E</i>	64.6	C	28.6
northbound approach	<i>F</i>	166.4	B	17.3	<i>F</i>	198.8	D	41.6
eastbound approach	C	34.4	A	0.0	<i>E</i>	63.7	D	41.6
7. Jonesboro Rd at Oak Grove Rd / Willow Ln (signal)	C	28.6	D	35.6	C	34.3	D	38.6
northbound approach	C	34.9	B	10.7	D	47.1	B	12.9
eastbound approach	C	20.2	C	26.9	C	26.8	C	24.7
11. Mt Carmel Rd at Mill Rd (roundabout)	A	10.0	C	30.7	D	30.2	D	42.3
northbound approach	B	13.7	C	20.3	<i>E</i>	42.8	A	8.9
westbound approach	B	10.2	A	7.2	D	34.7	B	14.8

*NA-not applicable, EX-limits of methodology exceeded

Table C – 2027 No-Build Levels of Service at Failing Locations, Without and With Mitigation

Intersection / Approach	A.M. Peak Hour				P.M. Peak Hour			
	Without Mitigation		With Mitigation		Without Mitigation		With Mitigation	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Jonesboro Rd at Mill Rd / Target Retail (signal)	C	34.8	C	34.3	<i>F</i>	86.5	D	54.7
northbound approach	C	30.3	C	28.8	<i>F</i>	108.5	<i>E</i>	61.4
southbound approach	D	40.4	D	36.8	<i>F</i>	101.3	<i>F</i>	84.8
eastbound approach	D	53.9	D	53.9	<i>F</i>	113.7	<i>E</i>	73.9
westbound approach	C	22.3	C	22.3	<i>E</i>	58.4	C	31.1
3. Jonesboro Rd at I-75 NB ramps (signal)	<i>E</i>	60.1	C	32.3	C	31.1	C	31.8
eastbound approach	<i>E</i>	76.1	C	33.2	C	20.2	C	26.5
4. Jonesboro Rd at Foster Dr / I-75 Express (signal)	D	36.5	D	36.5	D	49.4	D	49.4
northbound approach	NA*	NA*	NA*	NA*	<i>F</i>	111.3	<i>F</i>	111.3
southbound approach	C	34.3	C	34.3	<i>E</i>	62.3	<i>E</i>	62.3
5. Jonesboro Rd at N Bridges Rd (side street stop)	D	27.4	D	27.4	<i>F</i>	51.0	<i>F</i>	51.0
northbound approach	<i>F</i>	EX*	<i>F</i>	EX*	C	19.4	C	19.4
southbound approach	<i>F</i>	EX*	<i>F</i>	EX*	<i>F</i>	EX*	<i>F</i>	EX*
6. Jonesboro Rd at Mt Carmel Rd / Cason Way (signal)	D	42.7	C	24.5	<i>F</i>	105.0	D	35.4
northbound approach	<i>F</i>	165.5	B	19.8	<i>F</i>	EX*	D	47.2
eastbound approach	D	37.2	A	0.0	<i>F</i>	83.3	D	39.9
7. Jonesboro Rd at Oak Grove Rd / Willow Ln (signal)	C	31.3	C	34.2	<i>E</i>	62.0	D	46.1
northbound approach	D	43.3	C	21.2	<i>E</i>	64.8	B	19.6
eastbound approach	B	18.6	C	27.8	<i>F</i>	80.2	D	41.4
11. Mt Carmel Rd at Mill Rd (roundabout)	B	11.5	D	36.9	<i>E</i>	47.4	D	49.5
northbound approach	C	16.5	B	19.0	<i>F</i>	71.7	C	20.8
westbound approach	B	11.6	A	7.9	<i>F</i>	55.7	C	18.8

*NA-not applicable, EX-limits of methodology exceeded

Table D – 2024 Build Phase 1 Levels of Service at Failing Locations, Without and With Mitigation

Intersection / Approach	A.M. Peak Hour				P.M. Peak Hour			
	Without Mitigation		With Mitigation		Without Mitigation		With Mitigation	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Jonesboro Rd at Mill Rd / Target Retail (signal)	C	34.8	C	31.5	<i>E</i>	70.7	D	54.6
northbound approach	C	28.4	C	28.1	<i>F</i>	96.7	D	47.2
southbound approach	D	39.8	D	36.5	<i>F</i>	91.1	<i>E</i>	57.9
eastbound approach	D	53.2	D	43.2	<i>F</i>	94.0	<i>F</i>	81.6
westbound approach	C	23.5	C	23.9	D	41.6	D	39.6
3. Jonesboro Rd at I-75 NB ramps (signal)	D	54.6	C	32.1	C	30.2	C	28.0
eastbound approach	<i>E</i>	68.0	C	33.0	D	37.8	C	23.5
4. Jonesboro Rd at Foster Dr / I-75 Express (signal)	D	37.8	C	31.2	C	20.7	C	32.8
northbound approach	NA*	NA*	NA*	NA*	D	44.1	<i>F</i>	80.9
southbound approach	C	33.4	C	33.9	<i>F</i>	89.3	D	50.3
westbound approach	D	37.0	C	24.2	D	53.6	C	21.3
5. Jonesboro Rd at N Bridges Rd (side street stop)	<i>F</i>	132.2	B	10.1	D	45.1	A	5.6
northbound approach	<i>F</i>	EX*	C	20.9	<i>F</i>	203.9	C	26.9
southbound approach	<i>F</i>	EX*	B	18.8	<i>F</i>	EX*	C	27.4
6. Jonesboro Rd at Mt Carmel Rd / Cason Way (signal)	D	51.5	C	20.0	<i>F</i>	EX*	C	31.2
northbound approach	<i>F</i>	185.5	B	18.9	<i>E</i>	68.6	D	40.8
eastbound approach	C	34.3	D	44.5	<i>F</i>	207.8	D	44.9
7. Jonesboro Rd at Oak Grove Rd / Willow Ln (signal)	C	28.6	C	28.9	<i>E</i>	67.8	D	37.5
northbound approach	C	35.9	D	35.9	D	35.3	D	40.6
11. Mt Carmel Rd at Mill Rd (roundabout)	B	10.3	A	7.4	D	50.9	C	15.4
northbound approach	B	14.0	A	7.7	D	33.3	B	12.1
westbound approach	B	10.9	A	7.7	<i>E</i>	48.4	C	17.7

*NA-not applicable, EX-limits of methodology exceeded

Table E – 2027 Buildout Levels of Service at Failing Locations, Without and With Mitigation

Intersection / Approach	A.M. Peak Hour				P.M. Peak Hour			
	Without Mitigation		With Mitigation		Without Mitigation		With Mitigation	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Jonesboro Rd at Mill Rd / Target Retail (signal)	C	35.5	C	31.9	<i>F</i>	89.0	<i>E</i>	63.0
northbound approach	C	30.4	C	34.1	<i>F</i>	108.5	<i>E</i>	55.8
southbound approach	D	40.5	D	35.6	<i>F</i>	101.6	<i>F</i>	84.2
eastbound approach	<i>E</i>	56.2	D	44.5	<i>F</i>	123.2	<i>F</i>	85.9
westbound approach	C	22.4	C	22.9	<i>E</i>	58.2	D	44.0
3. Jonesboro Rd at I-75 NB ramps (signal)	<i>E</i>	57.3	C	30.7	C	31.0	C	29.4
eastbound approach	C	20.5	C	31.0	B	19.3	C	23.8
4. Jonesboro Rd at Foster Dr / I-75 Express (signal)	<i>E</i>	72.8	C	29.1	D	52.4	D	40.3
northbound approach	D	45.0	NA*	NA*	<i>F</i>	111.4	<i>F</i>	128.3
southbound approach	NA*	NA*	C	33.8	<i>E</i>	67.3	<i>E</i>	63.2
westbound approach	D	35.6	C	30.2	<i>E</i>	67.3	C	20.7
5. Jonesboro Rd at N Bridges Rd (side street stop)	D	48.5	A	9.3	<i>F</i>	EX*	A	7.8
northbound approach	<i>F</i>	EX*	C	33.2	<i>F</i>	EX*	D	38.9
southbound approach	<i>F</i>	EX*	C	28.5	<i>F</i>	EX*	D	40.8
6. Jonesboro Rd at Mt Carmel Rd / Cason Way (signal)	<i>F</i>	EX*	C	20.9	<i>F</i>	90.0	D	38.0
northbound approach	D	45.7	C	22.4	<i>F</i>	EX*	D	52.1
eastbound approach	<i>F</i>	183.4	D	43.2	<i>F</i>	81.0	D	42.5
7. Jonesboro Rd at Oak Grove Rd / Willow Ln (signal)	D	37.9	C	27.6	D	42.8	C	30.6
northbound approach	C	31.6	D	38.3	<i>E</i>	74.5	D	54.2
11. Mt Carmel Rd at Mill Rd (roundabout)	D	44.9	A	8.1	<i>F</i>	54.1	C	20.1
northbound approach	B	12.0	A	8.5	<i>F</i>	83.0	B	14.8
westbound approach	C	17.1	A	8.5	<i>F</i>	64.0	C	23.5

*NA-not applicable, EX-limits of methodology exceeded

Table F presents the project's added trips and their percentage of the overall total volumes for failing locations in the 2027 full buildout condition.

Table F – North Bridges DRI Project-Added Trips at Failing Locations

Intersection / Approach	A.M. Peak Hour			P.M. Peak Hour		
	Project Trips	Total Build Volume	% Project Trips	Project Trips	Total Build Volume	% Project Trips
1. Jonesboro Rd at Mill Rd / Target Retail (signal)	48	3,439	1.4%	45	5,200	0.9%
northbound approach	1	781	0.1%	2	1,030	0.2%
southbound approach	1	220	0.5%	2	705	0.3%
eastbound approach	10	887	1.1%	24	1,349	1.8%
westbound approach	36	1551	2.3%	17	2,116	0.8%
3. Jonesboro Rd at I-75 NB ramps (signal)	231	4,337	5.3%	220	4,944	4.5%
eastbound approach	40	1842	2.2%	95	2306	4.1%
4. Jonesboro Rd at Foster Dr / I-75 Express (signal)	233	3,751	6.2%	225	4,309	5.2%
northbound approach	0	0	0.0%	0	557	0.0%
southbound approach	1	335	0.3%	3	303	1.0%
westbound approach	177	2021	8.8%	88	1677	5.3%
5. Jonesboro Rd at N Bridges Rd (side street stop)	304	3,252	9.4%	299	3,935	7.6%
northbound approach	230	232	99.1%	119	120	99.2%
southbound approach	0	62	0.0%	0	47	0.0%
6. Jonesboro Rd at Mt Carmel Rd / Cason Way (signal)	89	3,670	2.4%	93	4,464	2.1%
northbound approach	15	586	2.6%	8	574	1.4%
eastbound approach	53	1,054	5.0%	30	2,034	1.5%
7. Jonesboro Rd at Oak Grove Rd / Willow Ln (signal)	90	3,677	2.5%	95	5,036	1.9%
northbound approach	4	473	0.9%	8	512	1.6%
11. Mt Carmel Rd at Mill Rd (roundabout)	24	1,488	1.6%	48	2,487	1.9%
northbound approach	3	491	0.6%	10	883	1.1%
westbound approach	33	370	8.9%	20	569	3.5%

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1. Project Description

This Transportation Analysis was performed for the proposed North Bridges Road Development of Regional Impact (DRI) #3866 in Henry County, Georgia. The project is a mix of residential and retail land uses, with 600 multi-family residential units and 5,000 square feet of retail in Phase 1 and an additional 250 multi-family residential units in Phase 2. The site is located along the west side of North Bridges Road, north of Mt Carmel Road and south of Jonesboro Road, as presented in Figure 1. The qualifying DRI threshold exceeded is 500 housing units in established suburbs, as set forth in the Rules of the Georgia Department of Community Affairs (DCA), Chapter 110-12-7-.05. This study was performed to meet the Georgia Regional Transportation Authority's (GRTA) Development of Regional Impact non-expedited review requirements, according to the GRTA DRI Review Package Technical Guidelines. The scope of the study was set forth in the Letter of Understanding (LOU) dated November 7, 2022.



Figure 1 – Location Map

1.1 Project Phasing, Pods, and Land Uses

The subject site is 53.85 acres and is primarily undeveloped. The trigger that initiated DRI review was a request to Henry County for a parking variance. The project land uses and sizes are summarized in Table 1. The project will be developed in two phases, with Phase 1 buildout in 2024 and Phase 2 buildout in 2027.

Table 1 – North Bridges Road DRI #3866 Proposed Land Uses and Sizes

Analysis Phase	Land Use	Size
Phase I	Multi-Family Residential	600 units
	Commercial	5,000 ft ²
Phase II	Multi-Family Residential	262 units
Total		862 units + 5,000 ft²

1.2 Site Plan

The site plan is presented in Figure 2.

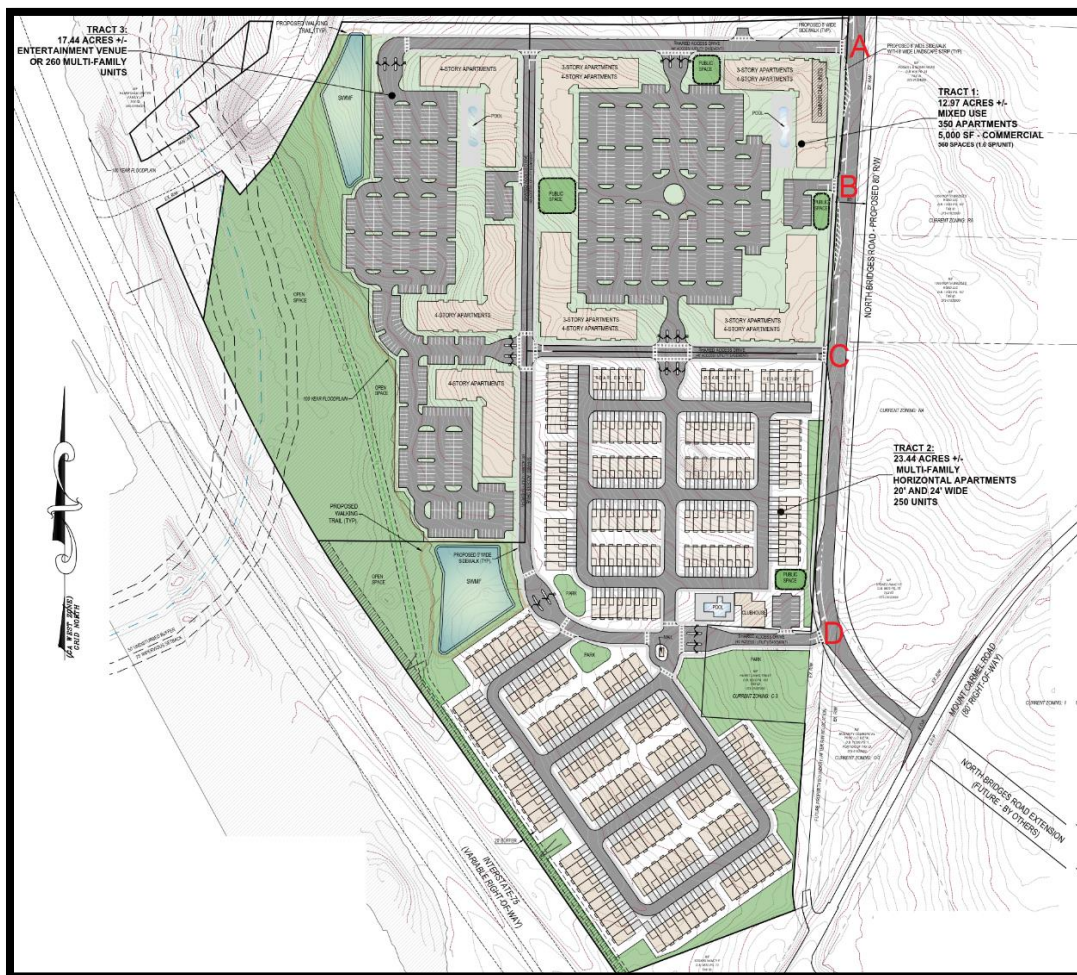


Figure 2 – North Bridges Road DRI #3866 Site Plan

1.3 Site Vehicular Access

Vehicular access to the public roadways is proposed at four new full-movement driveways on the west side of North Bridges Road. The site plan in Figure 2 shows the accesses labelled “A”, “B”, “C”, and “D”.

1.4 On-Site Pedestrian and Bicycle Facilities

The site plan includes sidewalks along internal roadways and the project frontage on North Bridge Road. There are no external alternative mode facilities (transit, pedestrian, bicycle) with which to connect. No separate bicycle lanes exist in the study area and none are proposed within the DRI site.

1.5 Transit Access

There is no regularly scheduled mass transit service in the vicinity of the subject site.

1.6 Parking

Parking will be provided as summarized in Table 2.

Table 2 – On-Site Parking Summary

Tract	Land Use	Size	Parking Spaces Required	Parking Spaces Provided
1	Commercial/Retail	5,000 ft ²	700	560
	Multi-Family Residential	350 units		
2	Multi-Family Residential	250 units	500	520
3	Multi-Family Residential	262 units	524	530
Total		862 units + 5,000 ft²	1,724	1,610*

*Variance needed to reduce parking to 1.5 spaces per unit for Tracts 1 and 2

2. Study Network

The study network for this project was agreed to with the reviewing agencies as specified in GRTA's Letter of Understanding (LOU) dated November 7, 2022. The network intersections are presented in Table 3 and shown in Figure 3.

Table 3 – Intersections Included in the Study Network

#	Description	Control
1	Jonesboro Road at Mill Road	signal
2	Jonesboro Road at Interstate 75 southbound ramps	signal
3	Jonesboro Road at Interstate 75 northbound ramps	signal
4	Jonesboro Road at Foster Drive / Interstate 75 Express Lanes	signal
5	Jonesboro Road at North Bridges Road / Bojangles Access	side street stop sign
6	Jonesboro Road at Mt Carmel Road / Cason Way	signal
7	Jonesboro Road at Oak Grove / Willow Lane	signal
8	Mt Carmel Road at North Bridges Road	side street stop sign
9	Mt Carmel Road at Sterling Place	side street stop sign
10	Mt Carmel Road at Rowanshyre Way	side street stop sign
11	Mt Carmel Road at Mill Road	roundabout



Figure 3 – Traffic Volume Count Locations

2.1 Peak Time Periods and Analysis Conditions

All analyses are performed for the weekday a.m. peak hour (counted 7:00-9:00 a.m.) and the weekday p.m. peak hour (counted 4:00-6:00 p.m.). The existing 2022, 2024 no-build, 2024 Phase 1 build, 2027 no-build, and 2027 Full Buildout build conditions are evaluated.

2.2 Level of Service Standard

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

3. Existing Transportation Facilities

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

3.1 North Bridges Road

North Bridges Road is a two lane local road that begins at a side street stop sign controlled intersection at a median break at Jonesboro Road (the north leg of the intersection is the access to a small retail center), passes the subject site, and terminates at a side street stop sign controlled T-intersection at Mt Carmel Road. The road is narrow and unpaved for most of its length. In conjunction with the proposed DRI, it is anticipated that North Bridges Road will be improved and the southern portion of the roadway will be realigned to the northeast, to intersect Mt Carmel Road at a right angle. It is anticipated that the road will ultimately be extended to the southeast in conjunction with other proposed development. A 24-hour bi-directional traffic volume count collected on North Bridges Road at the DRI frontage revealed a very low 20 vehicles northbound and 24 vehicles southbound, for a two way 24-hour volume of 44 vehicles.

3.2 Jonesboro Road

Jonesboro Road is an east/west urban principal arterial (Georgia DOT designation) that provides regional mobility. The road has two through travel lanes in each direction with a landscaped median in the vicinity of the subject DRI, and exclusive turn lanes are provided at major intersections, including in both directions at North Bridges Road. The terrain is gently rolling and the posted speed limit is 45 mph. In 2021 the Georgia DOT reported an Annual Average Daily Traffic (AADT) volume of 33,100 vehicles per day (vpd) on Jonesboro Road east of North Bridges Road.

3.3 Mt Carmel Road

Mt Carmel Road is a northeast/southwest urban minor collector (Georgia DOT designation) that begins at a signalized intersection at Jonesboro Road (the north leg of the intersection is named Cason Way and serves undeveloped land), continues to the southwest, intersects with North Bridges Road, then crosses Interstate 75 (with no interchange), has a roundabout at Mill Road, then continues to the west, terminating at GA 81. The road has one through travel lane per direction, the terrain is gently rolling, and the posted speed limit is 45 mph. In 2021 the Georgia DOT recorded an AADT of 6,000 vpd on Mt Carmel Road south of Jonesboro Road.

3.4 Pedestrian and Bicycle Facilities

North Bridges Road is rural with no sidewalk or bicycle lanes. Likewise, there is no sidewalk or bicycle infrastructure along Mt Carmel Road or Jonesboro Road in this area. There are crosswalks and pedestrian signals at the signalized intersections in this study and there are crosswalks on all approaches of the roundabout of Mt Carmel Road at Mill Road.

3.5 Transit Service

There is no regularly scheduled mass transit service in the vicinity of the subject site.

4. Project Traffic Characteristics

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

4.1 Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed DRI. The trip generation was calculated using the standard equations and rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. The trip generation for the multi-family units was calculated using ITE Land Use 221 – Multi-Family Attached Housing (Mid-Rise) while the retail trips were based on ITE Land Use 822 – Strip Retail Plaza less than 40,000 square feet. Due to the very small size of the retail and its location on very low-volume North Bridges Road, no multi-use or pass-by adjustments were applied. Table 4 presents the project trip generation.

Table 4 – North Bridges Road DRI Trip Generation

Land Use	ITE Code	Size	AM Peak Hour			PM Peak Hour			24-Hour
			Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Phase I Multi-Family	221	600 units	58	194	252	143	91	234	2,816
Phase I Commercial	822	<u>5,000 ft²</u>	<u>7</u>	<u>5</u>	<u>12</u>	<u>16</u>	<u>17</u>	<u>33</u>	<u>272</u>
<i>Phase I Total Trips</i>			65	199	264	159	108	267	3,088
Phase II Multi-Family	221	<u>262 units</u>	<u>24</u>	<u>80</u>	<u>104</u>	<u>63</u>	<u>40</u>	<u>103</u>	<u>1,204</u>
Total Project Trips			89	279	368	222	148	370	4,292

Phase 1 of the project will generate 264 new trips in the a.m. peak hour, 267 new trips in the p.m. peak hour, and 3,088 new daily trips. At full build-out, the proposed DRI will generate 368 new trips in the a.m. peak hour, 370 new trips in the p.m. peak hour, and 4,292 new daily trips.

4.2 Trip Distribution and Assignment

The trip distribution percentages indicate what proportion of the project's trips will travel to and from various directions. Two trip distributions were developed, one for all of the residential uses and one for the retail. The trip distribution for the residential was developed based on the locations and proximity of likely trip origins and destinations, including regional trip attractors and employment centers such as the Cities of Atlanta and McDonough; local schools; retail and offices in the area; and the major routes of travel to those attractors, especially Interstate 75. The distribution for the retail is based on population density in the area and the distances of those populations to the site. The trip distribution percentages for the residential are presented in Figure 4 while the distribution percentages for the retail are presented in Figure 5.

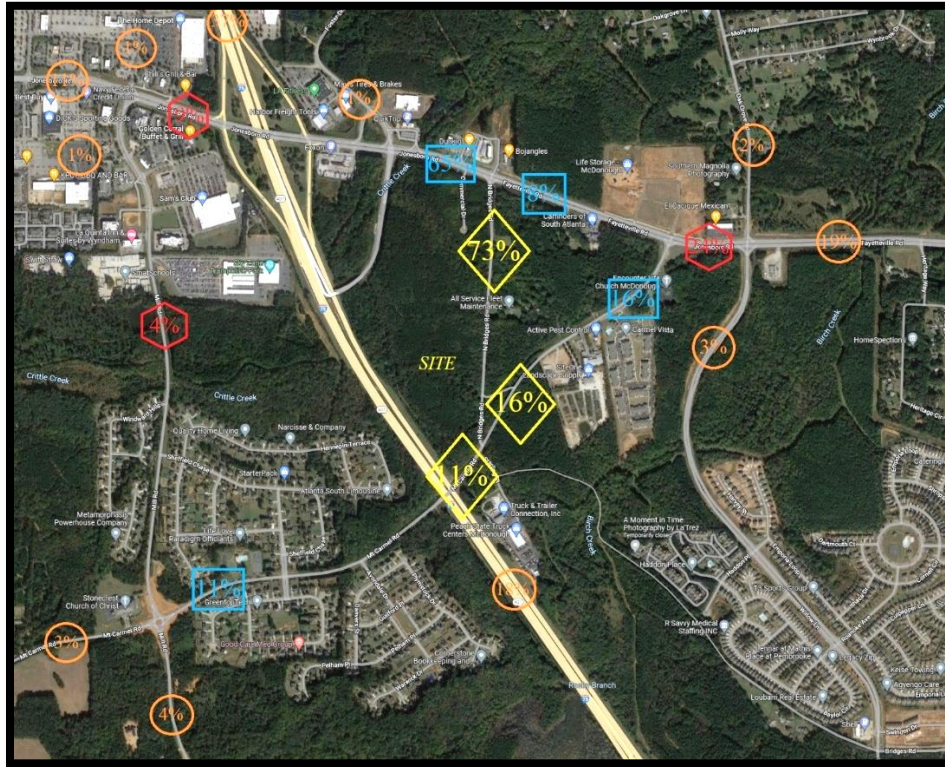


Figure 4 – Residential Trip Distribution Percentages

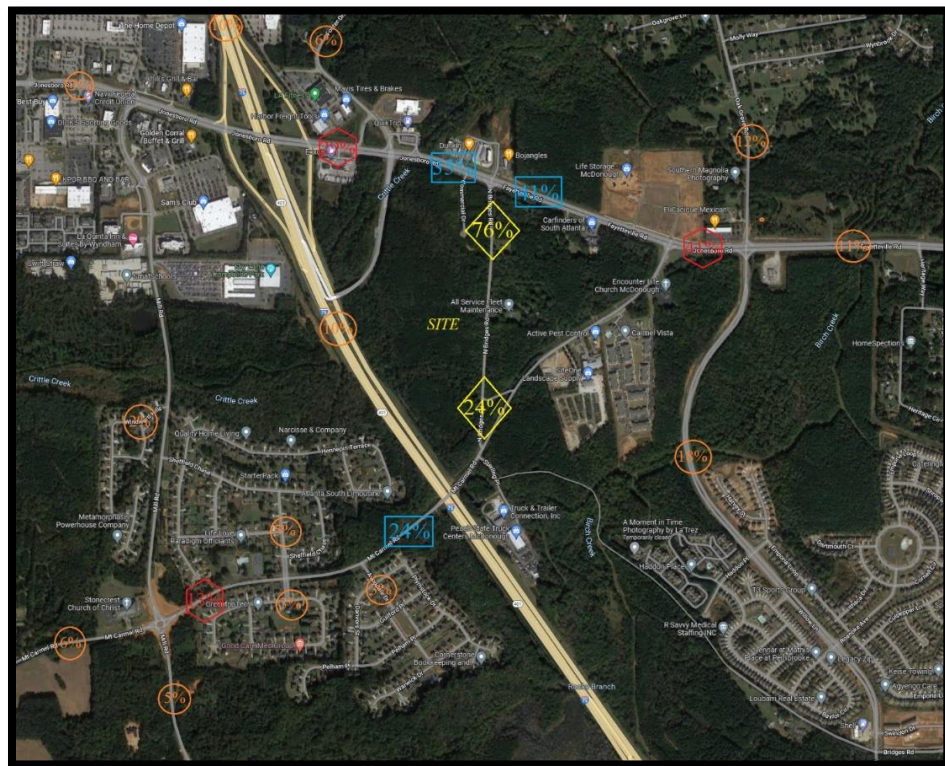


Figure 5 – Retail Trip Distribution Percentages

The DRI project trips, shown in Table 4, were assigned to the roadway network based on the distribution percentages shown in Figures 4 and 5. The a.m. and p.m. peak hour trips expected to be generated by the project, are shown in Figure 6 for Phase 1 and Figure 7 for the full project buildout. Traffic volume worksheets for each intersection are found in Appendix A which show the trips separately for the residential and retail land uses.

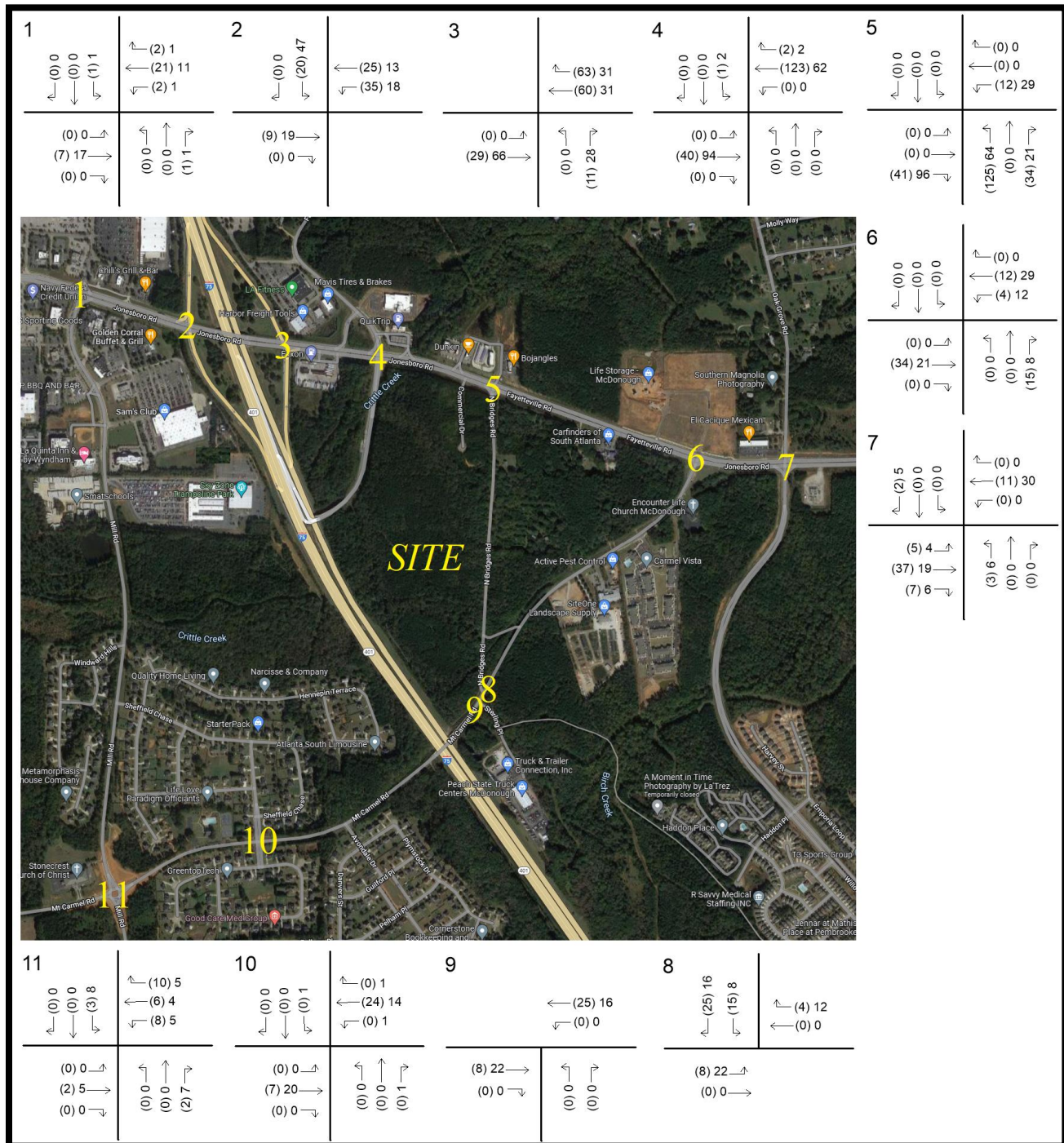


Figure 6 – Weekday A.M. and P.M. Peak Hour Project-Generated Trips – Phase 1

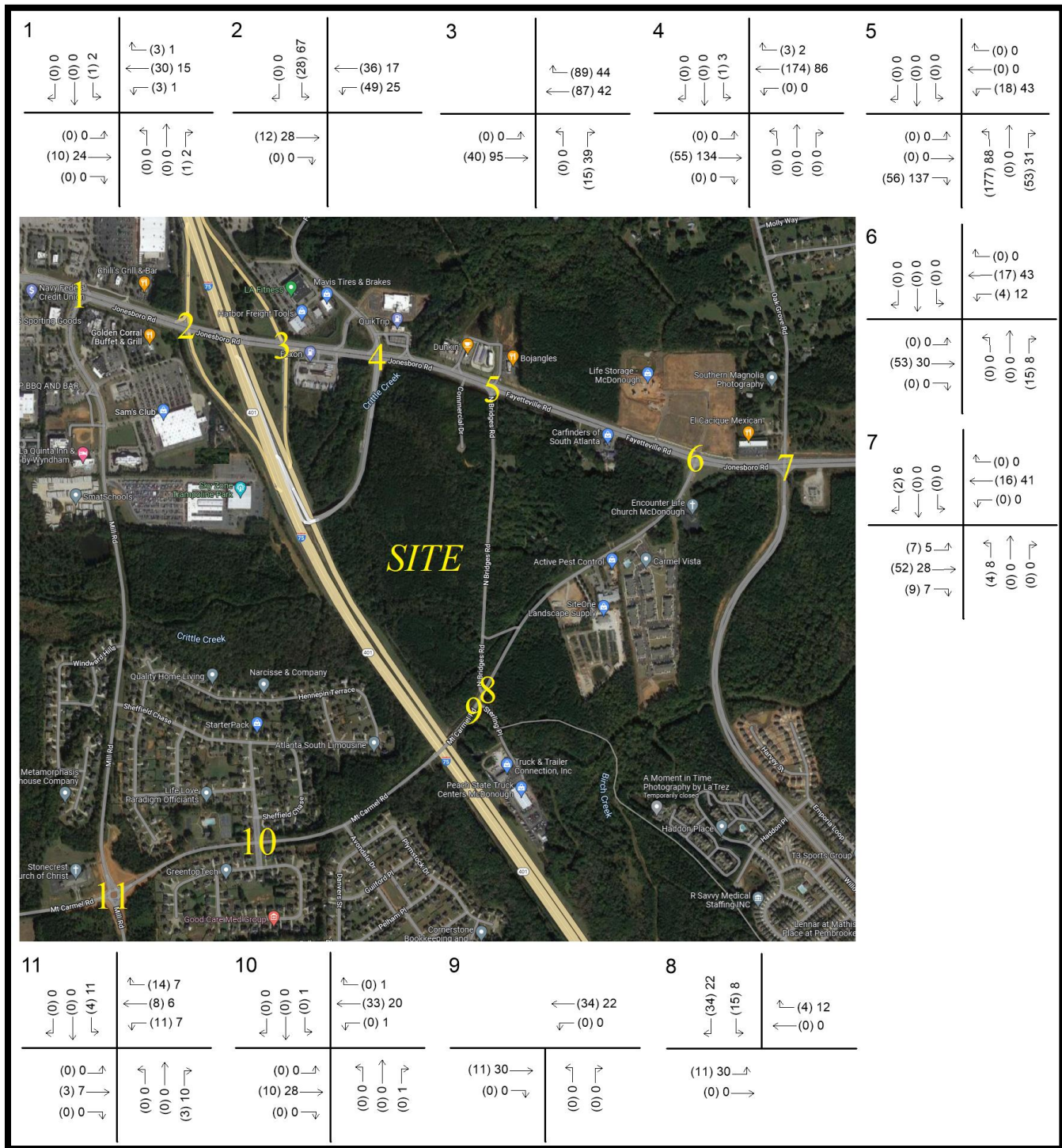


Figure 7 – Weekday A.M. and P.M. Peak Hour Project-Generated Trips – Full Buildout

5. Existing Traffic Analysis

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

5.1 Existing Lanes and Traffic Control

A description of the existing conditions was provided previously in this report. Figure 8 presents the existing lane configuration and method of traffic control at each study intersection.

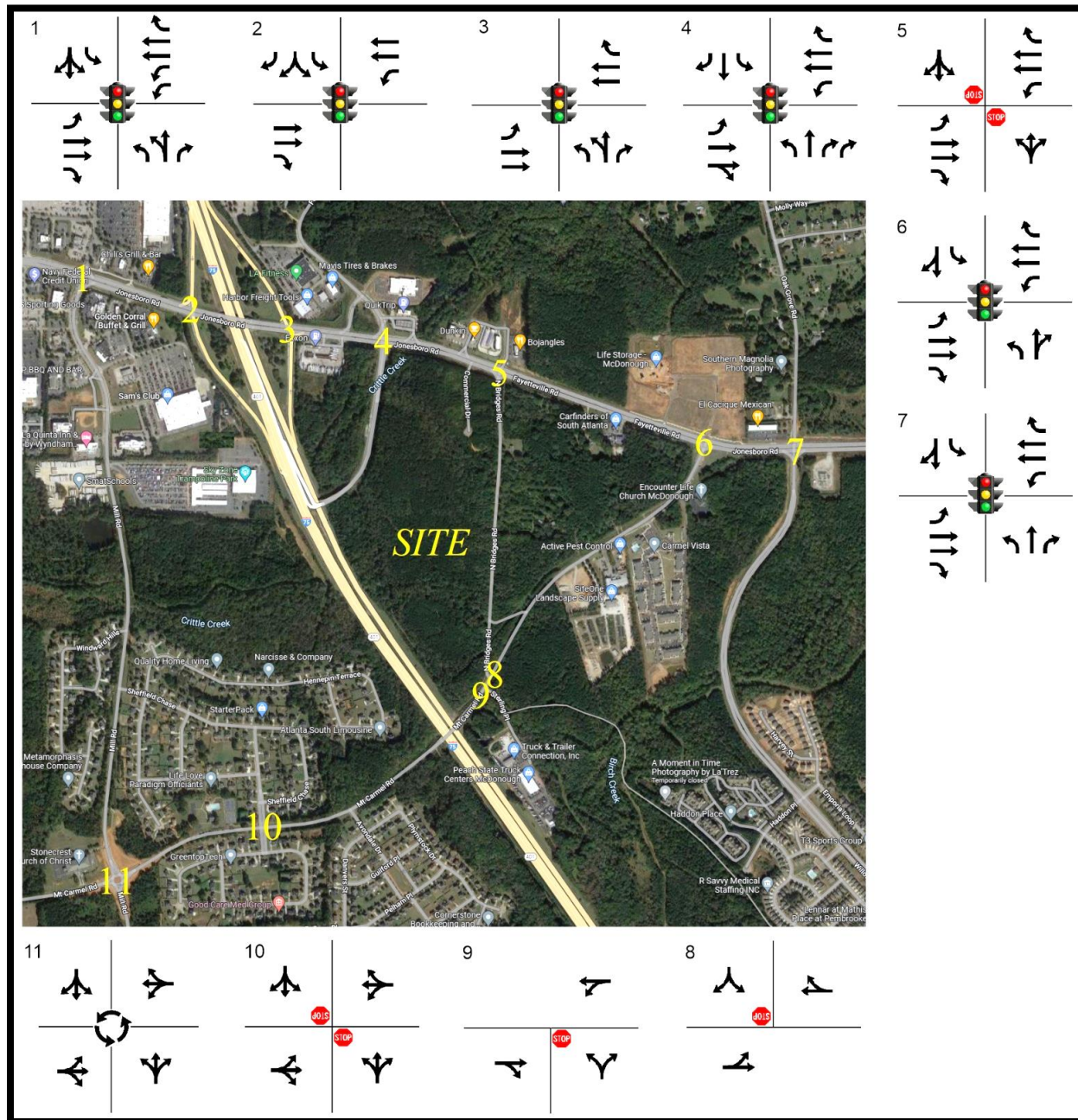


Figure 8 – Existing Lane Configuration and Traffic Control

5.2 Existing Traffic Volumes

Existing peak hour traffic volume count data was collected at each intersection from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. The counts at Intersections 2, 3, and 4 were collected when area schools were in session, on Thursday, February 10, 2022. The counts at Intersections 1, 5, 6, 7, 8, 9, 10, and 11 were collected when area schools were not in session, on Wednesday, June, 22, 2022. A supplemental count was collected when school was in session in the fall of 2022, at Intersection 6 – Jonesboro Road at Mt Carmel Road, on Tuesday, November 29, 2022. From the collected two-hour traffic counts in each time period, the highest four consecutive 15-minute interval volumes at each intersection were determined. The counts were adjusted at each intersection that was counted in June (school not in session), to balance with the adjacent February and/or November (school in session) count. Those adjustments are shown in the traffic volume worksheets in Appendix A. These counted and balanced (where appropriate) volumes make up the typical 2022, school in session, weekday a.m. and p.m. peak hour traffic volumes at that intersection. The existing a.m. and p.m. peak hour turning movement volumes are shown in Figure 9. All intersection raw count data is found in Appendix A.

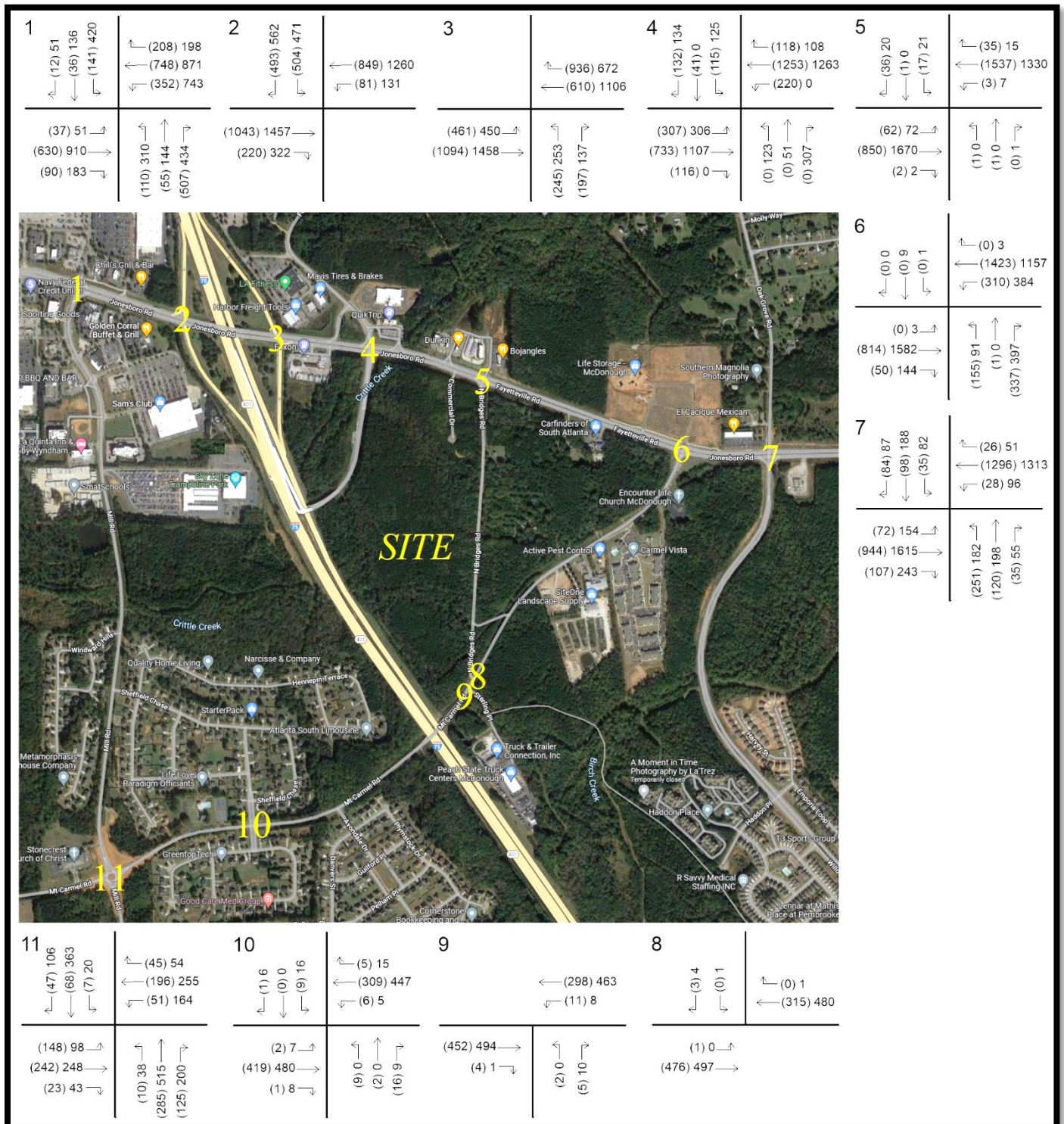


Figure 9 – Existing A.M. and P.M. Peak Hour Volumes

5.3 Existing Intersection Operations

An analysis was performed for each study intersection based on the counted and adjusted, as appropriate, 2022 traffic volumes, existing lane configurations, and existing method of traffic control. The results of the analysis are shown in Table 5. All locations that do not satisfy the Level of Service D standard are highlighted with bold text. The Synchro computer worksheets for the existing analysis are presented in Appendix C.

Table 5 – Existing Intersection Levels of Service

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Jonesboro Rd at Mill Rd / Target Retail Center (signal)	D	38.8	E	61.3
northbound approach	C	27.2	F	87.8
southbound approach	D	51.8	F	82.3
eastbound approach	D	54.5	E	76.5
westbound approach	C	28.2	D	36.5
2. Jonesboro Rd at I-75 SB ramps (signal)	C	22.5	C	24.9
southbound approach	C	20.3	C	32.9
eastbound approach	C	20.7	C	23.2
westbound approach	C	26.0	C	22.8
3. Jonesboro Rd at I-75 NB ramps (signal)	D	48.1	C	30.5
northbound approach	B	19.2	C	34.8
eastbound approach	D	53.8	C	22.4
westbound approach	D	45.6	D	43.1
4. Jonesboro Rd at Foster Dr / I-75 Express Lanes (signal)	D	40.5	D	42.5
northbound approach	NA*	NA*	F	83.9
southbound approach	C	33.4	D	48.7
eastbound approach	D	48.5	C	27.2
westbound approach	C	34.9	D	41.6
5. Jonesboro Rd at N Bridges Rd / Bojangles (side street stop)	A	8.1	C	23.2
northbound approach	F	206.1	C	17.0
southbound approach	F	EX*	F	EX*
eastbound left turn	C	15.8	B	14.8
westbound left turn	A	9.8	B	15.0
6. Jonesboro Rd at Mt Carmel Rd / Cason Way (signal)	D	38.2	E	56.5
northbound approach	F	113.9	F	186.0
southbound approach	A	0.0	D	42.6
eastbound approach	D	43.4	D	52.9
westbound approach	B	13.3	B	17.4
<i>table continued on next page</i>				

7. Jonesboro Rd at Oak Grove Rd / Willow Ln (signal)	C	26.7	D	44.5
northbound approach	C	33.0	D	41.0
southbound approach	C	23.6	C	32.4
eastbound approach	A	8.9	D	52.3
westbound approach	D	39.0	D	39.7
8. Mt Carmel Rd at North Bridges Rd (side street stop)	A	0.1	A	0.1
southbound approach	B	10.3	B	13.0
eastbound left turn	A	8.0	A	8.4
9. Mt Carmel Rd at Sterling Pl (side street stop)	A	0.2	A	0.2
northbound approach	B	12.6	B	11.6
westbound left turn	A	8.3	A	8.5
10. Mt Carmel Rd at Rowanshyre Way (side street stop)	A	0.9	A	1.1
northbound approach	B	14.1	B	11.6
southbound approach	C	17.9	C	22.6
eastbound left turn	A	8.0	A	8.4
westbound left turn	A	8.2	A	8.4
11. Mt Carmel Rd at Mill Rd (roundabout)	A	9.3	C	24.1
northbound approach	B	12.5	D	32.9
southbound approach	A	4.7	C	15.5
eastbound approach	A	7.0	B	13.1
westbound approach	A	9.5	D	27.1

*NA-not applicable, *EX-limits of methodology exceeded

5.4 Existing Facilities Needs Analysis

The analysis of existing conditions reveals that the large majority of study intersections and approaches/movements operate acceptably. There are four intersections where the LOS D standard is not satisfied, which are summarized in Table 6.

Table 6 – Existing Locations That Do Not Meet LOS D Standard

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Jonesboro Rd at Mill Rd / Target Retail	D	38.8	<i>E</i>	61.3
northbound approach	C	27.2	<i>F</i>	87.8
southbound approach	D	51.8	<i>F</i>	82.3
eastbound approach	D	54.5	<i>E</i>	76.5
4. Jonesboro Rd at Foster Dr / I-75 Express	D	40.5	D	42.5
northbound approach	C	33.4	<i>F</i>	83.9
5. Jonesboro Rd at N Bridges Rd / Bojangles	A	8.1	C	23.2
northbound approach	<i>F</i>	206.1	C	17.0
southbound approach	<i>F</i>	EX*	<i>F</i>	EX*
6. Jonesboro Rd at Mt Carmel / Cason Way	D	38.2	<i>E</i>	56.5
northbound approach	<i>F</i>	113.9	<i>F</i>	186.0

*NA-not applicable, *EX-limits of methodology exceeded

Intersection 1 – Jonesboro Road at Mill Road / Target Retail Center

The side street lane configurations at this intersection require split phasing which is very inefficient. Specifically, the northbound and southbound approaches share the left turn movements with the through movements. Widening both approaches to provide a through lane independent of dual left turn lanes on each approach, then eliminating the split phasing and providing concurrent protected-only phasing will significantly improve operations and the volumes justify these lanes. Add a northbound right turn overlap phase to operate concurrently with the westbound left turn protected phase. With the recommended mitigation, intersection operations will improve and queues will be reduced substantially. However, a few locations will continue to operate at LOS E in the p.m. Short of adding through lanes on Jonesboro Road, no additional feasible mitigation is identified for this intersection. The No-Build section of this report identifies a programmed widening of Mill Road to Jonesboro Road. It is recommended that the widening project take into consideration the mitigation identified in this analysis.

Intersection 4 – Jonesboro Road at Foster Drive and I-75 Express Lanes

The failure at this intersection occurs in the p.m. peak on the northbound side street approach from the I-75 Express Lanes. The existing lane configuration and signal control are appropriate. The failure is a result of the greentime favoring Jonesboro Road. This is appropriate due to the significantly higher volumes on Jonesboro Road. Changing the greentime to allow the side street approach to operate at LOS D or better would adversely impact delays and coordination in the Jonesboro Road corridor and is, therefore, not recommended. Because this failure is only on one approach during one time period, and given the adverse effects of changing the signal timing to favor the side street, no mitigation is identified for this intersection.

Intersection 5 – Jonesboro Road at North Bridges Road / Bojangles Access

The side street approaches at this intersection incur very high delays. This is not unusual on side street stop sign controlled approaches at busy thoroughfares such as Jonesboro Road. The volumes incurring the delays on the North Bridges Road approach are minimal (two (2) in the a.m. peak hour and one (1) in the p.m. peak hour). The volumes on the Bojangles approach are slightly higher, but still relatively low. In order to completely eliminate the failing side street levels of service, this intersection would require signalization. However, the existing volumes are insufficient to satisfy any volume-based warrants for signalization. Therefore, no mitigation is identified for the existing condition.

Intersection 6 – Jonesboro Road at Mt Carmel Road / Cason Way

The northbound approach from Mt Carmel Road experiences LOS F in both the a.m. and p.m. peak hours. This is due to a very heavy northbound right turn volume coupled with green time on the signal that favors Jonesboro Road. This is appropriate due to the significantly heavier volumes on Jonesboro Road. Adding a northbound protected right turn overlap phase would increase the capacity. The northbound right turn movement is shared with the through movement, but the through volume is currently negligible, allowing the overlap to be very effective. As northbound through volumes increase with the development of the land on the north side of the intersection, the overlap phase will lose some effectiveness. An option would be to prohibit northbound throughs to preserve the effectiveness of the overlap phase and this is recommended for the foreseeable future.

Figure 10 presents the mitigation recommendations graphically while Table 7 presents the operations at each intersection with the recommended mitigation.

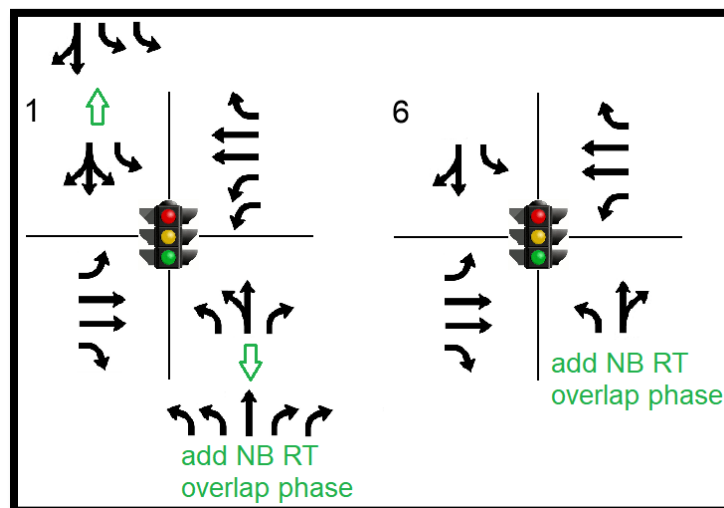


Figure 10 – Existing Recommended Mitigation

Table 7 – Existing Levels of Service with Recommended Mitigation

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Jonesboro Rd at Mill Rd / Target Retail	D	35.1	D	45.1
northbound approach	C	32.5	D	52.9
southbound approach	C	34.3	<i>E</i>	65.4
eastbound approach	D	53.1	<i>E</i>	60.6
4. Jonesboro Rd at Foster Dr / I-75 Express	D	35.0	D	42.5
northbound approach	C	30.3	<i>F</i>	83.9
5. Jonesboro Rd at N Bridges Rd / Bojangles	A	8.1	C	23.2
northbound approach	<i>F</i>	206.1	C	17.0
southbound approach	<i>F</i>	EX*	<i>F</i>	EX*
6. Jonesboro Rd at Mt Carmel / Cason Way	B	17.7	C	27.3
northbound approach	B	16.1	D	38.1

*NA-not applicable, EX-limits of methodology exceeded

GRTA DRI Review Procedures requires a queue length analysis for all intersection approaches with a failing LOS where the project is adding additional trips to that approach. The North Bridges Road DRI will add trips to all approaches at Intersection 1. At Intersection 4, the project will not add trips to the failing northbound approach of the I-75 Express Lanes. At Intersection 5, the project will add trips to the failing northbound approach of North Bridges Road. At Intersection 6, the project will add trips to the failing northbound approach on Mt Carmel Road. Table 8 presents the queue lengths on the failing approaches, without and with the recommended mitigation.

Table 8 – Existing Queues at Locations That Do Not Meet LOS D Standard

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	Without Mitigation	With Mitigation	Without Mitigation	With Mitigation
	Max Queue (feet)	Max Queue (feet)	Max Queue (feet)	Max Queue (feet)
1. Jonesboro Rd at Mill Rd / Target Retail				
northbound approach				
left turn lane	116	57	355	175
left/through lane	118	67	361	178
right turn lane	383	47	342	146
southbound approach				
left turn lane	133	70	486	281
left/through/right lane	130	52	483	227
eastbound approach				
left turn lane	54	49	65	64
through lanes	331	328	554	529
right turn lane	44	31	109	104
5. Jonesboro Rd at N Bridges Rd / Bojangles				
northbound approach	20	20	0	0
6. Jonesboro Rd at Mt Carmel / Cason Way				
northbound approach				
left turn lane	97	88	111	126
through/right lane	1	103	154	338

6. No-Build Traffic Analysis

A no-build analysis condition was developed for the DRI's Phase 1 completion year of 2024 and for the full project build-out year of 2027. The no-build analysis provides a reference by which to measure the traffic impact of the proposed North Bridges Road DRI.

6.1 Programmed Infrastructure Projects

Programmed transportation infrastructure projects in the vicinity of the DRI site were researched on the Georgia DOT projects website, the Henry County Joint County / Cities Transportation Plan, and the ARC Transportation Improvement Program Interactive Map. The following projects were identified in the vicinity of the study network that could affect traffic patterns, volumes, or capacity:

P-04 – Mill Road Widening – This project will Widen Mill Road from two to four lanes and add sidewalks from Crittle Creek to Jonesboro Road. This is a programmed short-term (2022-2025) project.

CTP-S18 – Mill Road Arterial Upgrade – Consolidate driveways in the north section and install turn lanes and shoulders on the southern end. This is a mid-term (2026-2035) project.

P-05 – Jonesboro Road Widening – Widening from two to four lanes from Clayton County line to North Mt Carmel Road. This is a programmed short-term (2022-2025) project.

LM-05 – Jonesboro Road – Install sidewalk along both sides of Jonesboro Road from Mt Carmel Road to Kelly Road. This is a mid-term (2026-2035) project.

LM-59 – Jonesboro Road – Install sidewalk along both sides of Jonesboro Road from North Mt Carmel Road to Chambers Road. This is a mid-term (2026-2035) project.

LM-60 – Jonesboro Road – Install sidewalk along both sides of Jonesboro Road from Chambers Road to Mill Road. This is a mid-term (2026-2035) project.

LM-136 – Jonesboro Road – Install sidewalk along both sides of Jonesboro Road from Mill Road to I-75. This is a mid-term (2026-2035) project.

6.2 No-Build Lanes and Traffic Control

P-04 – The widening of Mill Road may include intersection improvements at the Jonesboro Road / Mill Road intersection. This study recommended that the widening take into consideration the mitigation identified in this report. All other programmed projects are either located outside the study network or do not add capacity or change lanes at the study intersections (most add sidewalks). Therefore, the no-build condition assumes the same lanes and traffic control as the existing condition.

6.3 No-Build Traffic Volumes

The no-build condition includes background increases in traffic volumes that will occur whether or not the North Bridge Road DRI is built. Georgia DOT historic traffic volume count data was collected at the Georgia DOT count stations closest to the subject development. The data was obtained for the five years 2017 through 2021 (the latest year data was available at the time of this study). This data was used to develop annual growth rates for each year, and overall growth percentages from 2017 to 2021. Table 9 presents this historic Georgia DOT data and the growth rates.

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

Year	Jonesboro E of N Bridges	Annual Growth	Mt Carmel S of Jonesboro	Annual Growth	Mill N of Mt Carmel	Annual Growth
Station ID	151-0214		151-7408		151-8135	
2017	28,300		4,040		8,130	
2018	28,300	0.0%	4,100	1.5%	8,870	9.1%
2019	33,100	17.0%	4,180	2.0%	9,050	2.0%
2020	30,500	-7.9%	5,650	35.2%	8,400	-7.2%
2021	33,100	8.5%	6,000	6.2%	8,930	6.3%
<i>Average Growth</i>		3.2%		8.2%		1.9%

Growth in the area has been positive and moderate. Two of the three count locations used in this study experienced a decrease in volumes between 2019 and 2020 volumes, which is considered an anomaly due to the pandemic. Based on the growth trends identified in Table 9, and taking the pandemic into consideration, a 3.0% annual growth factor was applied to the existing volumes when projecting the future no-build volumes. The growth factor was applied for two years to 2024 (from the 2022 counts), for Phase 1 (a total of 6.1% growth) and for five years to 2027, for full buildout (a total of 15.9% growth). This is the growth that will occur while the proposed DRI is under construction. The existing traffic volumes were increased by the 6.1% and 15.9% growth factors to 2024 and 2027, respectively. The results are the 2024 and 2027 no-build traffic volumes that will be on the roadway network in each future year, at completion of the proposed DRI Phase 1 and at full buildout, but excluding the DRI's trips. Figure 11 shows the Phase 1, 2024 no-build weekday a.m. and p.m. peak hour traffic volumes at the study intersections, while Figure 12 shows the 2027 no-build volumes at full buildout of the DRI. These volumes are also shown in the intersection volume worksheets in Appendix A.

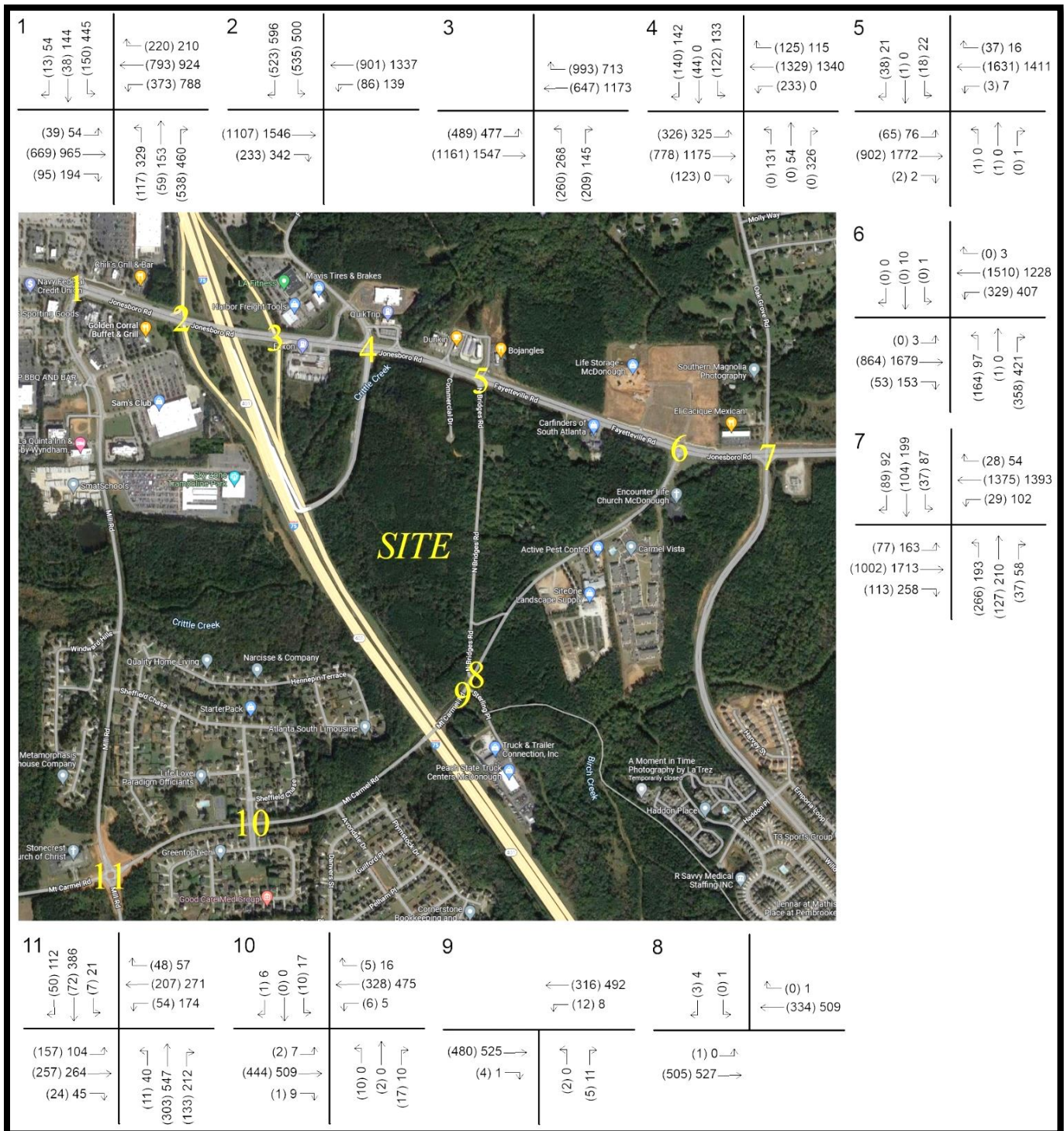


Figure 11 – No-Build A.M. and P.M. Peak Hour Volumes – Phase 1

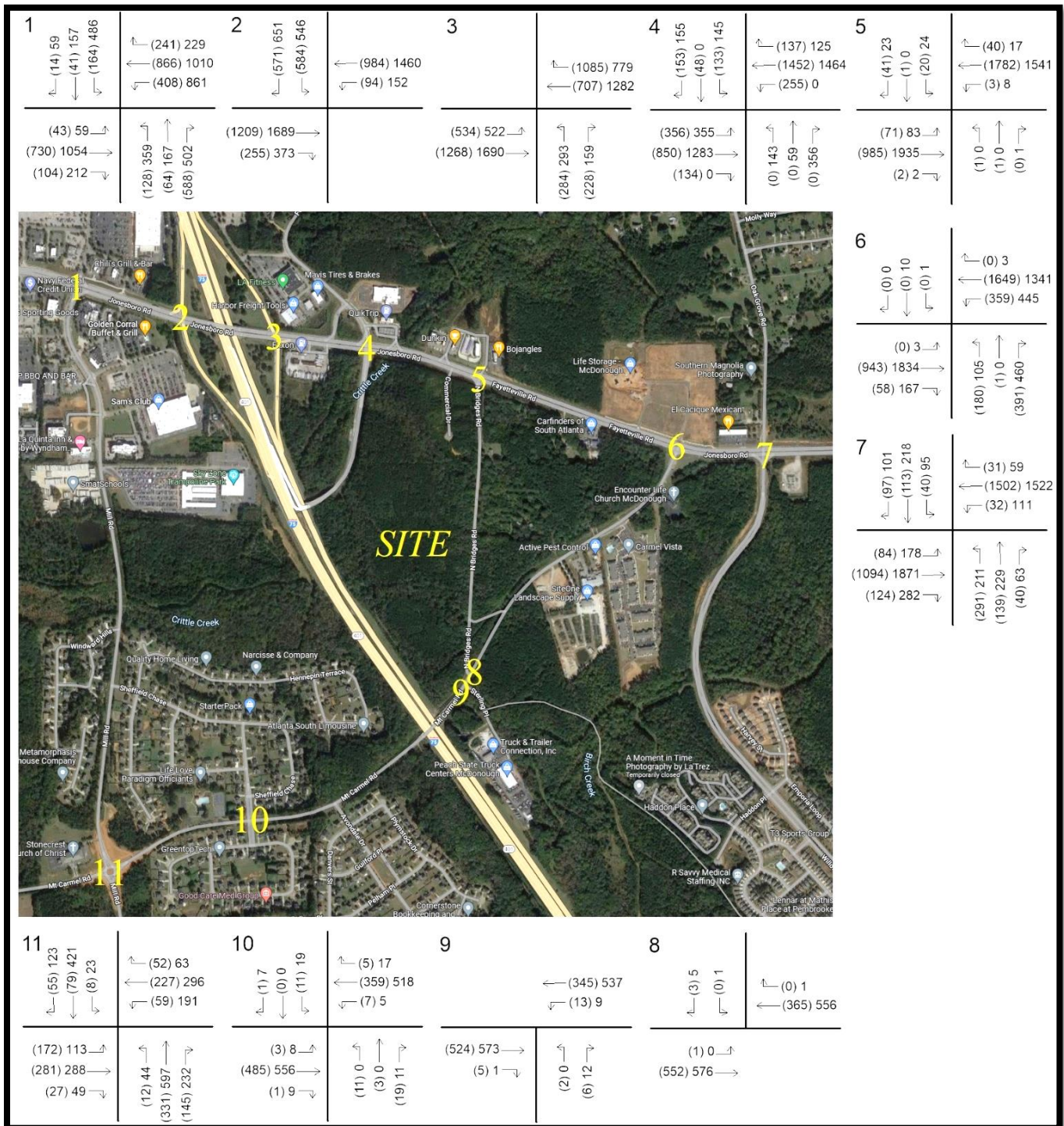


Figure 12 – No-Build A.M. and P.M. Peak Hour Volumes – Full Buildout

6.4 No-Build Intersection Operations

Each study intersection was evaluated for the 2024 and 2027 no-build conditions. The no-build levels of service at each intersection are shown in Table 10. The Synchro computer printouts are found in Appendix D.

Table 10 – No-Build Intersection Levels of Service

Intersection / Approach	A.M. Peak Hour				P.M. Peak Hour			
	2024 Phase 1		2027 Buildout		2024 Phase 1		2027 Buildout	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Jonesboro Rd at Mill Rd / Target Retail (signal)	C	34.7	C	34.8	<i>E</i>	69.1	<i>F</i>	86.5
northbound approach	C	28.2	C	30.3	<i>F</i>	96.7	<i>F</i>	108.5
southbound approach	D	39.8	D	40.4	<i>F</i>	90.5	<i>F</i>	101.3
eastbound approach	D	52.6	D	53.9	<i>F</i>	87.8	<i>F</i>	113.7
westbound approach	C	23.6	C	22.3	D	41.7	<i>E</i>	58.4
2. Jonesboro Rd at I-75 SB ramps (signal)	C	22.7	C	24.7	C	24.7	C	26.2
southbound approach	C	20.9	C	23.6	D	35.6	D	44.1
eastbound approach	C	25.1	C	29.3	C	22.0	C	21.6
westbound approach	C	21.4	C	20.1	C	22.4	C	22.4
3. Jonesboro Rd at I-75 NB ramps (signal)	<i>E</i>	56.6	<i>E</i>	60.1	C	30.2	C	31.1
northbound approach	B	17.1	B	18.6	D	37.1	D	44.9
eastbound approach	<i>E</i>	70.5	<i>E</i>	76.1	C	21.2	C	20.2
westbound approach	D	36.8	D	35.9	D	43.8	D	45.8
4. Jonesboro Rd at Foster Dr / I-75 Express (signal)	D	35.2	D	36.5	D	43.5	D	49.4
northbound approach	NA*	NA*	NA*	NA*	<i>F</i>	89.1	<i>F</i>	111.3
southbound approach	C	32.2	C	34.3	D	51.7	<i>E</i>	62.3
eastbound approach	D	39.3	D	40.8	C	26.8	C	27.4
westbound approach	C	32.3	C	33.5	D	42.1	D	47.1
5. Jonesboro Rd at N Bridges Rd (side street stop)	B	12.4	D	27.4	D	29.4	<i>F</i>	51.0
northbound approach	<i>F</i>	275.0	<i>F</i>	EX*	C	17.7	C	19.4
southbound approach	<i>F</i>	EX*	<i>F</i>	EX*	<i>F</i>	EX*	<i>F</i>	EX*
eastbound left turn	C	16.9	C	19.2	C	15.5	C	17.1
westbound left turn	A	10.0	B	10.3	C	15.6	C	17.4
6. Jonesboro Rd at Mt Carmel Rd / Cason Way (signal)	D	49.3	D	42.7	<i>E</i>	64.6	<i>F</i>	105.0
northbound approach	<i>F</i>	166.4	<i>F</i>	165.5	<i>F</i>	198.8	<i>F</i>	EX*
southbound approach	A	0.0	A	0.0	D	42.4	D	48.2
eastbound approach	C	34.4	D	37.2	<i>E</i>	63.7	<i>F</i>	83.3
westbound approach	C	21.5	A	9.2	C	21.0	C	27.5
table continued on next page								

7. Jonesboro Rd at Oak Grove Rd / Willow Ln (signal)	C	28.6	C	31.3	C	34.3	E	62.0
northbound approach	C	34.9	D	43.3	D	47.1	E	64.8
southbound approach	C	23.1	C	24.9	D	35.2	D	40.3
eastbound approach	C	20.2	B	18.6	C	26.8	F	80.2
westbound approach	C	34.2	D	38.9	D	39.2	D	45.7
8. Mt Carmel Rd at North Bridges Rd (side street stop)	A	0.1	A	0.1	A	0.1	A	0.1
southbound approach	B	10.4	B	10.7	B	13.3	B	13.7
eastbound left turn	A	8.0	A	8.1	A	8.4	A	8.6
9. Mt Carmel Rd at Sterling Pl (side street stop)	A	0.2	A	0.3	A	0.2	A	0.3
northbound approach	B	12.9	B	13.3	B	11.8	B	12.3
westbound left turn	A	8.4	A	8.6	A	8.5	A	8.7
10. Mt Carmel Rd at Rowanshyre (side street stop)	A	0.9	A	1.1	A	1.2	A	1.4
northbound approach	B	14.7	C	15.7	B	11.8	B	12.3
southbound approach	C	19.1	C	21.2	C	24.2	D	27.8
eastbound left turn	A	8.1	A	8.1	A	8.5	A	8.6
westbound left turn	A	8.3	A	8.4	A	8.5	A	8.6
11. Mt Carmel Rd at Mill Rd (roundabout)	A	10.0	B	11.5	D	30.2	E	47.4
northbound approach	B	13.7	C	16.5	E	42.8	F	71.7
southbound approach	A	4.9	A	5.1	C	17.5	C	23.1
eastbound approach	A	7.3	A	7.9	B	14.6	C	18.4
westbound approach	B	10.2	B	11.6	D	34.7	F	55.7

*NA-not applicable, *EX-limits of methodology exceeded

6.5 No-Build Facilities Needs Analysis

The no-build analysis reveals increases in delays at most locations and a few additional failing locations from the existing analysis. The locations that fail in the no-build condition are summarized in Table 11, with a discussion of mitigation at each location following.

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

Intersection / Approach	A.M. Peak Hour				P.M. Peak Hour			
	2024 Phase 1		2027 Buildout		2024 Phase 1		2027 Buildout	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Jonesboro Rd at Mill Rd / Target Retail (signal)	C	34.7	C	34.8	<i>E</i>	<i>69.1</i>	<i>F</i>	<i>86.5</i>
northbound approach	C	28.2	C	30.3	<i>F</i>	<i>96.7</i>	<i>F</i>	<i>108.5</i>
southbound approach	D	39.8	D	40.4	<i>F</i>	<i>90.5</i>	<i>F</i>	<i>101.3</i>
eastbound approach	D	52.6	D	53.9	<i>F</i>	<i>87.8</i>	<i>F</i>	<i>113.7</i>
westbound approach	C	23.6	C	22.3	D	41.7	<i>E</i>	<i>58.4</i>
3. Jonesboro Rd at I-75 NB ramps (signal)	<i>E</i>	<i>56.6</i>	<i>E</i>	<i>60.1</i>	C	30.2	C	31.1
eastbound approach	<i>E</i>	<i>70.5</i>	<i>E</i>	<i>76.1</i>	C	21.2	C	20.2
4. Jonesboro Rd at Foster Dr / I-75 Express (signal)	D	35.2	D	36.5	D	43.5	D	49.4
northbound approach	NA*	NA*	NA*	NA*	<i>F</i>	<i>89.1</i>	<i>F</i>	<i>111.3</i>
southbound approach	C	32.2	C	34.3	D	51.7	<i>E</i>	<i>62.3</i>
5. Jonesboro Rd at N Bridges Rd (side street stop)	B	12.4	D	27.4	D	29.4	<i>F</i>	<i>51.0</i>
northbound approach	<i>F</i>	<i>275.0</i>	<i>F</i>	<i>EX*</i>	C	17.7	C	19.4
southbound approach	<i>F</i>	<i>EX*</i>	<i>F</i>	<i>EX*</i>	<i>F</i>	<i>EX*</i>	<i>F</i>	<i>EX*</i>
6. Jonesboro Rd at Mt Carmel Rd / Cason Way (signal)	D	49.3	D	42.7	<i>E</i>	<i>64.6</i>	<i>F</i>	<i>105.0</i>
northbound approach	<i>F</i>	<i>166.4</i>	<i>F</i>	<i>165.5</i>	<i>F</i>	<i>198.8</i>	<i>F</i>	<i>EX*</i>
eastbound approach	C	34.4	D	37.2	<i>E</i>	<i>63.7</i>	<i>F</i>	<i>83.3</i>
7. Jonesboro Rd at Oak Grove Rd / Willow Ln (signal)	C	28.6	C	31.3	C	34.3	<i>E</i>	<i>62.0</i>
northbound approach	C	34.9	D	43.3	D	47.1	<i>E</i>	<i>64.8</i>
eastbound approach	C	20.2	B	18.6	C	26.8	<i>F</i>	<i>80.2</i>
11. Mt Carmel Rd at Mill Rd (roundabout)	A	10.0	B	11.5	D	30.2	<i>E</i>	<i>47.4</i>
northbound approach	B	13.7	C	16.5	<i>E</i>	<i>42.8</i>	<i>F</i>	<i>71.7</i>
westbound approach	B	10.2	B	11.6	D	34.7	<i>F</i>	<i>55.7</i>

*NA-not applicable, *EX-limits of methodology exceeded

Intersection 1 – Jonesboro Road at Mill Road / Target Retail Center

As identified in the existing analysis, this intersection requires widening on the side street approaches to provide additional capacity and to eliminate the inefficient split phasing. With the mitigation recommended in the existing analysis, intersection operations will improve and queues will be reduced substantially. However, a few locations will continue to operate at LOS E in the p.m. Short of adding through lanes on Jonesboro Road, no additional feasible mitigation is identified for this intersection. It is recommended that the programmed widening project on Mill Road take into consideration the mitigation identified in this analysis.

Intersection 3 – Jonesboro Road at I-75 Northbound Ramps

This intersection will begin to fail in the 2024 no-build a.m. The eastbound left turn movement already carries very heavy volumes and, by the 2024 no-build condition, will need a second left turn lane to provide acceptable operations.

Intersection 4 – Jonesboro Road at Foster Drive and I-75 Express Lanes

As with the existing condition, the failure at this intersection occurs in the p.m. peak on the northbound side street approach from the I-75 Express Lanes. In the 2027 no-build, the southbound approach also drops to LOS E. The lane configuration and signal control are appropriate and changing the green time to allow the side street approaches to operate at LOS D or better would adversely impact delays and coordination in the Jonesboro Road corridor and is, therefore, not recommended. Because this failure is only on the side street approaches, and only during one time period, and given the adverse effects of changing the signal timing to favor the side street, no mitigation is identified for this intersection for the no-build conditions.

Intersection 5 – Jonesboro Road at North Bridges Road / Bojangles Access

The side street approaches at this intersection will continue to incur very high delays. The no-build volumes will continue to be insufficient to satisfy any volume-based warrants for signalization. Therefore, no mitigation is identified for the no-build conditions.

Intersection 6 – Jonesboro Road at Mt Carmel Road / Cason Way

The northbound protected right turn overlap phase continues to be the mitigation recommended for the no-build conditions.

Intersection 7 – Jonesboro Road at Oak Grove Road / Willow Lane

This intersection will see failing delays by the 2027 no-build p.m. Adding an exclusive right turn lane on the southbound approach of Oak Grove Road will improve the efficiency of the signal and allow the LOS D standard to be achieved.

Intersection 11 – Mt Carmel Road at Mill Road

The roundabout will begin to fail in the p.m. peak by the 2024 no-build condition. The addition of a northbound right turn lane or slip lane (allowing the movement to be made without entering the roundabout) and a westbound right turn lane or slip lane will provide for acceptable roundabout operations through the 2027 no-build condition.

Figure 13 graphically summarizes the existing and no-build mitigation and Table 12 presents the levels of service at the failing locations, without and with the recommended mitigation.

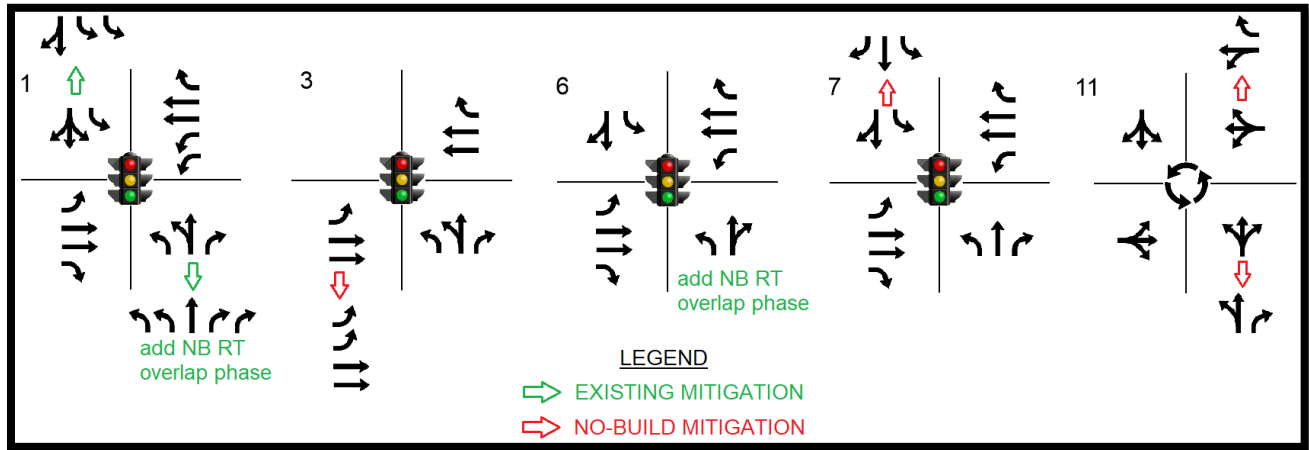


Figure 13 – Existing and No-Build Recommended Mitigation

Table 12 – No-Build Intersection Levels of Service with Recommended Mitigation

Intersection / Approach	A.M. Peak Hour				P.M. Peak Hour			
	2024 Phase 1		2027 Buildout		2024 Phase 1		2027 Buildout	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Jonesboro Rd at Mill Rd / Target Retail (signal)	C	31.9	C	34.3	D	47.6	D	54.7
northbound approach	C	33.3	C	28.8	D	52.8	E	61.4
southbound approach	C	34.9	D	36.8	E	72.6	F	84.8
eastbound approach	D	43.0	D	53.9	E	61.5	E	73.9
westbound approach	C	24.0	C	22.3	C	29.2	C	31.1
3. Jonesboro Rd at I-75 NB ramps (signal)	C	31.1	C	32.3	C	30.3	C	31.8
eastbound approach	C	31.2	C	33.2	C	26.0	C	26.5
4. Jonesboro Rd at Foster Dr / I-75 Express (signal)	D	35.2	D	36.5	D	43.5	D	49.4
northbound approach	NA*	NA*	NA*	NA*	F	89.1	F	111.3
southbound approach	C	32.2	C	34.3	D	51.7	E	62.3
5. Jonesboro Rd at N Bridges Rd (side street stop)	B	12.4	D	27.4	D	29.4	F	51.0
northbound approach	F	275.0	F	EX*	C	17.7	C	19.4
southbound approach	F	EX*	F	EX*	F	EX*	F	EX*
6. Jonesboro Rd at Mt Carmel Rd / Cason Way (signal)	B	18.5	C	24.5	C	28.6	D	35.4
northbound approach	B	17.3	B	19.8	D	41.6	D	47.2
southbound approach	A	0.0	A	0.0	D	41.6	D	39.9
eastbound approach	D	35.6	C	34.2	D	38.6	D	46.1
westbound approach	B	10.7	C	21.2	B	12.9	B	19.6
table continued on next page								

7. Jonesboro Rd at Oak Grove Rd / Willow Ln (signal)	C	26.9	C	27.8	C	24.7	D	41.4
northbound approach	C	30.7	D	36.9	D	42.3	D	49.5
eastbound approach	C	20.3	B	19.0	A	8.9	C	20.8
11. Mt Carmel Rd at Mill Rd (roundabout)	A	7.2	A	7.9	B	14.8	C	18.8
northbound approach	A	7.6	A	8.4	B	11.8	B	14.2
southbound approach	A	4.9	A	5.1	C	17.5	C	23.1
eastbound approach	A	7.3	A	7.9	B	14.6	C	18.4
westbound approach	A	7.5	A	8.2	C	17.2	C	22.3

*NA-not applicable, *EX-limits of methodology exceeded

As required by the GRTA DRI Technical Guidelines, Table 13 presents the queues at the locations that do not meet the LOS D standards in the no-build conditions, without and with the recommended mitigation.

Table 13 – No-Build Queues at Locations That Do Not Meet LOS D Standard

Intersection / Approach	A.M. Peak Hour				P.M. Peak Hour			
	2024 Phase 1		2027 Buildout		2024 Phase 1		2027 Buildout	
	Without Mitigation	With Mitigation	Without Mitigation	With Mitigation	Without Mitigation	With Mitigation	Without Mitigation	With Mitigation
	Max Queue (feet)	Max Queue (feet)	Max Queue (feet)	Max Queue (feet)	Max Queue (feet)	Max Queue (feet)	Max Queue (feet)	Max Queue (feet)
1. Jonesboro Rd at Mill Rd / Target								
northbound approach								
left turn lane	103	62	111	62	374	180	428	208
left/through lane	104	71	113	71	383	187	436	215
right turn lane	365	73	506	73	362	155	438	184
southbound approach								
left turn lane	118	75	128	75	515	300	589	350
left/through/right lane	114	54	124	54	512	275	581	319
eastbound approach								
left turn lane	49	46	52	46	67	65	75	72
through lanes	342	285	372	285	586	550	691	642
right turn lane	34	31	39	31	115	108	144	133
3. Jonesboro Rd at I-75 NB ramps								
eastbound approach								
left turn lane	268	268	311	268	399	203	445	248

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4. Jonesboro Rd at Foster / I-75 Exp								
northbound approach								
left turn lane	NA*	NA*	NA*	NA*	108	189	235	235
through lane	NA*	NA*	NA*	NA*	41	81	93	93
right turn lanes	NA*	NA*	NA*	NA*	78	121	155	155
5. Jonesboro Rd at N Bridges Rd								
northbound approach	22	22	28	28	0	0	0	0
southbound approach	130	130	170	170	174	174	196	196
6. Jonesboro Rd at Mt Carmel								
northbound approach								
left turn lane	153	175	166	175	114	131	131	129
through/right lane	78	198	73	198	178	362	284	378
eastbound approach								
left turn lane	0	0	0	0	2	2	2	6
through lanes	164	160	385	160	896	808	1,085	859
right turn lane	0	1	2	1	20	17	23	34
7. Jonesboro at Oak Grove / Willow								
northbound approach								
left turn lane	291	244	336	244	306	344	366	304
through lane	101	105	109	105	206	219	233	220
right turn lane	11	11	12	11	32	15	33	33
eastbound approach								
left turn lane	38	35	34	35	92	101	109	91
through lanes	100	132	98	132	106	764	121	360
right turn lane	2	5	1	5	0	21	0	0
11. Mt Carmel Rd at Mill Rd								
northbound approach								
L/T/R or L/T lane	4	2	5	2	16	5	23	7
right turn lane	NA*	1	NA*	1	NA*	1	NA*	1
westbound approach								
L/T/R or L/T lane	2	1	3	2	10	5	14	7
right turn lane	NA*	0	NA*	0	NA*	0	NA*	0

*NA-not applicable

7. Future (Build) Traffic Analysis

The analysis of the 2024 and 2027 future build scenarios identify the traffic impact of the proposed North Bridges Road DRI for Phase 1 and at full buildout, respectively. This future condition includes all traffic volumes from the 2024 and 2027 no-build scenarios, plus the traffic that will be added by the North Bridges Road DRI.

7.1 Build Lanes and Traffic Control

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

7.2 Build Traffic Volumes

The no-build volumes, shown previously in Figures 11 and 12, were combined with the project-generated trips, shown previously in Figures 6 and 7. This produces the 2024 and 2027 build traffic volumes at each study intersection after the North Bridges Road DRI is constructed and operational. These volumes are presented in Figures 14 and 15 and are also shown in the intersection volume worksheets in Appendix A.

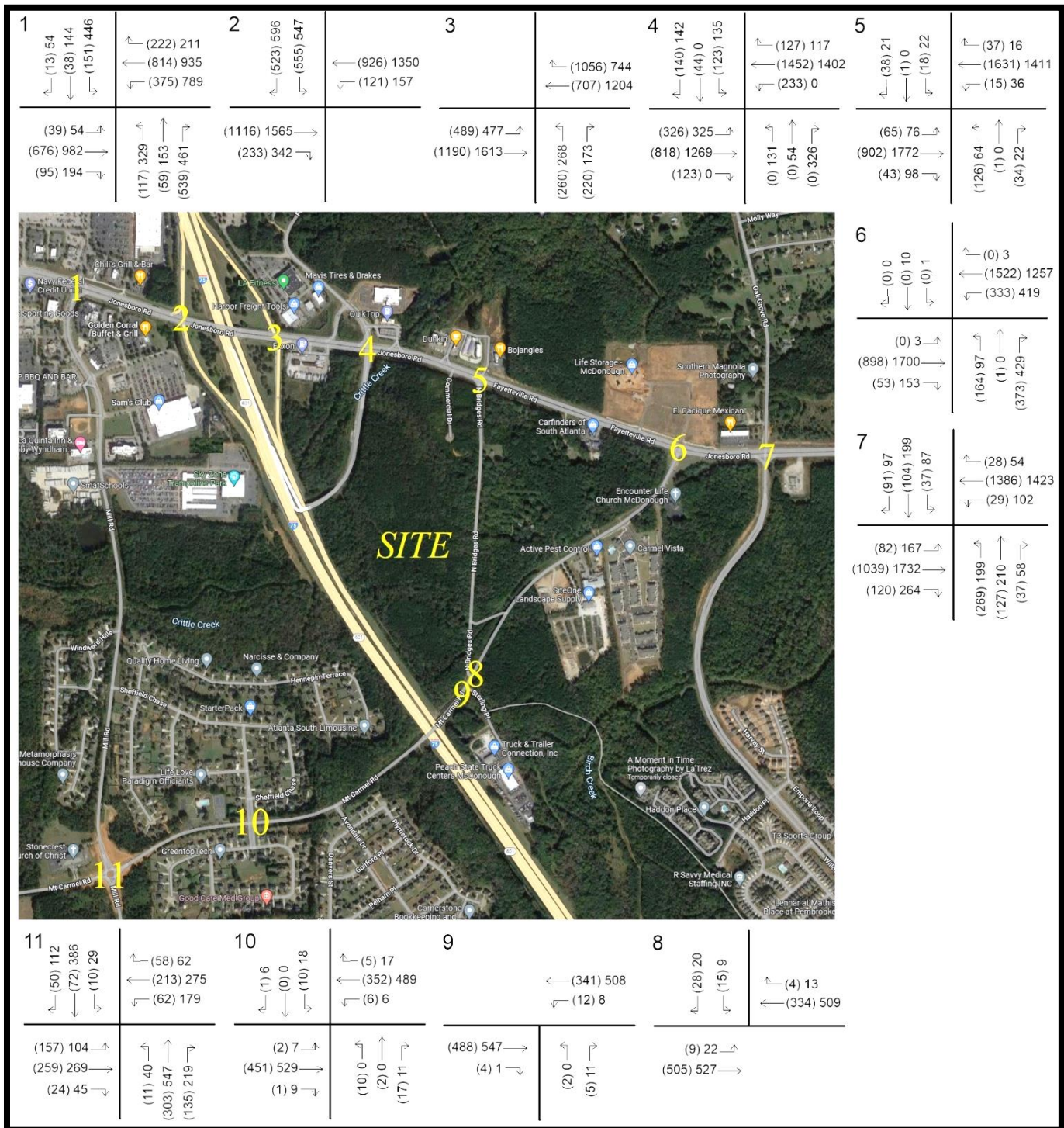


Figure 14 – Build A.M. and P.M. Peak Hour Volumes – Phase 1

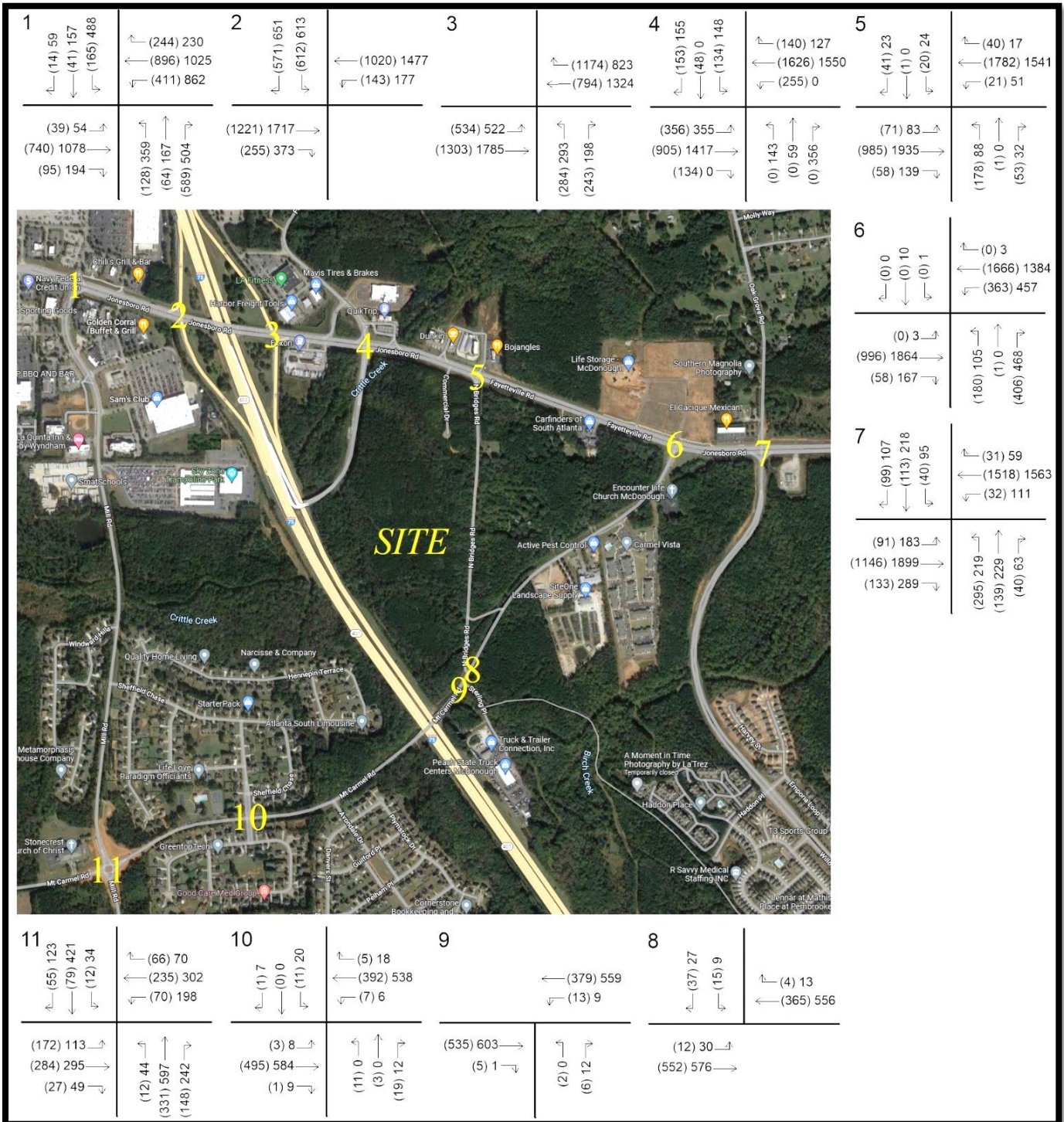


Figure 15 – Build A.M. and P.M. Peak Hour Volumes – Full Buildout

7.3 Build Intersection Operations

Each study intersection was re-evaluated for the 2024 and 2027 build conditions. The build levels of service at each intersection are shown in Table 14. The Synchro computer printouts are located in Appendix E.

Table 14 – Build Intersection Levels of Service

Intersection / Approach	A.M. Peak Hour				P.M. Peak Hour			
	2024 Phase 1		2027 Buildout		2024 Phase 1		2027 Buildout	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Jonesboro Rd at Mill Rd / Target Retail (signal)	C	34.8	C	35.5	<i>E</i>	70.7	<i>F</i>	89.0
northbound approach	C	28.4	C	30.4	<i>F</i>	96.7	<i>F</i>	108.5
southbound approach	D	39.8	D	40.5	<i>F</i>	91.1	<i>F</i>	101.6
eastbound approach	D	53.2	<i>E</i>	56.2	<i>F</i>	94.0	<i>F</i>	123.2
westbound approach	C	23.5	C	22.4	D	41.6	<i>E</i>	58.2
2. Jonesboro Rd at I-75 SB ramps (signal)	C	23.3	C	26.0	C	25.7	C	29.2
southbound approach	C	21.4	C	24.5	D	37.7	D	47.7
eastbound approach	C	25.0	C	29.2	C	21.7	C	22.5
westbound approach	C	22.8	C	23.5	C	23.9	C	26.7
3. Jonesboro Rd at I-75 NB ramps (signal)	D	54.6	<i>E</i>	57.3	C	30.2	C	31.0
northbound approach	B	18.4	C	20.5	D	37.8	D	46.1
eastbound approach	<i>E</i>	68.0	<i>E</i>	72.8	C	20.7	B	19.3
westbound approach	D	35.6	C	34.2	D	44.5	D	46.9
4. Jonesboro Rd at Foster Dr / I-75 Express (signal)	D	37.8	D	45.0	D	44.1	D	52.4
northbound approach	NA*	NA*	NA*	NA*	<i>F</i>	89.3	<i>F</i>	111.4
southbound approach	C	33.4	D	35.6	D	53.6	<i>E</i>	67.3
eastbound approach	D	39.3	D	41.6	C	26.1	C	26.8
westbound approach	D	37.0	D	48.5	D	45.1	<i>E</i>	67.3
5. Jonesboro Rd at N Bridges Rd (side street stop)	<i>F</i>	132.2	<i>F</i>	EX*	<i>F</i>	203.9	<i>F</i>	EX*
northbound approach	<i>F</i>	EX*	<i>F</i>	EX*	<i>F</i>	EX*	<i>F</i>	EX*
southbound approach	<i>F</i>	EX*	<i>F</i>	EX*	<i>F</i>	EX*	<i>F</i>	EX*
eastbound left turn	C	16.9	C	19.2	C	15.5	C	17.1
westbound left turn	B	10.3	B	10.8	C	17.9	C	22.1
6. Jonesboro Rd at Mt Carmel Rd / Cason Way (signal)	D	51.5	D	45.7	<i>E</i>	68.6	<i>F</i>	90.0
northbound approach	<i>F</i>	185.5	<i>F</i>	183.4	<i>F</i>	207.8	<i>F</i>	EX*
southbound approach	A	0.0	A	0.0	D	42.4	D	48.2
eastbound approach	C	34.3	D	37.9	<i>E</i>	67.8	<i>F</i>	81.0
westbound approach	B	19.1	A	8.4	C	23.7	C	26.9
<i>table continued on next page</i>								

7. Jonesboro Rd at Oak Grove Rd / Willow Ln (signal)	C	28.6	C	31.6	D	35.3	D	42.8
northbound approach	C	35.9	D	44.9	D	50.9	E	74.5
southbound approach	C	23.4	C	25.1	D	35.8	D	41.0
eastbound approach	B	19.7	B	17.9	C	27.3	C	27.4
westbound approach	C	34.5	D	40.0	D	39.9	D	52.5
8. Mt Carmel Rd at North Bridges Rd (side street stop)	A	0.9	A	1.1	A	0.7	A	0.9
southbound approach	B	13.7	B	14.2	C	15.8	C	16.6
eastbound left turn	A	8.1	A	8.2	A	8.6	A	8.7
9. Mt Carmel Rd at Sterling Pl (side street stop)	A	0.2	A	0.3	A	0.2	A	0.2
northbound approach	B	13.1	B	13.6	B	12.0	B	12.6
westbound left turn	A	8.4	A	8.6	A	8.6	A	8.8
10. Mt Carmel Rd at Rowanshyre (side street stop)	A	0.9	A	1.0	A	1.3	A	1.5
northbound approach	C	15.1	C	16.4	B	12.1	B	12.6
southbound approach	C	19.9	C	22.6	D	26.3	D	31.2
eastbound left turn	A	8.1	A	8.2	A	8.5	A	8.6
westbound left turn	A	8.3	A	8.4	A	8.5	A	8.7
11. Mt Carmel Rd at Mill Rd (roundabout)	B	10.3	B	12.0	D	33.3	F	54.1
northbound approach	B	14.0	C	17.1	E	48.4	F	83.0
southbound approach	A	5.0	A	5.3	C	18.6	D	25.5
eastbound approach	A	7.5	A	8.2	C	15.2	C	19.7
westbound approach	B	10.9	B	12.7	E	48.4	F	64.0

*NA-not applicable, *EX-limits of methodology exceeded

7.4 Build Facilities Needs Analysis

The locations that fail in the build conditions are the same as in the no-build conditions, with additional delays at some locations. These failing locations are presented in Table 15, with a discussion of each following.

Table 15 – Build Locations that Do Not Meet LOS D Standard

Intersection / Approach	A.M. Peak Hour				P.M. Peak Hour			
	2024 Phase 1		2027 Buildout		2024 Phase 1		2027 Buildout	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Jonesboro Rd at Mill Rd / Target Retail (signal)	C	34.8	C	35.5	<i>E</i>	<i>70.7</i>	<i>F</i>	<i>89.0</i>
northbound approach	C	28.4	C	30.4	<i>F</i>	<i>96.7</i>	<i>F</i>	<i>108.5</i>
southbound approach	D	39.8	D	40.5	<i>F</i>	<i>91.1</i>	<i>F</i>	<i>101.6</i>
eastbound approach	D	53.2	<i>E</i>	<i>56.2</i>	<i>F</i>	<i>94.0</i>	<i>F</i>	<i>123.2</i>
westbound approach	C	23.5	C	22.4	D	41.6	<i>E</i>	<i>58.2</i>
3. Jonesboro Rd at I-75 NB ramps (signal)	D	54.6	<i>E</i>	<i>57.3</i>	C	30.2	C	31.0
eastbound approach	<i>E</i>	<i>68.0</i>	<i>E</i>	<i>72.8</i>	C	20.7	B	19.3
4. Jonesboro Rd at Foster Dr / I-75 Express (signal)	D	37.8	D	45.0	D	44.1	D	52.4
northbound approach	NA*	NA*	NA*	NA*	<i>F</i>	<i>89.3</i>	<i>F</i>	<i>111.4</i>
southbound approach	C	33.4	D	35.6	D	53.6	<i>E</i>	<i>67.3</i>
westbound approach	D	37.0	D	48.5	D	45.1	<i>E</i>	<i>67.3</i>
5. Jonesboro Rd at N Bridges Rd (side street stop)	<i>F</i>	<i>132.2</i>	<i>F</i>	<i>EX*</i>	<i>F</i>	<i>203.9</i>	<i>F</i>	<i>EX*</i>
northbound approach	<i>F</i>	<i>EX*</i>	<i>F</i>	<i>EX*</i>	<i>F</i>	<i>EX*</i>	<i>F</i>	<i>EX*</i>
southbound approach	<i>F</i>	<i>EX*</i>	<i>F</i>	<i>EX*</i>	<i>F</i>	<i>EX*</i>	<i>F</i>	<i>EX*</i>
6. Jonesboro Rd at Mt Carmel Rd / Cason Way (signal)	D	51.5	D	45.7	<i>E</i>	<i>68.6</i>	<i>F</i>	<i>90.0</i>
northbound approach	<i>F</i>	<i>185.5</i>	<i>F</i>	<i>183.4</i>	<i>F</i>	<i>207.8</i>	<i>F</i>	<i>EX*</i>
eastbound approach	C	34.3	D	37.9	<i>E</i>	<i>67.8</i>	<i>F</i>	<i>81.0</i>
7. Jonesboro Rd at Oak Grove Rd / Willow Ln (signal)	C	28.6	C	31.6	D	35.3	D	42.8
northbound approach	C	35.9	D	44.9	D	50.9	<i>E</i>	<i>74.5</i>
11. Mt Carmel Rd at Mill Rd (roundabout)	B	10.3	B	12.0	D	33.3	<i>F</i>	<i>54.1</i>
northbound approach	B	14.0	C	17.1	<i>E</i>	<i>48.4</i>	<i>F</i>	<i>83.0</i>
westbound approach	B	10.9	B	12.7	<i>E</i>	<i>48.4</i>	<i>F</i>	<i>64.0</i>

*NA-not applicable, *EX-limits of methodology exceeded

The mitigation identified previously, for the existing and no-build conditions, will continue to be appropriate and will allow most intersections and controlled approaches and movements (exceptions noted and discussed previously) to meet the LOS D standard in the build conditions.

Intersection 5 – Jonesboro Road at North Bridges Road / Bojangles Access

The new mitigation required for the build conditions consists of adding a northbound right turn lane on North Bridges Road at Jonesboro Road to prevent right turners from being trapped behind the more challenging left/through movements. Additionally, as identified in the existing and no-build analyses, the high side street

delays require signalization to achieve the LOS D standard, but the volumes were insufficient to satisfy any volume-based signal warrants prior to the addition of the North Bridges Road DRI trips. With the addition of the proposed North Bridges Road DRI, signalization may be warranted. It is recommended that a signal warrant analysis be performed to determine when signalization of this intersection will be appropriate.

Figure 16 graphically summarizes the existing, no-build, and build mitigation.

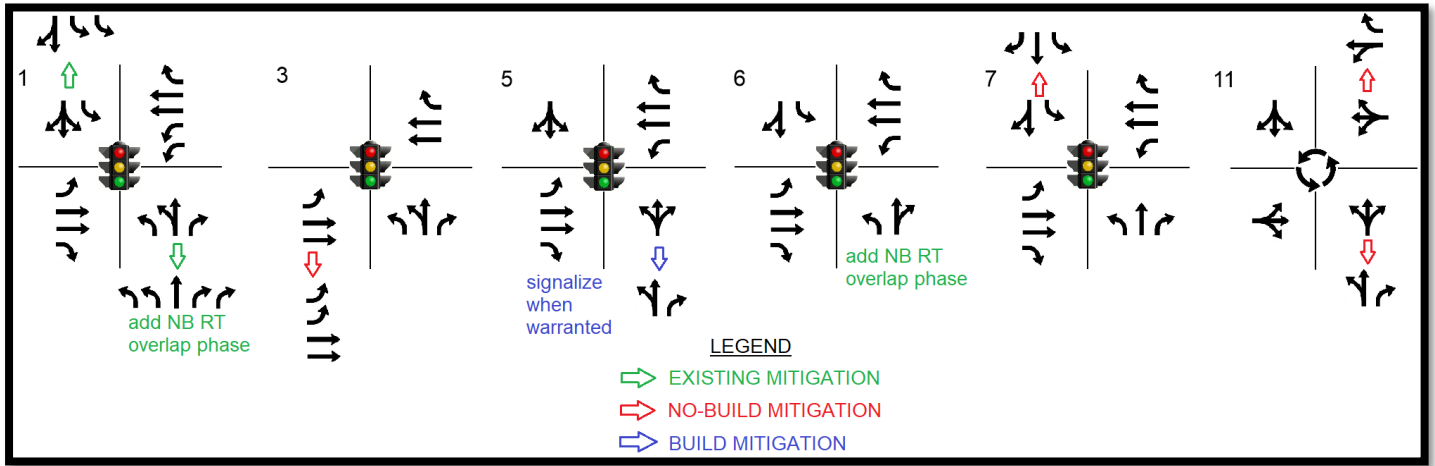


Figure 16 – Existing, No-Build, and Build Recommended Mitigation

Table 16 presents the build intersection levels of service with the mitigation that has been previously identified plus the northbound right turn lane and signalization at the Jonesboro Road / North Bridges Road intersection.

Table 16 – Build Intersection Levels of Service with Previously-Recommended Mitigation and New Mitigation at Jonesboro Road / North Bridges Road

Intersection / Approach	A.M. Peak Hour				P.M. Peak Hour			
	2024 Phase 1		2027 Buildout		2024 Phase 1		2027 Buildout	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Jonesboro Rd at Mill Rd / Target Retail (signal)	C	31.5	C	31.9	D	54.6	<i>E</i>	<i>63.0</i>
northbound approach	C	28.1	C	34.1	D	47.2	<i>E</i>	<i>55.8</i>
southbound approach	D	36.5	D	35.6	<i>E</i>	<i>57.9</i>	<i>F</i>	<i>84.2</i>
eastbound approach	D	43.2	D	44.5	<i>F</i>	<i>81.6</i>	<i>F</i>	<i>85.9</i>
westbound approach	C	23.9	C	22.9	D	39.6	D	44.0
3. Jonesboro Rd at I-75 NB ramps (signal)	C	32.1	C	30.7	C	28.0	C	29.4
eastbound approach	C	33.0	C	31.0	C	23.5	C	23.8
4. Jonesboro Rd at Foster Dr / I-75 Express (signal)	C	31.2	C	29.1	C	32.8	D	40.3
northbound approach	NA*	NA*	NA*	NA*	<i>F</i>	<i>80.9</i>	<i>F</i>	<i>128.3</i>
southbound approach	C	33.9	C	33.8	D	50.3	<i>E</i>	<i>63.2</i>
westbound approach	C	24.2	C	30.2	C	21.3	C	20.7
5. Jonesboro Rd at N Bridges Rd (signal)	B	10.1	A	9.3	A	5.6	A	7.8
northbound approach	C	20.9	C	33.2	C	26.9	D	38.9
southbound approach	B	18.8	C	28.5	C	27.4	D	40.8
6. Jonesboro Rd at Mt Carmel Rd / Cason Way (signal)	C	20.0	C	20.9	C	31.2	D	38.0
northbound approach	B	18.9	C	22.4	D	40.8	D	52.1
eastbound approach	D	44.5	D	43.2	D	44.9	D	42.5
7. Jonesboro Rd at Oak Grove Rd / Willow Ln (signal)	C	28.9	C	27.6	D	37.5	C	30.6
northbound approach	D	35.9	D	38.3	D	40.6	D	54.2
11. Mt Carmel Rd at Mill Rd (roundabout)	A	7.4	A	8.1	C	15.4	C	20.1
northbound approach	A	7.7	A	8.5	B	12.1	B	14.8
westbound approach	A	7.7	A	8.5	C	17.7	C	23.5

*NA-not applicable

Table 16 reveals that almost all locations will achieve the LOS D standard with the recommended mitigation. The exceptions are at Intersection 1 and Intersection 4. Intersection 1 – Jonesboro Road at Mill Road fails in the existing, no-build, and build condition in the p.m. peak hour. The mitigation identified at this intersection is extensive and may be incorporated into the programmed improvements on Mill Road. However, the analysis leads to the conclusion that the widening of Jonesboro Road to three through lanes in each direction would be necessary to improve operations any further. The one other location that will continue to fail is Intersection 4 – Jonesboro Road at Foster Drive / I-75 Express Ramp (northbound and southbound approaches) in the p.m. peak hour. The northbound approach of this intersection is only used in the p.m. peak and the approach is

substantially built out with a left, through, and dual right turn lanes. Widening of this approach does not appear feasible. The lanes on the southbound approach are appropriate. The primary issue is signal timing that favors Jonesboro Road, which is appropriate. It is noted that the failure to achieve LOS D is limited to those approaches and the overall intersection will operate acceptably in all future time periods. With the recommended mitigation, the LOS D standard is achieved at all other study locations.

As required by the GRTA DRI Technical Guidelines, Table 17 presents the queues at the locations that do not meet the LOS D standards in the build conditions, without and with the recommended mitigation.

Table 17 – Build Queues at Locations That Do Not Meet LOS D Standard

Intersection / Approach	A.M. Peak Hour				P.M. Peak Hour			
	2024 Phase 1		2027 Buildout		2024 Phase 1		2027 Buildout	
	Without Mitigation	With Mitigation	Without Mitigation	With Mitigation	Without Mitigation	With Mitigation	Without Mitigation	With Mitigation
	Max Queue (feet)	Max Queue (feet)	Max Queue (feet)	Max Queue (feet)	Max Queue (feet)	Max Queue (feet)	Max Queue (feet)	Max Queue (feet)
1. Jonesboro Rd at Mill Rd / Target								
northbound approach								
left turn lane	103	60	111	67	374	164	428	193
left/through lane	104	71	113	75	383	172	436	198
right turn lane	367	134	508	71	363	320	440	388
southbound approach								
left turn lane	76	76	129	82	516	263	589	332
left/through/right lane	71	55	124	58	512	238	584	290
eastbound approach								
left turn lane	49	46	52	49	67	62	75	68
through lanes	347	289	380	317	602	551	713	632
right turn lane	34	31	39	37	117	100	146	122
3. Jonesboro Rd at I-75 NB ramps								
eastbound approach								
left turn lane	293	268	360	269	392	169	433	198
4. Jonesboro Rd at Foster / I-75 Exp								
northbound approach								
left turn lane	NA*	NA*	NA*	NA*	189	168	236	228
through lane	NA*	NA*	NA*	NA*	81	75	93	88
right turn lanes	NA*	NA*	NA*	NA*	127	114	159	146
table continued on next page								

5. Jonesboro Rd at N Bridges Rd								
northbound approach or LT	416	141	620	210	286	85	374	126
northbound right turn lane	NA*	26	NA*	32	NA*	22	NA*	30
southbound approach	126	46	166	55	182	36	204	44
6. Jonesboro Rd at Mt Carmel								
northbound approach								
left turn lane	153	177	166	211	114	122	132	129
through/right lane	97	209	74	261	196	341	305	396
eastbound approach								
left turn lane	0	0	0	0	2	1	2	5
through lanes	177	216	395	383	915	778	1,085	883
right turn lane	0	1	2	9	20	30	20	33
7. Jonesboro at Oak Grove / Willow								
northbound approach								
left turn lane	297	297	342	305	320	266	387	305
through lane	101	101	109	115	206	201	233	216
right turn lane	11	11	12	13	32	32	33	33
eastbound approach								
left turn lane	41	41	39	45	92	88	109	93
through lanes	106	161	105	144	106	293	121	606
right turn lane	3	5	1	4	0	0	0	0
11. Mt Carmel Rd at Mill Rd								
northbound approach								
L/T/R or L/T lane	4	2	6	2	25	7	25	7
right turn lane	NA*	1	NA*	1	NA*	1	NA*	1
westbound approach								
L/T/R or L/T lane	2	1	3	2	15	8	14	8
right turn lane	NA*	0	NA*	0	NA*	0	NA*	0

*NA-not applicable

8. Project Access Traffic Analysis

This section provides an analysis of the four (4) proposed North Bridges Road DRI access locations in the future build conditions.

8.1 Project Access Lanes and Traffic Control

The four proposed accesses are located along the west side of North Bridges Road. Most of this roadway is currently unpaved and will be paved in conjunction with the proposed DRI. The southern end of the road will be realigned in conjunction with this DRI to create a ninety degree angle at Mt Carmel Road.

The Henry County Unified Land Development Code (ULDC), Chapter 8 – Infrastructure Improvements, Section 01.05.J, Subsections 5 and 6 specify:

5. Any subdivision or development which has an entrance onto a state highway, major arterial, minor arterial, or collector county road shall provide lanes for deceleration, ingress, and egress. Design requirements of the GDOT shall be met on state roads and design requirements of the county DOT shall be met on county roads.

6. Any subdivision or development which has an entrance onto a major arterial, minor arterial, or collector roadway shall be required to design and construct a left turn lane improvement if the criteria is met as stipulated in Chapter 4 of the GDOT *Regulations for Driveway and Encroachment Control*. The developer will also be responsible for acquisition of right-of-way as well as for the relocation of utilities.

North Bridges Road is a local road and, therefore, the lane requirements in the ULDC are not applicable. The current volumes on North Bridges Road are minimal. However, when the road is paved and the proposed DRI is built, volumes will increase. The large majority of project trips will enter from the direction of Jonesboro Road and will turn right into the project. Therefore, southbound right turn lanes are recommended on North Bridges Road at each project access and these lanes are shown in the proposed site plan. The northbound left turn volumes at each access are very low and, therefore, no left turn lanes are considered necessary on North Bridges Road at each access. Each access should be constructed with one entering and one exiting lane and each exiting approach should be controlled by side street stop sign and accompanying stop bar. This is the lane configuration assumed in the operational analysis. Figure 17 presents the lane configuration and control at each access that was used in the analysis.

8.2 Project Access Traffic Volumes

The volumes projected at each project access in the future build conditions are presented in Figure 18 for Phase 1 and Figure 19 for full buildout, and are also shown in the intersection volume worksheets in Appendix A.

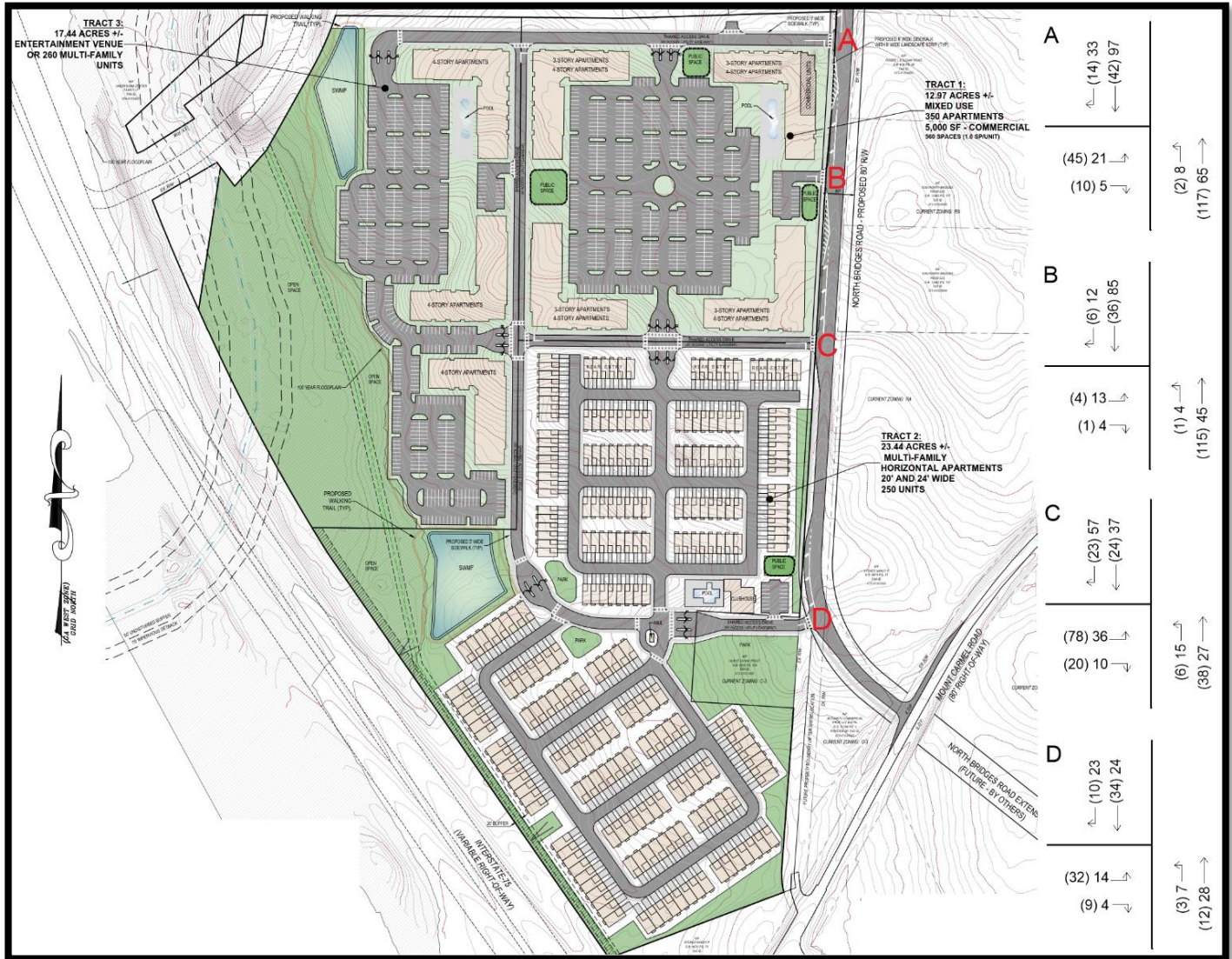


Figure 18 – Project Access A.M. and P.M. Peak Hour Volumes – Phase 1

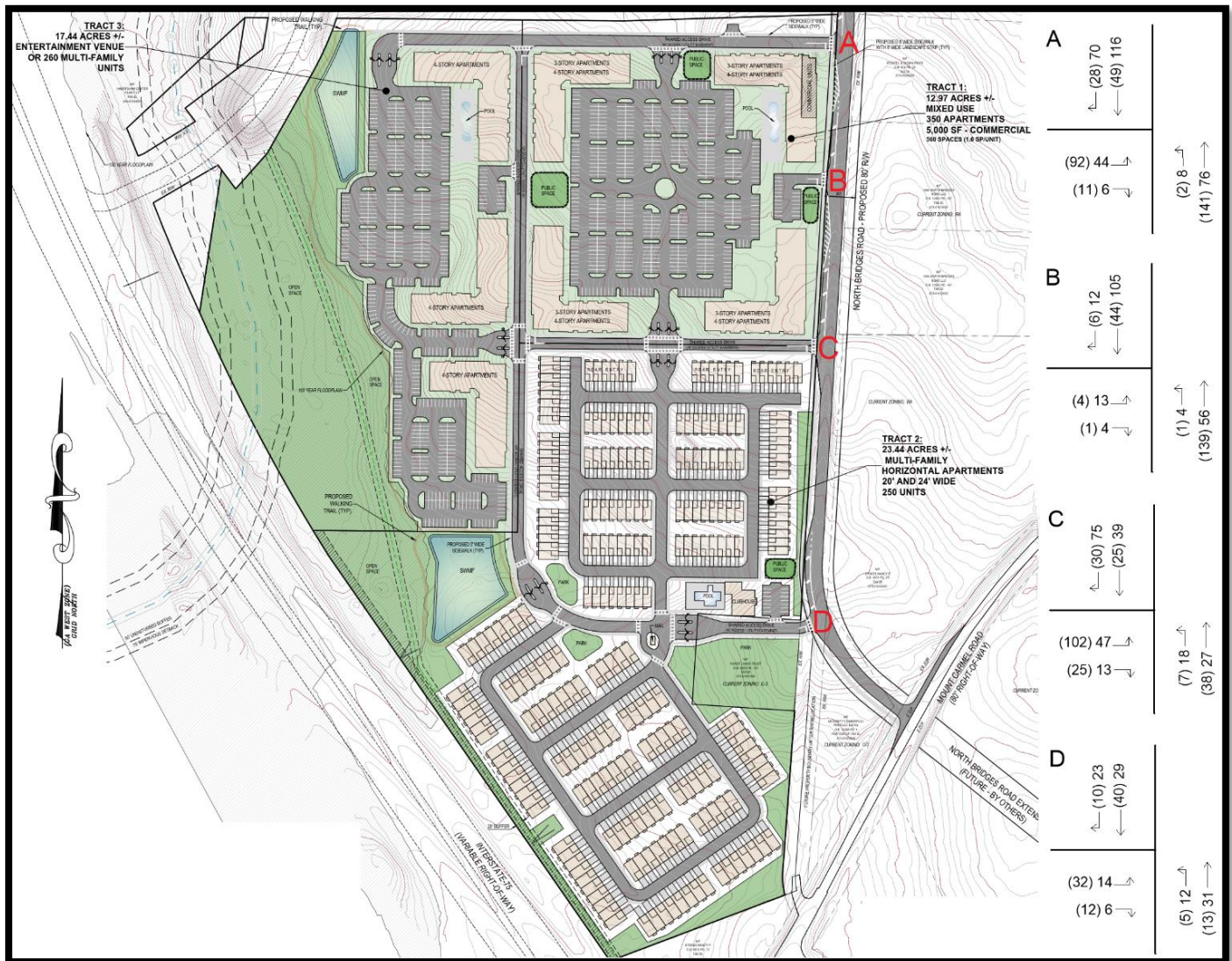


Figure 19 – Project Access A.M. and P.M. Peak Hour Volumes – Full Buildout

8.3 Project Access Intersection Operations

Each project access was evaluated for the 2024 and 2027 build conditions. The build levels of service at each access are shown in Table 18. The Synchro computer printouts are located in Appendix F.

Table 18 – Project Access Intersection Levels of Service

Intersection / Approach	A.M. Peak Hour				P.M. Peak Hour			
	2024 Phase 1		2027 Buildout		2024 Phase 1		2027 Buildout	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
A. North Bridges Road at Access A	A	2.5	A	3.3	A	1.5	A	2.0
northbound left turn (entering project)	A	7.4	A	7.4	A	7.6	A	7.7
eastbound approach (exiting project)	A	9.9	B	10.7	A	9.9	B	10.5
B. North Bridges Road at Access B	A	0.4	A	0.4	A	1.3	A	1.1
northbound left turn (entering project)	A	7.3	A	7.4	A	7.5	A	7.5
eastbound approach (exiting project)	A	9.4	A	9.6	A	9.4	A	9.7
C. North Bridges Road at Access C	A	5.0	A	5.3	A	3.1	A	3.3
northbound left turn (entering project)	A	7.4	A	7.4	A	7.5	A	7.5
eastbound approach (exiting project)	A	9.5	A	9.7	A	9.4	A	9.5
D. North Bridges Road at Access D	A	3.8	A	3.8	A	2.3	A	2.5
northbound left turn (entering project)	A	7.3	A	7.4	A	7.3	A	7.4
eastbound approach (exiting project)	A	9.0	A	9.1	A	9.0	A	9.1

The analysis of the project accesses reveals that all locations will meet the LOS D standard and will operate well. Therefore, other than the proposed lanes and control at each access, no other mitigation is required.

9. Summary of Recommended Mitigation

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

9.1 Summary of Existing Mitigation

Intersection 1 – Jonesboro Road at Mill Road / Target Retail Center

On the northbound approach provide dual left turn lanes, a through lane, and a right turn lane. On the southbound approach provide dual left turn lanes and a shared through/right turn lane. Eliminate the split phasing and provide concurrent protected-only left turn phasing on the side street approaches. Add a northbound right turn overlap phase to operate concurrently with the westbound left turn protected phase. Short of adding through lanes on Jonesboro Road, no additional feasible mitigation is identified for this intersection. The programmed widening of Mill Road to Jonesboro Road should take into consideration the mitigation identified in this analysis.

Intersection 6 – Jonesboro Road at Mt Carmel Road / Cason Way

Add a northbound protected right turn overlap phase. Consider prohibiting northbound through movement as through volume increases.

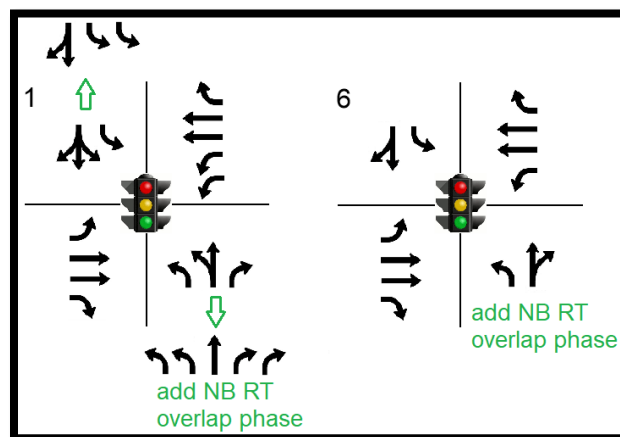


Figure 20 – Existing Recommended Mitigation

9.2 Summary of No-Build Mitigation

Intersection 3 – Jonesboro Road at I-75 Northbound Ramps

Add a second eastbound left turn lane on Jonesboro Road.

Intersection 7 – Jonesboro Road at Oak Grove Road / Willow Lane

Add an exclusive right turn lane on the southbound approach of Oak Grove Road.

Intersection 11 – Mt Carmel Road at Mill Road

Add a northbound right turn lane or slip lane (allowing the movement to be made without entering the roundabout) and a westbound right turn lane or slip lane.

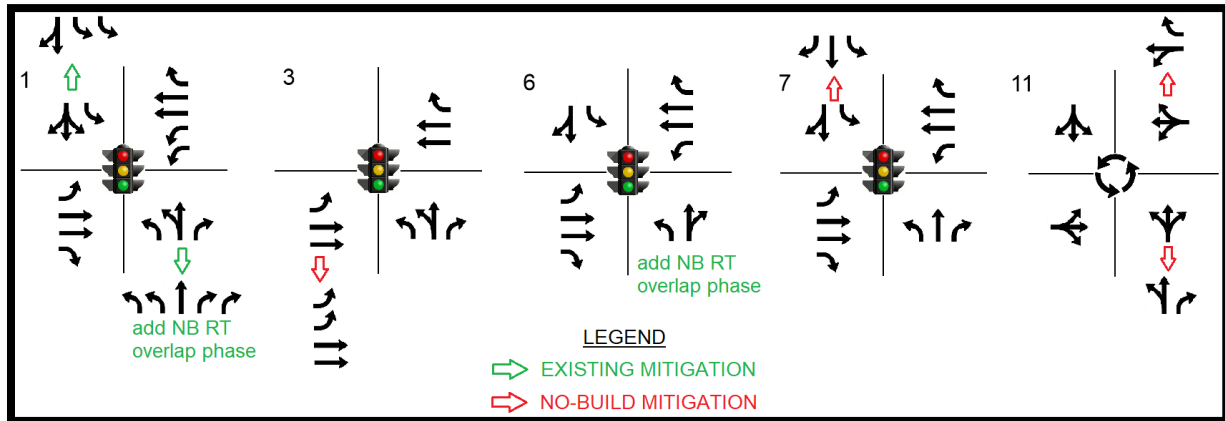


Figure 21 – Existing and No-Build Recommended Mitigation

9.3 Summary of Build Mitigation

Intersection 5 – Jonesboro Road at North Bridges Road / Bojangles Access

Add a northbound right turn lane on North Bridges Road at Jonesboro Road. Perform a signal warrant analysis to determine when signalization of this intersection will be appropriate.

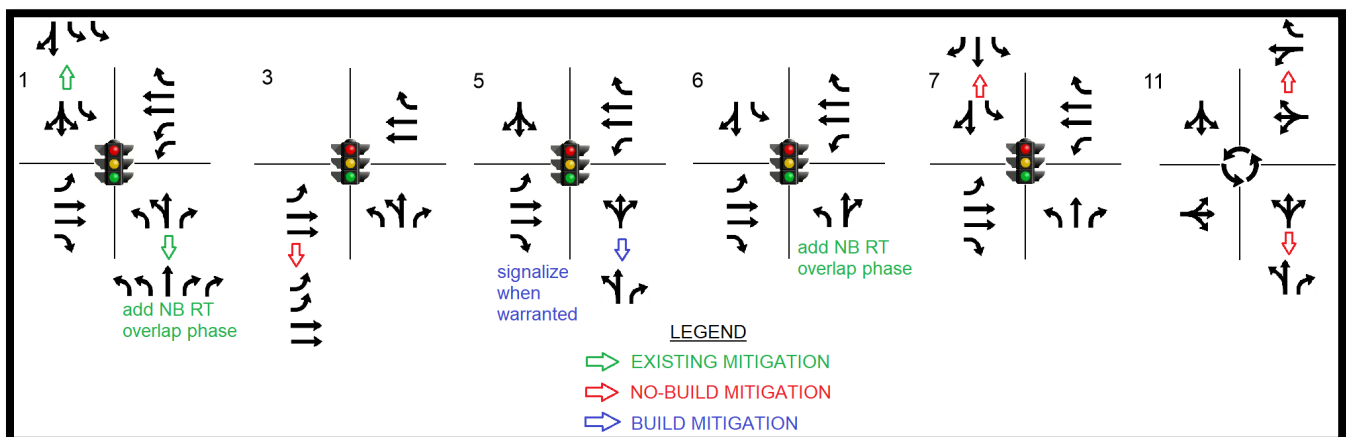


Figure 22 – Existing, No-Build, and Build Recommended Mitigation

9.4 Summary of Project Access Mitigation

The lanes and control proposed at each access will provide acceptable operations and no additional mitigation is recommended.

10. Site Internal Circulation and Connectivity

The North Bridges Road DRI is accessed at four locations on North Bridges Road with an internal grid of streets that provides flexibility in the use of each access (except Access B). Access B serves a small parking lot which will serve the small strip of retail shops, and which will not connect to the rest of the development. The roadway served by Access A includes a stub on the north side, in anticipation of future interconnectivity with the land to the north, when it is developed.

The site plan includes a walking trail through the greenspace on the west side of the site. Sidewalks will be built along all other internal roadways and the project frontage on North Bridges Road. Crosswalks are planned at the internal intersections. There are no external alternative mode facilities (transit, pedestrian, bicycle) with which to connect. No separate bicycle lanes exist in the study area and none are proposed within the DRI site.

11. Compliance with GRTA Criteria

This section addresses the compliance of the North Bridges Road DRI #3866 with the five criteria presented in Section 3-101 – General Criteria Applicable to All Proposed DRIs, and the three criteria presented in Section 3-103 – Criteria for GRTA DRI Non-Expedited Review, both found in *Procedures and Principles for GRTA Development of Regional Impact Review*, effective February 13, 2013.

11.1 General Criteria Applicable to All Proposed DRIs

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

The North Bridges Road DRI will be served by four safe, quality vehicular accesses which the preceding analysis shows will operate well. The character of the North Bridges Road is rural, with no sidewalks, bicycle lanes, or mass-transit adjacent to, or in the immediate vicinity of, the site. Therefore, significant use of those non-vehicular transportation modes is not expected, through no deficiency of the proposed DRI.

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

There is good vehicular connectivity between the various residential tracts. All internal routes and connections to the public roadways are expected to operate in a safe and efficient manner. The project will not increase the public roadway network for regional mobility purposes. However, the project does anticipate improving the currently unpaved North Bridges Road, and realigning North Bridges Road to a ninety degree intersection at Mt Carmel Road. This will increase mobility, safety, and potential connectivity to future development on the southeast side of Mt Carmel Road.

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

The analysis of the site accesses reveals that acceptable operations can be achieved at all access locations. Internal access to parking areas are anticipated to operate safely and efficiently.

- D. Regional Policies and Adopted Plans** – The proposed DRI is likely to promote improved regional mobility because it is located in a center or corridor identified in the Regional Development Plan (RDP) designated by an RC; or the DRI has included in the proposed site plan components which will assist in the implementation

of a transportation project currently in the Regional Transportation Plan (RTP) or Transportation Improvement Program (TIP), or other adopted regional plan designated by an RC.

The North Bridges Road DRI is compatible with land use plans for this portion of Henry County. While the project does not specifically assist in the implementation of any planned transportation project (none were identified adjacent to the property), it is not anticipated to preclude any such improvements or plans.

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

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

11.2 Criteria for GRTA DRI Non-Expedited Review

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

There will be a modest degree of interaction between the residential and retail components of this project which would replace external trips with internal trips, reducing the number of additional vehicle miles that could be generated. However, due to the small size of the retail, to be conservative, no trip reductions were applied in this study to account for this interaction. The project will not encourage alternative modes of travel due to the unavailability of alternative facilities in this vicinity. Therefore, this project does not satisfy this criterion.

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

proposes mitigation that is feasible and within the control of the applicant or appropriate agencies to implement.

The proposed DRI does not conflict with or preclude any planned or programmed improvements (none were identified adjacent to the property). This study identifies mitigation that will allow the infrastructure in the study network to operate in a safe and efficient manner. The mitigation identified in this report is feasible and is expected to be within the control of the appropriate agencies or the applicant, with the possible exception of the southbound approach exiting the Target shopping center at the Jonesboro Road / Mill Road intersection.

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

The North Bridges Road DRI represents planned growth and development that is appropriate and anticipated for this area. This DRI does not preclude any known, planned development or infrastructure potential.

Appendix A

Traffic Count Data and Volume Worksheets

North Bridges Road DRI Transportation Analysis

Henry County, Georgia

January 2023

Intersection: 1. Jonesboro Road at Mill Road / Target Retail Center Access

Weekday A.M. Peak Hour	Northbound Mill Road				Southbound Target Access				Eastbound Jonesboro Road				Westbound Jonesboro Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Wednesday, June 22, 2022, 7:45-8:45)	92	48	441	581	123	31	10	164	32	548	78	658	293	623	173	1089
School Not In Session Adjustment	20%	15%	15%		15%	15%	20%		15%	15%	15%		20%	20%	20%	
Adjusted 2022 Volumes	110	55	507	673	141	36	12	189	37	630	90	757	352	748	208	1307
Annual Background Growth	3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%	
2024 No-Build Volumes	117	59	538	714	150	38	13	201	39	669	95	803	373	793	220	1387
2027 No-Build Volumes	128	64	588	780	164	41	14	219	43	730	104	877	408	866	241	1515
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	1	1	1	0	0	1	0	6	0	6	2	21	2	25
Proposed North Bridges DRI Phase 1 Retail Trips	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Proposed North Bridges DRI Phase 1 Total Trips	0	0	1	1	1	0	0	1	0	7	0	7	2	21	2	25
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	1	1	1	0	0	1	0	6	0	6	2	21	2	25
Proposed North Bridges DRI Phase 2 Residential Trips	0	0	0	0	0	0	0	0	0	3	0	3	1	9	1	11
Proposed North Bridges DRI Buildout Residential Trips	0	0	1	1	1	0	0	1	0	9	0	9	3	30	3	36
Proposed North Bridges DRI Buildout Retail Trips	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Proposed North Bridges DRI Buildout Total Trips	0	0	1	1	1	0	0	1	0	10	0	10	3	30	3	36
2024 Build Volumes	117	59	539	715	151	38	13	202	39	676	95	810	375	814	222	1412
2027 Build Volumes	128	64	589	781	165	41	14	220	43	740	104	887	411	896	244	1551

Weekday P.M. Peak Hour	Northbound Mill Road				Southbound Target Access				Eastbound Jonesboro Road				Westbound Jonesboro Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Wednesday, June 22, 2022, 4:45-5:45)	248	125	377	750	365	118	41	524	44	791	159	994	594	697	158	1449
School Not In Session Adjustment	25%	15%	15%		15%	15%	25%		15%	15%	15%		25%	25%	25%	
Adjusted 2022 Volumes	310	144	434	887	420	136	51	607	51	910	183	1143	743	871	198	1811
Annual Background Growth	3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%	
2024 No-Build Volumes	329	153	460	941	445	144	54	644	54	965	194	1213	788	924	210	1922
2027 No-Build Volumes	359	167	502	1028	486	157	59	703	59	1054	212	1325	861	1010	229	2099
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	1	1	1	0	0	1	0	16	0	16	1	10	1	12
Proposed North Bridges DRI Phase 1 Retail Trips	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1
Proposed North Bridges DRI Phase 1 Total Trips	0	0	1	1	1	0	0	1	0	17	0	17	1	11	1	13
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	1	1	1	0	0	1	0	16	0	16	1	10	1	12
Proposed North Bridges DRI Phase 2 Residential Trips	0	0	1	1	1	0	0	1	0	7	0	7	0	4	0	4
Proposed North Bridges DRI Buildout Residential Trips	0	0	2	2	2	0	0	2	0	23	0	23	1	14	1	16
Proposed North Bridges DRI Buildout Retail Trips	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1
Proposed North Bridges DRI Buildout Total Trips	0	0	2	2	2	0	0	2	0	24	0	24	1	15	1	17
2024 Build Volumes	329	153	461	942	446	144	54	645	54	982	194	1230	789	935	211	1935
2027 Build Volumes	359	167	504	1030	488	157	59	705	59	1078	212	1349	862	1025	230	2116

North Bridges Road DRI Transportation Analysis

Henry County, Georgia

January 2023

Intersection: 2. Jonesboro Road at Interstate 75 Southbound Ramps

Weekday A.M. Peak Hour		Southbound I-75 Ramps			Eastbound Jonesboro Road			Westbound Jonesboro Road		
		L	R	Tot	T	R	Tot	L	T	Tot
Counted Volumes (Thursday, February 10, 2022, 7:45-8:45)		504	493	997	1043	220	1263	81	849	930
Annual Background Growth		3.0%	3.0%		3.0%	3.0%		3.0%	3.0%	
2024 No-Build Volumes		535	523	1058	1107	233	1340	86	901	987
2027 No-Build Volumes		584	571	1156	1209	255	1464	94	984	1078
Proposed North Bridges DRI Phase 1 Residential Trips		19	0	19	8	0	8	35	25	60
Proposed North Bridges DRI Phase 1 Retail Trips		<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>
Proposed North Bridges DRI Phase 1 Total Trips		20	0	20	9	0	9	35	25	60
Proposed North Bridges DRI Phase 1 Residential Trips		19	0	19	8	0	8	35	25	60
Proposed North Bridges DRI Phase 2 Residential Trips		<u>8</u>	<u>0</u>	<u>8</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>14</u>	<u>11</u>	<u>25</u>
Proposed North Bridges DRI Buildout Residential Trips		27	0	27	11	0	11	49	36	85
Proposed North Bridges DRI Buildout Retail Trips		<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>
Proposed North Bridges DRI Buildout Total Trips		28	0	28	12	0	12	49	36	85
2024 Build Volumes		555	523	1078	1116	233	1349	121	926	1047
2027 Build Volumes		612	571	1184	1221	255	1476	143	1020	1163

Weekday P.M. Peak Hour		Southbound I-75 Ramps			Eastbound Jonesboro Road			Westbound Jonesboro Road		
		L	R	Tot	T	R	Tot	L	T	Tot
Counted Volumes (Thursday, February 10, 2022, 5:00-6:00)		471	562	1033	1457	322	1779	131	1260	1391
Annual Background Growth		3.0%	3.0%		3.0%	3.0%		3.0%	3.0%	
2024 No-Build Volumes		500	596	1096	1546	342	1888	139	1337	1476
2027 No-Build Volumes		546	651	1197	1689	373	2062	152	1460	1612
Proposed North Bridges DRI Phase 1 Residential Trips		45	0	45	18	0	18	16	12	28
Proposed North Bridges DRI Phase 1 Retail Trips		<u>2</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>3</u>
Proposed North Bridges DRI Phase 1 Total Trips		47	0	47	19	0	19	18	13	31
Proposed North Bridges DRI Phase 1 Residential Trips		45	0	45	18	0	18	16	12	28
Proposed North Bridges DRI Phase 2 Residential Trips		<u>20</u>	<u>0</u>	<u>20</u>	<u>9</u>	<u>0</u>	<u>9</u>	<u>7</u>	<u>4</u>	<u>11</u>
Proposed North Bridges DRI Buildout Residential Trips		65	0	65	27	0	27	23	16	39
Proposed North Bridges DRI Buildout Retail Trips		<u>2</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>3</u>
Proposed North Bridges DRI Buildout Total Trips		67	0	67	28	0	28	25	17	42
2024 Build Volumes		547	596	1143	1565	342	1907	157	1350	1507
2027 Build Volumes		613	651	1264	1717	373	2090	177	1477	1654

North Bridges Road DRI Transportation Analysis

Henry County, Georgia

January 2023

Intersection: 3. Jonesboro Road at Interstate 75 Northbound Ramps

Weekday A.M. Peak Hour	Northbound I-75 Ramps				Eastbound Jonesboro Road			Westbound Jonesboro Road		
	L	R	Tot		L	T	Tot	T	R	Tot
Counted Volumes (Thursday, February 10, 2022, 7:30-8:30)	245	197	442		461	1094	1555	610	936	1546
Annual Background Growth	3.0%	3.0%			3.0%	3.0%		3.0%	3.0%	
2024 No-Build Volumes	260	209	469		489	1161	1650	647	993	1640
2027 No-Build Volumes	284	228	512		534	1268	1802	707	1085	1792
Proposed North Bridges DRI Phase 1 Residential Trips	0	10	10		0	27	27	60	62	122
Proposed North Bridges DRI Phase 1 Retail Trips	<u>0</u>	<u>1</u>	<u>1</u>		<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>
Proposed North Bridges DRI Phase 1 Total Trips	0	11	11		0	29	29	60	63	123
Proposed North Bridges DRI Phase 1 Residential Trips	0	10	10		0	27	27	62	62	124
Proposed North Bridges DRI Phase 2 Residential Trips	<u>0</u>	<u>4</u>	<u>4</u>		<u>0</u>	<u>11</u>	<u>11</u>	<u>25</u>	<u>26</u>	<u>51</u>
Proposed North Bridges DRI Buildout Residential Trips	0	14	14		0	38	38	87	88	175
Proposed North Bridges DRI Buildout Retail Trips	<u>0</u>	<u>1</u>	<u>1</u>		<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>
Proposed North Bridges DRI Buildout Total Trips	0	15	15		0	40	40	87	89	176
2024 Build Volumes	260	220	480		489	1190	1679	707	1056	1763
2027 Build Volumes	284	243	527		534	1308	1842	794	1174	1968

Weekday P.M. Peak Hour	Northbound I-75 Ramps				Eastbound Jonesboro Road			Westbound Jonesboro Road		
	L	R	Tot		L	T	Tot	T	R	Tot
Counted Volumes (Thursday, February 10, 2022, 5:00-6:00)	253	137	390		450	1458	1908	1106	672	1778
Annual Background Growth	3.0%	3.0%			3.0%	3.0%		3.0%	3.0%	
2024 No-Build Volumes	268	145	414		477	1547	2024	1173	713	1886
2027 No-Build Volumes	293	159	452		522	1690	2211	1282	779	2061
Proposed North Bridges DRI Phase 1 Residential Trips	0	26	26		0	63	63	28	29	57
Proposed North Bridges DRI Phase 1 Retail Trips	<u>0</u>	<u>2</u>	<u>2</u>		<u>0</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>2</u>	<u>5</u>
Proposed North Bridges DRI Phase 1 Total Trips	0	28	28		0	66	66	31	31	62
Proposed North Bridges DRI Phase 1 Residential Trips	0	26	26		0	63	63	28	29	57
Proposed North Bridges DRI Phase 2 Residential Trips	<u>0</u>	<u>11</u>	<u>11</u>		<u>0</u>	<u>29</u>	<u>29</u>	<u>11</u>	<u>13</u>	<u>24</u>
Proposed North Bridges DRI Buildout Residential Trips	0	37	37		0	92	92	39	42	81
Proposed North Bridges DRI Buildout Retail Trips	<u>0</u>	<u>2</u>	<u>2</u>		<u>0</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>2</u>	<u>5</u>
Proposed North Bridges DRI Buildout Total Trips	0	39	39		0	95	95	42	44	86
2024 Build Volumes	268	173	442		477	1613	2090	1204	744	1948
2027 Build Volumes	293	198	491		522	1785	2306	1324	823	2147

North Bridges Road DRI Transportation Analysis

Henry County, Georgia

January 2023

Intersection: 4. Jonesboro Road at Foster Drive / Interstate 75 Express Ramps

Weekday A.M. Peak Hour	Northbound I-75 Express Ramps				Southbound Foster Drive				Eastbound Jonesboro Road				Westbound Jonesboro Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Thursday, February 10, 2022, 7:15-8:15)	0	0	0	0	115	41	132	288	307	733	116	1156	220	1253	118	1591
Annual Background Growth	3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%	
2024 No-Build Volumes	0	0	0	0	122	44	140	306	326	778	123	1227	233	1329	125	1688
2027 No-Build Volumes	0	0	0	0	133	48	153	334	356	850	134	1340	255	1452	137	1844
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	0	0	1	0	0	1	0	37	0	37	0	122	2	124
Proposed North Bridges DRI Phase 1 Retail Trips	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1
Proposed North Bridges DRI Phase 1 Total Trips	0	0	0	0	1	0	0	1	0	40	0	40	0	123	2	125
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	0	0	1	0	0	1	0	37	0	37	0	122	2	124
Proposed North Bridges DRI Phase 2 Residential Trips	0	0	0	0	0	0	0	0	0	15	0	15	0	51	1	52
Proposed North Bridges DRI Buildout Residential Trips	0	0	0	0	1	0	0	1	0	52	0	52	0	173	3	176
Proposed North Bridges DRI Buildout Retail Trips	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1
Proposed North Bridges DRI Buildout Total Trips	0	0	0	0	1	0	0	1	0	55	0	55	0	174	3	177
2024 Build Volumes	0	0	0	0	123	44	140	307	326	818	123	1267	233	1452	127	1813
2027 Build Volumes	0	0	0	0	134	48	153	335	356	905	134	1395	255	1626	140	2021

Weekday P.M. Peak Hour	Northbound I-75 Express Ramps				Southbound Foster Drive				Eastbound Jonesboro Road				Westbound Jonesboro Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Thursday, February 10, 2022, 4:15-5:15)	123	51	307	481	125	0	134	259	306	1107	0	1413	0	1263	108	1371
Annual Background Growth	3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%	
2024 No-Build Volumes	131	54	326	510	133	0	142	275	325	1175	0	1499	0	1340	115	1455
2027 No-Build Volumes	143	59	356	557	145	0	155	300	355	1283	0	1638	0	1464	125	1589
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	0	0	1	0	0	1	0	89	0	89	0	57	1	58
Proposed North Bridges DRI Phase 1 Retail Trips	0	0	0	0	1	0	0	1	0	5	0	5	0	5	1	6
Proposed North Bridges DRI Phase 1 Total Trips	0	0	0	0	2	0	0	2	0	94	0	94	0	62	2	64
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	0	0	1	0	0	1	0	89	0	89	0	57	1	58
Proposed North Bridges DRI Phase 2 Residential Trips	0	0	0	0	1	0	0	1	0	40	0	40	0	24	0	24
Proposed North Bridges DRI Buildout Residential Trips	0	0	0	0	2	0	0	2	0	129	0	129	0	81	1	82
Proposed North Bridges DRI Buildout Retail Trips	0	0	0	0	1	0	0	1	0	5	0	5	0	5	1	6
Proposed North Bridges DRI Buildout Total Trips	0	0	0	0	3	0	0	3	0	134	0	134	0	86	2	88
2024 Build Volumes	131	54	326	510	135	0	142	277	325	1269	0	1593	0	1402	117	1519
2027 Build Volumes	143	59	356	557	148	0	155	303	355	1417	0	1772	0	1550	127	1677

North Bridges Road DRI Transportation Analysis

Henry County, Georgia

January 2023

Intersection: 5. Jonesboro Road at North Bridges Road / Bojangles Access

Weekday A.M. Peak Hour	Northbound North Bridges Road				Southbound Bojangles Access				Eastbound Jonesboro Road				Westbound Jonesboro Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Wednesday, June 22, 2022, 7:30-8:30)	1	1	0	2	15	1	31	47	56	773	2	831	3	1281	29	1313
School Not In Session Adjustment	0%	0%	0%		15%	0%	15%		10%	10%	0%		0%	20%	20%	
Adjusted 2022 Volumes	1	1	0	2	17	1	36	54	62	850	2	914	3	1537	35	1575
Annual Background Growth	3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%	
2024 No-Build Volumes	1	1	0	2	18	1	38	57	65	902	2	970	3	1631	37	1671
2027 No-Build Volumes	1	1	0	2	20	1	41	62	71	985	2	1059	3	1782	40	1825
Proposed North Bridges DRI Phase 1 Residential Trips	124	0	31	155	0	0	0	0	0	0	38	38	9	0	0	9
Proposed North Bridges DRI Phase 1 Retail Trips	<u>1</u>	<u>0</u>	<u>3</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>3</u>
Proposed North Bridges DRI Phase 1 Total Trips	125	0	34	159	0	0	0	0	0	0	41	41	12	0	0	12
Proposed North Bridges DRI Phase 1 Residential Trips	124	0	31	155	0	0	0	0	0	0	38	38	9	0	0	9
Proposed North Bridges DRI Phase 2 Residential Trips	<u>52</u>	<u>0</u>	<u>19</u>	<u>71</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>15</u>	<u>15</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>6</u>
Proposed North Bridges DRI Buildout Residential Trips	176	0	50	226	0	0	0	0	0	0	53	53	15	0	0	15
Proposed North Bridges DRI Buildout Retail Trips	<u>1</u>	<u>0</u>	<u>3</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>3</u>
Proposed North Bridges DRI Buildout Total Trips	177	0	53	230	0	0	0	0	0	0	56	56	18	0	0	18
2024 Build Volumes	126	1	34	161	18	1	38	57	65	902	43	1011	15	1631	37	1683
2027 Build Volumes	178	1	53	232	20	1	41	62	71	985	58	1115	21	1782	40	1843

Weekday P.M. Peak Hour	Northbound North Bridges Road				Southbound Bojangles Access				Eastbound Jonesboro Road				Westbound Jonesboro Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Wednesday, June 22, 2022, 4:45-5:45)	0	0	1	1	18	0	17	35	53	1237	2	1292	7	1330	15	1352
School Not In Session Adjustment	0%	0%	0%		15%	0%	15%		35%	35%	0%		0%	0%	0%	
Adjusted 2022 Volumes	0	0	1	1	21	0	20	40	72	1670	2	1744	7	1330	15	1352
Annual Background Growth	3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%	
2024 No-Build Volumes	0	0	1	1	22	0	21	43	76	1772	2	1850	7	1411	16	1434
2027 No-Build Volumes	0	0	1	1	24	0	23	47	83	1935	2	2021	8	1541	17	1567
Proposed North Bridges DRI Phase 1 Residential Trips	58	0	14	72	0	0	0	0	0	0	90	90	23	0	0	23
Proposed North Bridges DRI Phase 1 Retail Trips	<u>6</u>	<u>0</u>	<u>7</u>	<u>13</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>6</u>
Proposed North Bridges DRI Phase 1 Total Trips	64	0	21	85	0	0	0	0	0	0	96	96	29	0	0	29
Proposed North Bridges DRI Phase 1 Residential Trips	58	0	14	72	0	0	0	0	0	0	90	90	23	0	0	23
Proposed North Bridges DRI Phase 2 Residential Trips	<u>24</u>	<u>0</u>	<u>10</u>	<u>34</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>41</u>	<u>41</u>	<u>14</u>	<u>0</u>	<u>0</u>	<u>14</u>
Proposed North Bridges DRI Buildout Residential Trips	82	0	24	106	0	0	0	0	0	0	131	131	37	0	0	37
Proposed North Bridges DRI Buildout Retail Trips	<u>6</u>	<u>0</u>	<u>7</u>	<u>13</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>6</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>6</u>
Proposed North Bridges DRI Buildout Total Trips	88	0	31	119	0	0	0	0	0	0	137	137	43	0	0	43
2024 Build Volumes	64	0	22	86	22	0	21	43	76	1772	98	1946	36	1411	16	1463
2027 Build Volumes	88	0	32	120	24	0	23	47	83	1935	139	2158	51	1541	17	1610

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Intersection: 6. Jonesboro Road at Mt Carmel Road / Cason Way

Weekday A.M. Peak Hour	Northbound Mt Carmel Road				Southbound Cason Way				Eastbound Jonesboro Road				Westbound Jonesboro Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Wednesday, June 22, 2022, 7:30-8:30)	134	1	214	349	0	0	0	0	2	755	47	804	178	1192	0	1370
Counted Volumes (Tuesday, November 29, 2022, 7:30-8:30)	155	1	337	493	0	0	0	0	0	814	50	864	310	1423	0	1733
Difference	21	0	123	144	0	0	0	0	-2	59	3	60	132	231	0	363
% Difference	16%	0%	57%	41%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	-100%	8%	6%	7%	74%	19%	#DIV/0!	26%
Annual Background Growth	3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%	
2024 No-Build Volumes	164	1	358	523	0	0	0	0	0	864	53	917	329	1510	0	1839
2027 No-Build Volumes	180	1	391	571	0	0	0	0	0	943	58	1001	359	1649	0	2009
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	15	15	0	0	0	0	0	31	0	31	4	9	0	13
Proposed North Bridges DRI Phase 1 Retail Trips	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3
Proposed North Bridges DRI Phase 1 Total Trips	0	0	15	15	0	0	0	0	0	34	0	34	4	12	0	16
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	15	15	0	0	0	0	0	31	0	31	4	9	0	13
Proposed North Bridges DRI Phase 2 Residential Trips	0	0	0	0	0	0	0	0	0	19	0	19	0	5	0	5
Proposed North Bridges DRI Buildout Residential Trips	0	0	15	15	0	0	0	0	0	50	0	50	4	14	0	18
Proposed North Bridges DRI Buildout Retail Trips	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3
Proposed North Bridges DRI Buildout Total Trips	0	0	15	15	0	0	0	0	0	53	0	53	4	17	0	21
2024 Build Volumes	164	1	373	538	0	0	0	0	0	898	53	951	333	1522	0	1855
2027 Build Volumes	180	1	406	586	0	0	0	0	0	996	58	1054	363	1666	0	2030

Weekday P.M. Peak Hour	Northbound Mt Carmel Road				Southbound Cason Way				Eastbound Jonesboro Road				Westbound Jonesboro Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Wednesday, June 22, 2022, 4:45-5:45)	108	0	306	414	0	4	2	6	4	1171	113	1288	353	1240	0	1593
Counted Volumes (Tuesday, November 29, 2022, 5:00-6:00)	91	0	397	488	1	9	0	10	3	1582	144	1729	384	1157	3	1544
Difference	-17	0	91	74	1	5	-2	4	-1	411	31	441	31	-83	3	-49
% Difference	-16%	#DIV/0!	30%	18%	#DIV/0!	125%	-100%	67%	-25%	35%	27%	34%	9%	-7%	#DIV/0!	-3%
Annual Background Growth	3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%	
2024 No-Build Volumes	97	0	421	518	1	10	0	11	3	1679	153	1834	407	1228	3	1638
2027 No-Build Volumes	105	0	460	566	1	10	0	12	3	1834	167	2004	445	1341	3	1789
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	8	8	0	0	0	0	0	14	0	14	12	23	0	35
Proposed North Bridges DRI Phase 1 Retail Trips	0	0	0	0	0	0	0	0	0	7	0	7	0	6	0	6
Proposed North Bridges DRI Phase 1 Total Trips	0	0	8	8	0	0	0	0	0	21	0	21	12	29	0	41
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	8	8	0	0	0	0	0	14	0	14	12	23	0	35
Proposed North Bridges DRI Phase 2 Residential Trips	0	0	0	0	0	0	0	0	0	9	0	9	0	14	0	14
Proposed North Bridges DRI Buildout Residential Trips	0	0	8	8	0	0	0	0	0	23	0	23	12	37	0	49
Proposed North Bridges DRI Buildout Retail Trips	0	0	0	0	0	0	0	0	0	7	0	7	0	6	0	6
Proposed North Bridges DRI Buildout Total Trips	0	0	8	8	0	0	0	0	0	30	0	30	12	43	0	55
2024 Build Volumes	97	0	429	526	1	10	0	11	3	1700	153	1855	419	1257	3	1679
2027 Build Volumes	105	0	468	574	1	10	0	12	3	1864	167	2034	457	1384	3	1844

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Intersection: 7. Jonesboro Road at Oak Grove Road / Willow Lane

Weekday A.M. Peak Hour	Northbound Willow Lane				Southbound Oak Grove Road				Eastbound Jonesboro Road				Westbound Jonesboro Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Wednesday, June 22, 2022, 7:30-8:30)	218	104	23	345	23	85	73	181	63	821	93	977	23	1080	22	1125
School Not In Session Adjustment	15%	15%	50%		50%	15%	15%		15%	15%	15%		20%	20%	20%	
Adjusted 2022 Volumes	251	120	35	405	35	98	84	216	72	944	107	1124	28	1296	26	1350
Annual Background Growth	3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%	
2024 No-Build Volumes	266	127	37	429	37	104	89	229	77	1002	113	1192	29	1375	28	1432
2027 No-Build Volumes	291	139	40	469	40	113	97	251	84	1094	124	1302	32	1502	31	1565
Proposed North Bridges DRI Phase 1 Residential Trips	2	0	0	2	0	0	1	1	4	36	6	46	0	10	0	10
Proposed North Bridges DRI Phase 1 Retail Trips	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
Proposed North Bridges DRI Phase 1 Total Trips	3	0	0	3	0	0	2	2	5	37	7	49	0	11	0	11
Proposed North Bridges DRI Phase 1 Residential Trips	2	0	0	2	0	0	1	1	4	36	6	46	0	10	0	10
Proposed North Bridges DRI Phase 2 Residential Trips	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>15</u>	<u>2</u>	<u>19</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>5</u>
Proposed North Bridges DRI Buildout Residential Trips	3	0	0	3	0	0	1	1	6	51	8	65	0	15	0	15
Proposed North Bridges DRI Buildout Retail Trips	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
Proposed North Bridges DRI Buildout Total Trips	4	0	0	4	0	0	2	2	7	52	9	68	0	16	0	16
2024 Build Volumes	269	127	37	432	37	104	91	231	82	1039	120	1241	29	1386	28	1443
2027 Build Volumes	295	139	40	473	40	113	99	253	91	1146	133	1370	32	1518	31	1581

Weekday P.M. Peak Hour	Northbound Willow Lane				Southbound Oak Grove Road				Eastbound Jonesboro Road				Westbound Jonesboro Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Wednesday, June 22, 2022, 4:45-5:45)	182	198	42	422	63	188	87	338	114	1196	180	1490	96	1313	51	1460
School Not In Session Adjustment	0%	0%	30%		30%	0%	0%		35%	35%	35%		0%	0%	0%	
Adjusted 2022 Volumes	182	198	55	435	82	188	87	357	154	1615	243	2012	96	1313	51	1460
Annual Background Growth	3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%	
2024 No-Build Volumes	193	210	58	461	87	199	92	379	163	1713	258	2134	102	1393	54	1549
2027 No-Build Volumes	211	229	63	504	95	218	101	414	178	1871	282	2331	111	1522	59	1692
Proposed North Bridges DRI Phase 1 Residential Trips	4	0	0	4	0	0	3	3	2	17	3	22	0	28	0	28
Proposed North Bridges DRI Phase 1 Retail Trips	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>7</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>
Proposed North Bridges DRI Phase 1 Total Trips	6	0	0	6	0	0	5	5	4	19	6	29	0	30	0	30
Proposed North Bridges DRI Phase 1 Residential Trips	4	0	0	4	0	0	3	3	2	17	3	22	0	28	0	28
Proposed North Bridges DRI Phase 2 Residential Trips	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>9</u>	<u>1</u>	<u>11</u>	<u>0</u>	<u>11</u>	<u>0</u>	<u>11</u>
Proposed North Bridges DRI Buildout Residential Trips	6	0	0	6	0	0	4	4	3	26	4	33	0	39	0	39
Proposed North Bridges DRI Buildout Retail Trips	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>7</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>
Proposed North Bridges DRI Buildout Total Trips	8	0	0	8	0	0	6	6	5	28	7	40	0	41	0	41
2024 Build Volumes	199	210	58	467	87	199	97	384	167	1732	264	2163	102	1423	54	1579
2027 Build Volumes	219	229	63	512	95	218	107	420	183	1899	289	2371	111	1563	59	1733

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Intersection: 8. Mt Carmel Road at North Bridges Road

Weekday A.M. Peak Hour		Southbound North Bridges Road			Eastbound Mt Carmel Road			Westbound Mt Carmel Road		
		L	R	Tot	L	T	Tot	T	R	Tot
Counted Volumes (Wednesday, June 22, 2022, 7:30-8:30)		0	3	3	1	340	341	185	0	185
School Not In Session Adjustment		0%	0%		0%	40%		70%	0%	
Adjusted 2022 Volumes		0	3	3	1	476	477	315	0	315
Annual Background Growth		3.0%	3.0%		3.0%	3.0%		3.0%	3.0%	
2024 No-Build Volumes		0	3	3	1	505	506	334	0	334
2027 No-Build Volumes		0	3	3	1	552	553	365	0	365
Proposed North Bridges DRI Phase 1 Residential Trips		15	24	39	7	0	7	0	4	4
Proposed North Bridges DRI Phase 1 Retail Trips		<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>
Proposed North Bridges DRI Phase 1 Total Trips		15	25	40	8	0	8	0	4	4
Proposed North Bridges DRI Phase 1 Residential Trips		15	24	39	7	0	7	0	4	4
Proposed North Bridges DRI Phase 2 Residential Trips		<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>
Proposed North Bridges DRI Buildout Residential Trips		15	33	48	10	0	10	0	4	4
Proposed North Bridges DRI Buildout Retail Trips		<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>
Proposed North Bridges DRI Buildout Total Trips		15	34	49	11	0	11	0	4	4
2024 Build Volumes		15	28	43	9	505	514	334	4	338
2027 Build Volumes		15	37	52	12	552	564	365	4	369

Weekday P.M. Peak Hour		Southbound North Bridges Road			Eastbound Mt Carmel Road			Westbound Mt Carmel Road		
		L	R	Tot	L	T	Tot	T	R	Tot
Counted Volumes (Wednesday, June 22, 2022, 5:00-6:00)		1	4	5	0	414	414	417	1	418
School Not In Session Adjustment		0%	0%		0%	20%		15%	0%	
Adjusted 2022 Volumes		1	4	5	0	497	497	480	1	481
Annual Background Growth		3.0%	3.0%		3.0%	3.0%		3.0%	3.0%	
2024 No-Build Volumes		1	4	5	0	527	527	509	1	510
2027 No-Build Volumes		1	5	6	0	576	576	556	1	557
Proposed North Bridges DRI Phase 1 Residential Trips		8	12	20	18	0	18	0	12	12
Proposed North Bridges DRI Phase 1 Retail Trips		<u>0</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>
Proposed North Bridges DRI Phase 1 Total Trips		8	16	24	22	0	22	0	12	12
Proposed North Bridges DRI Phase 1 Residential Trips		8	12	20	18	0	18	0	12	12
Proposed North Bridges DRI Phase 2 Residential Trips		<u>0</u>	<u>6</u>	<u>6</u>	<u>8</u>	<u>0</u>	<u>8</u>	<u>0</u>	<u>0</u>	<u>0</u>
Proposed North Bridges DRI Buildout Residential Trips		8	18	26	26	0	26	0	12	12
Proposed North Bridges DRI Buildout Retail Trips		<u>0</u>	<u>4</u>	<u>4</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>
Proposed North Bridges DRI Buildout Total Trips		8	22	30	30	0	30	0	12	12
2024 Build Volumes		9	20	29	22	527	549	509	13	522
2027 Build Volumes		9	27	36	30	576	606	556	13	569

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Intersection: 9. Mt Carmel Road at Sterling Road

Weekday A.M. Peak Hour	Northbound Sterling Road				Eastbound Mt Carmel Road			Westbound Mt Carmel Road		
	L	R	Tot		T	R	Tot	L	T	Tot
Counted Volumes (Wednesday, June 22, 2022, 7:30-8:30)	2	5	7		323	4	327	11	175	186
School Not In Session Adjustment	0%	0%			40%	0%		0%	70%	
Adjusted 2022 Volumes	2	5	7		452	4	456	11	298	309
Annual Background Growth	3.0%	3.0%			3.0%	3.0%		3.0%	3.0%	
2024 No-Build Volumes	2	5	7		480	4	484	12	316	327
2027 No-Build Volumes	2	6	8		524	5	529	13	345	358
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	0		7	0	7	0	24	24
Proposed North Bridges DRI Phase 1 Retail Trips	<u>0</u>	<u>0</u>	<u>0</u>		<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>
Proposed North Bridges DRI Phase 1 Total Trips	0	0	0		8	0	8	0	25	25
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	0		7	0	7	0	24	24
Proposed North Bridges DRI Phase 2 Residential Trips	<u>0</u>	<u>0</u>	<u>0</u>		<u>3</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>9</u>	<u>9</u>
Proposed North Bridges DRI Buildout Residential Trips	0	0	0		10	0	10	0	33	33
Proposed North Bridges DRI Buildout Retail Trips	<u>0</u>	<u>0</u>	<u>0</u>		<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>
Proposed North Bridges DRI Buildout Total Trips	0	0	0		11	0	11	0	34	34
2024 Build Volumes	2	5	7		488	4	492	12	341	352
2027 Build Volumes	2	6	8		535	5	540	13	379	392

Weekday P.M. Peak Hour	Northbound Sterling Road				Eastbound Mt Carmel Road			Westbound Mt Carmel Road		
	L	R	Tot		T	R	Tot	L	T	Tot
Counted Volumes (Wednesday, June 22, 2022, 5:00-6:00)	0	10	10		412	1	413	8	403	411
School Not In Session Adjustment	0%	0%			20%	0%		0%	15%	
Adjusted 2022 Volumes	0	10	10		494	1	495	8	463	471
Annual Background Growth	3.0%	3.0%			3.0%	3.0%		3.0%	3.0%	
2024 No-Build Volumes	0	11	11		525	1	526	8	492	500
2027 No-Build Volumes	0	12	12		573	1	574	9	537	546
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	0		18	0	18	0	12	12
Proposed North Bridges DRI Phase 1 Retail Trips	<u>0</u>	<u>0</u>	<u>0</u>		<u>4</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>4</u>
Proposed North Bridges DRI Phase 1 Total Trips	0	0	0		22	0	22	0	16	16
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	0		18	0	18	0	12	12
Proposed North Bridges DRI Phase 2 Residential Trips	<u>0</u>	<u>0</u>	<u>0</u>		<u>8</u>	<u>0</u>	<u>8</u>	<u>0</u>	<u>6</u>	<u>6</u>
Proposed North Bridges DRI Buildout Residential Trips	0	0	0		26	0	26	0	18	18
Proposed North Bridges DRI Buildout Retail Trips	<u>0</u>	<u>0</u>	<u>0</u>		<u>4</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>4</u>
Proposed North Bridges DRI Buildout Total Trips	0	0	0		30	0	30	0	22	22
2024 Build Volumes	0	11	11		547	1	548	8	508	516
2027 Build Volumes	0	12	12		603	1	604	9	559	568

North Bridges Road DRI Transportation Analysis

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Intersection: 10. Mt Carmel Road at Rowanshyre Way

Weekday A.M. Peak Hour	Northbound Rowanshyre Way				Southbound Rowanshyre Way				Eastbound Mt Carmel Road				Westbound Mt Carmel Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Wednesday, June 22, 2022, 7:30-8:30)	8	2	14	24	8	0	1	9	2	299	1	302	5	182	4	191
School Not In Session Adjustment	15%	15%	15%		15%	15%	15%		15%	40%	15%		15%	70%	15%	
Adjusted 2022 Volumes	9	2	16	28	9	0	1	10	2	419	1	422	6	309	5	320
Annual Background Growth	3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%	
2024 No-Build Volumes	10	2	17	29	10	0	1	11	2	444	1	448	6	328	5	339
2027 No-Build Volumes	11	3	19	32	11	0	1	12	3	485	1	489	7	359	5	371
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	0	0	0	0	0	0	0	7	0	7	0	24	0	24
Proposed North Bridges DRI Phase 1 Retail Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Proposed North Bridges DRI Phase 1 Total Trips	0	0	0	0	0	0	0	0	0	7	0	7	0	24	0	24
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	0	0	0	0	0	0	0	7	0	7	0	24	0	24
Proposed North Bridges DRI Phase 2 Residential Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Proposed North Bridges DRI Buildout Residential Trips	0	0	0	0	0	0	0	0	0	10	0	10	0	33	0	33
Proposed North Bridges DRI Buildout Retail Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Proposed North Bridges DRI Buildout Total Trips	0	0	0	0	0	0	0	0	0	10	0	10	0	33	0	33
2024 Build Volumes	10	2	17	29	10	0	1	11	2	451	1	455	6	352	5	363
2027 Build Volumes	11	3	19	32	11	0	1	12	3	495	1	499	7	392	5	404

Weekday P.M. Peak Hour	Northbound Rowanshyre Way				Southbound Rowanshyre Way				Eastbound Mt Carmel Road				Westbound Mt Carmel Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Wednesday, June 22, 2022, 5:00-6:00)	0	0	8	8	14	0	5	19	6	400	7	413	4	389	13	406
School Not In Session Adjustment	15%	15%	15%		15%	15%	15%		15%	20%	15%		15%	15%	15%	
Adjusted 2022 Volumes	0	0	9	9	16	0	6	22	7	480	8	495	5	447	15	467
Annual Background Growth	3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%	
2024 No-Build Volumes	0	0	10	10	17	0	6	23	7	509	9	525	5	475	16	495
2027 No-Build Volumes	0	0	11	11	19	0	7	25	8	556	9	574	5	518	17	541
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	0	0	0	0	0	0	0	18	0	18	0	12	0	12
Proposed North Bridges DRI Phase 1 Retail Trips	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>4</u>
Proposed North Bridges DRI Phase 1 Total Trips	0	0	1	1	1	0	0	1	0	20	0	20	1	14	1	16
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	0	0	0	0	0	0	0	18	0	18	0	12	0	12
Proposed North Bridges DRI Phase 2 Residential Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8</u>	<u>0</u>	<u>8</u>	<u>0</u>	<u>6</u>	<u>0</u>	<u>6</u>
Proposed North Bridges DRI Buildout Residential Trips	0	0	0	0	0	0	0	0	0	26	0	26	0	18	0	18
Proposed North Bridges DRI Buildout Retail Trips	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>4</u>
Proposed North Bridges DRI Buildout Total Trips	0	0	1	1	1	0	0	1	0	28	0	28	1	20	1	22
2024 Build Volumes	0	0	11	11	18	0	6	24	7	529	9	545	6	489	17	511
2027 Build Volumes	0	0	12	12	20	0	7	26	8	584	9	602	6	538	18	563

North Bridges Road DRI Transportation Analysis

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Intersection: 11. Mt Carmel Road at Mill Road

Weekday A.M. Peak Hour	Northbound Mill Road				Southbound Mill Road				Eastbound Mt Carmel Road				Westbound Mt Carmel Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Wednesday, June 22, 2022, 7:30-8:30)	9	248	109	366	6	59	41	106	129	173	20	322	44	115	39	198
School Not In Session Adjustment	15%	15%	15%		15%	15%	15%		15%	40%	15%		15%	70%	15%	
Adjusted 2022 Volumes	10	285	125	421	7	68	47	122	148	242	23	414	51	196	45	291
Annual Background Growth	3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%	
2024 No-Build Volumes	11	303	133	447	7	72	50	129	157	257	24	439	54	207	48	309
2027 No-Build Volumes	12	331	145	488	8	79	55	141	172	281	27	479	59	227	52	337
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	2	2	3	0	0	3	0	2	0	2	8	6	10	24
Proposed North Bridges DRI Phase 1 Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed North Bridges DRI Phase 1 Total Trips	0	0	2	2	3	0	0	3	0	2	0	2	8	6	10	24
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	2	2	3	0	0	3	0	2	0	2	8	6	10	24
Proposed North Bridges DRI Phase 2 Residential Trips	0	0	1	1	1	0	0	1	0	1	0	1	3	2	4	9
Proposed North Bridges DRI Buildout Residential Trips	0	0	3	3	4	0	0	4	0	3	0	3	11	8	14	33
Proposed North Bridges DRI Buildout Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed North Bridges DRI Buildout Total Trips	0	0	3	3	4	0	0	4	0	3	0	3	11	8	14	33
2024 Build Volumes	11	303	135	449	10	72	50	132	157	259	24	441	62	213	58	333
2027 Build Volumes	12	331	148	491	12	79	55	145	172	284	27	482	70	235	66	370

Weekday P.M. Peak Hour	Northbound Mill Road				Southbound Mill Road				Eastbound Mt Carmel Road				Westbound Mt Carmel Road			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Counted Volumes (Wednesday, June 22, 2022, 5:00-6:00)	33	448	174	655	17	316	92	425	85	207	37	329	143	222	47	412
School Not In Session Adjustment	15%	15%	15%		15%	15%	15%		15%	20%	15%		15%	15%	15%	
Adjusted 2022 Volumes	38	515	200	753	20	363	106	489	98	248	43	389	164	255	54	474
Annual Background Growth	3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%		3.0%	3.0%	3.0%	
2024 No-Build Volumes	40	547	212	799	21	386	112	519	104	264	45	412	174	271	57	503
2027 No-Build Volumes	44	597	232	873	23	421	123	566	113	288	49	451	191	296	63	549
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	6	6	8	0	0	8	0	4	0	4	4	3	5	12
Proposed North Bridges DRI Phase 1 Retail Trips	0	0	1	1	0	0	0	0	0	1	0	1	1	1	0	2
Proposed North Bridges DRI Phase 1 Total Trips	0	0	7	7	8	0	0	8	0	5	0	5	5	4	5	14
Proposed North Bridges DRI Phase 1 Residential Trips	0	0	6	6	8	0	0	8	0	4	0	4	4	3	5	12
Proposed North Bridges DRI Phase 2 Residential Trips	0	0	3	3	3	0	0	3	0	2	0	2	2	2	2	6
Proposed North Bridges DRI Buildout Residential Trips	0	0	9	9	11	0	0	11	0	6	0	6	6	5	7	18
Proposed North Bridges DRI Buildout Retail Trips	0	0	1	1	0	0	0	0	0	1	0	1	1	1	0	2
Proposed North Bridges DRI Buildout Total Trips	0	0	10	10	11	0	0	11	0	7	0	7	7	6	7	20
2024 Build Volumes	40	547	219	806	29	386	112	527	104	269	45	417	179	275	62	517
2027 Build Volumes	44	597	242	883	34	421	123	577	113	295	49	458	198	302	70	569

North Bridges Road DRI Transportation Analysis
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Intersection: 12. North Bridges Road at Project Access A

Weekday A.M. Peak Hour	Northbound North Bridges Road			Southbound North Bridges Road			Eastbound Project Access A			
	L	T	Tot	T	R	Tot	L	R	Tot	
Counted Volumes (Wednesday, June 22, 2022, 8:00-9:00)		3	3		3	3				
School Not In Session Adjustment		0%			0%					
Adjusted 2022 Volumes		3	3		3	3				
Annual Background Growth		3.0%			3.0%					
2024 No-Build Volumes		3	3		3	3				
2027 No-Build Volumes		3	3		3	3				
Proposed North Bridges DRI Phase 1 Residential Trips	2	110	112	33	14	47	45	10	55	
Proposed North Bridges DRI Phase 1 Retail Trips	0	4	4	6	0	6	0	0	0	
Proposed North Bridges DRI Phase 1 Total Trips	2	114	116	39	14	53	45	10	55	
Proposed North Bridges DRI Phase 1 Residential Trips	2	110	112	33	14	47	45	10	55	
Proposed North Bridges DRI Phase 2 Residential Trips	0	24	24	7	14	21	47	1	48	
Proposed North Bridges DRI Buildout Residential Trips	2	134	136	40	28	68	92	11	103	
Proposed North Bridges DRI Buildout Retail Trips	0	4	4	6	0	6	0	0	0	
Proposed North Bridges DRI Buildout Total Trips	2	138	140	46	28	74	92	11	103	
2024 Build Volumes	2	117	119	42	14	56	45	10	55	
2027 Build Volumes	2	141	143	49	28	77	92	11	103	

Weekday P.M. Peak Hour	Northbound North Bridges Road			Southbound North Bridges Road			Eastbound Project Access A			
	L	T	Tot	T	R	Tot	L	R	Tot	
Counted Volumes (Wednesday, June 22, 2022, 4:45-5:45)		1	1		5	5				
School Not In Session Adjustment		0%			0%					
Adjusted 2022 Volumes		1	1		5	5				
Annual Background Growth		3.0%			3.0%					
2024 No-Build Volumes		1	1		5	5				
2027 No-Build Volumes		1	1		6	6				
Proposed North Bridges DRI Phase 1 Residential Trips	8	51	59	80	33	113	21	5	26	
Proposed North Bridges DRI Phase 1 Retail Trips	0	13	13	12	0	12	0	0	0	
Proposed North Bridges DRI Phase 1 Total Trips	8	64	72	92	33	125	21	5	26	
Proposed North Bridges DRI Phase 1 Residential Trips	8	51	59	80	33	113	21	5	26	
Proposed North Bridges DRI Phase 2 Residential Trips	0	11	11	18	37	55	23	1	24	
Proposed North Bridges DRI Buildout Residential Trips	8	62	70	98	70	168	44	6	50	
Proposed North Bridges DRI Buildout Retail Trips	0	13	13	12	0	12	0	0	0	
Proposed North Bridges DRI Buildout Total Trips	8	75	83	110	70	180	44	6	50	
2024 Build Volumes	8	65	73	97	33	130	21	5	26	
2027 Build Volumes	8	76	84	116	70	186	44	6	50	

North Bridges Road at site accesses
Peak Hour Calculation

Wednesday, June 22, 2022

Begin	NB	Hourly	SB	Hourly	2-Way	Hourly
7:00 AM	1		0		1	
7:15 AM	1		1		2	
7:30 AM	0		1		1	
7:45 AM	0	2	0	2	0	4
8:00 AM	0	1	2	4	2	5
8:15 AM	1	1	1	4	2	5
8:30 AM	1	2	0	3	1	5
8:45 AM	1	3	0	3	1	6
4:00 PM	0		1		1	3
4:15 PM	1		1		2	4
4:30 PM	1		1		2	5
4:45 PM	0	2	0	3	0	5
5:00 PM	0	2	1	3	1	5
5:15 PM	0	1	1	3	1	4
5:30 PM	1	1	3	5	4	6
5:45 PM	0	1	0	5	0	6
6:00 PM	1	2	0	4	1	6
6:15 PM	0	2	0	3	0	5
24-Hour	1573		1828		3401	
am peak hour				NB	SB	2-Way
pm peak hour				3	3	6
24 hour				1	5	6
				20	24	44

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Intersection: 13. North Bridges Road at Project Access B

Weekday A.M. Peak Hour	Northbound North Bridges Road			Southbound North Bridges Road			Eastbound Project Access B			
	L	T	Tot	T	R	Tot	L	R	Tot	
Counted Volumes (Wednesday, June 22, 2022, 8:00-9:00)		3	3		3	3				
School Not In Session Adjustment		0%			0%					
Adjusted 2022 Volumes		3	3		3	3				
Annual Background Growth		3.0%			3.0%					
2024 No-Build Volumes		3	3		3	3				
2027 No-Build Volumes		3	3		3	3				
Proposed North Bridges DRI Phase 1 Residential Trips	0	112	112	33	0	33	0	0	0	
Proposed North Bridges DRI Phase 1 Retail Trips	1	0	1	0	6	6	4	1	5	
Proposed North Bridges DRI Phase 1 Total Trips	1	112	113	33	6	39	4	1	5	
Proposed North Bridges DRI Phase 1 Residential Trips	0	112	112	33	0	33	0	0	0	
Proposed North Bridges DRI Phase 2 Residential Trips	0	24	24	8	0	8	0	0	0	
Proposed North Bridges DRI Buildout Residential Trips	0	136	136	41	0	41	0	0	0	
Proposed North Bridges DRI Buildout Retail Trips	1	0	1	0	6	6	4	1	5	
Proposed North Bridges DRI Buildout Total Trips	1	136	137	41	6	47	4	1	5	
2024 Build Volumes	1	115	116	36	6	42	4	1	5	
2027 Build Volumes	1	139	140	44	6	50	4	1	5	

Weekday P.M. Peak Hour	Northbound North Bridges Road			Southbound North Bridges Road			Eastbound Project Access B			
	L	T	Tot	T	R	Tot	L	R	Tot	
Counted Volumes (Wednesday, June 22, 2022, 4:45-5:45)		1	1		5	5				
School Not In Session Adjustment		0%			0%					
Adjusted 2022 Volumes		1	1		5	5				
Annual Background Growth		3.0%			3.0%					
2024 No-Build Volumes		1	1		5	5				
2027 No-Build Volumes		1	1		6	6				
Proposed North Bridges DRI Phase 1 Residential Trips	0	44	44	80	0	80	0	0	0	
Proposed North Bridges DRI Phase 1 Retail Trips	4	0	4	0	12	12	13	4	17	
Proposed North Bridges DRI Phase 1 Total Trips	4	44	48	80	12	92	13	4	17	
Proposed North Bridges DRI Phase 1 Residential Trips	0	44	44	80	0	80	0	0	0	
Proposed North Bridges DRI Phase 2 Residential Trips	0	11	11	19	0	19	0	0	0	
Proposed North Bridges DRI Buildout Residential Trips	0	55	55	99	0	99	0	0	0	
Proposed North Bridges DRI Buildout Retail Trips	4	0	4	0	12	12	13	4	17	
Proposed North Bridges DRI Buildout Total Trips	4	55	59	99	12	111	13	4	17	
2024 Build Volumes	4	45	49	85	12	97	13	4	17	
2027 Build Volumes	4	56	60	105	12	117	13	4	17	

North Bridges Road at site accesses
Peak Hour Calculation

Wednesday, June 22, 2022

Begin	NB	Hourly	SB	Hourly	2-Way	Hourly
7:00 AM	1		0		1	
7:15 AM	1		1		2	
7:30 AM	0		1		1	
7:45 AM	0	2	0	2	0	4
8:00 AM	0	1	2	4	2	5
8:15 AM	1	1	1	4	2	5
8:30 AM	1	2	0	3	1	5
8:45 AM	1	3	0	3	1	6
4:00 PM	0		1		1	3
4:15 PM	1		1		2	4
4:30 PM	1		1		2	5
4:45 PM	0	2	0	3	0	5
5:00 PM	0	2	1	3	1	5
5:15 PM	0	1	1	3	1	4
5:30 PM	1	1	3	5	4	6
5:45 PM	0	1	0	5	0	6
6:00 PM	1	2	0	4	1	6
6:15 PM	0	2	0	3	0	5
24-Hour	1573		1828		3401	
am peak hour				NB	SB	2-Way
pm peak hour				3	3	6
24 hour				1	5	6
				20	24	44

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Intersection: 14. North Bridges Road at Project Access C

Weekday A.M. Peak Hour	Northbound North Bridges Road			Southbound North Bridges Road			Eastbound Project Access C			
	L	T	Tot	T	R	Tot	L	R	Tot	
Counted Volumes (Wednesday, June 22, 2022, 8:00-9:00)		3	3		3	3				
School Not In Session Adjustment		0%			0%					
Adjusted 2022 Volumes		3	3		3	3				
Annual Background Growth		3.0%			3.0%					
2024 No-Build Volumes		3	3		3	3				
2027 No-Build Volumes		3	3		3	3				
Proposed North Bridges DRI Phase 1 Residential Trips	6	34	40	20	23	43	78	20	98	
Proposed North Bridges DRI Phase 1 Retail Trips	0	1	1	1	0	1	0	0	0	
Proposed North Bridges DRI Phase 1 Total Trips	6	35	41	21	23	44	78	20	98	
Proposed North Bridges DRI Phase 1 Residential Trips	6	34	40	20	23	43	78	20	98	
Proposed North Bridges DRI Phase 2 Residential Trips	1	0	1	1	7	8	24	5	29	
Proposed North Bridges DRI Buildout Residential Trips	7	34	41	21	30	51	102	25	127	
Proposed North Bridges DRI Buildout Retail Trips	0	1	1	1	0	1	0	0	0	
Proposed North Bridges DRI Buildout Total Trips	7	35	42	22	30	52	102	25	127	
2024 Build Volumes	6	38	44	24	23	47	78	20	98	
2027 Build Volumes	7	38	45	25	30	55	102	25	127	

Weekday P.M. Peak Hour	Northbound North Bridges Road			Southbound North Bridges Road			Eastbound Project Access C			
	L	T	Tot	T	R	Tot	L	R	Tot	
Counted Volumes (Wednesday, June 22, 2022, 4:45-5:45)		1	1		5	5				
School Not In Session Adjustment		0%			0%					
Adjusted 2022 Volumes		1	1		5	5				
Annual Background Growth		3.0%			3.0%					
2024 No-Build Volumes		1	1		5	5				
2027 No-Build Volumes		1	1		6	6				
Proposed North Bridges DRI Phase 1 Residential Trips	15	22	37	28	57	85	36	10	46	
Proposed North Bridges DRI Phase 1 Retail Trips	0	4	4	4	0	4	0	0	0	
Proposed North Bridges DRI Phase 1 Total Trips	15	26	41	32	57	89	36	10	46	
Proposed North Bridges DRI Phase 1 Residential Trips	15	22	37	28	57	85	36	10	46	
Proposed North Bridges DRI Phase 2 Residential Trips	3	0	3	1	18	19	11	3	14	
Proposed North Bridges DRI Buildout Residential Trips	18	22	40	29	75	104	47	13	60	
Proposed North Bridges DRI Buildout Retail Trips	0	4	4	4	0	4	0	0	0	
Proposed North Bridges DRI Buildout Total Trips	18	26	44	33	75	108	47	13	60	
2024 Build Volumes	15	27	42	37	57	94	36	10	46	
2027 Build Volumes	18	27	45	39	75	114	47	13	60	

North Bridges Road at site accesses
Peak Hour Calculation

Wednesday, June 22, 2022

Begin	NB	Hourly	SB	Hourly	2-Way	Hourly
7:00 AM	1		0		1	
7:15 AM	1		1		2	
7:30 AM	0		1		1	
7:45 AM	0	2	0	2	0	4
8:00 AM	0	1	2	4	2	5
8:15 AM	1	1	1	4	2	5
8:30 AM	1	2	0	3	1	5
8:45 AM	1	3	0	3	1	6
4:00 PM	0		1		1	3
4:15 PM	1		1		2	4
4:30 PM	1		1		2	5
4:45 PM	0	2	0	3	0	5
5:00 PM	0	2	1	3	1	5
5:15 PM	0	1	1	3	1	4
5:30 PM	1	1	3	5	4	6
5:45 PM	0	1	0	5	0	6
6:00 PM	1	2	0	4	1	6
6:15 PM	0	2	0	3	0	5
24-Hour	1573		1828		3401	
am peak hour				NB	SB	2-Way
pm peak hour				3	3	6
24 hour				1	5	6
				20	24	44

North Bridges Road DRI Transportation Analysis
Henry County, Georgia

January 2023

Intersection: 15. North Bridges Road at Project Access D

Weekday A.M. Peak Hour	Northbound North Bridges Road			Southbound North Bridges Road			Eastbound Project Access D			
	L	T	Tot	T	R	Tot	L	R	Tot	
Counted Volumes (Wednesday, June 22, 2022, 8:00-9:00)		3	3		3	3				
School Not In Session Adjustment		0%			0%					
Adjusted 2022 Volumes		3	3		3	3				
Annual Background Growth		3.0%			3.0%					
2024 No-Build Volumes		3	3		3	3				
2027 No-Build Volumes		3	3		3	3				
Proposed North Bridges DRI Phase 1 Residential Trips	3	8	11	30	10	40	32	9	41	
Proposed North Bridges DRI Phase 1 Retail Trips	0	1	1	1	0	1	0	0	0	
Proposed North Bridges DRI Phase 1 Total Trips	3	9	12	31	10	41	32	9	41	
Proposed North Bridges DRI Phase 1 Residential Trips	3	8	11	30	10	40	32	9	41	
Proposed North Bridges DRI Phase 2 Residential Trips	2	1	3	6	0	6	0	3	3	
Proposed North Bridges DRI Buildout Residential Trips	5	9	14	36	10	46	32	12	44	
Proposed North Bridges DRI Buildout Retail Trips	0	1	1	1	0	1	0	0	0	
Proposed North Bridges DRI Buildout Total Trips	5	10	15	37	10	47	32	12	44	
2024 Build Volumes	3	12	15	34	10	44	32	9	41	
2027 Build Volumes	5	13	18	40	10	50	32	12	44	

Weekday P.M. Peak Hour	Northbound North Bridges Road			Southbound North Bridges Road			Eastbound Project Access D			
	L	T	Tot	T	R	Tot	L	R	Tot	
Counted Volumes (Wednesday, June 22, 2022, 4:45-5:45)		1	1		5	5				
School Not In Session Adjustment		0%			0%					
Adjusted 2022 Volumes		1	1		5	5				
Annual Background Growth		3.0%			3.0%					
2024 No-Build Volumes		1	1		5	5				
2027 No-Build Volumes		1	1		6	6				
Proposed North Bridges DRI Phase 1 Residential Trips	7	23	30	15	23	38	14	4	18	
Proposed North Bridges DRI Phase 1 Retail Trips	0	4	4	4	0	4	0	0	0	
Proposed North Bridges DRI Phase 1 Total Trips	7	27	34	19	23	42	14	4	18	
Proposed North Bridges DRI Phase 1 Residential Trips	7	23	30	15	23	38	14	4	18	
Proposed North Bridges DRI Phase 2 Residential Trips	5	3	8	4	0	4	0	2	2	
Proposed North Bridges DRI Buildout Residential Trips	12	26	38	19	23	42	14	6	20	
Proposed North Bridges DRI Buildout Retail Trips	0	4	4	4	0	4	0	0	0	
Proposed North Bridges DRI Buildout Total Trips	12	30	42	23	23	46	14	6	20	
2024 Build Volumes	7	28	35	24	23	47	14	4	18	
2027 Build Volumes	12	31	43	29	23	52	14	6	20	

North Bridges Road at site accesses
Peak Hour Calculation

Wednesday, June 22, 2022

Begin	NB	Hourly	SB	Hourly	2-Way	Hourly
7:00 AM	1		0		1	
7:15 AM	1		1		2	
7:30 AM	0		1		1	
7:45 AM	0	2	0	2	0	4
8:00 AM	0	1	2	4	2	5
8:15 AM	1	1	1	4	2	5
8:30 AM	1	2	0	3	1	5
8:45 AM	1	3	0	3	1	6
4:00 PM	0		1		1	3
4:15 PM	1		1		2	4
4:30 PM	1		1		2	5
4:45 PM	0	2	0	3	0	5
5:00 PM	0	2	1	3	1	5
5:15 PM	0	1	1	3	1	4
5:30 PM	1	1	3	5	4	6
5:45 PM	0	1	0	5	0	6
6:00 PM	1	2	0	4	1	6
6:15 PM	0	2	0	3	0	5
24-Hour	1573		1828		3401	
am peak hour				NB	SB	2-Way
pm peak hour				3	3	6
24 hour				1	5	6
				20	24	44

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TMC Data
Jonesboro Rd @ Mill Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750001
Site Code : 46750001
Start Date : 6/22/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Mill Rd Northbound					Henry Town Center Drwy Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	12	7	72	0	91	10	1	3	0	14	7	103	10	0	120	36	94	17	0	147	372
07:15 AM	14	3	85	0	102	18	3	1	0	22	1	143	12	0	156	43	119	23	0	185	465
07:30 AM	21	2	115	0	138	16	5	2	0	23	6	140	22	0	168	64	149	26	0	239	568
07:45 AM	24	12	156	0	192	25	4	0	0	29	9	148	17	0	174	66	159	38	0	263	658
Total	71	24	428	0	523	69	13	6	0	88	23	534	61	0	618	209	521	104	0	834	2063
08:00 AM	26	14	102	0	142	29	8	6	0	43	9	134	10	0	153	70	163	44	0	277	615
08:15 AM	14	7	117	0	138	30	6	2	0	38	4	122	24	0	150	80	158	49	0	287	613
08:30 AM	28	15	66	0	109	39	13	2	0	54	10	144	27	0	181	77	143	42	0	262	606
08:45 AM	23	15	67	0	105	50	18	6	0	74	6	108	27	0	141	82	137	36	0	255	575
Total	91	51	352	0	494	148	45	16	0	209	29	508	88	0	625	309	601	171	0	1081	2409
*** BREAK ***																					
04:00 PM	62	41	93	0	196	80	40	11	0	131	11	176	66	0	253	117	158	40	0	315	895
04:15 PM	47	35	47	0	129	80	31	16	0	127	8	182	35	0	225	123	165	42	0	330	811
04:30 PM	66	44	57	0	167	96	21	12	0	129	12	186	28	0	226	128	168	36	0	332	854
04:45 PM	56	31	78	0	165	112	29	8	0	149	12	217	38	0	267	136	174	39	0	349	930
Total	231	151	275	0	657	368	121	47	0	536	43	761	167	0	971	504	665	157	0	1326	3490
05:00 PM	61	33	109	0	203	72	35	7	0	114	7	224	37	0	268	128	177	41	0	346	931
05:15 PM	70	29	104	0	203	81	30	13	0	124	12	173	45	0	230	140	175	36	0	351	908
05:30 PM	61	32	86	0	179	100	24	13	0	137	13	177	39	0	229	190	171	42	0	403	948
05:45 PM	73	32	111	0	216	77	26	10	0	113	14	172	37	0	223	124	167	48	0	339	891
Total	265	126	410	0	801	330	115	43	0	488	46	746	158	0	950	582	690	167	0	1439	3678
Grand Total	658	352	1465	0	2475	915	294	112	0	1321	141	2549	474	0	3164	1604	2477	599	0	4680	11640
Apprch %	26.6	14.2	59.2	0		69.3	22.3	8.5	0		4.5	80.6	15	0		34.3	52.9	12.8	0		
Total %	5.7	3	12.6	0	21.3	7.9	2.5	1	0	11.3	1.2	21.9	4.1	0	27.2	13.8	21.3	5.1	0	40.2	

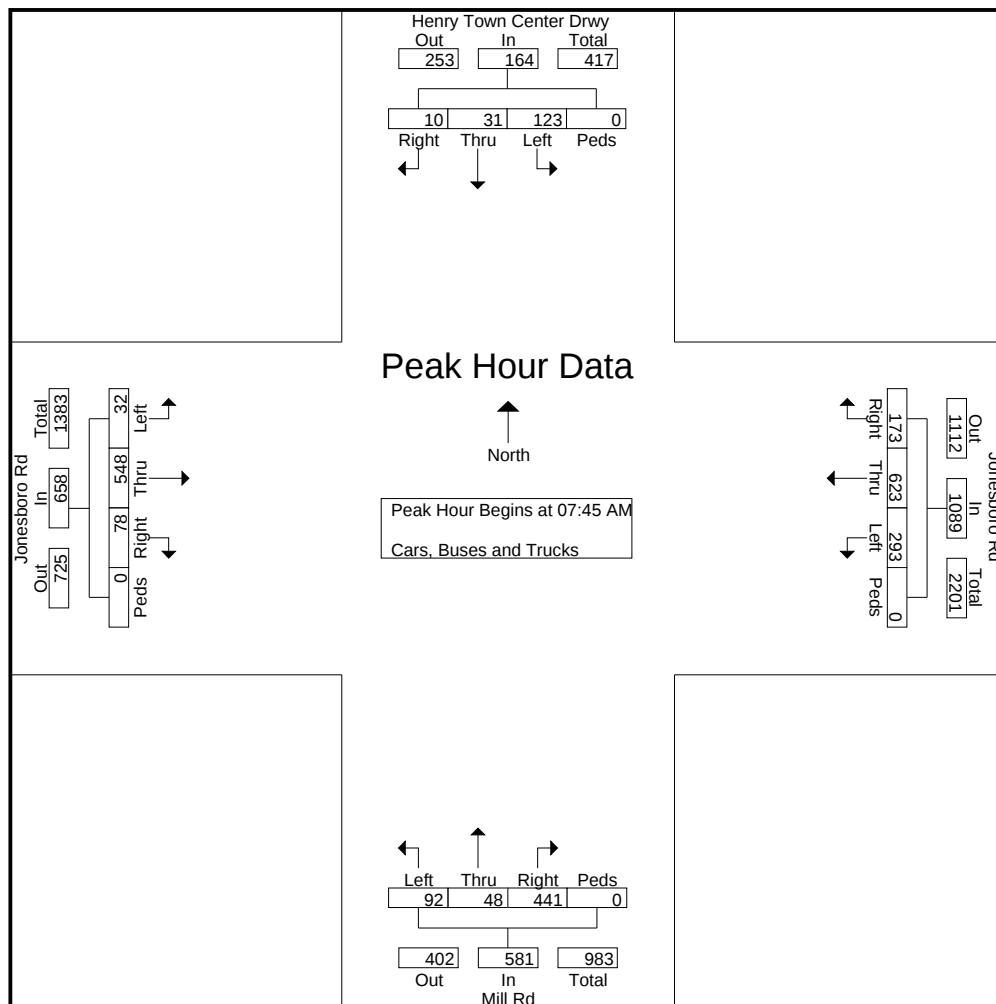
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TMC Data
Jonesboro Rd @ Mill Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750001
Site Code : 46750001
Start Date : 6/22/2022
Page No : 2

	Mill Rd Northbound					Henry Town Center Drwy Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	24	12	156	0	192	25	4	0	0	29	9	148	17	0	174	66	159	38	0	263	658
08:00 AM	26	14	102	0	142	29	8	6	0	43	9	134	10	0	153	70	163	44	0	277	615
08:15 AM	14	7	117	0	138	30	6	2	0	38	4	122	24	0	150	80	158	49	0	287	613
08:30 AM	28	15	66	0	109	39	13	2	0	54	10	144	27	0	181	77	143	42	0	262	606
Total Volume	92	48	441	0	581	123	31	10	0	164	32	548	78	0	658	293	623	173	0	1089	2492
% App. Total	15.8		75.9			18.9					83.3	11.9				26.9	57.2	15.9			
PHF	.821	.800	.707	.000	.757	.788	.596	.417	.000	.759	.800	.926	.722	.000	.909	.916	.956	.883	.000	.949	.947



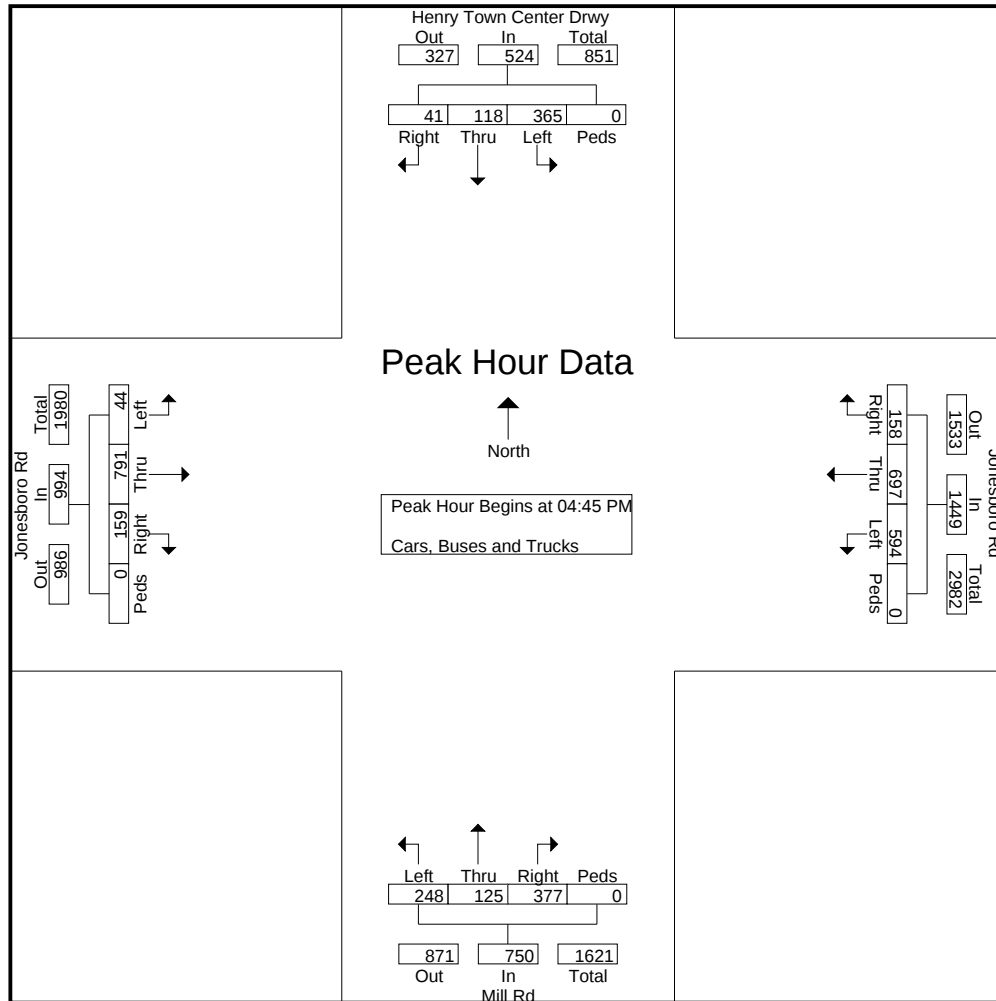
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TMC Data
Jonesboro Rd @ Mill Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750001
Site Code : 46750001
Start Date : 6/22/2022
Page No : 3

	Mill Rd Northbound					Henry Town Center Drwy Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	56	31	78	0	165	112	29	8	0	149	12	217	38	0	267	136	174	39	0	349	930
05:00 PM	61	33	109	0	203	72	35	7	0	114	7	224	37	0	268	128	177	41	0	346	931
05:15 PM	70	29	104	0	203	81	30	13	0	124	12	173	45	0	230	140	175	36	0	351	908
05:30 PM	61	32	86	0	179	100	24	13	0	137	13	177	39	0	229	190	171	42	0	403	948
Total Volume	248	125	377	0	750	365	118	41	0	524	44	791	159	0	994	594	697	158	0	1449	3717
% App. Total	33.1	16.7	50.3			69.7	22.5				79.6					48.1	10.9				
PHF	.886	.947	.865	.000	.924	.815	.843	.788	.000	.879	.846	.883	.883	.000	.927	.782	.984	.940	.000	.899	.980



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TMC Data
Jonesboro Rd @ I-75 SB Off Ramp
McDonough, GA
7-9 AM | 4-6 PM

File Name : 45990001
Site Code : 45990001
Start Date : 2/10/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Northbound					I-75 SB Off Ramp Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	91	0	48	0	139	0	173	49	0	222	21	119	0	0	140	501
07:15 AM	0	0	0	0	0	107	0	58	0	165	0	205	59	0	264	21	159	0	0	180	609
07:30 AM	0	0	0	0	0	130	0	97	0	227	0	254	76	0	330	28	169	0	0	197	754
07:45 AM	0	0	0	0	0	133	0	130	0	263	0	293	60	0	353	19	200	0	0	219	835
Total	0	0	0	0	0	461	0	333	0	794	0	925	244	0	1169	89	647	0	0	736	2699
08:00 AM	0	0	0	0	0	129	0	134	0	263	0	271	53	0	324	22	234	0	0	256	843
08:15 AM	0	0	0	0	0	105	0	110	0	215	0	257	60	0	317	17	198	0	0	215	747
08:30 AM	0	0	0	0	0	137	0	119	0	256	0	222	47	0	269	23	217	0	0	240	765
08:45 AM	0	0	0	0	0	107	0	148	0	255	0	236	52	0	288	29	205	0	0	234	777
Total	0	0	0	0	0	478	0	511	0	989	0	986	212	0	1198	91	854	0	0	945	3132
*** BREAK ***																					
04:00 PM	0	0	0	0	0	110	1	124	0	235	0	344	84	0	428	33	286	0	0	319	982
04:15 PM	0	0	0	0	0	130	0	118	0	248	0	362	90	0	452	27	299	0	0	326	1026
04:30 PM	0	0	0	0	0	90	0	137	0	227	0	376	93	0	469	19	307	0	0	326	1022
04:45 PM	0	0	0	0	0	120	0	114	0	234	0	337	71	0	408	25	294	0	0	319	961
Total	0	0	0	0	0	450	1	493	0	944	0	1419	338	0	1757	104	1186	0	0	1290	3991
05:00 PM	0	0	0	0	0	105	1	135	0	241	0	374	76	0	450	35	297	0	0	332	1023
05:15 PM	0	0	0	0	0	133	0	151	0	284	0	399	92	0	491	33	291	0	0	324	1099
05:30 PM	0	0	0	0	0	124	1	134	0	259	0	351	79	0	430	37	314	0	0	351	1040
05:45 PM	0	0	0	0	0	107	0	142	0	249	0	333	75	0	408	26	358	0	0	384	1041
Total	0	0	0	0	0	469	2	562	0	1033	0	1457	322	0	1779	131	1260	0	0	1391	4203
Grand Total	0	0	0	0	0	1858	3	1899	0	3760	0	4787	1116	0	5903	415	3947	0	0	4362	14025
Apprch %	0	0	0	0	0	49.4	0.1	50.5	0	26.8	0	81.1	18.9	0	42.1	9.5	90.5	0	0	31.1	
Total %	0	0	0	0	0	13.2	0	13.5	0	26.8	0	34.1	8	0	42.1	3	28.1	0	0	31.1	

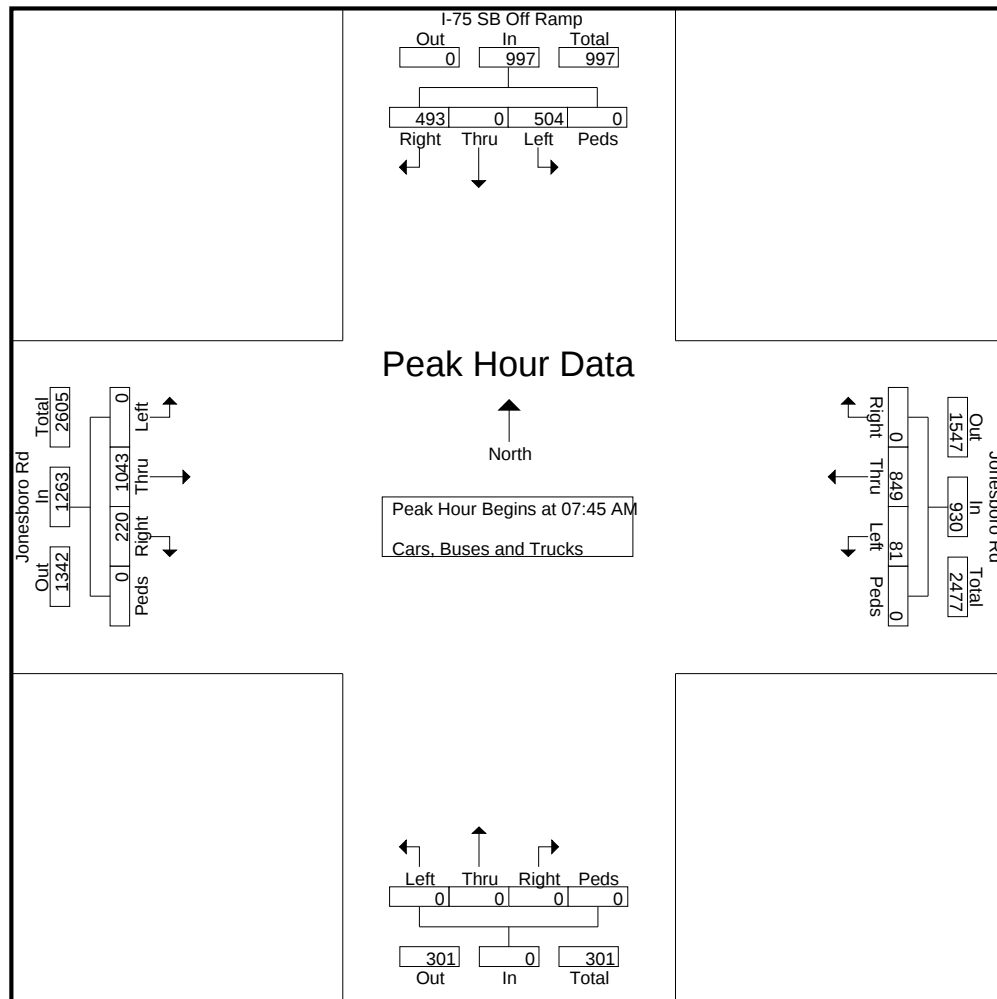
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TMC Data
Jonesboro Rd @ I-75 SB Off Ramp
McDonough, GA
7-9 AM | 4-6 PM

File Name : 45990001
Site Code : 45990001
Start Date : 2/10/2022
Page No : 2

	Northbound					I-75 SB Off Ramp Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	133	0	130	0	263	0	293	60	0	353	19	200	0	0	219	835
08:00 AM	0	0	0	0	0	129	0	134	0	263	0	271	53	0	324	22	234	0	0	256	843
08:15 AM	0	0	0	0	0	105	0	110	0	215	0	257	60	0	317	17	198	0	0	215	747
08:30 AM	0	0	0	0	0	137	0	119	0	256	0	222	47	0	269	23	217	0	0	240	765
Total Volume	0	0	0	0	0	504	0	493	0	997	0	1043	220	0	1263	81	849	0	0	930	3190
% App. Total	0	0	0	0	0	50.6	0	49.4	0		0	82.6	17.4	0		8.7	91.3	0	0		
PHF	.000	.000	.000	.000	.000	.920	.000	.920	.000	.948	.000	.890	.917	.000	.894	.880	.907	.000	.000	.908	.946



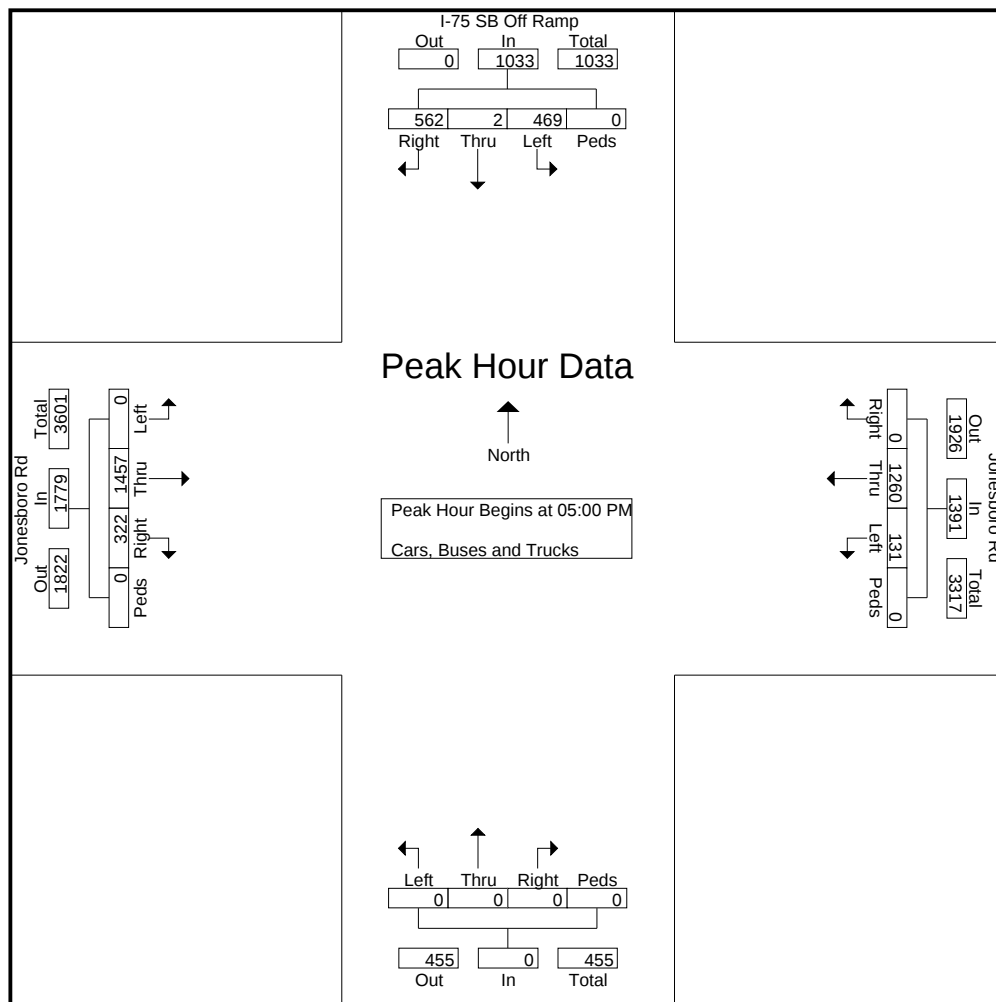
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TMC Data
Jonesboro Rd @ I-75 SB Off Ramp
McDonough, GA
7-9 AM | 4-6 PM

File Name : 45990001
Site Code : 45990001
Start Date : 2/10/2022
Page No : 3

	Northbound					I-75 SB Off Ramp Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	105	1	135	0	241	0	374	76	0	450	35	297	0	0	332	1023
05:15 PM	0	0	0	0	0	133	0	151	0	284	0	399	92	0	491	33	291	0	0	324	1099
05:30 PM	0	0	0	0	0	124	1	134	0	259	0	351	79	0	430	37	314	0	0	351	1040
05:45 PM	0	0	0	0	0	107	0	142	0	249	0	333	75	0	408	26	358	0	0	384	1041
Total Volume	0	0	0	0	0	469	2	562	0	1033	0	1457	322	0	1779	131	1260	0	0	1391	4203
% App. Total	0	0	0	0	0	45.4	0.2	54.4	0		0	81.9	18.1	0		9.4	90.6	0	0		
PHF	.000	.000	.000	.000	.000	.882	.500	.930	.000	.909	.000	.913	.875	.000	.906	.885	.880	.000	.000	.906	.956



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TMC Data
Jonesboro Rd @ I-75 NB Off Ramp
McDonough, GA
7-9 AM | 4-6 PM

File Name : 45990002
Site Code : 45990002
Start Date : 2/10/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

	I-75 NB Off Ramp Northbound					Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	26	0	20	0	46	0	0	0	0	0	93	154	0	0	247	0	126	251	0	377	670
07:15 AM	35	0	19	0	54	0	0	0	0	0	105	198	0	0	303	0	144	255	0	399	756
07:30 AM	56	0	57	0	113	0	0	0	0	0	112	241	0	0	353	0	158	257	0	415	881
07:45 AM	62	1	66	0	129	0	0	0	0	0	122	317	0	0	439	0	149	242	0	391	959
Total	179	1	162	0	342	0	0	0	0	0	432	910	0	0	1342	0	577	1005	0	1582	3266
08:00 AM	72	0	36	0	108	0	0	0	0	0	132	292	0	0	424	0	171	220	0	391	923
08:15 AM	54	0	38	0	92	0	0	0	0	0	95	244	0	0	339	0	132	217	0	349	780
08:30 AM	73	1	25	0	99	0	0	0	0	0	87	252	0	0	339	0	180	185	0	365	803
08:45 AM	67	0	30	0	97	0	0	0	0	0	89	228	0	0	317	0	172	174	0	346	760
Total	266	1	129	0	396	0	0	0	0	0	403	1016	0	0	1419	0	655	796	0	1451	3266
*** BREAK ***																					
04:00 PM	45	0	25	0	70	0	0	0	0	0	124	321	0	0	445	0	241	164	0	405	920
04:15 PM	49	0	27	0	76	0	0	0	0	0	114	362	0	0	476	0	274	193	0	467	1019
04:30 PM	54	1	24	0	79	0	0	0	0	0	102	358	0	0	460	0	257	175	0	432	971
04:45 PM	40	0	30	0	70	0	0	0	0	0	107	350	0	0	457	0	308	149	0	457	984
Total	188	1	106	0	295	0	0	0	0	0	447	1391	0	0	1838	0	1080	681	0	1761	3894
05:00 PM	59	0	27	0	86	0	0	0	0	0	115	364	0	0	479	0	263	165	0	428	993
05:15 PM	60	0	39	0	99	0	0	0	0	0	112	387	0	0	499	0	287	174	0	461	1059
05:30 PM	44	0	31	0	75	0	0	0	0	0	121	375	0	0	496	0	283	170	0	453	1024
05:45 PM	90	0	40	0	130	0	0	0	0	0	102	332	0	0	434	0	273	163	0	436	1000
Total	253	0	137	0	390	0	0	0	0	0	450	1458	0	0	1908	0	1106	672	0	1778	4076
Grand Total	886	3	534	0	1423	0	0	0	0	0	1732	4775	0	0	6507	0	3418	3154	0	6572	14502
Apprch %	62.3	0.2	37.5	0		0	0	0	0		26.6	73.4	0	0		0	52	48	0		
Total %	6.1	0	3.7	0	9.8	0	0	0	0	0	11.9	32.9	0	0	44.9	0	23.6	21.7	0	45.3	

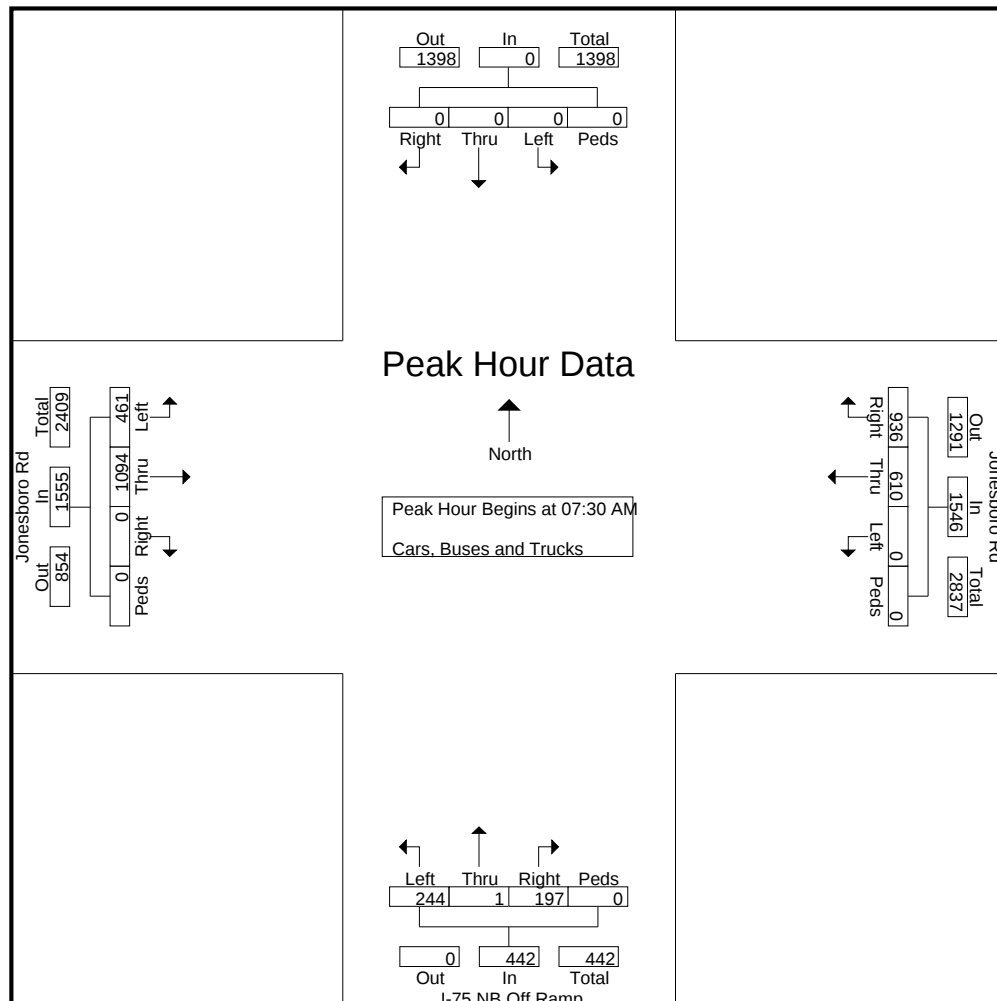
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TMC Data
Jonesboro Rd @ I-75 NB Off Ramp
McDonough, GA
7-9 AM | 4-6 PM

File Name : 45990002
Site Code : 45990002
Start Date : 2/10/2022
Page No : 2

	I-75 NB Off Ramp Northbound					Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	56	0	57	0	113	0	0	0	0	0	112	241	0	0	353	0	158	257	0	415	881
07:45 AM	62	1	66	0	129	0	0	0	0	0	122	317	0	0	439	0	149	242	0	391	959
08:00 AM	72	0	36	0	108	0	0	0	0	0	132	292	0	0	424	0	171	220	0	391	923
08:15 AM	54	0	38	0	92	0	0	0	0	0	95	244	0	0	339	0	132	217	0	349	780
Total Volume	244	1	197	0	442	0	0	0	0	0	461	1094	0	0	1555	0	610	936	0	1546	3543
% App. Total	55.2	0.2	44.6	0		0	0	0	0		29.6	70.4	0	0		0	39.5	60.5	0		
PHF	.847	.250	.746	.000	.857	.000	.000	.000	.000	.000	.873	.863	.000	.000	.886	.000	.892	.911	.000	.931	.924



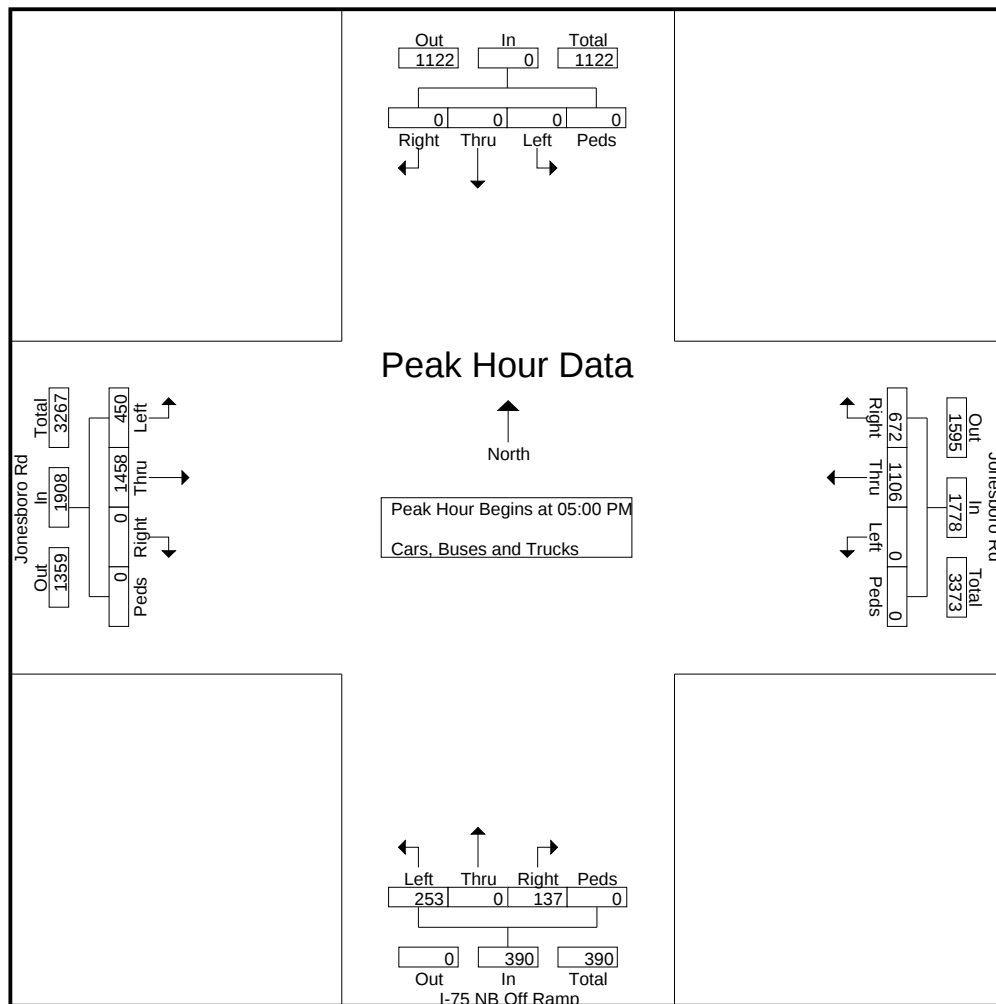
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TMC Data
Jonesboro Rd @ I-75 NB Off Ramp
McDonough, GA
7-9 AM | 4-6 PM

File Name : 45990002
Site Code : 45990002
Start Date : 2/10/2022
Page No : 3

	I-75 NB Off Ramp Northbound					Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	59	0	27	0	86	0	0	0	0	0	115	364	0	0	479	0	263	165	0	428	993
05:15 PM	60	0	39	0	99	0	0	0	0	0	112	387	0	0	499	0	287	174	0	461	1059
05:30 PM	44	0	31	0	75	0	0	0	0	0	121	375	0	0	496	0	283	170	0	453	1024
05:45 PM	90	0	40	0	130	0	0	0	0	0	102	332	0	0	434	0	273	163	0	436	1000
Total Volume	253	0	137	0	390	0	0	0	0	0	450	1458	0	0	1908	0	1106	672	0	1778	4076
% App. Total	64.9	0	35.1	0		0	0	0	0	0	23.6	76.4	0	0		0	62.2	37.8	0		
PHF	.703	.000	.856	.000	.750	.000	.000	.000	.000	.000	.930	.942	.000	.000	.956	.000	.963	.966	.000	.964	.962



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TMC Data
Jonesboro Rd @ Foster Dr (East)/
I-75 Express Lanes, McDonough, GA
7-9 AM | 4-6 PM

File Name : 45990004
Site Code : 45990004
Start Date : 2/10/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

	I-75 Express Lanes Northbound					Foster Dr (East) Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	20	12	33	0	65	32	109	14	0	155	35	275	12	0	322	542
07:15 AM	0	0	0	0	0	18	11	34	0	63	65	134	16	0	215	67	323	19	0	409	687
07:30 AM	0	0	0	0	0	37	12	37	0	86	77	193	35	0	305	60	330	29	0	419	810
07:45 AM	0	0	0	0	0	39	12	35	0	86	86	207	37	0	330	46	289	51	0	386	802
Total	0	0	0	0	0	114	47	139	0	300	260	643	102	0	1005	208	1217	111	0	1536	2841
08:00 AM	0	0	0	0	0	21	6	26	0	53	79	199	28	0	306	47	311	19	0	377	736
08:15 AM	0	0	0	0	0	23	7	42	0	72	74	187	20	0	281	37	268	16	0	321	674
08:30 AM	0	0	0	0	0	17	6	40	0	63	63	182	14	0	259	36	270	21	0	327	649
08:45 AM	0	0	0	0	0	20	6	37	0	63	60	178	8	0	246	26	258	13	0	297	606
Total	0	0	0	0	0	81	25	145	0	251	276	746	70	0	1092	146	1107	69	0	1322	2665
*** BREAK ***																					
04:00 PM	35	13	68	0	116	31	0	25	0	56	57	268	0	0	325	0	287	26	0	313	810
04:15 PM	31	15	83	0	129	21	0	43	0	64	71	265	0	0	336	0	319	32	0	351	880
04:30 PM	38	13	87	0	138	34	0	31	0	65	78	271	0	0	349	0	304	23	0	327	879
04:45 PM	31	13	74	0	118	25	0	28	0	53	80	278	0	0	358	0	314	32	0	346	875
Total	135	54	312	0	501	111	0	127	0	238	286	1082	0	0	1368	0	1224	113	0	1337	3444
05:00 PM	23	10	63	0	96	45	0	32	0	77	77	293	0	0	370	0	326	21	0	347	890
05:15 PM	32	6	61	0	99	24	0	30	0	54	74	309	0	0	383	0	317	17	0	334	870
05:30 PM	29	8	53	0	90	26	0	29	0	55	78	294	0	0	372	0	298	16	0	314	831
05:45 PM	30	10	67	0	107	26	0	30	0	56	61	277	0	0	338	0	317	23	0	340	841
Total	114	34	244	0	392	121	0	121	0	242	290	1173	0	0	1463	0	1258	77	0	1335	3432
Grand Total	249	88	556	0	893	427	72	532	0	1031	1112	3644	172	0	4928	354	4806	370	0	5530	12382
Apprch %	27.9	9.9	62.3	0		41.4	7	51.6	0		22.6	73.9	3.5	0		6.4	86.9	6.7	0		
Total %	2	0.7	4.5	0	7.2	3.4	0.6	4.3	0	8.3	9	29.4	1.4	0	39.8	2.9	38.8	3	0	44.7	

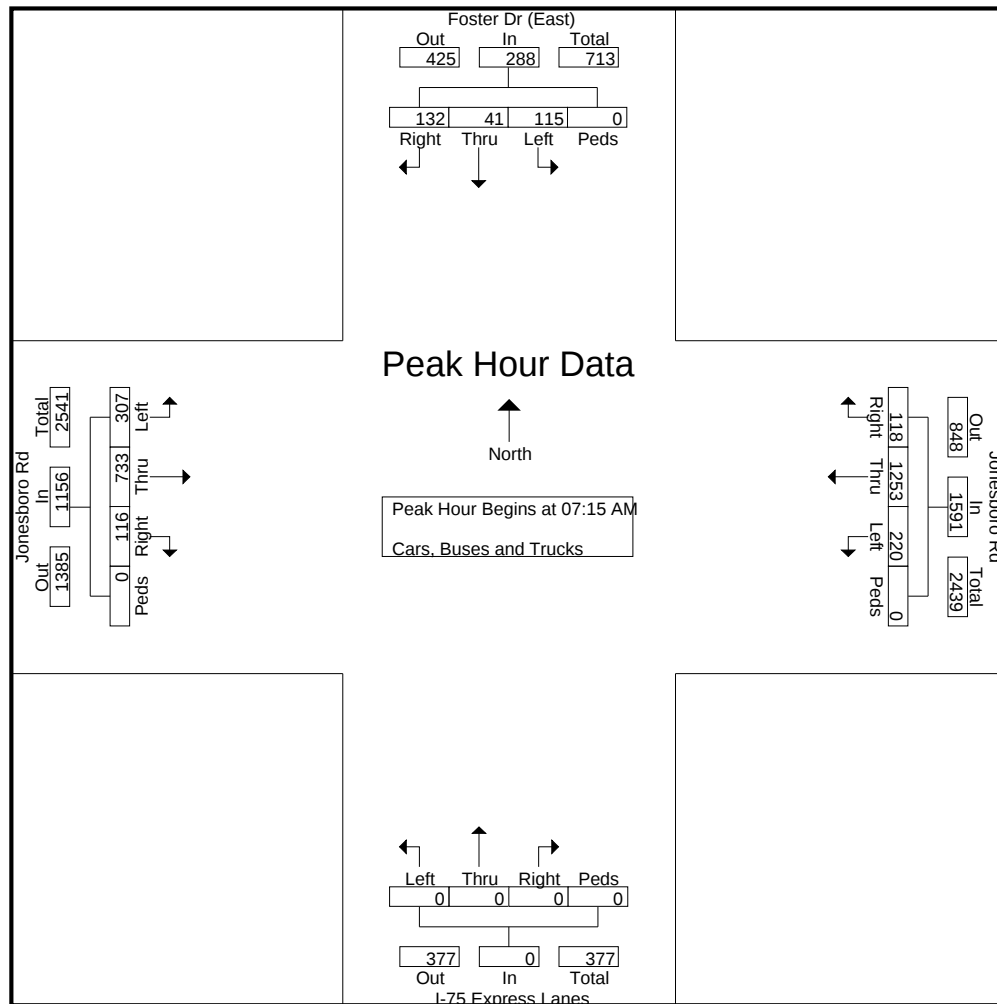
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TMC Data
Jonesboro Rd @ Foster Dr (East)/
I-75 Express Lanes, McDonough, GA
7-9 AM | 4-6 PM

File Name : 45990004
Site Code : 45990004
Start Date : 2/10/2022
Page No : 2

	I-75 Express Lanes Northbound					Foster Dr (East) Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	18	11	34	0	63	65	134	16	0	215	67	323	19	0	409	687
07:30 AM	0	0	0	0	0	37	12	37	0	86	77	193	35	0	305	60	330	29	0	419	810
07:45 AM	0	0	0	0	0	39	12	35	0	86	86	207	37	0	330	46	289	51	0	386	802
08:00 AM	0	0	0	0	0	21	6	26	0	53	79	199	28	0	306	47	311	19	0	377	736
Total Volume	0	0	0	0	0	115	41	132	0	288	307	733	116	0	1156	220	1253	118	0	1591	3035
% App. Total	0	0	0	0	0	39.9	14.2	45.8	0		26.6	63.4	10	0		13.8	78.8	7.4	0		
PHF	.000	.000	.000	.000	.000	.737	.854	.892	.000	.837	.892	.885	.784	.000	.876	.821	.949	.578	.000	.949	.937



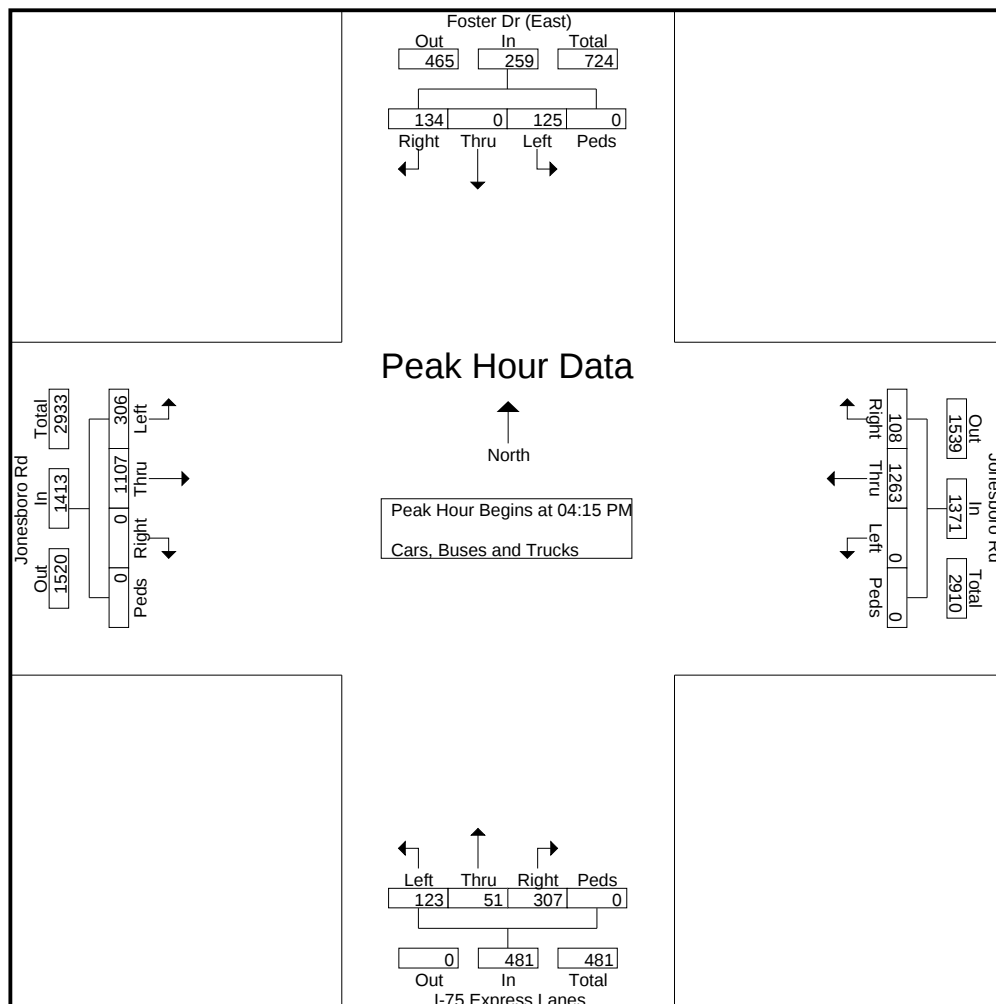
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TMC Data
Jonesboro Rd @ Foster Dr (East)/
I-75 Express Lanes, McDonough, GA
7-9 AM | 4-6 PM

File Name : 45990004
Site Code : 45990004
Start Date : 2/10/2022
Page No : 3

	I-75 Express Lanes Northbound					Foster Dr (East) Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	31	15	83	0	129	21	0	43	0	64	71	265	0	0	336	0	319	32	0	351	880
04:30 PM	38	13	87	0	138	34	0	31	0	65	78	271	0	0	349	0	304	23	0	327	879
04:45 PM	31	13	74	0	118	25	0	28	0	53	80	278	0	0	358	0	314	32	0	346	875
05:00 PM	23	10	63	0	96	45	0	32	0	77	77	293	0	0	370	0	326	21	0	347	890
Total Volume	123	51	307	0	481	125	0	134	0	259	306	1107	0	0	1413	0	1263	108	0	1371	3524
% App. Total	25.6	10.6	63.8	0		48.3	0	51.7	0		21.7	78.3	0	0		0	92.1	7.9	0		
PHF	.809	.850	.882	.000	.871	.694	.000	.779	.000	.841	.956	.945	.000	.000	.955	.000	.969	.844	.000	.976	.990



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TMC Data
Jonesboro Rd @ North Bridges Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750005
Site Code : 46750005
Start Date : 6/22/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

	North Bridges Rd Northbound					Bojangles Drwy Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	1	0	1	6	0	4	0	10	14	126	0	0	140	0	308	3	0	311	462
07:15 AM	0	0	0	0	0	3	0	10	0	13	12	145	0	0	157	1	312	4	0	317	487
07:30 AM	1	1	0	0	2	4	0	6	0	10	17	187	0	0	204	0	303	6	0	309	525
07:45 AM	0	0	0	0	0	2	0	10	0	12	12	194	1	0	207	1	317	6	0	324	543
Total	1	1	1	0	3	15	0	30	0	45	55	652	1	0	708	2	1240	19	0	1261	2017
08:00 AM	0	0	0	0	0	5	1	6	0	12	13	184	0	0	197	1	323	13	0	337	546
08:15 AM	0	0	0	0	0	4	0	9	0	13	14	208	1	0	223	1	338	4	0	343	579
08:30 AM	3	0	1	0	4	8	0	7	0	15	11	213	0	0	224	0	235	6	0	241	484
08:45 AM	0	0	0	0	0	6	0	4	0	10	13	225	0	0	238	1	232	3	0	236	484
Total	3	0	1	0	4	23	1	26	0	50	51	830	1	0	882	3	1128	26	0	1157	2093
*** BREAK ***																					
04:00 PM	0	0	0	0	0	5	0	7	0	12	7	304	1	0	312	1	322	9	0	332	656
04:15 PM	0	0	1	0	1	2	0	2	0	4	10	312	0	0	322	1	334	3	0	338	665
04:30 PM	0	0	0	0	0	4	0	4	0	8	8	308	0	0	316	0	308	10	0	318	642
04:45 PM	0	0	1	0	1	2	0	1	0	3	13	311	1	0	325	1	326	6	0	333	662
Total	0	0	2	0	2	13	0	14	0	27	38	1235	2	0	1275	3	1290	28	0	1321	2625
05:00 PM	0	0	0	0	0	6	0	8	0	14	10	315	0	0	325	1	313	4	0	318	657
05:15 PM	0	0	0	0	0	3	0	4	0	7	9	297	1	0	307	3	307	3	0	313	627
05:30 PM	0	0	0	0	0	7	0	4	0	11	21	314	0	0	335	2	384	2	0	388	734
05:45 PM	0	0	0	0	0	3	0	2	0	5	11	293	0	0	304	2	279	7	0	288	597
Total	0	0	0	0	0	19	0	18	0	37	51	1219	1	0	1271	8	1283	16	0	1307	2615
Grand Total	4	1	4	0	9	70	1	88	0	159	195	3936	5	0	4136	16	4941	89	0	5046	9350
Apprch %	44.4	11.1	44.4	0		44	0.6	55.3	0		4.7	95.2	0.1	0		0.3	97.9	1.8	0		
Total %	0	0	0	0	0.1	0.7	0	0.9	0	1.7	2.1	42.1	0.1	0	44.2	0.2	52.8	1	0	54	

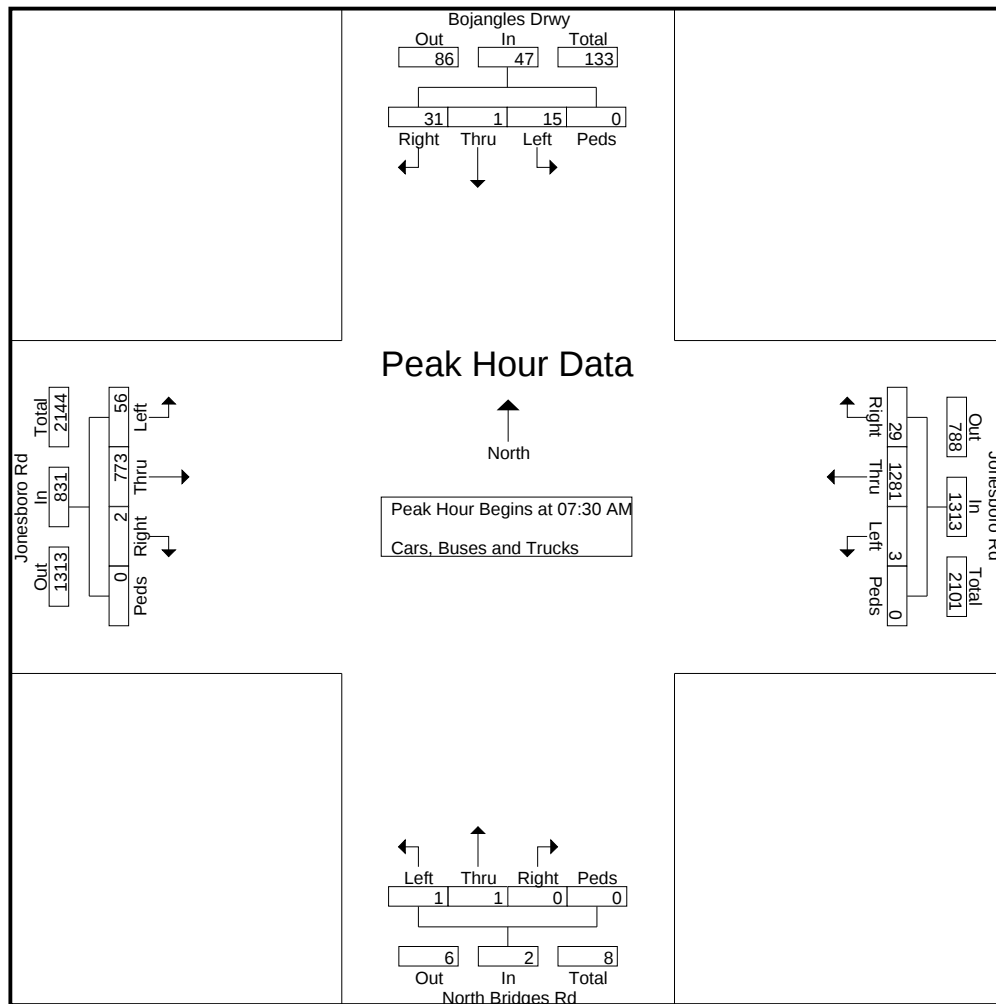
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TMC Data
Jonesboro Rd @ North Bridges Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750005
Site Code : 46750005
Start Date : 6/22/2022
Page No : 2

	North Bridges Rd Northbound					Bojangles Drwy Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	1	0	0	2	4	0	6	0	10	17	187	0	0	204	0	303	6	0	309	525
07:45 AM	0	0	0	0	0	2	0	10	0	12	12	194	1	0	207	1	317	6	0	324	543
08:00 AM	0	0	0	0	0	5	1	6	0	12	13	184	0	0	197	1	323	13	0	337	546
08:15 AM	0	0	0	0	0	4	0	9	0	13	14	208	1	0	223	1	338	4	0	343	579
Total Volume	1	1	0	0	2	15	1	31	0	47	56	773	2	0	831	3	1281	29	0	1313	2193
% App. Total	50	50	0	0		31.9	2.1	66	0		6.7	93	0.2	0		0.2	97.6	2.2	0		
PHF	.250	.250	.000	.000	.250	.750	.250	.775	.000	.904	.824	.929	.500	.000	.932	.750	.947	.558	.000	.957	.947



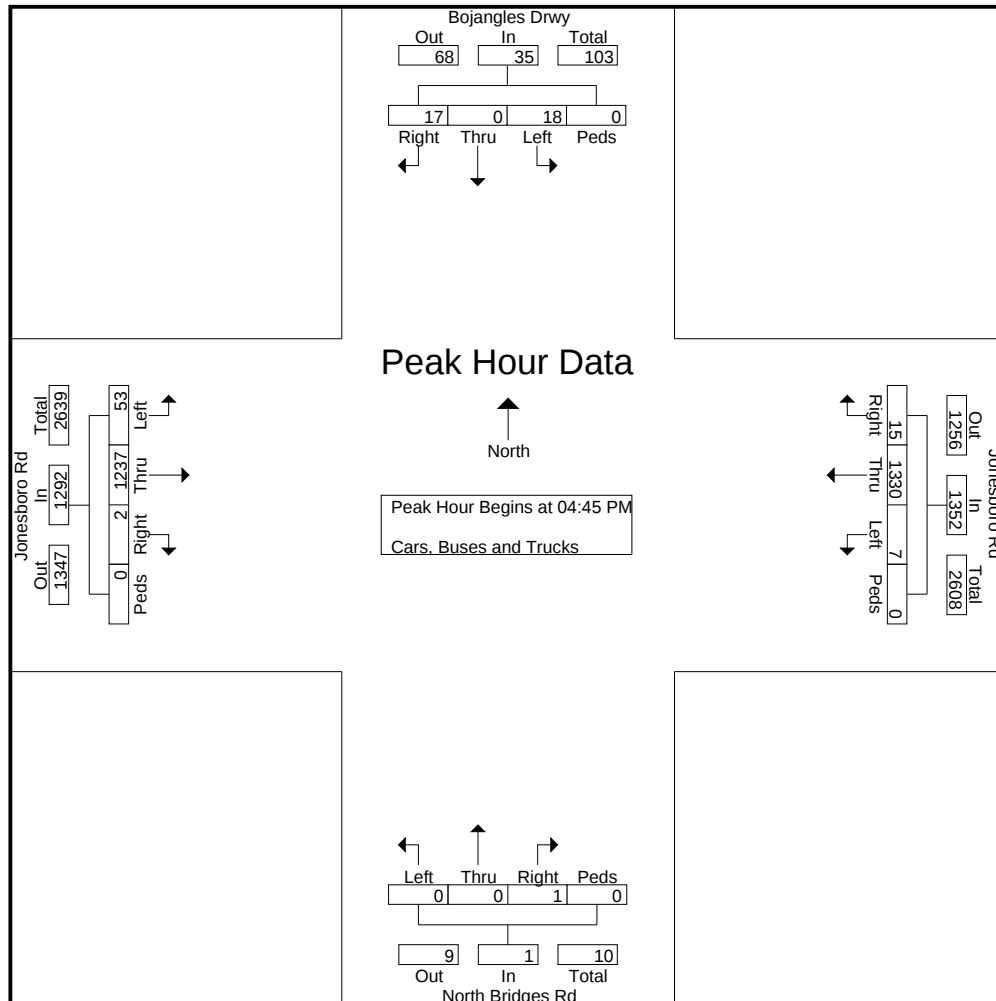
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TMC Data
Jonesboro Rd @ North Bridges Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750005
Site Code : 46750005
Start Date : 6/22/2022
Page No : 3

	North Bridges Rd Northbound					Bojangles Drwy Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	1	0	1	2	0	1	0	3	13	311	1	0	325	1	326	6	0	333	662
05:00 PM	0	0	0	0	0	6	0	8	0	14	10	315	0	0	325	1	313	4	0	318	657
05:15 PM	0	0	0	0	0	3	0	4	0	7	9	297	1	0	307	3	307	3	0	313	627
05:30 PM	0	0	0	0	0	7	0	4	0	11	21	314	0	0	335	2	384	2	0	388	734
Total Volume	0	0	1	0	1	18	0	17	0	35	53	1237	2	0	1292	7	1330	15	0	1352	2680
% App. Total	0	0	100	0		51.4	0	48.6	0		4.1	95.7	0.2	0		0.5	98.4	1.1	0		
PHF	.000	.000	.250	.000	.250	.643	.000	.531	.000	.625	.631	.982	.500	.000	.964	.583	.866	.625	.000	.871	.913



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TMC Data
Jonesboro Rd @ Mt Carmel Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750006
Site Code : 46750006
Start Date : 6/22/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Mt Carmel Rd Northbound					Cason Way Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	25	0	26	0	51	0	0	0	0	0	0	107	9	0	116	23	283	0	0	306	473
07:15 AM	28	0	47	0	75	0	0	0	0	0	0	133	10	0	143	32	294	0	0	326	544
07:30 AM	33	0	53	0	86	0	0	0	0	0	1	163	11	0	175	40	303	0	0	343	604
07:45 AM	38	1	53	0	92	0	0	0	0	0	0	194	16	0	210	38	289	0	0	327	629
Total	124	1	179	0	304	0	0	0	0	0	1	597	46	0	644	133	1169	0	0	1302	2250
08:00 AM	29	0	55	0	84	0	0	0	0	0	0	192	8	0	200	49	306	0	0	355	639
08:15 AM	34	0	53	0	87	0	0	0	0	0	1	206	12	0	219	51	294	0	0	345	651
08:30 AM	28	0	53	0	81	0	0	0	0	0	1	209	10	0	220	30	240	0	0	270	571
08:45 AM	19	0	51	0	70	0	0	0	0	0	2	224	17	0	243	46	242	0	0	288	601
Total	110	0	212	0	322	0	0	0	0	0	4	831	47	0	882	176	1082	0	0	1258	2462
*** BREAK ***																					
04:00 PM	17	0	76	0	93	0	0	0	0	0	0	277	26	0	303	70	317	0	0	387	783
04:15 PM	19	0	73	0	92	0	0	0	0	0	0	287	23	0	310	76	326	0	0	402	804
04:30 PM	22	0	73	0	95	0	0	1	0	1	2	283	22	0	307	73	298	0	0	371	774
04:45 PM	28	0	72	0	100	0	0	0	0	0	0	279	28	0	307	88	317	0	0	405	812
Total	86	0	294	0	380	0	0	1	0	1	2	1126	99	0	1227	307	1258	0	0	1565	3173
05:00 PM	22	0	67	0	89	0	0	0	0	0	0	297	23	0	320	84	304	0	0	388	797
05:15 PM	31	0	80	0	111	0	1	2	0	3	3	299	32	0	334	92	308	0	0	400	848
05:30 PM	27	0	87	0	114	0	3	0	0	3	1	296	30	0	327	89	311	0	0	400	844
05:45 PM	32	0	70	0	102	1	2	0	0	3	0	277	25	0	302	86	290	1	0	377	784
Total	112	0	304	0	416	1	6	2	0	9	4	1169	110	0	1283	351	1213	1	0	1565	3273
Grand Total	432	1	989	0	1422	1	6	3	0	10	11	3723	302	0	4036	967	4722	1	0	5690	11158
Apprch %	30.4	0.1	69.5	0		10	60	30	0		0.3	92.2	7.5	0		17	83	0	0		
Total %	3.9	0	8.9	0	12.7	0	0.1	0	0	0.1	0.1	33.4	2.7	0	36.2	8.7	42.3	0	0	51	

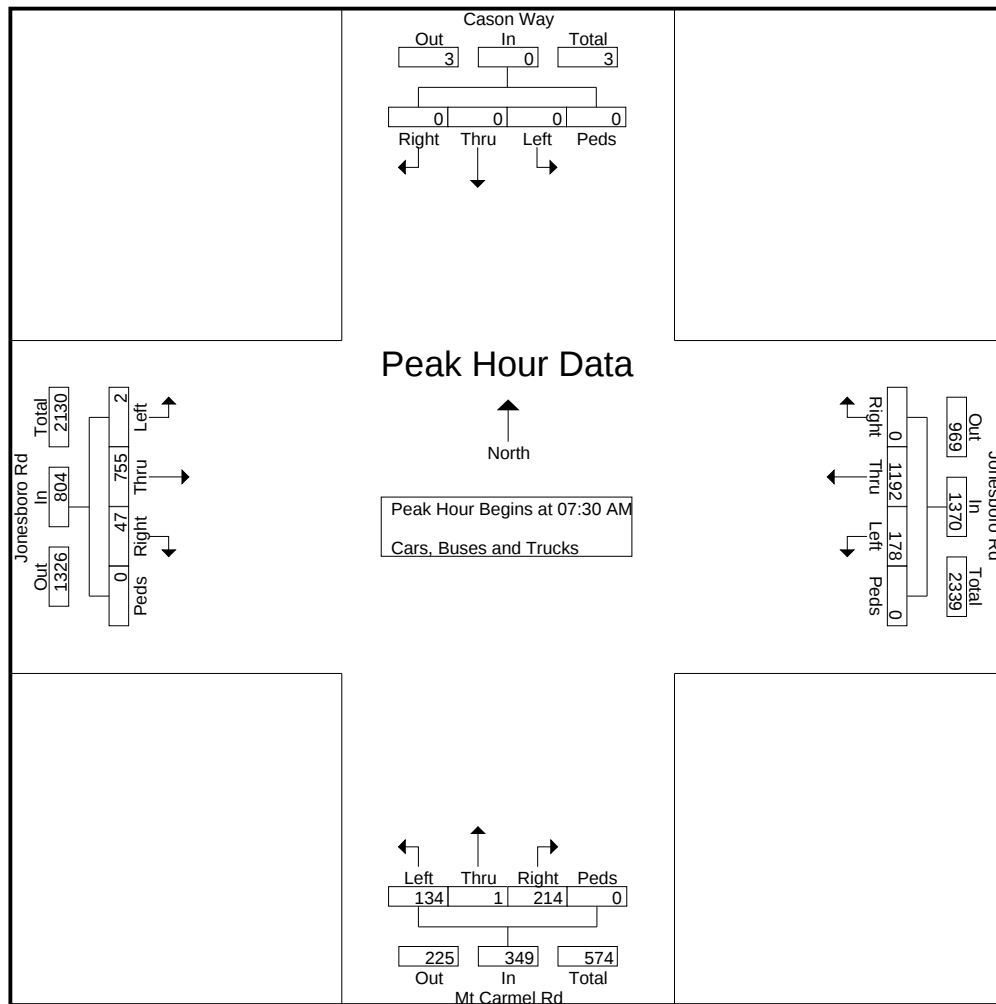
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TMC Data
Jonesboro Rd @ Mt Carmel Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750006
Site Code : 46750006
Start Date : 6/22/2022
Page No : 2

	Mt Carmel Rd Northbound					Cason Way Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	33	0	53	0	86	0	0	0	0	0	1	163	11	0	175	40	303	0	0	343	604
07:45 AM	38	1	53	0	92	0	0	0	0	0	0	194	16	0	210	38	289	0	0	327	629
08:00 AM	29	0	55	0	84	0	0	0	0	0	0	192	8	0	200	49	306	0	0	355	639
08:15 AM	34	0	53	0	87	0	0	0	0	0	1	206	12	0	219	51	294	0	0	345	651
Total Volume	134	1	214	0	349	0	0	0	0	0	2	755	47	0	804	178	1192	0	0	1370	2523
% App. Total	38.4	0.3	61.3	0		0	0	0	0		0.2	93.9	5.8	0		13	87	0	0		
PHF	.882	.250	.973	.000	.948	.000	.000	.000	.000	.000	.500	.916	.734	.000	.918	.873	.974	.000	.000	.965	.969



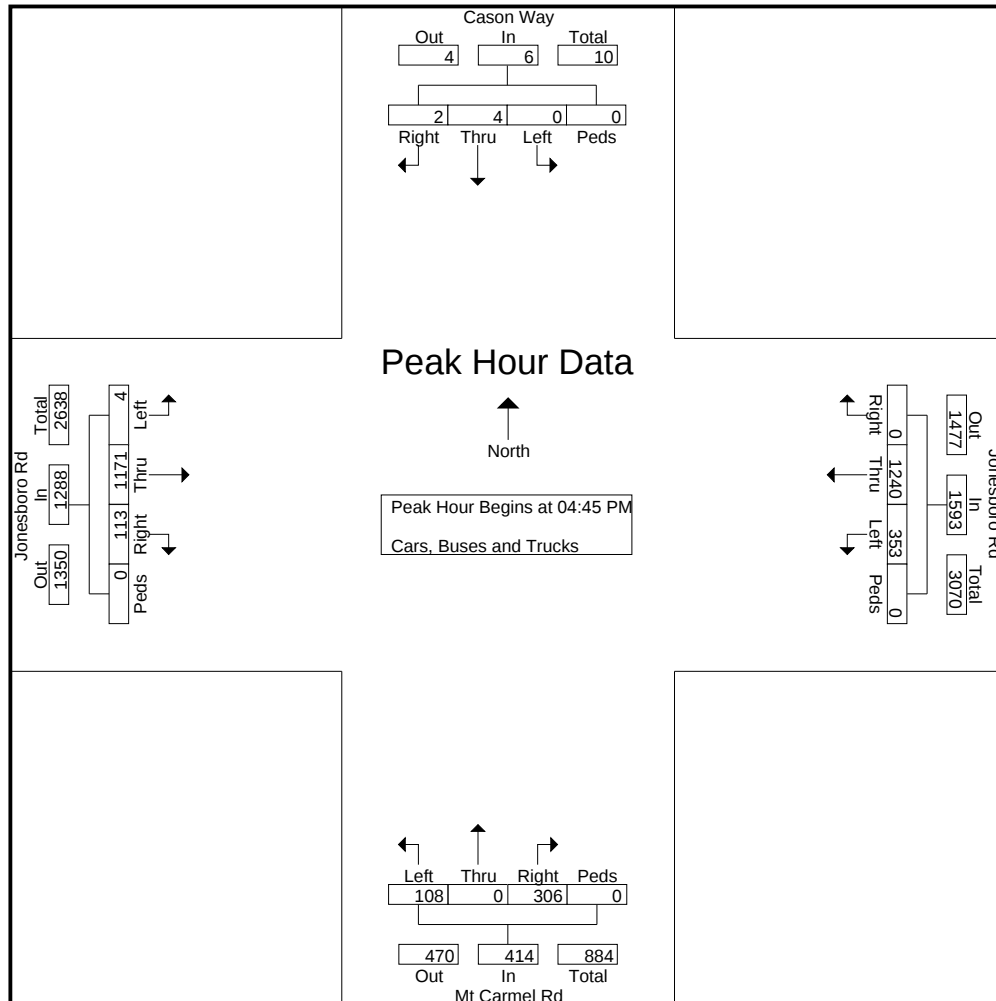
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TMC Data
Jonesboro Rd @ Mt Carmel Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750006
Site Code : 46750006
Start Date : 6/22/2022
Page No : 3

	Mt Carmel Rd Northbound					Cason Way Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	28	0	72	0	100	0	0	0	0	0	0	279	28	0	307	88	317	0	0	405	812
05:00 PM	22	0	67	0	89	0	0	0	0	0	0	297	23	0	320	84	304	0	0	388	797
05:15 PM	31	0	80	0	111	0	1	2	0	3	3	299	32	0	334	92	308	0	0	400	848
05:30 PM	27	0	87	0	114	0	3	0	0	3	1	296	30	0	327	89	311	0	0	400	844
Total Volume	108	0	306	0	414	0	4	2	0	6	4	1171	113	0	1288	353	1240	0	0	1593	3301
% App. Total	26.1	0	73.9	0		0	66.7	33.3	0		0.3	90.9	8.8	0		22.2	77.8	0	0		
PHF	.871	.000	.879	.000	.908	.000	.333	.250	.000	.500	.333	.979	.883	.000	.964	.959	.978	.000	.000	.983	.973



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TMC Data
Jonesboro Rd @ Mt Carmel Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 47230001
Site Code : 47230001
Start Date : 11/29/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Mt Carmel Rd Northbound					Cason Way Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	17	0	46	0	63	0	1	1	0	2	0	128	9	0	137	54	309	0	0	363	565
07:15 AM	38	0	57	0	95	0	0	0	0	0	2	146	11	0	159	66	331	0	0	397	651
07:30 AM	39	0	91	0	130	0	0	0	0	0	0	178	16	0	194	79	318	0	0	397	721
07:45 AM	57	0	88	0	145	0	0	0	0	0	0	210	16	0	226	99	390	0	0	489	860
Total	151	0	282	0	433	0	1	1	0	2	2	662	52	0	716	298	1348	0	0	1646	2797
08:00 AM	26	1	84	0	111	0	0	0	0	0	0	216	11	0	227	69	379	0	0	448	786
08:15 AM	33	0	74	0	107	0	0	0	0	0	0	210	7	0	217	63	336	0	0	399	723
08:30 AM	21	0	66	0	87	1	1	1	0	3	1	233	10	0	244	39	268	0	0	307	641
08:45 AM	14	0	65	0	79	0	0	0	0	0	1	207	5	0	213	47	299	0	0	346	638
Total	94	1	289	0	384	1	1	1	0	3	2	866	33	0	901	218	1282	0	0	1500	2788
*** BREAK ***																					
04:00 PM	20	0	74	0	94	0	1	0	0	1	0	391	23	0	414	86	238	1	0	325	834
04:15 PM	26	1	88	0	115	0	2	0	0	2	0	367	18	0	385	104	249	0	0	353	855
04:30 PM	26	0	82	0	108	0	0	0	0	0	0	413	27	0	440	91	271	1	0	363	911
04:45 PM	21	0	86	0	107	0	1	0	0	1	0	402	44	0	446	97	278	1	0	376	930
Total	93	1	330	0	424	0	4	0	0	4	0	1573	112	0	1685	378	1036	3	0	1417	3530
05:00 PM	22	0	94	0	116	1	2	0	0	3	1	405	38	0	444	102	283	1	0	386	949
05:15 PM	15	0	98	0	113	0	1	0	0	1	1	411	36	0	448	88	302	0	0	390	952
05:30 PM	24	0	102	0	126	0	3	0	0	3	0	387	38	0	425	94	273	1	0	368	922
05:45 PM	30	0	103	0	133	0	3	0	0	3	1	379	32	0	412	100	299	1	0	400	948
Total	91	0	397	0	488	1	9	0	0	10	3	1582	144	0	1729	384	1157	3	0	1544	3771
Grand Total	429	2	1298	0	1729	2	15	2	0	19	7	4683	341	0	5031	1278	4823	6	0	6107	12886
Apprch %	24.8	0.1	75.1	0		10.5	78.9	10.5	0		0.1	93.1	6.8	0		20.9	79	0.1	0		
Total %	3.3	0	10.1	0	13.4	0	0.1	0	0	0.1	0.1	36.3	2.6	0	39	9.9	37.4	0	0	47.4	

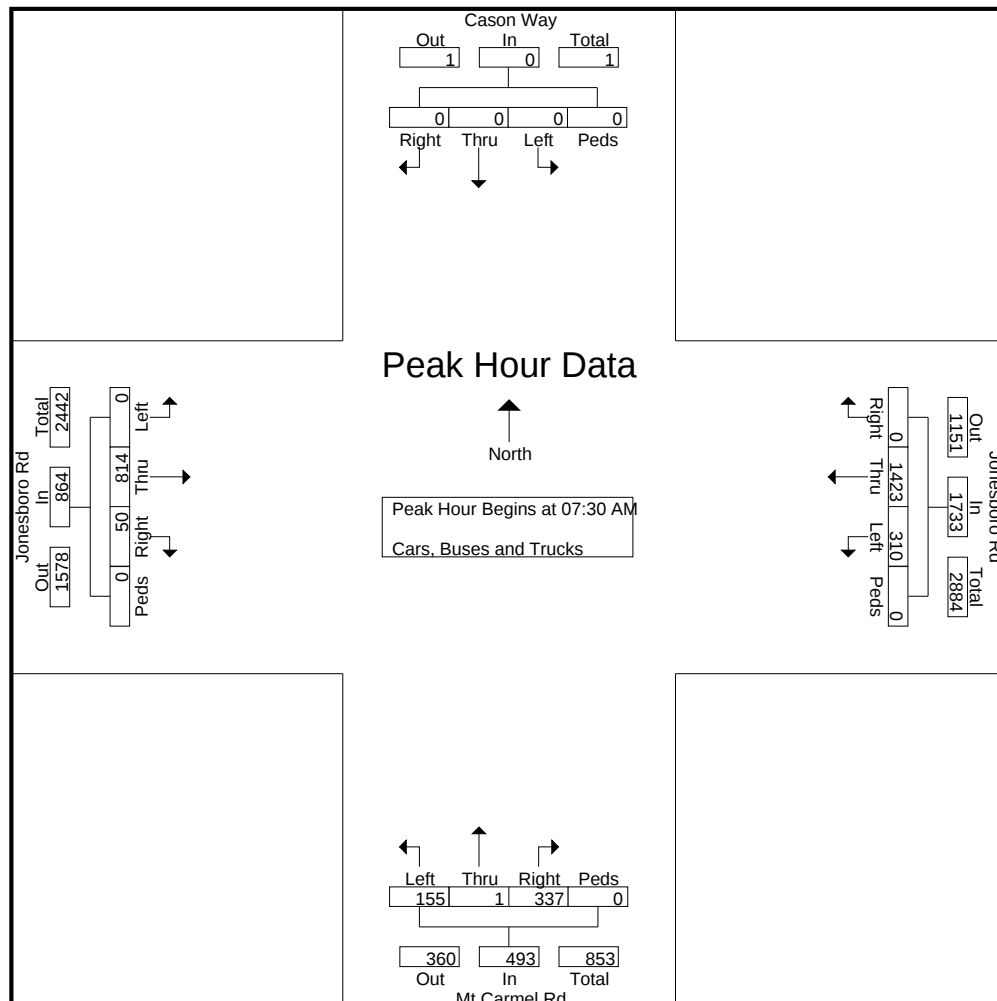
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TMC Data
Jonesboro Rd @ Mt Carmel Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 47230001
Site Code : 47230001
Start Date : 11/29/2022
Page No : 2

	Mt Carmel Rd Northbound					Cason Way Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	39	0	91	0	130	0	0	0	0	0	0	178	16	0	194	79	318	0	0	397	721
07:45 AM	57	0	88	0	145	0	0	0	0	0	0	210	16	0	226	99	390	0	0	489	860
08:00 AM	26	1	84	0	111	0	0	0	0	0	0	216	11	0	227	69	379	0	0	448	786
08:15 AM	33	0	74	0	107	0	0	0	0	0	0	210	7	0	217	63	336	0	0	399	723
Total Volume	155	1	337	0	493	0	0	0	0	0	0	814	50	0	864	310	1423	0	0	1733	3090
% App. Total	31.4	0.2	68.4	0		0	0	0	0	0	0	94.2	5.8	0		17.9	82.1	0	0		
PHF	.680	.250	.926	.000	.850	.000	.000	.000	.000	.000	.000	.942	.781	.000	.952	.783	.912	.000	.000	.886	.898



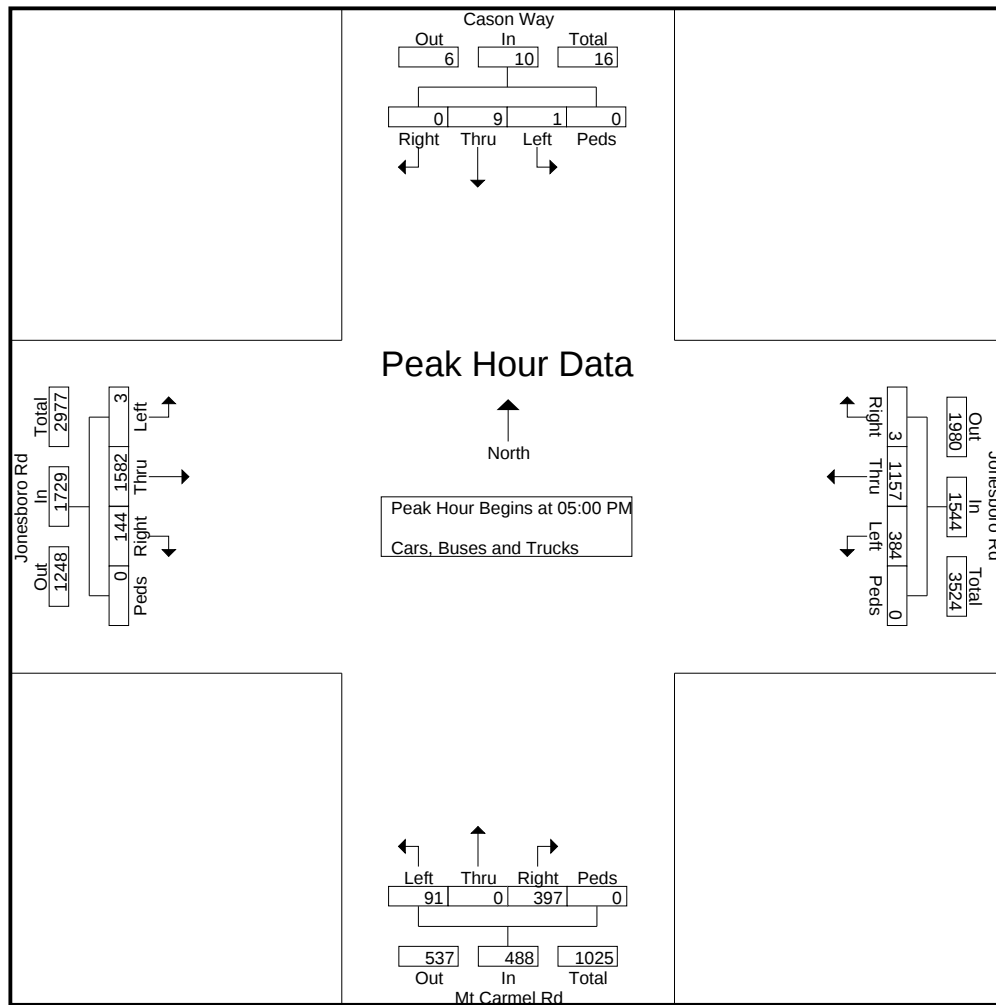
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TMC Data
Jonesboro Rd @ Mt Carmel Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 47230001
Site Code : 47230001
Start Date : 11/29/2022
Page No : 3

	Mt Carmel Rd Northbound					Cason Way Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	22	0	94	0	116	1	2	0	0	3	1	405	38	0	444	102	283	1	0	386	949
05:15 PM	15	0	98	0	113	0	1	0	0	1	1	411	36	0	448	88	302	0	0	390	952
05:30 PM	24	0	102	0	126	0	3	0	0	3	0	387	38	0	425	94	273	1	0	368	922
05:45 PM	30	0	103	0	133	0	3	0	0	3	1	379	32	0	412	100	299	1	0	400	948
Total Volume	91	0	397	0	488	1	9	0	0	10	3	1582	144	0	1729	384	1157	3	0	1544	3771
% App. Total	18.6	0	81.4	0		10	90	0	0		0.2	91.5	8.3	0		24.9	74.9	0.2	0		
PHF	.758	.000	.964	.000	.917	.250	.750	.000	.000	.833	.750	.962	.947	.000	.965	.941	.958	.750	.000	.965	.990



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TMC Data
Jonesboro Rd @ Willow Lane/Oak Grove Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750007
Site Code : 46750007
Start Date : 6/22/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Willow Lane Northbound					Oak Grove Rd Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	41	13	4	0	58	2	15	11	0	28	10	113	12	0	135	0	275	4	0	279	500
07:15 AM	44	16	1	0	61	3	18	9	0	30	16	142	17	0	175	3	256	9	0	268	534
07:30 AM	53	29	8	0	90	8	24	22	0	54	14	193	20	0	227	5	286	3	0	294	665
07:45 AM	55	28	2	0	85	5	26	22	0	53	16	213	21	0	250	7	266	6	0	279	667
Total	193	86	15	0	294	18	83	64	0	165	56	661	70	0	787	15	1083	22	0	1120	2366
08:00 AM	54	18	6	0	78	4	19	19	0	42	12	204	24	0	240	5	250	8	0	263	623
08:15 AM	56	29	7	0	92	6	16	10	0	32	21	211	28	0	260	6	278	5	0	289	673
08:30 AM	57	21	3	0	81	6	25	12	0	43	17	207	29	0	253	3	238	6	0	247	624
08:45 AM	43	17	2	0	62	9	22	18	0	49	16	229	23	0	268	2	240	10	0	252	631
Total	210	85	18	0	313	25	82	59	0	166	66	851	104	0	1021	16	1006	29	0	1051	2551
*** BREAK ***																					
04:00 PM	48	47	4	0	99	17	42	19	0	78	31	291	38	0	360	8	303	12	0	323	860
04:15 PM	46	52	1	0	99	12	41	7	0	60	36	278	16	0	330	16	349	18	0	383	872
04:30 PM	47	50	4	0	101	13	45	23	0	81	43	283	18	0	344	10	298	14	0	322	848
04:45 PM	50	57	13	0	120	18	48	16	0	82	32	279	39	0	350	15	333	6	0	354	906
Total	191	206	22	0	419	60	176	65	0	301	142	1131	111	0	1384	49	1283	50	0	1382	3486
05:00 PM	46	51	13	0	110	17	41	16	0	74	28	306	48	0	382	9	300	12	0	321	887
05:15 PM	46	45	3	0	94	17	54	26	0	97	26	294	48	0	368	63	294	11	0	368	927
05:30 PM	40	45	13	0	98	11	45	29	0	85	28	317	45	0	390	9	386	22	0	417	990
05:45 PM	63	65	9	0	137	21	45	26	0	92	41	284	46	0	371	16	263	11	0	290	890
Total	195	206	38	0	439	66	185	97	0	348	123	1201	187	0	1511	97	1243	56	0	1396	3694
Grand Total	789	583	93	0	1465	169	526	285	0	980	387	3844	472	0	4703	177	4615	157	0	4949	12097
Apprch %	53.9	39.8	6.3	0		17.2	53.7	29.1	0		8.2	81.7	10	0		3.6	93.3	3.2	0		
Total %	6.5	4.8	0.8	0	12.1	1.4	4.3	2.4	0	8.1	3.2	31.8	3.9	0	38.9	1.5	38.1	1.3	0	40.9	

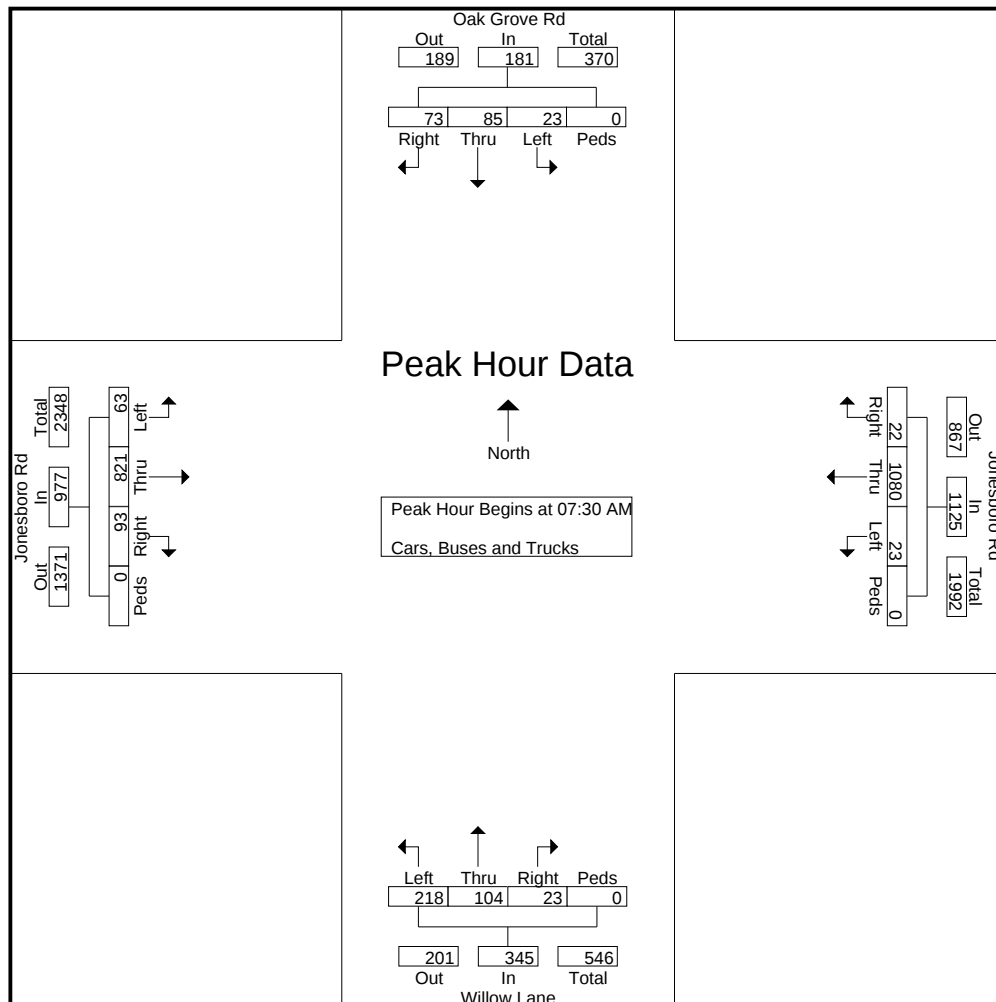
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TMC Data
Jonesboro Rd @ Willow Lane/Oak Grove Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750007
Site Code : 46750007
Start Date : 6/22/2022
Page No : 2

	Willow Lane Northbound					Oak Grove Rd Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	53	29	8	0	90	8	24	22	0	54	14	193	20	0	227	5	286	3	0	294	665
07:45 AM	55	28	2	0	85	5	26	22	0	53	16	213	21	0	250	7	266	6	0	279	667
08:00 AM	54	18	6	0	78	4	19	19	0	42	12	204	24	0	240	5	250	8	0	263	623
08:15 AM	56	29	7	0	92	6	16	10	0	32	21	211	28	0	260	6	278	5	0	289	673
Total Volume	218	104	23	0	345	23	85	73	0	181	63	821	93	0	977	23	1080	22	0	1125	2628
% App. Total	63.2	30.1	6.7	0		12.7	47	40.3	0		6.4	84	9.5	0		2	96	2	0		
PHF	.973	.897	.719	.000	.938	.719	.817	.830	.000	.838	.750	.964	.830	.000	.939	.821	.944	.688	.000	.957	.976



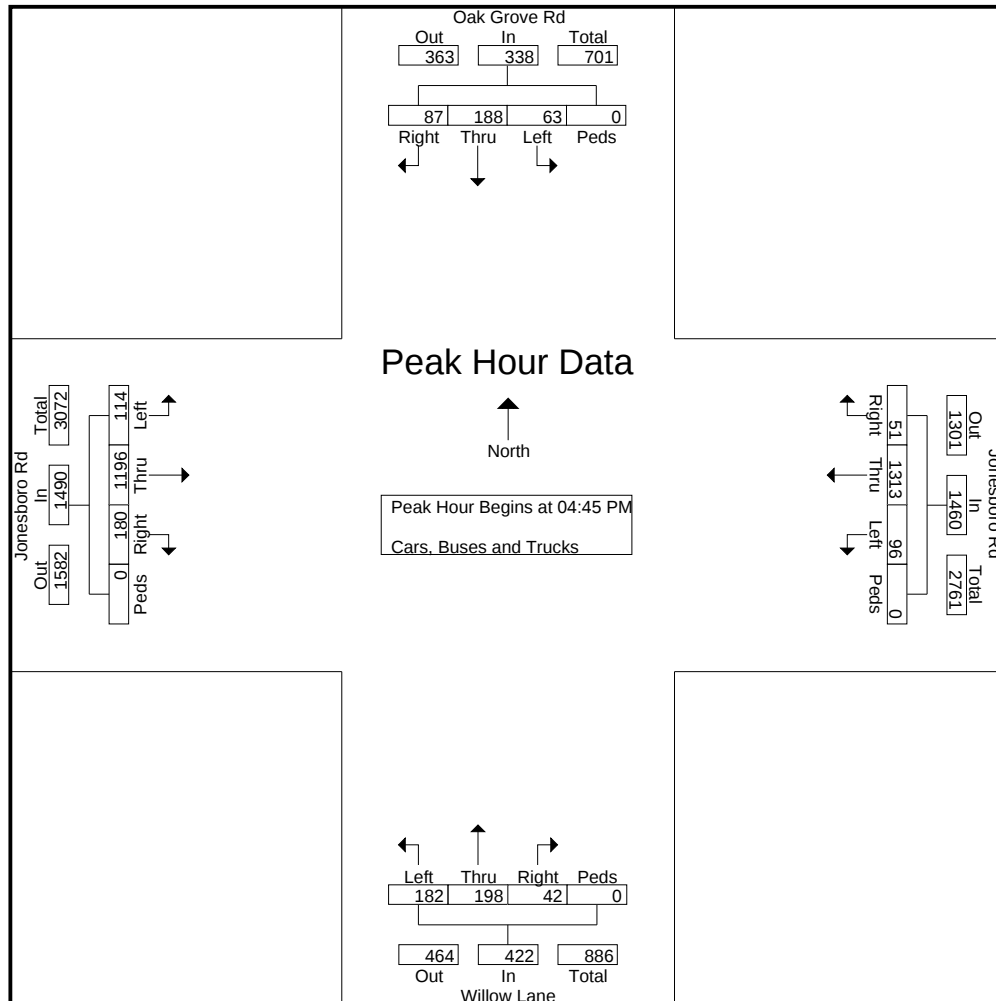
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TMC Data
Jonesboro Rd @ Willow Lane/Oak Grove Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750007
Site Code : 46750007
Start Date : 6/22/2022
Page No : 3

	Willow Lane Northbound					Oak Grove Rd Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	50	57	13	0	120	18	48	16	0	82	32	279	39	0	350	15	333	6	0	354	906
05:00 PM	46	51	13	0	110	17	41	16	0	74	28	306	48	0	382	9	300	12	0	321	887
05:15 PM	46	45	3	0	94	17	54	26	0	97	26	294	48	0	368	63	294	11	0	368	927
05:30 PM	40	45	13	0	98	11	45	29	0	85	28	317	45	0	390	9	386	22	0	417	990
Total Volume	182	198	42	0	422	63	188	87	0	338	114	1196	180	0	1490	96	1313	51	0	1460	3710
% App. Total	43.1	46.9	10	0		18.6	55.6	25.7	0		7.7	80.3	12.1	0		6.6	89.9	3.5	0		
PHF	.910	.868	.808	.000	.879	.875	.870	.750	.000	.871	.891	.943	.938	.000	.955	.381	.850	.580	.000	.875	.937



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TMC Data
Mt Carmel Rd @ North Bridges Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750008
Site Code : 46750008
Start Date : 6/22/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

Start Time	Northbound					North Bridges Rd Southbound					Mt Carmel Rd Eastbound					Mt Carmel Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	61	0	0	61	0	32	1	0	33	94
07:15 AM	0	0	0	0	0	0	0	1	0	1	1	68	0	0	69	0	44	0	0	44	114
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	84	0	0	84	0	46	0	0	46	130
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	89	0	0	89	0	39	0	0	39	128
Total	0	0	0	0	0	0	0	1	0	1	1	302	0	0	303	0	161	1	0	162	466
08:00 AM	0	0	0	0	0	0	0	3	0	3	0	82	0	0	82	0	46	0	0	46	131
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	85	0	0	86	0	54	0	0	54	140
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	74	0	0	74	0	38	0	0	38	113
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	52	0	0	53	0	51	0	0	51	104
Total	0	0	0	0	0	1	0	3	0	4	2	293	0	0	295	0	189	0	0	189	488
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	97	0	0	97	0	86	0	0	86	184
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	99	0	0	99	0	93	1	0	94	194
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	97	0	0	98	0	91	0	0	91	189
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	95	0	0	95	0	93	0	0	93	188
Total	0	0	0	0	0	1	0	1	0	2	1	388	0	0	389	0	363	1	0	364	755
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	95	0	0	95	0	104	0	0	104	200
05:15 PM	0	0	0	0	0	1	0	1	0	2	0	108	0	0	108	0	110	0	0	110	220
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	115	0	0	115	0	107	1	0	108	224
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	96	0	0	96	0	96	0	0	96	193
Total	0	0	0	0	0	1	0	4	0	5	0	414	0	0	414	0	417	1	0	418	837
Grand Total	0	0	0	0	0	3	0	9	0	12	4	1397	0	0	1401	0	1130	3	0	1133	2546
Apprch %	0	0	0	0	0	25	0	75	0	0	0.3	99.7	0	0	0	0	99.7	0.3	0	0	
Total %	0	0	0	0	0	0.1	0	0.4	0	0.5	0.2	54.9	0	0	55	0	44.4	0.1	0	44.5	

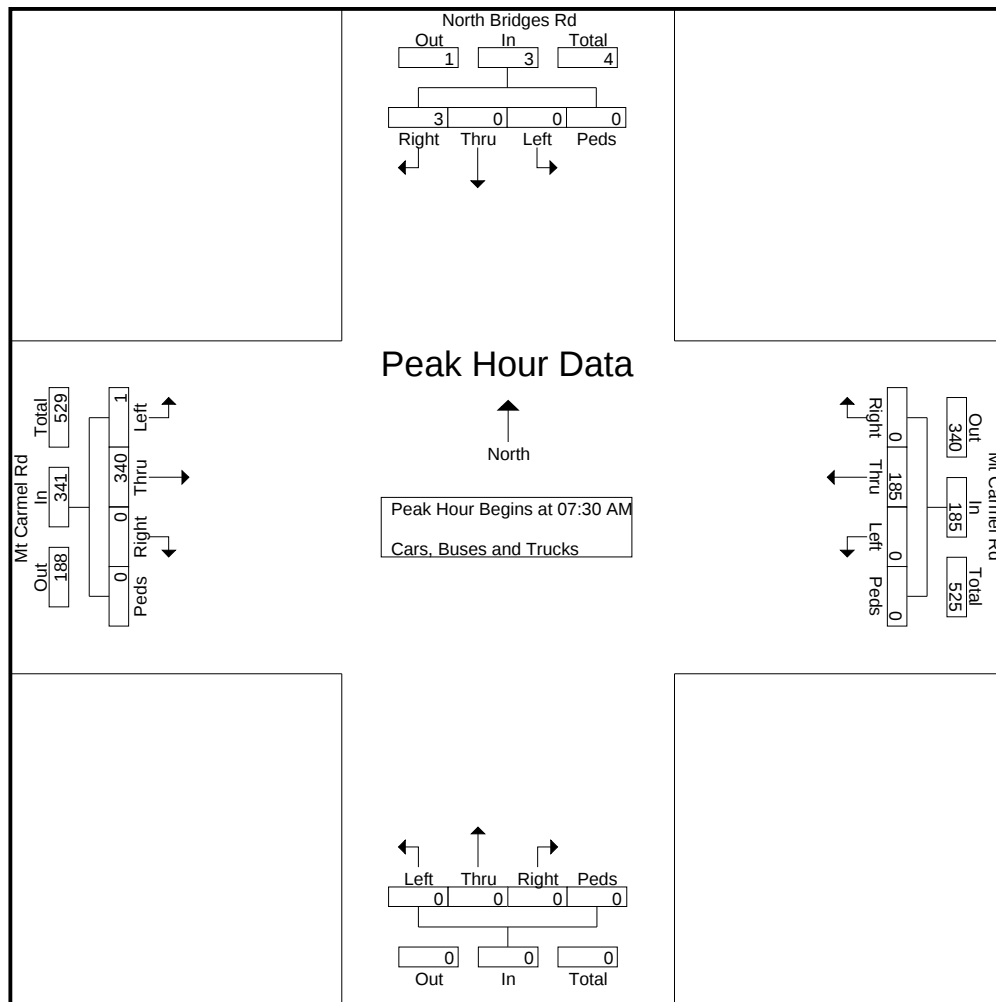
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TMC Data
Mt Carmel Rd @ North Bridges Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750008
Site Code : 46750008
Start Date : 6/22/2022
Page No : 2

	Northbound					North Bridges Rd Southbound					Mt Carmel Rd Eastbound					Mt Carmel Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	84	0	0	84	0	46	0	0	46	130
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	89	0	0	89	0	39	0	0	39	128
08:00 AM	0	0	0	0	0	0	0	3	0	3	0	82	0	0	82	0	46	0	0	46	131
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	85	0	0	86	0	54	0	0	54	140
Total Volume	0	0	0	0	0	0	0	3	0	3	1	340	0	0	341	0	185	0	0	185	529
% App. Total											99.7										
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.955	.000	.000	.958	.000	.856	.000	.000	.856	.945



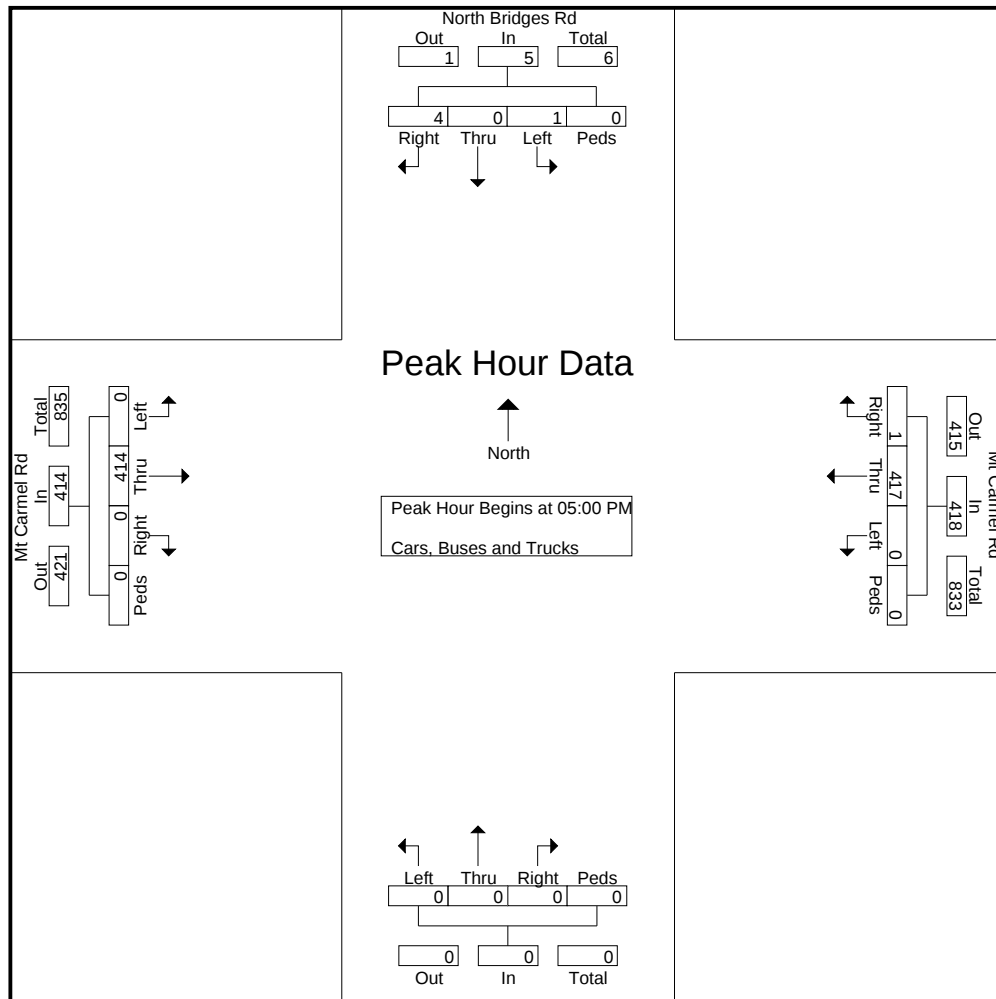
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TMC Data
Mt Carmel Rd @ North Bridges Rd
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750008
Site Code : 46750008
Start Date : 6/22/2022
Page No : 3

	Northbound					North Bridges Rd Southbound					Mt Carmel Rd Eastbound					Mt Carmel Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	95	0	0	95	0	104	0	0	104	200
05:15 PM	0	0	0	0	0	1	0	1	0	2	0	108	0	0	108	0	110	0	0	110	220
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	115	0	0	115	0	107	1	0	108	224
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	96	0	0	96	0	96	0	0	96	193
Total Volume	0	0	0	0	0	1	0	4	0	5	0	414	0	0	414	0	417	1	0	418	837
% App. Total																	99.8				
PHF	.000	.000	.000	.000	.000	.250	.000	1.00	.000	.625	.000	.900	.000	.000	.900	.000	.948	.250	.000	.950	.934



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TMC Data
Mt Carmel Rd @ Sterling Place
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750009
Site Code : 46750009
Start Date : 6/22/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

Start Time	Sterling Place Northbound					Southbound					Mt Carmel Rd Eastbound					Mt Carmel Rd Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	67	1	0	68	6	28	0	0	34	103
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	70	2	0	72	9	34	0	0	43	115
07:30 AM	0	0	2	0	2	0	0	0	0	0	0	76	3	0	79	3	41	0	0	44	125
07:45 AM	1	0	1	0	2	0	0	0	0	0	0	80	0	0	80	3	37	0	0	40	122
Total	1	0	4	0	5	0	0	0	0	0	0	293	6	0	299	21	140	0	0	161	465
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	82	0	0	82	2	45	0	0	47	130
08:15 AM	0	0	2	0	2	0	0	0	0	0	0	85	1	0	86	3	52	0	0	55	143
08:30 AM	0	0	2	0	2	0	0	0	0	0	0	75	3	0	78	1	39	0	0	40	120
08:45 AM	0	0	4	0	4	0	0	0	0	0	0	50	3	0	53	4	48	0	0	52	109
Total	1	0	8	0	9	0	0	0	0	0	0	292	7	0	299	10	184	0	0	194	502
*** BREAK ***																					
04:00 PM	3	0	1	0	4	0	0	0	0	0	0	94	0	0	94	2	96	0	0	98	196
04:15 PM	2	0	3	0	5	0	0	0	0	0	0	102	0	0	102	0	93	0	0	93	200
04:30 PM	1	0	1	0	2	0	0	0	0	0	0	97	0	0	97	2	89	0	0	91	190
04:45 PM	2	0	3	0	5	0	0	0	0	0	0	93	0	0	93	0	95	0	0	95	193
Total	8	0	8	0	16	0	0	0	0	0	0	386	0	0	386	4	373	0	0	377	779
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	101	0	0	101	1	88	0	0	89	190
05:15 PM	0	0	4	0	4	0	0	0	0	0	0	104	0	0	104	0	105	0	0	105	213
05:30 PM	0	0	3	0	3	0	0	0	0	0	0	108	1	0	109	3	107	0	0	110	222
05:45 PM	0	0	3	0	3	0	0	0	0	0	0	99	0	0	99	4	103	0	0	107	209
Total	0	0	10	0	10	0	0	0	0	0	0	412	1	0	413	8	403	0	0	411	834
Grand Total	10	0	30	0	40	0	0	0	0	0	0	1383	14	0	1397	43	1100	0	0	1143	2580
Apprch %	25	0	75	0		0	0	0	0		0	99	1	0		3.8	96.2	0	0		
Total %	0.4	0	1.2	0	1.6	0	0	0	0	0	0	53.6	0.5	0	54.1	1.7	42.6	0	0	44.3	

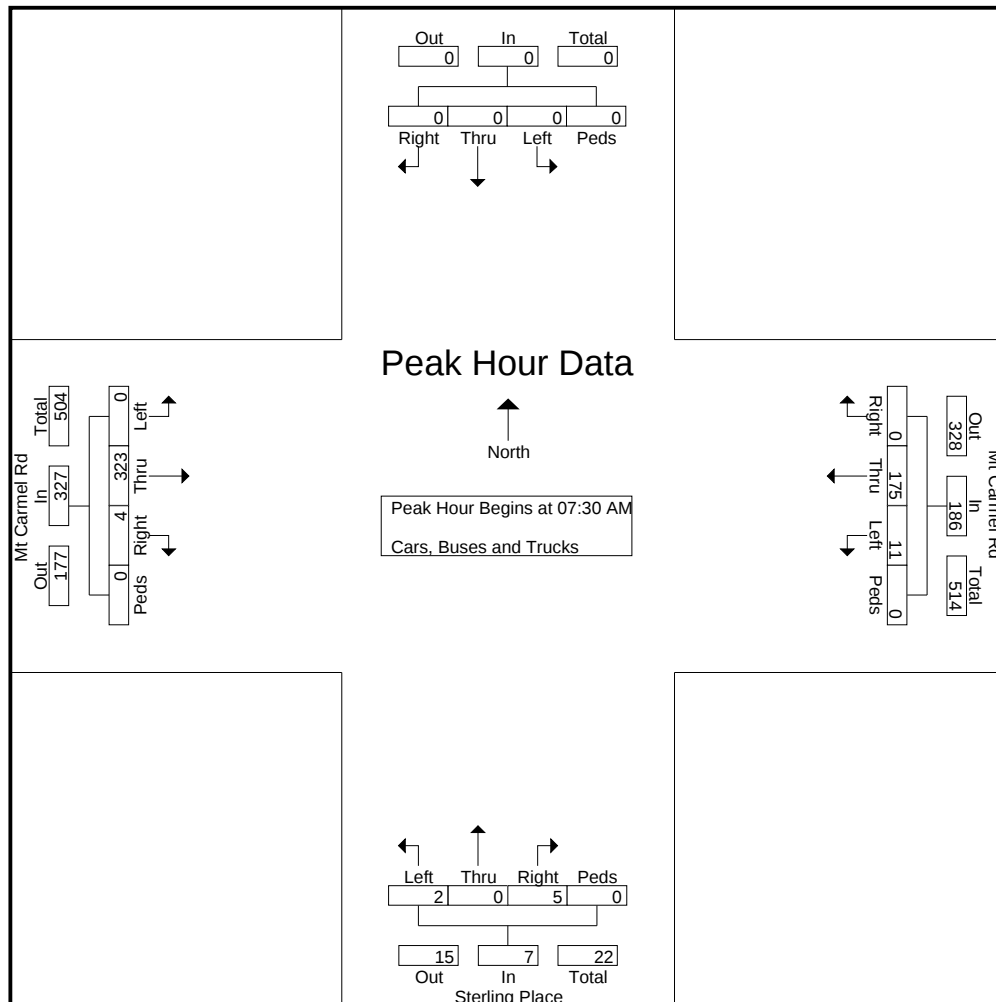
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TMC Data
Mt Carmel Rd @ Sterling Place
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750009
Site Code : 46750009
Start Date : 6/22/2022
Page No : 2

	Sterling Place Northbound					Southbound					Mt Carmel Rd Eastbound					Mt Carmel Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	2	0	2	0	0	0	0	0	0	76	3	0	79	3	41	0	0	44	125
07:45 AM	1	0	1	0	2	0	0	0	0	0	0	80	0	0	80	3	37	0	0	40	122
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	82	0	0	82	2	45	0	0	47	130
08:15 AM	0	0	2	0	2	0	0	0	0	0	0	85	1	0	86	3	52	0	0	55	143
Total Volume	2	0	5	0	7	0	0	0	0	0	0	323	4	0	327	11	175	0	0	186	520
% App. Total	28.6		71.4									98.8				94.1					
PHF	.500	.000	.625	.000	.875	.000	.000	.000	.000	.000	.000	.950	.333	.000	.951	.917	.841	.000	.000	.845	.909



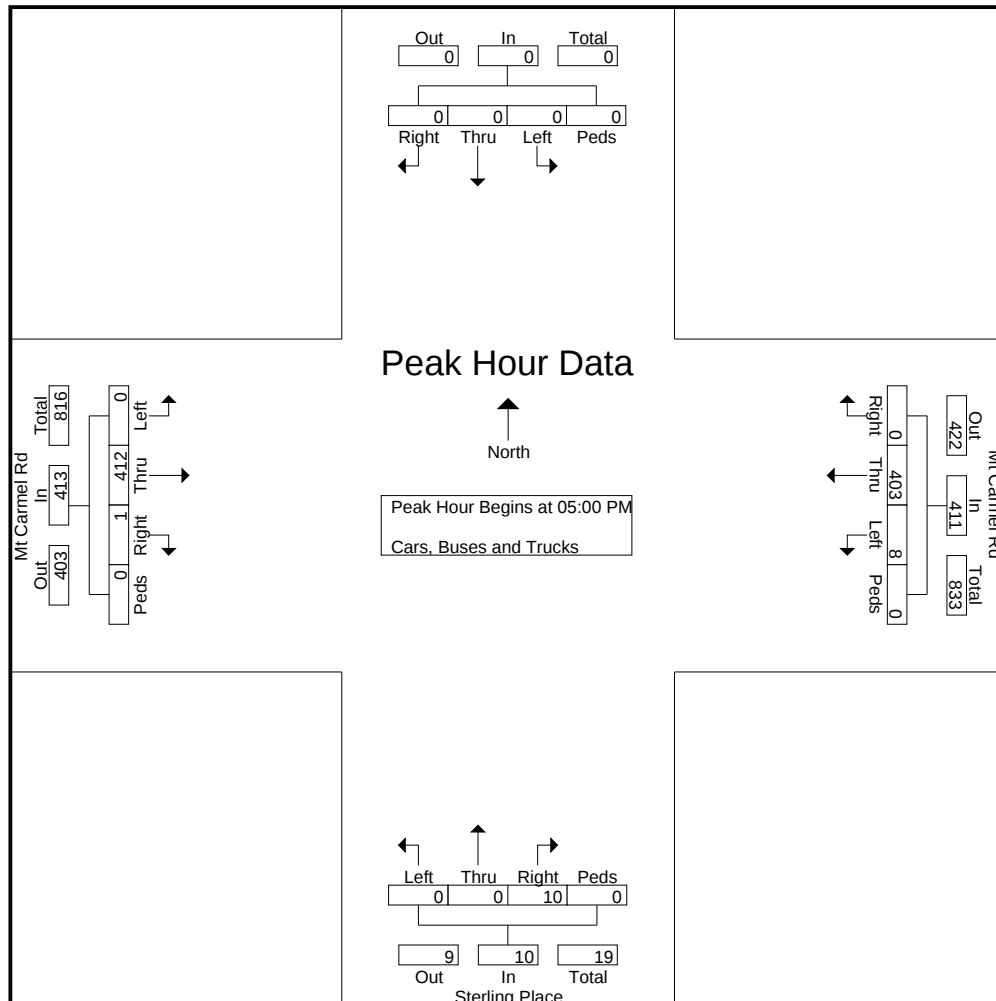
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TMC Data
Mt Carmel Rd @ Sterling Place
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750009
Site Code : 46750009
Start Date : 6/22/2022
Page No : 3

	Sterling Place Northbound					Southbound					Mt Carmel Rd Eastbound					Mt Carmel Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	101	0	0	101	1	88	0	0	89	190
05:15 PM	0	0	4	0	4	0	0	0	0	0	0	104	0	0	104	0	105	0	0	105	213
05:30 PM	0	0	3	0	3	0	0	0	0	0	0	108	1	0	109	3	107	0	0	110	222
05:45 PM	0	0	3	0	3	0	0	0	0	0	0	99	0	0	99	4	103	0	0	107	209
Total Volume	0	0	10	0	10	0	0	0	0	0	0	412	1	0	413	8	403	0	0	411	834
% App. Total												99.8				98.1					
PHF	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.000	.954	.250	.000	.947	.500	.942	.000	.000	.934	.939



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TMC Data
Mt Carmel Rd @ Rowanshyre Way
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750010
Site Code : 46750010
Start Date : 6/22/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Rowanshyre Way Northbound					Rowanshyre Way Southbound					Mt Carmel Rd Eastbound					Mt Carmel Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	2	0	2	4	0	0	0	4	0	58	0	0	58	0	32	2	0	34	98
07:15 AM	0	0	5	0	5	1	0	2	0	3	1	63	0	0	64	0	38	1	0	39	111
07:30 AM	3	1	2	0	6	1	0	0	0	1	1	69	0	0	70	1	45	1	0	47	124
07:45 AM	4	1	1	0	6	3	0	1	0	4	0	74	1	0	75	2	37	0	0	39	124
Total	7	2	10	0	19	9	0	3	0	12	2	264	1	0	267	3	152	4	0	159	457
08:00 AM	1	0	5	0	6	1	0	0	0	1	0	76	0	0	76	1	46	1	0	48	131
08:15 AM	0	0	6	0	6	3	0	0	0	3	1	80	0	0	81	1	54	2	0	57	147
08:30 AM	0	0	1	0	1	3	0	1	0	4	0	63	0	0	63	0	38	2	0	40	108
08:45 AM	1	1	2	0	4	3	0	2	0	5	1	47	0	0	48	0	51	1	0	52	109
Total	2	1	14	0	17	10	0	3	0	13	2	266	0	0	268	2	189	6	0	197	495
*** BREAK ***																					
04:00 PM	2	0	3	0	5	3	1	0	0	4	2	86	1	0	89	2	86	8	0	96	194
04:15 PM	4	1	1	0	6	3	0	1	0	4	5	89	2	0	96	1	93	3	0	97	203
04:30 PM	2	0	2	0	4	3	0	0	0	3	1	91	3	0	95	3	91	4	0	98	200
04:45 PM	0	0	1	0	1	3	0	0	0	3	2	95	2	0	99	0	93	1	0	94	197
Total	8	1	7	0	16	12	1	1	0	14	10	361	8	0	379	6	363	16	0	385	794
05:00 PM	0	0	1	0	1	1	0	0	0	1	4	96	3	0	103	0	82	4	0	86	191
05:15 PM	0	0	0	0	0	6	0	1	0	7	1	107	1	0	109	1	109	2	0	112	228
05:30 PM	0	0	5	0	5	4	0	4	0	8	0	104	3	0	107	2	105	2	0	109	229
05:45 PM	0	0	2	0	2	3	0	0	0	3	1	93	0	0	94	1	93	5	0	99	198
Total	0	0	8	0	8	14	0	5	0	19	6	400	7	0	413	4	389	13	0	406	846
Grand Total	17	4	39	0	60	45	1	12	0	58	20	1291	16	0	1327	15	1093	39	0	1147	2592
Apprch %	28.3	6.7	65	0		77.6	1.7	20.7	0		1.5	97.3	1.2	0		1.3	95.3	3.4	0		
Total %	0.7	0.2	1.5	0	2.3	1.7	0	0.5	0	2.2	0.8	49.8	0.6	0	51.2	0.6	42.2	1.5	0	44.3	

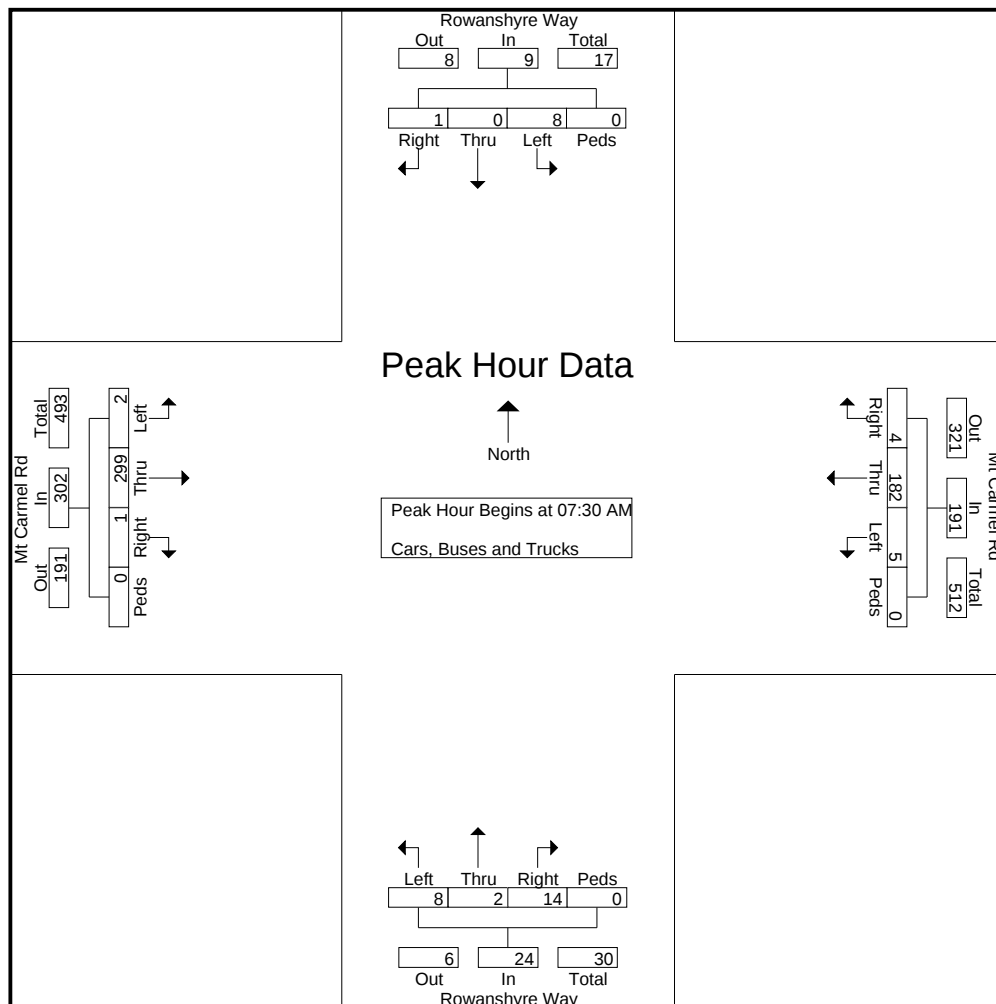
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TMC Data
Mt Carmel Rd @ Rowanshyre Way
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750010
Site Code : 46750010
Start Date : 6/22/2022
Page No : 2

	Rowanshyre Way Northbound					Rowanshyre Way Southbound					Mt Carmel Rd Eastbound					Mt Carmel Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	1	2	0	6	1	0	0	0	1	1	69	0	0	70	1	45	1	0	47	124
07:45 AM	4	1	1	0	6	3	0	1	0	4	0	74	1	0	75	2	37	0	0	39	124
08:00 AM	1	0	5	0	6	1	0	0	0	1	0	76	0	0	76	1	46	1	0	48	131
08:15 AM	0	0	6	0	6	3	0	0	0	3	1	80	0	0	81	1	54	2	0	57	147
Total Volume	8	2	14	0	24	8	0	1	0	9	2	299	1	0	302	5	182	4	0	191	526
% App. Total	33.3		58.3			88.9		11.1								95.3					
PHF	.500	.500	.583	.000	1.00	.667	.000	.250	.000	.563	.500	.934	.250	.000	.932	.625	.843	.500	.000	.838	.895



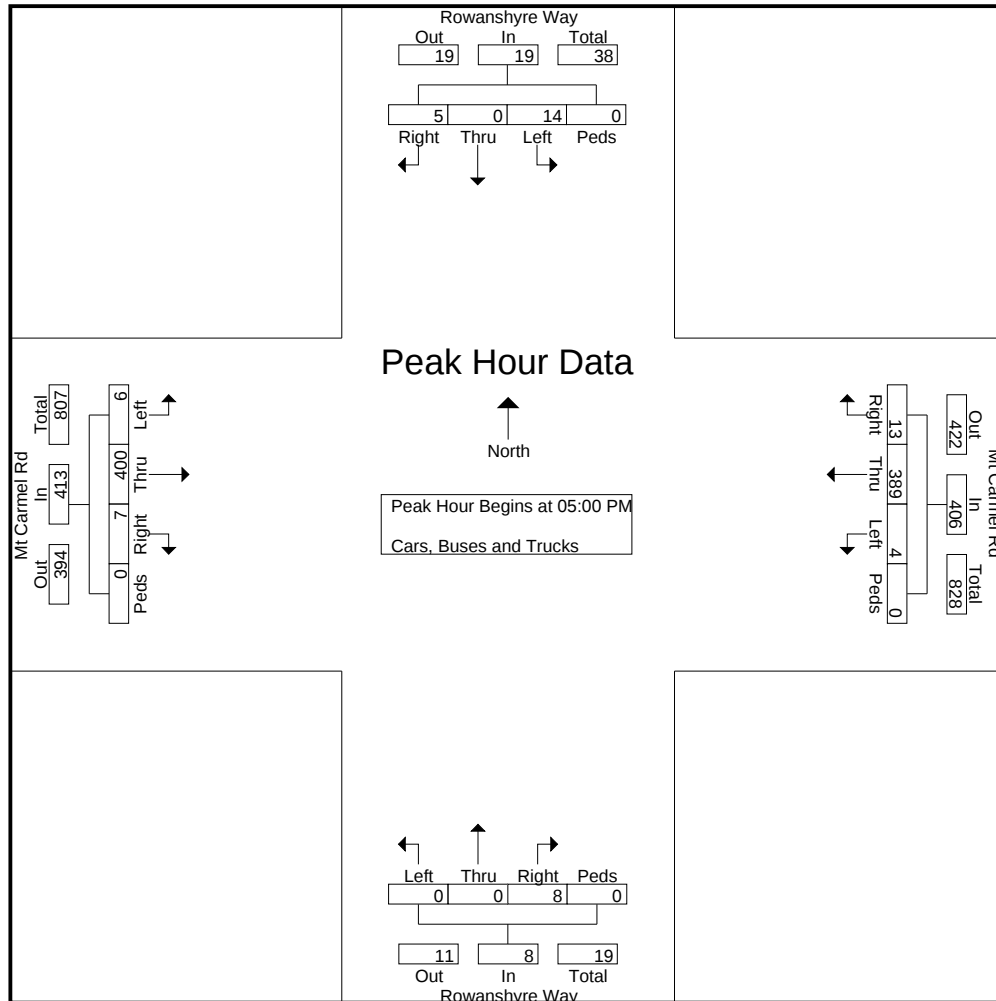
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TMC Data
Mt Carmel Rd @ Rowanshyre Way
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750010
Site Code : 46750010
Start Date : 6/22/2022
Page No : 3

	Rowanshyre Way Northbound					Rowanshyre Way Southbound					Mt Carmel Rd Eastbound					Mt Carmel Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	1	0	1	1	0	0	0	1	4	96	3	0	103	0	82	4	0	86	191
05:15 PM	0	0	0	0	0	6	0	1	0	7	1	107	1	0	109	1	109	2	0	112	228
05:30 PM	0	0	5	0	5	4	0	4	0	8	0	104	3	0	107	2	105	2	0	109	229
05:45 PM	0	0	2	0	2	3	0	0	0	3	1	93	0	0	94	1	93	5	0	99	198
Total Volume	0	0	8	0	8	14	0	5	0	19	6	400	7	0	413	4	389	13	0	406	846
% App. Total						73.7		26.3				96.9				95.8					
PHF	.000	.000	.400	.000	.400	.583	.000	.313	.000	.594	.375	.935	.583	.000	.947	.500	.892	.650	.000	.906	.924



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TMC Data
Mt Carmel Rd @ Mill Rd (Roundabout)
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750011
Site Code : 46750011
Start Date : 6/22/2022
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Mill Rd Northbound					Mill Rd Southbound					Mt Carmel Rd Eastbound					Mt Carmel Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	2	50	14	0	66	0	13	6	0	19	26	20	5	0	51	2	16	4	0	22	158
07:15 AM	2	52	15	0	69	2	13	6	0	21	32	44	3	0	79	5	21	5	0	31	200
07:30 AM	1	60	29	0	90	1	14	12	0	27	35	46	5	0	86	12	23	8	0	43	246
07:45 AM	3	73	32	0	108	2	13	12	0	27	33	46	7	0	86	12	27	16	0	55	276
Total	8	235	90	0	333	5	53	36	0	94	126	156	20	0	302	31	87	33	0	151	880
08:00 AM	2	68	29	0	99	0	16	8	0	24	21	35	3	0	59	11	32	11	0	54	236
08:15 AM	3	47	19	0	69	3	16	9	0	28	40	46	5	0	91	9	33	4	0	46	234
08:30 AM	4	48	29	0	81	4	11	10	0	25	21	37	5	0	63	10	25	9	0	44	213
08:45 AM	1	56	15	0	72	5	29	17	0	51	26	28	4	0	58	13	26	9	0	48	229
Total	10	219	92	0	321	12	72	44	0	128	108	146	17	0	271	43	116	33	0	192	912
*** BREAK ***																					
04:00 PM	12	87	36	0	135	3	48	11	0	62	18	46	12	0	76	37	42	17	0	96	369
04:15 PM	10	96	31	0	137	6	54	20	0	80	15	58	10	0	83	29	51	22	0	102	402
04:30 PM	9	105	39	0	153	5	74	14	0	93	13	50	11	0	74	26	44	13	0	83	403
04:45 PM	10	117	51	0	178	5	68	23	0	96	14	34	9	0	57	30	60	17	0	107	438
Total	41	405	157	0	603	19	244	68	0	331	60	188	42	0	290	122	197	69	0	388	1612
05:00 PM	11	110	37	0	158	3	75	27	0	105	21	53	8	0	82	34	46	11	0	91	436
05:15 PM	12	135	41	0	188	3	74	22	0	99	18	57	9	0	84	25	61	9	0	95	466
05:30 PM	6	102	50	0	158	7	87	23	0	117	16	56	11	0	83	44	53	15	0	112	470
05:45 PM	4	101	46	0	151	4	80	20	0	104	30	41	9	0	80	40	62	12	0	114	449
Total	33	448	174	0	655	17	316	92	0	425	85	207	37	0	329	143	222	47	0	412	1821
Grand Total	92	1307	513	0	1912	53	685	240	0	978	379	697	116	0	1192	339	622	182	0	1143	5225
Apprch %	4.8	68.4	26.8	0		5.4	70	24.5	0		31.8	58.5	9.7	0		29.7	54.4	15.9	0		
Total %	1.8	25	9.8	0	36.6	1	13.1	4.6	0	18.7	7.3	13.3	2.2	0	22.8	6.5	11.9	3.5	0	21.9	

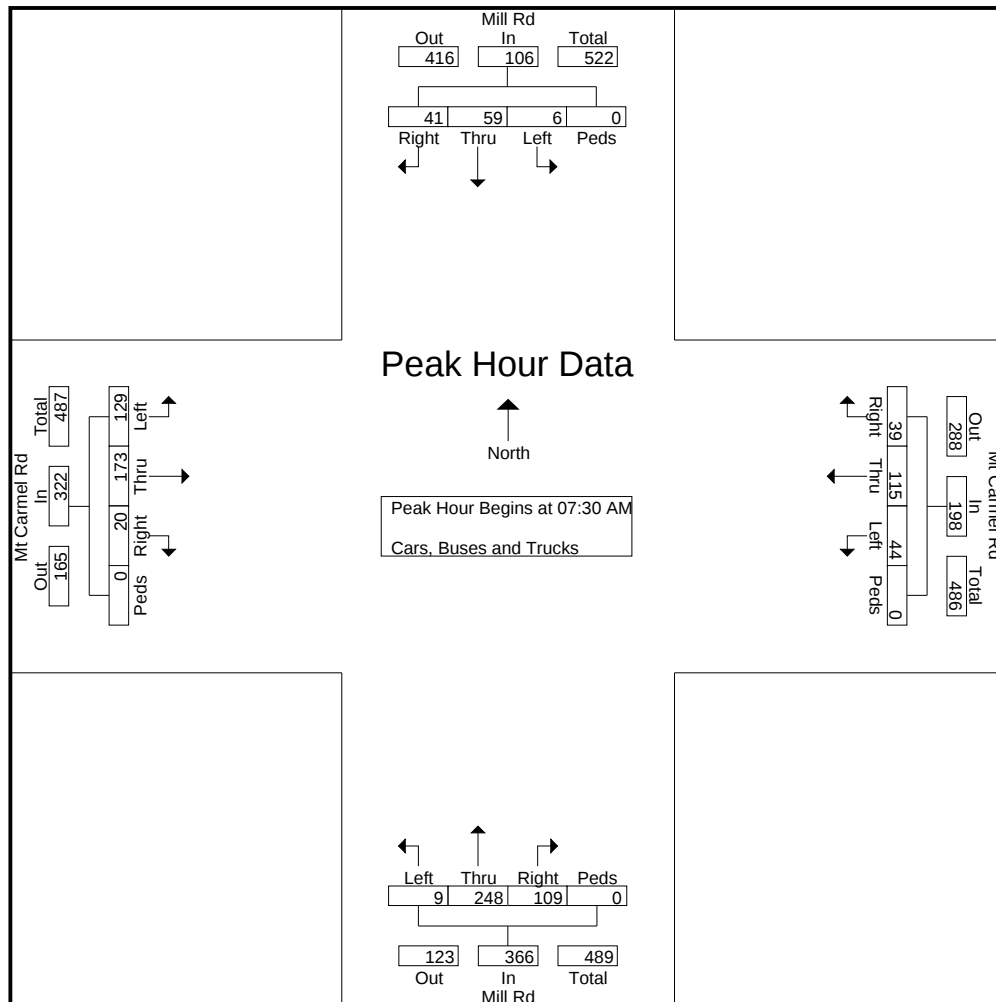
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TMC Data
Mt Carmel Rd @ Mill Rd (Roundabout)
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750011
Site Code : 46750011
Start Date : 6/22/2022
Page No : 2

	Mill Rd Northbound					Mill Rd Southbound					Mt Carmel Rd Eastbound					Mt Carmel Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	60	29	0	90	1	14	12	0	27	35	46	5	0	86	12	23	8	0	43	246
07:45 AM	3	73	32	0	108	2	13	12	0	27	33	46	7	0	86	12	27	16	0	55	276
08:00 AM	2	68	29	0	99	0	16	8	0	24	21	35	3	0	59	11	32	11	0	54	236
08:15 AM	3	47	19	0	69	3	16	9	0	28	40	46	5	0	91	9	33	4	0	46	234
Total Volume	9	248	109	0	366	6	59	41	0	106	129	173	20	0	322	44	115	39	0	198	992
% App. Total		67.8	29.8				55.7	38.7			40.1	53.7				22.2	58.1	19.7			
PHF	.750	.849	.852	.000	.847	.500	.922	.854	.000	.946	.806	.940	.714	.000	.885	.917	.871	.609	.000	.900	.899



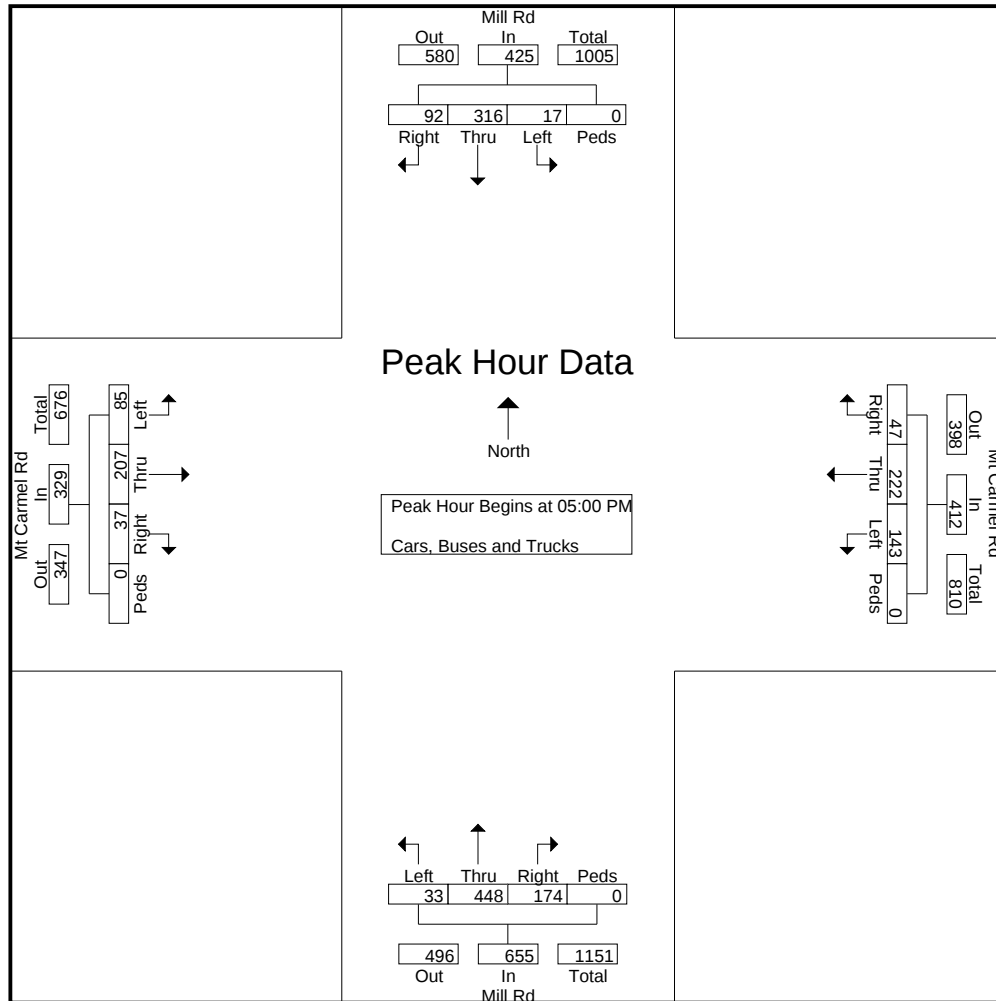
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TMC Data
Mt Carmel Rd @ Mill Rd (Roundabout)
McDonough, GA
7-9 AM | 4-6 PM

File Name : 46750011
Site Code : 46750011
Start Date : 6/22/2022
Page No : 3

	Mill Rd Northbound					Mill Rd Southbound					Mt Carmel Rd Eastbound					Mt Carmel Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	11	110	37	0	158	3	75	27	0	105	21	53	8	0	82	34	46	11	0	91	436
05:15 PM	12	135	41	0	188	3	74	22	0	99	18	57	9	0	84	25	61	9	0	95	466
05:30 PM	6	102	50	0	158	7	87	23	0	117	16	56	11	0	83	44	53	15	0	112	470
05:45 PM	4	101	46	0	151	4	80	20	0	104	30	41	9	0	80	40	62	12	0	114	449
Total Volume	33	448	174	0	655	17	316	92	0	425	85	207	37	0	329	143	222	47	0	412	1821
% App. Total	68.4 26.6					74.4 21.6					25.8 62.9 11.2					34.7 53.9 11.4					
PHF	.688	.830	.870	.000	.871	.607	.908	.852	.000	.908	.708	.908	.841	.000	.979	.813	.895	.783	.000	.904	.969



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Page 1

ADT Data

Site Code: 46750102
N Bridges Rd north of Mt Carmel Rd
McDonough, GA

Start Time	22-Jun-22 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	0			0	0				
12:30		0	0			0	1				
12:45		0	1	0	1	0	1	0	2	0	3
01:00		0	1			0	1				
01:15		0	0			0	0				
01:30		0	0			0	0				
01:45		0	0	0	1	0	0	0	1	0	2
02:00		0	1			0	0				
02:15		0	0			0	0				
02:30		0	0			0	1				
02:45		0	1	0	2	0	0	0	1	0	3
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	0			0	0				
03:45		0	1	0	1	0	2	0	2	0	3
04:00		0	0			0	1				
04:15		0	1			0	1				
04:30		0	1			0	1				
04:45		0	0	0	2	0	0	0	3	0	5
05:00		0	0			0	1				
05:15		0	0			0	1				
05:30		0	1			0	3				
05:45		0	0	0	1	0	0	0	5	0	6
06:00		0	1			0	0				
06:15		0	0			0	0				
06:30		0	0			1	0				
06:45		0	1	0	2	0	0	1	0	1	2
07:00		1	0			0	0				
07:15		1	0			1	0				
07:30		0	0			1	0				
07:45		0	1	2	1	0	0	2	0	4	1
08:00		0	0			2	0				
08:15		1	0			1	1				
08:30		1	0			0	0				
08:45		1	1	3	1	0	0	3	1	6	2
09:00		0	0			0	1				
09:15		0	0			0	0				
09:30		0	0			0	0				
09:45		0	0	0	0	0	0	0	1	0	1
10:00		0	0			1	0				
10:15		1	0			0	0				
10:30		0	0			0	0				
10:45		0	0	1	0	0	0	1	0	2	0
11:00		1	0			0	0				
11:15		0	0			0	0				
11:30		1	0			1	0				
11:45		0	0	2	0	0	0	1	0	3	0
Total		8	12			8	16			16	28
Percent		40.0%	60.0%			33.3%	66.7%			36.4%	63.6%
Grand Total		8	12			8	16			16	28
Percent		40.0%	60.0%			33.3%	66.7%			36.4%	63.6%
ADT		ADT 44		AADT 44							

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Page 1

ADT Data

Site Code: 46750101
Mt Carmel Rd west of Sterling Place
McDonough, GA

Start Time	22-Jun-22 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	62			6	39				
12:15		4	59			4	42				
12:30		3	76			10	50				
12:45		2	73	10	270	3	46	23	177	33	447
01:00		2	69			4	61				
01:15		0	77			3	55				
01:30		2	62			3	49				
01:45		2	76	6	284	4	53	14	218	20	502
02:00		1	66			3	38				
02:15		3	71			3	54				
02:30		3	72			4	63				
02:45		2	77	9	286	2	62	12	217	21	503
03:00		1	66			2	81				
03:15		3	83			0	70				
03:30		4	96			0	67				
03:45		4	79	12	324	4	83	6	301	18	625
04:00		4	93			0	89				
04:15		4	96			1	97				
04:30		5	99			1	99				
04:45		6	91	19	379	7	97	9	382	28	761
05:00		16	102			4	101				
05:15		9	106			7	105				
05:30		15	109			13	99				
05:45		13	96	53	413	6	103	30	408	83	821
06:00		23	88			14	92				
06:15		19	90			7	85				
06:30		48	70			20	68				
06:45		54	64	144	312	26	52	67	297	211	609
07:00		43	57			29	53				
07:15		61	64			34	46				
07:30		80	60			35	41				
07:45		99	51	283	232	43	33	141	173	424	405
08:00		81	49			50	49				
08:15		79	39			54	58				
08:30		75	36			40	42				
08:45		62	41	297	165	48	43	192	192	489	357
09:00		55	20			39	35				
09:15		67	33			42	34				
09:30		53	27			27	27				
09:45		51	21	226	101	34	28	142	124	368	225
10:00		69	23			52	24				
10:15		58	15			37	19				
10:30		57	13			30	25				
10:45		63	11	247	62	37	13	156	81	403	143
11:00		46	13			46	14				
11:15		49	7			42	7				
11:30		64	14			46	9				
11:45		59	1	218	35	51	5	185	35	403	70
Total		1524	2863			977	2605			2501	5468
Percent		34.7%	65.3%			27.3%	72.7%			31.4%	68.6%
Grand Total		1524	2863			977	2605			2501	5468
Percent		34.7%	65.3%			27.3%	72.7%			31.4%	68.6%

ADT

ADT 7,969

AADT 7,969

Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

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

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

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

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

Source: Highway Capacity Manual 6

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

Table B – Level of Service Criteria for Unsignalized Intersections

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

Source: Highway Capacity Manual 6

Appendix C

Existing Intersection Operational Analysis

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

existing a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	630	90	352	748	208	110	55	507	141	36	12
Future Volume (veh/h)	37	630	90	352	748	208	110	55	507	141	36	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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	677	0	363	771	0	104	117	0	120	128	0
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.80	0.80	0.80	0.79	0.79	0.79
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	118	767		435	1100		632	663		267	281	
Arrive On Green	0.03	0.22	0.00	0.25	0.63	0.00	0.35	0.35	0.00	0.15	0.15	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	40	677	0	363	771	0	104	117	0	120	128	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	2.2	22.5	0.0	11.9	17.5	0.0	4.8	5.2	0.0	7.4	7.5	0.0
Cycle Q Clear(g_c), s	2.2	22.5	0.0	11.9	17.5	0.0	4.8	5.2	0.0	7.4	7.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	118	767		435	1100		632	663		267	281	
V/C Ratio(X)	0.34	0.88		0.83	0.70		0.16	0.18		0.45	0.46	
Avail Cap(c_a), veh/h	148	860		994	1699		632	663		267	281	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.85	0.85	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.1	45.3	0.0	43.7	18.5	0.0	26.5	26.7	0.0	46.5	46.5	0.0
Incr Delay (d2), s/veh	1.7	9.9	0.0	3.6	0.7	0.0	0.6	0.6	0.0	5.4	5.3	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	1.0	10.5	0.0	4.6	4.7	0.0	2.2	2.4	0.0	3.7	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.8	55.2	0.0	47.4	19.2	0.0	27.1	27.2	0.0	51.9	51.8	0.0
LnGrp LOS	D	E		D	B		C	C		D	D	
Approach Vol, veh/h		717	A		1134	A		221	A		248	A
Approach Delay, s/veh		54.5			28.2			27.2			51.8	
Approach LOS		D			C			C			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		47.1	19.6	30.8		22.5	8.2	42.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.0	34.5	29.5		18.0	5.7	58.3				
Max Q Clear Time (g_c+I1), s		7.2	13.9	24.5		9.5	4.2	19.5				
Green Ext Time (p_c), s		0.7	1.2	1.8		0.6	0.0	5.5				
Intersection Summary												
HCM 6th Ctrl Delay			38.8									
HCM 6th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

2: I-75 southbound ramp & Jonesboro Road

existing a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1043	220	81	849	0	0	0	0	504	0	493
Future Volume (veh/h)	0	1043	220	81	849	0	0	0	0	504	0	493
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1841	1841	1841	1841	0				1841	1870	1841
Adj Flow Rate, veh/h	0	1172	0	89	933	0				692	0	0
Peak Hour Factor	0.92	0.89	0.89	0.91	0.91	0.92				0.95	0.95	0.95
Percent Heavy Veh, %	0	4	4	4	4	0				4	2	4
Cap, veh/h	0	1263		177	1553	0				1686	0	
Arrive On Green	0.00	0.72	0.00	0.05	0.44	0.00				0.48	0.00	0.00
Sat Flow, veh/h	0	3589	1560	1753	3589	0				3506	0	1560
Grp Volume(v), veh/h	0	1172	0	89	933	0				692	0	0
Grp Sat Flow(s),veh/h/ln	0	1749	1560	1753	1749	0				1753	0	1560
Q Serve(g_s), s	0.0	33.9	0.0	3.7	24.3	0.0				15.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	33.9	0.0	3.7	24.3	0.0				15.3	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1263		177	1553	0				1686	0	
V/C Ratio(X)	0.00	0.93		0.50	0.60	0.00				0.41	0.00	
Avail Cap(c_a), veh/h	0	1559		230	1956	0				1686	0	
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.55	0.00	0.92	0.92	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.4	0.0	27.6	25.3	0.0				20.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.3	0.0	2.0	0.3	0.0				0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.2	0.0	1.6	9.6	0.0				6.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.7	0.0	29.7	25.6	0.0				20.3	0.0	0.0
LnGrp LOS	A	C		C	C	A				C	A	
Approach Vol, veh/h		1172	A		1022						692	A
Approach Delay, s/veh		20.7			26.0						20.3	
Approach LOS		C			C						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			10.0	47.8		62.2		57.8				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			9.1	53.5		43.9		67.1				
Max Q Clear Time (g_c+I1), s			5.7	35.9		17.3		26.3				
Green Ext Time (p_c), s			0.0	7.4		2.6		7.2				
Intersection Summary												
HCM 6th Ctrl Delay			22.5									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

existing a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	461	1094	0	0	610	936	245	0	197	0	0	0
Future Volume (veh/h)	461	1094	0	0	610	936	245	0	197	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	518	1229	0	0	656	0	285	0	0			
Peak Hour Factor	0.89	0.89	0.92	0.92	0.93	0.93	0.86	0.86	0.86			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	445	1627	0	0	811		1564	0				
Arrive On Green	0.20	0.47	0.00	0.00	0.23	0.00	0.46	0.00	0.00			
Sat Flow, veh/h	1753	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	518	1229	0	0	656	0	285	0	0			
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	23.5	34.8	0.0	0.0	21.3	0.0	5.9	0.0	0.0			
Cycle Q Clear(g_c), s	23.5	34.8	0.0	0.0	21.3	0.0	5.9	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	445	1627	0	0	811		1564	0				
V/C Ratio(X)	1.16	0.76	0.00	0.00	0.81		0.18	0.00				
Avail Cap(c_a), veh/h	445	2667	0	0	1851		1564	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.57	0.57	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	30.0	26.5	0.0	0.0	43.6	0.0	19.1	0.0	0.0			
Incr Delay (d2), s/veh	87.6	0.4	0.0	0.0	2.0	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	20.1	13.6	0.0	0.0	9.1	0.0	2.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	117.6	26.9	0.0	0.0	45.6	0.0	19.2	0.0	0.0			
LnGrp LOS	F	C	A	A	D		B	A				
Approach Vol, veh/h		1747			656	A		285	A			
Approach Delay, s/veh		53.8			45.6			19.2				
Approach LOS		D			D			B				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		59.7		60.3			28.0	32.3				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		19.5		91.5			23.5	63.5				
Max Q Clear Time (g_c+I1), s		7.9		36.8			25.5	23.3				
Green Ext Time (p_c), s		0.7		11.2			0.0	4.5				
Intersection Summary												
HCM 6th Ctrl Delay			48.1									
HCM 6th LOS			D									

Notes

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

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

existing a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	733	116	220	1253	118	0	0	0	115	41	132
Future Volume (veh/h)	307	733	116	220	1253	118	0	0	0	115	41	132
Initial Q (Qb), veh	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
Parking Bus, Adj	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	1856	1841	1870	1870	1841	1856				1856	1856	1856
Adj Flow Rate, veh/h	349	833	132	232	1319	124				137	49	0
Peak Hour Factor	0.88	0.88	0.88	0.95	0.95	0.95				0.84	0.84	0.84
Percent Heavy Veh, %	3	4	2	2	4	3				3	3	3
Cap, veh/h	381	984	156	502	1487	669				496	521	
Arrive On Green	0.18	0.33	0.33	0.28	0.43	0.43				0.28	0.28	0.00
Sat Flow, veh/h	1767	3024	479	1781	3497	1572				1767	1856	1572
Grp Volume(v), veh/h	349	482	483	232	1319	124				137	49	0
Grp Sat Flow(s),veh/h/ln	1767	1749	1754	1781	1749	1572				1767	1856	1572
Q Serve(g_s), s	19.1	30.8	30.8	12.9	41.8	2.2				7.3	2.3	0.0
Cycle Q Clear(g_c), s	19.1	30.8	30.8	12.9	41.8	2.2				7.3	2.3	0.0
Prop In Lane	1.00		0.27	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	381	569	571	502	1487	669				496	521	
V/C Ratio(X)	0.92	0.85	0.85	0.46	0.89	0.19				0.28	0.09	
Avail Cap(c_a), veh/h	494	876	879	502	1647	740				496	521	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	46.4	37.7	37.7	35.6	31.8	3.1				33.7	31.9	0.0
Incr Delay (d2), s/veh	18.7	4.8	4.8	0.7	5.8	0.1				0.3	0.1	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
%ile BackOfQ(50%),veh/ln	11.8	13.4	13.4	5.5	17.7	2.0				3.1	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.1	42.5	42.5	36.3	37.7	3.3				34.0	32.0	0.0
LnGrp LOS	E	D	D	D	D	A				C	C	
Approach Vol, veh/h		1314			1675						186	A
Approach Delay, s/veh		48.5			34.9						33.4	
Approach LOS		D			C						C	
Timer - Assigned Phs			3	4		6	7	8				
Phs Duration (G+Y+Rc), s			38.3	43.5		38.2	26.3	55.5				
Change Period (Y+Rc), s			4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s			25.9	60.1		20.5	29.5	56.5				
Max Q Clear Time (g_c+I1), s			14.9	32.8		9.3	21.1	43.8				
Green Ext Time (p_c), s			0.5	6.2		0.4	0.7	7.3				
Intersection Summary												
HCM 6th Ctrl Delay			40.5									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
5: North Bridges Road/Bojangles & Jonesboro Road

existing a.m.

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↱	↱	↰	↱↱	↱		↱↱			↱↱	
Traffic Vol, veh/h	62	850	2	3	1537	35	1	1	0	17	1	36
Future Vol, veh/h	62	850	2	3	1537	35	1	1	0	17	1	36
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	370	-	230	240	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	97	97	97	25	25	25	90	90	90
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	65	895	2	3	1585	36	4	4	0	19	1	40
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1621	0	0	897	0	0	1824	2652	448	2171	2618	793
Stage 1	-	-	-	-	-	-	1025	1025	-	1591	1591	-
Stage 2	-	-	-	-	-	-	799	1627	-	580	1027	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	398	-	-	753	-	-	48	23	558	26	24	331
Stage 1	-	-	-	-	-	-	252	311	-	112	166	-
Stage 2	-	-	-	-	-	-	345	159	-	467	310	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	398	-	-	753	-	-	35	19	558	19	20	331
Mov Cap-2 Maneuver	-	-	-	-	-	-	35	19	-	19	20	-
Stage 1	-	-	-	-	-	-	211	260	-	94	165	-
Stage 2	-	-	-	-	-	-	300	158	-	385	259	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0			206.1			\$ 312.6		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	25	398	-	-	753	-	-	51				
HCM Lane V/C Ratio	0.32	0.164	-	-	0.004	-	-	1.176				
HCM Control Delay (s)	206.1	15.8	-	-	9.8	-	-	\$ 312.6				
HCM Lane LOS	F	C	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	1	0.6	-	-	0	-	-	5.3				
Notes												
-: Volume exceeds capacity	\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon					

North Bridges Road DRI

6: Mt Carmel Road/Cason Way & Jonesboro Road

existing a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	814	50	310	1423	0	155	1	337	0	0	0
Future Volume (veh/h)	0	814	50	310	1423	0	155	1	337	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	857	53	348	1599	0	182	1	396	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.89	0.89	0.89	0.85	0.85	0.85	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	112	1014	459	372	1705	773	686	1	336	394	321	0
Arrive On Green	0.00	0.29	0.29	0.32	0.98	0.00	0.23	0.21	0.21	0.00	0.00	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1781	4	1582	1781	1870	0
Grp Volume(v), veh/h	0	857	53	348	1599	0	182	0	397	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1781	0	1586	1781	1870	0
Q Serve(g_s), s	0.0	27.7	2.9	16.6	15.9	0.0	0.0	0.0	25.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	27.7	2.9	16.6	15.9	0.0	0.0	0.0	25.5	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	112	1014	459	372	1705	773	686	0	337	394	321	0
V/C Ratio(X)	0.00	0.85	0.12	0.94	0.94	0.00	0.27	0.00	1.18	0.00	0.00	0.00
Avail Cap(c_a), veh/h	184	1332	604	469	1938	878	686	0	337	394	321	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.43	0.43	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	40.1	31.3	37.6	1.0	0.0	26.2	0.0	47.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.0	0.1	12.6	4.3	0.0	0.2	0.0	106.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.0	1.1	8.9	1.5	0.0	3.7	0.0	19.9	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.1	31.4	50.3	5.2	0.0	26.4	0.0	154.0	0.0	0.0	0.0
LnGrp LOS	A	D	C	D	A	A	C	A	F	A	A	A
Approach Vol, veh/h		910			1947			579			0	
Approach Delay, s/veh		43.4			13.3			113.9			0.0	
Approach LOS		D			B			F				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	30.0	23.7	39.3	31.9	25.1	0.0	63.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	25.5	25.8	45.7	9.9	20.6	5.0	66.5				
Max Q Clear Time (g_c+l1), s	0.0	27.5	18.6	29.7	2.0	0.0	0.0	17.9				
Green Ext Time (p_c), s	0.0	0.0	0.6	5.1	0.3	0.0	0.0	17.3				
Intersection Summary												
HCM 6th Ctrl Delay			38.2									
HCM 6th LOS			D									

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

existing a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	944	107	28	1296	26	251	120	35	35	98	84
Future Volume (veh/h)	72	944	107	28	1296	26	251	120	35	35	98	84
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	983	0	29	1336	27	264	126	0	42	117	100
Peak Hour Factor	0.96	0.96	0.96	0.97	0.97	0.97	0.95	0.95	0.95	0.84	0.84	0.84
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	148	1521		264	1478	670	461	798		547	397	340
Arrive On Green	0.08	0.87	0.00	0.03	0.42	0.42	0.43	0.43	0.00	0.43	0.43	0.43
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1164	1870	1585	1265	931	796
Grp Volume(v), veh/h	75	983	0	29	1336	27	264	126	0	42	0	217
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1164	1870	1585	1265	0	1727
Q Serve(g_s), s	0.0	10.0	0.0	1.2	42.8	1.2	23.1	5.0	0.0	2.5	0.0	9.9
Cycle Q Clear(g_c), s	0.0	10.0	0.0	1.2	42.8	1.2	33.0	5.0	0.0	7.5	0.0	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	148	1521		264	1478	670	461	798		547	0	737
V/C Ratio(X)	0.51	0.65		0.11	0.90	0.04	0.57	0.16		0.08	0.00	0.29
Avail Cap(c_a), veh/h	161	1600		294	1588	720	461	798		547	0	737
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.5	5.1	0.0	22.5	32.4	20.4	33.4	21.1	0.0	23.4	0.0	22.6
Incr Delay (d2), s/veh	1.4	0.4	0.0	0.2	7.4	0.0	5.1	0.4	0.0	0.3	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.9	0.0	0.5	18.5	0.4	6.9	2.2	0.0	0.8	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	5.5	0.0	22.7	39.7	20.4	38.5	21.6	0.0	23.7	0.0	23.6
LnGrp LOS	D	A		C	D	C	D	C		C	A	C
Approach Vol, veh/h		1058	A		1392			390	A		259	
Approach Delay, s/veh		8.9			39.0			33.0			23.6	
Approach LOS		A			D			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		55.7	7.6	56.7		55.7	9.1	55.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		46.5	5.1	54.9		46.5	5.5	54.5				
Max Q Clear Time (g_c+I1), s		35.0	3.2	12.0		11.9	2.0	44.8				
Green Ext Time (p_c), s		1.3	0.0	7.8		1.5	0.0	5.9				
Intersection Summary												
HCM 6th Ctrl Delay			26.7									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
8: Mt Carmel Road & North Bridges Road

existing a.m.

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	476	315	0	0	3
Future Vol, veh/h	1	476	315	0	0	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	89	89	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	491	354	0	0	12
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	354	0	-	0	847	354
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	493	-
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	1205	-	-	-	332	690
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	614	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1205	-	-	-	332	690
Mov Cap-2 Maneuver	-	-	-	-	332	-
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	614	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1205	-	-	-	690	
HCM Lane V/C Ratio	0.001	-	-	-	0.017	
HCM Control Delay (s)	8	0	-	-	10.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

North Bridges Road DRI
9: Sterling Place & Mt Carmel Road

existing a.m.

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	452	4	11	298	2	5
Future Vol, veh/h	452	4	11	298	2	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	471	4	13	339	2	6
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	475	0	838	473
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	365	-
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	-	-	1087	-	336	591
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1087	-	331	591
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	691	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		12.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	483	-	-	1087	-	
HCM Lane V/C Ratio	0.016	-	-	0.011	-	
HCM Control Delay (s)	12.6	-	-	8.3	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

North Bridges Road DRI
10: Rowanshyre Way & Mt Carmel Road

existing a.m.

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	419	1	6	309	5	9	2	16	9	0	1
Future Vol, veh/h	2	419	1	6	309	5	9	2	16	9	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	86	86	86	100	100	100	56	56	56
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	441	1	7	359	6	9	2	16	16	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	365	0	0	442	0	0	823	825	442	831	822	362
Stage 1	-	-	-	-	-	-	446	446	-	376	376	-
Stage 2	-	-	-	-	-	-	377	379	-	455	446	-
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	1194	-	-	1118	-	-	292	308	615	289	309	683
Stage 1	-	-	-	-	-	-	591	574	-	645	616	-
Stage 2	-	-	-	-	-	-	644	615	-	585	574	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1194	-	-	1118	-	-	289	305	615	278	306	683
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	305	-	278	306	-
Stage 1	-	-	-	-	-	-	590	573	-	644	611	-
Stage 2	-	-	-	-	-	-	637	610	-	567	573	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			14.1			17.9		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	424	1194	-	-	1118	-	-	296				
HCM Lane V/C Ratio	0.064	0.002	-	-	0.006	-	-	0.06				
HCM Control Delay (s)	14.1	8	0	-	8.2	0	-	17.9				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile O(veh)	0.2	0	-	-	0	-	-	0.2				

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

existing a.m.

Intersection				
Intersection Delay, s/veh	9.3			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	459	320	488	128
Demand Flow Rate, veh/h	468	326	498	130
Vehicles Circulating, veh/h	137	517	448	288
Vehicles Exiting, veh/h	281	429	157	555
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.0	9.5	12.5	4.7
Approach LOS	A	A	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	468	326	498	130
Cap Entry Lane, veh/h	1200	814	874	1029
Entry HV Adj Factor	0.980	0.981	0.981	0.981
Flow Entry, veh/h	459	320	488	128
Cap Entry, veh/h	1176	799	857	1009
V/C Ratio	0.390	0.400	0.570	0.126
Control Delay, s/veh	7.0	9.5	12.5	4.7
LOS	A	A	B	A
95th %tile Queue, veh	2	2	4	0

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

existing p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	910	183	743	871	198	310	144	434	420	136	51
Future Volume (veh/h)	51	910	183	743	871	198	310	144	434	420	136	51
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	968	0	808	947	0	242	277	0	338	332	0
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	174	947		792	1627		275	288		349	366	
Arrive On Green	0.03	0.27	0.00	0.38	0.78	0.00	0.15	0.15	0.00	0.20	0.20	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	54	968	0	808	947	0	242	277	0	338	332	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	2.8	32.5	0.0	27.5	13.2	0.0	16.0	17.6	0.0	22.6	20.8	0.0
Cycle Q Clear(g_c), s	2.8	32.5	0.0	27.5	13.2	0.0	16.0	17.6	0.0	22.6	20.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	174	947		792	1627		275	288		349	366	
V/C Ratio(X)	0.31	1.02		1.02	0.58		0.88	0.96		0.97	0.91	
Avail Cap(c_a), veh/h	206	947		792	1627		275	288		349	366	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.69	0.69	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.9	43.8	0.0	37.0	8.6	0.0	49.7	50.4	0.0	47.9	47.2	0.0
Incr Delay (d2), s/veh	1.0	34.9	0.0	31.8	0.4	0.0	30.8	43.8	0.0	41.0	28.4	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	1.2	18.1	0.0	12.9	3.3	0.0	9.4	11.7	0.0	13.9	12.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	78.7	0.0	68.8	9.0	0.0	80.5	94.2	0.0	88.8	75.6	0.0
LnGrp LOS	D	F		F	A		F	F		F	E	
Approach Vol, veh/h		1022	A		1755	A		519	A		670	A
Approach Delay, s/veh		76.5			36.5			87.8			82.3	
Approach LOS		E			D			F			F	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0	32.0	37.0		28.0	8.7	60.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5	27.5	32.5		23.5	6.3	53.7				
Max Q Clear Time (g_c+I1), s		19.6	29.5	34.5		24.6	4.8	15.2				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	7.3				
Intersection Summary												
HCM 6th Ctrl Delay			61.3									
HCM 6th LOS			E									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

2: I-75 southbound ramp & Jonesboro Road

existing p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1457	322	131	1260	0	0	0	0	471	0	562
Future Volume (veh/h)	0	1457	322	131	1260	0	0	0	0	471	0	562
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1841	1841	1841	1841	0				1841	1870	1841
Adj Flow Rate, veh/h	0	1601	0	144	1385	0				726	0	0
Peak Hour Factor	0.92	0.91	0.91	0.91	0.91	0.92				0.91	0.91	0.91
Percent Heavy Veh, %	0	4	4	4	4	0				4	2	4
Cap, veh/h	0	1698		171	2018	0				1220	0	
Arrive On Green	0.00	0.65	0.00	0.05	0.58	0.00				0.35	0.00	0.00
Sat Flow, veh/h	0	3589	1560	1753	3589	0				3506	0	1560
Grp Volume(v), veh/h	0	1601	0	144	1385	0				726	0	0
Grp Sat Flow(s),veh/h/ln	0	1749	1560	1753	1749	0				1753	0	1560
Q Serve(g_s), s	0.0	49.8	0.0	4.4	33.3	0.0				20.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	49.8	0.0	4.4	33.3	0.0				20.4	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1698		171	2018	0				1220	0	
V/C Ratio(X)	0.00	0.94		0.84	0.69	0.00				0.59	0.00	
Avail Cap(c_a), veh/h	0	1775		222	2195	0				1220	0	
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.26	0.00	0.58	0.58	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	19.8	0.0	54.2	17.8	0.0				32.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.4	0.0	12.3	0.5	0.0				0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.3	0.0	4.7	12.2	0.0				8.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.2	0.0	66.5	18.3	0.0				32.9	0.0	0.0
LnGrp LOS	A	C		E	B	A				C	A	
Approach Vol, veh/h		1601	A		1529						726	A
Approach Delay, s/veh		23.2			22.8						32.9	
Approach LOS		C			C						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			11.0	62.8		46.3		73.7				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			9.9	60.9		35.7		75.3				
Max Q Clear Time (g_c+I1), s			6.4	51.8		22.4		35.3				
Green Ext Time (p_c), s			0.1	6.5		2.3		12.9				
Intersection Summary												
HCM 6th Ctrl Delay			24.9									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

existing p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 					
Traffic Volume (veh/h)	450	1458	0	0	1106	672	253	0	137	0	0	0
Future Volume (veh/h)	450	1458	0	0	1106	672	253	0	137	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	469	1519	0	0	1152	0	337	0	0			
Peak Hour Factor	0.96	0.96	0.92	0.92	0.96	0.96	0.75	0.75	0.75			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	501	2258	0	0	1287		950	0				
Arrive On Green	0.24	0.65	0.00	0.00	0.37	0.00	0.28	0.00	0.00			
Sat Flow, veh/h	1753	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	469	1519	0	0	1152	0	337	0	0			
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	25.9	32.7	0.0	0.0	37.3	0.0	9.5	0.0	0.0			
Cycle Q Clear(g_c), s	25.9	32.7	0.0	0.0	37.3	0.0	9.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	501	2258	0	0	1287		950	0				
V/C Ratio(X)	0.94	0.67	0.00	0.00	0.90		0.35	0.00				
Avail Cap(c_a), veh/h	598	2579	0	0	1414		950	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.34	0.34	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	42.2	13.3	0.0	0.0	35.7	0.0	34.6	0.0	0.0			
Incr Delay (d2), s/veh	9.1	0.2	0.0	0.0	7.3	0.0	0.2	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	14.2	11.1	0.0	0.0	16.4	0.0	3.9	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	13.5	0.0	0.0	43.1	0.0	34.8	0.0	0.0			
LnGrp LOS	D	B	A	A	D		C	A				
Approach Vol, veh/h		1988			1152	A		337	A			
Approach Delay, s/veh		22.4			43.1			34.8				
Approach LOS		C			D			C				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		38.0		82.0			33.3	48.7				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		22.5		88.5			35.5	48.5				
Max Q Clear Time (g_c+I1), s		11.5		34.7			27.9	39.3				
Green Ext Time (p_c), s		0.9		16.2			1.0	4.9				
Intersection Summary												
HCM 6th Ctrl Delay				30.5								
HCM 6th LOS				C								
Notes												
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

existing p.m.

																														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR																		
Lane Configurations																														
Traffic Volume (veh/h)	306	1107	0	0	1263	108	123	51	307	125	0	134																		
Future Volume (veh/h)	306	1107	0	0	1263	108	123	51	307	125	0	134																		
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	1856	1841	1856	1856	1841	1856	1856	1856	1856	1856	1856	1856																		
Adj Flow Rate, veh/h	319	1153	0	0	1289	110	141	59	353	149	0	0																		
Peak Hour Factor	0.96	0.96	0.96	0.98	0.98	0.98	0.87	0.87	0.87	0.84	0.84	0.84																		
Percent Heavy Veh, %	3	4	3	3	4	3	3	3	3	3	3	3																		
Cap, veh/h	348	2079	0	1	1406	632	300	317	369	432	0																			
Arrive On Green	0.16	0.59	0.00	0.00	0.40	0.40	0.17	0.17	0.17	0.12	0.00	0.00																		
Sat Flow, veh/h	1767	3589	0	1767	3497	1572	1406	1856	2768	3534	0	1572																		
Grp Volume(v), veh/h	319	1153	0	0	1289	110	141	59	353	149	0	0																		
Grp Sat Flow(s),veh/h/ln	1767	1749	0	1767	1749	1572	1406	1856	1384	1767	0	1572																		
Q Serve(g_s), s	16.2	23.9	0.0	0.0	41.9	5.4	11.1	3.3	18.4	4.6	0.0	0.0																		
Cycle Q Clear(g_c), s	16.2	23.9	0.0	0.0	41.9	5.4	11.1	3.3	18.4	4.6	0.0	0.0																		
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00																		
Lane Grp Cap(c), veh/h	348	2079	0	1	1406	632	300	317	369	432	0																			
V/C Ratio(X)	0.92	0.55	0.00	0.00	0.92	0.17	0.47	0.19	0.96	0.34	0.00																			
Avail Cap(c_a), veh/h	405	2079	0	74	1472	662	300	317	369	432	0																			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00																		
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00																		
Uniform Delay (d), s/veh	47.7	14.7	0.0	0.0	34.0	23.1	45.8	42.6	66.7	48.3	0.0	0.0																		
Incr Delay (d2), s/veh	23.5	0.3	0.0	0.0	9.2	0.1	5.2	1.3	37.1	0.5	0.0	0.0																		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																		
%ile BackOfQ(50%),veh/ln	11.3	8.7	0.0	0.0	18.5	2.0	4.2	1.6	8.2	2.1	0.0	0.0																		
Unsig. Movement Delay, s/veh																														
LnGrp Delay(d),s/veh	71.2	15.0	0.0	0.0	43.1	23.2	51.0	43.9	103.8	48.7	0.0	0.0																		
LnGrp LOS	E	B	A	A	D	C	D	D	F	D	A																			
Approach Vol, veh/h	1472			1399			553			149		A																		
Approach Delay, s/veh	27.2			41.6			83.9			48.7																				
Approach LOS	C			D			F			D																				
Timer - Assigned Phs	1	2	3	4		6	7	8																						
Phs Duration (G+Y+Rc), s	19.2	25.0	0.0	75.8		44.2	23.1	52.7																						
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5																						
Max Green Setting (Gmax), s	8.5	20.5	5.0	68.0		33.5	22.5	50.5																						
Max Q Clear Time (g_c+I1), s	6.6	20.4	0.0	25.9		0.0	18.2	43.9																						
Green Ext Time (p_c), s	0.1	0.0	0.0	9.8		0.0	0.4	4.3																						
Intersection Summary																														
HCM 6th Ctrl Delay			42.5																											
HCM 6th LOS			D																											
Notes																														
User approved volume balancing among the lanes for turning movement.																														
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.																														

North Bridges Road DRI
5: North Bridges Road/Bojangles & Jonesboro Road

existing p.m.

Intersection												
Int Delay, s/veh	23.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	1670	2	7	1330	15	0	0	1	21	0	20
Future Vol, veh/h	72	1670	2	7	1330	15	0	0	1	21	0	20
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	370	-	230	240	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	89	89	89	25	25	25	63	63	63
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	73	1704	2	8	1494	17	0	0	4	33	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1511	0	0	1706	0	0	2613	3377	852	2508	3362	747
Stage 1	-	-	-	-	-	-	1850	1850	-	1510	1510	-
Stage 2	-	-	-	-	-	-	763	1527	-	998	1852	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	439	-	-	369	-	-	12	7	303	~ 14	8	355
Stage 1	-	-	-	-	-	-	77	123	-	126	181	-
Stage 2	-	-	-	-	-	-	363	178	-	261	123	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	439	-	-	369	-	-	9	6	303	~ 12	7	355
Mov Cap-2 Maneuver	-	-	-	-	-	-	9	6	-	~ 12	7	-
Stage 1	-	-	-	-	-	-	64	103	-	105	177	-
Stage 2	-	-	-	-	-	-	323	174	-	215	103	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.1			17			\$ 1180.4		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	303	439	-	-	369	-	-	23
HCM Lane V/C Ratio	0.013	0.167	-	-	0.021	-	-	2.83
HCM Control Delay (s)	17	14.8	-	-	15	-	-	\$ 1180.4
HCM Lane LOS	C	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0	0.6	-	-	0.1	-	-	8.2

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

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

existing p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1582	144	384	1157	3	91	0	397	1	9	0
Future Volume (veh/h)	3	1582	144	384	1157	3	91	0	397	1	9	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1631	148	396	1193	3	99	0	432	1	11	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.92	0.92	0.83	0.83	0.83
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	264	1618	733	385	2242	1016	357	0	323	62	304	0
Arrive On Green	0.00	0.46	0.46	0.37	1.00	1.00	0.04	0.00	0.20	0.00	0.16	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	3	1631	148	396	1193	3	99	0	432	1	11	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.1	55.5	5.2	21.9	0.0	0.0	5.1	0.0	24.4	0.1	0.6	0.0
Cycle Q Clear(g_c), s	0.1	55.5	5.2	21.9	0.0	0.0	5.1	0.0	24.4	0.1	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	264	1618	733	385	2242	1016	357	0	323	62	304	0
V/C Ratio(X)	0.01	1.01	0.20	1.03	0.53	0.00	0.28	0.00	1.34	0.02	0.04	0.00
Avail Cap(c_a), veh/h	331	1618	733	385	2242	1016	357	0	323	134	304	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.32	0.32	0.32	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.8	32.2	11.7	36.4	0.0	0.0	38.7	0.0	47.8	43.6	42.3	0.0
Incr Delay (d2), s/veh	0.0	24.4	0.1	33.4	0.1	0.0	0.4	0.0	171.8	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	0.0	27.1	2.3	11.3	0.0	0.0	2.4	0.0	24.9	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	56.7	11.8	69.8	0.1	0.0	39.1	0.0	219.6	43.7	42.6	0.0
LnGrp LOS	B	F	B	F	A	A	D	A	F	D	D	A
Approach Vol, veh/h	1782		1592				531			12		
Approach Delay, s/veh	52.9		17.4				186.0			42.6		
Approach LOS	D		B				F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	28.9	26.4	60.0	9.6	24.0	5.0	81.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.6	21.9	55.5	5.1	19.5	5.0	72.4				
Max Q Clear Time (g_c+l1), s	2.1	26.4	23.9	57.5	7.1	2.6	2.1	2.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.9				
Intersection Summary												
HCM 6th Ctrl Delay			56.5									
HCM 6th LOS			E									

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

existing p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	154	1615	243	96	1313	51	182	198	55	82	188	87
Future Volume (veh/h)	154	1615	243	96	1313	51	182	198	55	82	188	87
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	1648	0	107	1459	57	202	220	0	91	209	97
Peak Hour Factor	0.98	0.98	0.98	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	197	1504		254	1581	716	305	687		382	444	206
Arrive On Green	0.14	0.86	0.00	0.09	0.45	0.45	0.37	0.37	0.00	0.37	0.37	0.37
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1073	1870	1585	1161	1209	561
Grp Volume(v), veh/h	157	1648	0	107	1459	57	202	220	0	91	0	306
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1073	1870	1585	1161	0	1769
Q Serve(g_s), s	4.9	51.6	0.0	0.2	47.1	2.5	21.5	10.1	0.0	7.4	0.0	15.9
Cycle Q Clear(g_c), s	4.9	51.6	0.0	0.2	47.1	2.5	38.1	10.1	0.0	18.2	0.0	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	197	1504		254	1581	716	305	687		382	0	650
V/C Ratio(X)	0.80	1.10		0.42	0.92	0.08	0.66	0.32		0.24	0.00	0.47
Avail Cap(c_a), veh/h	216	1763		254	1647	746	305	687		382	0	650
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.0	8.4	0.0	47.6	30.9	18.7	44.0	27.2	0.0	34.0	0.0	29.0
Incr Delay (d2), s/veh	1.8	44.1	0.0	1.1	8.9	0.0	10.8	1.2	0.0	1.5	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	12.4	0.0	2.9	20.4	0.9	6.4	4.6	0.0	2.2	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	52.4	0.0	48.7	39.8	18.7	54.8	28.4	0.0	35.5	0.0	31.5
LnGrp LOS	D	F		D	D	B	D	C		D	A	C
Approach Vol, veh/h		1805	A		1623			422	A		397	
Approach Delay, s/veh		52.3			39.7			41.0			32.4	
Approach LOS		D			D			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		47.9	12.3	59.7		47.9	13.3	58.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		40.5	5.5	60.5		40.5	9.5	56.5				
Max Q Clear Time (g_c+I1), s		40.1	2.2	53.6		20.2	6.9	49.1				
Green Ext Time (p_c), s		0.1	0.1	5.2		2.1	0.1	5.2				
Intersection Summary												
HCM 6th Ctrl Delay			44.5									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
8: Mt Carmel Road & North Bridges Road

existing p.m.

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	497	480	0	1	4
Future Vol, veh/h	1	497	480	0	1	4
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	92	92	96	96	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	540	500	0	2	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	500	0	-	0	1042	500
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	542	-
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	1064	-	-	-	254	571
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1064	-	-	-	254	571
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	583	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		13		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1064	-	-	-	457	
HCM Lane V/C Ratio	0.001	-	-	-	0.017	
HCM Control Delay (s)	8.4	0	-	-	13	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

North Bridges Road DRI
9: Sterling Place & Mt Carmel Road

existing p.m.

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	494	1	8	463	0	10
Future Vol, veh/h	494	1	8	463	0	10
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	96	96	95	95	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	515	1	8	487	0	16
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	516	0	1019	516
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	503	-
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	-	-	1050	-	263	559
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	607	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1050	-	260	559
Mov Cap-2 Maneuver	-	-	-	-	260	-
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	601	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		11.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	559	-	-	1050	-	
HCM Lane V/C Ratio	0.028	-	-	0.008	-	
HCM Control Delay (s)	11.6	-	-	8.5	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

North Bridges Road DRI
10: Rowanshyre Way & Mt Carmel Road

existing p.m.

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	480	8	5	447	15	0	0	9	16	0	6
Future Vol, veh/h	7	480	8	5	447	15	0	0	9	16	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	92	92	92	40	40	40	59	59	59
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	500	8	5	486	16	0	0	23	27	0	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	502	0	0	508	0	0	1027	1030	504	1034	1026	494
Stage 1	-	-	-	-	-	-	518	518	-	504	504	-
Stage 2	-	-	-	-	-	-	509	512	-	530	522	-
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	1062	-	-	1057	-	-	213	233	568	210	235	575
Stage 1	-	-	-	-	-	-	541	533	-	550	541	-
Stage 2	-	-	-	-	-	-	547	536	-	533	531	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1062	-	-	1057	-	-	207	229	568	199	231	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	229	-	199	231	-
Stage 1	-	-	-	-	-	-	536	528	-	545	537	-
Stage 2	-	-	-	-	-	-	534	532	-	507	526	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			11.6			22.6		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	568	1062	-	-	1057	-	-	242				
HCM Lane V/C Ratio	0.04	0.007	-	-	0.005	-	-	0.154				
HCM Control Delay (s)	11.6	8.4	0	-	8.4	0	-	22.6				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5				

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

existing p.m.

Intersection				
Intersection Delay, s/veh	24.1			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	393	508	836	526
Demand Flow Rate, veh/h	401	518	852	536
Vehicles Circulating, veh/h	600	727	379	502
Vehicles Exiting, veh/h	438	504	622	743
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.1	27.1	32.9	15.5
Approach LOS	B	D	D	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	401	518	852	536
Cap Entry Lane, veh/h	748	657	937	827
Entry HV Adj Factor	0.980	0.980	0.981	0.982
Flow Entry, veh/h	393	508	836	526
Cap Entry, veh/h	733	644	919	812
V/C Ratio	0.536	0.788	0.909	0.648
Control Delay, s/veh	13.1	27.1	32.9	15.5
LOS	B	D	D	C
95th %tile Queue, veh	3	8	13	5

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

existing a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	630	90	352	748	208	110	55	507	141	36	12
Future Volume (veh/h)	37	630	90	352	748	208	110	55	507	141	36	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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	677	0	363	771	0	138	69	0	178	46	0
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.80	0.80	0.80	0.79	0.79	0.79
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	132	741		444	1073		622	561		622	561	
Arrive On Green	0.03	0.21	0.00	0.26	0.61	0.00	0.18	0.30	0.00	0.18	0.30	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	3456	1870	2790	3456	1870	0
Grp Volume(v), veh/h	40	677	0	363	771	0	138	69	0	178	46	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1728	1870	1395	1728	1870	0
Q Serve(g_s), s	1.9	18.9	0.0	9.9	15.2	0.0	3.4	2.7	0.0	4.5	1.8	0.0
Cycle Q Clear(g_c), s	1.9	18.9	0.0	9.9	15.2	0.0	3.4	2.7	0.0	4.5	1.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	132	741		444	1073		622	561		622	561	
V/C Ratio(X)	0.30	0.91		0.82	0.72		0.22	0.12		0.29	0.08	
Avail Cap(c_a), veh/h	170	752		812	1381		622	561		622	561	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.84	0.84	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.0	38.5	0.0	36.1	16.3	0.0	35.0	25.5	0.0	35.4	25.1	0.0
Incr Delay (d2), s/veh	1.3	15.5	0.0	3.2	1.1	0.0	0.8	0.5	0.0	1.2	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	0.8	9.3	0.0	3.7	4.0	0.0	1.5	1.3	0.0	2.0	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	54.1	0.0	39.2	17.4	0.0	35.8	25.9	0.0	36.6	25.4	0.0
LnGrp LOS	D	D		D	B		D	C		D	C	
Approach Vol, veh/h		717	A		1134	A		207	A		224	A
Approach Delay, s/veh		53.1			24.4			32.5			34.3	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.5	34.5	17.3	25.7	22.5	34.5	7.9	35.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.0	19.0	23.5	21.5	18.0	19.0	5.5	39.5				
Max Q Clear Time (g_c+I1), s	6.5	4.7	11.9	20.9	5.4	3.8	3.9	17.2				
Green Ext Time (p_c), s	0.4	0.2	1.0	0.3	0.3	0.1	0.0	5.0				
Intersection Summary												
HCM 6th Ctrl Delay			35.1									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

6: Mt Carmel Road/Cason Way & Jonesboro Road

existing a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	814	50	310	1423	0	155	1	337	0	0	0
Future Volume (veh/h)	0	814	50	310	1423	0	155	1	337	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	857	53	348	1599	0	182	1	396	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.89	0.89	0.89	0.85	0.85	0.85	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	156	1039	471	377	1736	787	655	3	900	72	773	0
Arrive On Green	0.00	0.30	0.30	0.31	0.99	0.00	0.41	0.41	0.41	0.00	0.00	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1411	8	1585	987	1870	0
Grp Volume(v), veh/h	0	857	53	348	1599	0	183	0	396	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1420	0	1585	987	1870	0
Q Serve(g_s), s	0.0	22.8	2.4	12.8	3.8	0.0	8.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	22.8	2.4	12.8	3.8	0.0	8.7	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.99		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	156	1039	471	377	1736	787	659	0	900	72	773	0
V/C Ratio(X)	0.00	0.82	0.11	0.92	0.92	0.00	0.28	0.00	0.44	0.00	0.00	0.00
Avail Cap(c_a), veh/h	244	1378	625	513	2011	911	659	0	900	72	773	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.41	0.41	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	32.7	25.6	31.6	0.2	0.0	19.7	0.0	12.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.2	0.1	9.2	3.1	0.0	1.0	0.0	1.6	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.5	0.9	7.2	0.9	0.0	3.0	0.0	4.8	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.9	25.7	40.7	3.3	0.0	20.8	0.0	14.0	0.0	0.0	0.0
LnGrp LOS	A	D	C	D	A	A	C	A	B	A	A	A
Approach Vol, veh/h		910			1947			579			0	
Approach Delay, s/veh		35.3			10.0			16.1			0.0	
Approach LOS		D			A			B				
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		45.9	19.9	34.2		45.9	0.0	54.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.0	23.1	39.4		24.0	5.0	57.5				
Max Q Clear Time (g_c+I1), s		10.7	14.8	24.8		0.0	0.0	5.8				
Green Ext Time (p_c), s		2.1	0.7	4.9		0.0	0.0	17.6				
Intersection Summary												
HCM 6th Ctrl Delay			17.7									
HCM 6th LOS			B									

North Bridges Road DRI

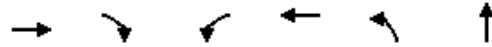
1: Mill Road/Target Retail Access & Jonesboro Road

existing a.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	40	677	97	363	771	214	102	105	634	119	120
v/c Ratio	0.28	0.85	0.22	0.40	0.48	0.25	0.29	0.29	0.74	0.47	0.47
Control Delay	40.4	55.2	8.7	19.6	11.0	1.8	45.6	45.5	25.6	53.6	51.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	55.2	8.7	19.6	11.0	1.8	45.6	45.5	25.6	53.6	51.2
Queue Length 50th (ft)	24	260	1	68	102	7	74	76	325	89	86
Queue Length 95th (ft)	54	331	44	97	128	20	116	118	383	133	130
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			140	200	
Base Capacity (vph)	143	853	460	986	1686	879	349	361	854	252	258
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.79	0.21	0.37	0.46	0.24	0.29	0.29	0.74	0.47	0.47
Intersection Summary											

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

existing a.m.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	857	53	348	1599	182	397
v/c Ratio	0.80	0.09	0.79	0.85	0.33	0.47
Control Delay	19.6	0.6	33.5	12.0	29.4	4.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	19.6	0.6	33.5	12.2	29.4	4.7
Queue Length 50th (ft)	345	1	164	180	97	1
Queue Length 95th (ft)	348	m3	m#242	188	153	51
Internal Link Dist (ft)	2037			792		521
Turn Bay Length (ft)		320	300		200	
Base Capacity (vph)	1321	687	473	1944	622	851
Starvation Cap Reductn	0	0	0	30	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.08	0.74	0.84	0.29	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

existing p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	910	183	743	871	198	310	144	434	420	136	51
Future Volume (veh/h)	51	910	183	743	871	198	310	144	434	420	136	51
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	968	0	808	947	0	330	153	0	467	151	0
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	200	1005		845	1739		518	312		523	314	
Arrive On Green	0.03	0.29	0.00	0.41	0.83	0.00	0.15	0.17	0.00	0.15	0.17	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	3456	1870	2790	3456	1870	0
Grp Volume(v), veh/h	54	968	0	808	947	0	330	153	0	467	151	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1728	1870	1395	1728	1870	0
Q Serve(g_s), s	2.8	32.7	0.0	27.2	10.1	0.0	10.8	8.9	0.0	15.9	8.8	0.0
Cycle Q Clear(g_c), s	2.8	32.7	0.0	27.2	10.1	0.0	10.8	8.9	0.0	15.9	8.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	200	1005		845	1739		518	312		523	314	
V/C Ratio(X)	0.27	0.96		0.96	0.54		0.64	0.49		0.89	0.48	
Avail Cap(c_a), veh/h	231	1005		850	1739		518	312		523	314	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.69	0.69	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.9	42.1	0.0	34.9	6.0	0.0	47.9	45.4	0.0	50.0	45.2	0.0
Incr Delay (d2), s/veh	0.7	19.9	0.0	16.2	0.2	0.0	5.9	5.4	0.0	20.2	5.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	16.3	0.0	11.0	2.4	0.0	5.1	4.6	0.0	8.3	4.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	62.0	0.0	51.1	6.2	0.0	53.8	50.8	0.0	70.2	50.4	0.0
LnGrp LOS	C	E		D	A		D	D		E	D	
Approach Vol, veh/h		1022	A		1755	A		483	A		618	A
Approach Delay, s/veh		60.6			26.9			52.9			65.4	
Approach LOS		E			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.7	24.5	33.8	39.0	22.5	24.7	8.7	64.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.0	20.0	29.5	34.5	18.0	20.0	6.3	57.7				
Max Q Clear Time (g_c+I1), s	17.9	10.9	29.2	34.7	12.8	10.8	4.8	12.1				
Green Ext Time (p_c), s	0.0	0.5	0.1	0.0	0.6	0.5	0.0	7.4				
Intersection Summary												
HCM 6th Ctrl Delay			45.1									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

6: Mt Carmel Road/Cason Way & Jonesboro Road

existing p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1582	144	384	1157	3	91	0	397	1	9	0
Future Volume (veh/h)	3	1582	144	384	1157	3	91	0	397	1	9	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1631	148	396	1193	3	99	0	432	1	11	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.92	0.92	0.92	0.83	0.83	0.83
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	279	1730	784	415	2395	1085	332	0	623	187	372	0
Arrive On Green	0.00	0.49	0.49	0.39	1.00	1.00	0.20	0.00	0.20	0.20	0.20	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1370	0	1585	956	1870	0
Grp Volume(v), veh/h	3	1631	148	396	1193	3	99	0	432	1	11	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1370	0	1585	956	1870	0
Q Serve(g_s), s	0.1	53.0	6.2	20.9	0.0	0.0	7.3	0.0	4.0	0.1	0.6	0.0
Cycle Q Clear(g_c), s	0.1	53.0	6.2	20.9	0.0	0.0	7.9	0.0	4.0	8.0	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	279	1730	784	415	2395	1085	332	0	623	187	372	0
V/C Ratio(X)	0.01	0.94	0.19	0.95	0.50	0.00	0.30	0.00	0.69	0.01	0.03	0.00
Avail Cap(c_a), veh/h	346	1763	799	448	2395	1085	332	0	623	187	372	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.36	0.36	0.36	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.6	28.7	16.9	34.1	0.0	0.0	41.9	0.0	30.4	45.2	38.7	0.0
Incr Delay (d2), s/veh	0.0	10.7	0.1	15.2	0.1	0.0	2.3	0.0	6.3	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.9	2.2	9.7	0.0	0.0	2.7	0.0	11.0	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	39.4	17.0	49.3	0.1	0.0	44.2	0.0	36.7	45.2	38.9	0.0
LnGrp LOS	B	D	B	D	A	A	D	A	D	D	D	A
Approach Vol, veh/h	1782				1592		531				12	
Approach Delay, s/veh	37.5				12.3		38.1				39.4	
Approach LOS	D				B		D				D	
Timer - Assigned Phs	2		3	4	6		7	8				
Phs Duration (G+Y+Rc), s	28.3		27.8	63.9	28.3		5.0	86.7				
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5		4.5	4.5				
Max Green Setting (Gmax), s	20.5		25.5	60.5	20.5		5.0	81.0				
Max Q Clear Time (g_c+l1), s	9.9		22.9	55.0	10.0		2.1	2.0				
Green Ext Time (p_c), s	1.6		0.3	4.4	0.0		0.0	10.9				
Intersection Summary												
HCM 6th Ctrl Delay			27.3									
HCM 6th LOS			C									

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

existing p.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	54	968	195	808	947	215	238	245	462	336	339
v/c Ratio	0.36	1.03	0.38	1.03	0.59	0.25	0.92	0.92	0.64	1.02	1.01
Control Delay	40.1	80.3	15.9	69.7	13.5	1.8	89.0	88.0	26.3	103.0	97.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	80.3	15.9	69.7	13.5	1.8	89.0	88.0	26.3	103.0	97.8
Queue Length 50th (ft)	32	~422	43	~351	209	7	193	198	223	~290	~274
Queue Length 95th (ft)	65	#554	109	#470	247	m17	#355	#361	342	#486	#483
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			140	200	
Base Capacity (vph)	151	940	518	786	1615	849	259	267	721	329	337
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	1.03	0.38	1.03	0.59	0.25	0.92	0.92	0.64	1.02	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

existing p.m.

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	1631	148	396	1193	3	99	432	1	11
v/c Ratio	0.02	1.02	0.18	1.02	0.52	0.00	0.34	0.66	0.01	0.04
Control Delay	15.7	50.7	3.1	64.3	2.7	0.0	41.1	12.6	35.0	42.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	50.7	3.1	64.3	2.7	0.0	41.1	12.6	35.0	42.9
Queue Length 50th (ft)	1	~644	4	~277	64	0	62	31	1	7
Queue Length 95th (ft)	m2	#840	m16	m#390	m84	m0	111	154	5	23
Internal Link Dist (ft)		2037			792			521		509
Turn Bay Length (ft)	320		320	300		200	200		100	
Base Capacity (vph)	185	1605	803	389	2313	1086	289	653	149	302
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	1.02	0.18	1.02	0.52	0.00	0.34	0.66	0.01	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Appendix D

No-Build Intersection Operational Analysis

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2024 no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	669	95	373	793	220	117	59	538	150	38	13
Future Volume (veh/h)	39	669	95	373	793	220	117	59	538	150	38	13
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	712	0	381	809	0	108	122	0	126	135	0
Peak Hour Factor	0.94	0.94	0.94	0.98	0.98	0.98	0.82	0.82	0.82	0.80	0.80	0.80
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	133	776		459	1122		508	534		321	337	
Arrive On Green	0.03	0.22	0.00	0.27	0.64	0.00	0.29	0.29	0.00	0.18	0.18	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	41	712	0	381	809	0	108	122	0	126	135	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	1.9	19.9	0.0	10.4	15.4	0.0	4.6	5.0	0.0	6.2	6.4	0.0
Cycle Q Clear(g_c), s	1.9	19.9	0.0	10.4	15.4	0.0	4.6	5.0	0.0	6.2	6.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	133	776		459	1122		508	534		321	337	
V/C Ratio(X)	0.31	0.92		0.83	0.72		0.21	0.23		0.39	0.40	
Avail Cap(c_a), veh/h	170	787		743	1346		508	534		321	337	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.82	0.82	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.3	38.0	0.0	35.6	14.9	0.0	27.2	27.3	0.0	36.2	36.2	0.0
Incr Delay (d2), s/veh	1.3	15.5	0.0	3.5	1.3	0.0	1.0	1.0	0.0	3.6	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.8	0.0	3.9	3.9	0.0	2.1	2.4	0.0	3.0	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	53.6	0.0	39.2	16.2	0.0	28.1	28.3	0.0	39.8	39.8	0.0
LnGrp LOS	D	D		D	B		C	C		D	D	
Approach Vol, veh/h		753	A		1190	A		230	A		261	A
Approach Delay, s/veh		52.6			23.6			28.2			39.8	
Approach LOS		D			C			C			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.0	17.8	26.7		22.5	7.9	36.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.0	21.5	22.5		18.0	5.5	38.5				
Max Q Clear Time (g_c+I1), s		7.0	12.4	21.9		8.4	3.9	17.4				
Green Ext Time (p_c), s		0.7	0.9	0.3		0.7	0.0	5.2				
Intersection Summary												
HCM 6th Ctrl Delay			34.7									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

2: I-75 southbound ramp & Jonesboro Road

2024 no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1107	233	86	901	0	0	0	0	535	0	523
Future Volume (veh/h)	0	1107	233	86	901	0	0	0	0	535	0	523
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1841	1841	1841	1841	0				1841	1870	1841
Adj Flow Rate, veh/h	0	1216	0	93	979	0				727	0	0
Peak Hour Factor	0.92	0.91	0.91	0.92	0.92	0.92				0.96	0.96	0.96
Percent Heavy Veh, %	0	4	4	4	4	0				4	2	4
Cap, veh/h	0	1366		180	1685	0				1501	0	
Arrive On Green	0.00	0.52	0.00	0.05	0.48	0.00				0.43	0.00	0.00
Sat Flow, veh/h	0	3589	1560	1753	3589	0				3506	0	1560
Grp Volume(v), veh/h	0	1216	0	93	979	0				727	0	0
Grp Sat Flow(s),veh/h/ln	0	1749	1560	1753	1749	0				1753	0	1560
Q Serve(g_s), s	0.0	31.1	0.0	0.0	20.1	0.0				15.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	31.1	0.0	0.0	20.1	0.0				15.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1366		180	1685	0				1501	0	
V/C Ratio(X)	0.00	0.89		0.52	0.58	0.00				0.48	0.00	
Avail Cap(c_a), veh/h	0	1556		213	1941	0				1501	0	
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.45	0.00	0.92	0.92	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	22.1	0.0	44.6	18.6	0.0				20.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.0	0.0	2.1	0.3	0.0				0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.3	0.0	2.2	7.5	0.0				5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.1	0.0	46.7	18.9	0.0				20.9	0.0	0.0
LnGrp LOS	A	C		D	B	A				C	A	
Approach Vol, veh/h		1216	A		1072						727	A
Approach Delay, s/veh		25.1			21.4						20.9	
Approach LOS		C			C						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			9.1	43.6		47.3		52.7				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			6.5	44.5		35.5		55.5				
Max Q Clear Time (g_c+I1), s			2.0	33.1		17.0		22.1				
Green Ext Time (p_c), s			0.1	6.0		2.6		7.4				
Intersection Summary												
HCM 6th Ctrl Delay			22.7									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

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

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2024 no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	489	1161	0	0	647	993	260	0	209	0	0	0
Future Volume (veh/h)	489	1161	0	0	647	993	260	0	209	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	537	1276	0	0	681	0	295	0	0			
Peak Hour Factor	0.91	0.91	0.92	0.92	0.95	0.95	0.88	0.88	0.88			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	413	1635	0	0	866		1505	0				
Arrive On Green	0.17	0.47	0.00	0.00	0.25	0.00	0.44	0.00	0.00			
Sat Flow, veh/h	1753	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	537	1276	0	0	681	0	295	0	0			
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	17.5	30.6	0.0	0.0	18.2	0.0	5.3	0.0	0.0			
Cycle Q Clear(g_c), s	17.5	30.6	0.0	0.0	18.2	0.0	5.3	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	413	1635	0	0	866		1505	0				
V/C Ratio(X)	1.30	0.78	0.00	0.00	0.79		0.20	0.00				
Avail Cap(c_a), veh/h	413	2501	0	0	1731		1505	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.55	0.55	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	38.8	22.3	0.0	0.0	35.1	0.0	17.0	0.0	0.0			
Incr Delay (d2), s/veh	144.9	0.5	0.0	0.0	1.6	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	25.5	11.4	0.0	0.0	7.5	0.0	1.9	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	183.7	22.8	0.0	0.0	36.8	0.0	17.1	0.0	0.0			
LnGrp LOS	F	C	A	A	D		B	A				
Approach Vol, veh/h	1813				681			295		A		
Approach Delay, s/veh	70.5				36.8			17.1				
Approach LOS	E				D			B				
Timer - Assigned Phs	2			4			7		8			
Phs Duration (G+Y+Rc), s	48.7			51.3			22.0		29.3			
Change Period (Y+Rc), s	4.5			4.5			4.5		4.5			
Max Green Setting (Gmax), s	19.5			71.5			17.5		49.5			
Max Q Clear Time (g_c+l1), s	7.3			32.6			19.5		20.2			
Green Ext Time (p_c), s	0.8			11.2			0.0		4.6			
Intersection Summary												
HCM 6th Ctrl Delay			56.6									
HCM 6th LOS			E									
Notes												

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2024 no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	778	123	233	1329	125	0	0	0	122	44	140
Future Volume (veh/h)	326	778	123	233	1329	125	0	0	0	122	44	140
Initial Q (Qb), veh	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
Parking Bus, Adj	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	1856	1841	1870	1870	1841	1856				1856	1856	1856
Adj Flow Rate, veh/h	362	864	137	243	1384	130				144	52	0
Peak Hour Factor	0.90	0.90	0.90	0.96	0.96	0.96				0.85	0.85	0.85
Percent Heavy Veh, %	3	4	2	2	4	3				3	3	3
Cap, veh/h	424	1022	162	528	1522	684				407	428	
Arrive On Green	0.20	0.34	0.34	0.30	0.44	0.44				0.23	0.23	0.00
Sat Flow, veh/h	1767	3024	479	1781	3497	1572				1767	1856	1572
Grp Volume(v), veh/h	362	500	501	243	1384	130				144	52	0
Grp Sat Flow(s),veh/h/ln	1767	1749	1754	1781	1749	1572				1767	1856	1572
Q Serve(g_s), s	17.7	26.5	26.5	11.1	37.0	5.1				6.8	2.2	0.0
Cycle Q Clear(g_c), s	17.7	26.5	26.5	11.1	37.0	5.1				6.8	2.2	0.0
Prop In Lane	1.00		0.27	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	424	591	593	528	1522	684				407	428	
V/C Ratio(X)	0.85	0.85	0.85	0.46	0.91	0.19				0.35	0.12	
Avail Cap(c_a), veh/h	454	768	770	528	1591	715				407	428	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	30.3	30.7	30.7	28.7	26.4	17.4				32.2	30.5	0.0
Incr Delay (d2), s/veh	13.9	6.8	6.8	0.6	7.9	0.1				0.5	0.1	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
%ile BackOfQ(50%),veh/ln	8.7	11.5	11.5	4.6	15.6	1.7				2.9	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	37.5	37.5	29.3	34.3	17.5				32.8	30.6	0.0
LnGrp LOS	D	D	D	C	C	B				C	C	
Approach Vol, veh/h		1363			1757						196	A
Approach Delay, s/veh		39.3			32.3						32.2	
Approach LOS		D			C						C	
Timer - Assigned Phs			3	4		6	7	8				
Phs Duration (G+Y+Rc), s			34.1	38.3		27.5	24.4	48.0				
Change Period (Y+Rc), s			4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s			23.2	43.9		19.4	21.6	45.5				
Max Q Clear Time (g_c+I1), s			13.1	28.5		8.8	19.7	39.0				
Green Ext Time (p_c), s			0.5	5.3		0.4	0.2	4.5				
Intersection Summary												
HCM 6th Ctrl Delay			35.2									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
5: North Bridges Road/Bojangles & Jonesboro Road

2024 no-build a.m.

Intersection												
Int Delay, s/veh	12.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	902	2	3	1631	37	1	1	0	18	1	38
Future Vol, veh/h	65	902	2	3	1631	37	1	1	0	18	1	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	370	-	230	240	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	98	98	98	25	25	25	90	90	90
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	68	940	2	3	1664	38	4	4	0	20	1	42
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	1702	0	0	942	0	0	1915	2784	470	2278	2748	832
Stage 1	-	-	-	-	-	-	1076	1076	-	1670	1670	-
Stage 2	-	-	-	-	-	-	839	1708	-	608	1078	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	370	-	-	724	-	-	41	19	540	22	20	312
Stage 1	-	-	-	-	-	-	234	294	-	100	151	-
Stage 2	-	-	-	-	-	-	326	145	-	450	293	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	370	-	-	724	-	-	29	15	540	~ 15	16	312
Mov Cap-2 Maneuver	-	-	-	-	-	-	29	15	-	~ 15	16	-
Stage 1	-	-	-	-	-	-	191	240	-	82	150	-
Stage 2	-	-	-	-	-	-	279	144	-	361	239	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	1.1		0			275			\$ 491.1			
HCM LOS						F			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	20	370	-	-	724	-	-	41				
HCM Lane V/C Ratio	0.4	0.183	-	-	0.004	-	-	1.545				
HCM Control Delay (s)	275	16.9	-	-	10	-	-	\$ 491.1				
HCM Lane LOS	F	C	-	-	A	-	-	F				
HCM 95th %tile Q(veh)	1.1	0.7	-	-	0	-	-	6.5				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2024 no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	864	53	329	1510	0	164	1	358	0	0	0
Future Volume (veh/h)	0	864	53	329	1510	0	164	1	358	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	900	55	362	1659	0	189	1	411	0	0	0
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.25	0.87	0.87	0.87	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	84	1083	491	386	1650	748	300	1	302	356	545	0
Arrive On Green	0.00	0.31	0.31	0.32	0.94	0.00	0.06	0.19	0.19	0.00	0.00	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1781	4	1582	1781	1870	0
Grp Volume(v), veh/h	0	900	55	362	1659	0	189	0	412	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1781	0	1586	1781	1870	0
Q Serve(g_s), s	0.0	23.9	1.9	13.7	47.2	0.0	5.9	0.0	19.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	23.9	1.9	13.7	47.2	0.0	5.9	0.0	19.1	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	84	1083	491	386	1650	748	300	0	303	356	545	0
V/C Ratio(X)	0.00	0.83	0.11	0.94	1.01	0.00	0.63	0.00	1.36	0.00	0.00	0.00
Avail Cap(c_a), veh/h	171	1392	631	424	1850	838	300	0	303	356	545	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.37	0.37	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	32.1	15.2	31.1	2.8	0.0	39.9	0.0	40.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.5	0.1	13.4	13.6	0.0	4.2	0.0	182.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.0	0.9	7.8	4.2	0.0	1.8	0.0	22.6	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.6	15.3	44.6	16.4	0.0	44.1	0.0	222.6	0.0	0.0	0.0
LnGrp LOS	A	D	B	D	F	A	D	A	F	A	A	A
Approach Vol, veh/h		955			2021			601			0	
Approach Delay, s/veh		34.4			21.5			166.4			0.0	
Approach LOS		C			C			F				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.1	23.6	20.9	35.5	10.4	33.3	2.1	54.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.1	18.1	39.8	5.9	18.2	5.0	52.9				
Max Q Clear Time (g_c+l1), s	0.0	21.1	15.7	25.9	7.9	0.0	0.0	49.2				
Green Ext Time (p_c), s	0.0	0.0	0.3	5.0	0.0	0.0	0.0	3.0				
Intersection Summary												
HCM 6th Ctrl Delay			49.3									
HCM 6th LOS			D									

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2024 no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1002	113	29	1375	28	266	127	37	37	104	89
Future Volume (veh/h)	77	1002	113	29	1375	28	266	127	37	37	104	89
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	1033	0	29	1389	28	277	132	0	44	122	105
Peak Hour Factor	0.97	0.97	0.97	0.99	0.99	0.99	0.96	0.96	0.96	0.85	0.85	0.85
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	151	1157		373	1522	690	409	721		498	358	308
Arrive On Green	0.09	0.66	0.00	0.15	0.44	0.44	0.39	0.39	0.00	0.39	0.39	0.39
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1154	1870	1585	1258	928	799
Grp Volume(v), veh/h	79	1033	0	29	1389	28	277	132	0	44	0	227
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1154	1870	1585	1258	0	1727
Q Serve(g_s), s	0.0	24.4	0.0	0.0	37.2	1.0	22.4	4.7	0.0	2.4	0.0	9.3
Cycle Q Clear(g_c), s	0.0	24.4	0.0	0.0	37.2	1.0	31.7	4.7	0.0	7.1	0.0	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	151	1157		373	1522	690	409	721		498	0	665
V/C Ratio(X)	0.52	0.89		0.08	0.91	0.04	0.68	0.18		0.09	0.00	0.34
Avail Cap(c_a), veh/h	163	1595		373	1591	721	409	721		498	0	665
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	15.4	0.0	32.5	26.5	16.2	32.9	20.3	0.0	22.7	0.0	21.7
Incr Delay (d2), s/veh	1.5	2.9	0.0	0.1	8.2	0.0	8.7	0.6	0.0	0.3	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.1	0.0	0.6	15.7	0.3	6.9	2.0	0.0	0.7	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	18.3	0.0	32.6	34.6	16.3	41.6	20.9	0.0	23.0	0.0	23.1
LnGrp LOS	D	B		C	C	B	D	C		C	A	C
Approach Vol, veh/h		1112	A		1446			409	A		271	
Approach Delay, s/veh		20.2			34.2			34.9			23.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		43.0	19.4	37.6		43.0	8.9	48.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.9	5.0	45.6		35.9	5.1	45.5				
Max Q Clear Time (g_c+I1), s		33.7	2.0	26.4		11.3	2.0	39.2				
Green Ext Time (p_c), s		0.4	0.0	6.7		1.5	0.0	4.3				
Intersection Summary												
HCM 6th Ctrl Delay			28.6									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
8: Mt Carmel Road & North Bridges Road

2024 no-build a.m.

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	505	334	0	0	3
Future Vol, veh/h	1	505	334	0	0	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	90	90	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	515	371	0	0	12
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	371	0	-	0	888	371
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	517	-
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	1188	-	-	-	314	675
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1188	-	-	-	314	675
Mov Cap-2 Maneuver	-	-	-	-	314	-
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	598	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1188	-	-	-	675	
HCM Lane V/C Ratio	0.001	-	-	-	0.018	
HCM Control Delay (s)	8	0	-	-	10.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

North Bridges Road DRI
9: Sterling Place & Mt Carmel Road

2024 no-build a.m.

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	480	4	12	316	2	5
Future Vol, veh/h	480	4	12	316	2	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	89	89	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	495	4	13	355	2	6
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	499	0	878	497
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	381	-
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	-	-	1065	-	318	573
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1065	-	313	573
Mov Cap-2 Maneuver	-	-	-	-	313	-
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	681	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		12.9	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	463	-	-	1065	-	
HCM Lane V/C Ratio	0.017	-	-	0.013	-	
HCM Control Delay (s)	12.9	-	-	8.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

North Bridges Road DRI
10: Rowanshyre Way & Mt Carmel Road

2024 no-build a.m.

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	444	1	6	328	5	10	2	17	10	0	1
Future Vol, veh/h	2	444	1	6	328	5	10	2	17	10	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	87	87	87	100	100	100	56	56	56
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	463	1	7	377	6	10	2	17	18	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	383	0	0	464	0	0	863	865	464	871	862	380
Stage 1	-	-	-	-	-	-	468	468	-	394	394	-
Stage 2	-	-	-	-	-	-	395	397	-	477	468	-
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	1175	-	-	1097	-	-	275	292	598	271	293	667
Stage 1	-	-	-	-	-	-	575	561	-	631	605	-
Stage 2	-	-	-	-	-	-	630	603	-	569	561	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1175	-	-	1097	-	-	272	289	598	260	290	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	272	289	-	260	290	-
Stage 1	-	-	-	-	-	-	574	560	-	630	600	-
Stage 2	-	-	-	-	-	-	623	598	-	550	560	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			14.7			19.1		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	402	1175	-	-	1097	-	-	275				
HCM Lane V/C Ratio	0.072	0.002	-	-	0.006	-	-	0.071				
HCM Control Delay (s)	14.7	8.1	0	-	8.3	0	-	19.1				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2				

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2024 no-build a.m.

Intersection				
Intersection Delay, s/veh	10.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	481	336	508	136
Demand Flow Rate, veh/h	491	343	518	139
Vehicles Circulating, veh/h	145	540	471	302
Vehicles Exiting, veh/h	296	449	165	580
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.3	10.2	13.7	4.9
Approach LOS	A	B	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	491	343	518	139
Cap Entry Lane, veh/h	1190	796	854	1014
Entry HV Adj Factor	0.980	0.981	0.981	0.982
Flow Entry, veh/h	481	336	508	136
Cap Entry, veh/h	1167	780	837	996
V/C Ratio	0.413	0.431	0.607	0.137
Control Delay, s/veh	7.3	10.2	13.7	4.9
LOS	A	B	B	A
95th %tile Queue, veh	2	2	4	0

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2024 no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	965	194	788	924	210	329	153	460	445	144	54
Future Volume (veh/h)	54	965	194	788	924	210	329	153	460	445	144	54
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	1005	0	838	983	0	251	288	0	353	348	0
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.96	0.96	0.96	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	168	947		792	1625		273	287		350	368	
Arrive On Green	0.04	0.27	0.00	0.38	0.78	0.00	0.15	0.15	0.00	0.20	0.20	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	56	1005	0	838	983	0	251	288	0	353	348	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	2.9	32.5	0.0	27.5	14.2	0.0	16.7	18.4	0.0	23.6	22.0	0.0
Cycle Q Clear(g_c), s	2.9	32.5	0.0	27.5	14.2	0.0	16.7	18.4	0.0	23.6	22.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	168	947		792	1625		273	287		350	368	
V/C Ratio(X)	0.33	1.06		1.06	0.60		0.92	1.00		1.01	0.95	
Avail Cap(c_a), veh/h	202	947		792	1625		273	287		350	368	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.66	0.66	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.1	43.8	0.0	37.0	8.8	0.0	50.1	50.8	0.0	48.2	47.6	0.0
Incr Delay (d2), s/veh	1.1	46.8	0.0	42.8	0.4	0.0	37.1	54.2	0.0	50.0	35.1	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	1.3	19.6	0.0	14.1	3.4	0.0	10.2	12.9	0.0	15.3	13.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	90.6	0.0	79.9	9.2	0.0	87.1	105.0	0.0	98.2	82.7	0.0
LnGrp LOS	D	F		F	A		F	F		F	F	
Approach Vol, veh/h		1061	A		1821	A		539	A		701	A
Approach Delay, s/veh		87.8			41.7			96.7			90.5	
Approach LOS		F			D			F			F	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.9	32.0	37.0		28.1	8.7	60.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.4	27.5	32.5		23.6	6.5	53.5				
Max Q Clear Time (g_c+I1), s		20.4	29.5	34.5		25.6	4.9	16.2				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	7.6				
Intersection Summary												
HCM 6th Ctrl Delay			69.1									
HCM 6th LOS			E									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

2: I-75 southbound ramp & Jonesboro Road

2024 no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1546	342	139	1337	0	0	0	0	500	0	596
Future Volume (veh/h)	0	1546	342	139	1337	0	0	0	0	500	0	596
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1841	1841	1841	1841	0				1841	1870	1841
Adj Flow Rate, veh/h	0	1662	0	149	1438	0				761	0	0
Peak Hour Factor	0.92	0.93	0.93	0.93	0.93	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	4	4	4	4	0				4	2	4
Cap, veh/h	0	1742		175	2076	0				1161	0	
Arrive On Green	0.00	0.66	0.00	0.06	0.59	0.00				0.33	0.00	0.00
Sat Flow, veh/h	0	3589	1560	1753	3589	0				3506	0	1560
Grp Volume(v), veh/h	0	1662	0	149	1438	0				761	0	0
Grp Sat Flow(s),veh/h/ln	0	1749	1560	1753	1749	0				1753	0	1560
Q Serve(g_s), s	0.0	52.3	0.0	5.0	34.0	0.0				22.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	52.3	0.0	5.0	34.0	0.0				22.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1742		175	2076	0				1161	0	
V/C Ratio(X)	0.00	0.95		0.85	0.69	0.00				0.66	0.00	
Avail Cap(c_a), veh/h	0	1792		183	2142	0				1161	0	
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.18	0.00	0.53	0.53	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	19.0	0.0	54.1	16.8	0.0				34.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.0	0.0	17.4	0.5	0.0				1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.4	0.0	5.2	12.3	0.0				9.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.0	0.0	71.5	17.3	0.0				35.6	0.0	0.0
LnGrp LOS	A	C		E	B	A				D	A	
Approach Vol, veh/h		1662	A		1587						761	A
Approach Delay, s/veh		22.0			22.4						35.6	
Approach LOS		C			C						D	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			11.5	64.3		44.3		75.7				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			7.5	61.5		37.5		73.5				
Max Q Clear Time (g_c+I1), s			7.0	54.3		24.2		36.0				
Green Ext Time (p_c), s			0.0	5.5		2.4		13.4				
Intersection Summary												
HCM 6th Ctrl Delay			24.7									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2024 no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 					
Traffic Volume (veh/h)	477	1547	0	0	1173	713	268	0	145	0	0	0
Future Volume (veh/h)	477	1547	0	0	1173	713	268	0	145	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	487	1579	0	0	1197	0	348	0	0			
Peak Hour Factor	0.98	0.98	0.92	0.92	0.98	0.98	0.77	0.77	0.77			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	518	2332	0	0	1320		879	0				
Arrive On Green	0.25	0.67	0.00	0.00	0.38	0.00	0.26	0.00	0.00			
Sat Flow, veh/h	1753	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	487	1579	0	0	1197	0	348	0	0			
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	27.2	32.9	0.0	0.0	38.9	0.0	10.1	0.0	0.0			
Cycle Q Clear(g_c), s	27.2	32.9	0.0	0.0	38.9	0.0	10.1	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	518	2332	0	0	1320		879	0				
V/C Ratio(X)	0.94	0.68	0.00	0.00	0.91		0.40	0.00				
Avail Cap(c_a), veh/h	610	2608	0	0	1414		879	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.29	0.29	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	41.6	12.2	0.0	0.0	35.4	0.0	36.8	0.0	0.0			
Incr Delay (d2), s/veh	8.2	0.2	0.0	0.0	8.4	0.0	0.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	14.6	10.9	0.0	0.0	17.2	0.0	4.1	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	12.3	0.0	0.0	43.8	0.0	37.1	0.0	0.0			
LnGrp LOS	D	B	A	A	D		D	A				
Approach Vol, veh/h		2066			1197	A		348	A			
Approach Delay, s/veh		21.2			43.8			37.1				
Approach LOS		C			D			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		35.5		84.5			34.7	49.8				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		21.5		89.5			36.5	48.5				
Max Q Clear Time (g_c+I1), s		12.1		34.9			29.2	40.9				
Green Ext Time (p_c), s		0.8		17.4			1.0	4.4				
Intersection Summary												
HCM 6th Ctrl Delay				30.2								
HCM 6th LOS				C								
Notes												
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2024 no-build p.m.

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	325	1175	0	0	1340	115	131	54	326	133	0	142	
Future Volume (veh/h)	325	1175	0	0	1340	115	131	54	326	133	0	142	
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	1856	1841	1856	1856	1841	1856	1856	1856	1856	1856	1856	1856	
Adj Flow Rate, veh/h	332	1199	0	0	1354	116	147	61	366	156	0	0	
Peak Hour Factor	0.98	0.98	0.98	0.99	0.99	0.99	0.89	0.89	0.89	0.85	0.85	0.85	
Percent Heavy Veh, %	3	4	3	3	4	3	3	3	3	3	3	3	
Cap, veh/h	359	2157	0	1	1456	655	300	317	369	354	0		
Arrive On Green	0.16	0.62	0.00	0.00	0.42	0.42	0.17	0.17	0.17	0.10	0.00	0.00	
Sat Flow, veh/h	1767	3589	0	1767	3497	1572	1406	1856	2768	3534	0	1572	
Grp Volume(v), veh/h	332	1199	0	0	1354	116	147	61	366	156	0	0	
Grp Sat Flow(s),veh/h/ln	1767	1749	0	1767	1749	1572	1406	1856	1384	1767	0	1572	
Q Serve(g_s), s	17.3	24.0	0.0	0.0	44.2	5.6	11.6	3.4	19.0	5.0	0.0	0.0	
Cycle Q Clear(g_c), s	17.3	24.0	0.0	0.0	44.2	5.6	11.6	3.4	19.0	5.0	0.0	0.0	
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	359	2157	0	1	1456	655	300	317	369	354	0		
V/C Ratio(X)	0.93	0.56	0.00	0.00	0.93	0.18	0.49	0.19	0.99	0.44	0.00		
Avail Cap(c_a), veh/h	388	2157	0	74	1501	675	300	317	369	354	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	47.4	13.4	0.0	0.0	33.4	22.1	46.1	42.7	66.8	50.8	0.0	0.0	
Incr Delay (d2), s/veh	26.8	0.3	0.0	0.0	10.4	0.1	5.6	1.3	44.9	0.9	0.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	12.1	8.5	0.0	0.0	19.7	2.0	4.4	1.6	8.8	2.2	0.0	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	74.2	13.7	0.0	0.0	43.8	22.2	51.7	44.0	111.6	51.7	0.0	0.0	
LnGrp LOS	E	B	A	A	D	C	D	D	F	D	A		
Approach Vol, veh/h	1531				1470			574			156		A
Approach Delay, s/veh	26.8				42.1			89.1			51.7		
Approach LOS	C				D			F			D		
Timer - Assigned Phs	1	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	16.5	25.0	0.0	78.5		41.5	24.0	54.5					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	8.5	20.5	5.0	68.0		33.5	21.5	51.5					
Max Q Clear Time (g_c+I1), s	7.0	21.0	0.0	26.0		0.0	19.3	46.2					
Green Ext Time (p_c), s	0.1	0.0	0.0	10.4		0.0	0.2	3.7					
Intersection Summary													
HCM 6th Ctrl Delay	43.5												
HCM 6th LOS	D												
Notes													
User approved volume balancing among the lanes for turning movement.													
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.													

North Bridges Road DRI
5: North Bridges Road/Bojangles & Jonesboro Road

2024 no-build p.m.

Intersection												
Int Delay, s/veh	29.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	1772	2	7	1411	16	0	0	1	22	0	21
Future Vol, veh/h	76	1772	2	7	1411	16	0	0	1	22	0	21
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	370	-	230	240	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	91	91	91	25	25	25	65	65	65
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	76	1772	2	8	1551	18	0	0	4	34	0	32
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	1569	0	0	1774	0	0	2716	3509	886	2605	3493	776
Stage 1	-	-	-	-	-	-	1924	1924	-	1567	1567	-
Stage 2	-	-	-	-	-	-	792	1585	-	1038	1926	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	417	-	-	347	-	-	10	6	288	~ 12	6	340
Stage 1	-	-	-	-	-	-	69	113	-	116	170	-
Stage 2	-	-	-	-	-	-	349	167	-	247	113	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	417	-	-	347	-	-	8	5	288	~ 10	5	340
Mov Cap-2 Maneuver	-	-	-	-	-	-	8	5	-	~ 10	5	-
Stage 1	-	-	-	-	-	-	56	92	-	95	166	-
Stage 2	-	-	-	-	-	-	309	163	-	199	92	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0.6		0.1			17.7			\$ 1533.1			
HCM LOS						C			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	288	417	-	-	347	-	-	19				
HCM Lane V/C Ratio	0.014	0.182	-	-	0.022	-	-	3.482				
HCM Control Delay (s)	17.7	15.5	-	-	15.6	-	-	\$ 1533.1				
HCM Lane LOS	C	C	-	-	C	-	-	F				
HCM 95th %tile Q(veh)	0	0.7	-	-	0.1	-	-	8.7				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2024 no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	3	1679	153	407	1228	3	97	0	421	1	10	0
Future Volume (veh/h)	3	1679	153	407	1228	3	97	0	421	1	10	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1696	155	411	1240	3	103	0	448	1	12	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.94	0.94	0.94	0.85	0.85	0.85
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	255	1618	733	382	2236	1013	358	0	325	62	309	0
Arrive On Green	0.00	0.46	0.46	0.36	1.00	1.00	0.04	0.00	0.21	0.00	0.16	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	3	1696	155	411	1240	3	103	0	448	1	12	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.1	55.5	5.5	21.7	0.0	0.0	5.0	0.0	24.6	0.1	0.6	0.0
Cycle Q Clear(g_c), s	0.1	55.5	5.5	21.7	0.0	0.0	5.0	0.0	24.6	0.1	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	255	1618	733	382	2236	1013	358	0	325	62	309	0
V/C Ratio(X)	0.01	1.05	0.21	1.08	0.55	0.00	0.29	0.00	1.38	0.02	0.04	0.00
Avail Cap(c_a), veh/h	323	1618	733	382	2236	1013	358	0	325	134	309	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.29	0.29	0.29	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.8	32.2	11.8	36.6	0.0	0.0	38.7	0.0	47.7	43.4	42.1	0.0
Incr Delay (d2), s/veh	0.0	36.3	0.1	47.8	0.1	0.0	0.4	0.0	187.8	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	0.0	29.7	2.4	12.8	0.0	0.0	2.6	0.0	26.5	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	68.5	11.9	84.4	0.1	0.0	39.2	0.0	235.5	43.5	42.3	0.0
LnGrp LOS	B	F	B	F	A	A	D	A	F	D	D	A
Approach Vol, veh/h	1854				1654			551			13	
Approach Delay, s/veh	63.7				21.0			198.8			42.4	
Approach LOS	E				C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	29.1	26.2	60.0	9.5	24.3	5.0	81.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.8	21.7	55.5	5.0	19.8	5.0	72.2				
Max Q Clear Time (g_c+I1), s	2.1	26.6	23.7	57.5	7.0	2.6	2.1	2.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.6				
Intersection Summary												
HCM 6th Ctrl Delay	64.6											
HCM 6th LOS	E											

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2024 no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	163	1713	258	102	1393	54	193	210	58	87	199	92
Future Volume (veh/h)	163	1713	258	102	1393	54	193	210	58	87	199	92
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	165	1730	0	111	1514	59	210	228	0	96	219	101
Peak Hour Factor	0.99	0.99	0.99	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	203	1658		191	1637	742	277	649		357	420	194
Arrive On Green	0.14	0.95	0.00	0.07	0.47	0.47	0.35	0.35	0.00	0.35	0.35	0.35
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1060	1870	1585	1153	1211	559
Grp Volume(v), veh/h	165	1730	0	111	1514	59	210	228	0	96	0	320
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1060	1870	1585	1153	0	1770
Q Serve(g_s), s	5.5	56.9	0.0	2.2	48.7	2.5	23.6	10.9	0.0	8.1	0.0	17.3
Cycle Q Clear(g_c), s	5.5	56.9	0.0	2.2	48.7	2.5	40.7	10.9	0.0	18.8	0.0	17.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	203	1658		191	1637	742	277	649		357	0	614
V/C Ratio(X)	0.81	1.04		0.58	0.92	0.08	0.76	0.35		0.27	0.00	0.52
Avail Cap(c_a), veh/h	203	1792		191	1702	771	277	649		357	0	614
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	3.1	0.0	52.3	29.9	17.6	47.4	29.1	0.0	36.1	0.0	31.2
Incr Delay (d2), s/veh	2.4	21.4	0.0	4.4	8.8	0.0	17.7	1.5	0.0	1.8	0.0	3.1
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	4.5	6.1	0.0	3.3	21.0	0.9	7.4	5.0	0.0	2.4	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	24.5	0.0	56.6	38.8	17.7	65.0	30.6	0.0	37.9	0.0	34.4
LnGrp LOS	D	F		E	D	B	E	C		D	A	C
Approach Vol, veh/h		1895	A		1684			438	A		416	
Approach Delay, s/veh		26.8			39.2			47.1			35.2	
Approach LOS		C			D			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		45.6	10.9	63.5		45.6	13.7	60.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		39.5	5.5	61.5		39.5	8.6	58.4				
Max Q Clear Time (g_c+I1), s		42.7	4.2	58.9		20.8	7.5	50.7				
Green Ext Time (p_c), s		0.0	0.0	2.2		2.1	0.0	5.5				
Intersection Summary												
HCM 6th Ctrl Delay			34.3									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
8: Mt Carmel Road & North Bridges Road

2024 no-build p.m.

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	527	509	1	1	4
Future Vol, veh/h	1	527	509	1	1	4
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	98	98	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	561	519	1	2	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	520	0	-	0	1083	520
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	563	-
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	1046	-	-	-	240	556
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	570	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1046	-	-	-	240	556
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	570	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		13.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1046	-	-	-	440	
HCM Lane V/C Ratio	0.001	-	-	-	0.018	
HCM Control Delay (s)	8.4	0	-	-	13.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

North Bridges Road DRI
9: Sterling Place & Mt Carmel Road

2024 no-build p.m.

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	525	1	8	492	0	11
Future Vol, veh/h	525	1	8	492	0	11
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	98	98	97	97	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	536	1	8	507	0	17
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	537	0	1060	537
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	523	-
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	-	-	1031	-	248	544
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1031	-	245	544
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	588	-
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)	544	-	-	1031	-	
HCM Lane V/C Ratio	0.032	-	-	0.008	-	
HCM Control Delay (s)	11.8	-	-	8.5	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

North Bridges Road DRI
10: Rowanshyre Way & Mt Carmel Road

2024 no-build p.m.

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	509	9	5	475	16	0	0	10	17	0	6
Future Vol, veh/h	7	509	9	5	475	16	0	0	10	17	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	94	94	94	40	40	40	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	519	9	5	505	17	0	0	25	28	0	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	522	0	0	528	0	0	1067	1070	524	1074	1066	514
Stage 1	-	-	-	-	-	-	538	538	-	524	524	-
Stage 2	-	-	-	-	-	-	529	532	-	550	542	-
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	1044	-	-	1039	-	-	200	221	553	198	222	560
Stage 1	-	-	-	-	-	-	527	522	-	537	530	-
Stage 2	-	-	-	-	-	-	533	526	-	519	520	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1044	-	-	1039	-	-	194	217	553	187	218	560
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	217	-	187	218	-
Stage 1	-	-	-	-	-	-	522	517	-	532	526	-
Stage 2	-	-	-	-	-	-	520	522	-	491	515	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			11.8			24.2		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	553	1044	-	-	1039	-	-	226				
HCM Lane V/C Ratio	0.045	0.007	-	-	0.005	-	-	0.17				
HCM Control Delay (s)	11.8	8.5	0	-	8.5	0	-	24.2				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	0.6				

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2024 no-build p.m.

Intersection				
Intersection Delay, s/veh	30.2			
Intersection LOS	D			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	413	534	868	546
Demand Flow Rate, veh/h	421	545	886	556
Vehicles Circulating, veh/h	625	757	397	527
Vehicles Exiting, veh/h	458	526	649	775
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	14.6	34.7	42.8	17.5
Approach LOS	B	D	E	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	421	545	886	556
Cap Entry Lane, veh/h	729	638	920	806
Entry HV Adj Factor	0.980	0.980	0.980	0.982
Flow Entry, veh/h	413	534	868	546
Cap Entry, veh/h	715	625	902	791
V/C Ratio	0.577	0.855	0.963	0.690
Control Delay, s/veh	14.6	34.7	42.8	17.5
LOS	B	D	E	C
95th %tile Queue, veh	4	10	16	6

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2024 no-build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	669	95	373	793	220	117	59	538	150	38	13
Future Volume (veh/h)	39	669	95	373	793	220	117	59	538	150	38	13
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	712	0	381	809	0	143	72	0	188	48	0
Peak Hour Factor	0.94	0.94	0.94	0.98	0.98	0.98	0.82	0.82	0.82	0.80	0.80	0.80
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	142	830		449	1165		622	510		622	510	
Arrive On Green	0.03	0.24	0.00	0.26	0.67	0.00	0.18	0.27	0.00	0.18	0.27	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	3456	1870	2790	3456	1870	0
Grp Volume(v), veh/h	41	712	0	381	809	0	143	72	0	188	48	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1728	1870	1395	1728	1870	0
Q Serve(g_s), s	1.9	19.5	0.0	10.5	14.4	0.0	3.5	2.9	0.0	4.7	1.9	0.0
Cycle Q Clear(g_c), s	1.9	19.5	0.0	10.5	14.4	0.0	3.5	2.9	0.0	4.7	1.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	142	830		449	1165		622	510		622	510	
V/C Ratio(X)	0.29	0.86		0.85	0.69		0.23	0.14		0.30	0.09	
Avail Cap(c_a), veh/h	180	962		570	1346		622	510		622	510	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.82	0.82	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.2	36.5	0.0	36.1	13.5	0.0	35.1	27.5	0.0	35.6	27.1	0.0
Incr Delay (d2), s/veh	1.1	7.0	0.0	7.9	1.1	0.0	0.9	0.6	0.0	1.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.7	0.0	4.2	3.6	0.0	1.6	1.4	0.0	2.1	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	43.5	0.0	44.0	14.6	0.0	35.9	28.1	0.0	36.8	27.5	0.0
LnGrp LOS	C	D		D	B		D	C		D	C	
Approach Vol, veh/h		753	A		1190	A		215	A		236	A
Approach Delay, s/veh		43.0			24.0			33.3			34.9	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.5	31.8	17.5	28.2	22.5	31.8	7.9	37.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.0	20.0	16.5	27.5	18.0	20.0	5.5	38.5				
Max Q Clear Time (g_c+I1), s	6.7	4.9	12.5	21.5	5.5	3.9	3.9	16.4				
Green Ext Time (p_c), s	0.4	0.2	0.5	2.2	0.3	0.1	0.0	5.3				
Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

3: I-75 northbound ramp & Jonesboro Road

2024 no-build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 		 					
Traffic Volume (veh/h)	489	1161	0	0	647	993	260	0	209	0	0	0
Future Volume (veh/h)	489	1161	0	0	647	993	260	0	209	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	537	1276	0	0	681	0	295	0	0			
Peak Hour Factor	0.91	0.91	0.92	0.92	0.95	0.95	0.88	0.88	0.88			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	594	1635	0	0	866		1505	0				
Arrive On Green	0.17	0.47	0.00	0.00	0.25	0.00	0.44	0.00	0.00			
Sat Flow, veh/h	3401	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	537	1276	0	0	681	0	295	0	0			
Grp Sat Flow(s),veh/h/ln	1700	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	15.5	30.6	0.0	0.0	18.2	0.0	5.3	0.0	0.0			
Cycle Q Clear(g_c), s	15.5	30.6	0.0	0.0	18.2	0.0	5.3	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	594	1635	0	0	866		1505	0				
V/C Ratio(X)	0.90	0.78	0.00	0.00	0.79		0.20	0.00				
Avail Cap(c_a), veh/h	595	2504	0	0	1735		1505	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.55	0.55	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	40.4	22.3	0.0	0.0	35.1	0.0	17.0	0.0	0.0			
Incr Delay (d2), s/veh	10.6	0.5	0.0	0.0	1.6	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.0	11.4	0.0	0.0	7.5	0.0	1.9	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	22.8	0.0	0.0	36.8	0.0	17.1	0.0	0.0			
LnGrp LOS	D	C	A	A	D		B	A				
Approach Vol, veh/h	1813			681			295			A		
Approach Delay, s/veh	31.2			36.8			17.1					
Approach LOS	C			D			B					
Timer - Assigned Phs	2			4			7			8		
Phs Duration (G+Y+Rc), s	48.8			51.2			22.0			29.3		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	19.4			71.6			17.5			49.6		
Max Q Clear Time (g_c+l1), s	7.3			32.6			17.5			20.2		
Green Ext Time (p_c), s	0.8			11.3			0.0			4.6		
Intersection Summary												
HCM 6th Ctrl Delay			31.1									
HCM 6th LOS			C									
Notes												

North Bridges Road DRI

6: Mt Carmel Road/Cason Way & Jonesboro Road

2024 no-build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	864	53	329	1510	0	164	1	358	0	0	0
Future Volume (veh/h)	0	864	53	329	1510	0	164	1	358	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	900	55	362	1659	0	189	1	411	0	0	0
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.25	0.87	0.87	0.87	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	166	1075	487	391	1803	817	628	3	884	72	738	0
Arrive On Green	0.00	0.31	0.31	0.33	1.00	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1411	8	1585	974	1870	0
Grp Volume(v), veh/h	0	900	55	362	1659	0	190	0	411	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1419	0	1585	974	1870	0
Q Serve(g_s), s	0.0	24.0	2.5	13.6	0.0	0.0	9.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	24.0	2.5	13.6	0.0	0.0	9.4	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.99		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	166	1075	487	391	1803	817	632	0	884	72	738	0
V/C Ratio(X)	0.00	0.84	0.11	0.93	0.92	0.00	0.30	0.00	0.46	0.00	0.00	0.00
Avail Cap(c_a), veh/h	253	1343	609	529	2011	911	632	0	884	72	738	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.52	0.52	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	32.3	24.8	30.7	0.0	0.0	21.2	0.0	13.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.9	0.1	11.3	3.9	0.0	1.2	0.0	1.8	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.1	0.9	7.5	1.0	0.0	3.2	0.0	5.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	36.2	25.0	42.0	3.9	0.0	22.4	0.0	15.0	0.0	0.0	0.0
LnGrp LOS	A	D	C	D	A	A	C	A	B	A	A	A
Approach Vol, veh/h		955			2021			601			0	
Approach Delay, s/veh		35.6			10.7			17.3			0.0	
Approach LOS		D			B			B				
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		43.9	20.8	35.2		43.9	0.0	56.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.0	24.1	38.4		24.0	5.0	57.5				
Max Q Clear Time (g_c+I1), s		11.4	15.6	26.0		0.0	0.0	2.0				
Green Ext Time (p_c), s		2.1	0.7	4.7		0.0	0.0	19.2				
Intersection Summary												
HCM 6th Ctrl Delay			18.5									
HCM 6th LOS			B									

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2024 no-build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1002	113	29	1375	28	266	127	37	37	104	89
Future Volume (veh/h)	77	1002	113	29	1375	28	266	127	37	37	104	89
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	1033	0	29	1389	28	277	132	0	44	122	105
Peak Hour Factor	0.97	0.97	0.97	0.99	0.99	0.99	0.96	0.96	0.96	0.85	0.85	0.85
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	151	1162		387	1551	703	457	706		487	706	598
Arrive On Green	0.09	0.66	0.00	0.16	0.44	0.44	0.38	0.38	0.00	0.38	0.38	0.38
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1154	1870	1585	1258	1870	1585
Grp Volume(v), veh/h	79	1033	0	29	1389	28	277	132	0	44	122	105
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1154	1870	1585	1258	1870	1585
Q Serve(g_s), s	0.0	24.2	0.0	0.0	36.7	1.0	21.1	4.7	0.0	2.4	4.3	4.4
Cycle Q Clear(g_c), s	0.0	24.2	0.0	0.0	36.7	1.0	25.4	4.7	0.0	7.2	4.3	4.4
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	151	1162		387	1551	703	457	706		487	706	598
V/C Ratio(X)	0.52	0.89		0.07	0.90	0.04	0.61	0.19		0.09	0.17	0.18
Avail Cap(c_a), veh/h	170	1679		387	1661	753	457	706		487	706	598
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	15.2	0.0	31.6	25.7	15.8	29.2	20.9	0.0	23.3	20.7	20.8
Incr Delay (d2), s/veh	1.9	3.1	0.0	0.1	6.5	0.0	5.9	0.6	0.0	0.4	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.1	0.0	0.6	15.1	0.3	6.2	2.1	0.0	0.8	2.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	18.4	0.0	31.7	32.2	15.8	35.1	21.5	0.0	23.6	21.3	21.4
LnGrp LOS	D	B		C	C	B	D	C		C	C	C
Approach Vol, veh/h		1112	A		1446			409	A		271	
Approach Delay, s/veh		20.3			31.9			30.7			21.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.2	20.0	37.7		42.2	8.9	48.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		33.5	5.0	48.0		33.5	5.5	47.5				
Max Q Clear Time (g_c+I1), s		27.4	2.0	26.2		9.2	2.0	38.7				
Green Ext Time (p_c), s		0.9	0.0	7.0		1.1	0.0	5.7				
Intersection Summary												
HCM 6th Ctrl Delay			26.9									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2024 no-build a.m. with mitigation

Intersection						
Intersection Delay, s/veh	7.2					
Intersection LOS	A					
Approach	EB	WB		NB		SB
Entry Lanes	1	2		2		1
Conflicting Circle Lanes	1	1		1		1
Adj Approach Flow, veh/h	481	336		508		136
Demand Flow Rate, veh/h	491	343		518		139
Vehicles Circulating, veh/h	145	540		471		302
Vehicles Exiting, veh/h	296	449		165		580
Ped Vol Crossing Leg, #/h	0	0		0		0
Ped Cap Adj	1.000	1.000		1.000		1.000
Approach Delay, s/veh	7.3	7.5		7.6		4.9
Approach LOS	A	A		A		A
Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	LT	R	LT	R	LTR
Assumed Moves	LTR	LT	R	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.845	0.155	0.703	0.297	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	491	290	53	364	154	139
Cap Entry Lane, veh/h	1190	869	869	925	925	1014
Entry HV Adj Factor	0.980	0.981	0.981	0.981	0.981	0.982
Flow Entry, veh/h	481	284	52	357	151	136
Cap Entry, veh/h	1167	852	852	908	907	996
V/C Ratio	0.413	0.334	0.061	0.394	0.166	0.137
Control Delay, s/veh	7.3	8.0	4.8	8.5	5.6	4.9
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	1	0	2	1	0

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2024 no-build a.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	41	712	101	381	809	224	106	109	656	126	126
v/c Ratio	0.25	0.92	0.23	0.52	0.55	0.28	0.31	0.31	0.81	0.42	0.41
Control Delay	34.8	57.2	6.2	24.2	13.1	2.1	37.0	36.9	27.2	41.2	39.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	57.2	6.2	24.2	13.1	2.1	37.0	36.9	27.2	41.2	39.1
Queue Length 50th (ft)	21	234	0	95	107	6	61	63	280	75	71
Queue Length 95th (ft)	49	#342	34	134	154	19	103	104	365	118	114
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			140	200	
Base Capacity (vph)	163	780	445	738	1462	796	342	354	799	302	309
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.91	0.23	0.52	0.55	0.28	0.31	0.31	0.82	0.42	0.41

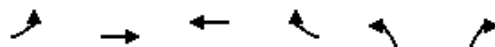
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2024 no-build a.m.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	537	1276	681	1045	295	238
v/c Ratio	0.88	0.53	0.42	0.97	0.40	0.57
Control Delay	23.0	3.8	5.2	32.9	36.4	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.0	3.8	5.2	32.9	36.4	26.6
Queue Length 50th (ft)	71	93	51	636	86	78
Queue Length 95th (ft)	m#268	56	m52	m#845	124	155
Internal Link Dist (ft)		845	451			
Turn Bay Length (ft)	660			450		
Base Capacity (vph)	612	2481	1718	1095	739	420
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.51	0.40	0.95	0.40	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

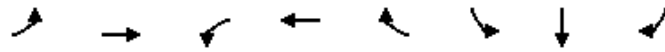
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2024 no-build a.m.



Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	362	1001	243	1384	130	144	52	165
v/c Ratio	0.85	0.79	0.49	0.90	0.17	0.38	0.13	0.35
Control Delay	35.3	23.9	24.1	22.1	3.2	38.2	34.5	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	23.9	24.1	22.1	3.2	38.2	34.5	7.9
Queue Length 50th (ft)	154	253	122	443	10	81	28	0
Queue Length 95th (ft)	#268	315	m180	553	m11	132	58	45
Internal Link Dist (ft)		308		1083			420	
Turn Bay Length (ft)	260		290		150	260		300
Base Capacity (vph)	446	1508	496	1579	758	380	400	469
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.66	0.49	0.88	0.17	0.38	0.13	0.35

Intersection Summary

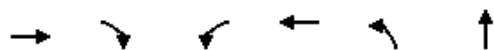
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2024 no-build a.m.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	900	55	362	1659	189	412
v/c Ratio	0.78	0.08	0.82	0.85	0.41	0.52
Control Delay	12.7	0.2	29.3	9.8	29.2	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	0.2	29.3	9.8	29.2	6.6
Queue Length 50th (ft)	144	0	116	171	87	12
Queue Length 95th (ft)	164	m0	m160	140	153	78
Internal Link Dist (ft)	2037			792		521
Turn Bay Length (ft)		320	300		200	
Base Capacity (vph)	1381	758	441	1981	458	797
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.07	0.82	0.84	0.41	0.52

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2024 no-build a.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	79	1033	116	29	1389	28	277	132	39	44	227
v/c Ratio	0.48	0.62	0.14	0.12	0.90	0.04	0.72	0.18	0.06	0.09	0.32
Control Delay	22.4	6.7	0.5	14.3	34.8	0.5	40.0	22.5	2.4	22.1	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	6.7	0.5	14.3	34.8	0.5	40.0	22.5	2.4	22.1	19.3
Queue Length 50th (ft)	10	55	0	9	410	0	155	57	0	18	81
Queue Length 95th (ft)	m38	100	m2	21	#516	2	#291	101	11	41	132
Internal Link Dist (ft)		792			528			519			517
Turn Bay Length (ft)	280		240	300		280	350		350		
Base Capacity (vph)	164	1714	840	235	1579	755	386	721	652	477	701
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.60	0.14	0.12	0.88	0.04	0.72	0.18	0.06	0.09	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2024 no-build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 		 		 	 	 	
Traffic Volume (veh/h)	54	965	194	788	924	210	329	153	460	445	144	54
Future Volume (veh/h)	54	965	194	788	924	210	329	153	460	445	144	54
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	1005	0	838	983	0	343	159	0	489	158	0
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.96	0.96	0.96	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	204	1035		850	1771		547	296		518	281	
Arrive On Green	0.04	0.30	0.00	0.41	0.85	0.00	0.16	0.16	0.00	0.15	0.15	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	3456	1870	2790	3456	1870	0
Grp Volume(v), veh/h	56	1005	0	838	983	0	343	159	0	489	158	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1728	1870	1395	1728	1870	0
Q Serve(g_s), s	2.8	34.1	0.0	28.8	9.8	0.0	11.1	9.4	0.0	16.8	9.4	0.0
Cycle Q Clear(g_c), s	2.8	34.1	0.0	28.8	9.8	0.0	11.1	9.4	0.0	16.8	9.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	204	1035		850	1771		547	296		518	281	
V/C Ratio(X)	0.27	0.97		0.99	0.55		0.63	0.54		0.94	0.56	
Avail Cap(c_a), veh/h	237	1035		850	1771		547	296		518	281	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.66	0.66	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.2	41.7	0.0	35.2	5.3	0.0	47.2	46.5	0.0	50.5	47.3	0.0
Incr Delay (d2), s/veh	0.7	21.3	0.0	21.8	0.3	0.0	5.4	6.8	0.0	27.7	7.9	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	1.2	17.1	0.0	12.2	2.2	0.0	5.2	4.9	0.0	9.2	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	63.0	0.0	57.0	5.6	0.0	52.5	53.3	0.0	78.2	55.3	0.0
LnGrp LOS	C	E		E	A		D	D		E	E	
Approach Vol, veh/h		1061	A		1821	A		502	A		647	A
Approach Delay, s/veh		61.5			29.2			52.8			72.6	
Approach LOS		E			C			D			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.5	34.0	40.0		22.5	8.7	65.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.0	29.5	35.5		18.0	6.5	58.5				
Max Q Clear Time (g_c+I1), s		13.1	30.8	36.1		18.8	4.8	11.8				
Green Ext Time (p_c), s		1.1	0.0	0.0		0.0	0.0	7.8				
Intersection Summary												
HCM 6th Ctrl Delay			47.6									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

3: I-75 northbound ramp & Jonesboro Road

2024 no-build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 		 					
Traffic Volume (veh/h)	477	1547	0	0	1173	713	268	0	145	0	0	0
Future Volume (veh/h)	477	1547	0	0	1173	713	268	0	145	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	487	1579	0	0	1197	0	348	0	0			
Peak Hour Factor	0.98	0.98	0.92	0.92	0.98	0.98	0.77	0.77	0.77			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	561	2090	0	0	1382		1114	0				
Arrive On Green	0.16	0.60	0.00	0.00	0.40	0.00	0.33	0.00	0.00			
Sat Flow, veh/h	3401	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	487	1579	0	0	1197	0	348	0	0			
Grp Sat Flow(s),veh/h/ln	1700	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	16.7	39.8	0.0	0.0	37.8	0.0	9.2	0.0	0.0			
Cycle Q Clear(g_c), s	16.7	39.8	0.0	0.0	37.8	0.0	9.2	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	561	2090	0	0	1382		1114	0				
V/C Ratio(X)	0.87	0.76	0.00	0.00	0.87		0.31	0.00				
Avail Cap(c_a), veh/h	723	2550	0	0	1676		1114	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.29	0.29	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	48.8	17.7	0.0	0.0	33.4	0.0	30.2	0.0	0.0			
Incr Delay (d2), s/veh	2.9	0.3	0.0	0.0	4.3	0.0	0.2	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.1	14.3	0.0	0.0	15.9	0.0	3.7	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	18.0	0.0	0.0	37.7	0.0	30.4	0.0	0.0			
LnGrp LOS	D	B	A	A	D		C	A				
Approach Vol, veh/h	2066				1197			A	348	A		
Approach Delay, s/veh	26.0				37.7				30.4			
Approach LOS	C				D				C			
Timer - Assigned Phs	2				4			7	8			
Phs Duration (G+Y+Rc), s	43.8				76.2			24.3	51.9			
Change Period (Y+Rc), s	4.5				4.5			4.5	4.5			
Max Green Setting (Gmax), s	23.5				87.5			25.5	57.5			
Max Q Clear Time (g_c+I1), s	11.2				41.8			18.7	39.8			
Green Ext Time (p_c), s	0.9				16.6			1.0	7.7			
Intersection Summary												
HCM 6th Ctrl Delay	30.3											
HCM 6th LOS	C											

North Bridges Road DRI

6: Mt Carmel Road/Cason Way & Jonesboro Road

2024 no-build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1679	153	407	1228	3	97	0	421	1	10	0
Future Volume (veh/h)	3	1679	153	407	1228	3	97	0	421	1	10	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1696	155	411	1240	3	103	0	448	1	12	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.94	0.94	0.94	0.85	0.85	0.85
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	276	1774	804	429	2471	1120	301	0	603	160	331	0
Arrive On Green	0.00	0.51	0.51	0.41	1.00	1.00	0.18	0.00	0.18	0.18	0.18	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1360	0	1585	942	1870	0
Grp Volume(v), veh/h	3	1696	155	411	1240	3	103	0	448	1	12	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1360	0	1585	942	1870	0
Q Serve(g_s), s	0.1	55.7	6.4	22.2	0.0	0.0	7.9	0.0	4.9	0.1	0.6	0.0
Cycle Q Clear(g_c), s	0.1	55.7	6.4	22.2	0.0	0.0	8.5	0.0	4.9	8.6	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	276	1774	804	429	2471	1120	301	0	603	160	331	0
V/C Ratio(X)	0.01	0.96	0.19	0.96	0.50	0.00	0.34	0.00	0.74	0.01	0.04	0.00
Avail Cap(c_a), veh/h	343	1792	812	445	2471	1120	301	0	603	160	331	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.43	0.43	0.43	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.9	28.3	16.1	33.1	0.0	0.0	44.4	0.0	32.1	48.0	40.9	0.0
Incr Delay (d2), s/veh	0.0	12.4	0.1	18.5	0.1	0.0	3.1	0.0	8.1	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	0.0	24.3	2.2	10.2	0.0	0.0	3.0	0.0	12.0	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	40.7	16.3	51.7	0.1	0.0	47.5	0.0	40.2	48.1	41.1	0.0
LnGrp LOS	B	D	B	D	A	A	D	A	D	D	D	A
Approach Vol, veh/h	1854					1654		551		13		
Approach Delay, s/veh	38.6					12.9		41.6		41.6		
Approach LOS	D					B		D		D		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	25.7		28.9	65.4		25.7		5.0	89.3			
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5		4.5	4.5			
Max Green Setting (Gmax), s	19.5		25.5	61.5		19.5		5.0	82.0			
Max Q Clear Time (g_c+I1), s	10.5		24.2	57.7		10.6		2.1	2.0			
Green Ext Time (p_c), s	1.6		0.2	3.2		0.0		0.0	11.7			
Intersection Summary												
HCM 6th Ctrl Delay			28.6									
HCM 6th LOS			C									

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2024 no-build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	1713	258	102	1393	54	193	210	58	87	199	92
Future Volume (veh/h)	163	1713	258	102	1393	54	193	210	58	87	199	92
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	1713	0	111	1514	59	210	228	0	96	219	101
Peak Hour Factor	1.00	1.00	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	235	1787		180	1662	753	321	607		339	607	515
Arrive On Green	0.18	1.00	0.00	0.05	0.48	0.48	0.32	0.32	0.00	0.32	0.32	0.32
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1060	1870	1585	1153	1870	1585
Grp Volume(v), veh/h	163	1713	0	111	1514	59	210	228	0	96	219	101
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1060	1870	1585	1153	1870	1585
Q Serve(g_s), s	4.6	0.0	0.0	4.4	48.1	2.4	22.4	11.2	0.0	8.3	10.7	5.5
Cycle Q Clear(g_c), s	4.6	0.0	0.0	4.4	48.1	2.4	31.8	11.2	0.0	18.2	10.7	5.5
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	1787		180	1662	753	321	607		339	607	515
V/C Ratio(X)	0.69	0.96		0.62	0.91	0.08	0.65	0.38		0.28	0.36	0.20
Avail Cap(c_a), veh/h	245	1886		191	1760	798	321	607		339	607	515
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	27.3	29.2	17.2	42.5	31.2	0.0	37.6	31.0	29.2
Incr Delay (d2), s/veh	2.7	5.1	0.0	5.3	7.3	0.0	10.0	1.8	0.0	2.1	1.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	1.3	0.0	2.0	20.3	0.9	6.5	5.2	0.0	2.5	5.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	5.1	0.0	32.6	36.5	17.2	52.5	32.9	0.0	39.7	32.7	30.1
LnGrp LOS	D	A		C	D	B	D	C		D	C	C
Approach Vol, veh/h		1876	A		1684			438	A		416	
Approach Delay, s/veh		8.9			35.6			42.3			33.7	
Approach LOS		A			D			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		45.4	10.7	63.9		45.4	13.1	61.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		34.9	6.9	64.7		34.9	11.2	60.4				
Max Q Clear Time (g_c+I1), s		33.8	6.4	2.0		20.2	6.6	50.1				
Green Ext Time (p_c), s		0.3	0.0	21.1		1.6	0.2	6.9				
Intersection Summary												
HCM 6th Ctrl Delay			24.7									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2024 no-build p.m. with mitigation

Intersection						
Intersection Delay, s/veh	14.8					
Intersection LOS	B					
Approach	EB	WB		NB		SB
Entry Lanes	1	2		2		1
Conflicting Circle Lanes	1	1		1		1
Adj Approach Flow, veh/h	413	534		868		546
Demand Flow Rate, veh/h	421	545		886		556
Vehicles Circulating, veh/h	625	757		397		527
Vehicles Exiting, veh/h	458	526		649		775
Ped Vol Crossing Leg, #/h	0	0		0		0
Ped Cap Adj	1.000	1.000		1.000		1.000
Approach Delay, s/veh	14.6	17.2		11.8		17.5
Approach LOS	B	C		B		C
Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	LT	R	LT	R	LTR
Assumed Moves	LTR	LT	R	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.886	0.114	0.735	0.265	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	421	483	62	651	235	556
Cap Entry Lane, veh/h	729	713	713	989	989	806
Entry HV Adj Factor	0.980	0.980	0.984	0.980	0.979	0.982
Flow Entry, veh/h	413	473	61	638	230	546
Cap Entry, veh/h	715	699	702	970	968	791
V/C Ratio	0.577	0.677	0.087	0.658	0.238	0.690
Control Delay, s/veh	14.6	18.7	6.1	13.8	6.1	17.5
LOS	B	C	A	B	A	C
95th %tile Queue, veh	4	5	0	5	1	6

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2024 no-build p.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	56	1005	202	838	983	223	247	255	479	352	354
v/c Ratio	0.37	1.07	0.39	1.07	0.61	0.26	0.96	0.96	0.67	1.07	1.05
Control Delay	40.1	91.6	16.6	80.9	14.6	2.0	97.9	96.4	27.4	114.5	107.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	91.6	16.6	80.9	14.6	2.0	97.9	96.4	27.4	114.5	107.8
Queue Length 50th (ft)	33	~453	47	~376	236	7	202	208	238	~316	~309
Queue Length 95th (ft)	67	#586	115	#493	273	m18	#374	#383	362	#515	#512
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			140	200	
Base Capacity (vph)	155	940	518	786	1611	847	257	266	719	330	338
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	1.07	0.39	1.07	0.61	0.26	0.96	0.96	0.67	1.07	1.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2024 no-build p.m.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	487	1579	1197	728	348	188
v/c Ratio	0.89	0.64	0.87	0.79	0.49	0.50
Control Delay	38.0	4.4	18.6	5.9	45.6	33.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	4.4	18.6	5.9	45.6	33.7
Queue Length 50th (ft)	281	157	217	7	127	87
Queue Length 95th (ft)	m399	m140	m333	m20	148	131
Internal Link Dist (ft)		845	451			
Turn Bay Length (ft)	660			450		
Base Capacity (vph)	591	2588	1402	931	714	379
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.61	0.85	0.78	0.49	0.50

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2024 no-build p.m.

										
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	332	1199	1354	116	147	61	366	78	78	167
v/c Ratio	0.91	0.62	0.92	0.16	0.62	0.18	0.52	0.67	0.67	0.29
Control Delay	64.5	19.4	30.1	2.0	58.7	44.3	22.6	81.3	81.3	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.5	19.4	30.1	2.0	58.7	44.3	22.6	81.3	81.3	6.3
Queue Length 50th (ft)	153	238	482	1	108	41	78	63	63	0
Queue Length 95th (ft)	#362	287	#590	7	#189	81	121	#127	#127	43
Internal Link Dist (ft)		308	1083			480			420	
Turn Bay Length (ft)	260			150	210		160	260		300
Base Capacity (vph)	375	1966	1489	727	237	337	706	117	117	575
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.61	0.91	0.16	0.62	0.18	0.52	0.67	0.67	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2024 no-build p.m.

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	1696	155	411	1240	3	103	448	1	12
v/c Ratio	0.02	1.06	0.19	1.06	0.54	0.00	0.35	0.69	0.01	0.04
Control Delay	16.7	64.7	3.5	77.5	2.8	0.0	41.2	14.3	35.0	42.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	64.7	3.5	77.5	2.8	0.0	41.2	14.3	35.0	42.7
Queue Length 50th (ft)	1	~765	5	~301	64	0	64	43	1	8
Queue Length 95th (ft)	m2	#896	m20	m#401	m91	m0	114	178	5	25
Internal Link Dist (ft)		2037			792			521		509
Turn Bay Length (ft)	320		320	300		200	200		100	
Base Capacity (vph)	176	1605	804	386	2308	1084	292	653	149	307
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	1.06	0.19	1.06	0.54	0.00	0.35	0.69	0.01	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
7: Willow Lane/Oak Grove Road & Jonesboro Road

2024 no-build p.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	165	1730	261	111	1514	59	210	228	63	96	320
v/c Ratio	0.81	0.97	0.29	0.78	0.91	0.08	0.90	0.37	0.11	0.31	0.54
Control Delay	37.6	13.0	0.3	69.3	38.4	5.1	78.0	33.0	7.4	33.6	34.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	13.0	0.3	69.3	38.4	5.1	78.0	33.0	7.4	33.6	34.4
Queue Length 50th (ft)	84	93	0	35	545	2	154	135	0	55	188
Queue Length 95th (ft)	m92	m106	m0	#130	662	24	#306	206	32	104	281
Internal Link Dist (ft)	792				528			519			517
Turn Bay Length (ft)	280		240		300		280		350		
Base Capacity (vph)	203	1778	902	143	1689	798	233	613	563	309	598
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.97	0.29	0.78	0.90	0.07	0.90	0.37	0.11	0.31	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	730	104	408	866	241	128	64	588	164	41	14
Future Volume (veh/h)	43	730	104	408	866	241	128	64	588	164	41	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	768	0	412	875	0	114	129	0	135	145	0
Peak Hour Factor	0.95	0.95	0.95	0.99	0.99	0.99	0.84	0.84	0.84	0.81	0.81	0.81
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	136	822		489	1193		469	493		321	337	
Arrive On Green	0.04	0.23	0.00	0.28	0.68	0.00	0.26	0.26	0.00	0.18	0.18	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	45	768	0	412	875	0	114	129	0	135	145	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	2.0	21.5	0.0	11.2	15.9	0.0	5.0	5.5	0.0	6.7	6.9	0.0
Cycle Q Clear(g_c), s	2.0	21.5	0.0	11.2	15.9	0.0	5.0	5.5	0.0	6.7	6.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	136	822		489	1193		469	493		321	337	
V/C Ratio(X)	0.33	0.93		0.84	0.73		0.24	0.26		0.42	0.43	
Avail Cap(c_a), veh/h	174	822		743	1374		469	493		321	337	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.78	0.78	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.5	37.5	0.0	34.8	13.0	0.0	29.0	29.1	0.0	36.4	36.4	0.0
Incr Delay (d2), s/veh	1.4	17.6	0.0	4.3	1.4	0.0	1.2	1.3	0.0	4.0	4.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	10.7	0.0	4.2	3.8	0.0	2.3	2.6	0.0	3.3	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	55.1	0.0	39.1	14.4	0.0	30.2	30.4	0.0	40.4	40.4	0.0
LnGrp LOS	C	E		D	B		C	C		D	D	
Approach Vol, veh/h	813		A	1287		A	243		A	280		A
Approach Delay, s/veh	53.9			22.3			30.3			40.4		
Approach LOS	D			C			C			D		
Timer - Assigned Phs												
	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	30.8		18.7	28.0		22.5	8.1	38.6				
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	19.0		21.5	23.5		18.0	5.7	39.3				
Max Q Clear Time (g_c+l1), s	7.5		13.2	23.5		8.9	4.0	17.9				
Green Ext Time (p_c), s	0.7		0.9	0.0		0.8	0.0	5.7				
Intersection Summary												
HCM 6th Ctrl Delay			34.8									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
2: I-75 southbound ramp & Jonesboro Road

2027 no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1209	255	94	984	0	0	0	0	584	0	571
Future Volume (veh/h)	0	1209	255	94	984	0	0	0	0	584	0	571
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1841	1841	1841	1841	0				1841	1870	1841
Adj Flow Rate, veh/h	0	1300	0	100	1047	0				777	0	0
Peak Hour Factor	0.92	0.93	0.93	0.94	0.94	0.92				0.98	0.98	0.98
Percent Heavy Veh, %	0	4	4	4	4	0				4	2	4
Cap, veh/h	0	1463		177	1784	0				1402	0	
Arrive On Green	0.00	0.42	0.00	0.05	0.51	0.00				0.40	0.00	0.00
Sat Flow, veh/h	0	3589	1560	1753	3589	0				3506	0	1560
Grp Volume(v), veh/h	0	1300	0	100	1047	0				777	0	0
Grp Sat Flow(s),veh/h/ln	0	1749	1560	1753	1749	0				1753	0	1560
Q Serve(g_s), s	0.0	34.4	0.0	0.0	20.9	0.0				17.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	34.4	0.0	0.0	20.9	0.0				17.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1463		177	1784	0				1402	0	
V/C Ratio(X)	0.00	0.89		0.57	0.59	0.00				0.55	0.00	
Avail Cap(c_a), veh/h	0	1591		191	1941	0				1402	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.35	0.00	0.90	0.90	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	26.9	0.0	44.8	17.1	0.0				23.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.3	0.0	3.0	0.4	0.0				0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.5	0.0	2.4	7.6	0.0				6.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.3	0.0	47.8	17.5	0.0				23.6	0.0	0.0
LnGrp LOS	A	C		D	B	A				C	A	
Approach Vol, veh/h		1300	A		1147						777	A
Approach Delay, s/veh		29.3			20.1						23.6	
Approach LOS		C			C						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			9.2	46.3		44.5		55.5				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			5.5	45.5		35.5		55.5				
Max Q Clear Time (g_c+l1), s			2.0	36.4		19.1		22.9				
Green Ext Time (p_c), s			0.1	5.4		2.7		8.1				
Intersection Summary												
HCM 6th Ctrl Delay			24.7									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

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

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2027 no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 					
Traffic Volume (veh/h)	534	1268	0	0	707	1085	284	0	228	0	0	0
Future Volume (veh/h)	534	1268	0	0	707	1085	284	0	228	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	574	1363	0	0	729	0	316	0	0			
Peak Hour Factor	0.93	0.93	0.92	0.92	0.97	0.97	0.90	0.90	0.90			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	424	1711	0	0	921		1431	0				
Arrive On Green	0.18	0.49	0.00	0.00	0.26	0.00	0.42	0.00	0.00			
Sat Flow, veh/h	1753	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	574	1363	0	0	729	0	316	0	0			
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	18.1	32.6	0.0	0.0	19.4	0.0	5.9	0.0	0.0			
Cycle Q Clear(g_c), s	18.1	32.6	0.0	0.0	19.4	0.0	5.9	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	424	1711	0	0	921		1431	0				
V/C Ratio(X)	1.35	0.80	0.00	0.00	0.79		0.22	0.00				
Avail Cap(c_a), veh/h	424	2522	0	0	1731		1431	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.49	0.49	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	38.5	21.4	0.0	0.0	34.3	0.0	18.5	0.0	0.0			
Incr Delay (d2), s/veh	166.1	0.6	0.0	0.0	1.6	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	28.7	12.0	0.0	0.0	8.0	0.0	2.2	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	204.6	21.9	0.0	0.0	35.9	0.0	18.6	0.0	0.0			
LnGrp LOS	F	C	A	A	D		B	A				
Approach Vol, veh/h		1937			729	A		316	A			
Approach Delay, s/veh		76.1			35.9			18.6				
Approach LOS		E			D			B				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		46.6		53.4			22.6	30.8				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		18.9		72.1			18.1	49.5				
Max Q Clear Time (g_c+l1), s		7.9		34.6			20.1	21.4				
Green Ext Time (p_c), s		0.8		12.3			0.0	4.9				
Intersection Summary												
HCM 6th Ctrl Delay			60.1									
HCM 6th LOS			E									
Notes												
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2027 no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	850	134	255	1452	137	0	0	0	133	48	153
Future Volume (veh/h)	345	850	134	255	1452	137	0	0	0	133	48	153
Initial Q (Qb), veh	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
Parking Bus, Adj	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	1856	1841	1870	1870	1841	1856				1856	1856	1856
Adj Flow Rate, veh/h	375	924	146	260	1482	140				155	56	0
Peak Hour Factor	0.92	0.92	0.92	0.98	0.98	0.98				0.86	0.86	0.86
Percent Heavy Veh, %	3	4	2	2	4	3				3	3	3
Cap, veh/h	427	1074	170	536	1591	715				370	388	
Arrive On Green	0.20	0.36	0.36	0.30	0.45	0.45				0.21	0.21	0.00
Sat Flow, veh/h	1767	3025	478	1781	3497	1572				1767	1856	1572
Grp Volume(v), veh/h	375	534	536	260	1482	140				155	56	0
Grp Sat Flow(s),veh/h/ln	1767	1749	1755	1781	1749	1572				1767	1856	1572
Q Serve(g_s), s	18.0	28.3	28.4	11.9	40.1	5.3				7.6	2.5	0.0
Cycle Q Clear(g_c), s	18.0	28.3	28.4	11.9	40.1	5.3				7.6	2.5	0.0
Prop In Lane	1.00		0.27	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	427	621	623	536	1591	715				370	388	
V/C Ratio(X)	0.88	0.86	0.86	0.49	0.93	0.20				0.42	0.14	
Avail Cap(c_a), veh/h	434	748	751	536	1626	731				370	388	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	29.3	29.9	29.9	28.6	25.8	16.3				34.3	32.2	0.0
Incr Delay (d2), s/veh	17.9	8.6	8.6	0.7	10.0	0.1				0.8	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
%ile BackOfQ(50%),veh/ln	9.3	12.5	12.6	4.9	17.1	1.8				3.3	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	38.6	38.6	29.3	35.8	16.4				35.0	32.4	0.0
LnGrp LOS	D	D	D	C	D	B				D	C	
Approach Vol, veh/h		1445			1882						211	A
Approach Delay, s/veh		40.8			33.5						34.3	
Approach LOS		D			C						C	
Timer - Assigned Phs			3	4		6	7	8				
Phs Duration (G+Y+Rc), s			34.6	40.0		25.4	24.6	50.0				
Change Period (Y+Rc), s			4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s			24.2	42.8		19.5	20.5	46.5				
Max Q Clear Time (g_c+I1), s			13.9	30.4		9.6	20.0	42.1				
Green Ext Time (p_c), s			0.5	5.1		0.5	0.1	3.4				
Intersection Summary												
HCM 6th Ctrl Delay			36.5									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
5: North Bridges Road/Bojangles & Jonesboro Road

2027 no-build a.m.

Intersection												
Int Delay, s/veh	27.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	71	985	2	3	1782	40	1	1	0	20	1	41
Future Vol, veh/h	71	985	2	3	1782	40	1	1	0	20	1	41
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	370	-	230	240	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	99	99	99	25	25	25	90	90	90
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	73	1015	2	3	1800	40	4	4	0	22	1	46
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	1840	0	0	1017	0	0	2068	3007	508	2462	2969	900
Stage 1	-	-	-	-	-	-	1161	1161	-	1806	1806	-
Stage 2	-	-	-	-	-	-	907	1846	-	656	1163	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	327	-	-	678	-	-	31	13	510	~ 16	14	282
Stage 1	-	-	-	-	-	-	208	268	-	82	129	-
Stage 2	-	-	-	-	-	-	297	123	-	421	267	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	327	-	-	678	-	-	20	10	510	~ 9	11	282
Mov Cap-2 Maneuver	-	-	-	-	-	-	20	10	-	~ 9	11	-
Stage 1	-	-	-	-	-	-	162	208	-	64	128	-
Stage 2	-	-	-	-	-	-	246	123	-	321	207	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	1.3		0			\$ 485.5			\$ 1122.4			
HCM LOS						F			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	13	327	-	-	678	-	-	25				
HCM Lane V/C Ratio	0.615	0.224	-	-	0.004	-	-	2.756				
HCM Control Delay (s)	\$ 485.5	19.2	-	-	10.3	-	-	\$ 1122.4				
HCM Lane LOS	F	C	-	-	B	-	-	F				
HCM 95th %tile Q(veh)	1.4	0.8	-	-	0	-	-	8.5				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	943	58	359	1649	0	180	1	391	0	0	0
Future Volume (veh/h)	0	943	58	359	1649	0	180	1	391	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	972	60	386	1773	0	200	1	434	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	160	1121	508	410	1901	862	578	1	315	290	344	0
Arrive On Green	0.00	0.32	0.32	0.36	1.00	0.00	0.14	0.20	0.20	0.00	0.00	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1781	4	1582	1781	1870	0
Grp Volume(v), veh/h	0	972	60	386	1773	0	200	0	435	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1781	0	1586	1781	1870	0
Q Serve(g_s), s	0.0	26.1	2.7	15.4	0.0	0.0	0.0	0.0	19.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	26.1	2.7	15.4	0.0	0.0	0.0	0.0	19.9	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	160	1121	508	410	1901	862	578	0	316	290	344	0
V/C Ratio(X)	0.00	0.87	0.12	0.94	0.93	0.00	0.35	0.00	1.38	0.00	0.00	0.00
Avail Cap(c_a), veh/h	247	1270	575	464	1901	862	578	0	316	290	344	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.25	0.25	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	32.0	24.0	29.5	0.0	0.0	26.8	0.0	40.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.0	0.1	9.4	2.7	0.0	0.4	0.0	189.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.2	1.0	7.6	0.7	0.0	3.7	0.0	24.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.0	24.1	38.9	2.7	0.0	27.2	0.0	229.1	0.0	0.0	0.0
LnGrp LOS	A	D	C	D	A	A	C	A	F	A	A	A
Approach Vol, veh/h	1032					2159		635		0		
Approach Delay, s/veh	37.2					9.2		165.5		0.0		
Approach LOS	D					A		F				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	24.4	22.3	36.6	18.2	22.9	0.0	58.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.9	20.8	36.3	6.5	18.4	5.0	52.1				
Max Q Clear Time (g_c+I1), s	0.0	21.9	17.4	28.1	2.0	0.0	0.0	2.0				
Green Ext Time (p_c), s	0.0	0.0	0.4	3.9	0.2	0.0	0.0	21.1				
Intersection Summary												
HCM 6th Ctrl Delay	42.7											
HCM 6th LOS	D											

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 no-build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	84	1094	124	32	1502	31	291	139	40	40	113	97
Future Volume (veh/h)	84	1094	124	32	1502	31	291	139	40	40	113	97
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	1116	0	32	1502	31	300	143	0	47	131	113
Peak Hour Factor	0.98	0.98	0.98	1.00	1.00	1.00	0.97	0.97	0.97	0.86	0.86	0.86
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	153	1230		365	1576	714	373	690		466	342	295
Arrive On Green	0.09	0.70	0.00	0.14	0.45	0.45	0.37	0.37	0.00	0.37	0.37	0.37
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1136	1870	1585	1245	927	800
Grp Volume(v), veh/h	86	1116	0	32	1502	31	300	143	0	47	0	244
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1136	1870	1585	1245	0	1726
Q Serve(g_s), s	0.4	26.2	0.0	0.0	41.3	1.1	26.4	5.2	0.0	2.7	0.0	10.4
Cycle Q Clear(g_c), s	0.4	26.2	0.0	0.0	41.3	1.1	36.8	5.2	0.0	7.9	0.0	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	153	1230		365	1576	714	373	690		466	0	637
V/C Ratio(X)	0.56	0.91		0.09	0.95	0.04	0.80	0.21		0.10	0.00	0.38
Avail Cap(c_a), veh/h	163	1595		365	1591	721	373	690		466	0	637
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	13.5	0.0	32.9	26.4	15.4	36.7	21.6	0.0	24.3	0.0	23.2
Incr Delay (d2), s/veh	1.7	3.1	0.0	0.1	13.0	0.0	16.7	0.7	0.0	0.4	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.9	0.0	0.6	18.3	0.4	8.6	2.3	0.0	0.8	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	16.6	0.0	33.0	39.5	15.4	53.4	22.2	0.0	24.7	0.0	24.9
LnGrp LOS	D	B		C	D	B	D	C		C	A	C
Approach Vol, veh/h		1202	A		1565			443	A		291	
Approach Delay, s/veh		18.6			38.9			43.3			24.9	
Approach LOS		B			D			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		41.4	18.9	39.7		41.4	9.0	49.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.9	5.0	45.6		35.9	5.1	45.5				
Max Q Clear Time (g_c+I1), s		38.8	2.0	28.2		12.4	2.4	43.3				
Green Ext Time (p_c), s		0.0	0.0	7.0		1.6	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			31.3									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
8: Mt Carmel Road & North Bridges Road

2027 no-build a.m.

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	552	365	0	0	3
Future Vol, veh/h	1	552	365	0	0	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	91	91	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	558	401	0	0	12
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	401	0	-	0	961	401
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	560	-
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	1158	-	-	-	284	649
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1158	-	-	-	284	649
Mov Cap-2 Maneuver	-	-	-	-	284	-
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	572	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10.7		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1158	-	-	-	649	
HCM Lane V/C Ratio	0.001	-	-	-	0.018	
HCM Control Delay (s)	8.1	0	-	-	10.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

North Bridges Road DRI
9: Sterling Place & Mt Carmel Road

2027 no-build a.m.

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	524	5	13	345	2	6
Future Vol, veh/h	524	5	13	345	2	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	90	90	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	535	5	14	383	2	7
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	540	0	949	538
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	411	-
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	-	-	1028	-	289	543
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1028	-	284	543
Mov Cap-2 Maneuver	-	-	-	-	284	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	658	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		13.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	442	-	-	1028	-	
HCM Lane V/C Ratio	0.021	-	-	0.014	-	
HCM Control Delay (s)	13.3	-	-	8.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

North Bridges Road DRI
10: Rowanshyre Way & Mt Carmel Road

2027 no-build a.m.

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	485	1	7	359	5	11	3	19	11	0	1
Future Vol, veh/h	3	485	1	7	359	5	11	3	19	11	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	89	89	89	100	100	100	56	56	56
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	500	1	8	403	6	11	3	19	20	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	409	0	0	501	0	0	930	932	501	940	929	406
Stage 1	-	-	-	-	-	-	507	507	-	422	422	-
Stage 2	-	-	-	-	-	-	423	425	-	518	507	-
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	1150	-	-	1063	-	-	248	266	570	244	268	645
Stage 1	-	-	-	-	-	-	548	539	-	609	588	-
Stage 2	-	-	-	-	-	-	609	586	-	541	539	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1150	-	-	1063	-	-	245	262	570	231	264	645
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	262	-	231	264	-
Stage 1	-	-	-	-	-	-	546	537	-	607	582	-
Stage 2	-	-	-	-	-	-	601	580	-	518	537	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			15.7			21.2		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	368	1150	-	-	1063	-	-	244				
HCM Lane V/C Ratio	0.09	0.003	-	-	0.007	-	-	0.088				
HCM Control Delay (s)	15.7	8.1	0	-	8.4	0	-	21.2				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile O(veh)	0.3	0	-	-	0	-	-	0.3				

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2027 no-build a.m.

Intersection				
Intersection Delay, s/veh	11.5			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	521	363	542	149
Demand Flow Rate, veh/h	532	370	552	152
Vehicles Circulating, veh/h	157	579	510	326
Vehicles Exiting, veh/h	321	483	179	623
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.9	11.6	16.5	5.1
Approach LOS	A	B	C	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	532	370	552	152
Cap Entry Lane, veh/h	1176	765	820	990
Entry HV Adj Factor	0.979	0.981	0.981	0.982
Flow Entry, veh/h	521	363	542	149
Cap Entry, veh/h	1151	750	805	972
V/C Ratio	0.453	0.484	0.673	0.154
Control Delay, s/veh	7.9	11.6	16.5	5.1
LOS	A	B	C	A
95th %tile Queue, veh	2	3	5	1

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1054	212	861	1010	229	359	167	502	486	157	59
Future Volume (veh/h)	59	1054	212	861	1010	229	359	167	502	486	157	59
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	1076	0	897	1052	0	268	307	0	378	373	0
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.98	0.98	0.98	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	156	955		784	1620		281	295		363	381	
Arrive On Green	0.04	0.27	0.00	0.38	0.77	0.00	0.16	0.16	0.00	0.20	0.20	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	60	1076	0	897	1052	0	268	307	0	378	373	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	3.4	35.5	0.0	29.5	17.8	0.0	19.4	20.5	0.0	26.5	25.8	0.0
Cycle Q Clear(g_c), s	3.4	35.5	0.0	29.5	17.8	0.0	19.4	20.5	0.0	26.5	25.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	156	955		784	1620		281	295		363	381	
V/C Ratio(X)	0.39	1.13		1.14	0.65		0.95	1.04		1.04	0.98	
Avail Cap(c_a), veh/h	185	955		784	1620		281	295		363	381	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.60	0.60	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.1	47.3	0.0	40.4	9.9	0.0	54.3	54.8	0.0	51.7	51.5	0.0
Incr Delay (d2), s/veh	1.6	70.5	0.0	74.3	0.6	0.0	43.1	63.5	0.0	58.3	41.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	24.2	0.0	18.5	4.1	0.0	12.0	14.8	0.0	17.7	16.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	117.8	0.0	114.7	10.5	0.0	97.4	118.2	0.0	110.0	92.4	0.0
LnGrp LOS	D	F		F	B		F	F		F	F	
Approach Vol, veh/h		1136	A		1949	A		575	A		751	A
Approach Delay, s/veh		113.7			58.4			108.5			101.3	
Approach LOS		F			E			F			F	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.0	34.0	40.0		31.0	9.3	64.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	29.5	35.5		26.5	6.9	58.1				
Max Q Clear Time (g_c+I1), s		22.5	31.5	37.5		28.5	5.4	19.8				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	8.4				
Intersection Summary												
HCM 6th Ctrl Delay			86.5									
HCM 6th LOS			F									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
2: I-75 southbound ramp & Jonesboro Road

2027 no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖	↕	↗
Traffic Volume (veh/h)	0	1689	373	152	1460	0	0	0	0	546	0	651
Future Volume (veh/h)	0	1689	373	152	1460	0	0	0	0	546	0	651
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1841	1841	1841	1841	0				1841	1870	1841
Adj Flow Rate, veh/h	0	1778	0	160	1537	0				814	0	0
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92				0.94	0.94	0.94
Percent Heavy Veh, %	0	4	4	4	4	0				4	2	4
Cap, veh/h	0	1825		184	2188	0				1070	0	
Arrive On Green	0.00	0.69	0.00	0.07	0.63	0.00				0.31	0.00	0.00
Sat Flow, veh/h	0	3589	1560	1753	3589	0				3506	0	1560
Grp Volume(v), veh/h	0	1778	0	160	1537	0				814	0	0
Grp Sat Flow(s),veh/h/ln	0	1749	1560	1753	1749	0				1753	0	1560
Q Serve(g_s), s	0.0	62.4	0.0	7.1	38.2	0.0				27.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	62.4	0.0	7.1	38.2	0.0				27.3	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1825		184	2188	0				1070	0	
V/C Ratio(X)	0.00	0.97		0.87	0.70	0.00				0.76	0.00	
Avail Cap(c_a), veh/h	0	1843		184	2206	0				1070	0	
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.00	0.46	0.46	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	19.1	0.0	58.2	16.2	0.0				40.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.6	0.0	18.5	0.5	0.0				3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.0	0.0	5.8	13.8	0.0				11.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.6	0.0	76.6	16.7	0.0				44.1	0.0	0.0
LnGrp LOS	A	C		E	B	A				D	A	
Approach Vol, veh/h		1778	A		1697						814	A
Approach Delay, s/veh		21.6			22.4						44.1	
Approach LOS		C			C						D	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			13.5	72.3		44.2		85.8				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			9.0	68.5		39.0		82.0				
Max Q Clear Time (g_c+l1), s			9.1	64.4		29.3		40.2				
Green Ext Time (p_c), s			0.0	3.4		2.3		15.5				
Intersection Summary												
HCM 6th Ctrl Delay			26.2									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2027 no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 					
Traffic Volume (veh/h)	522	1690	0	0	1282	779	293	0	159	0	0	0
Future Volume (veh/h)	522	1690	0	0	1282	779	293	0	159	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	522	1690	0	0	1295	0	371	0	0			
Peak Hour Factor	1.00	1.00	0.92	0.92	0.99	0.99	0.79	0.79	0.79			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	549	2486	0	0	1411		748	0				
Arrive On Green	0.27	0.71	0.00	0.00	0.40	0.00	0.22	0.00	0.00			
Sat Flow, veh/h	1753	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	522	1690	0	0	1295	0	371	0	0			
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	32.6	35.1	0.0	0.0	45.6	0.0	12.4	0.0	0.0			
Cycle Q Clear(g_c), s	32.6	35.1	0.0	0.0	45.6	0.0	12.4	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	549	2486	0	0	1411		748	0				
V/C Ratio(X)	0.95	0.68	0.00	0.00	0.92		0.50	0.00				
Avail Cap(c_a), veh/h	609	2688	0	0	1493		748	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.19	0.19	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	43.9	10.5	0.0	0.0	36.7	0.0	44.4	0.0	0.0			
Incr Delay (d2), s/veh	7.0	0.1	0.0	0.0	9.1	0.0	0.5	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	16.9	11.3	0.0	0.0	20.3	0.0	5.2	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	10.6	0.0	0.0	45.8	0.0	44.9	0.0	0.0			
LnGrp LOS	D	B	A	A	D		D	A				
Approach Vol, veh/h		2212			1295	A		371	A			
Approach Delay, s/veh		20.2			45.8			44.9				
Approach LOS		C			D			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		33.1		96.9			40.0	57.0				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		21.1		99.9			39.9	55.5				
Max Q Clear Time (g_c+I1), s		14.4		37.1			34.6	47.6				
Green Ext Time (p_c), s		0.7		20.5			0.9	4.9				
Intersection Summary												
HCM 6th Ctrl Delay				31.1								
HCM 6th LOS				C								

Notes

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

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2027 no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	355	1283	0	0	1464	125	143	59	356	145	0	155
Future Volume (veh/h)	355	1283	0	0	1464	125	143	59	356	145	0	155
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	1856	1841	1856	1856	1841	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	359	1296	0	0	1464	125	157	65	391	167	0	0
Peak Hour Factor	0.99	0.99	0.99	1.00	1.00	1.00	0.91	0.91	0.91	0.87	0.87	0.87
Percent Heavy Veh, %	3	4	3	3	4	3	3	3	3	3	3	3
Cap, veh/h	382	2287	0	1	1531	688	288	307	362	271	0	
Arrive On Green	0.18	0.65	0.00	0.00	0.44	0.44	0.17	0.17	0.17	0.08	0.00	0.00
Sat Flow, veh/h	1767	3589	0	1767	3497	1572	1406	1856	2768	3534	0	1572
Grp Volume(v), veh/h	359	1296	0	0	1464	125	157	65	391	167	0	0
Grp Sat Flow(s),veh/h/ln	1767	1749	0	1767	1749	1572	1406	1856	1384	1767	0	1572
Q Serve(g_s), s	21.5	26.5	0.0	0.0	52.6	6.3	13.6	3.9	20.1	6.0	0.0	0.0
Cycle Q Clear(g_c), s	21.5	26.5	0.0	0.0	52.6	6.3	13.6	3.9	20.1	6.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	382	2287	0	1	1531	688	288	307	362	271	0	
V/C Ratio(X)	0.94	0.57	0.00	0.00	0.96	0.18	0.55	0.21	1.08	0.62	0.00	
Avail Cap(c_a), veh/h	394	2287	0	68	1547	696	288	307	362	271	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.5	12.4	0.0	0.0	35.4	22.3	51.0	46.9	72.6	58.2	0.0	0.0
Incr Delay (d2), s/veh	30.0	0.3	0.0	0.0	13.9	0.1	7.2	1.6	70.5	4.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	9.3	0.0	0.0	24.1	2.3	5.3	1.9	10.5	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	12.7	0.0	0.0	49.2	22.5	58.2	48.5	143.0	62.3	0.0	0.0
LnGrp LOS	F	B	A	A	D	C	E	D	F	E	A	
Approach Vol, veh/h	1655				1589				613			
Approach Delay, s/veh	27.4				47.1				111.3			
Approach LOS	C				D				F			
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	14.5	26.0	0.0	89.5		40.5	28.1	61.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	21.5	5.0	77.0		34.5	24.5	57.5				
Max Q Clear Time (g_c+I1), s	8.0	22.1	0.0	28.5		0.0	23.5	54.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	12.0		0.0	0.1	2.3				
Intersection Summary												
HCM 6th Ctrl Delay	49.4											
HCM 6th LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
5: North Bridges Road/Bojangles & Jonesboro Road

2027 no-build p.m.

Intersection												
Int Delay, s/veh	51											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	83	1935	2	8	1541	17	0	0	1	24	0	23
Future Vol, veh/h	83	1935	2	8	1541	17	0	0	1	24	0	23
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	370	-	230	240	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	93	93	93	25	25	25	68	68	68
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	83	1935	2	9	1657	18	0	0	4	35	0	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1675	0	0	1937	0	0	2948	3794	968	2809	3778	829
Stage 1	-	-	-	-	-	-	2101	2101	-	1675	1675	-
Stage 2	-	-	-	-	-	-	847	1693	-	1134	2103	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	379	-	-	300	-	-	7	4	254	~ 8	4	314
Stage 1	-	-	-	-	-	-	53	92	-	99	150	-
Stage 2	-	-	-	-	-	-	323	147	-	216	91	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	379	-	-	300	-	-	5	3	254	~ 6	3	314
Mov Cap-2 Maneuver	-	-	-	-	-	-	5	3	-	~ 6	3	-
Stage 1	-	-	-	-	-	-	41	72	-	77	146	-
Stage 2	-	-	-	-	-	-	280	143	-	166	71	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.1			19.4			\$ 2763.2		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	254	379	-	-	300	-	-	12
HCM Lane V/C Ratio	0.016	0.219	-	-	0.029	-	-	5.76
HCM Control Delay (s)	19.4	17.1	-	-	17.4	-	-	\$ 2763.2
HCM Lane LOS	C	C	-	-	C	-	-	F
HCM 95th %tile Q(veh)	0	0.8	-	-	0.1	-	-	9.8

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

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1834	167	445	1341	3	105	0	460	1	10	0
Future Volume (veh/h)	3	1834	167	445	1341	3	105	0	460	1	10	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1853	169	449	1355	3	109	0	479	1	11	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.96	0.96	0.96	0.87	0.87	0.87
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	240	1681	762	391	2327	1055	333	0	244	124	288	0
Arrive On Green	0.00	0.48	0.48	0.38	1.00	1.00	0.04	0.00	0.15	0.04	0.15	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	3	1853	169	449	1355	3	109	0	479	1	11	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.1	62.5	8.1	24.5	0.0	0.0	0.0	0.0	20.0	0.0	0.7	0.0
Cycle Q Clear(g_c), s	0.1	62.5	8.1	24.5	0.0	0.0	0.0	0.0	20.0	0.0	0.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	240	1681	762	391	2327	1055	333	0	244	124	288	0
V/C Ratio(X)	0.01	1.10	0.22	1.15	0.58	0.00	0.33	0.00	1.96	0.01	0.04	0.00
Avail Cap(c_a), veh/h	301	1681	762	391	2327	1055	333	0	244	124	288	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.16	0.16	0.16	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.9	33.8	19.6	38.8	0.0	0.0	46.5	0.0	55.0	60.1	46.8	0.0
Incr Delay (d2), s/veh	0.0	55.5	0.1	71.9	0.1	0.0	0.6	0.0	448.5	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	0.0	37.5	2.9	16.3	0.0	0.0	3.2	0.0	38.3	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	89.2	19.8	110.7	0.1	0.0	47.1	0.0	503.5	60.1	47.1	0.0
LnGrp LOS	B	F	B	F	A	A	D	A	F	E	D	A
Approach Vol, veh/h	2025				1807			588			12	
Approach Delay, s/veh	83.3				27.5			418.9			48.2	
Approach LOS	F				C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	24.5	29.0	67.0	9.5	24.5	5.0	91.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	20.0	24.5	62.5	5.0	20.0	5.0	82.0				
Max Q Clear Time (g_c+I1), s	2.0	22.0	26.5	64.5	2.0	2.7	2.1	2.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	0.0	0.0	13.7				
Intersection Summary												
HCM 6th Ctrl Delay	105.0											
HCM 6th LOS	F											

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 no-build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1871	282	111	1522	59	211	229	63	95	218	101
Future Volume (veh/h)	178	1871	282	111	1522	59	211	229	63	95	218	101
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	1890	0	118	1619	63	224	244	0	102	234	109
Peak Hour Factor	0.99	0.99	0.99	0.94	0.94	0.94	0.94	0.94	0.94	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	194	1616		243	1685	764	241	633		326	409	190
Arrive On Green	0.15	0.92	0.00	0.10	0.48	0.48	0.34	0.34	0.00	0.34	0.34	0.34
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1038	1870	1585	1136	1207	562
Grp Volume(v), veh/h	180	1890	0	118	1619	63	224	244	0	102	0	343
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1038	1870	1585	1136	0	1769
Q Serve(g_s), s	8.6	60.1	0.0	2.6	58.1	2.8	23.2	12.9	0.0	9.8	0.0	20.7
Cycle Q Clear(g_c), s	8.6	60.1	0.0	2.6	58.1	2.8	44.0	12.9	0.0	22.7	0.0	20.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	194	1616		243	1685	764	241	633		326	0	599
V/C Ratio(X)	0.93	1.17		0.48	0.96	0.08	0.93	0.39		0.31	0.00	0.57
Avail Cap(c_a), veh/h	194	1816		243	1700	771	241	633		326	0	599
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.2	4.9	0.0	52.8	32.5	18.2	55.4	32.7	0.0	41.4	0.0	35.3
Incr Delay (d2), s/veh	7.9	77.0	0.0	1.5	13.7	0.0	42.4	1.8	0.0	2.5	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	19.2	0.0	3.6	26.0	1.0	10.1	6.0	0.0	3.0	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	82.0	0.0	54.3	46.2	18.2	97.7	34.5	0.0	43.9	0.0	39.2
LnGrp LOS	E	F		D	D	B	F	C		D	A	D
Approach Vol, veh/h		2070	A		1800			468	A		445	
Approach Delay, s/veh		80.2			45.7			64.8			40.3	
Approach LOS		F			D			E			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		48.5	13.6	67.9		48.5	14.3	67.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		43.5	5.5	67.5		43.5	9.8	63.2				
Max Q Clear Time (g_c+I1), s		46.0	4.6	62.1		24.7	10.6	60.1				
Green Ext Time (p_c), s		0.0	0.0	4.6		2.3	0.0	2.6				
Intersection Summary												
HCM 6th Ctrl Delay			62.0									
HCM 6th LOS			E									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
8: Mt Carmel Road & North Bridges Road

2027 no-build p.m.

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	576	556	1	1	5
Future Vol, veh/h	1	576	556	1	1	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	99	99	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	600	562	1	2	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	563	0	-	0	1165	563
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	602	-
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	1008	-	-	-	215	526
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1008	-	-	-	215	526
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	547	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		13.7		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1008	-	-	-	424	
HCM Lane V/C Ratio	0.001	-	-	-	0.022	
HCM Control Delay (s)	8.6	0	-	-	13.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

North Bridges Road DRI
9: Sterling Place & Mt Carmel Road

2027 no-build p.m.

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	573	1	9	537	0	12
Future Vol, veh/h	573	1	9	537	0	12
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	99	99	98	98	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	579	1	9	548	0	19
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	580	0	1146	580
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	566	-
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	-	-	994	-	220	514
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	994	-	217	514
Mov Cap-2 Maneuver	-	-	-	-	217	-
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	561	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		12.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	514	-	-	994	-	
HCM Lane V/C Ratio	0.037	-	-	0.009	-	
HCM Control Delay (s)	12.3	-	-	8.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

North Bridges Road DRI
10: Rowanshyre Way & Mt Carmel Road

2027 no-build p.m.

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	556	9	5	518	17	0	0	11	19	0	7
Future Vol, veh/h	8	556	9	5	518	17	0	0	11	19	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	96	96	96	40	40	40	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	562	9	5	540	18	0	0	28	32	0	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	558	0	0	571	0	0	1148	1151	567	1156	1146	549
Stage 1	-	-	-	-	-	-	583	583	-	559	559	-
Stage 2	-	-	-	-	-	-	565	568	-	597	587	-
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	1013	-	-	1002	-	-	176	198	523	174	199	535
Stage 1	-	-	-	-	-	-	498	499	-	513	511	-
Stage 2	-	-	-	-	-	-	510	506	-	490	497	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1013	-	-	1002	-	-	170	194	523	163	195	535
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	194	-	163	195	-
Stage 1	-	-	-	-	-	-	492	493	-	507	507	-
Stage 2	-	-	-	-	-	-	495	502	-	459	491	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			12.3			27.8		
HCM LOS							B			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	523	1013	-	-	1002	-	-	201				
HCM Lane V/C Ratio	0.053	0.008	-	-	0.005	-	-	0.216				
HCM Control Delay (s)	12.3	8.6	0	-	8.6	0	-	27.8				
HCM Lane LOS	B	A	A	-	A	A	-	D				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.8				

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2027 build p.m.

Intersection				
Intersection Delay, s/veh	54.1			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	457	594	939	602
Demand Flow Rate, veh/h	466	605	958	615
Vehicles Circulating, veh/h	694	811	452	579
Vehicles Exiting, veh/h	500	599	708	837
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	19.7	64.0	83.0	25.5
Approach LOS	C	F	F	D
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	466	605	958	615
Cap Entry Lane, veh/h	680	603	870	765
Entry HV Adj Factor	0.981	0.981	0.980	0.979
Flow Entry, veh/h	457	594	939	602
Cap Entry, veh/h	667	592	853	749
V/C Ratio	0.685	1.003	1.101	0.804
Control Delay, s/veh	19.7	64.0	83.0	25.5
LOS	C	F	F	D
95th %tile Queue, veh	5	15	25	8

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 no-build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	730	104	408	866	241	128	64	588	164	41	14
Future Volume (veh/h)	43	730	104	408	866	241	128	64	588	164	41	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	768	0	412	875	0	152	76	0	202	51	0
Peak Hour Factor	0.95	0.95	0.95	0.99	0.99	0.99	0.84	0.84	0.84	0.81	0.81	0.81
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	136	822		489	1193		910	493		622	337	
Arrive On Green	0.04	0.23	0.00	0.28	0.68	0.00	0.26	0.26	0.00	0.18	0.18	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	3456	1870	1585	3456	1870	0
Grp Volume(v), veh/h	45	768	0	412	875	0	152	76	0	202	51	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1728	1870	1585	1728	1870	0
Q Serve(g_s), s	2.0	21.5	0.0	11.2	15.9	0.0	3.4	3.1	0.0	5.1	2.3	0.0
Cycle Q Clear(g_c), s	2.0	21.5	0.0	11.2	15.9	0.0	3.4	3.1	0.0	5.1	2.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	136	822		489	1193		910	493		622	337	
V/C Ratio(X)	0.33	0.93		0.84	0.73		0.17	0.15		0.32	0.15	
Avail Cap(c_a), veh/h	174	822		743	1374		910	493		622	337	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.78	0.78	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.5	37.5	0.0	34.8	13.0	0.0	28.4	28.3	0.0	35.7	34.6	0.0
Incr Delay (d2), s/veh	1.4	17.6	0.0	4.3	1.4	0.0	0.4	0.7	0.0	1.4	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	0.9	10.7	0.0	4.2	3.8	0.0	1.4	1.5	0.0	2.3	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	55.1	0.0	39.1	14.4	0.0	28.8	28.9	0.0	37.1	35.5	0.0
LnGrp LOS	C	E		D	B		C	C		D	D	
Approach Vol, veh/h		813	A		1287	A		228	A		253	A
Approach Delay, s/veh		53.9			22.3			28.8			36.8	
Approach LOS		D			C			C			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.8	18.7	28.0		22.5	8.1	38.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.0	21.5	23.5		18.0	5.7	39.3				
Max Q Clear Time (g_c+I1), s		5.4	13.2	23.5		7.1	4.0	17.9				
Green Ext Time (p_c), s		0.7	0.9	0.0		0.7	0.0	5.7				
Intersection Summary												
HCM 6th Ctrl Delay			34.3									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

3: I-75 northbound ramp & Jonesboro Road

2027 no-build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 		 					
Traffic Volume (veh/h)	534	1268	0	0	707	1085	284	0	228	0	0	0
Future Volume (veh/h)	534	1268	0	0	707	1085	284	0	228	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	574	1363	0	0	729	0	316	0	0			
Peak Hour Factor	0.93	0.93	0.92	0.92	0.97	0.97	0.90	0.90	0.90			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	595	1691	0	0	921		1451	0				
Arrive On Green	0.17	0.48	0.00	0.00	0.26	0.00	0.43	0.00	0.00			
Sat Flow, veh/h	3401	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	574	1363	0	0	729	0	316	0	0			
Grp Sat Flow(s),veh/h/ln	1700	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	16.8	33.0	0.0	0.0	19.4	0.0	5.9	0.0	0.0			
Cycle Q Clear(g_c), s	16.8	33.0	0.0	0.0	19.4	0.0	5.9	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	595	1691	0	0	921		1451	0				
V/C Ratio(X)	0.96	0.81	0.00	0.00	0.79		0.22	0.00				
Avail Cap(c_a), veh/h	595	2522	0	0	1752		1451	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.49	0.49	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	40.9	21.9	0.0	0.0	34.3	0.0	18.1	0.0	0.0			
Incr Delay (d2), s/veh	17.9	0.6	0.0	0.0	1.6	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.2	12.2	0.0	0.0	8.0	0.0	2.2	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	22.5	0.0	0.0	35.8	0.0	18.2	0.0	0.0			
LnGrp LOS	E	C	A	A	D		B	A				
Approach Vol, veh/h	1937				729			A	316	A		
Approach Delay, s/veh	33.2				35.8				18.2			
Approach LOS	C				D				B			
Timer - Assigned Phs	2				4			7	8			
Phs Duration (G+Y+Rc), s	47.2				52.8			22.0	30.8			
Change Period (Y+Rc), s	4.5				4.5			4.5	4.5			
Max Green Setting (Gmax), s	18.9				72.1			17.5	50.1			
Max Q Clear Time (g_c+l1), s	7.9				35.0			18.8	21.4			
Green Ext Time (p_c), s	0.8				12.3			0.0	4.9			
Intersection Summary												
HCM 6th Ctrl Delay	32.3											
HCM 6th LOS	C											

Notes

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

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 no-build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	943	58	359	1649	0	180	1	391	0	0	0
Future Volume (veh/h)	0	943	58	359	1649	0	180	1	391	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	972	60	386	1773	0	200	1	434	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	98	1157	525	415	1747	792	578	3	846	72	670	0
Arrive On Green	0.00	0.33	0.33	0.35	1.00	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1412	7	1585	954	1870	0
Grp Volume(v), veh/h	0	972	60	386	1773	0	201	0	434	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1419	0	1585	954	1870	0
Q Serve(g_s), s	0.0	25.8	2.6	14.8	50.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	25.8	2.6	14.8	50.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	98	1157	525	415	1747	792	580	0	846	72	670	0
V/C Ratio(X)	0.00	0.84	0.11	0.93	1.01	0.00	0.35	0.00	0.51	0.00	0.00	0.00
Avail Cap(c_a), veh/h	174	1434	650	502	2046	927	580	0	846	72	670	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.45	0.45	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	31.0	23.3	29.4	0.0	0.0	24.0	0.0	14.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.8	0.1	12.1	16.7	0.0	1.6	0.0	2.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.7	1.0	7.9	4.1	0.0	3.7	0.0	6.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.8	23.4	41.5	16.8	0.0	25.6	0.0	17.2	0.0	0.0	0.0
LnGrp LOS	A	C	C	D	F	A	C	A	B	A	A	A
Approach Vol, veh/h	1032				2159			635			0	
Approach Delay, s/veh	34.2				21.2			19.8			0.0	
Approach LOS	C				C			B				
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	39.3		23.1	37.6		39.3		2.6	58.1			
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5		4.5	4.5			
Max Green Setting (Gmax), s	23.0		22.5	41.0		23.0		5.0	58.5			
Max Q Clear Time (g_c+l1), s	12.6		16.8	27.8		0.0		0.0	52.0			
Green Ext Time (p_c), s	2.1		0.6	5.3		0.0		0.0	5.2			
Intersection Summary												
HCM 6th Ctrl Delay	24.5											
HCM 6th LOS	C											

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 no-build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	84	1094	124	32	1502	31	291	139	40	40	113	97
Future Volume (veh/h)	84	1094	124	32	1502	31	291	139	40	40	113	97
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	1116	0	32	1502	31	300	143	0	47	131	113
Peak Hour Factor	0.98	0.98	0.98	1.00	1.00	1.00	0.97	0.97	0.97	0.86	0.86	0.86
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	153	1238		394	1636	741	416	658		443	658	558
Arrive On Green	0.09	0.71	0.00	0.16	0.47	0.47	0.35	0.35	0.00	0.35	0.35	0.35
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1136	1870	1585	1245	1870	1585
Grp Volume(v), veh/h	86	1116	0	32	1502	31	300	143	0	47	131	113
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1136	1870	1585	1245	1870	1585
Q Serve(g_s), s	0.4	25.8	0.0	0.0	40.1	1.1	25.0	5.4	0.0	2.8	4.9	5.0
Cycle Q Clear(g_c), s	0.4	25.8	0.0	0.0	40.1	1.1	29.9	5.4	0.0	8.1	4.9	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	1238		394	1636	741	416	658		443	658	558
V/C Ratio(X)	0.56	0.90		0.08	0.92	0.04	0.72	0.22		0.11	0.20	0.20
Avail Cap(c_a), veh/h	163	1703		394	1700	770	416	658		443	658	558
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	13.2	0.0	31.2	24.8	14.4	33.0	22.7	0.0	25.6	22.6	22.6
Incr Delay (d2), s/veh	2.5	3.7	0.0	0.1	8.2	0.0	10.3	0.8	0.0	0.5	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.9	0.0	0.6	16.6	0.4	7.6	2.4	0.0	0.9	2.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	16.9	0.0	31.3	33.1	14.5	43.3	23.5	0.0	26.1	23.3	23.4
LnGrp LOS	D	B		C	C	B	D	C		C	C	C
Approach Vol, veh/h		1202	A		1565			443	A		291	
Approach Delay, s/veh		19.0			32.7			36.9			23.8	
Approach LOS		B			C			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.7	20.4	39.9		39.7	9.0	51.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		32.8	5.0	48.7		32.8	5.1	48.6				
Max Q Clear Time (g_c+I1), s		31.9	2.0	27.8		10.1	2.4	42.1				
Green Ext Time (p_c), s		0.2	0.0	7.6		1.2	0.0	4.7				
Intersection Summary												
HCM 6th Ctrl Delay			27.8									
HCM 6th LOS			C									

Notes

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

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2027 no-build a.m. with mitigation

Intersection						
Intersection Delay, s/veh	7.9					
Intersection LOS	A					
Approach	EB	WB		NB		SB
Entry Lanes	1	2		2		1
Conflicting Circle Lanes	1	1		1		1
Adj Approach Flow, veh/h	521	363		542		149
Demand Flow Rate, veh/h	532	370		552		152
Vehicles Circulating, veh/h	157	579		510		326
Vehicles Exiting, veh/h	321	483		179		623
Ped Vol Crossing Leg, #/h	0	0		0		0
Ped Cap Adj	1.000	1.000		1.000		1.000
Approach Delay, s/veh	7.9	8.2		8.4		5.1
Approach LOS	A	A		A		A
Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	LT	R	LT	R	LTR
Assumed Moves	LTR	LT	R	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.846	0.154	0.703	0.297	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	532	313	57	388	164	152
Cap Entry Lane, veh/h	1176	838	838	893	893	990
Entry HV Adj Factor	0.979	0.981	0.982	0.981	0.982	0.982
Flow Entry, veh/h	521	307	56	381	161	149
Cap Entry, veh/h	1151	823	824	876	876	972
V/C Ratio	0.453	0.373	0.068	0.435	0.184	0.154
Control Delay, s/veh	7.9	8.8	5.0	9.4	5.9	5.1
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	2	0	2	1	1

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 no-build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1054	212	861	1010	229	359	167	502	486	157	59
Future Volume (veh/h)	59	1054	212	861	1010	229	359	167	502	486	157	59
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	1076	0	897	1052	0	366	170	0	523	169	0
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.98	0.98	0.98	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	205	1063		891	1839		510	276		526	285	
Arrive On Green	0.04	0.30	0.00	0.43	0.88	0.00	0.15	0.15	0.00	0.15	0.15	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	3456	1870	2790	3456	1870	0
Grp Volume(v), veh/h	60	1076	0	897	1052	0	366	170	0	523	169	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1728	1870	1395	1728	1870	0
Q Serve(g_s), s	3.2	39.5	0.0	33.5	9.6	0.0	13.1	11.1	0.0	19.7	10.9	0.0
Cycle Q Clear(g_c), s	3.2	39.5	0.0	33.5	9.6	0.0	13.1	11.1	0.0	19.7	10.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	205	1063		891	1839		510	276		526	285	
V/C Ratio(X)	0.29	1.01		1.01	0.57		0.72	0.62		0.99	0.59	
Avail Cap(c_a), veh/h	236	1063		891	1839		510	276		526	285	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.60	0.60	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.0	45.2	0.0	37.0	4.3	0.0	52.8	51.9	0.0	55.0	51.3	0.0
Incr Delay (d2), s/veh	0.8	30.7	0.0	25.1	0.3	0.0	8.4	9.9	0.0	37.7	8.8	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	1.4	21.0	0.0	14.5	2.1	0.0	6.3	6.0	0.0	11.3	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	76.0	0.0	62.2	4.6	0.0	61.2	61.8	0.0	92.7	60.1	0.0
LnGrp LOS	D	F		F	A		E	E		F	E	
Approach Vol, veh/h	1136		A	1949		A	536		A	692		A
Approach Delay, s/veh	73.9			31.1			61.4			84.8		
Approach LOS	E			C			E			F		
Timer - Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	23.7		38.0	44.0		24.3	9.2	72.8				
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	19.2		33.5	39.5		19.8	6.9	66.1				
Max Q Clear Time (g_c+I1), s	15.1		35.5	41.5		21.7	5.2	11.6				
Green Ext Time (p_c), s	0.9		0.0	0.0		0.0	0.0	8.8				
Intersection Summary												
HCM 6th Ctrl Delay	54.7											
HCM 6th LOS	D											
Notes												

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2027 no-build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 		 					
Traffic Volume (veh/h)	522	1690	0	0	1282	779	293	0	159	0	0	0
Future Volume (veh/h)	522	1690	0	0	1282	779	293	0	159	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	522	1690	0	0	1295	0	371	0	0			
Peak Hour Factor	1.00	1.00	0.92	0.92	0.99	0.99	0.79	0.79	0.79			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	589	2195	0	0	1468		1031	0				
Arrive On Green	0.17	0.63	0.00	0.00	0.42	0.00	0.30	0.00	0.00			
Sat Flow, veh/h	3401	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	522	1690	0	0	1295	0	371	0	0			
Grp Sat Flow(s),veh/h/ln	1700	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	19.5	45.3	0.0	0.0	44.3	0.0	11.1	0.0	0.0			
Cycle Q Clear(g_c), s	19.5	45.3	0.0	0.0	44.3	0.0	11.1	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	589	2195	0	0	1468		1031	0				
V/C Ratio(X)	0.89	0.77	0.00	0.00	0.88		0.36	0.00				
Avail Cap(c_a), veh/h	719	2569	0	0	1708		1031	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.19	0.19	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	52.5	17.4	0.0	0.0	34.7	0.0	35.4	0.0	0.0			
Incr Delay (d2), s/veh	2.4	0.2	0.0	0.0	5.2	0.0	0.2	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.3	16.2	0.0	0.0	19.0	0.0	4.5	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.9	17.7	0.0	0.0	39.9	0.0	35.7	0.0	0.0			
LnGrp LOS	D	B	A	A	D		D	A				
Approach Vol, veh/h	2212				1295				371			
Approach Delay, s/veh	26.5				39.9				35.7			
Approach LOS	C				D				D			
Timer - Assigned Phs	2				4				7			
Phs Duration (G+Y+Rc), s	43.9				86.1				27.0			
Change Period (Y+Rc), s	4.5				4.5				4.5			
Max Green Setting (Gmax), s	25.5				95.5				27.5			
Max Q Clear Time (g_c+I1), s	13.1				47.3				21.5			
Green Ext Time (p_c), s	1.0				19.1				1.0			
Intersection Summary												
HCM 6th Ctrl Delay	31.8											
HCM 6th LOS	C											

Notes

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

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 no-build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	3	1834	167	445	1341	3	105	0	460	1	10	0
Future Volume (veh/h)	3	1834	167	445	1341	3	105	0	460	1	10	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1834	167	445	1341	3	109	0	479	1	11	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	0.87	0.87	0.87
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	266	1822	826	417	2498	1132	282	0	565	141	298	0
Arrive On Green	0.00	0.52	0.52	0.39	1.00	1.00	0.16	0.00	0.16	0.16	0.16	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1360	0	1585	916	1870	0
Grp Volume(v), veh/h	3	1834	167	445	1341	3	109	0	479	1	11	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1360	0	1585	916	1870	0
Q Serve(g_s), s	0.1	57.3	6.2	21.7	0.0	0.0	7.8	0.0	9.0	0.1	0.5	0.0
Cycle Q Clear(g_c), s	0.1	57.3	6.2	21.7	0.0	0.0	8.4	0.0	9.0	8.5	0.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	266	1822	826	417	2498	1132	282	0	565	141	298	0
V/C Ratio(X)	0.01	1.01	0.20	1.07	0.54	0.00	0.39	0.00	0.85	0.01	0.04	0.00
Avail Cap(c_a), veh/h	369	1822	826	417	2498	1132	282	0	565	141	298	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.37	0.37	0.37	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.9	26.4	14.1	31.6	0.0	0.0	42.7	0.0	32.7	46.3	39.1	0.0
Incr Delay (d2), s/veh	0.0	22.7	0.1	46.8	0.1	0.0	4.0	0.0	14.6	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	0.0	26.8	2.1	12.6	0.0	0.0	3.0	0.0	13.4	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	49.1	14.2	78.4	0.1	0.0	46.6	0.0	47.3	46.4	39.4	0.0
LnGrp LOS	B	F	B	F	A	A	D	A	D	D	D	A
Approach Vol, veh/h	2004		1789				588			12		
Approach Delay, s/veh	46.1		19.6				47.2			39.9		
Approach LOS	D		B				D			D		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	22.0		26.2	61.8		22.0		4.9	83.1			
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5		4.5	4.5			
Max Green Setting (Gmax), s	17.5		21.7	57.3		17.5		6.8	72.2			
Max Q Clear Time (g_c+l1), s	11.0		23.7	59.3		10.5		2.1	2.0			
Green Ext Time (p_c), s	1.4		0.0	0.0		0.0		0.0	13.3			
Intersection Summary												
HCM 6th Ctrl Delay			35.4									
HCM 6th LOS			D									
Notes												

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 no-build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1871	282	111	1522	59	211	229	63	95	218	101
Future Volume (veh/h)	178	1871	282	111	1522	59	211	229	63	95	218	101
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	1871	0	118	1619	63	224	244	0	102	234	109
Peak Hour Factor	1.00	1.00	1.00	0.94	0.94	0.94	0.94	0.94	0.94	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	209	1705		242	1752	794	275	565		289	565	479
Arrive On Green	0.15	0.98	0.00	0.09	0.50	0.50	0.30	0.30	0.00	0.30	0.30	0.30
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1038	1870	1585	1136	1870	1585
Grp Volume(v), veh/h	178	1871	0	118	1619	63	224	244	0	102	234	109
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1038	1870	1585	1136	1870	1585
Q Serve(g_s), s	5.8	53.6	0.0	1.4	47.3	2.3	22.2	11.5	0.0	8.7	11.0	5.7
Cycle Q Clear(g_c), s	5.8	53.6	0.0	1.4	47.3	2.3	33.3	11.5	0.0	20.3	11.0	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	1705		242	1752	794	275	565		289	565	479
V/C Ratio(X)	0.85	1.10		0.49	0.92	0.08	0.81	0.43		0.35	0.41	0.23
Avail Cap(c_a), veh/h	215	1924		242	1815	823	275	565		289	565	479
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.20	0.20	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	1.4	0.0	45.1	25.5	14.3	44.6	30.8	0.0	39.0	30.6	28.7
Incr Delay (d2), s/veh	6.7	45.9	0.0	1.5	8.3	0.0	22.6	2.4	0.0	3.3	2.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	11.4	0.0	3.0	19.6	0.8	7.7	5.4	0.0	2.7	5.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	47.3	0.0	46.7	33.8	14.3	67.2	33.2	0.0	42.3	32.8	29.8
LnGrp LOS	D	F		D	C	B	E	C		D	C	C
Approach Vol, veh/h	2049		A	1800			468		A	445		
Approach Delay, s/veh	47.6			34.0			49.5			34.3		
Approach LOS	D			C			D			C		
Timer - Assigned Phs	2		3	4		6	7	8				
Phs Duration (G+Y+Rc), s	37.1		11.7	61.2		37.1	13.3	59.6				
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	30.9		5.1	60.5		30.9	8.5	57.1				
Max Q Clear Time (g_c+I1), s	35.3		3.4	55.6		22.3	7.8	49.3				
Green Ext Time (p_c), s	0.0		0.0	4.1		1.4	0.0	5.8				
Intersection Summary												
HCM 6th Ctrl Delay	41.4											
HCM 6th LOS	D											

Notes

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

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2027 no-build p.m. with mitigation

Intersection						
Intersection Delay, s/veh	18.8					
Intersection LOS	C					
Approach	EB	WB		NB		SB
Entry Lanes	1	2		2		1
Conflicting Circle Lanes	1	1		1		1
Adj Approach Flow, veh/h	450	573		929		591
Demand Flow Rate, veh/h	459	584		948		603
Vehicles Circulating, veh/h	675	811		433		565
Vehicles Exiting, veh/h	493	570		701		830
Ped Vol Crossing Leg, #/h	0	0		0		0
Ped Cap Adj	1.000	1.000		1.000		1.000
Approach Delay, s/veh	18.4	22.3		14.2		23.1
Approach LOS	C	C		B		C
Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	LT	R	LT	R	LTR
Assumed Moves	LTR	LT	R	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.885	0.115	0.734	0.266	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	459	517	67	696	252	603
Cap Entry Lane, veh/h	693	679	679	958	958	775
Entry HV Adj Factor	0.981	0.980	0.985	0.980	0.980	0.980
Flow Entry, veh/h	450	507	66	682	247	591
Cap Entry, veh/h	680	665	669	939	939	760
V/C Ratio	0.662	0.762	0.099	0.727	0.263	0.778
Control Delay, s/veh	18.4	24.4	6.5	16.9	6.5	23.1
LOS	C	C	A	C	A	C
95th %tile Queue, veh	5	7	0	7	1	8

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 no-build a.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	768	109	412	875	243	112	116	700	135	135
v/c Ratio	0.27	0.94	0.24	0.56	0.58	0.29	0.35	0.35	0.89	0.45	0.44
Control Delay	34.5	58.7	6.9	25.1	12.8	2.1	38.8	38.7	36.5	42.0	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	58.7	6.9	25.1	12.8	2.1	38.8	38.7	36.5	42.0	39.9
Queue Length 50th (ft)	23	254	0	108	114	8	65	68	339	81	77
Queue Length 95th (ft)	52	#372	39	145	177	20	111	113	#506	128	124
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			140	200	
Base Capacity (vph)	166	815	459	738	1506	824	319	330	783	302	309
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.94	0.24	0.56	0.58	0.29	0.35	0.35	0.89	0.45	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2027 no-build a.m.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	574	1363	729	1119	316	253
v/c Ratio	0.93	0.54	0.42	1.03	0.50	0.70
Control Delay	28.8	3.0	5.9	49.1	39.4	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	3.0	5.9	49.1	39.4	35.6
Queue Length 50th (ft)	85	94	84	~712	93	98
Queue Length 95th (ft)	m#311	68	m85	m#904	136	#191
Internal Link Dist (ft)		845	451			
Turn Bay Length (ft)	660			450		
Base Capacity (vph)	620	2502	1718	1082	636	364
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.54	0.42	1.03	0.50	0.70

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

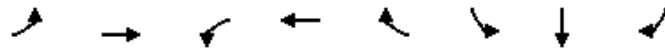
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2027 no-build a.m.



Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	375	1070	260	1482	140	155	56	178
v/c Ratio	0.89	0.82	0.53	0.93	0.18	0.43	0.15	0.38
Control Delay	41.6	24.0	22.5	21.5	1.9	39.7	34.8	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	24.0	22.5	21.5	1.9	39.7	34.8	8.0
Queue Length 50th (ft)	166	273	119	356	8	88	30	0
Queue Length 95th (ft)	#313	336	m168	#603	m13	143	62	49
Internal Link Dist (ft)		308		1083			420	
Turn Bay Length (ft)	260		290		150	260		300
Base Capacity (vph)	430	1472	494	1614	774	359	378	463
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.73	0.53	0.92	0.18	0.43	0.15	0.38

Intersection Summary

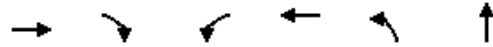
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 no-build a.m.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	972	60	386	1773	200	435
v/c Ratio	0.84	0.10	0.80	0.85	0.44	0.55
Control Delay	19.2	0.8	26.0	7.9	32.5	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.2	0.8	26.0	7.9	32.5	5.8
Queue Length 50th (ft)	313	1	127	144	102	0
Queue Length 95th (ft)	385	m2	m171	m152	166	73
Internal Link Dist (ft)	2037			792		521
Turn Bay Length (ft)		320	300		200	
Base Capacity (vph)	1263	649	480	2088	466	788
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.09	0.80	0.85	0.43	0.55

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 no-build a.m.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	86	1116	127	32	1502	31	300	143	41	47	244	
v/c Ratio	0.53	0.70	0.16	0.15	0.95	0.04	0.83	0.20	0.06	0.10	0.36	
Control Delay	22.6	7.0	0.4	14.9	40.9	0.9	50.4	22.8	2.6	22.3	20.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.6	7.0	0.4	14.9	40.9	0.9	50.4	22.8	2.6	22.3	20.2	
Queue Length 50th (ft)	13	74	0	9	469	0	176	63	0	20	90	
Queue Length 95th (ft)	m34	98	m1	22	#636	4	#336	109	12	44	145	
Internal Link Dist (ft)	792				528				519			
Turn Bay Length (ft)	280		240		300		280		350		350	
Base Capacity (vph)	163	1648	818	220	1579	755	362	705	639	456	686	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.53	0.68	0.16	0.15	0.95	0.04	0.83	0.20	0.06	0.10	0.36	

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 no-build p.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	60	1076	216	897	1052	239	264	272	512	377	378
v/c Ratio	0.41	1.14	0.42	1.15	0.65	0.29	1.00	0.99	0.72	1.10	1.08
Control Delay	44.4	117.2	20.7	114.4	17.7	3.2	108.9	107.1	32.3	126.6	118.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	117.2	20.7	114.4	17.7	3.2	108.9	107.1	32.3	126.6	118.6
Queue Length 50th (ft)	38	~554	68	~459	318	13	236	244	297	~378	~369
Queue Length 95th (ft)	75	#691	144	m#584	m356	m27	#428	#436	438	#589	#581
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			140	200	
Base Capacity (vph)	148	947	514	779	1612	838	265	274	714	342	350
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	1.14	0.42	1.15	0.65	0.29	1.00	0.99	0.72	1.10	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
 3: I-75 northbound ramp & Jonesboro Road

2027 no-build p.m.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	522	1690	1295	787	371	201
v/c Ratio	0.93	0.65	0.89	0.85	0.61	0.61
Control Delay	47.1	4.8	19.5	8.6	54.7	44.8
Queue Delay	0.0	0.6	0.0	0.0	0.0	0.0
Total Delay	47.1	5.4	19.5	8.6	54.7	44.8
Queue Length 50th (ft)	373	190	224	14	153	115
Queue Length 95th (ft)	m445	m191	m360	m30	179	167
Internal Link Dist (ft)		845	451			
Turn Bay Length (ft)	660			450		
Base Capacity (vph)	588	2667	1481	932	610	328
Starvation Cap Reductn	0	531	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.79	0.87	0.84	0.61	0.61

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2027 no-build p.m.

										
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	359	1296	1464	125	157	65	391	83	84	178
v/c Ratio	0.93	0.63	0.96	0.17	0.73	0.21	0.60	0.77	0.78	0.32
Control Delay	67.8	16.1	33.7	2.1	72.3	48.9	29.2	100.0	101.3	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	16.1	33.7	2.1	72.3	48.9	29.2	100.0	101.3	6.8
Queue Length 50th (ft)	186	227	538	1	128	48	105	73	74	0
Queue Length 95th (ft)	#433	254	#770	10	#235	93	155	#160	#161	50
Internal Link Dist (ft)		308	1083			480			420	
Turn Bay Length (ft)	260			150	210		160	260		300
Base Capacity (vph)	387	2055	1535	742	214	312	650	108	108	551
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.63	0.95	0.17	0.73	0.21	0.60	0.77	0.78	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 no-build p.m.

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	1853	169	449	1355	3	109	479	1	11
v/c Ratio	0.02	1.11	0.20	1.14	0.57	0.00	0.34	0.76	0.01	0.04
Control Delay	16.3	86.4	4.2	105.3	3.0	0.0	45.7	20.6	39.0	47.4
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Total Delay	16.3	86.7	4.2	105.3	3.0	0.0	45.7	21.0	39.0	47.4
Queue Length 50th (ft)	1	~942	5	~396	75	0	76	81	1	8
Queue Length 95th (ft)	m2	#1085	m23	m#453	m103	m0	131	#284	6	26
Internal Link Dist (ft)		2037			792			521		509
Turn Bay Length (ft)	320		320	300		200	200		100	
Base Capacity (vph)	161	1668	827	393	2392	1118	321	627	157	286
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	170	0	0	0	0	0	17	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	1.24	0.20	1.14	0.57	0.00	0.34	0.79	0.01	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 no-build p.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	180	1890	285	118	1619	63	224	244	67	102	343
v/c Ratio	0.94	1.05	0.31	0.90	0.96	0.08	1.02	0.39	0.12	0.34	0.57
Control Delay	41.8	32.7	0.2	97.3	47.2	6.7	110.0	35.4	7.3	36.5	37.8
Queue Delay	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	34.8	0.2	97.3	47.2	6.7	110.0	35.4	7.3	36.5	37.8
Queue Length 50th (ft)	110	~891	1	49	674	6	~200	157	0	64	224
Queue Length 95th (ft)	m109	m121	m0	#169	#853	30	#366	233	33	117	325
Internal Link Dist (ft)		792			528			519			517
Turn Bay Length (ft)	280		240	300		280	350		350		
Base Capacity (vph)	192	1802	906	131	1687	795	219	623	574	299	605
Starvation Cap Reductn	0	9	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	1.05	0.31	0.90	0.96	0.08	1.02	0.39	0.12	0.34	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 no-build a.m. with mitigation

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	768	109	412	875	243	152	76	700	202	68
v/c Ratio	0.27	0.94	0.24	0.56	0.58	0.29	0.23	0.22	0.89	0.33	0.20
Control Delay	34.5	58.7	6.9	25.1	12.8	2.1	35.4	36.1	36.5	37.4	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	58.7	6.9	25.1	12.8	2.1	35.4	36.1	36.5	37.4	29.9
Queue Length 50th (ft)	23	254	0	108	114	8	42	41	339	58	29
Queue Length 95th (ft)	52	#372	39	146	177	20	65	76	#506	81	60
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			140	200	
Base Capacity (vph)	166	815	459	738	1506	824	652	353	783	617	334
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.94	0.24	0.56	0.58	0.29	0.23	0.22	0.89	0.33	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2027 no-build a.m. with mitigation



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	574	1363	729	1119	316	253
v/c Ratio	0.97	0.54	0.42	1.05	0.50	0.70
Control Delay	56.5	3.0	5.8	55.3	39.4	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	3.0	5.8	55.3	39.4	35.6
Queue Length 50th (ft)	186	94	83	~731	93	98
Queue Length 95th (ft)	m#281	68	m84	m#773	136	#191
Internal Link Dist (ft)		845	451			
Turn Bay Length (ft)	660			450		
Base Capacity (vph)	589	2502	1738	1063	636	364
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.54	0.42	1.05	0.50	0.70

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

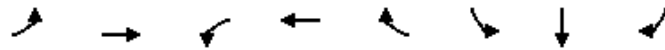
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2027 no-build a.m. with mitigation



Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	375	1070	260	1482	140	155	56	178
v/c Ratio	0.89	0.82	0.53	0.93	0.18	0.43	0.15	0.38
Control Delay	41.6	24.0	23.3	22.7	2.0	39.7	34.8	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	24.0	23.3	22.7	2.0	39.7	34.8	8.0
Queue Length 50th (ft)	166	273	127	413	7	88	30	0
Queue Length 95th (ft)	#313	336	m178	#601	m11	143	62	49
Internal Link Dist (ft)		308		1083			420	
Turn Bay Length (ft)	260		290		150	260		300
Base Capacity (vph)	430	1472	494	1614	774	359	378	463
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.73	0.53	0.92	0.18	0.43	0.15	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 no-build a.m. with mitigation

						
Lane Group	EBT	EBR	WBL	WBT	NBT	NBR
Lane Group Flow (vph)	972	60	386	1773	201	434
v/c Ratio	0.80	0.10	0.78	0.82	0.51	0.48
Control Delay	17.9	0.7	25.9	7.2	37.3	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.9	0.7	25.9	7.2	37.3	15.0
Queue Length 50th (ft)	314	1	143	135	106	142
Queue Length 95th (ft)	368	m2	m206	140	196	252
Internal Link Dist (ft)	2037			792	521	
Turn Bay Length (ft)		320	300			
Base Capacity (vph)	1423	716	506	2185	391	870
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.08	0.76	0.81	0.51	0.50
Intersection Summary						
m Volume for 95th percentile queue is metered by upstream signal.						

North Bridges Road DRI
7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 no-build a.m. with mitigation

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	86	1116	127	32	1502	31	300	143	41	47	131	113
v/c Ratio	0.52	0.67	0.15	0.13	0.91	0.04	0.69	0.22	0.07	0.11	0.20	0.18
Control Delay	27.0	10.3	1.0	12.6	33.1	0.8	38.8	25.0	2.9	24.6	24.8	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	10.3	1.0	12.6	33.1	0.8	38.8	25.0	2.9	24.6	24.8	5.4
Queue Length 50th (ft)	12	116	1	8	439	0	169	66	0	21	60	0
Queue Length 95th (ft)	m39	138	m5	21	#557	4	#297	114	13	46	101	33
Internal Link Dist (ft)		792			528			519			517	
Turn Bay Length (ft)	280		240	300		280	350		350			310
Base Capacity (vph)	165	1756	864	249	1686	802	435	661	603	424	661	635
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.64	0.15	0.13	0.89	0.04	0.69	0.22	0.07	0.11	0.20	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 no-build p.m. with mitigation

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	60	1076	216	897	1052	239	366	170	512	523	232
v/c Ratio	0.41	1.02	0.38	1.01	0.58	0.26	0.72	0.62	0.40	1.00	0.82
Control Delay	41.3	77.6	17.9	69.3	15.7	2.0	61.9	62.7	21.2	94.6	74.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	77.6	17.9	69.3	15.7	2.0	61.9	62.7	21.2	94.6	74.0
Queue Length 50th (ft)	36	~505	61	~402	286	8	153	136	134	~230	183
Queue Length 95th (ft)	72	#642	133	m#539	m336	m21	208	215	184	#350	#319
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			200	200	
Base Capacity (vph)	149	1054	563	884	1825	936	507	275	1275	522	282
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	1.02	0.38	1.01	0.58	0.26	0.72	0.62	0.40	1.00	0.82

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
 3: I-75 northbound ramp & Jonesboro Road

2027 no-build p.m. with mitigation

						
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	522	1690	1295	787	371	201
v/c Ratio	0.82	0.71	0.80	0.78	0.46	0.49
Control Delay	45.6	5.1	11.6	5.2	45.9	38.2
Queue Delay	0.0	0.4	0.0	0.6	0.0	0.0
Total Delay	45.6	5.5	11.6	5.7	45.9	38.2
Queue Length 50th (ft)	234	190	122	8	143	114
Queue Length 95th (ft)	m248	m185	m143	m21	171	166
Internal Link Dist (ft)		845	451			
Turn Bay Length (ft)	660			450		
Base Capacity (vph)	712	2549	1695	1037	809	411
Starvation Cap Reductn	0	362	0	55	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.77	0.76	0.80	0.46	0.49
Intersection Summary						
m Volume for 95th percentile queue is metered by upstream signal.						

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2027 no-build p.m. with mitigation

										
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	359	1296	1464	125	157	65	391	83	84	178
v/c Ratio	0.93	0.63	0.96	0.17	0.73	0.21	0.60	0.77	0.78	0.32
Control Delay	65.5	14.2	50.4	8.1	72.3	48.9	29.2	100.0	101.3	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.5	14.2	50.4	8.1	72.3	48.9	29.2	100.0	101.3	6.8
Queue Length 50th (ft)	235	198	615	18	128	48	105	73	74	0
Queue Length 95th (ft)	#432	234	#781	56	#235	93	155	#160	#161	50
Internal Link Dist (ft)		308	1083			480			420	
Turn Bay Length (ft)	260			150	210		160	260		300
Base Capacity (vph)	387	2055	1535	742	214	312	650	108	108	551
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.63	0.95	0.17	0.73	0.21	0.60	0.77	0.78	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 no-build p.m. with mitigation

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	3	1834	167	445	1341	3	109	479	1	11
v/c Ratio	0.01	1.01	0.19	1.06	0.52	0.00	0.49	0.72	0.01	0.04
Control Delay	12.7	51.7	2.8	72.5	1.4	0.0	50.6	31.6	39.0	39.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	51.7	2.8	72.5	1.4	0.0	50.6	31.6	39.0	39.7
Queue Length 50th (ft)	1	~684	1	~297	23	0	71	248	1	7
Queue Length 95th (ft)	6	#859	34	m#396	m67	m0	129	378	5	23
Internal Link Dist (ft)		2037			792		521			509
Turn Bay Length (ft)	320		320	300		200			100	
Base Capacity (vph)	226	1808	902	420	2568	1187	222	665	178	296
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	1.01	0.19	1.06	0.52	0.00	0.49	0.72	0.01	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 no-build p.m. with mitigation

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	178	1871	282	118	1619	63	224	244	67	102	234	109
v/c Ratio	0.82	0.98	0.29	0.79	0.91	0.07	0.92	0.47	0.14	0.43	0.45	0.21
Control Delay	41.9	19.8	0.3	65.9	33.6	3.8	79.8	36.3	8.0	39.3	35.8	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	19.8	0.3	65.9	33.6	3.8	79.8	36.3	8.0	39.3	35.8	7.6
Queue Length 50th (ft)	80	329	0	30	520	1	153	143	0	59	136	3
Queue Length 95th (ft)	m91	m360	m0	#130	640	21	#304	220	33	114	211	44
Internal Link Dist (ft)		792			528			519			517	
Turn Bay Length (ft)	280		240	300		280	350		350			310
Base Capacity (vph)	216	1909	970	149	1801	851	244	523	492	236	523	519
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.98	0.29	0.79	0.90	0.07	0.92	0.47	0.14	0.43	0.45	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Appendix E

Future Intersection Operational Analysis

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2024 Phase 1 build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	676	95	375	814	222	117	59	539	151	38	13
Future Volume (veh/h)	39	676	95	375	814	222	117	59	539	151	38	13
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	719	0	383	831	0	108	122	0	126	135	0
Peak Hour Factor	0.94	0.94	0.94	0.98	0.98	0.98	0.82	0.82	0.82	0.80	0.80	0.80
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	133	780		461	1128		505	530		321	337	
Arrive On Green	0.03	0.22	0.00	0.27	0.64	0.00	0.28	0.28	0.00	0.18	0.18	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	41	719	0	383	831	0	108	122	0	126	135	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	1.9	20.1	0.0	10.4	16.1	0.0	4.6	5.0	0.0	6.2	6.4	0.0
Cycle Q Clear(g_c), s	1.9	20.1	0.0	10.4	16.1	0.0	4.6	5.0	0.0	6.2	6.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	133	780		461	1128		505	530		321	337	
V/C Ratio(X)	0.31	0.92		0.83	0.74		0.21	0.23		0.39	0.40	
Avail Cap(c_a), veh/h	170	787		743	1346		505	530		321	337	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.81	0.81	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.3	38.0	0.0	35.6	14.9	0.0	27.3	27.5	0.0	36.2	36.2	0.0
Incr Delay (d2), s/veh	1.3	16.2	0.0	3.6	1.4	0.0	1.0	1.0	0.0	3.6	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.9	0.0	3.9	4.0	0.0	2.1	2.4	0.0	3.0	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	54.2	0.0	39.1	16.3	0.0	28.3	28.5	0.0	39.8	39.8	0.0
LnGrp LOS	D	D		D	B		C	C		D	D	
Approach Vol, veh/h		760	A		1214	A		230	A		261	A
Approach Delay, s/veh		53.2			23.5			28.4			39.8	
Approach LOS		D			C			C			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.9	17.8	26.8		22.5	7.9	36.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.0	21.5	22.5		18.0	5.5	38.5				
Max Q Clear Time (g_c+I1), s		7.0	12.4	22.1		8.4	3.9	18.1				
Green Ext Time (p_c), s		0.7	0.9	0.2		0.7	0.0	5.3				
Intersection Summary												
HCM 6th Ctrl Delay			34.8									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

2: I-75 southbound ramp & Jonesboro Road

2024 Phase 1 build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1116	233	121	926	0	0	0	0	555	0	523
Future Volume (veh/h)	0	1116	233	121	926	0	0	0	0	555	0	523
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1841	1841	1841	1841	0				1841	1870	1841
Adj Flow Rate, veh/h	0	1226	0	132	1007	0				748	0	0
Peak Hour Factor	0.92	0.91	0.91	0.92	0.92	0.92				0.96	0.96	0.96
Percent Heavy Veh, %	0	4	4	4	4	0				4	2	4
Cap, veh/h	0	1374		184	1702	0				1484	0	
Arrive On Green	0.00	0.52	0.00	0.05	0.49	0.00				0.42	0.00	0.00
Sat Flow, veh/h	0	3589	1560	1753	3589	0				3506	0	1560
Grp Volume(v), veh/h	0	1226	0	132	1007	0				748	0	0
Grp Sat Flow(s),veh/h/ln	0	1749	1560	1753	1749	0				1753	0	1560
Q Serve(g_s), s	0.0	31.4	0.0	1.7	20.8	0.0				15.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	31.4	0.0	1.7	20.8	0.0				15.6	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1374		184	1702	0				1484	0	
V/C Ratio(X)	0.00	0.89		0.72	0.59	0.00				0.50	0.00	
Avail Cap(c_a), veh/h	0	1556		213	1941	0				1484	0	
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.44	0.00	0.90	0.90	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	22.0	0.0	44.8	18.5	0.0				21.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.0	0.0	8.5	0.3	0.0				0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.4	0.0	3.5	7.7	0.0				6.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.0	0.0	53.3	18.8	0.0				21.4	0.0	0.0
LnGrp LOS	A	C		D	B	A				C	A	
Approach Vol, veh/h		1226	A		1139						748	A
Approach Delay, s/veh		25.0			22.8						21.4	
Approach LOS		C			C						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			9.4	43.8		46.8		53.2				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			6.5	44.5		35.5		55.5				
Max Q Clear Time (g_c+l1), s			3.7	33.4		17.6		22.8				
Green Ext Time (p_c), s			0.1	5.9		2.6		7.7				
Intersection Summary												
HCM 6th Ctrl Delay			23.3									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

3: I-75 northbound ramp & Jonesboro Road

2024 Phase 1 build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 					
Traffic Volume (veh/h)	489	1190	0	0	707	1056	260	0	220	0	0	0
Future Volume (veh/h)	489	1190	0	0	707	1056	260	0	220	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	537	1308	0	0	744	0	295	0	0			
Peak Hour Factor	0.91	0.91	0.92	0.92	0.95	0.95	0.88	0.88	0.88			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	414	1707	0	0	938		1435	0				
Arrive On Green	0.17	0.49	0.00	0.00	0.27	0.00	0.42	0.00	0.00			
Sat Flow, veh/h	1753	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	537	1308	0	0	744	0	295	0	0			
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	17.5	30.6	0.0	0.0	19.8	0.0	5.5	0.0	0.0			
Cycle Q Clear(g_c), s	17.5	30.6	0.0	0.0	19.8	0.0	5.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	414	1707	0	0	938		1435	0				
V/C Ratio(X)	1.30	0.77	0.00	0.00	0.79		0.21	0.00				
Avail Cap(c_a), veh/h	414	2501	0	0	1731		1435	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.53	0.53	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	38.8	20.9	0.0	0.0	34.0	0.0	18.3	0.0	0.0			
Incr Delay (d2), s/veh	142.8	0.5	0.0	0.0	1.6	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	25.4	11.2	0.0	0.0	8.1	0.0	2.0	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	181.5	21.4	0.0	0.0	35.6	0.0	18.4	0.0	0.0			
LnGrp LOS	F	C	A	A	D		B	A				
Approach Vol, veh/h	1845				744		A	295		A		
Approach Delay, s/veh	68.0				35.6			18.4				
Approach LOS	E				D			B				
Timer - Assigned Phs	2				4			7		8		
Phs Duration (G+Y+Rc), s	46.7				53.3			22.0		31.3		
Change Period (Y+Rc), s	4.5				4.5			4.5		4.5		
Max Green Setting (Gmax), s	19.5				71.5			17.5		49.5		
Max Q Clear Time (g_c+I1), s	7.5				32.6			19.5		21.8		
Green Ext Time (p_c), s	0.8				11.7			0.0		5.0		
Intersection Summary												
HCM 6th Ctrl Delay	54.6											
HCM 6th LOS	D											

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2024 Phase 1 build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	818	123	233	1452	127	0	0	0	123	44	140
Future Volume (veh/h)	326	818	123	233	1452	127	0	0	0	123	44	140
Initial Q (Qb), veh	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
Parking Bus, Adj	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	1856	1841	1870	1870	1841	1856				1856	1856	1856
Adj Flow Rate, veh/h	362	909	137	243	1512	132				145	52	0
Peak Hour Factor	0.90	0.90	0.90	0.96	0.96	0.96				0.85	0.85	0.85
Percent Heavy Veh, %	3	4	2	2	4	3				3	3	3
Cap, veh/h	419	1067	161	531	1581	711				383	402	
Arrive On Green	0.20	0.35	0.35	0.30	0.45	0.45				0.22	0.22	0.00
Sat Flow, veh/h	1767	3048	459	1781	3497	1572				1767	1856	1572
Grp Volume(v), veh/h	362	522	524	243	1512	132				145	52	0
Grp Sat Flow(s),veh/h/ln	1767	1749	1758	1781	1749	1572				1767	1856	1572
Q Serve(g_s), s	17.4	27.6	27.6	11.1	41.7	5.0				7.0	2.3	0.0
Cycle Q Clear(g_c), s	17.4	27.6	27.6	11.1	41.7	5.0				7.0	2.3	0.0
Prop In Lane	1.00		0.26	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	419	612	616	531	1581	711				383	402	
V/C Ratio(X)	0.86	0.85	0.85	0.46	0.96	0.19				0.38	0.13	
Avail Cap(c_a), veh/h	454	768	772	531	1591	715				383	402	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	29.5	30.1	30.1	28.5	26.5	16.4				33.4	31.6	0.0
Incr Delay (d2), s/veh	14.9	7.5	7.5	0.6	13.6	0.1				0.6	0.1	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
%ile BackOfQ(50%),veh/ln	8.6	12.0	12.1	4.6	18.5	1.7				3.0	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	37.6	37.6	29.1	40.1	16.5				34.0	31.7	0.0
LnGrp LOS	D	D	D	C	D	B				C	C	
Approach Vol, veh/h		1408			1887						197	A
Approach Delay, s/veh		39.3			37.0						33.4	
Approach LOS		D			D						C	
Timer - Assigned Phs			3	4		6	7	8				
Phs Duration (G+Y+Rc), s			34.3	39.5		26.2	24.1	49.7				
Change Period (Y+Rc), s			4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s			23.2	43.9		19.4	21.6	45.5				
Max Q Clear Time (g_c+I1), s			13.1	29.6		9.0	19.4	43.7				
Green Ext Time (p_c), s			0.5	5.4		0.4	0.3	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			37.8									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
5: North Bridges Road/Bojangles & Jonesboro Road

2024 Phase 1 build a.m.

Intersection												
Int Delay, s/veh	132.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	902	43	15	1631	37	126	1	34	18	1	38
Future Vol, veh/h	65	902	43	15	1631	37	126	1	34	18	1	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	370	-	230	240	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	98	98	98	92	92	92	90	90	90
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	68	940	45	15	1664	38	137	1	37	20	1	42
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	1702	0	0	985	0	0	1939	2808	470	2301	2815	832
Stage 1	-	-	-	-	-	-	1076	1076	-	1694	1694	-
Stage 2	-	-	-	-	-	-	863	1732	-	607	1121	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	370	-	-	697	-	-	~ 39	18	540	21	18	312
Stage 1	-	-	-	-	-	-	234	294	-	96	147	-
Stage 2	-	-	-	-	-	-	316	141	-	450	280	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	370	-	-	697	-	-	~ 27	14	540	~ 16	14	312
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 27	14	-	~ 16	14	-
Stage 1	-	-	-	-	-	-	191	240	-	78	144	-
Stage 2	-	-	-	-	-	-	265	138	-	341	228	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	1.1		0.1			\$ 2100.3			\$ 453.6			
HCM LOS						F			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	34	370	-	-	697	-	-	43				
HCM Lane V/C Ratio	5.147	0.183	-	-	0.022	-	-	1.473				
HCM Control Delay (s)	\$ 2100.3	16.9	-	-	10.3	-	-	\$ 453.6				
HCM Lane LOS	F	C	-	-	B	-	-	F				
HCM 95th %tile Q(veh)	20.8	0.7	-	-	0.1	-	-	6.3				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2024 Phase 1 build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	898	53	333	1522	0	164	1	373	0	0	0
Future Volume (veh/h)	0	898	53	333	1522	0	164	1	373	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	935	55	366	1673	0	189	1	429	0	0	0
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.25	0.87	0.87	0.87	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	83	1116	506	390	1677	760	300	1	302	335	523	0
Arrive On Green	0.00	0.32	0.32	0.32	0.96	0.00	0.06	0.19	0.19	0.00	0.00	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1781	4	1582	1781	1870	0
Grp Volume(v), veh/h	0	935	55	366	1673	0	189	0	430	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1781	0	1586	1781	1870	0
Q Serve(g_s), s	0.0	24.8	1.9	14.0	45.3	0.0	5.9	0.0	19.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	24.8	1.9	14.0	45.3	0.0	5.9	0.0	19.1	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	83	1116	506	390	1677	760	300	0	303	335	523	0
V/C Ratio(X)	0.00	0.84	0.11	0.94	1.00	0.00	0.63	0.00	1.42	0.00	0.00	0.00
Avail Cap(c_a), veh/h	169	1392	631	423	1850	838	300	0	303	335	523	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.36	0.36	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	31.6	14.7	30.9	2.0	0.0	39.9	0.0	40.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.8	0.1	13.6	11.6	0.0	4.2	0.0	207.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.4	0.9	7.9	3.4	0.0	1.8	0.0	24.7	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.5	14.8	44.5	13.6	0.0	44.1	0.0	247.7	0.0	0.0	0.0
LnGrp LOS	A	D	B	D	B	A	D	A	F	A	A	A
Approach Vol, veh/h		990			2039			619			0	
Approach Delay, s/veh		34.3			19.1			185.5			0.0	
Approach LOS		C			B			F				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	23.6	20.7	36.4	10.4	32.5	2.8	54.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.1	18.1	39.8	5.9	18.2	5.0	52.9				
Max Q Clear Time (g_c+I1), s	0.0	21.1	16.0	26.8	7.9	0.0	0.0	47.3				
Green Ext Time (p_c), s	0.0	0.0	0.3	5.1	0.0	0.0	0.0	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			51.5									
HCM 6th LOS			D									

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2024 Phase 1 build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	82	1039	120	29	1386	28	269	127	37	37	104	91
Future Volume (veh/h)	82	1039	120	29	1386	28	269	127	37	37	104	91
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	1071	0	29	1400	28	280	132	0	44	122	107
Peak Hour Factor	0.97	0.97	0.97	0.99	0.99	0.99	0.96	0.96	0.96	0.85	0.85	0.85
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	153	1191		361	1528	693	404	716		494	352	309
Arrive On Green	0.09	0.68	0.00	0.14	0.44	0.44	0.38	0.38	0.00	0.38	0.38	0.38
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1152	1870	1585	1258	919	806
Grp Volume(v), veh/h	85	1071	0	29	1400	28	280	132	0	44	0	229
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1152	1870	1585	1258	0	1725
Q Serve(g_s), s	0.3	25.2	0.0	0.0	37.6	1.0	22.9	4.7	0.0	2.4	0.0	9.4
Cycle Q Clear(g_c), s	0.3	25.2	0.0	0.0	37.6	1.0	32.3	4.7	0.0	7.1	0.0	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	153	1191		361	1528	693	404	716		494	0	660
V/C Ratio(X)	0.56	0.90		0.08	0.92	0.04	0.69	0.18		0.09	0.00	0.35
Avail Cap(c_a), veh/h	163	1595		361	1591	721	404	716		494	0	660
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	14.5	0.0	33.0	26.4	16.1	33.5	20.5	0.0	22.9	0.0	22.0
Incr Delay (d2), s/veh	1.9	3.1	0.0	0.1	8.5	0.0	9.4	0.6	0.0	0.4	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.0	0.0	0.6	15.9	0.3	7.0	2.0	0.0	0.7	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	17.7	0.0	33.1	34.9	16.2	42.9	21.1	0.0	23.2	0.0	23.4
LnGrp LOS	D	B		C	C	B	D	C		C	A	C
Approach Vol, veh/h		1156	A		1457			412	A		273	
Approach Delay, s/veh		19.7			34.5			35.9			23.4	
Approach LOS		B			C			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.8	18.7	38.5		42.8	9.0	48.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.9	5.0	45.6		35.9	5.1	45.5				
Max Q Clear Time (g_c+l1), s		34.3	2.0	27.2		11.4	2.3	39.6				
Green Ext Time (p_c), s		0.3	0.0	6.8		1.5	0.0	4.1				
Intersection Summary												
HCM 6th Ctrl Delay			28.6									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
8: Mt Carmel Road & North Bridges Road

2024 Phase 1 build a.m.

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	505	334	4	15	28
Future Vol, veh/h	9	505	334	4	15	28
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	98	98	90	90	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	515	371	4	21	40
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	375	0	-	0	906	373
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	533	-
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	1183	-	-	-	307	673
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1183	-	-	-	304	673
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	588	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		13.7		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1183	-	-	-	473	
HCM Lane V/C Ratio	0.008	-	-	-	0.13	
HCM Control Delay (s)	8.1	0	-	-	13.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

North Bridges Road DRI
9: Sterling Place & Mt Carmel Road

2024 Phase 1 build a.m.

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	488	4	12	341	2	5
Future Vol, veh/h	488	4	12	341	2	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	89	89	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	503	4	13	383	2	6
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	507	0	914	505
Stage 1	-	-	-	-	505	-
Stage 2	-	-	-	-	409	-
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	-	-	1058	-	303	567
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1058	-	298	567
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	660	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		13.1	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	451	-	-	1058	-	
HCM Lane V/C Ratio	0.018	-	-	0.013	-	
HCM Control Delay (s)	13.1	-	-	8.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

North Bridges Road DRI
10: Rowanshyre Way & Mt Carmel Road

2024 Phase 1 build a.m.

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	451	1	6	352	5	10	2	17	10	0	1
Future Vol, veh/h	2	451	1	6	352	5	10	2	17	10	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	87	87	87	100	100	100	56	56	56
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	470	1	7	405	6	10	2	17	18	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	411	0	0	471	0	0	898	900	471	906	897	408
Stage 1	-	-	-	-	-	-	475	475	-	422	422	-
Stage 2	-	-	-	-	-	-	423	425	-	484	475	-
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	1148	-	-	1091	-	-	260	278	593	257	279	643
Stage 1	-	-	-	-	-	-	570	557	-	609	588	-
Stage 2	-	-	-	-	-	-	609	586	-	564	557	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1148	-	-	1091	-	-	257	275	593	246	276	643
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	275	-	246	276	-
Stage 1	-	-	-	-	-	-	569	556	-	608	583	-
Stage 2	-	-	-	-	-	-	602	581	-	545	556	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			15.1			19.9		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	387	1148	-	-	1091	-	-	261				
HCM Lane V/C Ratio	0.075	0.002	-	-	0.006	-	-	0.075				
HCM Control Delay (s)	15.1	8.1	0	-	8.3	0	-	19.9				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile O(veh)	0.2	0	-	-	0	-	-	0.2				

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2024 Phase 1 build a.m.

Intersection				
Intersection Delay, s/veh	10.3			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	484	362	510	140
Demand Flow Rate, veh/h	494	369	520	143
Vehicles Circulating, veh/h	157	540	478	318
Vehicles Exiting, veh/h	304	458	173	591
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.5	10.9	14.0	5.0
Approach LOS	A	B	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	494	369	520	143
Cap Entry Lane, veh/h	1176	796	847	998
Entry HV Adj Factor	0.980	0.982	0.981	0.982
Flow Entry, veh/h	484	362	510	140
Cap Entry, veh/h	1153	781	831	980
V/C Ratio	0.420	0.464	0.614	0.143
Control Delay, s/veh	7.5	10.9	14.0	5.0
LOS	A	B	B	A
95th %tile Queue, veh	2	2	4	0

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2024 Phase 1 build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	982	194	789	935	211	329	153	461	446	144	54
Future Volume (veh/h)	54	982	194	789	935	211	329	153	461	446	144	54
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	1023	0	839	995	0	251	288	0	354	349	0
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.96	0.96	0.96	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	166	947		792	1625		273	287		350	368	
Arrive On Green	0.04	0.27	0.00	0.38	0.78	0.00	0.15	0.15	0.00	0.20	0.20	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	56	1023	0	839	995	0	251	288	0	354	349	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	2.9	32.5	0.0	27.5	14.6	0.0	16.7	18.4	0.0	23.6	22.1	0.0
Cycle Q Clear(g_c), s	2.9	32.5	0.0	27.5	14.6	0.0	16.7	18.4	0.0	23.6	22.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	166	947		792	1625		273	287		350	368	
V/C Ratio(X)	0.34	1.08		1.06	0.61		0.92	1.00		1.01	0.95	
Avail Cap(c_a), veh/h	200	947		792	1625		273	287		350	368	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.64	0.64	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.1	43.8	0.0	37.0	8.8	0.0	50.1	50.8	0.0	48.2	47.6	0.0
Incr Delay (d2), s/veh	1.2	53.3	0.0	42.9	0.4	0.0	37.1	54.2	0.0	50.8	35.6	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	1.3	20.5	0.0	14.1	3.5	0.0	10.2	12.9	0.0	15.4	13.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	97.1	0.0	79.9	9.3	0.0	87.1	105.0	0.0	99.0	83.2	0.0
LnGrp LOS	D	F		F	A		F	F		F	F	
Approach Vol, veh/h		1079	A		1834	A		539	A		703	A
Approach Delay, s/veh		94.0			41.6			96.7			91.1	
Approach LOS		F			D			F			F	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.9	32.0	37.0		28.1	8.7	60.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.4	27.5	32.5		23.6	6.5	53.5				
Max Q Clear Time (g_c+I1), s		20.4	29.5	34.5		25.6	4.9	16.6				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	7.7				
Intersection Summary												
HCM 6th Ctrl Delay			70.7									
HCM 6th LOS			E									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

2: I-75 southbound ramp & Jonesboro Road

2024 Phase 1 build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1565	342	157	1350	0	0	0	0	547	0	596
Future Volume (veh/h)	0	1565	342	157	1350	0	0	0	0	547	0	596
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1841	1841	1841	1841	0				1841	1870	1841
Adj Flow Rate, veh/h	0	1683	0	169	1452	0				805	0	0
Peak Hour Factor	0.92	0.93	0.93	0.93	0.93	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	4	4	4	4	0				4	2	4
Cap, veh/h	0	1754		181	2104	0				1134	0	
Arrive On Green	0.00	0.67	0.00	0.06	0.60	0.00				0.32	0.00	0.00
Sat Flow, veh/h	0	3589	1560	1753	3589	0				3506	0	1560
Grp Volume(v), veh/h	0	1683	0	169	1452	0				805	0	0
Grp Sat Flow(s),veh/h/ln	0	1749	1560	1753	1749	0				1753	0	1560
Q Serve(g_s), s	0.0	53.4	0.0	6.6	33.9	0.0				24.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	53.4	0.0	6.6	33.9	0.0				24.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1754		181	2104	0				1134	0	
V/C Ratio(X)	0.00	0.96		0.93	0.69	0.00				0.71	0.00	
Avail Cap(c_a), veh/h	0	1792		181	2142	0				1134	0	
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.15	0.00	0.50	0.50	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	18.9	0.0	54.3	16.3	0.0				35.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.9	0.0	30.8	0.5	0.0				2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.6	0.0	6.3	12.2	0.0				10.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.7	0.0	85.1	16.8	0.0				37.7	0.0	0.0
LnGrp LOS	A	C		F	B	A				D	A	
Approach Vol, veh/h		1683	A		1621						805	A
Approach Delay, s/veh		21.7			23.9						37.7	
Approach LOS		C			C						D	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			12.0	64.7		43.3		76.7				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			7.5	61.5		37.5		73.5				
Max Q Clear Time (g_c+l1), s			8.6	55.4		26.2		35.9				
Green Ext Time (p_c), s			0.0	4.8		2.4		13.6				
Intersection Summary												
HCM 6th Ctrl Delay			25.7									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2024 Phase 1 build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	477	1613	0	0	1204	744	268	0	173	0	0	0
Future Volume (veh/h)	477	1613	0	0	1204	744	268	0	173	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	487	1646	0	0	1229	0	348	0	0			
Peak Hour Factor	0.98	0.98	0.92	0.92	0.98	0.98	0.77	0.77	0.77			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	518	2357	0	0	1341		854	0				
Arrive On Green	0.25	0.67	0.00	0.00	0.38	0.00	0.25	0.00	0.00			
Sat Flow, veh/h	1753	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	487	1646	0	0	1229	0	348	0	0			
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	27.4	34.8	0.0	0.0	40.1	0.0	10.2	0.0	0.0			
Cycle Q Clear(g_c), s	27.4	34.8	0.0	0.0	40.1	0.0	10.2	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	518	2357	0	0	1341		854	0				
V/C Ratio(X)	0.94	0.70	0.00	0.00	0.92		0.41	0.00				
Avail Cap(c_a), veh/h	608	2608	0	0	1414		854	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.26	0.26	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	41.6	12.0	0.0	0.0	35.2	0.0	37.5	0.0	0.0			
Incr Delay (d2), s/veh	7.6	0.2	0.0	0.0	9.4	0.0	0.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	14.5	11.4	0.0	0.0	17.8	0.0	4.2	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	12.2	0.0	0.0	44.5	0.0	37.8	0.0	0.0			
LnGrp LOS	D	B	A	A	D		D	A				
Approach Vol, veh/h	2133				1229	A		348	A			
Approach Delay, s/veh	20.7				44.5			37.8				
Approach LOS	C				D			D				
Timer - Assigned Phs	2			4			7	8				
Phs Duration (G+Y+Rc), s	34.6			85.4			34.9	50.5				
Change Period (Y+Rc), s	4.5			4.5			4.5	4.5				
Max Green Setting (Gmax), s	21.5			89.5			36.5	48.5				
Max Q Clear Time (g_c+l1), s	12.2			36.8			29.4	42.1				
Green Ext Time (p_c), s	0.8			18.7			1.0	3.9				
Intersection Summary												
HCM 6th Ctrl Delay			30.2									
HCM 6th LOS			C									

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2024 Phase 1 build p.m.

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	326	1269	0	0	1402	117	131	54	326	135	0	142	
Future Volume (veh/h)	326	1269	0	0	1402	117	131	54	326	135	0	142	
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	1856	1841	1856	1856	1841	1856	1856	1856	1856	1856	1856	1856	
Adj Flow Rate, veh/h	333	1295	0	0	1416	118	147	61	366	159	0	0	
Peak Hour Factor	0.98	0.98	0.98	0.99	0.99	0.99	0.89	0.89	0.89	0.85	0.85	0.85	
Percent Heavy Veh, %	3	4	3	3	4	3	3	3	3	3	3	3	
Cap, veh/h	359	2197	0	1	1485	668	300	317	369	312	0		
Arrive On Green	0.17	0.63	0.00	0.00	0.42	0.42	0.17	0.17	0.17	0.09	0.00	0.00	
Sat Flow, veh/h	1767	3589	0	1767	3497	1572	1406	1856	2768	3534	0	1572	
Grp Volume(v), veh/h	333	1295	0	0	1416	118	147	61	366	159	0	0	
Grp Sat Flow(s),veh/h/ln	1767	1749	0	1767	1749	1572	1406	1856	1384	1767	0	1572	
Q Serve(g_s), s	17.8	26.2	0.0	0.0	47.0	5.6	11.6	3.4	19.0	5.2	0.0	0.0	
Cycle Q Clear(g_c), s	17.8	26.2	0.0	0.0	47.0	5.6	11.6	3.4	19.0	5.2	0.0	0.0	
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	359	2197	0	1	1485	668	300	317	369	312	0		
V/C Ratio(X)	0.93	0.59	0.00	0.00	0.95	0.18	0.49	0.19	0.99	0.51	0.00		
Avail Cap(c_a), veh/h	382	2197	0	74	1501	675	300	317	369	312	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	47.4	13.2	0.0	0.0	33.4	21.5	46.1	42.7	67.1	52.2	0.0	0.0	
Incr Delay (d2), s/veh	27.6	0.4	0.0	0.0	13.7	0.1	5.6	1.3	44.9	1.4	0.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	12.2	9.2	0.0	0.0	21.4	2.0	4.4	1.6	8.8	2.3	0.0	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	75.0	13.6	0.0	0.0	47.1	21.6	51.7	44.0	112.0	53.6	0.0	0.0	
LnGrp LOS	E	B	A	A	D	C	D	D	F	D	A		
Approach Vol, veh/h	1628				1534			574			159		A
Approach Delay, s/veh	26.1				45.1			89.3			53.6		
Approach LOS	C				D			F			D		
Timer - Assigned Phs	1	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	15.1	25.0	0.0	79.9		40.1	24.4	55.4					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	8.5	20.5	5.0	68.0		33.5	21.5	51.5					
Max Q Clear Time (g_c+I1), s	7.2	21.0	0.0	28.2		0.0	19.8	49.0					
Green Ext Time (p_c), s	0.1	0.0	0.0	11.6		0.0	0.2	2.0					
Intersection Summary													
HCM 6th Ctrl Delay	44.1												
HCM 6th LOS	D												
Notes													
User approved volume balancing among the lanes for turning movement.													
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.													

North Bridges Road DRI
5: North Bridges Road/Bojangles & Jonesboro Road

2024 Phase 1 build p.m.

Intersection												
Int Delay, s/veh	203.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	1772	98	36	1411	16	64	0	22	22	0	21
Future Vol, veh/h	76	1772	98	36	1411	16	64	0	22	22	0	21
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	370	-	230	240	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	91	91	91	85	85	85	65	65	65
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	76	1772	98	40	1551	18	75	0	26	34	0	32
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1569	0	0	1870	0	0	2780	3573	886	2669	3653	776
Stage 1	-	-	-	-	-	-	1924	1924	-	1631	1631	-
Stage 2	-	-	-	-	-	-	856	1649	-	1038	2022	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	417	-	-	318	-	-	~ 9	6	288	~ 11	5	340
Stage 1	-	-	-	-	-	-	~ 69	113	-	106	158	-
Stage 2	-	-	-	-	-	-	319	155	-	247	101	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	417	-	-	318	-	-	~ 6	4	288	~ 8	4	340
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 6	4	-	~ 8	4	-
Stage 1	-	-	-	-	-	-	~ 56	92	-	87	138	-
Stage 2	-	-	-	-	-	-	252	135	-	184	83	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.4			\$ 6146.2			\$ 2044.3		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	8	417	-	-	318	-	-	15				
HCM Lane V/C Ratio	12.647	0.182	-	-	0.124	-	-	4.41				
HCM Control Delay (s)	\$ 6146.2	15.5	-	-	17.9	-	-	\$ 2044.3				
HCM Lane LOS	F	C	-	-	C	-	-	F				
HCM 95th %tile Q(veh)	14.3	0.7	-	-	0.4	-	-	9.1				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2024 Phase 1 build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1700	153	419	1257	3	97	0	429	1	10	0
Future Volume (veh/h)	3	1700	153	419	1257	3	97	0	429	1	10	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1717	155	423	1270	3	103	0	456	1	12	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.94	0.94	0.94	0.85	0.85	0.85
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	250	1618	733	382	2236	1013	358	0	325	62	309	0
Arrive On Green	0.00	0.46	0.46	0.36	1.00	1.00	0.04	0.00	0.21	0.00	0.16	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	3	1717	155	423	1270	3	103	0	456	1	12	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.1	55.5	5.5	21.7	0.0	0.0	5.0	0.0	24.6	0.1	0.6	0.0
Cycle Q Clear(g_c), s	0.1	55.5	5.5	21.7	0.0	0.0	5.0	0.0	24.6	0.1	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	250	1618	733	382	2236	1013	358	0	325	62	309	0
V/C Ratio(X)	0.01	1.06	0.21	1.11	0.57	0.00	0.29	0.00	1.40	0.02	0.04	0.00
Avail Cap(c_a), veh/h	317	1618	733	382	2236	1013	358	0	325	134	309	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.25	0.25	0.25	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.8	32.2	11.8	36.6	0.0	0.0	38.7	0.0	47.7	43.4	42.1	0.0
Incr Delay (d2), s/veh	0.0	40.7	0.1	58.2	0.1	0.0	0.4	0.0	198.2	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	0.0	30.7	2.4	13.9	0.0	0.0	2.6	0.0	27.5	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	73.0	11.9	94.8	0.1	0.0	39.2	0.0	245.9	43.5	42.3	0.0
LnGrp LOS	B	F	B	F	A	A	D	A	F	D	D	A
Approach Vol, veh/h	1875				1696			559			13	
Approach Delay, s/veh	67.8				23.7			207.8			42.4	
Approach LOS	E				C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	29.1	26.2	60.0	9.5	24.3	5.0	81.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.8	21.7	55.5	5.0	19.8	5.0	72.2				
Max Q Clear Time (g_c+I1), s	2.1	26.6	23.7	57.5	7.0	2.6	2.1	2.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.1				
Intersection Summary												
HCM 6th Ctrl Delay	68.6											
HCM 6th LOS	E											

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2024 Phase 1 build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	167	1732	264	102	1423	54	199	210	58	87	199	97
Future Volume (veh/h)	167	1732	264	102	1423	54	199	210	58	87	199	97
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	1732	0	111	1547	59	216	228	0	96	219	107
Peak Hour Factor	1.00	1.00	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	197	1659		197	1657	751	266	643		351	408	199
Arrive On Green	0.14	0.95	0.00	0.07	0.47	0.47	0.34	0.34	0.00	0.34	0.34	0.34
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1054	1870	1585	1153	1186	580
Grp Volume(v), veh/h	167	1732	0	111	1547	59	216	228	0	96	0	326
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1054	1870	1585	1153	0	1766
Q Serve(g_s), s	5.9	56.9	0.0	2.1	50.1	2.4	23.4	10.9	0.0	8.1	0.0	17.8
Cycle Q Clear(g_c), s	5.9	56.9	0.0	2.1	50.1	2.4	41.3	10.9	0.0	19.1	0.0	17.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	197	1659		197	1657	751	266	643		351	0	607
V/C Ratio(X)	0.85	1.04		0.56	0.93	0.08	0.81	0.35		0.27	0.00	0.54
Avail Cap(c_a), veh/h	198	1792		197	1705	773	266	643		351	0	607
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.1	3.1	0.0	51.9	29.8	17.3	48.9	29.4	0.0	36.6	0.0	31.7
Incr Delay (d2), s/veh	3.3	21.8	0.0	3.6	9.8	0.0	23.1	1.5	0.0	1.9	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	6.2	0.0	3.3	21.7	0.9	8.0	5.0	0.0	2.5	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	24.9	0.0	55.5	39.6	17.3	72.0	30.9	0.0	38.5	0.0	35.1
LnGrp LOS	D	F		E	D	B	E	C		D	A	D
Approach Vol, veh/h		1899	A		1717			444	A		422	
Approach Delay, s/veh		27.3			39.9			50.9			35.8	
Approach LOS		C			D			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		45.4	11.1	63.5		45.4	13.3	61.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		39.5	5.5	61.5		39.5	8.5	58.5				
Max Q Clear Time (g_c+I1), s		43.3	4.1	58.9		21.1	7.9	52.1				
Green Ext Time (p_c), s		0.0	0.0	2.2		2.2	0.0	4.8				
Intersection Summary												
HCM 6th Ctrl Delay			35.3									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
8: Mt Carmel Road & North Bridges Road

2024 Phase 1 build p.m.

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	527	509	13	9	20
Future Vol, veh/h	22	527	509	13	9	20
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	98	98	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	561	519	13	12	27

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	532	0	0 1133 526
Stage 1	-	-	- 526 -
Stage 2	-	-	- 607 -
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	1036	-	- 224 552
Stage 1	-	-	- 593 -
Stage 2	-	-	- 544 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1036	-	- 217 552
Mov Cap-2 Maneuver	-	-	- 217 -
Stage 1	-	-	- 574 -
Stage 2	-	-	- 544 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1036	-	-	-	373
HCM Lane V/C Ratio	0.023	-	-	-	0.104
HCM Control Delay (s)	8.6	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

North Bridges Road DRI
9: Sterling Place & Mt Carmel Road

2024 Phase 1 build p.m.

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	547	1	8	508	0	11
Future Vol, veh/h	547	1	8	508	0	11
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	98	98	97	97	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	558	1	8	524	0	17
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	559	0	1099	559
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	540	-
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	-	-	1012	-	235	529
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1012	-	232	529
Mov Cap-2 Maneuver	-	-	-	-	232	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	578	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		12	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	529	-	-	1012	-	
HCM Lane V/C Ratio	0.033	-	-	0.008	-	
HCM Control Delay (s)	12	-	-	8.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

North Bridges Road DRI
10: Rowanshyre Way & Mt Carmel Road

2024 Phase 1 build p.m.

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	529	9	6	489	17	0	0	11	18	0	6
Future Vol, veh/h	7	529	9	6	489	17	0	0	11	18	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	94	94	94	40	40	40	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	540	9	6	520	18	0	0	28	30	0	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	538	0	0	549	0	0	1105	1109	545	1114	1104	529
Stage 1	-	-	-	-	-	-	559	559	-	541	541	-
Stage 2	-	-	-	-	-	-	546	550	-	573	563	-
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	1030	-	-	1021	-	-	188	210	538	185	211	550
Stage 1	-	-	-	-	-	-	513	511	-	525	521	-
Stage 2	-	-	-	-	-	-	522	516	-	505	509	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1030	-	-	1021	-	-	182	206	538	173	207	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	206	-	173	207	-
Stage 1	-	-	-	-	-	-	508	506	-	520	517	-
Stage 2	-	-	-	-	-	-	508	512	-	474	504	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			12.1			26.3		
HCM LOS							B			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	538	1030	-	-	1021	-	-	209				
HCM Lane V/C Ratio	0.051	0.007	-	-	0.006	-	-	0.191				
HCM Control Delay (s)	12.1	8.5	0	-	8.5	0	-	26.3				
HCM Lane LOS	B	A	A	-	A	A	-	D				
HCM 95th %tile O(veh)	0.2	0	-	-	0	-	-	0.7				

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2024 Phase 1 build p.m.

Intersection				
Intersection Delay, s/veh	33.3			
Intersection LOS	D			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	418	549	876	555
Demand Flow Rate, veh/h	426	560	894	566
Vehicles Circulating, veh/h	640	757	412	537
Vehicles Exiting, veh/h	463	549	654	780
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	15.2	37.8	48.4	18.6
Approach LOS	C	E	E	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	426	560	894	566
Cap Entry Lane, veh/h	718	638	906	798
Entry HV Adj Factor	0.980	0.981	0.980	0.980
Flow Entry, veh/h	418	549	876	555
Cap Entry, veh/h	704	625	888	782
V/C Ratio	0.593	0.878	0.986	0.709
Control Delay, s/veh	15.2	37.8	48.4	18.6
LOS	C	E	E	C
95th %tile Queue, veh	4	10	17	6

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2024 Phase 1 build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 		 		 	 		
Traffic Volume (veh/h)	39	676	95	375	814	222	117	59	539	151	38	13
Future Volume (veh/h)	39	676	95	375	814	222	117	59	539	151	38	13
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	719	0	383	831	0	143	72	0	189	48	0
Peak Hour Factor	0.94	0.94	0.94	0.98	0.98	0.98	0.82	0.82	0.82	0.80	0.80	0.80
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	140	835		451	1173		935	506		622	337	
Arrive On Green	0.03	0.24	0.00	0.26	0.67	0.00	0.27	0.27	0.00	0.18	0.18	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	3456	1870	2790	3456	1870	0
Grp Volume(v), veh/h	41	719	0	383	831	0	143	72	0	189	48	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1728	1870	1395	1728	1870	0
Q Serve(g_s), s	1.9	19.7	0.0	10.5	14.9	0.0	3.1	2.9	0.0	4.7	2.2	0.0
Cycle Q Clear(g_c), s	1.9	19.7	0.0	10.5	14.9	0.0	3.1	2.9	0.0	4.7	2.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	140	835		451	1173		935	506		622	337	
V/C Ratio(X)	0.29	0.86		0.85	0.71		0.15	0.14		0.30	0.14	
Avail Cap(c_a), veh/h	177	962		570	1346		935	506		622	337	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.81	0.81	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.2	36.5	0.0	36.0	13.4	0.0	27.7	27.7	0.0	35.6	34.5	0.0
Incr Delay (d2), s/veh	1.2	7.2	0.0	7.9	1.2	0.0	0.3	0.6	0.0	1.3	0.9	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	0.8	8.8	0.0	4.2	3.7	0.0	1.3	1.4	0.0	2.1	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	43.7	0.0	43.9	14.6	0.0	28.1	28.2	0.0	36.8	35.4	0.0
LnGrp LOS	C	D		D	B		C	C		D	D	
Approach Vol, veh/h		760	A		1214	A		215	A		237	A
Approach Delay, s/veh		43.2			23.9			28.1			36.5	
Approach LOS		D			C			C			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		31.6	17.5	28.4		22.5	7.9	38.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.0	16.5	27.5		18.0	5.5	38.5				
Max Q Clear Time (g_c+I1), s		5.1	12.5	21.7		6.7	3.9	16.9				
Green Ext Time (p_c), s		0.7	0.5	2.2		0.6	0.0	5.4				
Intersection Summary												
HCM 6th Ctrl Delay			31.5									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

3: I-75 northbound ramp & Jonesboro Road

2024 Phase 1 build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 		 					
Traffic Volume (veh/h)	489	1190	0	0	707	1056	260	0	220	0	0	0
Future Volume (veh/h)	489	1190	0	0	707	1056	260	0	220	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	537	1308	0	0	744	0	295	0	0			
Peak Hour Factor	0.91	0.91	0.92	0.92	0.95	0.95	0.88	0.88	0.88			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	561	1673	0	0	939		1468	0				
Arrive On Green	0.17	0.48	0.00	0.00	0.27	0.00	0.43	0.00	0.00			
Sat Flow, veh/h	3401	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	537	1308	0	0	744	0	295	0	0			
Grp Sat Flow(s),veh/h/ln	1700	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	15.7	31.2	0.0	0.0	19.8	0.0	5.4	0.0	0.0			
Cycle Q Clear(g_c), s	15.7	31.2	0.0	0.0	19.8	0.0	5.4	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	561	1673	0	0	939		1468	0				
V/C Ratio(X)	0.96	0.78	0.00	0.00	0.79		0.20	0.00				
Avail Cap(c_a), veh/h	561	2504	0	0	1770		1468	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.51	0.51	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	41.4	21.7	0.0	0.0	34.0	0.0	17.7	0.0	0.0			
Incr Delay (d2), s/veh	17.7	0.5	0.0	0.0	1.6	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.6	11.5	0.0	0.0	8.1	0.0	2.0	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	22.2	0.0	0.0	35.5	0.0	17.8	0.0	0.0			
LnGrp LOS	E	C	A	A	D		B	A				
Approach Vol, veh/h	1845				744			A	295	A		
Approach Delay, s/veh	33.0				35.5				17.8			
Approach LOS	C				D				B			
Timer - Assigned Phs	2				4			7	8			
Phs Duration (G+Y+Rc), s	47.7				52.3			21.0	31.3			
Change Period (Y+Rc), s	4.5				4.5			4.5	4.5			
Max Green Setting (Gmax), s	19.4				71.6			16.5	50.6			
Max Q Clear Time (g_c+l1), s	7.4				33.2			17.7	21.8			
Green Ext Time (p_c), s	0.8				11.6			0.0	5.1			
Intersection Summary												
HCM 6th Ctrl Delay			32.1									
HCM 6th LOS			C									
Notes												

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2024 Phase 1 build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	818	123	233	1452	127	0	0	0	123	44	140
Future Volume (veh/h)	326	818	123	233	1452	127	0	0	0	123	44	140
Initial Q (Qb), veh	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
Parking Bus, Adj	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	1856	1841	1870	1870	1841	1856				1856	1856	1856
Adj Flow Rate, veh/h	362	909	137	243	1512	132				145	52	0
Peak Hour Factor	0.90	0.90	0.90	0.96	0.96	0.96				0.85	0.85	0.85
Percent Heavy Veh, %	3	4	2	2	4	3				3	3	3
Cap, veh/h	415	1067	161	541	1609	723				373	392	
Arrive On Green	0.19	0.35	0.35	0.40	0.61	0.61				0.21	0.21	0.00
Sat Flow, veh/h	1767	3048	459	1781	3497	1572				1767	1856	1572
Grp Volume(v), veh/h	362	522	524	243	1512	132				145	52	0
Grp Sat Flow(s),veh/h/ln	1767	1749	1758	1781	1749	1572				1767	1856	1572
Q Serve(g_s), s	17.4	27.6	27.6	9.9	39.5	3.7				7.1	2.3	0.0
Cycle Q Clear(g_c), s	17.4	27.6	27.6	9.9	39.5	3.7				7.1	2.3	0.0
Prop In Lane	1.00		0.26	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	415	612	616	541	1609	723				373	392	
V/C Ratio(X)	0.87	0.85	0.85	0.45	0.94	0.18				0.39	0.13	
Avail Cap(c_a), veh/h	417	766	770	541	1661	747				373	392	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61				1.00	1.00	0.00
Uniform Delay (d), s/veh	29.5	30.1	30.1	23.7	18.1	11.2				33.9	32.0	0.0
Incr Delay (d2), s/veh	18.0	7.6	7.6	0.4	7.2	0.1				0.7	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
%ile BackOfQ(50%),veh/ln	9.0	12.1	12.1	3.8	12.4	1.2				3.0	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	37.7	37.7	24.1	25.4	11.3				34.6	32.2	0.0
LnGrp LOS	D	D	D	C	C	B				C	C	
Approach Vol, veh/h		1408			1887						197	A
Approach Delay, s/veh		40.2			24.2						33.9	
Approach LOS		D			C						C	
Timer - Assigned Phs			3	4		6	7	8				
Phs Duration (G+Y+Rc), s			34.9	39.5		25.6	23.9	50.5				
Change Period (Y+Rc), s			4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s			23.2	43.8		19.5	19.5	47.5				
Max Q Clear Time (g_c+I1), s			11.9	29.6		9.1	19.4	41.5				
Green Ext Time (p_c), s			0.5	5.4		0.4	0.0	4.5				
Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

5: North Bridges Road/Bojangles & Jonesboro Road

2024 Phase 1 build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	902	43	15	1631	37	126	1	34	18	1	38
Future Volume (veh/h)	65	902	43	15	1631	37	126	1	34	18	1	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	940	45	15	1664	38	137	1	37	20	1	42
Peak Hour Factor	0.96	0.96	0.96	0.98	0.98	0.98	0.92	0.92	0.92	0.90	0.90	0.90
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	203	1746	791	266	1746	791	568	4	651	186	31	340
Arrive On Green	0.50	0.50	0.50	1.00	1.00	1.00	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	288	3497	1585	571	3497	1585	1208	9	1585	338	75	827
Grp Volume(v), veh/h	68	940	45	15	1664	38	138	0	37	63	0	0
Grp Sat Flow(s),veh/h/ln	288	1749	1585	571	1749	1585	1217	0	1585	1240	0	0
Q Serve(g_s), s	16.9	18.4	1.5	0.9	1.6	0.0	0.0	0.0	1.4	0.3	0.0	0.0
Cycle Q Clear(g_c), s	21.4	18.4	1.5	16.9	1.6	0.0	11.6	0.0	1.4	12.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.99		1.00	0.32		0.67
Lane Grp Cap(c), veh/h	203	1746	791	266	1746	791	572	0	651	557	0	0
V/C Ratio(X)	0.34	0.54	0.06	0.06	0.95	0.05	0.24	0.00	0.06	0.11	0.00	0.00
Avail Cap(c_a), veh/h	262	2466	1117	383	2466	1117	572	0	651	557	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	0.50	0.50	0.50	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.5	17.2	12.9	2.8	0.0	0.0	20.8	0.0	17.8	18.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.1	0.0	0.0	4.3	0.0	1.0	0.0	0.2	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.7	0.5	0.0	1.1	0.0	2.4	0.0	0.5	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	17.3	12.9	2.8	4.3	0.1	21.8	0.0	17.9	18.8	0.0	0.0
LnGrp LOS	C	B	B	A	A	A	C	A	B	B	A	A
Approach Vol, veh/h	1053			1717			175			63		
Approach Delay, s/veh	17.3			4.2			20.9			18.8		
Approach LOS	B			A			C			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	51.3			48.7			51.3			48.7		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	20.5			70.5			20.5			70.5		
Max Q Clear Time (g_c+I1), s	13.6			23.4			14.5			18.9		
Green Ext Time (p_c), s	0.4			10.3			0.1			19.6		
Intersection Summary												
HCM 6th Ctrl Delay	10.1											
HCM 6th LOS	B											

North Bridges Road DRI

6: Mt Carmel Road/Cason Way & Jonesboro Road

2024 Phase 1 build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	0	898	53	333	1522	0	164	1	373	0	0	0
Future Volume (veh/h)	0	898	53	333	1522	0	164	1	373	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	935	55	366	1673	0	189	1	429	0	0	0
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.25	0.87	0.87	0.87	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	170	1137	515	395	1880	852	597	3	856	72	697	0
Arrive On Green	0.00	0.11	0.11	0.34	1.00	0.00	0.37	0.37	0.37	0.00	0.00	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1411	8	1585	958	1870	0
Grp Volume(v), veh/h	0	935	55	366	1673	0	190	0	429	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1419	0	1585	958	1870	0
Q Serve(g_s), s	0.0	26.2	3.1	14.0	0.0	0.0	9.7	0.0	0.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	26.2	3.1	14.0	0.0	0.0	9.7	0.0	0.3	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.99		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	170	1137	515	395	1880	852	600	0	856	72	697	0
V/C Ratio(X)	0.00	0.82	0.11	0.93	0.89	0.00	0.32	0.00	0.50	0.00	0.00	0.00
Avail Cap(c_a), veh/h	257	1336	605	547	2046	927	600	0	856	72	697	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.92	0.92	0.36	0.36	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	41.8	31.5	30.3	0.0	0.0	22.7	0.0	14.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.4	0.1	8.0	1.9	0.0	1.4	0.0	2.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.7	1.2	7.2	0.5	0.0	3.4	0.0	5.9	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.2	31.6	38.3	1.9	0.0	24.1	0.0	16.6	0.0	0.0	0.0
LnGrp LOS	A	D	C	D	A	A	C	A	B	A	A	A
Approach Vol, veh/h		990			2039			619			0	
Approach Delay, s/veh		44.5			8.5			18.9			0.0	
Approach LOS		D			A			B				
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		41.7	21.3	37.0		41.7	0.0	58.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		23.0	25.3	38.2		23.0	5.0	58.5				
Max Q Clear Time (g_c+I1), s		11.7	16.0	28.2		0.0	0.0	2.0				
Green Ext Time (p_c), s		2.1	0.8	4.3		0.0	0.0	19.6				
Intersection Summary												
HCM 6th Ctrl Delay			20.0									
HCM 6th LOS			C									

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2024 Phase 1 build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	82	1039	120	29	1386	28	269	127	37	37	104	91
Future Volume (veh/h)	82	1039	120	29	1386	28	269	127	37	37	104	91
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	1071	0	29	1400	28	280	132	0	44	122	107
Peak Hour Factor	0.97	0.97	0.97	0.99	0.99	0.99	0.96	0.96	0.96	0.85	0.85	0.85
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	153	1191		361	1528	693	404	716		494	352	309
Arrive On Green	0.09	0.68	0.00	0.14	0.44	0.44	0.38	0.38	0.00	0.38	0.38	0.38
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1152	1870	1585	1258	919	806
Grp Volume(v), veh/h	85	1071	0	29	1400	28	280	132	0	44	0	229
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1152	1870	1585	1258	0	1725
Q Serve(g_s), s	0.3	25.2	0.0	0.0	37.6	1.0	22.9	4.7	0.0	2.4	0.0	9.4
Cycle Q Clear(g_c), s	0.3	25.2	0.0	0.0	37.6	1.0	32.3	4.7	0.0	7.1	0.0	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	153	1191		361	1528	693	404	716		494	0	660
V/C Ratio(X)	0.56	0.90		0.08	0.92	0.04	0.69	0.18		0.09	0.00	0.35
Avail Cap(c_a), veh/h	163	1595		361	1591	721	404	716		494	0	660
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	14.5	0.0	33.0	26.4	16.1	33.5	20.5	0.0	22.9	0.0	22.0
Incr Delay (d2), s/veh	2.4	4.0	0.0	0.1	8.5	0.0	9.4	0.6	0.0	0.4	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.1	0.0	0.6	15.9	0.3	7.0	2.0	0.0	0.7	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	18.5	0.0	33.1	34.9	16.2	42.9	21.1	0.0	23.2	0.0	23.4
LnGrp LOS	D	B		C	C	B	D	C		C	A	C
Approach Vol, veh/h		1156	A		1457			412	A		273	
Approach Delay, s/veh		20.5			34.5			35.9			23.4	
Approach LOS		C			C			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.8	18.7	38.5		42.8	9.0	48.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.9	5.0	45.6		35.9	5.1	45.5				
Max Q Clear Time (g_c+l1), s		34.3	2.0	27.2		11.4	2.3	39.6				
Green Ext Time (p_c), s		0.3	0.0	6.8		1.5	0.0	4.1				
Intersection Summary												
HCM 6th Ctrl Delay			28.9									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2024 Phase 1 build a.m. wit mitigation

Intersection						
Intersection Delay, s/veh	7.4					
Intersection LOS	A					
Approach	EB	WB		NB		SB
Entry Lanes	1	2		2		1
Conflicting Circle Lanes	1	1		1		1
Adj Approach Flow, veh/h	484	362		510		140
Demand Flow Rate, veh/h	494	369		520		143
Vehicles Circulating, veh/h	157	540		478		318
Vehicles Exiting, veh/h	304	458		173		591
Ped Vol Crossing Leg, #/h	0	0		0		0
Ped Cap Adj	1.000	1.000		1.000		1.000
Approach Delay, s/veh	7.5	7.7		7.7		5.0
Approach LOS	A	A		A		A
Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	LT	R	LT	R	LTR
Assumed Moves	LTR	LT	R	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.827	0.173	0.700	0.300	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	494	305	64	364	156	143
Cap Entry Lane, veh/h	1176	869	869	919	919	998
Entry HV Adj Factor	0.980	0.981	0.984	0.981	0.981	0.982
Flow Entry, veh/h	484	299	63	357	153	140
Cap Entry, veh/h	1153	853	855	902	901	980
V/C Ratio	0.420	0.351	0.074	0.396	0.170	0.143
Control Delay, s/veh	7.5	8.2	4.9	8.6	5.7	5.0
LOS	A	A	A	A	A	A
95th %tile Queue, veh	2	2	0	2	1	0

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2024 Phase 1 build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 		 			 		
Traffic Volume (veh/h)	54	982	194	789	935	211	329	153	461	446	144	54
Future Volume (veh/h)	54	982	194	789	935	211	329	153	461	446	144	54
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	1023	0	839	995	0	343	159	0	490	158	0
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.96	0.96	0.96	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	178	970		792	1641		575	311		565	306	
Arrive On Green	0.04	0.28	0.00	0.38	0.78	0.00	0.17	0.17	0.00	0.16	0.16	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	3456	1870	1585	3456	1870	0
Grp Volume(v), veh/h	56	1023	0	839	995	0	343	159	0	490	158	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1728	1870	1585	1728	1870	0
Q Serve(g_s), s	2.7	30.5	0.0	25.2	12.9	0.0	10.1	8.5	0.0	15.2	8.5	0.0
Cycle Q Clear(g_c), s	2.7	30.5	0.0	25.2	12.9	0.0	10.1	8.5	0.0	15.2	8.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	178	970		792	1641		575	311		565	306	
V/C Ratio(X)	0.31	1.05		1.06	0.61		0.60	0.51		0.87	0.52	
Avail Cap(c_a), veh/h	214	970		792	1641		575	311		565	306	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.64	0.64	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.7	39.8	0.0	34.0	7.7	0.0	42.4	41.8	0.0	44.8	42.0	0.0
Incr Delay (d2), s/veh	1.0	44.5	0.0	43.0	0.4	0.0	4.5	5.9	0.0	16.3	6.1	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	1.2	18.4	0.0	13.0	3.0	0.0	4.7	4.4	0.0	7.7	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	84.3	0.0	77.0	8.1	0.0	47.0	47.7	0.0	61.1	48.1	0.0
LnGrp LOS	C	F		F	A		D	D		E	D	
Approach Vol, veh/h		1079	A		1834	A		502	A		648	A
Approach Delay, s/veh		81.6			39.6			47.2			57.9	
Approach LOS		F			D			D			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.8	29.7	35.0		22.5	8.6	56.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.3	25.2	30.5		18.0	6.3	49.4				
Max Q Clear Time (g_c+I1), s		12.1	27.2	32.5		17.2	4.7	14.9				
Green Ext Time (p_c), s		1.2	0.0	0.0		0.3	0.0	7.6				
Intersection Summary												
HCM 6th Ctrl Delay			54.6									
HCM 6th LOS			D									

Notes

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

North Bridges Road DRI

3: I-75 northbound ramp & Jonesboro Road

2024 Phase 1 build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 		 					
Traffic Volume (veh/h)	477	1613	0	0	1204	744	268	0	173	0	0	0
Future Volume (veh/h)	477	1613	0	0	1204	744	268	0	173	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	487	1646	0	0	1229	0	348	0	0			
Peak Hour Factor	0.98	0.98	0.92	0.92	0.98	0.98	0.77	0.77	0.77			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	559	2123	0	0	1405		1058	0				
Arrive On Green	0.16	0.61	0.00	0.00	0.40	0.00	0.31	0.00	0.00			
Sat Flow, veh/h	3401	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	487	1646	0	0	1229	0	348	0	0			
Grp Sat Flow(s),veh/h/ln	1700	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	15.4	38.4	0.0	0.0	35.7	0.0	8.6	0.0	0.0			
Cycle Q Clear(g_c), s	15.4	38.4	0.0	0.0	35.7	0.0	8.6	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	559	2123	0	0	1405		1058	0				
V/C Ratio(X)	0.87	0.78	0.00	0.00	0.87		0.33	0.00				
Avail Cap(c_a), veh/h	665	2432	0	0	1606		1058	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.22	0.22	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	44.8	16.0	0.0	0.0	30.4	0.0	29.1	0.0	0.0			
Incr Delay (d2), s/veh	2.6	0.3	0.0	0.0	5.2	0.0	0.2	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.5	13.3	0.0	0.0	15.0	0.0	3.4	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	16.4	0.0	0.0	35.5	0.0	29.3	0.0	0.0			
LnGrp LOS	D	B	A	A	D		C	A				
Approach Vol, veh/h	2133					1229	A	348	A			
Approach Delay, s/veh	23.5					35.5		29.3				
Approach LOS	C					D		C				
Timer - Assigned Phs	2		4			7		8				
Phs Duration (G+Y+Rc), s	38.7		71.3			22.6		48.7				
Change Period (Y+Rc), s	4.5		4.5			4.5		4.5				
Max Green Setting (Gmax), s	24.5		76.5			21.5		50.5				
Max Q Clear Time (g_c+l1), s	10.6		40.4			17.4		37.7				
Green Ext Time (p_c), s	1.0		16.3			0.7		6.5				
Intersection Summary												
HCM 6th Ctrl Delay			28.0									
HCM 6th LOS			C									
Notes												

North Bridges Road DRI

5: North Bridges Road/Bojangles & Jonesboro Road

2024 Phase 1 build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	1772	98	36	1411	16	64	0	22	22	0	21
Future Volume (veh/h)	76	1772	98	36	1411	16	64	0	22	22	0	21
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	1772	98	40	1551	18	75	0	26	34	0	32
Peak Hour Factor	1.00	1.00	1.00	0.91	0.91	0.91	0.85	0.85	0.85	0.65	0.65	0.65
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	184	2087	946	211	2087	946	514	0	509	268	15	220
Arrive On Green	1.00	1.00	1.00	0.79	0.79	0.79	0.32	0.00	0.32	0.32	0.00	0.32
Sat Flow, veh/h	327	3497	1585	244	3497	1585	1397	0	1585	680	47	684
Grp Volume(v), veh/h	76	1772	98	40	1551	18	75	0	26	66	0	0
Grp Sat Flow(s),veh/h/ln	327	1749	1585	244	1749	1585	1397	0	1585	1412	0	0
Q Serve(g_s), s	16.4	0.0	0.0	4.8	24.5	0.3	0.0	0.0	1.2	1.4	0.0	0.0
Cycle Q Clear(g_c), s	42.1	0.0	0.0	5.1	24.5	0.3	3.9	0.0	1.2	5.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.52		0.48
Lane Grp Cap(c), veh/h	184	2087	946	211	2087	946	514	0	509	503	0	0
V/C Ratio(X)	0.41	0.85	0.10	0.19	0.74	0.02	0.15	0.00	0.05	0.13	0.00	0.00
Avail Cap(c_a), veh/h	229	2559	1160	244	2559	1160	514	0	509	503	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	0.0	5.1	7.1	4.6	26.6	0.0	25.7	26.9	0.0	0.0
Incr Delay (d2), s/veh	1.0	1.7	0.0	0.4	0.8	0.0	0.6	0.0	0.2	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.5	0.0	0.2	4.7	0.1	1.5	0.0	0.5	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	1.7	0.0	5.5	7.9	4.6	27.2	0.0	25.9	27.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A	C	C	A	A
Approach Vol, veh/h	1946		1609				101			66		
Approach Delay, s/veh	1.9		7.8				26.9			27.4		
Approach LOS	A		A				C			C		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	40.0		70.0		40.0		70.0					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	20.5		80.5		20.5		80.5					
Max Q Clear Time (g_c+I1), s	5.9		44.1		7.1		26.5					
Green Ext Time (p_c), s	0.3		21.4		0.2		19.5					
Intersection Summary												
HCM 6th Ctrl Delay			5.6									
HCM 6th LOS			A									

North Bridges Road DRI

6: Mt Carmel Road/Cason Way & Jonesboro Road

2024 Phase 1 build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1700	153	419	1257	3	97	0	429	1	10	0
Future Volume (veh/h)	3	1700	153	419	1257	3	97	0	429	1	10	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1717	155	423	1270	3	103	0	456	1	12	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.94	0.94	0.94	0.85	0.85	0.85
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	272	1764	799	435	2475	1122	290	0	591	153	310	0
Arrive On Green	0.00	0.34	0.34	0.41	1.00	1.00	0.17	0.00	0.17	0.17	0.17	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1357	0	1585	935	1870	0
Grp Volume(v), veh/h	3	1717	155	423	1270	3	103	0	456	1	12	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1357	0	1585	935	1870	0
Q Serve(g_s), s	0.1	53.3	7.6	21.4	0.0	0.0	7.3	0.0	5.1	0.1	0.6	0.0
Cycle Q Clear(g_c), s	0.1	53.3	7.6	21.4	0.0	0.0	7.9	0.0	5.1	8.0	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	272	1764	799	435	2475	1122	290	0	591	153	310	0
V/C Ratio(X)	0.01	0.97	0.19	0.97	0.51	0.00	0.35	0.00	0.77	0.01	0.04	0.00
Avail Cap(c_a), veh/h	346	1765	800	435	2475	1122	290	0	591	153	310	0
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.40	0.40	0.40	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.8	35.7	20.6	30.1	0.0	0.0	41.9	0.0	30.4	45.2	38.5	0.0
Incr Delay (d2), s/veh	0.0	11.5	0.1	20.8	0.1	0.0	3.4	0.0	9.4	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	0.0	25.7	2.8	9.9	0.0	0.0	2.8	0.0	11.5	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	47.2	20.6	50.9	0.1	0.0	45.2	0.0	39.8	45.3	38.8	0.0
LnGrp LOS	B	D	C	D	A	A	D	A	D	D	D	A
Approach Vol, veh/h	1875					1696		559		13		
Approach Delay, s/veh	44.9					12.8		40.8		39.3		
Approach LOS	D					B		D		D		
Timer - Assigned Phs	2		3	4	6		7	8				
Phs Duration (G+Y+Rc), s	22.7		27.3	60.0	22.7		4.9	82.3				
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5		4.5	4.5				
Max Green Setting (Gmax), s	18.2		22.8	55.5	18.2		5.0	73.3				
Max Q Clear Time (g_c+l1), s	9.9		23.4	55.3	10.0		2.1	2.0				
Green Ext Time (p_c), s	1.5		0.0	0.2	0.0		0.0	12.1				
Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2024 Phase 1 build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	167	1732	264	102	1423	54	199	210	58	87	199	97
Future Volume (veh/h)	167	1732	264	102	1423	54	199	210	58	87	199	97
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	1732	0	111	1547	59	216	228	0	96	219	107
Peak Hour Factor	1.00	1.00	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	202	1621		240	1674	758	316	613		334	613	520
Arrive On Green	0.14	0.93	0.00	0.09	0.48	0.48	0.33	0.33	0.00	0.33	0.33	0.33
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1054	1870	1585	1153	1870	1585
Grp Volume(v), veh/h	167	1732	0	111	1547	59	216	228	0	96	219	107
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1054	1870	1585	1153	1870	1585
Q Serve(g_s), s	5.1	51.0	0.0	0.9	45.5	2.2	21.6	10.3	0.0	7.7	9.8	5.4
Cycle Q Clear(g_c), s	5.1	51.0	0.0	0.9	45.5	2.2	31.6	10.3	0.0	18.1	9.8	5.4
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	202	1621		240	1674	758	316	613		334	613	520
V/C Ratio(X)	0.83	1.07		0.46	0.92	0.08	0.68	0.37		0.29	0.36	0.21
Avail Cap(c_a), veh/h	230	1860		240	1733	785	316	613		334	613	520
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.29	0.29	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	4.0	0.0	45.2	26.8	15.5	40.2	28.3	0.0	35.3	28.2	26.7
Incr Delay (d2), s/veh	6.4	34.8	0.0	1.4	8.7	0.0	11.4	1.7	0.0	2.2	1.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	9.3	0.0	2.8	19.2	0.8	6.4	4.7	0.0	2.3	4.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	38.8	0.0	46.5	35.5	15.6	51.7	30.0	0.0	37.4	29.8	27.6
LnGrp LOS	D	F		D	D	B	D	C		D	C	C
Approach Vol, veh/h		1899	A		1717			444	A		422	
Approach Delay, s/veh		39.9			35.6			40.6			31.0	
Approach LOS		D			D			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.7	11.6	58.7		39.7	13.2	57.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		32.5	5.5	58.5		32.5	9.5	54.5				
Max Q Clear Time (g_c+I1), s		33.6	2.9	53.0		20.1	7.1	47.5				
Green Ext Time (p_c), s		0.0	0.1	4.4		1.5	0.1	5.1				
Intersection Summary												
HCM 6th Ctrl Delay			37.5									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2024 Phase 1 build p.m. with mitigation

Intersection						
Intersection Delay, s/veh	15.4					
Intersection LOS	C					
Approach	EB	WB		NB		SB
Entry Lanes	1	2		2		1
Conflicting Circle Lanes	1	1		1		1
Adj Approach Flow, veh/h	418	549		876		555
Demand Flow Rate, veh/h	426	560		894		566
Vehicles Circulating, veh/h	640	757		412		537
Vehicles Exiting, veh/h	463	549		654		780
Ped Vol Crossing Leg, #/h	0	0		0		0
Ped Cap Adj	1.000	1.000		1.000		1.000
Approach Delay, s/veh	15.2	17.7		12.1		18.6
Approach LOS	C	C		B		C
Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	LT	R	LT	R	LTR
Assumed Moves	LTR	LT	R	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.880	0.120	0.728	0.272	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	426	493	67	651	243	566
Cap Entry Lane, veh/h	718	713	713	976	976	798
Entry HV Adj Factor	0.980	0.980	0.985	0.980	0.979	0.980
Flow Entry, veh/h	418	483	66	638	238	555
Cap Entry, veh/h	704	699	702	957	956	782
V/C Ratio	0.593	0.691	0.094	0.667	0.249	0.709
Control Delay, s/veh	15.2	19.3	6.1	14.3	6.3	18.6
LOS	C	C	A	B	A	C
95th %tile Queue, veh	4	6	0	5	1	6

North Bridges Road DRI
1: Mill Road/Target Retail Access & Jonesboro Road

2024 Phase 1 build a.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	41	719	101	383	831	227	106	109	657	127	126
v/c Ratio	0.25	0.93	0.23	0.52	0.57	0.28	0.31	0.31	0.81	0.42	0.41
Control Delay	34.8	58.2	6.2	24.2	13.2	2.0	37.1	37.0	27.4	41.3	39.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	58.2	6.2	24.2	13.2	2.0	37.1	37.0	27.4	41.3	39.1
Queue Length 50th (ft)	21	236	0	95	110	7	61	63	281	76	71
Queue Length 95th (ft)	49	#347	34	132	160	18	103	104	367	118	114
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			140	200	
Base Capacity (vph)	163	780	445	738	1466	800	340	352	798	302	309
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.92	0.23	0.52	0.57	0.28	0.31	0.31	0.82	0.42	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2024 Phase 1 build a.m.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	537	1308	744	1112	295	250
v/c Ratio	0.89	0.53	0.43	1.02	0.45	0.66
Control Delay	24.8	2.9	4.8	42.6	38.1	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	2.9	4.8	42.6	38.1	31.8
Queue Length 50th (ft)	71	83	53	~707	86	90
Queue Length 95th (ft)	m#293	60	m52	m#843	124	170
Internal Link Dist (ft)		845	451			
Turn Bay Length (ft)	660			450		
Base Capacity (vph)	603	2481	1718	1092	656	380
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.53	0.43	1.02	0.45	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

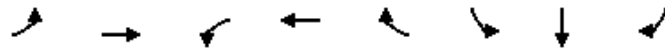
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2024 Phase 1 build a.m.



Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	362	1046	243	1513	132	145	52	165
v/c Ratio	0.85	0.80	0.49	0.95	0.17	0.41	0.14	0.37
Control Delay	35.7	24.5	25.8	29.4	3.4	39.1	34.7	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	24.5	25.8	29.4	3.4	39.1	34.7	8.1
Queue Length 50th (ft)	155	272	126	517	9	82	28	0
Queue Length 95th (ft)	#278	342	m183	#664	m12	133	58	45
Internal Link Dist (ft)		308		1083			420	
Turn Bay Length (ft)	260		290		150	260		300
Base Capacity (vph)	446	1508	498	1592	761	358	377	452
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.69	0.49	0.95	0.17	0.41	0.14	0.37

Intersection Summary

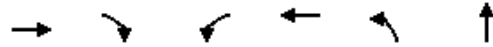
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2024 Phase 1 build a.m.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	935	55	366	1673	189	430
v/c Ratio	0.79	0.08	0.85	0.84	0.42	0.55
Control Delay	13.2	0.2	31.7	9.4	30.0	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.2	0.2	31.7	9.4	30.0	7.8
Queue Length 50th (ft)	158	0	124	164	89	22
Queue Length 95th (ft)	177	m0	m#174	142	153	97
Internal Link Dist (ft)	2037			792		521
Turn Bay Length (ft)		320	300		200	
Base Capacity (vph)	1381	758	436	2001	447	787
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.07	0.84	0.84	0.42	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
7: Willow Lane/Oak Grove Road & Jonesboro Road

2024 Phase 1 build a.m.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	85	1071	124	29	1400	28	280	132	39	44	229	
v/c Ratio	0.52	0.64	0.15	0.13	0.90	0.04	0.73	0.18	0.06	0.09	0.33	
Control Delay	24.4	6.7	0.5	14.5	35.2	0.5	41.0	22.5	2.4	22.1	19.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.4	6.7	0.5	14.5	35.2	0.5	41.0	22.5	2.4	22.1	19.3	
Queue Length 50th (ft)	13	61	0	9	416	0	157	57	0	18	81	
Queue Length 95th (ft)	m41	106	m3	21	#529	2	#297	101	11	41	132	
Internal Link Dist (ft)	792				528				519			
Turn Bay Length (ft)	280		240		300		280		350		350	
Base Capacity (vph)	163	1714	844	222	1579	755	384	720	651	476	700	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.52	0.62	0.15	0.13	0.89	0.04	0.73	0.18	0.06	0.09	0.33	

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2024 Phase 1 build p.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	56	1023	202	839	995	224	247	255	480	353	354
v/c Ratio	0.37	1.09	0.39	1.07	0.62	0.26	0.96	0.96	0.67	1.07	1.05
Control Delay	40.1	97.8	17.1	80.7	14.6	1.9	97.9	96.4	27.5	115.3	107.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	97.8	17.1	80.7	14.6	1.9	97.9	96.4	27.5	115.3	107.8
Queue Length 50th (ft)	33	~468	49	~374	240	7	202	208	238	~318	~309
Queue Length 95th (ft)	67	#602	117	#492	281	m17	#374	#383	363	#516	#512
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			140	200	
Base Capacity (vph)	155	940	516	786	1611	846	257	266	719	330	338
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	1.09	0.39	1.07	0.62	0.26	0.96	0.96	0.67	1.07	1.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2024 Phase 1 build p.m.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	487	1646	1229	759	348	225
v/c Ratio	0.90	0.66	0.89	0.82	0.49	0.61
Control Delay	38.5	4.6	19.3	7.3	45.8	41.0
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	38.5	4.9	19.3	7.3	45.8	41.0
Queue Length 50th (ft)	287	175	215	8	127	123
Queue Length 95th (ft)	m392	m163	m318	m18	148	169
Internal Link Dist (ft)		845	451			
Turn Bay Length (ft)	660			450		
Base Capacity (vph)	588	2588	1402	930	706	370
Starvation Cap Reductn	0	365	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.74	0.88	0.82	0.49	0.61
Intersection Summary						
m Volume for 95th percentile queue is metered by upstream signal.						

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2024 Phase 1 build p.m.

										
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	333	1295	1416	118	147	61	366	79	80	167
v/c Ratio	0.91	0.67	0.95	0.16	0.64	0.19	0.54	0.68	0.68	0.29
Control Delay	63.6	18.9	35.0	2.0	60.2	44.4	24.6	82.1	83.0	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	18.9	35.0	2.0	60.2	44.4	24.6	82.1	83.0	6.4
Queue Length 50th (ft)	164	262	529	1	108	41	85	64	65	0
Queue Length 95th (ft)	#364	307	#702	7	#189	81	127	#129	#132	43
Internal Link Dist (ft)		308	1083			480			420	
Turn Bay Length (ft)	260			150	210		160	260		300
Base Capacity (vph)	375	1966	1489	727	230	327	679	117	117	567
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.66	0.95	0.16	0.64	0.19	0.54	0.68	0.68	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2024 Phase 1 build p.m.

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	1717	155	423	1270	3	103	456	1	12
v/c Ratio	0.02	1.07	0.19	1.10	0.55	0.00	0.35	0.70	0.01	0.04
Control Delay	16.7	68.8	3.5	87.0	2.8	0.0	41.2	15.1	35.0	42.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	68.8	3.5	87.0	2.8	0.0	41.2	15.1	35.0	42.7
Queue Length 50th (ft)	1	~773	4	~322	64	0	64	48	1	8
Queue Length 95th (ft)	m2	#915	m20	m#406	m93	m0	114	#196	5	25
Internal Link Dist (ft)		2037			792			521		509
Turn Bay Length (ft)	320		320	300		200	200		100	
Base Capacity (vph)	170	1605	803	386	2308	1084	292	653	149	307
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	1.07	0.19	1.10	0.55	0.00	0.35	0.70	0.01	0.04
Intersection Summary										
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.										
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.										
m Volume for 95th percentile queue is metered by upstream signal.										

North Bridges Road DRI
7: Willow Lane/Oak Grove Road & Jonesboro Road

2024 Phase 1 build p.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	167	1732	264	111	1547	59	216	228	63	96	326
v/c Ratio	0.84	0.97	0.29	0.78	0.93	0.07	0.94	0.37	0.11	0.31	0.55
Control Delay	38.5	12.5	0.2	69.4	39.9	5.0	87.0	33.0	7.4	33.6	34.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	12.5	0.2	69.4	39.9	5.0	87.0	33.0	7.4	33.6	34.7
Queue Length 50th (ft)	86	93	0	35	566	2	162	135	0	55	192
Queue Length 95th (ft)	m92	m104	m0	#131	#700	24	#320	206	32	104	287
Internal Link Dist (ft)		792			528			519			517
Turn Bay Length (ft)	280		240	300		280	350		350		
Base Capacity (vph)	198	1778	903	143	1692	799	229	613	563	309	597
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.97	0.29	0.78	0.91	0.07	0.94	0.37	0.11	0.31	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2024 Phase 1 build a.m. with mitigation

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	41	719	101	383	831	227	143	72	657	189	64
v/c Ratio	0.25	0.82	0.21	0.72	0.61	0.30	0.18	0.17	0.49	0.31	0.19
Control Delay	31.2	43.6	5.3	32.7	14.3	2.1	33.0	34.0	14.0	37.2	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	43.6	5.3	32.7	14.3	2.1	33.0	34.0	14.0	37.2	29.7
Queue Length 50th (ft)	20	221	0	104	112	6	39	39	104	54	27
Queue Length 95th (ft)	46	289	31	150	155	18	60	71	134	76	55
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			140	200	
Base Capacity (vph)	164	954	518	568	1375	764	799	433	1326	617	334
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.75	0.19	0.67	0.60	0.30	0.18	0.17	0.50	0.31	0.19
Intersection Summary											

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2024 Phase 1 build a.m. with mitigation



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	537	1308	744	1112	295	250
v/c Ratio	0.97	0.53	0.42	1.03	0.45	0.66
Control Delay	57.0	2.8	5.3	47.4	38.2	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	2.8	5.3	47.4	38.2	31.8
Queue Length 50th (ft)	186	81	78	~710	86	90
Queue Length 95th (ft)	m#268	50	m78	m#898	124	170
Internal Link Dist (ft)		845	451			
Turn Bay Length (ft)	660			450		
Base Capacity (vph)	555	2485	1756	1079	653	379
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.53	0.42	1.03	0.45	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

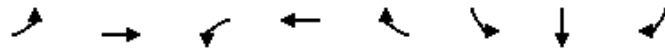
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2024 Phase 1 build a.m. with mitigation



Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	362	1046	243	1513	132	145	52	165
v/c Ratio	0.89	0.80	0.49	0.93	0.17	0.41	0.14	0.37
Control Delay	41.1	24.2	20.8	21.0	1.0	39.1	34.6	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	24.2	20.8	21.0	1.0	39.1	34.6	8.1
Queue Length 50th (ft)	148	286	116	473	1	82	28	0
Queue Length 95th (ft)	#299	336	197	#608	m3	133	58	45
Internal Link Dist (ft)		308		1083			420	
Turn Bay Length (ft)	260		290		150	260		300
Base Capacity (vph)	414	1505	500	1648	786	357	376	451
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.70	0.49	0.92	0.17	0.41	0.14	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

5: North Bridges Road/Bojangles & Jonesboro Road

2024 Phase 1 build a.m. with mitigation

									
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	68	940	45	15	1664	38	138	37	63
v/c Ratio	0.65	0.41	0.04	0.05	0.73	0.04	0.41	0.09	0.15
Control Delay	33.1	1.1	0.2	2.9	7.2	0.9	37.9	11.4	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	1.1	0.2	2.9	7.2	0.9	37.9	11.4	16.3
Queue Length 50th (ft)	6	6	0	2	184	2	76	0	11
Queue Length 95th (ft)	m21	4	m0	m2	195	m2	141	26	46
Internal Link Dist (ft)	1083			2037			525		516
Turn Bay Length (ft)	370		230	240		200		150	
Base Capacity (vph)	111	2447	1129	348	2447	1127	337	423	413
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.38	0.04	0.04	0.68	0.03	0.41	0.09	0.15
Intersection Summary									
m Volume for 95th percentile queue is metered by upstream signal.									

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2024 Phase 1 build a.m. with mitigation

						
Lane Group	EBT	EBR	WBL	WBT	NBT	NBR
Lane Group Flow (vph)	935	55	366	1673	190	429
v/c Ratio	0.80	0.10	0.74	0.80	0.46	0.46
Control Delay	15.1	1.4	20.7	7.9	34.7	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	1.4	20.7	7.9	34.7	12.9
Queue Length 50th (ft)	183	0	99	175	95	126
Queue Length 95th (ft)	216	1	m123	113	177	209
Internal Link Dist (ft)	2037			792	521	
Turn Bay Length (ft)		320	300			
Base Capacity (vph)	1325	644	547	2155	415	925
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.09	0.67	0.78	0.46	0.46
Intersection Summary						
m Volume for 95th percentile queue is metered by upstream signal.						

North Bridges Road DRI
7: Willow Lane/Oak Grove Road & Jonesboro Road

2024 Phase 1 build a.m. with mitigation

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	85	1071	124	29	1400	28	280	132	39	44	229
v/c Ratio	0.52	0.64	0.15	0.13	0.90	0.04	0.73	0.18	0.06	0.09	0.33
Control Delay	27.7	10.3	1.0	14.5	35.2	0.5	41.0	22.5	2.4	22.1	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	10.3	1.0	14.5	35.2	0.5	41.0	22.5	2.4	22.1	19.3
Queue Length 50th (ft)	13	59	0	9	416	0	157	57	0	18	81
Queue Length 95th (ft)	m41	161	m5	21	#529	2	#297	101	11	41	132
Internal Link Dist (ft)		792			528			519			517
Turn Bay Length (ft)	280		240	300		280	350		350		
Base Capacity (vph)	163	1714	844	222	1579	755	384	720	651	476	700
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.62	0.15	0.13	0.89	0.04	0.73	0.18	0.06	0.09	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2024 Phase 1 build p.m. with mitigation

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	56	1023	202	839	995	224	343	159	480	490	217
v/c Ratio	0.34	1.06	0.38	1.07	0.61	0.26	0.60	0.51	0.64	0.87	0.71
Control Delay	35.8	86.2	13.9	78.9	14.5	1.4	47.4	48.4	23.3	62.5	54.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	86.2	13.9	78.9	14.5	1.4	47.4	48.4	23.3	62.5	54.7
Queue Length 50th (ft)	30	~420	37	~338	205	4	117	104	204	176	137
Queue Length 95th (ft)	62	#551	100	m#461	262	m13	164	172	320	#263	#238
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			140	200	
Base Capacity (vph)	165	962	535	786	1626	861	571	309	749	561	304
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	1.06	0.38	1.07	0.61	0.26	0.60	0.51	0.64	0.87	0.71

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2024 Phase 1 build p.m. with mitigation



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	487	1646	1229	759	348	225
v/c Ratio	0.81	0.72	0.80	0.74	0.40	0.51
Control Delay	34.1	4.7	11.1	4.3	36.8	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	4.7	11.1	4.3	36.8	31.4
Queue Length 50th (ft)	158	126	96	3	109	103
Queue Length 95th (ft)	m169	m104	m116	m0	130	147
Internal Link Dist (ft)		845	451			
Turn Bay Length (ft)	660			450		
Base Capacity (vph)	658	2413	1593	1036	862	442
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.68	0.77	0.73	0.40	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2024 Phase 1 build p.m. with mitigation

										
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	333	1295	1416	118	147	61	366	79	80	167
v/c Ratio	0.93	0.68	0.95	0.16	0.63	0.18	0.52	0.81	0.82	0.30
Control Delay	64.9	19.6	28.8	0.8	55.1	40.2	21.5	101.4	103.1	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.9	19.6	28.8	0.8	55.1	40.2	21.5	101.4	103.1	6.2
Queue Length 50th (ft)	149	263	421	1	97	37	73	58	60	0
Queue Length 95th (ft)	#351	308	#646	m2	#168	75	114	#138	#138	43
Internal Link Dist (ft)		308	1083			480			420	
Turn Bay Length (ft)	260			150	210		160	260		300
Base Capacity (vph)	362	1924	1498	736	234	334	705	98	98	560
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.67	0.95	0.16	0.63	0.18	0.52	0.81	0.82	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

5: North Bridges Road/Bojangles & Jonesboro Road

2024 Phase 1 build p.m. with mitigation

									
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	76	1772	98	40	1551	18	75	26	66
v/c Ratio	0.50	0.73	0.09	0.38	0.63	0.02	0.26	0.07	0.19
Control Delay	15.3	9.9	0.9	13.9	5.4	0.8	40.7	14.1	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.3	9.9	0.9	13.9	5.4	0.8	40.7	14.1	23.9
Queue Length 50th (ft)	13	230	0	5	96	1	46	0	20
Queue Length 95th (ft)	m35	305	m8	m19	148	m2	85	22	36
Internal Link Dist (ft)	1083			2037			525		516
Turn Bay Length (ft)	370	230		240	200			150	
Base Capacity (vph)	159	2540	1184	109	2540	1163	294	359	339
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.70	0.08	0.37	0.61	0.02	0.26	0.07	0.19
Intersection Summary									
m Volume for 95th percentile queue is metered by upstream signal.									

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2024 Phase 1 build p.m. with mitigation

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	3	1717	155	423	1270	3	103	456	1	12
v/c Ratio	0.01	0.98	0.18	0.96	0.50	0.00	0.45	0.66	0.01	0.04
Control Delay	6.3	31.0	2.8	48.1	1.5	0.0	48.3	27.9	39.0	39.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.3	31.0	2.8	48.1	1.5	0.0	48.3	27.9	39.0	39.1
Queue Length 50th (ft)	1	343	14	258	29	0	66	223	1	7
Queue Length 95th (ft)	m1	#778	m30	m#364	m63	m0	122	341	5	23
Internal Link Dist (ft)	2037				792		521		509	
Turn Bay Length (ft)	320		320		300		200		100	
Base Capacity (vph)	208	1751	875	439	2552	1180	231	689	193	308
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.98	0.18	0.96	0.50	0.00	0.45	0.66	0.01	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2024 Phase 1 build p.m. with mitigation

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	167	1732	264	111	1547	59	216	228	63	96	219	107
v/c Ratio	0.72	0.94	0.28	0.70	0.91	0.07	0.78	0.41	0.12	0.36	0.40	0.20
Control Delay	35.2	16.0	0.3	54.2	35.5	3.9	56.7	33.9	7.8	35.3	33.6	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.2	16.0	0.3	54.2	35.5	3.9	56.7	33.9	7.8	35.3	33.6	6.5
Queue Length 50th (ft)	71	242	0	29	505	0	139	129	0	53	123	0
Queue Length 95th (ft)	m88	m293	m0	#112	#624	21	#266	201	32	103	193	40
Internal Link Dist (ft)		792			528			519			517	
Turn Bay Length (ft)	280		240	300		280	350		350			310
Base Capacity (vph)	233	1845	942	158	1719	814	276	550	512	268	550	543
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.94	0.28	0.70	0.90	0.07	0.78	0.41	0.12	0.36	0.40	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	740	104	411	896	244	128	64	589	165	41	14
Future Volume (veh/h)	43	740	104	411	896	244	128	64	589	165	41	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	779	0	415	905	0	114	129	0	136	146	0
Peak Hour Factor	0.95	0.95	0.95	0.99	0.99	0.99	0.84	0.84	0.84	0.81	0.81	0.81
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	136	822		492	1195		468	491		321	337	
Arrive On Green	0.04	0.23	0.00	0.28	0.68	0.00	0.26	0.26	0.00	0.18	0.18	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	45	779	0	415	905	0	114	129	0	136	146	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	2.0	21.9	0.0	11.3	17.0	0.0	5.0	5.5	0.0	6.8	6.9	0.0
Cycle Q Clear(g_c), s	2.0	21.9	0.0	11.3	17.0	0.0	5.0	5.5	0.0	6.8	6.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	136	822		492	1195		468	491		321	337	
V/C Ratio(X)	0.33	0.95		0.84	0.76		0.24	0.26		0.42	0.43	
Avail Cap(c_a), veh/h	174	822		743	1374		468	491		321	337	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.77	0.77	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.5	37.6	0.0	34.7	13.1	0.0	29.1	29.2	0.0	36.4	36.5	0.0
Incr Delay (d2), s/veh	1.4	19.8	0.0	4.4	1.7	0.0	1.2	1.3	0.0	4.1	4.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	11.1	0.0	4.2	3.9	0.0	2.3	2.6	0.0	3.3	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	57.5	0.0	39.1	14.7	0.0	30.3	30.5	0.0	40.5	40.5	0.0
LnGrp LOS	C	E		D	B		C	C		D	D	
Approach Vol, veh/h		824	A		1320	A		243	A		282	A
Approach Delay, s/veh		56.2			22.4			30.4			40.5	
Approach LOS		E			C			C			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.8	18.7	28.0		22.5	8.1	38.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.0	21.5	23.5		18.0	5.7	39.3				
Max Q Clear Time (g_c+I1), s		7.5	13.3	23.9		8.9	4.0	19.0				
Green Ext Time (p_c), s		0.7	0.9	0.0		0.8	0.0	5.8				
Intersection Summary												
HCM 6th Ctrl Delay			35.5									
HCM 6th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

2: I-75 southbound ramp & Jonesboro Road

2027 build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1221	255	143	1020	0	0	0	0	612	0	571
Future Volume (veh/h)	0	1221	255	143	1020	0	0	0	0	612	0	571
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1841	1841	1841	1841	0				1841	1870	1841
Adj Flow Rate, veh/h	0	1313	0	152	1085	0				805	0	0
Peak Hour Factor	0.92	0.93	0.93	0.94	0.94	0.92				0.98	0.98	0.98
Percent Heavy Veh, %	0	4	4	4	4	0				4	2	4
Cap, veh/h	0	1472		183	1808	0				1378	0	
Arrive On Green	0.00	0.42	0.00	0.05	0.52	0.00				0.39	0.00	0.00
Sat Flow, veh/h	0	3589	1560	1753	3589	0				3506	0	1560
Grp Volume(v), veh/h	0	1313	0	152	1085	0				805	0	0
Grp Sat Flow(s),veh/h/ln	0	1749	1560	1753	1749	0				1753	0	1560
Q Serve(g_s), s	0.0	34.8	0.0	3.2	21.7	0.0				18.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	34.8	0.0	3.2	21.7	0.0				18.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1472		183	1808	0				1378	0	
V/C Ratio(X)	0.00	0.89		0.83	0.60	0.00				0.58	0.00	
Avail Cap(c_a), veh/h	0	1591		190	1941	0				1378	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.34	0.00	0.87	0.87	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	26.8	0.0	45.2	16.9	0.0				23.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.4	0.0	22.2	0.4	0.0				0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.7	0.0	4.7	7.9	0.0				7.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.2	0.0	67.4	17.3	0.0				24.5	0.0	0.0
LnGrp LOS	A	C		E	B	A				C	A	
Approach Vol, veh/h		1313	A		1237						805	A
Approach Delay, s/veh		29.2			23.5						24.5	
Approach LOS		C			C						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			9.6	46.6		43.8		56.2				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			5.5	45.5		35.5		55.5				
Max Q Clear Time (g_c+I1), s			5.2	36.8		20.1		23.7				
Green Ext Time (p_c), s			0.0	5.3		2.7		8.5				
Intersection Summary												
HCM 6th Ctrl Delay			26.0									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2027 build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 					
Traffic Volume (veh/h)	534	1303	0	0	794	1174	284	0	243	0	0	0
Future Volume (veh/h)	534	1303	0	0	794	1174	284	0	243	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	574	1401	0	0	819	0	316	0	0			
Peak Hour Factor	0.93	0.93	0.92	0.92	0.97	0.97	0.90	0.90	0.90			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	426	1812	0	0	1022		1333	0				
Arrive On Green	0.18	0.52	0.00	0.00	0.29	0.00	0.39	0.00	0.00			
Sat Flow, veh/h	1753	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	574	1401	0	0	819	0	316	0	0			
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	18.1	32.2	0.0	0.0	21.6	0.0	6.2	0.0	0.0			
Cycle Q Clear(g_c), s	18.1	32.2	0.0	0.0	21.6	0.0	6.2	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	426	1812	0	0	1022		1333	0				
V/C Ratio(X)	1.35	0.77	0.00	0.00	0.80		0.24	0.00				
Avail Cap(c_a), veh/h	426	2522	0	0	1731		1333	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.46	0.46	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	38.4	19.4	0.0	0.0	32.7	0.0	20.4	0.0	0.0			
Incr Delay (d2), s/veh	163.7	0.5	0.0	0.0	1.5	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	28.6	11.6	0.0	0.0	8.8	0.0	2.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	202.1	19.8	0.0	0.0	34.2	0.0	20.5	0.0	0.0			
LnGrp LOS	F	B	A	A	C		C	A				
Approach Vol, veh/h		1975			819	A		316	A			
Approach Delay, s/veh		72.8			34.2			20.5				
Approach LOS		E			C			C				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		43.7		56.3			22.6	33.7				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		18.9		72.1			18.1	49.5				
Max Q Clear Time (g_c+l1), s		8.2		34.2			20.1	23.6				
Green Ext Time (p_c), s		0.8		12.9			0.0	5.6				
Intersection Summary												
HCM 6th Ctrl Delay				57.3								
HCM 6th LOS				E								
Notes												
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2027 build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	356	905	134	255	1626	140	0	0	0	134	48	153
Future Volume (veh/h)	356	905	134	255	1626	140	0	0	0	134	48	153
Initial Q (Qb), veh	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
Parking Bus, Adj	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	1856	1841	1870	1870	1841	1856				1856	1856	1856
Adj Flow Rate, veh/h	387	984	146	260	1659	143				156	56	0
Peak Hour Factor	0.92	0.92	0.92	0.98	0.98	0.98				0.86	0.86	0.86
Percent Heavy Veh, %	3	4	2	2	4	3				3	3	3
Cap, veh/h	432	1130	168	533	1626	731				347	364	
Arrive On Green	0.20	0.37	0.37	0.30	0.47	0.47				0.20	0.20	0.00
Sat Flow, veh/h	1767	3055	453	1781	3497	1572				1767	1856	1572
Grp Volume(v), veh/h	387	563	567	260	1659	143				156	56	0
Grp Sat Flow(s),veh/h/ln	1767	1749	1759	1781	1749	1572				1767	1856	1572
Q Serve(g_s), s	18.4	29.9	30.0	12.0	46.5	5.4				7.8	2.5	0.0
Cycle Q Clear(g_c), s	18.4	29.9	30.0	12.0	46.5	5.4				7.8	2.5	0.0
Prop In Lane	1.00		0.26	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	432	647	651	533	1626	731				347	364	
V/C Ratio(X)	0.90	0.87	0.87	0.49	1.02	0.20				0.45	0.15	
Avail Cap(c_a), veh/h	434	748	753	533	1626	731				347	364	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	28.5	29.3	29.3	28.8	26.8	15.7				35.4	33.3	0.0
Incr Delay (d2), s/veh	20.5	9.8	9.8	0.7	27.5	0.1				0.9	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
%ile BackOfQ(50%),veh/ln	9.7	13.3	13.5	4.9	23.4	1.8				3.4	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	39.1	39.1	29.5	54.3	15.9				36.4	33.5	0.0
LnGrp LOS	D	D	D	C	F	B				D	C	
Approach Vol, veh/h		1517			2062						212	A
Approach Delay, s/veh		41.6			48.5						35.6	
Approach LOS		D			D						D	
Timer - Assigned Phs			3	4		6	7	8				
Phs Duration (G+Y+Rc), s			34.4	41.5		24.1	24.9	51.0				
Change Period (Y+Rc), s			4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s			24.2	42.8		19.5	20.5	46.5				
Max Q Clear Time (g_c+I1), s			14.0	32.0		9.8	20.4	48.5				
Green Ext Time (p_c), s			0.5	5.0		0.5	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			45.0									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
5: North Bridges Road/Bojangles & Jonesboro Road

2027 build a.m.

Intersection												
Int Delay, s/veh	370.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	71	985	58	21	1782	40	178	1	53	20	1	41
Future Vol, veh/h	71	985	58	21	1782	40	178	1	53	20	1	41
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	370	-	230	240	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	99	99	99	94	94	94	90	90	90
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	73	1015	60	21	1800	40	189	1	56	22	1	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1840	0	0	1075	0	0	2104	3043	508	2496	3063	900
Stage 1	-	-	-	-	-	-	1161	1161	-	1842	1842	-
Stage 2	-	-	-	-	-	-	943	1882	-	654	1221	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	327	-	-	644	-	-	~ 29	13	510	~ 15	12	282
Stage 1	-	-	-	-	-	-	208	268	-	78	124	-
Stage 2	-	-	-	-	-	-	282	118	-	422	251	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	327	-	-	644	-	-	~ 18	10	510	~ 10	9	282
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 18	10	-	~ 10	9	-
Stage 1	-	-	-	-	-	-	~ 162	208	-	61	120	-
Stage 2	-	-	-	-	-	-	227	114	-	290	195	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.1			\$ 4706.7			\$ 1011.8		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	23	327	-	-	644	-	-	27
HCM Lane V/C Ratio	10.731	0.224	-	-	0.033	-	-	2.551
HCM Control Delay (s)	\$ 4706.7	19.2	-	-	10.8	-	-	\$ 1011.8
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	31	0.8	-	-	0.1	-	-	8.3

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

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	996	58	363	1666	0	180	1	406	0	0	0
Future Volume (veh/h)	0	996	58	363	1666	0	180	1	406	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1027	60	390	1791	0	200	1	451	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	162	1163	527	414	1956	886	550	1	315	262	344	0
Arrive On Green	0.00	0.33	0.33	0.36	1.00	0.00	0.12	0.20	0.20	0.00	0.00	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1781	4	1582	1781	1870	0
Grp Volume(v), veh/h	0	1027	60	390	1791	0	200	0	452	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1781	0	1586	1781	1870	0
Q Serve(g_s), s	0.0	27.7	2.6	15.8	0.0	0.0	0.0	0.0	19.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	27.7	2.6	15.8	0.0	0.0	0.0	0.0	19.9	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	162	1163	527	414	1956	886	550	0	316	262	344	0
V/C Ratio(X)	0.00	0.88	0.11	0.94	0.92	0.00	0.36	0.00	1.43	0.00	0.00	0.00
Avail Cap(c_a), veh/h	249	1270	575	461	1956	886	550	0	316	262	344	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.23	0.23	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	31.5	23.2	29.2	0.0	0.0	28.1	0.0	40.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	7.2	0.1	9.2	1.9	0.0	0.4	0.0	212.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.1	0.9	7.5	0.5	0.0	3.8	0.0	26.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.7	23.2	38.3	1.9	0.0	28.5	0.0	252.0	0.0	0.0	0.0
LnGrp LOS	A	D	C	D	A	A	C	A	F	A	A	A
Approach Vol, veh/h	1087					2181		652		0		
Approach Delay, s/veh	37.9					8.4		183.4		0.0		
Approach LOS	D					A		F				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	24.4	22.7	37.8	16.7	22.9	0.0	60.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	19.9	20.8	36.3	6.5	18.4	5.0	52.1				
Max Q Clear Time (g_c+I1), s	0.0	21.9	17.8	29.7	2.0	0.0	0.0	2.0				
Green Ext Time (p_c), s	0.0	0.0	0.4	3.5	0.2	0.0	0.0	21.5				
Intersection Summary												
HCM 6th Ctrl Delay	45.7											
HCM 6th LOS	D											

North Bridges Road DRI
7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 build a.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	91	1146	133	32	1518	31	295	139	40	40	113	97
Future Volume (veh/h)	91	1146	133	32	1518	31	295	139	40	40	113	97
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	1169	0	32	1518	31	304	143	0	47	131	113
Peak Hour Factor	0.98	0.98	0.98	1.00	1.00	1.00	0.97	0.97	0.97	0.86	0.86	0.86
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	154	1275		345	1582	717	370	686		463	340	293
Arrive On Green	0.09	0.73	0.00	0.13	0.45	0.45	0.37	0.37	0.00	0.37	0.37	0.37
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1136	1870	1585	1245	927	800
Grp Volume(v), veh/h	93	1169	0	32	1518	31	304	143	0	47	0	244
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1136	1870	1585	1245	0	1726
Q Serve(g_s), s	0.8	27.3	0.0	0.0	42.0	1.1	26.2	5.2	0.0	2.7	0.0	10.4
Cycle Q Clear(g_c), s	0.8	27.3	0.0	0.0	42.0	1.1	36.7	5.2	0.0	7.9	0.0	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	154	1275		345	1582	717	370	686		463	0	633
V/C Ratio(X)	0.60	0.92		0.09	0.96	0.04	0.82	0.21		0.10	0.00	0.39
Avail Cap(c_a), veh/h	163	1595		345	1591	721	370	686		463	0	633
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.3	12.3	0.0	33.8	26.5	15.3	37.2	21.7	0.0	24.4	0.0	23.4
Incr Delay (d2), s/veh	2.3	3.4	0.0	0.1	14.1	0.0	18.3	0.7	0.0	0.4	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	2.1	4.7	0.0	0.6	18.7	0.4	8.9	2.3	0.0	0.8	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	15.7	0.0	34.0	40.6	15.3	55.4	22.4	0.0	24.9	0.0	25.1
LnGrp LOS	D	B		C	D	B	E	C		C	A	C
Approach Vol, veh/h		1262	A		1581			447	A		291	
Approach Delay, s/veh		17.9			40.0			44.9			25.1	
Approach LOS		B			D			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		41.2	17.9	40.9		41.2	9.1	49.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		35.9	5.0	45.6		35.9	5.1	45.5				
Max Q Clear Time (g_c+I1), s		38.7	2.0	29.3		12.4	2.8	44.0				
Green Ext Time (p_c), s		0.0	0.0	7.1		1.6	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay			31.6									
HCM 6th LOS			C									

Notes

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

North Bridges Road DRI
8: Mt Carmel Road & North Bridges Road

2027 build a.m.

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	552	365	4	15	37
Future Vol, veh/h	12	552	365	4	15	37
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	99	99	91	91	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	558	401	4	20	49
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	405	0	-	0	985	403
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	582	-
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	1154	-	-	-	275	647
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	559	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1154	-	-	-	271	647
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	559	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		14.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1154	-	-	-	462	
HCM Lane V/C Ratio	0.011	-	-	-	0.15	
HCM Control Delay (s)	8.2	0	-	-	14.2	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

North Bridges Road DRI
9: Sterling Place & Mt Carmel Road

2027 build a.m.

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	535	5	13	379	2	6
Future Vol, veh/h	535	5	13	379	2	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	90	90	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	546	5	14	421	2	7
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	551	0	998	549
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	449	-
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	-	-	1019	-	270	535
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	643	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1019	-	265	535
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	631	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		13.6	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	426	-	-	1019	-	
HCM Lane V/C Ratio	0.021	-	-	0.014	-	
HCM Control Delay (s)	13.6	-	-	8.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

North Bridges Road DRI
10: Rowanshyre Way & Mt Carmel Road

2027 build a.m.

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	495	1	7	392	5	11	3	19	11	0	1
Future Vol, veh/h	3	495	1	7	392	5	11	3	19	11	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	89	89	89	100	100	100	56	56	56
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	510	1	8	440	6	11	3	19	20	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	446	0	0	511	0	0	977	979	511	987	976	443
Stage 1	-	-	-	-	-	-	517	517	-	459	459	-
Stage 2	-	-	-	-	-	-	460	462	-	528	517	-
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	1114	-	-	1054	-	-	230	250	563	226	251	615
Stage 1	-	-	-	-	-	-	541	534	-	582	566	-
Stage 2	-	-	-	-	-	-	581	565	-	534	534	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1114	-	-	1054	-	-	227	247	563	214	247	615
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	247	-	214	247	-
Stage 1	-	-	-	-	-	-	539	532	-	580	560	-
Stage 2	-	-	-	-	-	-	574	559	-	511	532	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			16.4			22.6		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	350	1114	-	-	1054	-	-	226				
HCM Lane V/C Ratio	0.094	0.003	-	-	0.007	-	-	0.095				
HCM Control Delay (s)	16.4	8.2	0	-	8.4	0	-	22.6				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3				

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2027 build a.m.

Intersection				
Intersection Delay, s/veh	12.0			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	525	399	545	154
Demand Flow Rate, veh/h	536	406	555	157
Vehicles Circulating, veh/h	174	579	519	347
Vehicles Exiting, veh/h	330	495	191	638
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.2	12.7	17.1	5.3
Approach LOS	A	B	C	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	536	406	555	157
Cap Entry Lane, veh/h	1155	765	813	969
Entry HV Adj Factor	0.979	0.983	0.981	0.983
Flow Entry, veh/h	525	399	545	154
Cap Entry, veh/h	1131	751	798	952
V/C Ratio	0.464	0.531	0.683	0.162
Control Delay, s/veh	8.2	12.7	17.1	5.3
LOS	A	B	C	A
95th %tile Queue, veh	3	3	6	1

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1078	212	862	1025	230	359	167	504	488	157	59
Future Volume (veh/h)	59	1078	212	862	1025	230	359	167	504	488	157	59
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	1100	0	898	1068	0	268	307	0	378	374	0
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.98	0.98	0.98	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	153	955		784	1620		281	295		363	381	
Arrive On Green	0.04	0.27	0.00	0.38	0.77	0.00	0.16	0.16	0.00	0.20	0.20	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	60	1100	0	898	1068	0	268	307	0	378	374	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	3.4	35.5	0.0	29.5	18.3	0.0	19.4	20.5	0.0	26.5	25.9	0.0
Cycle Q Clear(g_c), s	3.4	35.5	0.0	29.5	18.3	0.0	19.4	20.5	0.0	26.5	25.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	153	955		784	1620		281	295		363	381	
V/C Ratio(X)	0.39	1.15		1.15	0.66		0.95	1.04		1.04	0.98	
Avail Cap(c_a), veh/h	182	955		784	1620		281	295		363	381	
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.58	0.58	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.2	47.3	0.0	40.4	10.0	0.0	54.3	54.8	0.0	51.7	51.5	0.0
Incr Delay (d2), s/veh	1.6	80.4	0.0	74.5	0.6	0.0	43.1	63.5	0.0	58.3	41.6	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	1.5	25.6	0.0	18.5	4.2	0.0	12.0	14.8	0.0	17.7	16.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	127.7	0.0	114.9	10.5	0.0	97.4	118.2	0.0	110.0	93.1	0.0
LnGrp LOS	D	F		F	B		F	F		F	F	
Approach Vol, veh/h		1160	A		1966	A		575	A		752	A
Approach Delay, s/veh		123.2			58.2			108.5			101.6	
Approach LOS		F			E			F			F	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.0	34.0	40.0		31.0	9.3	64.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	29.5	35.5		26.5	6.9	58.1				
Max Q Clear Time (g_c+I1), s		22.5	31.5	37.5		28.5	5.4	20.3				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	8.6				
Intersection Summary												
HCM 6th Ctrl Delay			89.0									
HCM 6th LOS			F									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

2: I-75 southbound ramp & Jonesboro Road

2027 build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1717	373	177	1477	0	0	0	0	613	0	651
Future Volume (veh/h)	0	1717	373	177	1477	0	0	0	0	613	0	651
Initial Q (Qb), veh	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
Parking Bus, Adj	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	0	1841	1841	1841	1841	0				1841	1870	1841
Adj Flow Rate, veh/h	0	1807	0	186	1555	0				874	0	0
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92				0.94	0.94	0.94
Percent Heavy Veh, %	0	4	4	4	4	0				4	2	4
Cap, veh/h	0	1837		180	2200	0				1058	0	
Arrive On Green	0.00	0.70	0.00	0.07	0.63	0.00				0.30	0.00	0.00
Sat Flow, veh/h	0	3589	1560	1753	3589	0				3506	0	1560
Grp Volume(v), veh/h	0	1807	0	186	1555	0				874	0	0
Grp Sat Flow(s),veh/h/ln	0	1749	1560	1753	1749	0				1753	0	1560
Q Serve(g_s), s	0.0	64.7	0.0	9.0	38.6	0.0				30.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	64.7	0.0	9.0	38.6	0.0				30.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1837		180	2200	0				1058	0	
V/C Ratio(X)	0.00	0.98		1.03	0.71	0.00				0.83	0.00	
Avail Cap(c_a), veh/h	0	1843		180	2206	0				1058	0	
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.00	0.42	0.42	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	19.1	0.0	59.0	16.1	0.0				42.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.5	0.0	52.6	0.4	0.0				5.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.7	0.0	8.2	13.9	0.0				13.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.5	0.0	111.7	16.5	0.0				47.7	0.0	0.0
LnGrp LOS	A	C		F	B	A				D	A	
Approach Vol, veh/h		1807	A		1741						874	A
Approach Delay, s/veh		22.5			26.7						47.7	
Approach LOS		C			C						D	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			13.5	72.8		43.7		86.3				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			9.0	68.5		39.0		82.0				
Max Q Clear Time (g_c+l1), s			11.0	66.7		32.1		40.6				
Green Ext Time (p_c), s			0.0	1.6		2.1		15.7				
Intersection Summary												
HCM 6th Ctrl Delay			29.2									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

3: I-75 northbound ramp & Jonesboro Road

2027 build p.m.

																	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
Lane Configurations		 			 		 										
Traffic Volume (veh/h)	522	1785	0	0	1324	823	293	0	198	0	0	0					
Future Volume (veh/h)	522	1785	0	0	1324	823	293	0	198	0	0	0					
Initial Q (Qb), veh	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								
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841								
Adj Flow Rate, veh/h	522	1785	0	0	1337	0	371	0	0								
Peak Hour Factor	1.00	1.00	0.92	0.92	0.99	0.99	0.79	0.79	0.79								
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4								
Cap, veh/h	549	2518	0	0	1438		717	0									
Arrive On Green	0.27	0.72	0.00	0.00	0.41	0.00	0.21	0.00	0.00								
Sat Flow, veh/h	1753	3589	0	0	3589	1560	3401	0	1560								
Grp Volume(v), veh/h	522	1785	0	0	1337	0	371	0	0								
Grp Sat Flow(s),veh/h/ln	1753	1749	0	0	1749	1560	1700	0	1560								
Q Serve(g_s), s	32.8	37.9	0.0	0.0	47.4	0.0	12.6	0.0	0.0								
Cycle Q Clear(g_c), s	32.8	37.9	0.0	0.0	47.4	0.0	12.6	0.0	0.0								
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00								
Lane Grp Cap(c), veh/h	549	2518	0	0	1438		717	0									
V/C Ratio(X)	0.95	0.71	0.00	0.00	0.93		0.52	0.00									
Avail Cap(c_a), veh/h	606	2688	0	0	1493		717	0									
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Upstream Filter(I)	0.14	0.14	0.00	0.00	1.00	0.00	1.00	0.00	0.00								
Uniform Delay (d), s/veh	43.9	10.4	0.0	0.0	36.5	0.0	45.5	0.0	0.0								
Incr Delay (d2), s/veh	5.6	0.1	0.0	0.0	10.4	0.0	0.7	0.0	0.0								
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
%ile BackOfQ(50%),veh/ln	16.6	12.0	0.0	0.0	21.2	0.0	5.3	0.0	0.0								
Unsig. Movement Delay, s/veh																	
LnGrp Delay(d),s/veh	49.5	10.5	0.0	0.0	46.9	0.0	46.1	0.0	0.0								
LnGrp LOS	D	B	A	A	D		D	A									
Approach Vol, veh/h	2307				1337		A	371		A							
Approach Delay, s/veh	19.3				46.9			46.1									
Approach LOS	B				D			D									
Timer - Assigned Phs	2			4			7		8								
Phs Duration (G+Y+Rc), s	31.9			98.1			40.2		57.9								
Change Period (Y+Rc), s	4.5			4.5			4.5		4.5								
Max Green Setting (Gmax), s	21.1			99.9			39.9		55.5								
Max Q Clear Time (g_c+l1), s	14.6			39.9			34.8		49.4								
Green Ext Time (p_c), s	0.7			22.7			0.8		4.1								
Intersection Summary																	
HCM 6th Ctrl Delay			31.0														
HCM 6th LOS			C														
Notes																	

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2027 build p.m.

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	355	1417	0	0	1550	127	143	59	356	148	0	155	
Future Volume (veh/h)	355	1417	0	0	1550	127	143	59	356	148	0	155	
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	1856	1841	1856	1856	1841	1856	1856	1856	1856	1856	1856	1856	
Adj Flow Rate, veh/h	359	1431	0	0	1550	127	157	65	391	170	0	0	
Peak Hour Factor	0.99	0.99	0.99	1.00	1.00	1.00	0.91	0.91	0.91	0.87	0.87	0.87	
Percent Heavy Veh, %	3	4	3	3	4	3	3	3	3	3	3	3	
Cap, veh/h	382	2313	0	1	1547	696	288	307	362	245	0		
Arrive On Green	0.18	0.66	0.00	0.00	0.44	0.44	0.17	0.17	0.17	0.07	0.00	0.00	
Sat Flow, veh/h	1767	3589	0	1767	3497	1572	1406	1856	2768	3534	0	1572	
Grp Volume(v), veh/h	359	1431	0	0	1550	127	157	65	391	170	0	0	
Grp Sat Flow(s),veh/h/ln	1767	1749	0	1767	1749	1572	1406	1856	1384	1767	0	1572	
Q Serve(g_s), s	21.9	30.5	0.0	0.0	57.5	6.4	13.6	3.9	20.1	6.1	0.0	0.0	
Cycle Q Clear(g_c), s	21.9	30.5	0.0	0.0	57.5	6.4	13.6	3.9	20.1	6.1	0.0	0.0	
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	382	2313	0	1	1547	696	288	307	362	245	0		
V/C Ratio(X)	0.94	0.62	0.00	0.00	1.00	0.18	0.55	0.21	1.08	0.69	0.00		
Avail Cap(c_a), veh/h	388	2313	0	68	1547	696	288	307	362	245	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	50.5	12.6	0.0	0.0	36.3	22.0	51.0	46.9	72.8	59.1	0.0	0.0	
Incr Delay (d2), s/veh	30.7	0.5	0.0	0.0	23.4	0.1	7.2	1.6	70.5	8.2	0.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	14.4	10.7	0.0	0.0	28.0	2.3	5.3	1.9	10.5	3.0	0.0	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	81.2	13.1	0.0	0.0	59.6	22.1	58.2	48.5	143.3	67.3	0.0	0.0	
LnGrp LOS	F	B	A	A	F	C	E	D	F	E	A		
Approach Vol, veh/h	1790				1677			613			170		A
Approach Delay, s/veh	26.8				56.8			111.4			67.3		
Approach LOS	C				E			F			E		
Timer - Assigned Phs	1	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	13.5	26.0	0.0	90.5		39.5	28.5	62.0					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	8.5	21.5	5.0	77.0		34.5	24.5	57.5					
Max Q Clear Time (g_c+I1), s	8.1	22.1	0.0	32.5		0.0	23.9	59.5					
Green Ext Time (p_c), s	0.0	0.0	0.0	14.0		0.0	0.1	0.0					
Intersection Summary													
HCM 6th Ctrl Delay	52.4												
HCM 6th LOS	D												
Notes													
User approved volume balancing among the lanes for turning movement.													
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.													

North Bridges Road DRI
5: North Bridges Road/Bojangles & Jonesboro Road

2027 build p.m.

Intersection												
Int Delay, s/veh	497.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	83	1935	139	51	1541	17	88	0	32	24	0	23
Future Vol, veh/h	83	1935	139	51	1541	17	88	0	32	24	0	23
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	370	-	230	240	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	93	93	93	90	90	90	68	68	68
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	83	1935	139	55	1657	18	98	0	36	35	0	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1675	0	0	2074	0	0	3040	3886	968	2901	4007	829
Stage 1	-	-	-	-	-	-	2101	2101	-	1767	1767	-
Stage 2	-	-	-	-	-	-	939	1785	-	1134	2240	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	379	-	-	265	-	-	~ 6	3	254	~ 7	3	314
Stage 1	-	-	-	-	-	-	~ 53	92	-	87	135	-
Stage 2	-	-	-	-	-	-	284	133	-	216	78	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	379	-	-	265	-	-	~ 4	2	254	~ 4	2	314
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	2	-	~ 4	2	-
Stage 1	-	-	-	-	-	-	~ 41	72	-	68	107	-
Stage 2	-	-	-	-	-	-	201	105	-	145	61	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.7			\$ 12980			\$ 4342.9		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	5	379	-	-	265	-	-	8
HCM Lane V/C Ratio	26.667	0.219	-	-	0.207	-	-	8.64
HCM Control Delay (s)	\$ 12980	17.1	-	-	22.1	-	-	\$ 4342.9
HCM Lane LOS	F	C	-	-	C	-	-	F
HCM 95th %tile Q(veh)	18.7	0.8	-	-	0.8	-	-	10.2

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

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1864	167	457	1384	3	105	0	468	1	10	0
Future Volume (veh/h)	3	1864	167	457	1384	3	105	0	468	1	10	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1864	167	457	1384	3	109	0	488	1	11	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	0.87	0.87	0.87
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	237	1698	769	398	2356	1068	321	0	289	58	270	0
Arrive On Green	0.00	0.49	0.49	0.38	1.00	1.00	0.04	0.00	0.18	0.00	0.14	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	3	1864	167	457	1384	3	109	0	488	1	11	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.1	63.1	6.2	25.0	0.0	0.0	5.1	0.0	23.7	0.1	0.7	0.0
Cycle Q Clear(g_c), s	0.1	63.1	6.2	25.0	0.0	0.0	5.1	0.0	23.7	0.1	0.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	237	1698	769	398	2356	1068	321	0	289	58	270	0
V/C Ratio(X)	0.01	1.10	0.22	1.15	0.59	0.00	0.34	0.00	1.69	0.02	0.04	0.00
Avail Cap(c_a), veh/h	298	1698	769	398	2356	1068	321	0	289	124	270	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.10	0.10	0.10	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.6	33.5	12.0	38.3	0.0	0.0	45.0	0.0	53.1	48.8	47.8	0.0
Incr Delay (d2), s/veh	0.0	53.8	0.1	70.1	0.0	0.0	0.6	0.0	323.8	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	37.5	2.8	16.3	0.0	0.0	3.1	0.0	35.4	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	87.3	12.1	108.4	0.0	0.0	45.7	0.0	377.0	48.9	48.1	0.0
LnGrp LOS	B	F	B	F	A	A	D	A	F	D	D	A
Approach Vol, veh/h	2034				1844			597			12	
Approach Delay, s/veh	81.0				26.9			316.5			48.2	
Approach LOS	F				C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	28.2	29.5	67.6	9.6	23.3	5.0	92.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.9	25.0	63.1	5.1	18.8	5.0	83.1				
Max Q Clear Time (g_c+l1), s	2.1	25.7	27.0	65.1	7.1	2.7	2.1	2.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3				
Intersection Summary												
HCM 6th Ctrl Delay	90.0											
HCM 6th LOS	F											

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 build p.m.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	183	1899	289	111	1563	59	219	229	63	95	218	107
Future Volume (veh/h)	183	1899	289	111	1563	59	219	229	63	95	218	107
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	1899	0	118	1663	63	233	244	0	102	234	115
Peak Hour Factor	1.00	1.00	1.00	0.94	0.94	0.94	0.94	0.94	0.94	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	191	1811		132	1698	770	233	627		323	397	195
Arrive On Green	0.15	1.00	0.00	0.04	0.49	0.49	0.34	0.34	0.00	0.34	0.34	0.34
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1032	1870	1585	1136	1184	582
Grp Volume(v), veh/h	183	1899	0	118	1663	63	233	244	0	102	0	349
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1032	1870	1585	1136	0	1766
Q Serve(g_s), s	9.0	67.3	0.0	4.5	60.6	2.8	22.3	13.0	0.0	9.8	0.0	21.3
Cycle Q Clear(g_c), s	9.0	67.3	0.0	4.5	60.6	2.8	43.6	13.0	0.0	22.8	0.0	21.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	191	1811		132	1698	770	233	627		323	0	592
V/C Ratio(X)	0.96	1.05		0.89	0.98	0.08	1.00	0.39		0.32	0.00	0.59
Avail Cap(c_a), veh/h	191	1811		132	1700	771	233	627		323	0	592
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.5	0.0	0.0	60.6	32.8	17.9	56.5	33.0	0.0	41.7	0.0	35.8
Incr Delay (d2), s/veh	11.3	23.8	0.0	47.6	17.1	0.0	59.6	1.8	0.0	2.5	0.0	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	5.9	6.0	0.0	5.4	27.8	1.0	11.4	6.0	0.0	3.0	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	23.8	0.0	108.2	49.9	18.0	116.1	34.8	0.0	44.3	0.0	40.0
LnGrp LOS	E	F		F	D	B	F	C		D	A	D
Approach Vol, veh/h		2082	A		1844			477	A		451	
Approach Delay, s/veh		27.4			52.5			74.5			41.0	
Approach LOS		C			D			E			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		48.1	10.1	71.8		48.1	14.3	67.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		43.6	5.6	67.3		43.6	9.7	63.2				
Max Q Clear Time (g_c+I1), s		45.6	6.5	69.3		24.8	11.0	62.6				
Green Ext Time (p_c), s		0.0	0.0	0.0		2.4	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			42.8									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
8: Mt Carmel Road & North Bridges Road

2027 build p.m.

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	576	556	13	9	27
Future Vol, veh/h	30	576	556	13	9	27
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	96	96	99	99	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	600	562	13	13	39
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	575	0	-	0	1231	569
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	662	-
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	998	-	-	-	196	522
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	513	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	998	-	-	-	187	522
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	513	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		16.6		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	998	-	-	-	361	
HCM Lane V/C Ratio	0.031	-	-	-	0.142	
HCM Control Delay (s)	8.7	0	-	-	16.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	

North Bridges Road DRI
9: Sterling Place & Mt Carmel Road

2027 build p.m.

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	603	1	9	559	0	12
Future Vol, veh/h	603	1	9	559	0	12
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	99	99	98	98	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	609	1	9	570	0	19
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	610	0	1198	610
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	588	-
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	-	-	969	-	205	494
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	969	-	202	494
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	547	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		12.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	494	-	-	969	-	
HCM Lane V/C Ratio	0.039	-	-	0.009	-	
HCM Control Delay (s)	12.6	-	-	8.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

North Bridges Road DRI
10: Rowanshyre Way & Mt Carmel Road

2027 build p.m.

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	584	9	6	538	18	0	0	12	20	0	7
Future Vol, veh/h	8	584	9	6	538	18	0	0	12	20	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	96	96	96	40	40	40	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	590	9	6	560	19	0	0	30	33	0	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	579	0	0	599	0	0	1199	1202	595	1208	1197	570
Stage 1	-	-	-	-	-	-	611	611	-	582	582	-
Stage 2	-	-	-	-	-	-	588	591	-	626	615	-
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	995	-	-	978	-	-	162	185	504	160	186	521
Stage 1	-	-	-	-	-	-	481	484	-	499	499	-
Stage 2	-	-	-	-	-	-	495	494	-	472	482	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	995	-	-	978	-	-	156	181	504	148	182	521
Mov Cap-2 Maneuver	-	-	-	-	-	-	156	181	-	148	182	-
Stage 1	-	-	-	-	-	-	475	478	-	493	495	-
Stage 2	-	-	-	-	-	-	480	490	-	439	476	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			12.6			31.2		
HCM LOS							B			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	504	995	-	-	978	-	-	182				
HCM Lane V/C Ratio	0.06	0.008	-	-	0.006	-	-	0.247				
HCM Control Delay (s)	12.6	8.6	0	-	8.7	0	-	31.2				
HCM Lane LOS	B	A	A	-	A	A	-	D				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.9				

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2027 build p.m.

Intersection				
Intersection Delay, s/veh	54.1			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	457	594	939	602
Demand Flow Rate, veh/h	466	605	958	615
Vehicles Circulating, veh/h	694	811	452	579
Vehicles Exiting, veh/h	500	599	708	837
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	19.7	64.0	83.0	25.5
Approach LOS	C	F	F	D
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	466	605	958	615
Cap Entry Lane, veh/h	680	603	870	765
Entry HV Adj Factor	0.981	0.981	0.980	0.979
Flow Entry, veh/h	457	594	939	602
Cap Entry, veh/h	667	592	853	749
V/C Ratio	0.685	1.003	1.101	0.804
Control Delay, s/veh	19.7	64.0	83.0	25.5
LOS	C	F	F	D
95th %tile Queue, veh	5	15	25	8

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 		 		 	 		
Traffic Volume (veh/h)	43	740	104	411	896	244	128	64	589	165	41	14
Future Volume (veh/h)	43	740	104	411	896	244	128	64	589	165	41	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	779	0	415	905	0	152	76	0	204	51	0
Peak Hour Factor	0.95	0.95	0.95	0.99	0.99	0.99	0.84	0.84	0.84	0.81	0.81	0.81
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	146	882		480	1243		622	466		622	466	
Arrive On Green	0.04	0.25	0.00	0.28	0.71	0.00	0.18	0.25	0.00	0.18	0.25	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	3456	1870	2790	3456	1870	0
Grp Volume(v), veh/h	45	779	0	415	905	0	152	76	0	204	51	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1728	1870	1395	1728	1870	0
Q Serve(g_s), s	2.0	21.4	0.0	11.4	15.5	0.0	3.8	3.2	0.0	5.1	2.1	0.0
Cycle Q Clear(g_c), s	2.0	21.4	0.0	11.4	15.5	0.0	3.8	3.2	0.0	5.1	2.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	146	882		480	1243		622	466		622	466	
V/C Ratio(X)	0.31	0.88		0.86	0.73		0.24	0.16		0.33	0.11	
Avail Cap(c_a), veh/h	184	962		570	1339		622	466		622	466	
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.78	0.78	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.3	36.0	0.0	35.2	11.6	0.0	35.2	29.4	0.0	35.7	29.0	0.0
Incr Delay (d2), s/veh	1.2	9.2	0.0	9.3	1.5	0.0	0.9	0.8	0.0	1.4	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	0.9	9.7	0.0	4.6	3.5	0.0	1.7	1.5	0.0	2.3	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	45.2	0.0	44.5	13.0	0.0	36.1	30.2	0.0	37.1	29.5	0.0
LnGrp LOS	C	D		D	B		D	C		D	C	
Approach Vol, veh/h		824	A		1320	A		228	A		255	A
Approach Delay, s/veh		44.5			22.9			34.1			35.6	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.5	29.4	18.4	29.7	22.5	29.4	8.1	40.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.0	20.0	16.5	27.5	18.0	20.0	5.7	38.3				
Max Q Clear Time (g_c+I1), s	7.1	5.2	13.4	23.4	5.8	4.1	4.0	17.5				
Green Ext Time (p_c), s	0.5	0.2	0.5	1.8	0.3	0.1	0.0	5.9				
Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

3: I-75 northbound ramp & Jonesboro Road

2027 build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 		 					
Traffic Volume (veh/h)	534	1303	0	0	794	1174	284	0	243	0	0	0
Future Volume (veh/h)	534	1303	0	0	794	1174	284	0	243	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	574	1401	0	0	819	0	316	0	0			
Peak Hour Factor	0.93	0.93	0.92	0.92	0.97	0.97	0.90	0.90	0.90			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	595	1793	0	0	1023		1352	0				
Arrive On Green	0.17	0.51	0.00	0.00	0.29	0.00	0.40	0.00	0.00			
Sat Flow, veh/h	3401	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	574	1401	0	0	819	0	316	0	0			
Grp Sat Flow(s),veh/h/ln	1700	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	16.8	32.6	0.0	0.0	21.6	0.0	6.2	0.0	0.0			
Cycle Q Clear(g_c), s	16.8	32.6	0.0	0.0	21.6	0.0	6.2	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	595	1793	0	0	1023		1352	0				
V/C Ratio(X)	0.96	0.78	0.00	0.00	0.80		0.23	0.00				
Avail Cap(c_a), veh/h	595	2536	0	0	1766		1352	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.42	0.42	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	40.9	19.8	0.0	0.0	32.7	0.0	20.0	0.0	0.0			
Incr Delay (d2), s/veh	16.2	0.4	0.0	0.0	1.5	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.0	11.8	0.0	0.0	8.8	0.0	2.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	20.3	0.0	0.0	34.2	0.0	20.1	0.0	0.0			
LnGrp LOS	E	C	A	A	C		C	A				
Approach Vol, veh/h	1975				819		A	316		A		
Approach Delay, s/veh	31.0				34.2			20.1				
Approach LOS	C				C			C				
Timer - Assigned Phs	2				4			7		8		
Phs Duration (G+Y+Rc), s	44.2				55.8			22.0		33.8		
Change Period (Y+Rc), s	4.5				4.5			4.5		4.5		
Max Green Setting (Gmax), s	18.5				72.5			17.5		50.5		
Max Q Clear Time (g_c+l1), s	8.2				34.6			18.8		23.6		
Green Ext Time (p_c), s	0.8				12.9			0.0		5.6		
Intersection Summary												
HCM 6th Ctrl Delay			30.7									
HCM 6th LOS			C									
Notes												

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2027 build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	356	905	134	255	1626	140	0	0	0	134	48	153
Future Volume (veh/h)	356	905	134	255	1626	140	0	0	0	134	48	153
Initial Q (Qb), veh	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
Parking Bus, Adj	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	1856	1841	1870	1870	1841	1856				1856	1856	1856
Adj Flow Rate, veh/h	387	984	146	260	1659	143				156	56	0
Peak Hour Factor	0.92	0.92	0.92	0.98	0.98	0.98				0.86	0.86	0.86
Percent Heavy Veh, %	3	4	2	2	4	3				3	3	3
Cap, veh/h	455	1474	219	297	1807	813				381	400	
Arrive On Green	0.13	0.48	0.48	0.17	0.52	0.52				0.22	0.22	0.00
Sat Flow, veh/h	3428	3055	453	1781	3497	1572				1767	1856	1572
Grp Volume(v), veh/h	387	563	567	260	1659	143				156	56	0
Grp Sat Flow(s),veh/h/ln	1714	1749	1759	1781	1749	1572				1767	1856	1572
Q Serve(g_s), s	11.0	24.6	24.6	14.2	43.6	1.8				7.6	2.4	0.0
Cycle Q Clear(g_c), s	11.0	24.6	24.6	14.2	43.6	1.8				7.6	2.4	0.0
Prop In Lane	1.00		0.26	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	455	844	849	297	1807	813				381	400	
V/C Ratio(X)	0.85	0.67	0.67	0.88	0.92	0.18				0.41	0.14	
Avail Cap(c_a), veh/h	497	844	849	431	1871	841				381	400	
HCM Platoon Ratio	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	0.56	0.56	0.56				1.00	1.00	0.00
Uniform Delay (d), s/veh	42.4	19.7	19.8	40.6	22.2	1.7				33.7	31.7	0.0
Incr Delay (d2), s/veh	12.5	2.0	2.0	7.9	4.6	0.1				0.7	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
%ile BackOfQ(50%),veh/ln	5.3	9.4	9.5	6.6	16.7	1.4				3.3	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.9	21.8	21.8	48.5	26.8	1.8				34.4	31.9	0.0
LnGrp LOS	D	C	C	D	C	A				C	C	
Approach Vol, veh/h		1517			2062						212	A
Approach Delay, s/veh		30.2			27.8						33.8	
Approach LOS		C			C						C	
Timer - Assigned Phs			3	4		6	7	8				
Phs Duration (G+Y+Rc), s			21.2	52.8		26.1	17.8	56.2				
Change Period (Y+Rc), s			4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s			24.2	43.8		18.5	14.5	53.5				
Max Q Clear Time (g_c+I1), s			16.2	26.6		9.6	13.0	45.6				
Green Ext Time (p_c), s			0.4	6.5		0.4	0.2	6.1				
Intersection Summary												
HCM 6th Ctrl Delay			29.1									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI

5: North Bridges Road/Bojangles & Jonesboro Road

2027 build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	985	58	21	1782	40	178	1	53	20	1	41
Future Volume (veh/h)	71	985	58	21	1782	40	178	1	53	20	1	41
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	1015	60	21	1800	40	189	1	56	22	1	46
Peak Hour Factor	0.97	0.97	0.97	0.99	0.99	0.99	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	199	1962	889	281	1962	889	346	1	553	82	25	119
Arrive On Green	0.56	0.56	0.56	1.00	1.00	1.00	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	252	3497	1585	525	3497	1585	785	4	1585	98	73	340
Grp Volume(v), veh/h	73	1015	60	21	1800	40	190	0	56	69	0	0
Grp Sat Flow(s),veh/h/ln	252	1749	1585	525	1749	1585	789	0	1585	510	0	0
Q Serve(g_s), s	20.2	17.9	1.7	1.3	0.0	0.0	0.2	0.0	2.4	1.1	0.0	0.0
Cycle Q Clear(g_c), s	25.9	17.9	1.7	17.6	0.0	0.0	27.6	0.0	2.4	28.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.99		1.00	0.32		0.67
Lane Grp Cap(c), veh/h	199	1962	889	281	1962	889	347	0	553	225	0	0
V/C Ratio(X)	0.37	0.52	0.07	0.07	0.92	0.04	0.55	0.00	0.10	0.31	0.00	0.00
Avail Cap(c_a), veh/h	235	2466	1117	356	2466	1117	347	0	553	225	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.48	0.48	0.48	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	13.6	10.0	2.6	0.0	0.0	30.3	0.0	22.0	25.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.1	0.0	0.1	2.6	0.0	6.1	0.0	0.4	3.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.2	0.5	0.0	0.7	0.0	4.7	0.0	0.9	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	13.7	10.0	2.6	2.6	0.0	36.4	0.0	22.3	28.5	0.0	0.0
LnGrp LOS	B	B	B	A	A	A	D	A	C	C	A	A
Approach Vol, veh/h	1148		1861				246		69			
Approach Delay, s/veh	13.8		2.6				33.2		28.5			
Approach LOS	B		A				C		C			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	46.3		53.7		46.3		53.7					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	20.5		70.5		20.5		70.5					
Max Q Clear Time (g_c+l1), s	29.6		27.9		30.9		19.6					
Green Ext Time (p_c), s	0.0		11.8		0.0		22.7					
Intersection Summary												
HCM 6th Ctrl Delay			9.3									
HCM 6th LOS			A									

North Bridges Road DRI

6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	996	58	363	1666	0	180	1	406	0	0	0
Future Volume (veh/h)	0	996	58	363	1666	0	180	1	406	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1027	60	390	1791	0	200	1	451	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	168	1253	568	416	2033	921	536	2	803	72	615	0
Arrive On Green	0.00	0.12	0.12	0.36	1.00	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1412	7	1585	939	1870	0
Grp Volume(v), veh/h	0	1027	60	390	1791	0	201	0	451	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1419	0	1585	939	1870	0
Q Serve(g_s), s	0.0	28.7	3.4	15.2	0.0	0.0	11.1	0.0	1.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	28.7	3.4	15.2	0.0	0.0	11.1	0.0	1.8	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	168	1253	568	416	2033	921	538	0	803	72	615	0
V/C Ratio(X)	0.00	0.82	0.11	0.94	0.88	0.00	0.37	0.00	0.56	0.00	0.00	0.00
Avail Cap(c_a), veh/h	256	1469	666	500	2081	943	538	0	803	72	615	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.91	0.91	0.44	0.44	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	40.9	29.8	29.3	0.0	0.0	26.3	0.0	17.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.0	0.1	12.9	2.2	0.0	2.0	0.0	2.8	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.8	1.3	8.0	0.6	0.0	3.9	0.0	7.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.0	29.9	42.1	2.2	0.0	28.2	0.0	19.8	0.0	0.0	0.0
LnGrp LOS	A	D	C	D	A	A	C	A	B	A	A	A
Approach Vol, veh/h	1087		2181			652			0			
Approach Delay, s/veh	43.2		9.3			22.4			0.0			
Approach LOS	D		A			C						
Timer - Assigned Phs	2		3	4	6		7	8				
Phs Duration (G+Y+Rc), s	37.4		22.3	40.3	37.4		0.0	62.6				
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5		4.5	4.5				
Max Green Setting (Gmax), s	22.0		22.5	42.0	22.0		5.0	59.5				
Max Q Clear Time (g_c+I1), s	13.1		17.2	30.7	0.0		0.0	2.0				
Green Ext Time (p_c), s	2.0		0.6	5.2	0.0		0.0	22.5				
Intersection Summary												
HCM 6th Ctrl Delay			20.9									
HCM 6th LOS			C									

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 build a.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	91	1146	133	32	1518	31	295	139	40	40	113	97
Future Volume (veh/h)	91	1146	133	32	1518	31	295	139	40	40	113	97
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	1169	0	32	1518	31	304	143	0	47	131	113
Peak Hour Factor	0.98	0.98	0.98	1.00	1.00	1.00	0.97	0.97	0.97	0.86	0.86	0.86
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	154	1284		379	1650	748	410	649		437	649	550
Arrive On Green	0.09	0.73	0.00	0.15	0.47	0.47	0.35	0.35	0.00	0.35	0.35	0.35
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1136	1870	1585	1245	1870	1585
Grp Volume(v), veh/h	93	1169	0	32	1518	31	304	143	0	47	131	113
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1136	1870	1585	1245	1870	1585
Q Serve(g_s), s	0.8	26.8	0.0	0.0	40.5	1.1	25.7	5.4	0.0	2.8	4.9	5.0
Cycle Q Clear(g_c), s	0.8	26.8	0.0	0.0	40.5	1.1	30.6	5.4	0.0	8.2	4.9	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	154	1284		379	1650	748	410	649		437	649	550
V/C Ratio(X)	0.60	0.91		0.08	0.92	0.04	0.74	0.22		0.11	0.20	0.21
Avail Cap(c_a), veh/h	163	1714		379	1710	775	410	649		437	649	550
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	12.0	0.0	31.7	24.7	14.2	33.7	23.1	0.0	26.0	22.9	23.0
Incr Delay (d2), s/veh	3.6	4.1	0.0	0.1	8.4	0.0	11.4	0.8	0.0	0.5	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.7	0.0	0.6	16.8	0.4	7.9	2.4	0.0	0.9	2.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	16.0	0.0	31.8	33.0	14.3	45.1	23.9	0.0	26.5	23.6	23.8
LnGrp LOS	D	B		C	C	B	D	C		C	C	C
Approach Vol, veh/h		1262	A		1581			447	A		291	
Approach Delay, s/veh		18.3			32.7			38.3			24.2	
Approach LOS		B			C			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.2	19.6	41.2		39.2	9.1	51.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		32.5	5.0	49.0		32.5	5.1	48.9				
Max Q Clear Time (g_c+I1), s		32.6	2.0	28.8		10.2	2.8	42.5				
Green Ext Time (p_c), s		0.0	0.0	7.9		1.2	0.0	4.7				
Intersection Summary												
HCM 6th Ctrl Delay			27.6									
HCM 6th LOS			C									

Notes

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

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2027 build a.m. with mitigation

Intersection						
Intersection Delay, s/veh	8.1					
Intersection LOS	A					
Approach	EB	WB		NB		SB
Entry Lanes	1	2		2		1
Conflicting Circle Lanes	1	1		1		1
Adj Approach Flow, veh/h	525	399		545		154
Demand Flow Rate, veh/h	536	406		555		157
Vehicles Circulating, veh/h	174	579		519		347
Vehicles Exiting, veh/h	330	495		191		638
Ped Vol Crossing Leg, #/h	0	0		0		0
Ped Cap Adj	1.000	1.000		1.000		1.000
Approach Delay, s/veh	8.2	8.5		8.5		5.3
Approach LOS	A	A		A		A
Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	LT	R	LT	R	LTR
Assumed Moves	LTR	LT	R	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.823	0.177	0.699	0.301	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	536	334	72	388	167	157
Cap Entry Lane, veh/h	1155	838	838	885	885	969
Entry HV Adj Factor	0.979	0.982	0.986	0.981	0.982	0.983
Flow Entry, veh/h	525	328	71	381	164	154
Cap Entry, veh/h	1131	823	827	869	870	952
V/C Ratio	0.464	0.398	0.086	0.438	0.189	0.162
Control Delay, s/veh	8.2	9.2	5.2	9.5	6.0	5.3
LOS	A	A	A	A	A	A
95th %tile Queue, veh	3	2	0	2	1	1

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1078	212	862	1025	230	359	167	504	488	157	59
Future Volume (veh/h)	59	1078	212	862	1025	230	359	167	504	488	157	59
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	1100	0	898	1068	0	366	170	0	525	169	0
Peak Hour Factor	0.98	0.98	0.98	0.96	0.96	0.96	0.98	0.98	0.98	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	153	1035		850	1767		518	296		518	296	
Arrive On Green	0.04	0.30	0.00	0.33	0.67	0.00	0.15	0.16	0.00	0.15	0.16	0.00
Sat Flow, veh/h	1781	3497	1585	3456	3497	1585	3456	1870	1585	3456	1870	0
Grp Volume(v), veh/h	60	1100	0	898	1068	0	366	170	0	525	169	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1728	1749	1585	1728	1870	1585	1728	1870	0
Q Serve(g_s), s	3.0	35.5	0.0	29.5	20.2	0.0	12.1	10.1	0.0	18.0	10.0	0.0
Cycle Q Clear(g_c), s	3.0	35.5	0.0	29.5	20.2	0.0	12.1	10.1	0.0	18.0	10.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	153	1035		850	1767		518	296		518	296	
V/C Ratio(X)	0.39	1.06		1.06	0.60		0.71	0.57		1.01	0.57	
Avail Cap(c_a), veh/h	188	1035		850	1767		518	296		518	296	
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.57	0.57	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.0	42.3	0.0	40.4	13.1	0.0	48.5	46.8	0.0	51.0	46.7	0.0
Incr Delay (d2), s/veh	1.6	46.4	0.0	40.0	0.3	0.0	7.9	7.9	0.0	42.8	7.8	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	1.3	21.3	0.0	15.9	5.8	0.0	5.8	5.4	0.0	10.8	5.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	88.6	0.0	80.4	13.4	0.0	56.4	54.6	0.0	93.8	54.5	0.0
LnGrp LOS	D	F		F	B		E	D		F	D	
Approach Vol, veh/h		1160	A		1966	A		536	A		694	A
Approach Delay, s/veh		85.9			44.0			55.8			84.2	
Approach LOS		F			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.5	23.5	34.0	40.0	22.5	23.5	8.9	65.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.0	19.0	29.5	35.5	18.0	19.0	6.7	58.3				
Max Q Clear Time (g_c+I1), s	20.0	12.1	31.5	37.5	14.1	12.0	5.0	22.2				
Green Ext Time (p_c), s	0.0	0.4	0.0	0.0	0.5	0.4	0.0	8.5				

Intersection Summary

HCM 6th Ctrl Delay	63.0
HCM 6th LOS	E

Notes

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

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2027 build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 		 					
Traffic Volume (veh/h)	522	1785	0	0	1324	823	293	0	198	0	0	0
Future Volume (veh/h)	522	1785	0	0	1324	823	293	0	198	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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	1841	1841	0	0	1841	1841	1841	0	1841			
Adj Flow Rate, veh/h	522	1785	0	0	1337	0	371	0	0			
Peak Hour Factor	1.00	1.00	0.92	0.92	0.99	0.99	0.79	0.79	0.79			
Percent Heavy Veh, %	4	4	0	0	4	4	4	0	4			
Cap, veh/h	587	2238	0	0	1503		970	0				
Arrive On Green	0.17	0.64	0.00	0.00	0.43	0.00	0.29	0.00	0.00			
Sat Flow, veh/h	3401	3589	0	0	3589	1560	3401	0	1560			
Grp Volume(v), veh/h	522	1785	0	0	1337	0	371	0	0			
Grp Sat Flow(s),veh/h/ln	1700	1749	0	0	1749	1560	1700	0	1560			
Q Serve(g_s), s	18.0	45.0	0.0	0.0	42.3	0.0	10.5	0.0	0.0			
Cycle Q Clear(g_c), s	18.0	45.0	0.0	0.0	42.3	0.0	10.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	587	2238	0	0	1503		970	0				
V/C Ratio(X)	0.89	0.80	0.00	0.00	0.89		0.38	0.00				
Avail Cap(c_a), veh/h	666	2492	0	0	1676		970	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.11	0.11	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	48.5	15.9	0.0	0.0	31.6	0.0	34.4	0.0	0.0			
Incr Delay (d2), s/veh	1.7	0.2	0.0	0.0	5.9	0.0	0.2	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.5	15.5	0.0	0.0	17.9	0.0	4.2	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.3	16.1	0.0	0.0	37.5	0.0	34.7	0.0	0.0			
LnGrp LOS	D	B	A	A	D		C	A				
Approach Vol, veh/h	2307				1337		A	371		A		
Approach Delay, s/veh	23.8				37.5			34.7				
Approach LOS	C				D			C				
Timer - Assigned Phs	2				4			7		8		
Phs Duration (G+Y+Rc), s	38.7				81.3			25.2		56.1		
Change Period (Y+Rc), s	4.5				4.5			4.5		4.5		
Max Green Setting (Gmax), s	25.5				85.5			23.5		57.5		
Max Q Clear Time (g_c+I1), s	12.5				47.0			20.0		44.3		
Green Ext Time (p_c), s	1.0				19.1			0.7		7.2		
Intersection Summary												
HCM 6th Ctrl Delay			29.4									
HCM 6th LOS			C									
Notes												

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2027 build p.m. with mitigation

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	355	1417	0	0	1550	127	143	59	356	148	0	155	
Future Volume (veh/h)	355	1417	0	0	1550	127	143	59	356	148	0	155	
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	1856	1841	1856	1856	1841	1856	1856	1856	1856	1856	1856	1856	
Adj Flow Rate, veh/h	359	1431	0	0	1550	127	157	65	391	170	0	0	
Peak Hour Factor	0.99	0.99	0.99	1.00	1.00	1.00	0.91	0.91	0.91	0.87	0.87	0.87	
Percent Heavy Veh, %	3	4	3	3	4	3	3	3	3	3	3	3	
Cap, veh/h	376	2306	0	1	1569	706	284	295	337	243	0		
Arrive On Green	0.17	0.66	0.00	0.00	0.90	0.90	0.16	0.16	0.16	0.07	0.00	0.00	
Sat Flow, veh/h	1767	3589	0	1767	3497	1572	1406	1856	2768	3534	0	1572	
Grp Volume(v), veh/h	359	1431	0	0	1550	127	157	65	391	170	0	0	
Grp Sat Flow(s),veh/h/ln	1767	1749	0	1767	1749	1572	1406	1856	1384	1767	0	1572	
Q Serve(g_s), s	19.4	28.3	0.0	0.0	48.1	1.2	12.7	3.7	17.9	5.6	0.0	0.0	
Cycle Q Clear(g_c), s	19.4	28.3	0.0	0.0	48.1	1.2	12.7	3.7	17.9	5.6	0.0	0.0	
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	376	2306	0	1	1569	706	284	295	337	243	0		
V/C Ratio(X)	0.96	0.62	0.00	0.00	0.99	0.18	0.55	0.22	1.16	0.70	0.00		
Avail Cap(c_a), veh/h	376	2306	0	74	1600	719	284	295	337	243	0		
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.73	0.73	1.00	1.00	1.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	47.1	11.8	0.0	0.0	5.9	3.5	47.8	44.0	71.0	54.7	0.0	0.0	
Incr Delay (d2), s/veh	35.0	0.5	0.0	0.0	16.3	0.1	7.6	1.7	100.4	8.5	0.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	13.9	9.6	0.0	0.0	5.9	0.4	4.9	1.8	10.9	2.8	0.0	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	82.1	12.3	0.0	0.0	22.1	3.5	55.3	45.7	171.3	63.2	0.0	0.0	
LnGrp LOS	F	B	A	A	C	A	E	D	F	E	A		
Approach Vol, veh/h	1790				1677			613			170		A
Approach Delay, s/veh	26.3				20.7			128.3			63.2		
Approach LOS	C				C			F			E		
Timer - Assigned Phs	1	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	12.8	23.6	0.0	83.6		36.4	25.3	58.3					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	7.2	19.1	5.0	70.7		30.8	20.8	54.9					
Max Q Clear Time (g_c+I1), s	7.6	19.9	0.0	30.3		0.0	21.4	50.1					
Green Ext Time (p_c), s	0.0	0.0	0.0	13.6		0.0	0.0	3.8					
Intersection Summary													
HCM 6th Ctrl Delay	40.3												
HCM 6th LOS	D												
Notes													
User approved volume balancing among the lanes for turning movement.													
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.													

North Bridges Road DRI

5: North Bridges Road/Bojangles & Jonesboro Road

2027 build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1935	139	51	1541	17	88	0	32	24	0	23
Future Volume (veh/h)	83	1935	139	51	1541	17	88	0	32	24	0	23
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	1935	139	55	1657	18	98	0	36	35	0	34
Peak Hour Factor	1.00	1.00	1.00	0.93	0.93	0.93	0.90	0.90	0.90	0.68	0.68	0.68
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	178	2392	1084	197	2392	1084	359	0	382	167	14	132
Arrive On Green	1.00	1.00	1.00	0.68	0.68	0.68	0.24	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	296	3497	1585	200	3497	1585	1240	0	1585	504	58	546
Grp Volume(v), veh/h	83	1935	139	55	1657	18	98	0	36	69	0	0
Grp Sat Flow(s),veh/h/ln	296	1749	1585	200	1749	1585	1240	0	1585	1108	0	0
Q Serve(g_s), s	23.8	0.0	0.0	14.4	34.2	0.4	0.0	0.0	2.1	2.6	0.0	0.0
Cycle Q Clear(g_c), s	58.0	0.0	0.0	14.4	34.2	0.4	9.4	0.0	2.1	12.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.51		0.49
Lane Grp Cap(c), veh/h	178	2392	1084	197	2392	1084	359	0	382	313	0	0
V/C Ratio(X)	0.47	0.81	0.13	0.28	0.69	0.02	0.27	0.00	0.09	0.22	0.00	0.00
Avail Cap(c_a), veh/h	201	2667	1209	213	2667	1209	359	0	382	313	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.82	0.82	0.82	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.1	0.0	0.0	8.3	11.4	6.1	38.1	0.0	35.3	39.2	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.2	0.0	0.6	0.6	0.0	1.9	0.0	0.5	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.4	0.0	0.6	11.2	0.1	2.6	0.0	0.9	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	1.2	0.0	8.9	12.0	6.1	40.0	0.0	35.8	40.8	0.0	0.0
LnGrp LOS	B	A	A	A	B	A	D	A	D	D	A	A
Approach Vol, veh/h	2157			1730			134			69		
Approach Delay, s/veh	1.6			11.8			38.9			40.8		
Approach LOS	A			B			D			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	33.4			86.6			33.4			86.6		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	19.5			91.5			19.5			91.5		
Max Q Clear Time (g_c+I1), s	11.4			60.0			14.0			36.2		
Green Ext Time (p_c), s	0.3			22.1			0.1			23.9		
Intersection Summary												
HCM 6th Ctrl Delay	7.8											
HCM 6th LOS	A											

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	3	1864	167	457	1384	3	105	0	468	1	10	0
Future Volume (veh/h)	3	1864	167	457	1384	3	105	0	468	1	10	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1883	169	462	1398	3	109	0	488	1	11	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.96	0.96	0.96	0.87	0.87	0.87
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	260	1860	843	397	2498	1132	282	0	548	141	298	0
Arrive On Green	0.00	0.53	0.53	0.37	1.00	1.00	0.16	0.00	0.16	0.16	0.16	0.00
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1360	0	1585	908	1870	0
Grp Volume(v), veh/h	3	1883	169	462	1398	3	109	0	488	1	11	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1360	0	1585	908	1870	0
Q Serve(g_s), s	0.1	58.5	6.1	20.5	0.0	0.0	7.8	0.0	11.5	0.1	0.5	0.0
Cycle Q Clear(g_c), s	0.1	58.5	6.1	20.5	0.0	0.0	8.4	0.0	11.5	8.5	0.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	260	1860	843	397	2498	1132	282	0	548	141	298	0
V/C Ratio(X)	0.01	1.01	0.20	1.16	0.56	0.00	0.39	0.00	0.89	0.01	0.04	0.00
Avail Cap(c_a), veh/h	356	1860	843	397	2498	1132	282	0	548	141	298	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.30	0.30	0.30	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.3	25.7	13.5	32.8	0.0	0.0	42.7	0.0	34.0	46.3	39.1	0.0
Incr Delay (d2), s/veh	0.0	19.4	0.1	81.8	0.1	0.0	4.0	0.0	19.3	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	0.0	26.4	2.0	16.1	0.0	0.0	3.0	0.0	14.5	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	45.2	13.6	114.6	0.1	0.0	46.6	0.0	53.4	46.4	39.4	0.0
LnGrp LOS	B	F	B	F	A	A	D	A	D	D	D	A
Approach Vol, veh/h	2055		1863			597			12			
Approach Delay, s/veh	42.5		28.5			52.1			39.9			
Approach LOS	D		C			D			D			
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	22.0		25.0	63.0		22.0		4.9	83.1			
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5		4.5	4.5			
Max Green Setting (Gmax), s	17.5		20.5	58.5		17.5		6.4	72.6			
Max Q Clear Time (g_c+l1), s	13.5		22.5	60.5		10.5		2.1	2.0			
Green Ext Time (p_c), s	1.0		0.0	0.0		0.0		0.0	14.4			
Intersection Summary												
HCM 6th Ctrl Delay	38.0											
HCM 6th LOS	D											
Notes												

North Bridges Road DRI

7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 build p.m. with mitigation

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1899	289	111	1563	59	219	229	63	95	218	107
Future Volume (veh/h)	183	1899	289	111	1563	59	219	229	63	95	218	107
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	1841	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	1899	0	118	1663	63	233	244	0	102	234	115
Peak Hour Factor	1.00	1.00	1.00	0.94	0.94	0.94	0.94	0.94	0.94	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	221	1873		146	1741	789	268	555		282	555	470
Arrive On Green	0.17	1.00	0.00	0.05	0.50	0.50	0.30	0.30	0.00	0.30	0.30	0.30
Sat Flow, veh/h	1781	3497	1585	1781	3497	1585	1032	1870	1585	1136	1870	1585
Grp Volume(v), veh/h	183	1899	0	118	1663	63	233	244	0	102	234	115
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1781	1749	1585	1032	1870	1585	1136	1870	1585
Q Serve(g_s), s	6.2	58.9	0.0	3.1	50.1	2.3	21.6	11.6	0.0	8.8	11.1	6.1
Cycle Q Clear(g_c), s	6.2	58.9	0.0	3.1	50.1	2.3	32.6	11.6	0.0	20.4	11.1	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	1873		146	1741	789	268	555		282	555	470
V/C Ratio(X)	0.83	1.01		0.81	0.96	0.08	0.87	0.44		0.36	0.42	0.24
Avail Cap(c_a), veh/h	221	1873		148	1758	797	268	555		282	555	470
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.17	0.17	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	0.0	0.0	50.8	26.5	14.4	45.6	31.3	0.0	39.5	31.1	29.3
Incr Delay (d2), s/veh	4.6	12.4	0.0	26.9	12.5	0.0	29.9	2.5	0.0	3.6	2.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	3.2	0.0	4.2	21.7	0.8	8.5	5.4	0.0	2.7	5.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	12.4	0.0	77.6	38.9	14.5	75.5	33.8	0.0	43.1	33.5	30.6
LnGrp LOS	D	F		E	D	B	E	C		D	C	C
Approach Vol, veh/h		2082	A		1844			477	A		451	
Approach Delay, s/veh		15.5			40.6			54.2			34.9	
Approach LOS		B			D			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		37.1	9.5	63.4		37.1	13.6	59.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		32.5	5.1	58.9		32.5	8.7	55.3				
Max Q Clear Time (g_c+I1), s		34.6	5.1	60.9		22.4	8.2	52.1				
Green Ext Time (p_c), s		0.0	0.0	0.0		1.5	0.0	2.7				
Intersection Summary												
HCM 6th Ctrl Delay			30.6									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

North Bridges Road DRI
11: Mill Road & Mt Carmel Road

2027 build p.m. with mitigation

Intersection						
Intersection Delay, s/veh	20.1					
Intersection LOS	C					
Approach	EB	WB		NB		SB
Entry Lanes	1	2		2		1
Conflicting Circle Lanes	1	1		1		1
Adj Approach Flow, veh/h	457	594		939		602
Demand Flow Rate, veh/h	466	605		958		615
Vehicles Circulating, veh/h	694	811		452		579
Vehicles Exiting, veh/h	500	599		708		837
Ped Vol Crossing Leg, #/h	0	0		0		0
Ped Cap Adj	1.000	1.000		1.000		1.000
Approach Delay, s/veh	19.7	23.5		14.8		25.5
Approach LOS	C	C		B		D
Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	LT	R	LT	R	LTR
Assumed Moves	LTR	LT	R	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.878	0.122	0.727	0.273	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	466	531	74	696	262	615
Cap Entry Lane, veh/h	680	679	679	941	941	765
Entry HV Adj Factor	0.981	0.981	0.986	0.980	0.981	0.979
Flow Entry, veh/h	457	521	73	682	257	602
Cap Entry, veh/h	667	666	670	923	923	749
V/C Ratio	0.685	0.782	0.109	0.740	0.278	0.804
Control Delay, s/veh	19.7	25.9	6.6	17.8	6.8	25.5
LOS	C	D	A	C	A	D
95th %tile Queue, veh	5	8	0	7	1	8

North Bridges Road DRI
1: Mill Road/Target Retail Access & Jonesboro Road

2027 build a.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	779	109	415	905	246	112	116	701	137	135
v/c Ratio	0.27	0.96	0.24	0.56	0.60	0.30	0.35	0.35	0.90	0.45	0.44
Control Delay	34.5	61.1	6.9	24.6	12.7	1.9	38.8	38.7	36.9	42.2	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	61.1	6.9	24.6	12.7	1.9	38.8	38.7	36.9	42.2	39.9
Queue Length 50th (ft)	23	258	0	107	117	7	65	68	341	83	77
Queue Length 95th (ft)	52	#380	39	144	185	m18	111	113	#508	129	124
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			140	200	
Base Capacity (vph)	166	815	459	738	1506	825	319	330	782	302	309
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.96	0.24	0.56	0.60	0.30	0.35	0.35	0.90	0.45	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2027 build a.m.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	574	1401	819	1210	316	270
v/c Ratio	0.99	0.56	0.48	1.12	0.50	0.75
Control Delay	43.1	2.9	5.8	80.9	39.4	40.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.1	2.9	5.8	80.9	39.4	40.8
Queue Length 50th (ft)	122	100	91	~863	93	115
Queue Length 95th (ft)	m#360	71	m87	m#891	136	#233
Internal Link Dist (ft)		845	451			
Turn Bay Length (ft)	660			450		
Base Capacity (vph)	580	2502	1718	1077	636	360
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.56	0.48	1.12	0.50	0.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

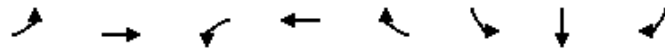
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2027 build a.m.



Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	387	1130	260	1659	143	156	56	178
v/c Ratio	0.91	0.84	0.53	1.02	0.18	0.46	0.16	0.40
Control Delay	44.7	25.1	24.1	41.1	2.4	40.6	34.9	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	25.1	24.1	41.1	2.4	40.6	34.9	8.2
Queue Length 50th (ft)	175	295	126	~601	8	89	30	0
Queue Length 95th (ft)	m#337	373	m173	#732	m14	144	62	49
Internal Link Dist (ft)		308		1083			420	
Turn Bay Length (ft)	260		290		150	260		300
Base Capacity (vph)	431	1472	491	1627	776	341	359	449
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.77	0.53	1.02	0.18	0.46	0.16	0.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

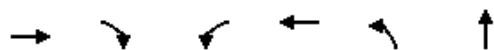
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 build a.m.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	1027	60	390	1791	200	452
v/c Ratio	0.85	0.10	0.85	0.85	0.45	0.57
Control Delay	20.2	0.7	29.7	7.8	32.9	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	0.7	29.7	7.8	32.9	5.9
Queue Length 50th (ft)	334	1	149	144	102	0
Queue Length 95th (ft)	395	m2	m182	m152	166	74
Internal Link Dist (ft)	2037			792		521
Turn Bay Length (ft)		320	300		200	
Base Capacity (vph)	1268	651	461	2105	459	794
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.09	0.85	0.85	0.44	0.57

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 build a.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	93	1169	136	32	1518	31	304	143	41	47	244
v/c Ratio	0.57	0.72	0.17	0.16	0.96	0.04	0.84	0.20	0.06	0.10	0.36
Control Delay	24.4	7.0	0.4	15.8	42.4	0.9	51.9	22.9	2.6	22.3	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	7.0	0.4	15.8	42.4	0.9	51.9	22.9	2.6	22.3	20.2
Queue Length 50th (ft)	15	75	0	9	478	0	180	63	0	20	90
Queue Length 95th (ft)	m39	105	m1	22	#648	4	#342	109	12	44	145
Internal Link Dist (ft)		792			528			519			517
Turn Bay Length (ft)	280		240	300		280	350		350		
Base Capacity (vph)	163	1648	823	198	1579	755	361	704	638	455	685
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.71	0.17	0.16	0.96	0.04	0.84	0.20	0.06	0.10	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 build p.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	60	1100	216	898	1068	240	264	272	514	378	379
v/c Ratio	0.41	1.16	0.42	1.15	0.66	0.29	1.00	0.99	0.72	1.11	1.08
Control Delay	44.4	126.6	21.1	114.2	17.7	3.1	108.9	107.1	32.4	127.5	119.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	126.6	21.1	114.2	17.7	3.1	108.9	107.1	32.4	127.5	119.5
Queue Length 50th (ft)	38	~576	69	~461	320	12	236	244	299	~381	~370
Queue Length 95th (ft)	75	#713	146	m#570	m358	m27	#428	#436	440	#589	#584
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			140	200	
Base Capacity (vph)	148	947	512	779	1612	837	265	274	714	342	350
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	1.16	0.42	1.15	0.66	0.29	1.00	0.99	0.72	1.11	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2027 build p.m.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	522	1785	1337	831	371	251
v/c Ratio	0.93	0.68	0.91	0.89	0.62	0.79
Control Delay	47.2	5.5	20.6	11.5	55.0	59.7
Queue Delay	0.0	0.8	0.0	0.0	0.0	0.0
Total Delay	47.2	6.3	20.6	11.5	55.0	59.7
Queue Length 50th (ft)	375	220	291	14	153	169
Queue Length 95th (ft)	m433	m226	m337	m28	179	#243
Internal Link Dist (ft)		845	451			
Turn Bay Length (ft)	660			450		
Base Capacity (vph)	589	2667	1481	932	602	318
Starvation Cap Reductn	0	527	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.83	0.90	0.89	0.62	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2027 build p.m.

										
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	359	1431	1550	127	157	65	391	85	85	178
v/c Ratio	0.94	0.70	1.01	0.17	0.74	0.21	0.61	0.79	0.79	0.32
Control Delay	67.1	16.2	46.3	2.1	73.4	49.0	30.5	102.7	102.7	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	16.2	46.3	2.1	73.4	49.0	30.5	102.7	102.7	6.9
Queue Length 50th (ft)	242	260	~639	2	128	48	109	75	75	0
Queue Length 95th (ft)	m#432	289	#853	10	#236	93	159	#165	#165	50
Internal Link Dist (ft)		308	1083			480			420	
Turn Bay Length (ft)	260			150	210		160	260		300
Base Capacity (vph)	386	2055	1535	742	211	309	638	108	108	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.70	1.01	0.17	0.74	0.21	0.61	0.79	0.79	0.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 build p.m.

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	1864	167	457	1384	3	109	488	1	11
v/c Ratio	0.02	1.11	0.20	1.14	0.57	0.00	0.42	0.79	0.01	0.04
Control Delay	15.7	83.4	3.9	103.8	2.9	0.0	49.1	22.5	40.0	48.5
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Total Delay	15.7	83.7	3.9	103.8	2.9	0.0	49.1	23.1	40.0	48.5
Queue Length 50th (ft)	1	~946	4	~407	77	0	77	89	1	8
Queue Length 95th (ft)	m2	#1085	m20	m#437	m102	m0	132	#305	6	26
Internal Link Dist (ft)	2037				792		521		509	
Turn Bay Length (ft)	320		320		300		200		100	
Base Capacity (vph)	160	1684	833	400	2421	1130	259	618	138	269
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	186	0	0	0	0	0	19	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	1.24	0.20	1.14	0.57	0.00	0.42	0.81	0.01	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 build p.m.

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	183	1899	289	118	1663	63	233	244	67	102	349
v/c Ratio	0.97	1.06	0.32	0.89	0.99	0.08	1.08	0.39	0.12	0.34	0.57
Control Delay	46.4	36.7	0.2	94.2	51.9	6.7	125.3	35.4	7.3	36.4	37.9
Queue Delay	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.4	38.8	0.2	94.2	51.9	6.7	125.3	35.4	7.3	36.4	37.9
Queue Length 50th (ft)	112	~902	1	49	709	6	~219	157	0	64	228
Queue Length 95th (ft)	m109	m121	m0	#168	#894	30	#387	233	33	117	331
Internal Link Dist (ft)		792			528			519			517
Turn Bay Length (ft)	280		240	300		280	350		350		
Base Capacity (vph)	189	1796	904	133	1687	795	216	624	575	300	607
Starvation Cap Reductn	0	9	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	1.06	0.32	0.89	0.99	0.08	1.08	0.39	0.12	0.34	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 build a.m. with mitigation

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	779	109	415	905	246	152	76	701	204	68
v/c Ratio	0.27	0.85	0.22	0.76	0.64	0.31	0.22	0.20	0.62	0.30	0.18
Control Delay	31.4	45.1	6.1	45.1	23.8	2.6	35.6	35.1	11.6	36.5	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.4	45.1	6.1	45.1	23.8	2.6	35.6	35.1	11.6	36.5	28.3
Queue Length 50th (ft)	21	244	0	130	192	7	43	41	71	58	28
Queue Length 95th (ft)	49	317	37	178	271	m25	67	75	93	82	58
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			300	200	
Base Capacity (vph)	167	954	518	566	1409	789	678	372	1153	678	370
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.82	0.21	0.73	0.64	0.31	0.22	0.20	0.61	0.30	0.18
Intersection Summary											
m Volume for 95th percentile queue is metered by upstream signal.											

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2027 build a.m. with mitigation



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	574	1401	819	1210	316	270
v/c Ratio	0.97	0.56	0.47	1.14	0.51	0.76
Control Delay	67.0	5.9	4.7	82.8	40.0	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.0	5.9	4.7	82.8	40.0	41.9
Queue Length 50th (ft)	189	118	33	~693	94	115
Queue Length 95th (ft)	m#269	190	m48	m#963	137	#236
Internal Link Dist (ft)		845	451			
Turn Bay Length (ft)	660			450		
Base Capacity (vph)	589	2516	1752	1064	622	354
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.56	0.47	1.14	0.51	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

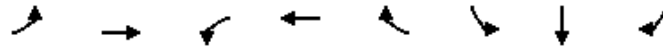
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2027 build a.m. with mitigation



Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT	SBR
Lane Group Flow (vph)	387	1130	260	1659	143	156	56	178
v/c Ratio	0.81	0.69	0.76	0.90	0.16	0.46	0.16	0.40
Control Delay	39.6	11.1	48.1	29.9	7.6	41.1	35.7	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.6	11.1	48.1	29.9	7.6	41.1	35.7	8.4
Queue Length 50th (ft)	115	105	169	435	30	90	30	0
Queue Length 95th (ft)	m#185	185	m232	512	m46	146	62	50
Internal Link Dist (ft)		308		1083			420	
Turn Bay Length (ft)	260		290		150	260		300
Base Capacity (vph)	493	1637	428	1856	880	342	360	449
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.69	0.61	0.89	0.16	0.46	0.16	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

5: North Bridges Road/Bojangles & Jonesboro Road

2027 build a.m. with mitigation

									
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	73	1015	60	21	1800	40	190	56	69
v/c Ratio	0.83	0.43	0.05	0.07	0.76	0.04	0.63	0.14	0.19
Control Delay	67.8	4.3	0.7	2.0	3.9	0.1	47.0	10.2	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	4.3	0.7	2.0	3.9	0.1	47.0	10.2	20.4
Queue Length 50th (ft)	8	55	0	1	66	0	113	0	18
Queue Length 95th (ft)	m#87	64	m2	m2	81	m0	#210	32	55
Internal Link Dist (ft)	1083			2037			525		516
Turn Bay Length (ft)	370		230	240		200		150	
Base Capacity (vph)	91	2447	1133	322	2447	1127	300	402	365
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.41	0.05	0.07	0.74	0.04	0.63	0.14	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 build a.m. with mitigation



Lane Group	EBT	EBR	WBL	WBT	NBT	NBR
Lane Group Flow (vph)	1027	60	390	1791	201	451
v/c Ratio	0.80	0.10	0.80	0.81	0.54	0.51
Control Delay	22.7	2.7	26.0	6.8	39.4	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.7	2.7	26.0	6.8	39.4	15.7
Queue Length 50th (ft)	308	2	133	138	111	149
Queue Length 95th (ft)	383	9	m182	116	#211	261
Internal Link Dist (ft)	2037			792	521	
Turn Bay Length (ft)		320	300			
Base Capacity (vph)	1457	702	501	2233	372	855
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.09	0.78	0.80	0.54	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 build a.m. with mitigation

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	93	1169	136	32	1518	31	304	143	41	47	131	113
v/c Ratio	0.56	0.69	0.16	0.14	0.91	0.04	0.71	0.22	0.07	0.11	0.20	0.18
Control Delay	29.7	10.6	0.9	13.0	33.2	0.8	40.0	25.3	3.0	24.8	25.0	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	10.6	0.9	13.0	33.2	0.8	40.0	25.3	3.0	24.8	25.0	5.5
Queue Length 50th (ft)	15	124	1	8	445	0	173	66	0	21	60	0
Queue Length 95th (ft)	m45	144	m4	20	#568	4	#305	115	13	46	101	33
Internal Link Dist (ft)		792			528			519			517	
Turn Bay Length (ft)	280		240	300		280	350		350			310
Base Capacity (vph)	165	1766	872	229	1697	807	431	655	599	420	655	629
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.66	0.16	0.14	0.89	0.04	0.71	0.22	0.07	0.11	0.20	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

1: Mill Road/Target Retail Access & Jonesboro Road

2027 build p.m. with mitigation

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	60	1100	216	898	1068	240	366	170	514	525	232
v/c Ratio	0.39	1.07	0.39	1.07	0.61	0.26	0.71	0.58	0.68	1.02	0.79
Control Delay	38.3	90.1	16.4	78.8	13.6	1.6	57.0	55.5	27.0	95.5	65.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	90.1	16.4	78.8	13.6	1.6	57.0	55.5	27.0	95.5	65.9
Queue Length 50th (ft)	34	~497	53	~396	244	5	140	123	257	~222	166
Queue Length 95th (ft)	68	#632	122	m#499	m278	m17	193	198	388	#332	#290
Internal Link Dist (ft)		516			1084			514			514
Turn Bay Length (ft)	340		170	250		200			140	200	
Base Capacity (vph)	158	1026	555	843	1751	909	514	294	752	514	293
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	1.07	0.39	1.07	0.61	0.26	0.71	0.58	0.68	1.02	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
3: I-75 northbound ramp & Jonesboro Road

2027 build p.m. with mitigation



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	522	1785	1337	831	371	251
v/c Ratio	0.84	0.75	0.82	0.80	0.47	0.62
Control Delay	38.4	4.0	11.5	5.9	42.7	40.3
Queue Delay	0.0	0.3	0.0	0.5	0.0	0.0
Total Delay	38.4	4.2	11.5	6.3	42.7	40.3
Queue Length 50th (ft)	195	152	132	5	132	141
Queue Length 95th (ft)	m198	m143	m180	m17	156	194
Internal Link Dist (ft)		845	451			
Turn Bay Length (ft)	660			450		
Base Capacity (vph)	659	2473	1663	1047	791	407
Starvation Cap Reductn	0	185	0	37	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.78	0.80	0.82	0.47	0.62

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

4: I-75 Express Lanes/Foster Drive & Jonesboro Road

2027 build p.m. with mitigation

										
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	359	1431	1550	127	157	65	391	85	85	178
v/c Ratio	0.98	0.70	0.98	0.17	0.77	0.22	0.62	0.86	0.86	0.33
Control Delay	76.9	18.2	41.3	5.3	73.8	46.3	28.3	114.3	114.3	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.9	18.2	41.3	5.3	73.8	46.3	28.3	114.3	114.3	6.9
Queue Length 50th (ft)	184	288	491	8	118	44	97	69	69	0
Queue Length 95th (ft)	#423	324	#767	m35	#228	88	146	#163	#163	49
Internal Link Dist (ft)		308	1083			480			420	
Turn Bay Length (ft)	260			150	210		160	260		300
Base Capacity (vph)	365	2044	1587	768	203	293	630	99	99	534
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.70	0.98	0.17	0.77	0.22	0.62	0.86	0.86	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI

5: North Bridges Road/Bojangles & Jonesboro Road

2027 build p.m. with mitigation

									
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	83	1935	139	55	1657	18	98	36	69
v/c Ratio	0.54	0.74	0.11	0.57	0.63	0.02	0.43	0.12	0.25
Control Delay	14.8	6.4	0.5	33.0	8.2	1.4	51.7	14.5	27.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	6.4	0.5	33.0	8.2	1.4	51.7	14.5	27.6
Queue Length 50th (ft)	12	224	1	15	261	0	69	0	24
Queue Length 95th (ft)	m28	251	m5	#98	315	5	126	30	44
Internal Link Dist (ft)	1083			2037			525		516
Turn Bay Length (ft)	370		230	240	200			150	
Base Capacity (vph)	156	2646	1240	98	2646	1211	230	302	274
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.73	0.11	0.56	0.63	0.01	0.43	0.12	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
6: Mt Carmel Road/Cason Way & Jonesboro Road

2027 build p.m. with mitigation

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	3	1883	169	462	1398	3	109	488	1	11
v/c Ratio	0.01	1.02	0.18	1.15	0.54	0.00	0.49	0.75	0.01	0.04
Control Delay	12.3	52.6	2.6	104.8	1.4	0.0	50.6	34.1	39.0	39.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	52.6	2.6	104.8	1.4	0.0	50.6	34.1	39.0	39.7
Queue Length 50th (ft)	1	~744	1	~341	29	0	71	261	1	7
Queue Length 95th (ft)	5	#883	33	m#411	m68	m0	129	396	5	23
Internal Link Dist (ft)		2037			792		521			509
Turn Bay Length (ft)	320		320	300		200			100	
Base Capacity (vph)	214	1845	919	402	2568	1187	222	648	178	296
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	1.02	0.18	1.15	0.54	0.00	0.49	0.75	0.01	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

North Bridges Road DRI
7: Willow Lane/Oak Grove Road & Jonesboro Road

2027 build p.m. with mitigation

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	183	1899	289	118	1663	63	233	244	67	102	234	115
v/c Ratio	0.87	1.02	0.31	0.79	0.96	0.08	0.89	0.44	0.13	0.40	0.43	0.21
Control Delay	44.8	31.5	0.3	65.6	40.3	4.2	71.3	34.5	7.7	36.7	34.2	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	31.5	0.3	65.6	40.3	4.2	71.3	34.5	7.7	36.7	34.2	8.2
Queue Length 50th (ft)	85	~573	0	31	568	1	157	139	0	57	133	6
Queue Length 95th (ft)	m93	m#606	m0	#130	#751	23	#305	216	33	111	207	48
Internal Link Dist (ft)		792			528			519			517	
Turn Bay Length (ft)	280		240	300		280	350		350			310
Base Capacity (vph)	210	1858	947	150	1744	825	263	550	514	255	550	540
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	1.02	0.31	0.79	0.95	0.08	0.89	0.44	0.13	0.40	0.43	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Appendix F

Project Access Operational Analysis

North Bridges Road DRI

1: North Bridges Road & Access A

access analysis 2024 a.m.

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	10	2	117	42	14
Future Vol, veh/h	45	10	2	117	42	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	80	80	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	13	3	146	60	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	212	60	80	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	152	-	-	-	-	-
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	776	1005	1518	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	774	1005	1518	-	-	-
Mov Cap-2 Maneuver	774	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.9	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1518	-	808	-	-	
HCM Lane V/C Ratio	0.002	-	0.091	-	-	
HCM Control Delay (s)	7.4	0	9.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

North Bridges Road DRI

2: North Bridges Road & Access B

access analysis 2024 a.m.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	1	1	115	36	6
Future Vol, veh/h	4	1	1	115	36	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	80	80	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	1	144	51	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	197	51	60	0	-	0
Stage 1	51	-	-	-	-	-
Stage 2	146	-	-	-	-	-
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	792	1017	1544	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	791	1017	1544	-	-	-
Mov Cap-2 Maneuver	791	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1544	-	828	-	-	
HCM Lane V/C Ratio	0.001	-	0.01	-	-	
HCM Control Delay (s)	7.3	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

North Bridges Road DRI

3: North Bridges Road & Access C

access analysis 2024 a.m.

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	20	6	38	24	23
Future Vol, veh/h	78	20	6	38	24	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	25	8	48	34	33
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	98	34	67	0	-	0
Stage 1	34	-	-	-	-	-
Stage 2	64	-	-	-	-	-
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	901	1039	1535	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	896	1039	1535	-	-	-
Mov Cap-2 Maneuver	896	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.5	1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1535	-	922	-	-	
HCM Lane V/C Ratio	0.005	-	0.133	-	-	
HCM Control Delay (s)	7.4	0	9.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.5	-	-	

North Bridges Road DRI

4: North Bridges Road & Access D

access analysis 2024 a.m.

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	9	3	12	34	10
Future Vol, veh/h	32	9	3	12	34	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	80	80	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	12	4	15	49	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	72	49	63	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	23	-	-	-	-	-
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	932	1020	1540	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	929	1020	1540	-	-	-
Mov Cap-2 Maneuver	929	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9	1.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1540	-	948	-	-	
HCM Lane V/C Ratio	0.002	-	0.058	-	-	
HCM Control Delay (s)	7.3	0	9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

North Bridges Road DRI

1: North Bridges Road & Access A

access analysis 2024 p.m.

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	5	8	65	97	33
Future Vol, veh/h	21	5	8	65	97	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	7	11	93	121	41
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	236	121	162	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	115	-	-	-	-	-
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	752	930	1417	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	746	930	1417	-	-	-
Mov Cap-2 Maneuver	746	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.9	0.8		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1417	-	776	-	-	
HCM Lane V/C Ratio	0.008	-	0.048	-	-	
HCM Control Delay (s)	7.6	0	9.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

North Bridges Road DRI

2: North Bridges Road & Access B

access analysis 2024 p.m.

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	13	4	4	45	85	12
Future Vol, veh/h	13	4	4	45	85	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	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	6	6	64	106	15
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	182	106	121	0	-	0
Stage 1	106	-	-	-	-	-
Stage 2	76	-	-	-	-	-
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	807	948	1467	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	804	948	1467	-	-	-
Mov Cap-2 Maneuver	804	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	0.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1467	-	834	-	-	
HCM Lane V/C Ratio	0.004	-	0.029	-	-	
HCM Control Delay (s)	7.5	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

North Bridges Road DRI

3: North Bridges Road & Access C

access analysis 2024 p.m.

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	10	15	27	37	57
Future Vol, veh/h	36	10	15	27	37	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	70	70	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	13	21	39	46	71
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	127	46	117	0	-	0
Stage 1	46	-	-	-	-	-
Stage 2	81	-	-	-	-	-
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	868	1023	1471	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	855	1023	1471	-	-	-
Mov Cap-2 Maneuver	855	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	2.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1471	-	887	-	-	
HCM Lane V/C Ratio	0.015	-	0.069	-	-	
HCM Control Delay (s)	7.5	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

North Bridges Road DRI

4: North Bridges Road & Access D

access analysis 2024 p.m.

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	4	7	28	24	23
Future Vol, veh/h	14	4	7	28	24	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	6	10	40	30	29
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	90	30	59	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	60	-	-	-	-	-
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	910	1044	1545	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	904	1044	1545	-	-	-
Mov Cap-2 Maneuver	904	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9	1.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1545	-	932	-	-	
HCM Lane V/C Ratio	0.006	-	0.028	-	-	
HCM Control Delay (s)	7.3	0	9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

North Bridges Road DRI

1: North Bridges Road & Access A

access analysis 2027 a.m.

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	92	11	2	141	49	28
Future Vol, veh/h	92	11	2	141	49	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	115	14	3	176	70	40
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	252	70	110	0	-	0
Stage 1	70	-	-	-	-	-
Stage 2	182	-	-	-	-	-
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	737	993	1480	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	736	993	1480	-	-	-
Mov Cap-2 Maneuver	736	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.7	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1480	-	757	-	-	
HCM Lane V/C Ratio	0.002	-	0.17	-	-	
HCM Control Delay (s)	7.4	0	10.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile O(veh)	0	-	0.6	-	-	

North Bridges Road DRI

2: North Bridges Road & Access B

access analysis 2027 a.m.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔			↔	↑	↔
Traffic Vol, veh/h	4	1	1	139	44	6
Future Vol, veh/h	4	1	1	139	44	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	80	80	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	1	174	63	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	239	63	72	0	-	0
Stage 1	63	-	-	-	-	-
Stage 2	176	-	-	-	-	-
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	749	1002	1528	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	748	1002	1528	-	-	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.6	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1528	-	788	-	-	
HCM Lane V/C Ratio	0.001	-	0.011	-	-	
HCM Control Delay (s)	7.4	0	9.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

North Bridges Road DRI

3: North Bridges Road & Access C

access analysis 2027 a.m.

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	102	25	7	38	25	30
Future Vol, veh/h	102	25	7	38	25	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	80	80	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	29	9	48	36	43
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	102	36	79	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	896	1037	1519	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	891	1037	1519	-	-	-
Mov Cap-2 Maneuver	891	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.7	1.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1519	-	916	-	-	
HCM Lane V/C Ratio	0.006	-	0.163	-	-	
HCM Control Delay (s)	7.4	0	9.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.6	-	-	

North Bridges Road DRI
4: North Bridges Road & Access D

access analysis 2027 a.m.

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	12	5	13	40	10
Future Vol, veh/h	32	12	5	13	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	80	80	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	16	6	16	57	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	85	57	71	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	28	-	-	-	-	-
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	916	1009	1529	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	912	1009	1529	-	-	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.1	2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1529	-	937	-	-	
HCM Lane V/C Ratio	0.004	-	0.063	-	-	
HCM Control Delay (s)	7.4	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

North Bridges Road DRI

1: North Bridges Road & Access A

access analysis 2027 p.m.

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	6	8	76	116	70
Future Vol, veh/h	44	6	8	76	116	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	9	11	109	145	88
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	276	145	233	0	-	0
Stage 1	145	-	-	-	-	-
Stage 2	131	-	-	-	-	-
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	714	902	1335	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	708	902	1335	-	-	-
Mov Cap-2 Maneuver	708	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.5	0.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1335	-	727	-	-	
HCM Lane V/C Ratio	0.009	-	0.098	-	-	
HCM Control Delay (s)	7.7	0	10.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

North Bridges Road DRI

2: North Bridges Road & Access B

access analysis 2027 p.m.

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	4	4	56	105	12
Future Vol, veh/h	13	4	4	56	105	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	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	6	6	80	131	15
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	223	131	146	0	-	0
Stage 1	131	-	-	-	-	-
Stage 2	92	-	-	-	-	-
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	765	919	1436	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	762	919	1436	-	-	-
Mov Cap-2 Maneuver	762	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.7	0.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1436	-	794	-	-	
HCM Lane V/C Ratio	0.004	-	0.031	-	-	
HCM Control Delay (s)	7.5	0	9.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

North Bridges Road DRI

3: North Bridges Road & Access C

access analysis 2027 p.m.

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	13	18	27	39	75
Future Vol, veh/h	47	13	18	27	39	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	70	70	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	17	26	39	49	94
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	140	49	143	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	91	-	-	-	-	-
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	853	1020	1440	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	838	1020	1440	-	-	-
Mov Cap-2 Maneuver	838	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.5	3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1440	-	872	-	-	
HCM Lane V/C Ratio	0.018	-	0.092	-	-	
HCM Control Delay (s)	7.5	0	9.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	

North Bridges Road DRI

4: North Bridges Road & Access D

access analysis 2027 p.m.

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	6	12	31	29	23
Future Vol, veh/h	14	6	12	31	29	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	9	17	44	36	29
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	114	36	65	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	78	-	-	-	-	-
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	882	1037	1537	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	1037	1537	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.1	2.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1537	-	916	-	-	
HCM Lane V/C Ratio	0.011	-	0.031	-	-	
HCM Control Delay (s)	7.4	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	