TRAFFIC IMPACT STUDY FOR

DRI #4176
PATES CREEK SUBDIVISION, PHASE 3

DATE:
September 13, 2024

LOCATION:
Henry County, Georgia

PREPARED FOR:
Falcon Design Consultants, LLC

PREPARED BY:
NV5 Engineers and Consultants, Inc.
10745 Westside Way, Suite 300
Alpharetta, GA 30009
678.795.3600

nv5.com

EXECUTIVE SUMMARY

Pates Creek Subdivision, Phase 3 (DRI #4176) is proposed for construction along Jonesboro Road and Pates Creek Road in Henry County, Georgia. The proposed development will consist of 537 single-family detached units. The development will have three access points consisting of one full-access driveway on Pates Creek Road and two existing full-access driveways on Jonesboro Road.

Traffic operations at the study intersections are satisfactory at three of the twelve study intersections in the Existing conditions. However, inadequate LOS are present at the remaining nine study intersections, and the conditions are expected to worsen as evidenced in the 2032 No-Build scenario due to the anticipated growth in the study area. The programmed improvement at the intersection of Jonesboro Road and North Mount Carmel Road/Flippen Road in the form of the Flippen Road Extension, which is also expected to provide access to and from Dutchtown Elementary/Middle/High School, is expected to maintain adequate operations at that intersection, as well as relieve delay at the intersection of Mitchell Road and Dutchtown Elementary School/Middle School/High School driveway and restore adequate operations to that intersection.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections. For 2032 Build conditions, study intersections are expected to continue to operate at the same overall LOS when compared to 2032 No-Build conditions, with some individual movements becoming inadequate during additional peak hours.

A right-turn deceleration lane is warranted at ROAD A along Pates Creek Road. A left-turn lane is not warranted at ROAD A along Pates Creek Road. ROAD A is proposed to have separate left- and right-turn approach lanes. This proposed lane configuration is expected to operate with adequate LOS in Build conditions.

All improvements related to the proposed site driveway of ROAD A are recommended.

From the analysis, mitigation should be considered by Henry County at the following existing study intersections:

Jonesboro Road and Canal Street (site access) – Install two eastbound and two westbound through lanes on Jonesboro Road (programmed improvement after development is built out)
Jonesboro Road and Edgar Street (site access)/Dutchtown Road – Install a dual-lane roundabout (considers programmed improvement on Jonesboro Road after development is built out)
Jonesboro Road and McCullough Road – Install a Restricted Crossing U-Turn (RCUT) and two eastbound and two westbound through lanes on Jonesboro Road (programmed improvements after development is built out)
McCullough Road and Mitchell Road – Install a single-lane roundabout
McCullough Road and Pates Creek Road – Install a single-lane roundabout

Flippen Road and McCullough Road – Install a single-lane roundabout
Jodeco Road and Chambers Road – Install a traffic signal with a WBL+NBR overlap phase, eastbound left-turn lane, and northbound right-turn lane
Noahs Ark Road and Pates Creek Road/Crown Oaks Drive – Install a single-lane roundabout
Jodeco Road and Noahs Ark Road/Oak Leaf Drive – Install a northbound right-turn overlap phase
Jonesboro Road and Mitchell Road – Install a traffic signal, two eastbound and two westbound through lanes on Jonesboro Road (programmed improvement after development is built out), an eastbound left-turn lane, a westbound right-turn lane, and a southbound right-turn lane.

In the mitigation scenarios for 2032 No-Build and 2032 Build conditions, various mitigations were applied to the intersections along Jonesboro Road to provide adequate LOS. However, Jonesboro Road is programmed to be widened to a four-lane median-divided highway at some point after 2035, and Phase 1 of the Pates Creek Subdivision development has already accommodated this widening.

Table A: Capacity Analysis Results Summary with Applied Mitigation

ID	Intersection	Existing Control	Movement	2024 Existing				2032 No-Build				2032 No-Build Mitigated				2032 Build				2032 Build Mitigated			
				AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1	Jonesboro Rd & Canal St	Side Street Stop Control	**Overall**	**A**	**0.2**	**A**	**0.2**	**A**	**0.2**	**A**	**0.2**	**A**	**0.1**	**A**	**0.2**	**A**	**1.6**	**A**	**1.6**	**A**	**0.8**	**A**	**0.9**
			EB L	A	8.3	A	9.4	A	8.5	A	9.8	A	8.5	A	9.8	B	8.6	B	10.1	A	8.6	B	10.1
			SB	C	22.9	D	28.7	D	29.6	E	39.0	C	18.4	D	25.7	E	38.7	F	58.4	C	20.5	D	32.7
2	Jonesboro Rd & Edgar St/ Dutchtown Rd	Side Street Stop Control	**Overall**	**A**	**5.5**	**A**	**1.9**	**B**	**13.6**	**A**	**3.2**	**C**	**18.3**	**B**	**13.3**	**F**	**66.1**	**C**	**19.8**	**A**	**7.3**	**A**	**6.7**
			EB L	A	9.0	A	9.3	A	9.3	A	9.8	D	25.6	B	12.9	A	9.1	B	10.1	A	8.0	A	6.4
			WB L	B	10.2	A	9.4	B	10.9	A	9.9	A	7.9	B	14.0	B	11.1	B	10.0	A	4.8	A	6.6
			NB	D	25.1	C	22.2	E	37.0	D	30.6	B	12.6	A	8.2	E	41.5	E	36.8	B	14.4	A	9.0
			SB	F	121.2	F	74.5	F	366.3	F	150.7	A	6.1	A	8.9	F	>500	F	>500	A	7.3	B	10.4
3	Jonesboro Rd & McCullough Rd	Side Street Stop Control	**Overall**	**A**	**6.0**	**A**	**9.6**	**C**	**15.0**	**C**	**20.2**	**A**	**4.9**	**A**	**6.9**	**F**	**54.3**	**E**	**45.1**	**A**	**5.3**	**A**	**9.0**
			EB L	B	10.0	B	10.1	B	11.0	B	11.1	B	11.1	B	11.2	B	11.7	B	11.9	B	11.7	B	12.0
			SB R	C	21.8	D	31.0	F	86.1	F	74.1	B	11.4	C	18.9	F	375.1	F	167.8	B	11.6	D	25.7
4	McCullough Rd & Mitchell Rd	All-Way Stop Control	**Overall**	**D**	**33.3**	**D**	**33.4**	**F**	**67.0**	**F**	**71.1**	**B**	**12.0**	**A**	**8.6**	**F**	**88.3**	**F**	**110.1**	**B**	**8.6**	**A**	**9.6**
			EB	E	36.1	C	21.5	F	71.4	D	30.3	B	13.5	A	8.4	F	112.2	E	39.7	C	15.8	A	9.1
			NB	D	34.0	B	15.0	F	70.3	C	18.3	B	14.6	A	8.2	F	76.7	C	20.6	C	16.7	A	8.9
			SB	D	29.8	E	47.8	F	59.1	F	115.9	A	7.5	A	9.0	F	73.9	F	184.3	A	7.8	B	10.2
5	Jonesboro Rd & N Mt Carmel Rd	Traffic Signal	**Overall**	**B**	**18.1**	**B**	**15.0**	**C**	**29.4**	**C**	**26.1**					**C**	**31.5**	**C**	**28.4**				
			EB	C	23.5	B	18.6	C	32.0	C	28.3					D	36.6	C	31.5				
			WB	B	11.1	A	8.5	C	20.7	C	21.8					C	22.6	C	25.0				
			NB	C	22.9	C	22.9	D	41.4	C	31.4					D	41.4	C	31.4				
			SB					C	29.3	C	26.9					C	29.3	C	26.9				
6	McCullough Rd & Pates Creek Rd	Side Street Stop Control	**Overall**	**A**	**2.7**	**C**	**19.3**	**A**	**3.0**	**F**	**57.8**	**A**	**2.8**	**B**	**11.5**	**A**	**4.3**	**F**	**111.0**	**B**	**10.0**	**B**	**11.7**
			EB	B	13.2	F	75.4	C	15.2	F	233.5	B	13.7	E	43.0	C	23.5	F	475.0	A	6.7	B	13.6
			SB																	B	12.3	B	11.8
			NB L	A	8.4	A	8.8	A	8.6	A	9.2	A	8.6	A	9.2	A	8.7	A	9.8	A	6.8	B	10.3
7	Flippen Rd & McCullough Rd	All-Way Stop Control	**Overall**	**E**	**44.9**	**F**	**53.4**	**F**	**88.3**	**F**	**95.1**	**A**	**8.8**	**A**	**9.6**	**F**	**122.8**	**F**	**130.9**	**A**	**9.8**	**B**	**11.2**
			EB	F	72.8	F	70.0	F	154.4	F	128.2	B	10.0	A	9.9	F	214.7	F	185.9	B	11.4	B	10.9
			WB	B	12.5	C	16.4	B	14.4	C	19.9	A	9.2	A	8.6	C	15.4	D	27.9	A	9.8	B	10.3
			NB	B	11.4	B	12.2	B	12.6	B	13.5	A	7.6	A	6.8	B	13.1	B	14.7	A	8.3	A	7.2
			SB	C	19.3	F	56.7	D	25.9	F	102.4	A	6.8	A	9.9	D	28.1	F	137.6	A	7.0	B	12.1
8	Jodeco Rd & Chambers Rd	Side Street Stop Control	**Overall**	**C**	**21.5**	**F**	**101.8**	**F**	**57.1**	**F**	**141.7**	**C**	**30.1**	**D**	**36.6**	**F**	**77.7**	**F**	**219.7**	**D**	**46.0**	**D**	**45,5**
			EB	A	8.1	A	8.4	A	8.2	A	8.6	C	30.6	C	34.7	A	8.2	A	8.6	D	48.4	D	50.6
			WB	B	11.3	B	12.2	B	12.9	B	14.8	C	21.0	D	36.0	B	13.1	C	16.8	D	43.9	D	46.3
			NB	F	92.9	F	217.9	F	265.2	F	>500	D	46.1	D	41.0	F	334.7	F	>500	D	45.3	D	37.2
			SB	F	364.8	F	>500	F	75.5	F	390.6	C	27.1	C	28.1	F	80.9	F	>500	C	28.8	D	38.2
9	Noahs Ark Rd & Pates Creek Rd/ Crown Oaks Dr	Side Street Stop Control	**Overall**	**A**	**6.4**	**B**	**14.2**	**B**	**12.3**	**E**	**39.7**	**A**	**7.9**	**A**	**8.9**	**C**	**24.2**	**F**	**97.9**	**A**	**8.3**	**B**	**7.6**
			EB	A	0.0	A	7.9	A	0.0	A	8.0	A	9.0	B	10.4	A	0.0	A	8.0	A	9.3	B	12.3
			WB	A	8.9	A	9.3	A	9.2	A	9.8	A	6.8	A	7.9	A	9.3	B	10.3	A	7.0	A	9.1
			NB	E	35.3	F	86.1	F	74.2	F	254.5	A	7.4	A	6.8	F	119.9	F	>500	A	8.5	A	7.5
			SB	C	24.1	D	27.5	D	31.1	E	35.8	A	5.3	A	5.3	E	36.7	F	53.9	A	5.4	A	5.7
10	Jodeco Rd & Noahs Ark Rd/ Oak Leaf Dr	Traffic Signal	**Overall**	**D**	**36.5**	**C**	**29.6**	**E**	**63.3**	**E**	**59.5**	**C**	**26.2**	**C**	**28.0**	**F**	**82.8**	**F**	**89.0**	**C**	**29.3**	**C**	**34.5**
			EB	C	33.2	C	31.1	D	41.0	D	43.0	D	41.0	D	43.0	D	41.3	D	52.2	D	41.3	D	52.2
			WB	B	13.9	B	14.8	B	18.6	C	22.2	B	18.6	C	22.2	C	21.0	C	30.6	C	21.0	C	30.6
			NB	E	67.4	E	55.4	F	136.7	F	147.5	C	24.6	C	21.9	F	183.8	F	235.7	C	30.7	C	23.1
			SB	B	17.9	C	20.3	C	20.4	C	25.5	C	20.4	C	25.5	C	20.7	C	29.0	C	20.7	C	29.0
11	Mitchell Rd & Dutchtown ES/MS/HS Dwy	Side Street Stop Control	**Overall**	**D**	**32.4**	**A**	**4.7**	**B**	**14.7**	**A**	**3.1**					**B**	**14.9**	**A**	**3.0**				
			WB	F	53.0	B	12.6	C	22.5	B	10.3					C	23.2	B	10.4				
			SB L	A	8.2	A	7.8	A	8.4	A	7.9					A	8.4	A	8.0				
12	Jonesboro Rd & Mitchell Rd	Side Street Stop Control	**Overall**	**D**	**29.1**	**C**	**18.5**	**A**	**4.5**	**B**	**11.5**	**A**	**7.1**	**A**	**7.4**	**A**	**5.6**	**C**	**16.6**	**A**	**7.0**	**A**	**7.3**
			EB	A	9.9	A	9.2	A	8.5	A	9.4	A	6.9	A	6.8	A	8.6	A	9.6	A	6.9	A	6.5
			WB									A	6.4	A	6.9					A	6.3	A	6.8
			SB	F	184.4	F	106.4	E	37.0	F	90.2	A	9.7	B	10.3	E	44.8	F	132.5	B	10.1	B	11.6
13	Pates Creek Rd & ROAD A	Side Street Stop Control	**Overall**													**A**	**2.3**	**A**	**1.5**				
			WB L													A	7.7	A	8.4				
			NB													B	11.7	B	13.4				

Table B: Queuing Analysis Summary

ID	Intersection	Control	Movement	Storage Length	2024 Existing				2032 No-Build				2032 Build			
					50th %ile		95th %ile		50th %ile		95th %ile		50th %ile		95th %ile	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
2	Jonesboro Rd & Edgar St/Dutchtown Rd	Side Street Stop Control	SB L+T	-	28	25	58	42	41	34	84	95	285	260	696	659
			SB R	85	0	25	0	25	25	25	25	25	30	25	117	93
4	McCullough Rd & Mitchell Rd	All-Way Stop Control	EB L+R	-	142	67	316	110	382	74	853	123	548	72	1308	121
			SB T+R	-	118	124	201	220	403	684	1544	1664	942	847	1808	1931
6	McCullough Rd & Pates Creek Rd	Side Street Stop Control	EB L+R	-	46	121	82	242	118	581	562	2075	382	1038	1290	2728
7	Flippen Rd & McCullough Rd	All-Way Stop Control	EB L+T+R	-	98	93	148	154	113	116	183	222	121	121	205	244
			SB L+T+R	-	68	106	109	204	82	417	134	1894	118	722	339	2750
8	Jodeco Rd & Chambers Rd	Side Street Stop Control	NB L+T+R	-	179	408	369	961	755	1243	1441	1971	1079	1815	1935	2652
			SB L+T+R	-	25	25	25	55	25	30	25	73	25	35	25	87
9	Noahs Ark Rd & Pates Creek Rd/ Crown Oaks Dr	Side Street Stop Control	NB L+T+R	-	45	102	83	195	58	178	113	367	71	814	150	1568
10	Jodeco Rd & Noahs Ark Rd/ Oak Leaf Dr	Traffic Signal	NB R	175	106	98	178	169	142	129	233	222	167	133	274	215
12	Jonesboro Rd & Mitchell Rd	Side Street Stop Control	SB L+R	-	415	188	770	407	62	91	133	214	52	70	121	182

TABLE OF CONTENTS

Executive Summary i
Introduction 1
Existing Conditions 3
A.1. Pedestrian and Multi-Use Facilities 3
A.2. Transit and Bicycle Facilities 3
A.3. Transportation Facilities 3
A.4. Traffic Counts 4
Future Conditions 7
B.1. Adjacent Development 7
B.2. Background Data Collection 7
B.3. Programmed Improvements 7
B.4. Planned Improvements 7
B.5. Project Trip Generation 8
B.6. Trip Distribution and Assignment 9
Traffic Impact Analyses 16
C.1. 2024 Existing Capacity Analysis 16
C.2. 2032 No-Build Conditions Capacity Analysis 18
C.3. 2032 Build Conditions Capacity Analysis 21
C.4. Queue Length Analysis 24
C.5. 2032 No-Build and Build Conditions Capacity Analysis – Mitigated 26
C.6. Turn Lane Warrant Analysis 30
Conclusions 31
Recommendations 32
APPENDIX A: Site Plan ..... A
APPENDIX B: Traffic Count Data ..... B
APPENDIX C: Growth Factor(s) Calculations & Analysis C
APPENDIX D: Trip Generation ..... D
APPENDIX E: Capacity Analyses Reports ..... E
APPENDIX F: Turn Lane Evaluations ..... F
APPENDIX G: Signal Warrant Analysis ..... G

LIST OF TABLES

Table 1: Programmed Projects....8
Table 2: Planned Improvements....8
Table 3: Project Trip Generation....9
Table 4: 2024 Existing Capacity Analysis (Part 1)....16
Table 5: 2024 Existing Capacity Analysis (Part 2)....17
Table 6: 2032 No-Build Capacity Analysis (Part 1)....19
Table 7: 2032 No-Build Capacity Analysis (Part 2)....20
Table 8: 2032 Build Capacity Analysis (Part 1)....22
Table 9: 2032 Build Capacity Analysis (Part 2)....23
Table 10: 50th and 95th Percentile Queue Length Analysis....25
Table 11:2032 No-Build Conditions Capacity Analysis – Mitigated....27
Table 12: 2032 Build Conditions Capacity Analysis – Mitigated....28
Table 13: GDOT Turn Lane Warrants....30

LIST OF FIGURES

Figure 1. Site Location Aerial....2
Figure 2: Existing Pedestrian and Multi-Use Path Infrastructure....5
Figure 3: Existing Traffic Volumes....6
Figure 4: 2032 Volumes with Growth Rate....10
Figure 5: Flippen Road Extension – Traffic Reassignment....11
Figure 6: 2032 No-Build Volumes....12
Figure 7: New Trip Distribution....13
Figure 8: New Trip Assignment....14
Figure 9: 2032 Build Traffic Volumes....15
Figure 10: Existing, Programmed, and Proposed Project Lane Geometries....33

Introduction

Pates Creek Subdivision, Phase 3 (DRI #4176) is proposed for construction along Jonesboro Road and Pates Creek Road in Henry County, Georgia. The proposed development will consist of 537 single-family detached housing units. The development will have three access points consisting of one full-access driveway on Pates Creek Road and two full-access driveways on Jonesboro Road, both of which are already existing and entitled Canal Street and Edgar Street, respectively.

This traffic study analyzes the impact of new traffic added to the local roadways upon the occupancy of the residential development. This study includes analysis of the following scenarios:

- 2024 Existing Conditions
- 2032 (Opening Year) No-Build Conditions (including background growth and expected traffic from adjacent/nearby developments)
- 2032 (Opening Year) Build Conditions

The following are the intersections proposed for study:

1. Jonesboro Road and Canal Street (existing site access)
2. Jonesboro Road and Dutchtown Road/Edgar Street (existing site access)
3. Jonesboro Road and McCullough Road
4. McCullough Road and Mitchell Road
5. Jonesboro Road and North Mount Carmel Road
6. McCullough Road and Pates Creek Road
7. Flippen Road and McCullough Road
8. Jodeco Road and Chambers Road
9. Noahs Ark Road and Pates Creek Road/Crown Oaks Drive
10. Jodeco Road and Noahs Ark Road/Oak Leaf Drive
11. Mitchell Road and Dutchtown Elementary School/Middle School/High School driveway
12. Jonesboro Road and Mitchell Road
13. Pates Creek Road and ROAD A (proposed site access)

The report summarizes background and projected traffic at the study locations, analysis of traffic impacts including level of service (LOS) and queues, and conclusions and recommendations from the analysis.

Figure 1 depicts the site location aerial and the study intersections in Henry County. A copy of the development concept plan is included in Appendix A.

Figure 1. Site Location Aerial

Existing Conditions

A.1. Pedestrian and Multi-Use Facilities

There is limited pedestrian sidewalk infrastructure surrounding the site, primarily on the completed portion of the subdivision on the north side of Jonesboro Road. Refer to Figure 2 for existing pedestrian and multi-use path infrastructure. There is no infrastructure for bicycle use.

A.2. Transit and Bicycle Facilities

No transit routes exist in the study area.

A.3. Transportation Facilities

Jonesboro Road is a two-lane undivided Urban Principal Arterial that runs east-west in the study area with dedicated left turn lanes and right turn lanes to side streets at signalized intersections and the two existing site driveways of Canal Street and Edgar Street. Jonesboro Road runs west towards Lovejoy, Georgia and east towards I-75 and McDonough, Georgia. Jonesboro Road has a posted speed limit of 45 MPH and provides access to adjacent residential, agricultural/undeveloped, and commercial land uses.

McCullough Road is a two-lane undivided local road with a 35 MPH posted speed limit that connects Jonesboro Road in the south to Chambers Road in the northeast. No left turns are allowed from McCullough Road onto Jonesboro Road. McCullough Road serves residential and agricultural/ undeveloped land uses. No trucks are allowed on McCullough Road.

Chambers Road is a two-lane undivided Urban Major Collector that connects SR 81 in the south to Jodeco Road in the north. Chambers Road has a posted speed limit of 35 MPH. Chambers Road serves residential, commercial, and agricultural/undeveloped land uses.

Mitchell Road is a two-lane undivided local road that connects Jonesboro Road in the south to McCullough Road to the north, and exclusively serves Dutchtown Elementary, Middle, and High Schools. Mitchell Road has a posted speed limit of 25 MPH.

Pates Creek Road is a two-lane undivided local road that runs north/northwest from its intersection with McCullough Road towards Noahs Ark Road. Pates Creek Road is the primary access for the northern portion of the Pates Creek Subdivision that is proposed to be constructed. Pates Creek Road has a posted speed limit of 45 MPH. No trucks are allowed on Pates Creek Road.

Noahs Ark Road is a two-lane undivided Urban Major Collector that runs east from its intersection with South Main Street towards Jodeco Road, on which through trucks are not allowed. It has a posted speed limit of 45 MPH and provides access to low density residential / agricultural land uses.

Jodeco Road is a two-lane undivided Urban Minor Arterial that runs east from its intersection with Key Road as Lake Jodeco Road until it enters Henry County, toward I-75 and beyond, where it changes nomenclature to Campground Road and terminates at Elliott Road. It has a posted speed limit of 45 MPH and provides access to residential, institutional, and agricultural land uses.

Flippen Road is a two-lane undivided Urban Minor Arterial that runs almost true north from its intersection with Stratford Circle towards SR 42/138/US 23/North Henry Boulevard. It has a posted speed limit of 45 MPH north of McCullough Road and 25 MPH south of McCullough Road and provides access to residential and agricultural land uses.

North Mount Carmel Road is a two-lane undivided local road that runs north from its intersection with Mount Carmel Road towards Jonesboro Road. It has a posted speed limit of 45 MPH and provides access to residential and agricultural land uses.

A.4. Traffic Counts

Intersection turning movement counts (TMCs) at the twelve (12) existing study intersections were collected on Thursday, May 16, 2024, while schools were in session. In addition to the turning movement counts, one (1) 24-hour traffic classification count was taken on Thursday, May 16, 2024, along Pates Creek Road west of McCullough Road. The AM peak hour was determined to be 7:15-8:15AM, and the PM peak hour was determined to be 4:45-5:45PM. The resultant Existing Traffic Volumes are shown in Figure 3.

Figure 2: Existing Pedestrian and Multi-Use Path Infrastructure

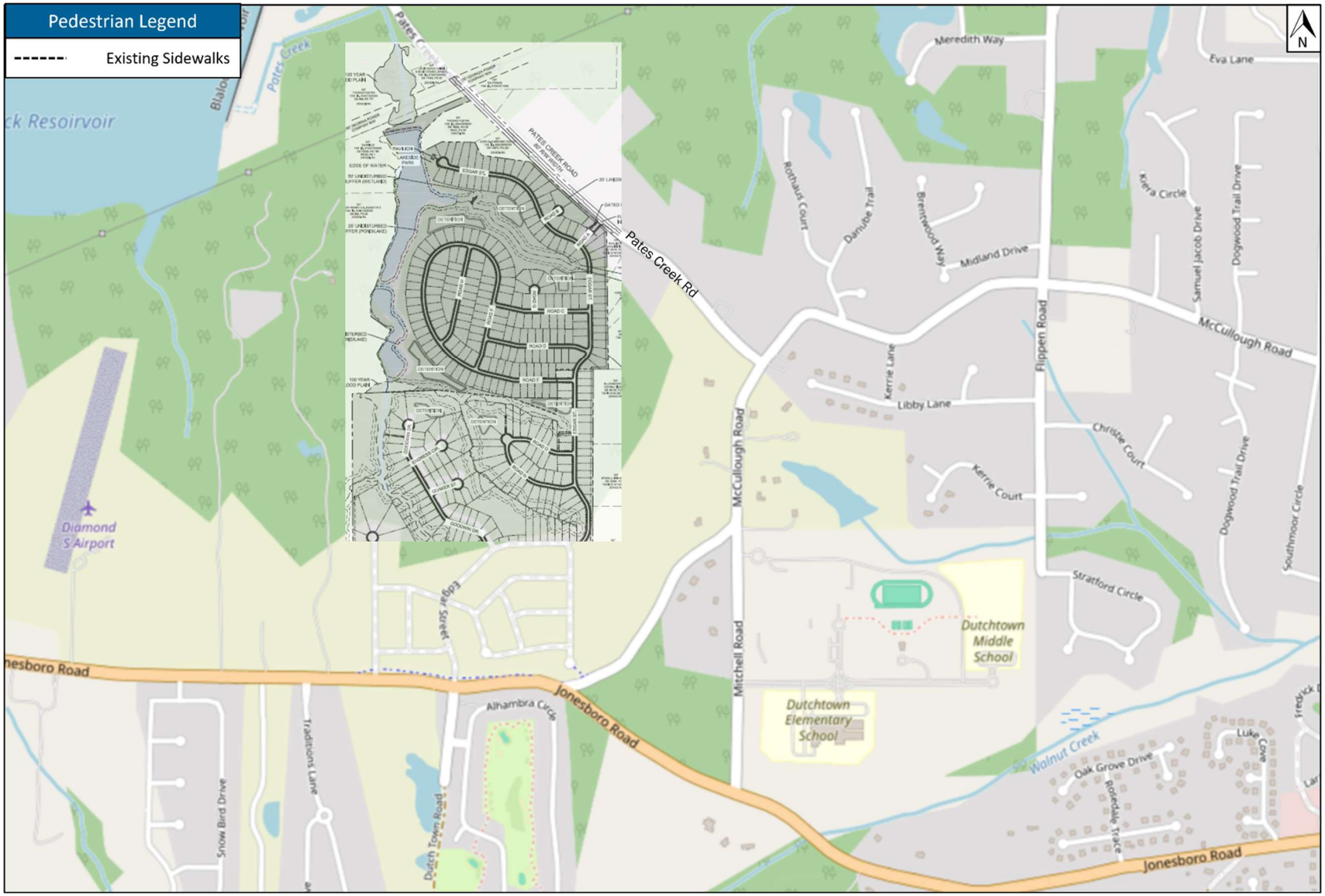
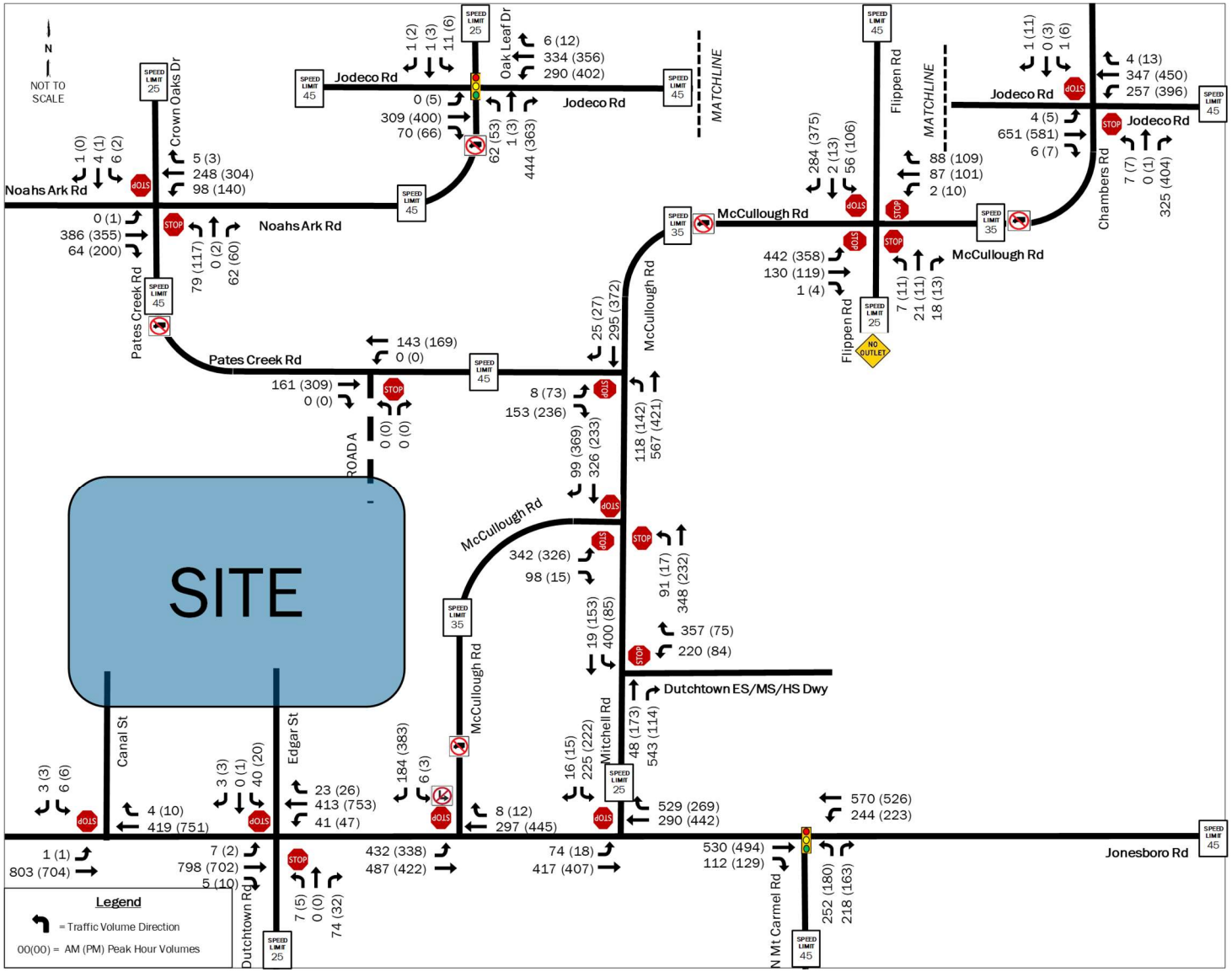


Figure 3: Existing Traffic Volumes



Future Conditions

B.1. Adjacent Development

There is no known development currently under construction adjacent to or near the proposed site.

B.2. Background Data Collection

The study uses a growth rate of 1.7% per year from 2024 to 2032. The growth rate was derived from the counts collected from 2009 to 2024 at the nearest count stations to the project and reported by GDOT's Traffic Analysis and Data Application (TADA). The historical traffic counts collected are contained in Appendix B, and the growth rate calculations are included in Appendix C. Figure 4 depicts the volumes in 2032 with the growth rate applied to the existing volumes seen in Figure 3.

B.3. Programmed Improvements

There are several programmed improvements scheduled by or before the project's anticipated opening year of 2032; however, none of these will directly impact the proposed project's site area. The Jonesboro Road widening from SR 3/US 41 to North Mount Carmel Road is not expected to be open by the time the proposed development is anticipated to be fully built out; however, the development has already accommodated the expected necessary right-of-way for this future programmed improvement, which is slated for construction in 2035. The Flippen Road Extension to North Mount Carmel Road, intended to provide another access for Dutchtown Elementary School/Middle School/High School, is expected to be constructed and open by the time the proposed project is built-out and is modeled in the 2032 No-Build and Build scenarios, with some of the traffic at the Dutchtown Elementary School/Middle School/High School driveway and Mitchell Road intersection reassigned to the new north leg of Flippen Road at Jonesboro Road. Table 1 shows the programmed improvements within the vicinity of the proposed project site. Figure 5 shows the expected traffic to be reassigned to the new Flippen Road Extension once it is completed. Figure 6 shows the resultant 2032 No-Build volumes from the growth rate shown in Figure 4 and the reassigned traffic because of the Flippen Road Extension in Figure 5.

B.4. Planned Improvements

There are three planned improvements that will take place after the proposed project site is built out. One such planned improvement – the Jonesboro Road widening from SR 3/US 41 and North Mount Carmel Road has been accommodated along the southern portion of the site that has already been built out. Table 2 shows the planned improvements within the vicinity of the proposed project site.

Table 1: Programmed Projects

Project Name	From/To	Sponsor	Project ID	ARC ID (TIP)	Design FY	ROW/ Utility FY	Construct FY
Western Parallel Connector	Hudson Bridge Rd to Jonesboro Rd	GDOT	GDOT P.I.No. 0014482	ARC # HE-179	2018	2020	2024
Jonesboro Road Widening	North Mount Carmel Road to Mill Road	Henry County	Henry Co. P-05	N/A	N/A	N/A	N/A
Flippen Road Extension	Stratford Circle to North Mount Carmel Road	Henry County	Henry Co. P-20	N/A	N/A	N/A	N/A
Dutchtown Road Widening & Paving	Jonesboro Road to road end	Henry County	Henry Co. P-29	N/A	N/A	N/A	N/A

Table 2: Planned Improvements

Project Name	From/To	Potential Sponsor	Project ID	ARC ID (TIP)	Design FY	ROW/ Utility FY	Construct FY
Intersection Improvement	Jodeco Road at Hudson Bridge Road	Henry County	Henry Co. CTP-IS05	N/A	N/A	N/A	N/A
Jonesboro Road Widening	West of SR 3/US 41/Clayton to I-75/Henry	GDOT	GDOT P.I.No. 342970 Henry Co. CTP-R26	HE-920B	2030	2032	2035
Flippen Road Widening	SR 138 in Stockbridge to Jonesboro Road	Henry County	Henry Co. CTP-R02	N/A	N/A	N/A	N/A

B.5. Project Trip Generation

The residential development consists of the following: 537 single-family detached housing units. However, some of the units have already been constructed for the development. The anticipated trips generated by the entire development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021. To determine the number of trips expected by the remaining units to be constructed, the existing traffic at the site driveways was subtracted from the expected number of trips expected to be generated by the entirety of the development (537 units).

Table 3 summarizes the project trip generation calculated using the ITE Trip Generation rates. The detailed trip generation is included in Appendix D.

Table 3: Project Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Single Family Detached Housing LUC 210 537 Dwelling Units	Daily	4,736	2,368	2,368
	AM Peak Hour	344	89	255
	PM Peak Hour	482	304	178
Existing Trips (Daily trips taken from 19% ratio from AM/PM counts at existing driveways to Total expected trips from LUC 210)	Daily	-912	-456	-456
	AM Peak Hour	-87	-35	-52
	PM Peak Hour	-72	-39	33
TOTAL EXPECTED TRIPS FROM REMAINING DEVELOPMENT	Daily	3,824	1,912	1,912
	AM Peak Hour	257	54	203
	PM Peak Hour	410	265	145

B.6. Trip Distribution and Assignment

The trips for the project were distributed based upon travel patterns evidenced in the existing traffic counts and historical GDOT AADT counts in the area, along with adherence to the GRTA 7% table, which determines the impact of site trips based upon a roadway's available capacity. The trip distribution is as follows:

- Approximately 17% of the traffic is expected to travel to/from the west on Jonesboro Road,
- Approximately 20% of the traffic is expected to travel to/from the east on Jonesboro Road,
- Approximately 23% of the traffic is expected to travel to/from the east on Jodeco Road,
- Approximately 3% of the traffic is expected to travel to/from the west on Jodeco Road,
- Approximately 25% of the traffic is expected to travel to/from the north/east on Jodeco Road,
- Approximately 2% of the traffic is expected to travel to/from the west on Noahs Ark Road, and
- Approximately 10% of the traffic is expected to travel to/from the north on Flippen Road.

New trip distribution is shown in Figure 7. The new trips expected from the new trip distribution are shown in Figure 8. The 2032 Build Volumes are shown in Figure 9.

Figure 4: 2032 Volumes with Growth Rate

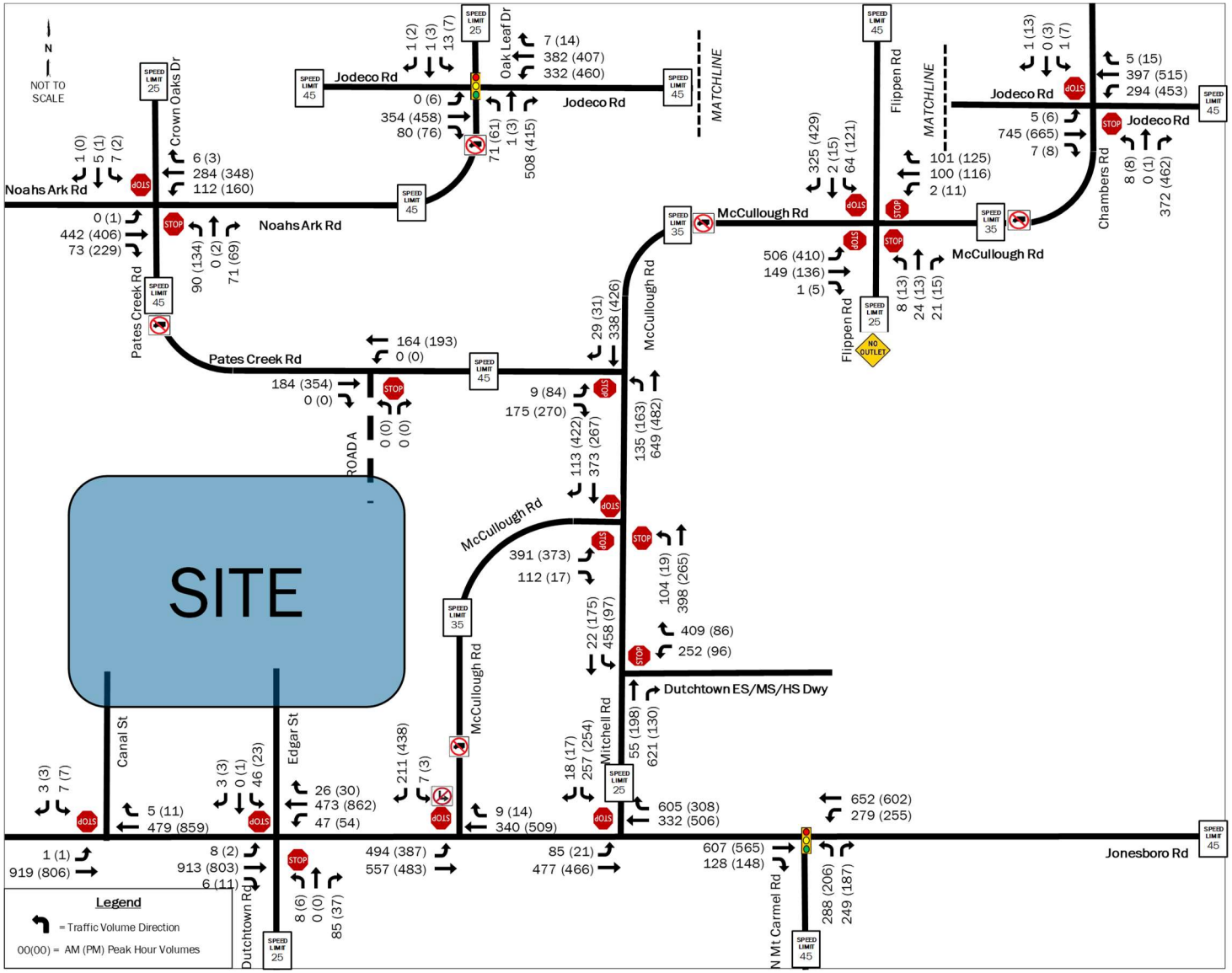


Figure 5: Flippen Road Extension – Traffic Reassignment

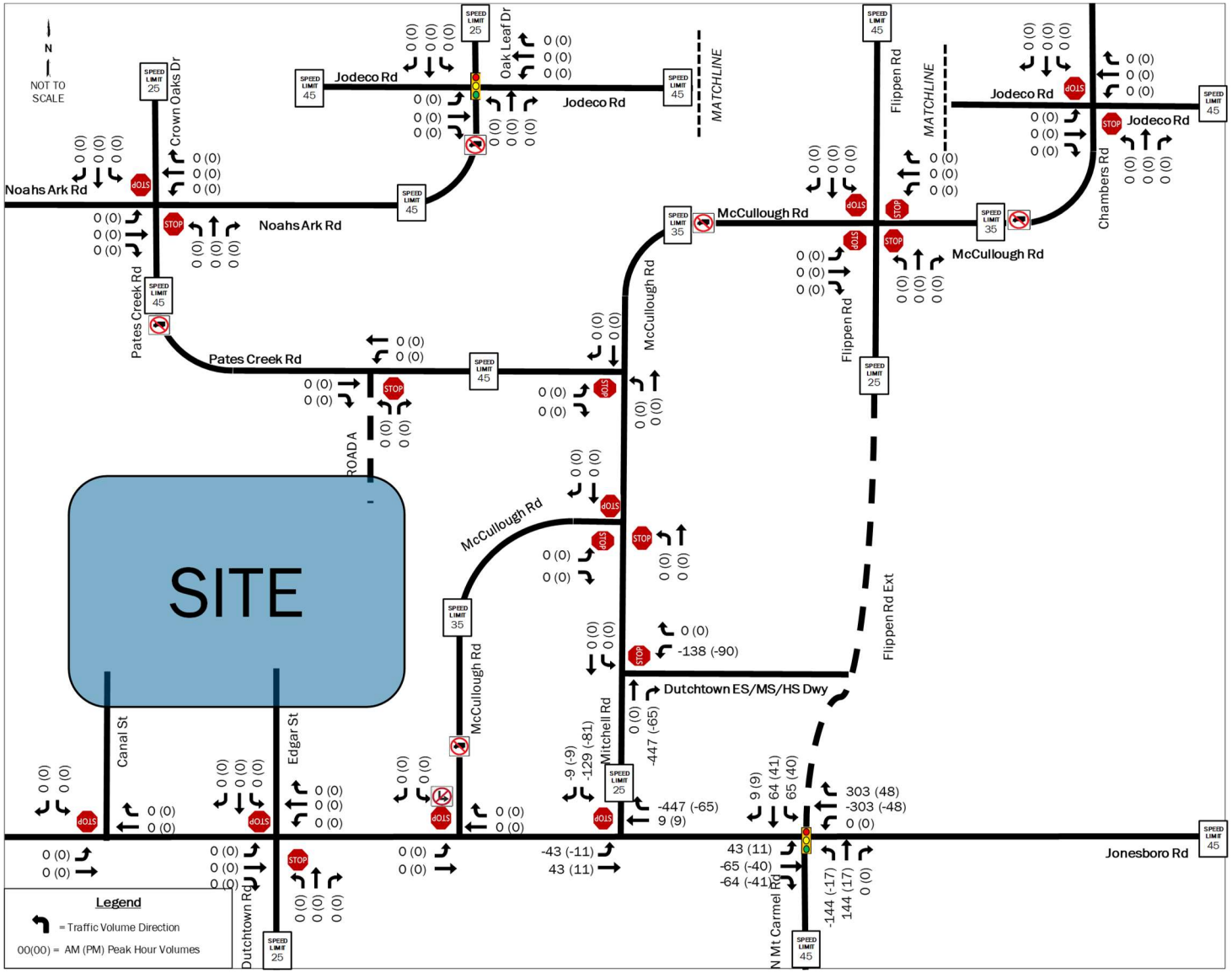


Figure 6: 2032 No-Build Volumes

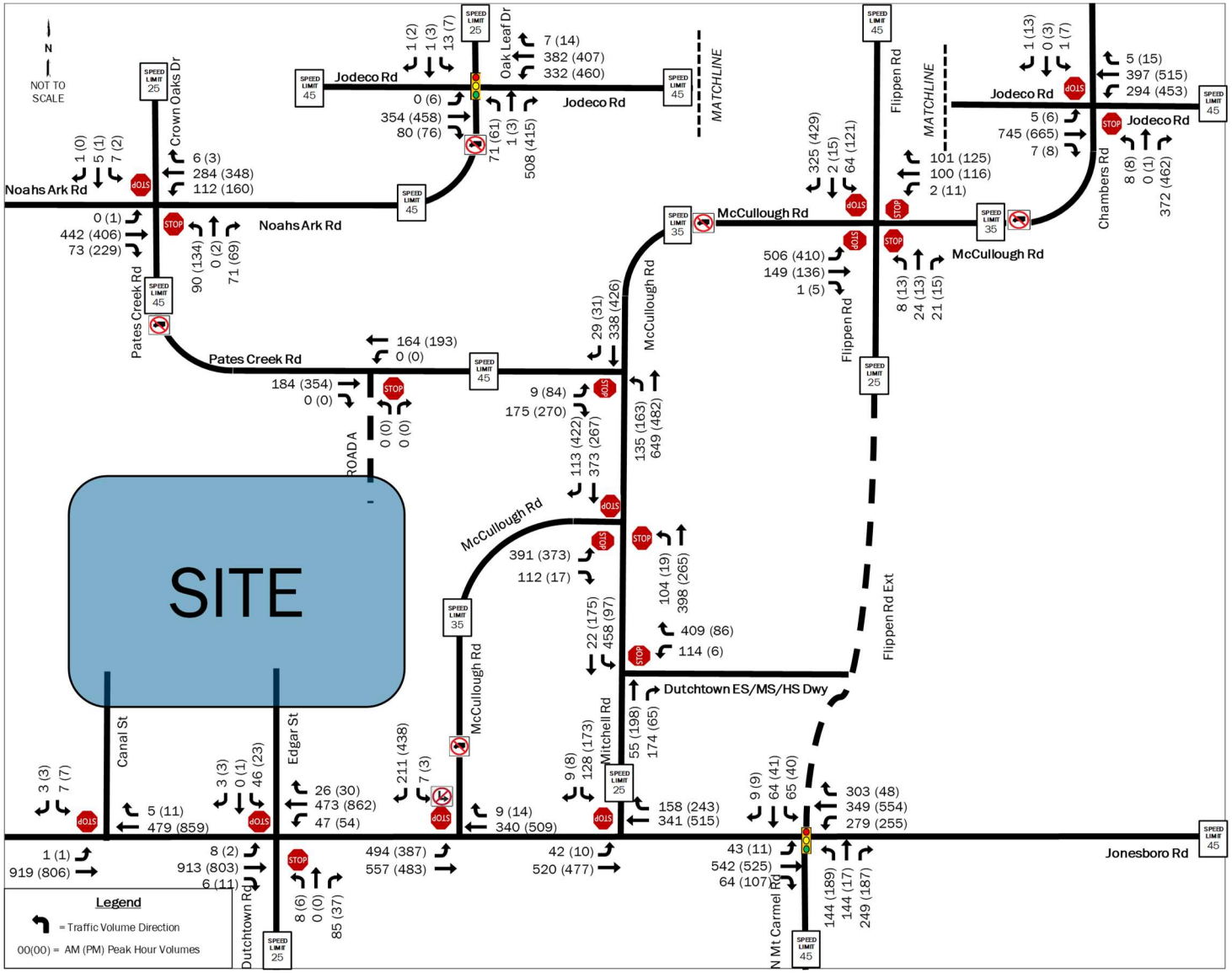


Figure 7: New Trip Distribution

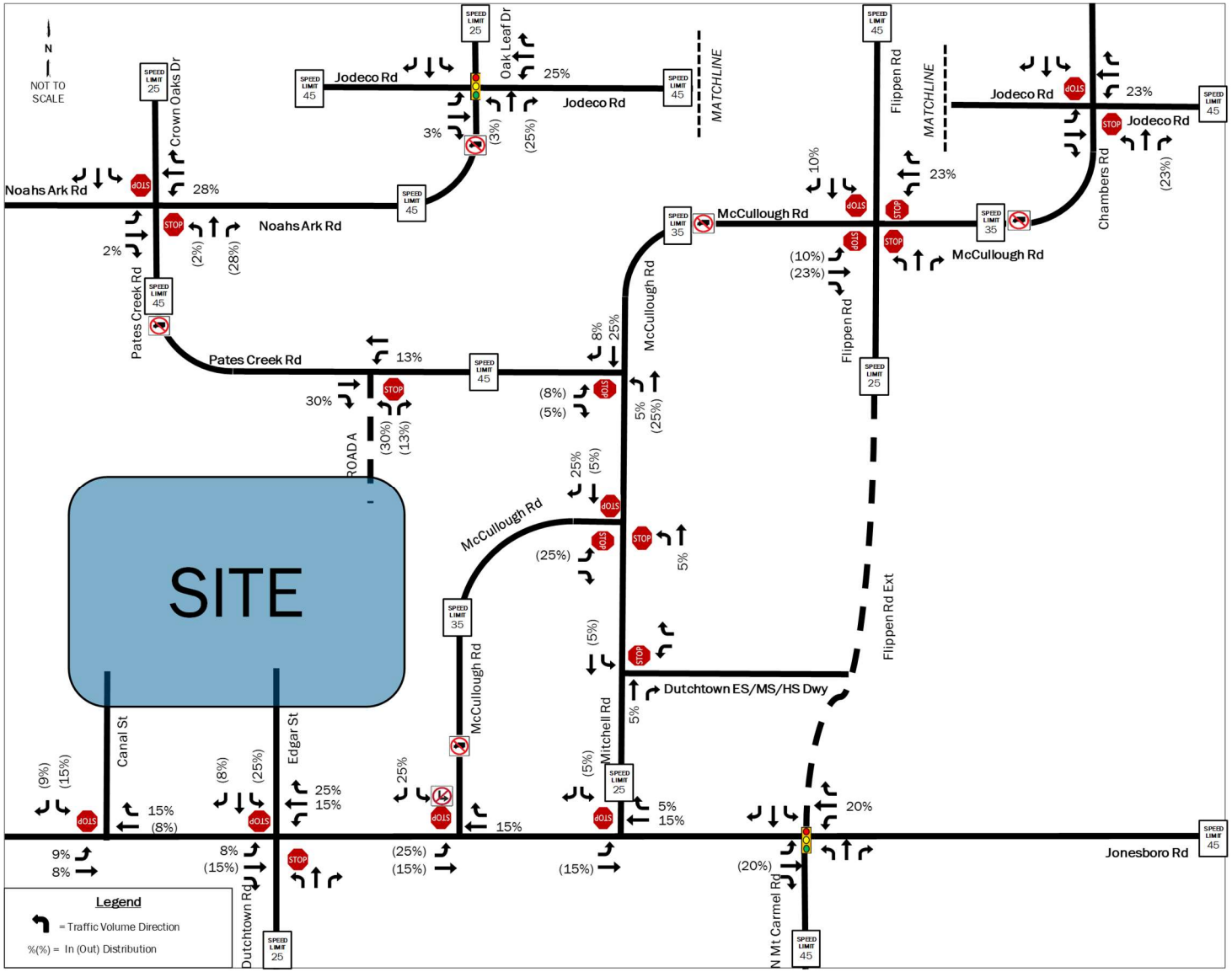


Figure 8: New Trip Assignment

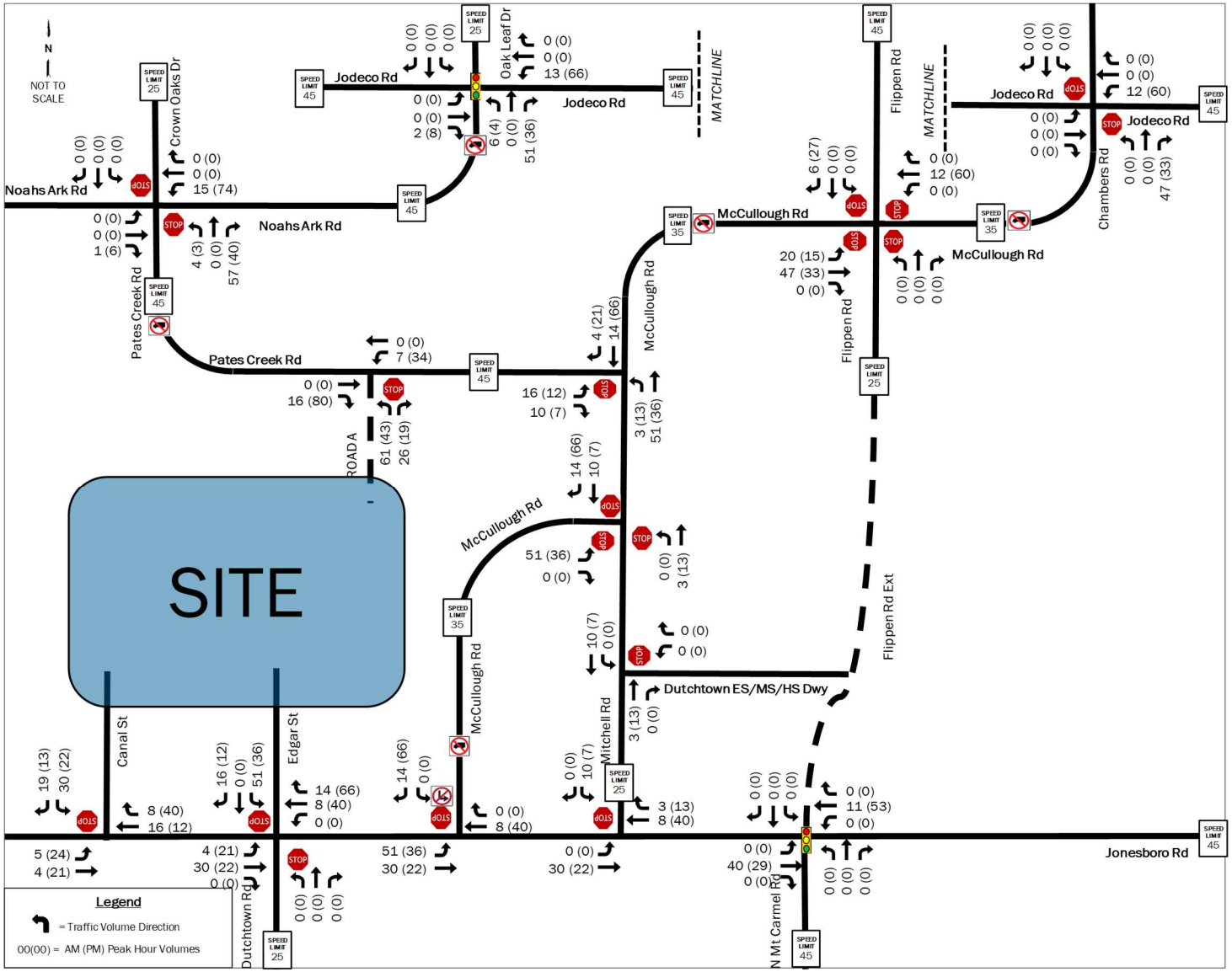
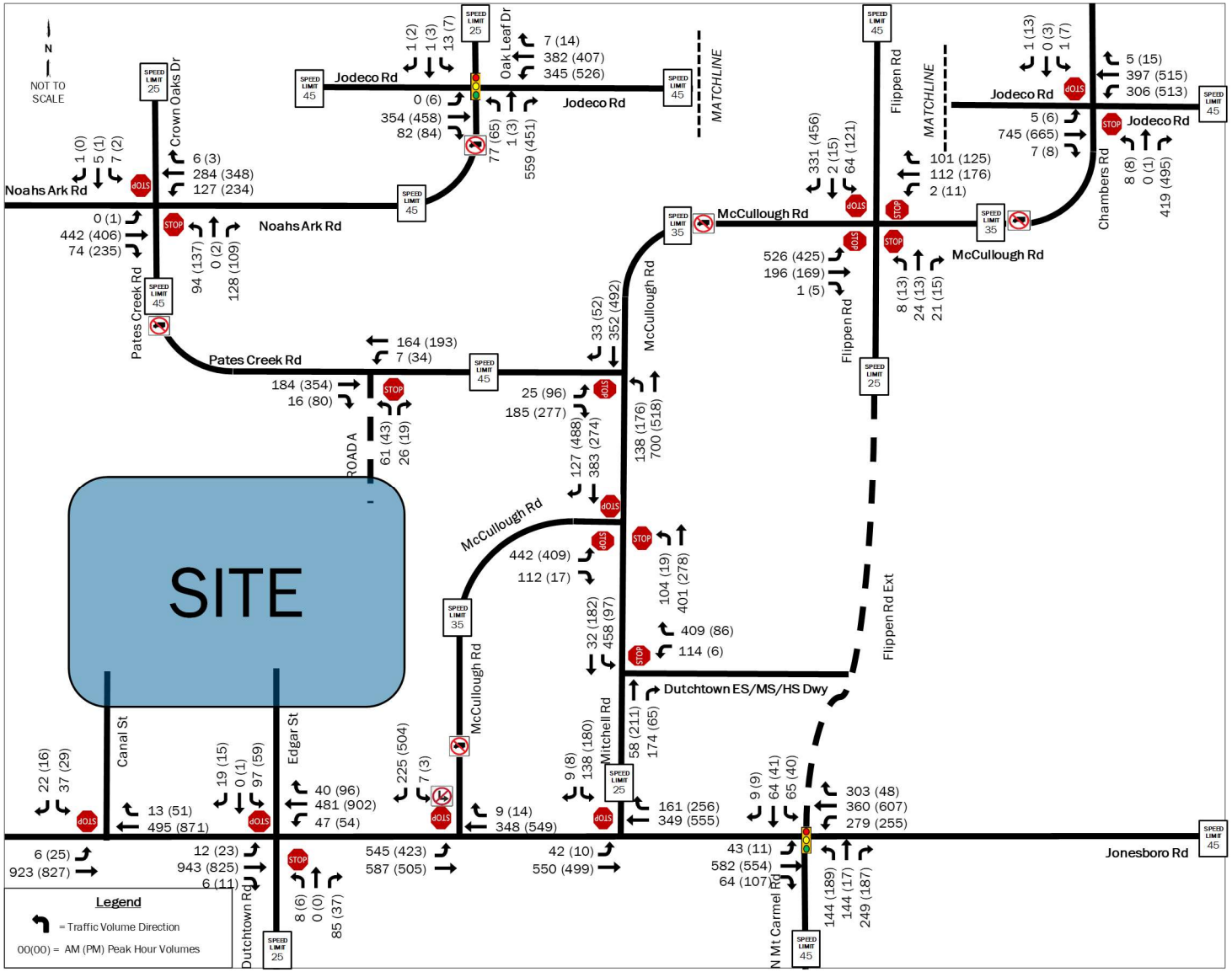


Figure 9: 2032 Build Traffic Volumes



Traffic Impact Analyses

The capacity analysis and queuing analysis was performed using the traffic analysis software Synchro® 12. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual, 7th Edition (HCM 7), where LOS A is best, and LOS F is worst. For the purposes of this study, LOS D is the acceptable standard, unless a LOS in Existing conditions is F, in which case the acceptable LOS for that movement would be E. The queue lengths are reported as 50th and 95th percentile queues. Signal timings established in Existing conditions prevail throughout all scenarios not involving mitigation or programmed improvements. All capacity analysis worksheets are included in Appendix E.

C.1. 2024 Existing Capacity Analysis

The results of the 2024 Existing capacity analyses are shown in Tables 4 and 5 and include the analysis of the volumes shown in Figure 3.

Table 4: 2024 Existing Capacity Analysis (Part 1)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Jonesboro Rd & Canal St	Side Street Stop Control	**Overall**	**A**	**0.2**	**A**	**0.2**
			EB L	A	8.3	A	9.4
			SB	C	22.9	D	28.7
2	Jonesboro Rd & Edgar St/ Dutchtown Rd	Side Street Stop Control	**Overall**	**A**	**5.5**	**A**	**1.9**
			EB L	A	9.0	A	9.3
			WB L	B	10.2	A	9.4
			NB	D	25.1	C	22.2
			SB	F	121.2	F	74.5
3	Jonesboro Rd & McCullough Rd	Side Street Stop Control	**Overall**	**A**	**6.0**	**A**	**9.6**
			EB L	B	10.0	B	10.1
			SB	C	21.8	D	31.0
4	McCullough Rd & Mitchell Rd	All-Way Stop Control	**Overall**	**D**	**33.3**	**D**	**33.4**
			EB	E	36.1	C	21.5
			NB	D	34.0	B	15.0
			SB	D	29.8	E	47.8
5	Jonesboro Rd & N Mt Carmel Rd	Traffic Signal	**Overall**	**B**	**18.1**	**B**	**15.0**
			EB	C	23.5	B	18.6
			WB	B	11.1	A	8.5
			NB	C	22.9	C	22.9
6	McCullough Rd & Pates Creek Rd	Side Street Stop Control	**Overall**	**A**	**2.7**	**C**	**19.3**
			EB	B	13.2	F	75.4
			NB L	A	8.4	A	8.8

Table 5: 2024 Existing Capacity Analysis (Part 2)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
7	Flippen Rd & McCullough Rd	All-Way Stop Control	**Overall**	**E**	**44.9**	**F**	**53.4**
			EB	F	72.8	F	70.0
			WB	B	12.5	C	16.4
			NB	B	11.4	B	12.2
			SB	C	19.3	F	56.7
8	Jodeco Rd & Chambers Rd	Side Street Stop Control	**Overall**	**C**	**21.5**	**F**	**101.8**
			EB L	A	8.1	A	8.4
			WB L	B	11.3	B	12.2
			NB	F	92.9	F	217.9
			SB	F	364.8	F	>500
9	Noahs Ark Rd & Pates Creek Rd/ Crown Oaks Dr	Side Street Stop Control	**Overall**	**A**	**6.4**	**B**	**14.2**
			EB L	A	0.0	A	7.9
			WB L	A	8.9	A	9.3
			NB	E	35.3	F	86.1
			SB	C	24.1	D	27.5
10	Jodeco Rd & Noahs Ark Rd/ Oak Leaf Dr	Traffic Signal	**Overall**	**D**	**36.5**	**C**	**29.6**
			EB	C	33.2	C	31.1
			WB	B	13.9	B	14.8
			NB	E	67.4	E	55.4
			SB	B	17.9	C	20.3
11	Mitchell Rd & Dutchtown ES/MS/HS Dwy	Side Street Stop Control	**Overall**	**D**	**32.4**	**A**	**4.7**
			WB	F	53.0	B	12.6
			SB L	A	8.2	A	7.8
12	Jonesboro Rd & Mitchell Rd	Side Street Stop Control	**Overall**	**D**	**29.1**	**C**	**18.5**
			EB L	A	9.9	A	9.2
			SB	F	184.4	F	106.4

As shown in Tables 4 and 5, there are several instances of inadequate LOS during Existing conditions at the study intersections that are detailed below:

<u>Jonesboro Road and Edgar Street/Dutchtown Road</u>

- The southbound approach during both peak hours (LOS F)

<u>McCullough Road and Mitchell Road</u>

- The eastbound approach during the AM peak hour (LOS E)
- The southbound approach during the PM peak hour (LOS E)

McCullough Road and Pates Creek Road

- The eastbound approach during the PM peak hour (LOS F)

Flippen Road and McCullough Road

- The overall intersection during both peak hours (LOS E in AM peak hour, LOS F in PM peak hour)
- The eastbound approach during both peak hours (LOS F)
- The southbound approach during the PM peak hour (LOS F)

Jodeco Road and Chambers Road

- The overall intersection during the PM peak hour (LOS F)
- The northbound approach during both peak hours (LOS F)
- The southbound approach during both peak hours (LOS F)

Noahs Ark Road and Pates Creek Road/Crown Oaks Drive

- The northbound approach during both peak hours (LOS E in AM peak hour, LOS F PM peak hour)

Jodeco Road and Noahs Ark Road/Oak Leaf Drive

- The northbound approach during both peak hours (LOS E)

Mitchell Road and Dutchtown Elementary School/Middle School/High School Driveway

- The westbound approach during the AM peak hour (LOS F)

Jonesboro Road and Mitchell Road

- The southbound approach during both peak hours (LOS F)

C.2. 2032 No-Build Conditions Capacity Analysis

The results of the 2032 No-Build conditions intersection capacity analysis are shown in Tables 6 and 7 and include the volumes shown in Figure 6.

Table 6: 2032 No-Build Capacity Analysis (Part 1)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Jonesboro Rd & Canal St	Side Street Stop Control	**Overall**	**A**	**0.2**	**A**	**0.2**
			EB L	A	8.5	A	9.8
			SB	D	29.6	E	39.0
2	Jonesboro Rd & Edgar St/ Dutchtown Rd	Side Street Stop Control	**Overall**	**B**	**13.6**	**A**	**3.2**
			EB L	A	9.3	A	9.8
			WB L	B	10.9	A	9.9
			NB	E	37.0	D	30.6
			SB	F	366.3	F	150.7
3	Jonesboro Rd & McCullough Rd	Side Street Stop Control	**Overall**	**C**	**15.0**	**C**	**20.2**
			EB L	B	11.0	B	11.1
			SB	F	86.1	F	74.1
4	McCullough Rd & Mitchell Rd	All-Way Stop Control	**Overall**	**F**	**67.0**	**F**	**71.1**
			EB	F	71.4	D	30.3
			NB	F	70.3	C	18.3
			SB	F	59.1	F	115.9
5	Jonesboro Rd & N Mt Carmel Rd	Traffic Signal	**Overall**	**C**	**29.4**	**C**	**26.1**
			EB	C	32.0	C	28.3
			WB	C	20.7	C	21.8
			NB	D	41.4	C	31.4
			SB	C	29.3	C	26.9
6	McCullough Rd & Pates Creek Rd	Side Street Stop Control	**Overall**	**A**	**3.0**	**F**	**57.8**
			EB	C	15.2	F	233.5
			NB L	A	8.6	A	9.2
7	Flippen Rd & McCullough Rd	All-Way Stop Control	**Overall**	**F**	**88.3**	**F**	**95.1**
			EB	F	154.4	F	128.2
			WB	B	14.4	C	19.9
			NB	B	12.6	B	13.5
			SB	D	25.9	F	102.4
8	Jodeco Rd & Chambers Rd	Side Street Stop Control	**Overall**	**F**	**57.1**	**F**	**141.7**
			EB L	A	8.2	A	8.6
			WB L	B	12.9	B	14.8
			NB	F	265.2	F	>500
			SB	F	75.5	F	390.6
9	Noahs Ark Rd & Pates Creek Rd/ Crown Oaks Dr	Side Street Stop Control	**Overall**	**B**	**12.3**	**E**	**39.7**
			EB L	A	0.0	A	8.0
			WB L	A	9.2	A	9.8
			NB	F	74.2	F	254.5
			SB	D	31.1	E	35.8

Table 7: 2032 No-Build Capacity Analysis (Part 2)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
10	Jodeco Rd & Noahs Ark Rd/ Oak Leaf Dr	Traffic Signal	**Overall**	**E**	**63.3**	**E**	**59.5**
			EB	D	41.0	D	43.0
			WB	B	18.6	C	22.2
			NB	F	136.7	F	147.5
			SB	C	20.4	C	25.5
11	Mitchell Rd & Dutchtown ES/MS/HS Dwy	Side Street Stop Control	**Overall**	**B**	**14.7**	**A**	**3.1**
			WB	C	22.5	B	10.3
			SB L	A	8.4	A	7.9
12	Jonesboro Rd & Mitchell Rd	Side Street Stop Control	**Overall**	**A**	**4.5**	**B**	**11.5**
			EB L	A	8.5	A	9.4
			SB	E	37.0	F	90.2

As shown in Tables 6 and 7, the programmed Flippen Road Extension to Jonesboro Road at North Mount Carmel Road is expected to provide satisfactory LOS at the new intersection in future 2032 No-Build conditions, along with helping to restore adequate LOS back to the intersection of Mitchell Road and Dutchtown Elementary School/Middle School/High School driveway. However, there are additional instances of inadequate LOS and degrading LOS during 2032 No-Build conditions at the study intersections that are detailed below.

Jonesboro Road and Canal Street

- The southbound approach during the PM peak hour (LOS E)

Jonesboro Road and Edgar Street/Dutchtown Road

- The northbound approach during the AM peak hour (LOS E)

Jonesboro Road and McCullough Road

- The southbound approach during both peak hours (LOS F)

McCullough Road and Mitchell Road

- The overall intersection during both peak hours (LOS F)
- The eastbound approach during the AM peak hour (LOS E in Existing conditions to LOS F in 2032 No-Build conditions)
- The northbound approach during the AM peak hour (LOS F)
- The southbound approach during both peak hours (LOS F in AM peak hour, LOS E in Existing conditions to LOS F in 2032 No-Build conditions in PM peak hour)

McCullough Road and Pates Creek Road

- The overall intersection during the PM peak hour (LOS F)

Flippen Road and McCullough Road

- The overall intersection during the AM peak hour (LOS E in Existing conditions to LOS F in 2032 No-Build conditions)

Jodeco Road and Chambers Road

- The overall intersection during the AM peak hour (LOS F)

Noahs Ark Road and Pates Creek Road/Crown Oaks Drive

- The overall intersection during the PM peak hour (LOS E)
- The northbound approach during the AM peak hour (LOS E in Existing conditions to LOS F in 2032 No-Build conditions)
- The southbound approach during the PM peak hour (LOS E)

Jodeco Road and Noahs Ark Road/Oak Leaf Drive

- The overall intersection during both peak hours (LOS E)
- The northbound approach during both peak hours (LOS E in Existing conditions to LOS F in 2032 No-Build conditions)

Jonesboro Road and Mitchell Road

- The southbound approach during both peak hours (LOS F)

C.3. 2032 Build Conditions Capacity Analysis

The results of the 2032 Build conditions intersection capacity analysis are shown in Tables 8 and 9 and include the volumes shown in Figure 9.

Table 8: 2032 Build Capacity Analysis (Part 1)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Jonesboro Rd & Canal St	Side Street Stop Control	**Overall**	**A**	**1.6**	**A**	**1.6**
			EB L	B	8.6	B	10.1
			SB	E	38.7	F	58.4
2	Jonesboro Rd & Edgar St/ Dutchtown Rd	Side Street Stop Control	**Overall**	**F**	**66.1**	**C**	**19.8**
			EB L	A	9.1	B	10.1
			WB L	B	11.1	B	10.0
			NB	E	41.5	E	36.8
			SB	F	>500	F	>500
3	Jonesboro Rd & McCullough Rd	Side Street Stop Control	**Overall**	**F**	**54.3**	**E**	**45.1**
			EB L	B	11.7	B	11.9
			SB	F	375.1	F	167.8
4	McCullough Rd & Mitchell Rd	All-Way Stop Control	**Overall**	**F**	**88.3**	**F**	**110.1**
			EB	F	112.2	E	39.7
			NB	F	76.7	C	20.6
			SB	F	73.9	F	184.3
5	Jonesboro Rd & N Mt Carmel Rd	Traffic Signal	**Overall**	**C**	**31.5**	**C**	**28.4**
			EB	D	36.6	C	31.5
			WB	C	22.6	C	25.0
			NB	D	41.4	C	31.4
			SB	C	29.3	C	26.9
6	McCullough Rd & Pates Creek Rd	Side Street Stop Control	**Overall**	**A**	**4.3**	**F**	**111.0**
			EB	C	23.5	F	475.0
			NB L	A	8.7	A	9.8
7	Flippen Rd & McCullough Rd	All-Way Stop Control	**Overall**	**F**	**122.8**	**F**	**130.9**
			EB	F	214.7	F	185.9
			WB	C	15.4	D	27.9
			NB	B	13.1	B	14.7
			SB	D	28.1	F	137.6
8	Jodeco Rd & Chambers Rd	Side Street Stop Control	**Overall**	**F**	**77.7**	**F**	**219.7**
			EB L	A	8.2	A	8.6
			WB L	B	13.1	C	16.8
			NB	F	334.7	F	>500
			SB	F	80.9	F	>500
9	Noahs Ark Rd & Pates Creek Rd/ Crown Oaks Dr	Side Street Stop Control	**Overall**	**C**	**24.2**	**F**	**97.9**
			EB L	A	0.0	A	8.0
			WB L	A	9.3	B	10.3
			NB	F	119.9	F	>500
			SB	E	36.7	F	53.9

Table 9: 2032 Build Capacity Analysis (Part 2)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
10	Jodeco Rd & Noahs Ark Rd/ Oak Leaf Dr	Traffic Signal	**Overall**	**F**	**82.8**	**F**	**89.0**
			EB	D	41.3	D	52.2
			WB	C	21.0	C	30.6
			NB	F	183.8	F	235.7
			SB	C	20.7	C	29.0
11	Mitchell Rd & Dutchtown ES/MS/HS Dwy	Side Street Stop Control	**Overall**	**B**	**14.9**	**A**	**3.0**
			WB	C	23.2	B	10.4
			SB L	A	8.4	A	8.0
12	Jonesboro Rd & Mitchell Rd	Side Street Stop Control	**Overall**	**A**	**5.6**	**C**	**16.6**
			EB L	A	8.6	A	9.6
			SB	E	44.8	F	132.5
13	Pates Creek Rd & ROAD A	Side Street Stop Control	**Overall**	**A**	**2.3**	**A**	**1.5**
			WB L	A	7.7	A	8.4
			NB	B	11.7	B	13.4

As shown in Tables 8 and 9, in addition to the same intersections and movements from Existing conditions and No-Build conditions, there are additional instances of inadequate LOS and degrading LOS during 2032 Build conditions at the study intersections that are detailed below. The Build analysis considers all appropriate intersection control and lane geometry at the proposed site driveway. Discussion on turn lane analysis for the proposed site driveway (ROAD A) is discussed in Section C.6.

Jonesboro Road and Canal Street

- The southbound approach during both peak hours (LOS E in AM peak hour, LOS E in 2032 No-Build conditions to LOS F in 2032 Build conditions in PM peak hour)

Jonesboro Road and Edgar Street/Dutchtown Road

- The northbound approach during the PM peak hour (LOS E)

Jonesboro Road and McCullough Road

- The overall intersection during both peak hours (LOS F in AM peak hour, LOS E in PM peak hour)

McCullough Road and Mitchell Road

- The eastbound approach during the PM peak hour (LOS E)

Noahs Ark Road and Pates Creek Road/Crown Oaks Drive

- The overall intersection during the PM peak hour (LOS E in 2032 No-Build conditions to LOS F in 2032 Build conditions)

- The southbound approach during both peak hours (LOS E in AM peak hour, LOS E in 2032 No-Build conditions to LOS F in 2032 Build conditions in PM peak hour)

Jodeco Road and Noahs Ark Road/Oak Leaf Drive

- The overall intersection during both peak hours (LOS E in 2032 No-Build conditions to LOS F in 2032 Build conditions)

C.4. Queue Length Analysis

Queue length analysis was conducted for all intersection approaches with failing LOS E or F where the project is adding additional trips to that approach. Queue length analysis results are modeled according to Highway Capacity Manual procedures, using the traffic analysis software Synchro® 12. Queue lengths reported include 50th percentile (average) queues, 95th percentile queues, existing storage lengths, and existing taper lengths to intersection approaches. Queue lengths are shown in feet. Queues recorded as less than 25 feet were reported as 25 feet to represent the approximate length and headway of one single whole queued vehicle.

Queueing analysis indicates that project-related queues are contained in the available full-width storage capacity in Existing conditions, except for the northbound right-turn lane on Noahs Ark Road at Jodeco Road. No further queues are expected to breach the available storage capacity in 2032 No-Build conditions. In 2032 Build conditions, the additional site traffic generated by the proposed development minimally contributes to the delays and queues at each intersection; however, none of the full-width storage capacities are expected to be breached in Build conditions except for the southbound right turn lane on Edgar Street at Jonesboro Road.

Table 10 shows the queue length comparisons across all study scenarios for Existing geometric conditions.

Table 10: 50th and 95th Percentile Queue Length Analysis

ID	Intersection	Control	Movement	Storage Length	2024 Existing				2032 No-Build				2032 Build			
					50th %ile		95th %ile		50th %ile		95th %ile		50th %ile		95th %ile	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
2	Jonesboro Rd & Edgar St/Dutchtown Rd	Side Street Stop Control	SB L+T	-	28	25	58	42	41	34	84	95	285	260	696	659
			SB R	85	0	25	0	25	25	25	25	25	30	25	117	93
4	McCullough Rd & Mitchell Rd	All-Way Stop Control	EB L+R	-	142	67	316	110	382	74	853	123	548	72	1308	121
			SB T+R	-	118	124	201	220	403	684	1544	1664	942	847	1808	1931
6	McCullough Rd & Pates Creek Rd	Side Street Stop Control	EB L+R	-	46	121	82	242	118	581	562	2075	382	1038	1290	2728
7	Flippen Rd & McCullough Rd	All-Way Stop Control	EB L+T+R	-	98	93	148	154	113	116	183	222	121	121	205	244
			SB L+T+R	-	68	106	109	204	82	417	134	1894	118	722	339	2750
8	Jodeco Rd & Chambers Rd	Side Street Stop Control	NB L+T+R	-	179	408	369	961	755	1243	1441	1971	1079	1815	1935	2652
			SB L+T+R	-	25	25	25	55	25	30	25	73	25	35	25	87
9	Noahs Ark Rd & Pates Creek Rd/ Crown Oaks Dr	Side Street Stop Control	NB L+T+R	-	45	102	83	195	58	178	113	367	71	814	150	1568
10	Jodeco Rd & Noahs Ark Rd/ Oak Leaf Dr	Traffic Signal	NB R	175	106	98	178	169	142	129	233	222	167	133	274	215
12	Jonesboro Rd & Mitchell Rd	Side Street Stop Control	SB L+R	-	415	188	770	407	62	91	133	214	52	70	121	182

C.5. 2032 No-Build and Build Conditions Capacity Analysis – Mitigated

The existing study intersections were analyzed with possible improvements to determine the feasibility of reducing the inadequate LOS back to acceptable (LOS D) levels, or levels seen in Existing conditions, for No-Build conditions and Build conditions. The satisfactory improvements modeled in 2032 No-Build conditions are also sufficient for 2032 Build conditions, except for the following two (2) intersections:

- At the intersection of Jonesboro Road and Dutchtown Road/Edgar Street, a single-lane roundabout is expected to provide adequate operations in 2032 No-Build conditions; however, a dual-lane roundabout is expected to be needed to provide adequate operations in 2032 Build conditions; and
- At the intersection of McCullough Road and Pates Creek Road, an eastbound right-turn lane is expected to provide adequate operations in 2032 No-Build conditions; however, a single-lane roundabout is expected to be needed to provide adequate operations in 2032 Build conditions.

At the intersection of Mitchell Road and Dutchtown Elementary School/Middle School/High School Driveway, Mitchell Road is only expected to carry through volumes related to the proposed project, and the westbound approach of the intersection is operating inadequately during the AM peak hour without the presence of the proposed project. However, the Flippen Road extension, which is proposed to provide access to and from Dutchtown Elementary School/Middle School/High School, would be expected to relieve delays at this intersection and therefore restore adequate LOS in both 2032 No-Build and 2032 Build conditions.

The minimum required mitigations to achieve acceptable LOS in the 2032 No-Build scenario where project turning movement volume is expected is portrayed in Table 11 for each intersection. The minimum required mitigations to achieve acceptable LOS in the 2032 Build scenario where project turning movement volume is expected is portrayed in Table 12 for each intersection. At the intersections of Jodeco Road and Chambers Road, and Jonesboro Road and Mitchell Road, a traffic signal was proposed for mitigation, and the four-hour signal warrant analysis for each intersection is contained in Appendix G.

Table 11:2032 No-Build Conditions Capacity Analysis – Mitigated

ID	Intersection	Mitigation Measure	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Jonesboro Rd & Canal St	2 EBT lanes 2 WBT lanes	**Overall**	**A**	**0.1**	**A**	**0.2**
			EB L	A	8.5	A	9.8
			SB	C	18.4	D	25.7
2	Jonesboro Rd & Edgar St/ Dutchtown Rd	Single-Lane Roundabout	**Overall**	**C**	**18.3**	**B**	**13.3**
			EB	D	25.6	B	12.9
			WB	A	7.9	B	14.0
			NB	B	12.6	A	8.2
			SB	A	6.1	A	8.9
3	Jonesboro Rd & McCullough Rd	RCUT	**Overall**	**A**	**4.9**	**A**	**6.9**
			EB L	B	11.1	B	11.2
			SB R	B	11.4	C	18.9
4	McCullough Rd & Mitchell Rd	Single-Lane Roundabout	**Overall**	**B**	**12.0**	**A**	**8.6**
			EB	B	13.5	A	8.4
			NB	B	14.6	A	8.2
			SB	A	7.5	A	9.0
6	McCullough Rd & Pates Creek Rd	EBR lane	**Overall**	**A**	**2.8**	**B**	**11.5**
			EB	B	13.7	E	43.0
			NB L	A	8.6	A	9.2
7	Flippen Rd & McCullough Rd	Single-Lane Roundabout	**Overall**	**A**	**8.8**	**A**	**9.6**
			EB	B	10.0	A	9.9
			WB	A	9.2	A	8.6
			NB	A	7.6	A	6.8
			SB	A	6.8	A	9.9
8	Jodeco Rd & Chambers Rd	Traffic Signal NBR lane	**Overall**	**C**	**30.1**	**D**	**36.6**
			EB	C	30.6	C	34.7
			WB	C	21.0	D	36.0
			NB	D	46.1	D	41.0
			SB	C	27.1	C	28.1
9	Noahs Ark Rd & Pates Creek Rd/ Crown Oaks Dr	Single-Lane Roundabout	**Overall**	**A**	**7.9**	**A**	**8.9**
			EB	A	9.0	B	10.4
			WB	A	6.8	A	7.9
			NB	A	7.4	A	6.8
			SB	A	5.3	A	5.3
10	Jodeco Rd & Noahs Ark Rd/ Oak Leaf Dr	NBR pm+overlap phase	**Overall**	**C**	**26.2**	**C**	**28.0**
			EB	D	41.0	D	43.0
			WB	B	18.6	C	22.2
			NB	C	24.6	C	21.9
			SB	C	20.4	C	25.5
12	Jonesboro Rd & Mitchell Rd	Traffic Signal 2 EBT/WBT lanes EBL lane WBR lane SBR lane	**Overall**	**A**	**7.1**	**A**	**7.4**
			EB	A	6.9	A	6.8
			WB	A	6.4	A	6.9
			SB	A	9.7	B	10.3

Table 12: 2032 Build Conditions Capacity Analysis – Mitigated

ID	Intersection	Mitigation Measure	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Jonesboro Rd & Canal St	2 EBT lanes 2 WBT lanes	**Overall**	**A**	**0.8**	**A**	**0.9**
			EB L	A	8.6	B	10.1
			SB	C	20.5	D	32.7
2	Jonesboro Rd & Edgar St/ Dutchtown Rd	Multi-Lane Roundabout	**Overall**	**A**	**7.3**	**A**	**6.7**
			EB	A	8.0	A	6.4
			WB	A	4.8	A	6.6
			NB	B	14.4	A	9.0
			SB	A	7.3	B	10.4
3	Jonesboro Rd & McCullough Rd	RCUT	**Overall**	**A**	**5.3**	**A**	**9.0**
			EB L	B	11.7	B	12.0
			SB R	B	11.6	D	25.7
4	McCullough Rd & Mitchell Rd	Single-Lane Roundabout	**Overall**	**B**	**8.6**	**A**	**9.6**
			EB	C	15.8	A	9.1
			NB	C	16.7	A	8.9
			SB	A	7.8	B	10.2
6	McCullough Rd & Pates Creek Rd	Single-Lane Roundabout	**Overall**	**B**	**10.0**	**B**	**11.7**
			EB	A	6.7	B	13.6
			NB	B	12.3	B	11.8
			SB	A	6.8	B	10.3
7	Flippen Rd & McCullough Rd	Single-Lane Roundabout	**Overall**	**A**	**9.8**	**B**	**11.2**
			EB	B	11.4	B	10.9
			WB	A	9.8	B	10.3
			NB	A	8.3	A	7.2
			SB	A	7.0	B	12.1
8	Jodeco Rd & Chambers Rd	Traffic Signal EBL lane NBR lane (pm+overlap)	**Overall**	**D**	**46.0**	**D**	**45,5**
			EB	D	48.4	D	50.6
			WB	D	43.9	D	46.3
			NB	D	45.3	D	37.2
			SB	C	28.8	D	38.2
9	Noahs Ark Rd & Pates Creek Rd/ Crown Oaks Dr	Single-Lane Roundabout	**Overall**	**A**	**8.3**	**B**	**7.6**
			EB	A	9.3	B	12.3
			WB	A	7.0	A	9.1
			NB	A	8.5	A	7.5
			SB	A	5.4	A	5.7
10	Jodeco Rd & Noahs Ark Rd/ Oak Leaf Dr	NBR pm+overlap phase	**Overall**	**C**	**29.3**	**C**	**34.5**
			EB	D	41.3	D	52.2
			WB	C	21.0	C	30.6
			NB	C	30.7	C	23.1
			SB	C	20.7	C	29.0
12	Jonesboro Rd & Mitchell Rd	Traffic Signal 2 EBT/WBT lanes EBL lane WBR lane SBR lane	**Overall**	**A**	**7.0**	**A**	**7.3**
			EB	A	6.9	A	6.5
			WB	A	6.3	A	6.8
			SB	B	10.1	B	11.6

As shown in Tables 11 and 12, with the 2032 No-Build and Build conditions mitigated at the remaining intersections of interest, the intersections and their movements would be expected to be restored to satisfactory LOS with the listed improvements.

C.6. Turn Lane Warrant Analysis

Turn lane analysis was conducted for the proposed development driveway (ROAD A) along Pates Creek Road using the GDOT Regulations for Driveway and Encroachment Control Manual (Regulations), dated July 25, 2023. The results of the evaluation are summarized in Table 13.

The ADT data collected on Thursday, May 16, 2024, shows the average weekday traffic to be 4,103 vehicles per day along Pates Creek Road. The speed limit on Pates Creek Road is 45 miles per hour.

The westbound left-turn traffic on Pates Creek Road is not expected to exceed the threshold of 250 left-turn vehicles per day for ROAD A. The eastbound right-turn traffic on Pates Creek Road is expected to exceed the threshold of 150 right-turn vehicles per day for ROAD A.

Table 13: GDOT Turn Lane Warrants

ID	Intersection	Movement/ Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria met?
13	Pates Creek Rd & ROAD A	EB R	574 RT/Day	150 RT/Day	YES
		WB L	249 LT/Day	250 LT/Day	NO

As shown in Table 13, a right-turn deceleration lane is warranted at ROAD A along Pates Creek Road. A left-turn lane is not warranted at ROAD A.

ROAD A along Pates Creek Road warrants a right-turn deceleration lane. Based on GDOT criteria for a 45 MPH roadway, the minimum right-turn deceleration lane length is 175 feet with a taper of 100 feet.

The turn lane evaluations are included in Appendix F.

Conclusions

Pates Creek Subdivision, Phase 3 (DRI #4176) is proposed for construction along Jonesboro Road and Pates Creek Road in Henry County, Georgia. The proposed development will consist of 537 single-family detached units. The development will have three access points consisting of one full-access driveway on Pates Creek Road and two existing full-access driveways on Jonesboro Road.

Traffic operations at the study intersections are satisfactory at three of the twelve study intersections in the Existing conditions. However, inadequate LOS are present at the remaining nine study intersections, and the conditions are expected to worsen as evidenced in the 2032 No-Build scenario due to the anticipated growth in the study area. The programmed improvement at the intersection of Jonesboro Road and North Mount Carmel Road/Flippen Road in the form of the Flippen Road Extension, which is also expected to provide access to and from Dutchtown Elementary/Middle/High School, is expected to maintain adequate operations at that intersection, as well as relieve delay at the intersection of Mitchell Road and Dutchtown Elementary School/Middle School/High School driveway and restore adequate operations to that intersection.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections. For 2032 Build conditions, study intersections are expected to continue to operate at the same overall LOS when compared to 2032 No-Build conditions, with some individual movements becoming inadequate during additional peak hours.

A right-turn deceleration lane is warranted at ROAD A along Pates Creek Road. A left-turn lane is not warranted at ROAD A along Pates Creek Road.

ROAD A is proposed to have separate left- and right-turn approach lanes. This proposed lane configuration is expected to operate with adequate LOS in Build conditions.

Recommendations

All improvements related to the proposed site driveway of ROAD A are recommended.

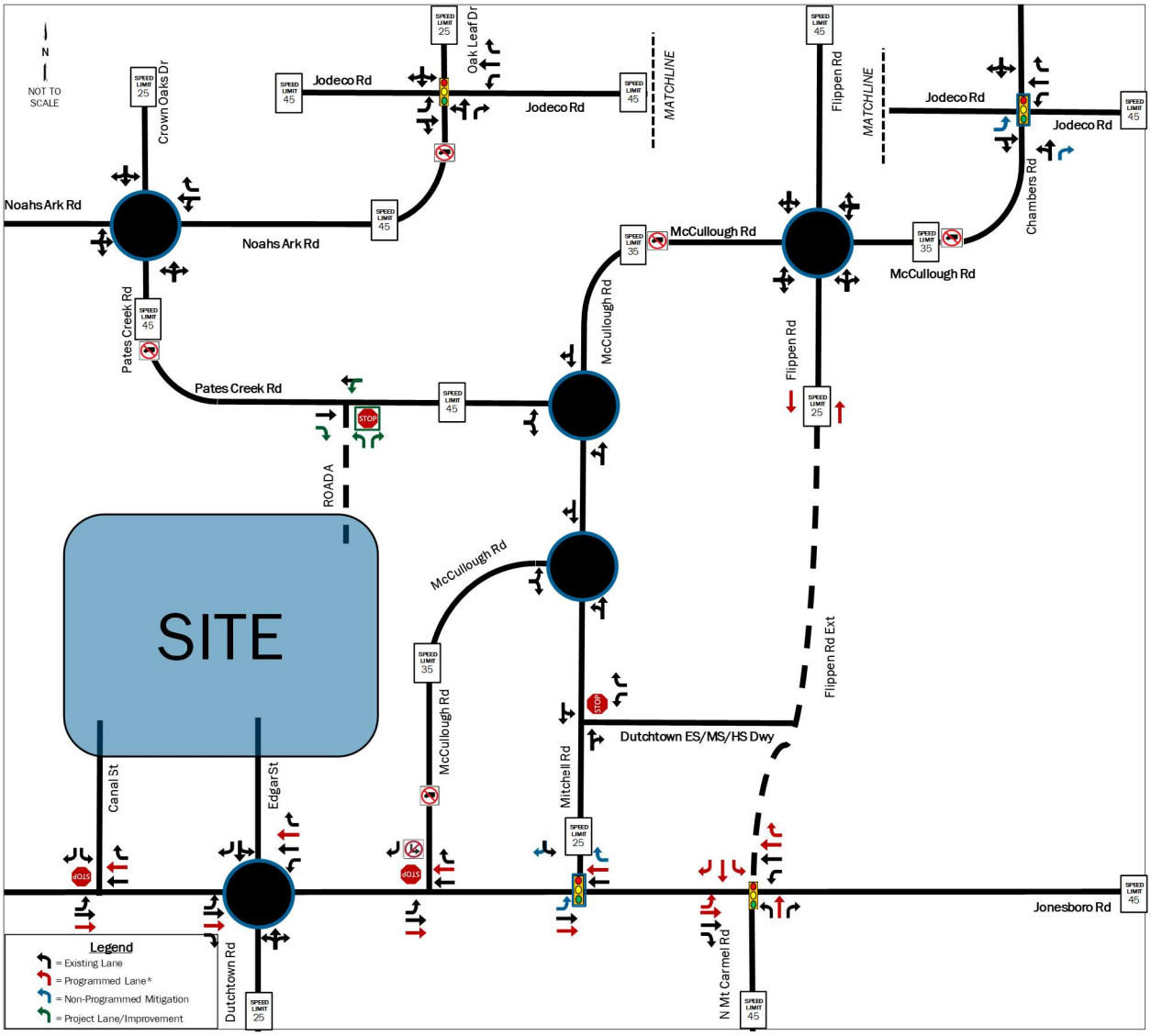
From the analysis, mitigation should be considered by Henry County at the following existing study intersections:

Jonesboro Road and Canal Street (site access) – Install two eastbound and two westbound through lanes on Jonesboro Road (programmed improvement after development is built out)
Jonesboro Road and Edgar Street (site access)/Dutchtown Road – Install a dual-lane roundabout (considers programmed improvement on Jonesboro Road after development is built out)
Jonesboro Road and McCullough Road – Install a Restricted Crossing U-Turn (RCUT) and two eastbound and two westbound through lanes on Jonesboro Road (programmed improvements after development is built out)
McCullough Road and Mitchell Road – Install a single-lane roundabout
McCullough Road and Pates Creek Road – Install a single-lane roundabout
Flippen Road and McCullough Road – Install a single-lane roundabout
Jodeco Road and Chambers Road – Install a traffic signal with a WBL+NBR overlap phase, eastbound left-turn lane, and northbound right-turn lane
Noahs Ark Road and Pates Creek Road/Crown Oaks Drive – Install a single-lane roundabout
Jodeco Road and Noahs Ark Road/Oak Leaf Drive – Install a northbound right-turn overlap phase
Jonesboro Road and Mitchell Road – Install a traffic signal, two eastbound and two westbound through lanes on Jonesboro Road (programmed improvement after development is built out), an eastbound left-turn lane, a westbound right-turn lane, and a southbound right-turn lane.

In the mitigation scenarios for 2032 No-Build and 2032 Build conditions, various mitigations were applied to the intersections along Jonesboro Road to provide adequate LOS. However, Jonesboro Road is programmed to be widened to a four-lane median-divided highway at some point after 2035, and Phase 1 of the Pates Creek Subdivision development has already accommodated this planned widening.

Figure 10 below shows existing lane geometry alongside all the programmed improvements for No-Build conditions and proposed project lane configurations for Build conditions to restore or preserve adequate LOS on approaches and at overall intersections.

Figure 10: Existing, Programmed, and Proposed Project Lane Geometries



*-Planned Jonesboro Road widening to take place after 2035

APPENDIX A: Site Plan

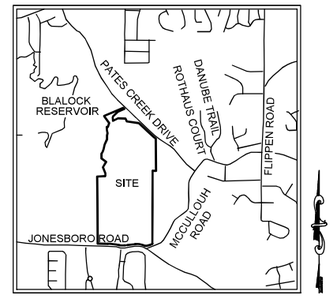
DRI SITE PLAN

FOR

GATES AT PATES CREEK
PHASE I, II, & III

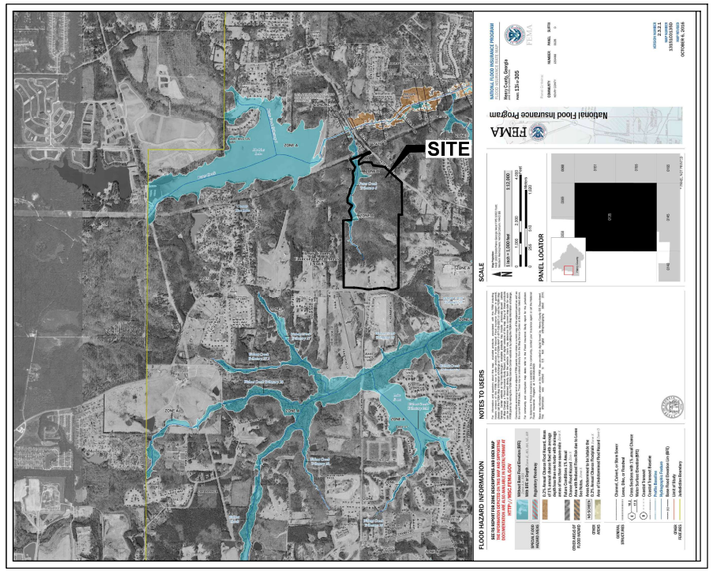
DRI #4176
LAND LOT 73, 74, 87, 88
6TH DISTRICT
HENRY COUNTY GA

OWNER/DEVELOPER:	24 HOUR CONTACT:	SURVEYOR:	ENGINEER:
HYBRASS LANDLIFE, LLC 6350 LAKE OCONEE PARKWAY SUITE 110 PMB 51 GREENSBORO, GA 30642 PHONE: (770) 679-4262	BILL GOODWIN PHONE: (770) 652-6963 BILL@HAVENWOODHOLDINGS.COM	FALCON DESIGN CONSULTANTS, LLC 235 CORPORATE CENTER DR., SUITE 200 STOCKBRIDGE, GA 30281 PHONE: (770) 389-8666	FALCON DESIGN CONSULTANTS, LLC 235 CORPORATE CENTER DR., SUITE 200 STOCKBRIDGE, GA 30281 PHONE: (770) 389-8666



VICINITY MAP
NOT TO SCALE

Sheet List Table	
Sheet Number	Sheet Title
1.0	COVER SHEET
2.0	SITE CONTEXT PLAN
3.0	OVERALL SITE PLAN
3.1	ENLARGED SITE PLAN
3.2	ENLARGED SITE PLAN
3.3	ENLARGED SITE PLAN



FEMA FLOOD MAP

AS SHOWN ON FLOOD INSURANCE RATE MAPS OF A HENRY COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13151C0135D EFFECTIVE DATE: OCT. 6, 2016. PORTIONS OF THESE PROPERTIES ARE LOCATED IN A FEMA FLOOD HAZARD ZONE.

DEVELOPMENT DATA

1. OWNER / DEVELOPER
HYBRASS LANDLIFE, LLC
6350 LAKE OCONEE PARKWAY SUITE 110 PMB 51
GREENSBORO, GA 30642
PHONE: (770) 679-4262

24 HOUR CONTACT:
BILL GOODWIN
PHONE: (770) 652-6963

2. ENGINEER
FALCON DESIGN CONSULTANTS, LLC
235 CORPRATE CENTER DRIVE
SUITE 200
STOCKBRIDGE, GA
PHONE: (770) 389-8666

3. SOURCE OF DATA
FALCON DESIGN CONSULTANTS, LLC
235 CORPORATE CENTER DRIVE
SUITE 200
STOCKBRIDGE, GA 30281
PHONE: (770) 389-8666

TOPOGRAPHIC & BOUNDARY SURVEY PERFORMED BY:
FALCON DESIGN CONSULTANTS, LLC
DATED: 12-11-2023

4. SITE LOCATION DATA
INTERSECTION OF PATES CREEK AND MCCULOUGH ROAD
IN HENRY COUNTY , GEORGIA

THERE ARE:
STATE WATERS LOCATED WITHIN 200 FT. OF THE SITE

5. FLOOD ZONE DATA
THE PARCEL SHOWN HEREIN DOES LIE WITHIN A SPECIAL FLOOD HAZARD AREA PER F.I.R.M. PANEL 13151C0135D EFFECTIVE DATE OCT 06, 2016.

LOCATED IN THE
UPPER OCMULGEE WATERSHED

PROJECT RECEIVING WATERS:
HARBINS LAKE

6. PROPERTY ADDRESS
3200 JONESBORO ROAD
MCDONOUGH, GA

7. SITE REQUIREMENTS

PROJECT AREA	259.93 ACRES
PHASE I & II	151.84 ACRES
PHASE III	108.09 ACRES
TOTAL NUMBER OF LOTS	537 LOTS
GROSS DENSITY	2.07 UNITS
MIN. LOT SIZE	10,000 SQ. FT.
MIN. LOT WIDTH	70'
BUILDING SETBACKS:	
MIN. FRONT YARD	20'
MIN. SIDE YARD	10'
MIN. REAR YARD	30'
8. ZONING:	R3 & R5

9. TRAFFIC CONSULTANT:
NV5
10745 WESTSIDE WAY SUITE 300
ALPHARETTA, GA 30009
PHONE: (678) 795-3600

nv5.com

NV5 ENGINEERS AND CONSULTANTS, INC.
10745 WESTSIDE WAY
SUITE 300
ALPHARETTA, GA 30009

CIVIL ENGINEERING COA NO. PEB 001790
LAND SURVEYING COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
235 CORP. CTR. DR., STE 200
STOCKBRIDGE, GEORGIA 30281
Ph (770)389-8666 • Fax (770)389-8656

NEWNAN OFFICE
40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30265
Ph. (770) 755-7978

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7100

www.fdc-llc.com

COVER SHEET
FOR
GATES AT PATES CREEK
PHASE I, II, & III
LOCATED IN:
LAND LOT 73,74, 87, 88 ,6TH DISTRICT
HENRY COUNTY, GEORGIA

REVISIONS

DATE
1.
2.
3.
4.
5.
6.
7.
8.

Know what's below. Call before you dig.
UTILITIES PROTECTION CENTER
1(800)282-7411 ATLANTA, GEORGIA
OR DIAL 811

DATE:	5/16/24
SCALE:	N/A
PROJ NUMBER:	100.019
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED LANDSCAPE ARCHITECT NO. LA001802 GERALD D. LEE 6/17/24

THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTRANT ACROSS THE REGISTRANT'S SEAL.

SHEET NUMBER
1.0

FALCON DESIGN CONSULTANTS, LLC - ALL RIGHTS ARE RESERVED. ANY PERSON WHO REPRODUCES OR COPIES USE OF THIS DOCUMENT WITHOUT PRIOR WRITTEN PERMISSION FROM FALCON DESIGN CONSULTANTS, LLC IS EXPRESSLY PROHIBITED.

P:\Projects\Hybrass-Landlife\100.019 Gates at Pates Creek Ph 3\PLANNING\DRI\DRI00.dwg, AMcDonald, Mon, Jun 17, 2024 - 10:30am

GRAPHIC SCALE

400 0 200 400 800

(IN FEET)
1 inch = 400 ft.

CIVIL ENGINEERING
COA NO. PER 001790
LAND SURVEYING
COA NO. LSF 001995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
235 CORP. CTR. DR., STE 205
STOCKBRIDGE, GEORGIA 30281
Ph (770)389-8666 • Fax (770)389-8676

NEWNAN OFFICE
40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30265
Ph. (770) 755-7978

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7160

www.fdc-llc.com

SITE CONTEXT PLAN
FOR
GATES AT PATES CREEK
PHASE I, II, & III
LOCATED IN:
LAND LOT 73, 74, 87, 88, 6TH DISTRICT
HENRY COUNTY, GEORGIA

REVISIONS

	DATE
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	

Know what's below. Call before you dig.
UTILITIES PROTECTION CENTER
1 (800) 282-7411 STATE OF GEORGIA
OR DIAL 811

DATE:	5/16/24
SCALE:	1" = 400'
PROJ NUMBER:	100.019
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

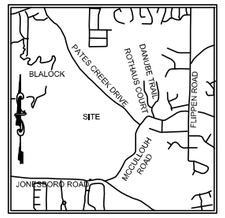
GEORGIA REGISTERED
No. LA001868
LANDSCAPE ARCHITECT
GARROD D.
6/11/24

THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTRANT ACROSS THE REGISTRANT'S SEAL.

SHEET NUMBER
2.0

© FALCON DESIGN CONSULTANTS, LLC. ALL RIGHTS ARE RESERVED. ANY POSSESSION, REPRODUCTION OR OTHER USE OF THIS DOCUMENT WITHOUT THE EXPRESS, WRITTEN PERMISSION FROM FALCON DESIGN CONSULTANTS, LLC. IS PROHIBITED.

P:\Projects\Hybrass-Landlife\100.019 Gates at Pates Creek Ph 3\PLANNING\DRI\DRI00.dwg, AMcDonald, Mon, Jun 17, 2024 - 10:32am



VICINITY MAP
NOT TO SCALE

LAND USE SUMMARY - PHASE 3

PROPOSED AREA: 259.93 ACRES
OPEN SPACE: 52.62 ACRES (20%)
GROSS DENSITY: 2.07 du/ac

PHASE I: 154 LOTS
PHASE II: 166 LOTS
PHASE III: 217 LOTS
TOTAL LOTS: 537 LOTS

EXISTING ZONING CLASSIFICATION
SINGLE FAMILY RESIDENTIAL (RA)

PROPOSED ZONING CLASSIFICATION
SINGLE FAMILY RESIDENTIAL (R3 & R5)

PATES CREEK LOT STANDARDS
MIN. LOT SIZE : 10,000 sq ft
MIN. LOT WIDTH : 70'
MIN. FRONT YARD : 20'
MIN. SIDE YARD : 10'
MIN. REAR YARD : 30'

OPEN SPACE
PAVED ROADS

PARKING SUMMARY

		REQUIRED	PROVIDED
Residential	2 Spaces per Dwelling (all units have a 2 car garage)	1,074 spaces	1,074 spaces
Amenity North Lakeside Park w Pavillion	No requirement	N/A	5 spaces
Amenity South Pool w Cabana, Playground & CBU	No requirement	N/A	24 spaces

NOTE: NO SIGNALIZED INTERSECTIONS

GRID NORTH IS GA WEST ZONE

GRAPHIC SCALE
300 0 150 300 600
(IN FEET)
1 inch = 300 ft.

CIVIL ENGINEERING COA NO. PEB 004700
LAND SURVEYING COA NO. LSF 000900
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
235 CORP. CTR. DR., STE 200
STOCKBRIDGE, GEORGIA 30281
Ph (770)389-6666 • Fax (770)389-6656

NEWNAN OFFICE
40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30265
Ph. (770) 755-7978

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7101

www.fdc-llc.com

OVERALL SITE PLAN
FOR
GATES AT PATES CREEK
PHASE I, II, & III
LOCATED IN:
LAND LOT 73, 74, 87, 88, 6TH DISTRICT
HENRY COUNTY, GEORGIA

REVISIONS	DATE
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	

Know what's below. Call before you dig.
UTILITIES PROTECTION CENTER
Members of GEORGIA811
OR 811

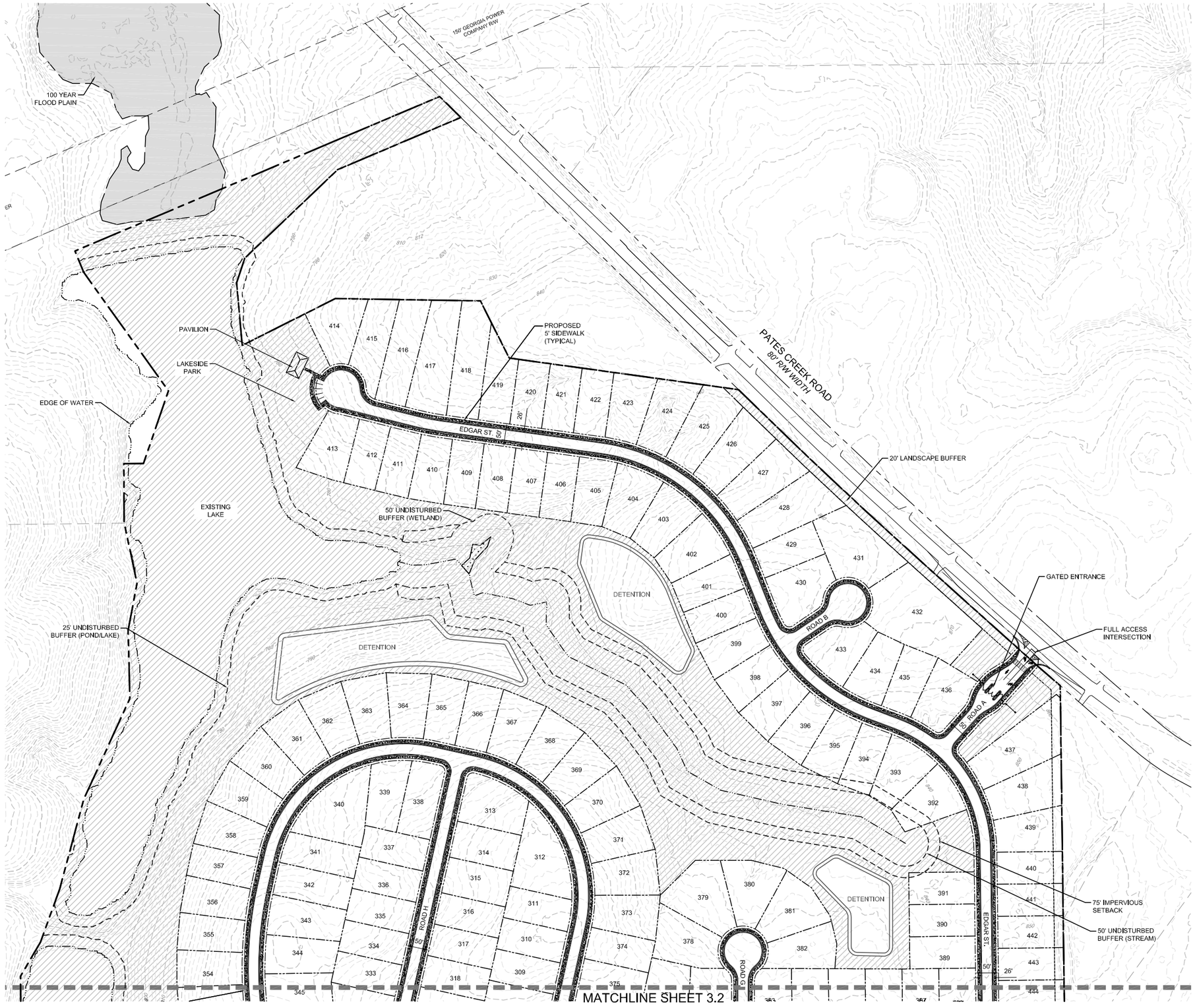
DATE:	5/16/24
SCALE:	1" = 300'
PROJ NUMBER:	100.019
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED NO. LA001887 LANDSCAPE ARCHITECT JARROD DALE
6/17/24

THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTRANT ACROSS THE REGISTRANT'S SEAL.

SHEET NUMBER
3.0

FALCON DESIGN CONSULTANTS, LLC - ALL RIGHTS ARE RESERVED - ANY POSSESSION, REPRODUCTION OR OTHER USE OF THIS DOCUMENT WITHOUT PRIOR WRITTEN PERMISSION FROM FALCON DESIGN CONSULTANTS, LLC. IS EXPRESSLY PROHIBITED.



GRAPHIC SCALE

100 0 50 100 200

(IN FEET)
1 inch = 100 ft.

CIVIL ENGINEERING
COA NO. PEB 004790
LAND SURVEYING
COA NO. LSF 000595
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
235 CORD. CTR. DR., STE 200
STOCKBRIDGE, GEORGIA 30281
Ph: (770)389-6666 • Fax (770)389-6676

NEWNAN OFFICE
40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30265
Ph. (770) 755-9978

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7030

www.fdc-llc.com

SITE PLAN
FOR
GATES AT PATES CREEK
PHASE I, II, & III
LOCATED IN:
LAND LOT 73, 74, 87, 88, 6TH DISTRICT
HENRY COUNTY, GEORGIA

REVISIONS

DATE	
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	

Know what's below. Call before you dig.
UTILITIES PROTECTION CENTER
1 (800) 282-7411 • GEORGIA811.COM
OR DIAL 811

DATE:	5/16/24
SCALE:	1" = 100'
PROJ NUMBER:	100.019
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED NO. LA001887 LANDSCAPE ARCHITECT JARROD D. [illegible]
6/17/24

THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTRANT ACROSS THE REGISTRANT'S SEAL.

SHEET NUMBER
3.1

FALCON DESIGN CONSULTANTS, LLC. ALL RIGHTS ARE RESERVED. ANY POSSESSION, REPRODUCTION OR OTHER USE OF THIS DOCUMENT WITHOUT PRIOR WRITTEN PERMISSION FROM FALCON DESIGN CONSULTANTS, LLC. IS EXPRESSLY PROHIBITED.

P:\Projects\Hybrass-Landlife\100.019 Gates at Pates Creek Ph 3\PLANNING\DRINDR100.dwg, AMcDonald, Mon, Jun 17, 2024 - 10:39am

MATCHLINE SHEET 3.1

MATCHLINE SHEET 3.3

5' SIDEWALK (TYPICAL)

25' UNDISTURBED BUFFER (POND/LAKE)

EXISTING LAKE

100 YEAR FLOOD PLAIN

DETENTION

PHASE III

PHASE II

ROAD C

ROAD D

ROAD E

ROAD F

ROAD O

ROAD N

GOODWIN DR.

ENDRESS CIR.

QUAKER ST.

EDGAR ST.

PROPOSED 5' SIDEWALK (TYPICAL)

20' LANDSCAPE BUFFER

EXISTING 5' SIDEWALK (TYPICAL)

GRAPHIC SCALE

100 0 50 100 200

(IN FEET)
1 inch = 100 ft.

CIVIL ENGINEERING
CO.A NO. PER 004790

LAND SURVEYING
CO.A NO. LSF 000595

CONSTRUCTION MANAGEMENT

LANDSCAPE ARCHITECT

LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
235 CORP. CTR. DR., STE 200
STOCKBRIDGE, GEORGIA 30281
Ph. (770)389-6666 • Fax (770)389-6676

NEWNAN OFFICE
60 GREENWAY CT., STE A
NEWNAN, GEORGIA 30265
Ph. (770) 755-9978

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7030

www.fdc-llc.com

SITE PLAN
FOR
GATES AT PATES CREEK
PHASE I, II, & III
LOCATED IN:
LAND LOT 73, 74, 87, 88, 6TH DISTRICT
HENRY COUNTY, GEORGIA

REVISIONS

DATE	
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	

GEORGIA811

Know what's below.
Call before you dig.
UTILITIES PROTECTION CENTER
1(800)282-7411 OUTSIDE ATLANTA
OR DIAL 811

DATE:	5/16/24
SCALE:	1" = 100'
PROJ NUMBER:	100.019
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED LANDSCAPE ARCHITECT NO. LA001887 JEREMY D. LOTT
6/17/24

THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTRANT ACROSS THE REGISTRANTS SEAL.

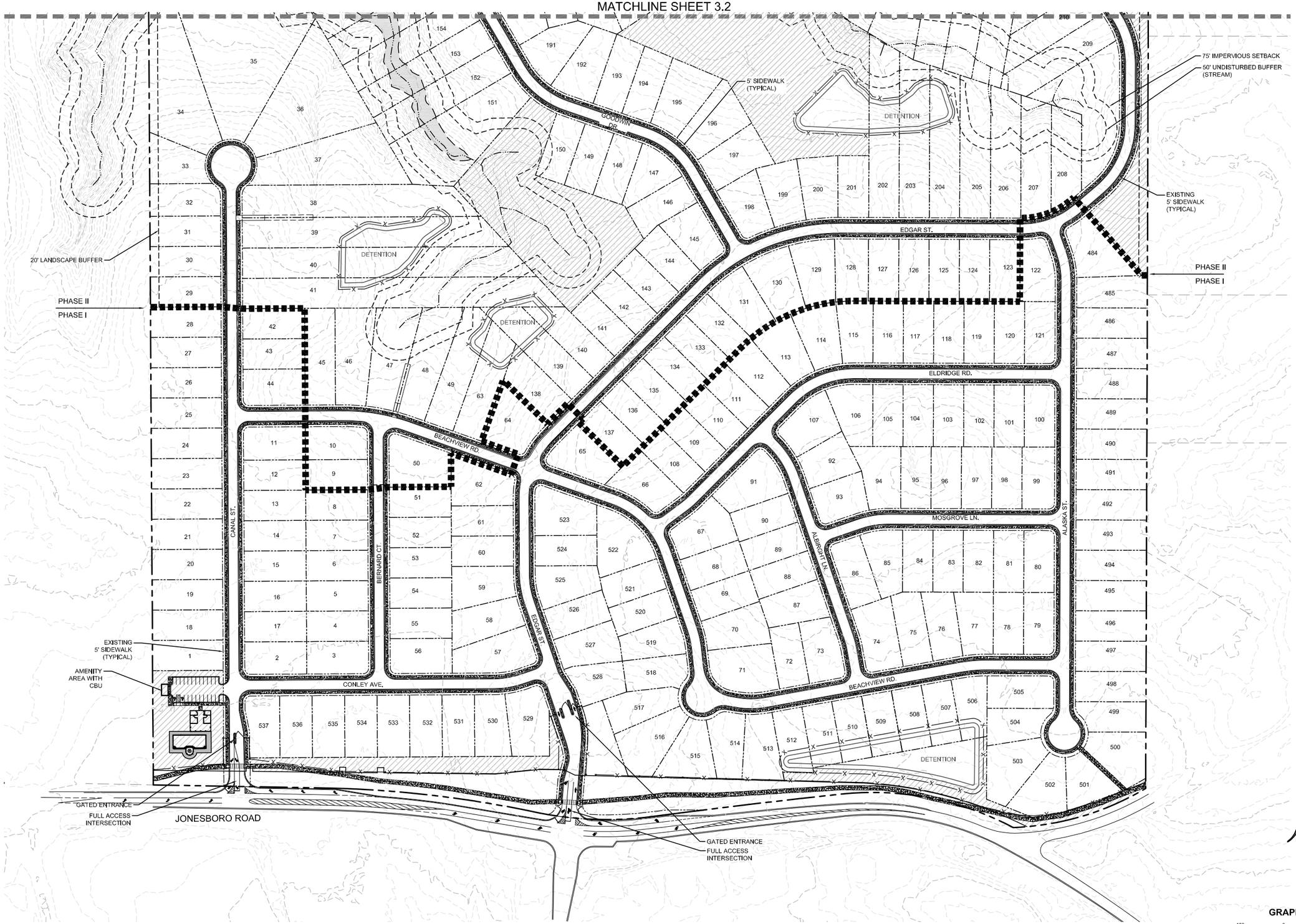
SHEET NUMBER

3.2

FALCON DESIGN CONSULTANTS, LLC. ALL RIGHTS ARE RESERVED. ANY POSSESSION, REPRODUCTION OR OTHER USE OF THIS DOCUMENT WITHOUT PRIOR WRITTEN PERMISSION FROM FALCON DESIGN CONSULTANTS, LLC. IS EXPRESSLY PROHIBITED.

P:\Projects\Hybrass-Landlife\100.019 Gates at Pates Creek Ph 3\PLANNING\DR\DR100.dwg, AMcDonald, Mon, Jun 17, 2024 - 10:40am

MATCHLINE SHEET 3.2



GRAPHIC SCALE

100 0 50 100 200

(IN FEET)
1 inch = 100 ft.

CIVIL ENGINEERING
CO.A NO. PER 004790
LAND SURVEYING
CO.A NO. LSF 000595
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
235 CORD. CTR. DR., STE 200
STOCKBRIDGE, GEORGIA 30281
Ph: (770)389-6666 • Fax (770)389-6676

NEWNAN OFFICE
40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30265
Ph: (770) 755-9978

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30041
Ph: (678) 807-7030

www.fdc-llc.com

SITE PLAN
FOR
GATES AT PATES CREEK
PHASE I, II, & III
LOCATED IN:
LAND LOT 73, 74, 87, 88, 6TH DISTRICT
HENRY COUNTY, GEORGIA

REVISIONS

DATE	
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	

Know what's below. Call before you dig. UTILITIES PROTECTION CENTER 1-800-282-7411 (GEORGIA) OR DIAL 811

DATE:	5/16/24
SCALE:	1" = 100'
PROJ NUMBER:	100.019
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED NO. LA001887 LANDSCAPE ARCHITECT JEREMY D. LOTT 6/17/24

THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTRANT ACROSS THE REGISTRANT'S SEAL.

SHEET NUMBER
3.3

FALCON DESIGN CONSULTANTS, LLC. ALL RIGHTS ARE RESERVED. ANY POSSESSION, REPRODUCTION OR OTHER USE OF THIS DOCUMENT WITHOUT PRIOR WRITTEN PERMISSION FROM FALCON DESIGN CONSULTANTS, LLC. IS EXPRESSLY PROHIBITED.

P:\Projects\Hybrass-Landlife\100.019 Gates at Pates Creek Ph 3\PLANNING\DRI\DRI00.dwg, AMcDonald, Mon, Jun 17, 2024 - 10:43am

APPENDIX B: Traffic Count Data

Prepared by National Data & Surveying Services

CLASSIFICATION

Pates Creek Rd N/O McCullough Rd

Day: Thursday
Date: 5/16/2024

City: Stockbridge
Project #: GA24_180123_001

HOURLY BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	7	0	1	0	0	0	0	0	0	0	0	0	8
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	8	1	0	0	0	0	0	0	0	0	0	0	9
5:00	0	14	2	0	1	0	0	1	0	0	0	0	0	18	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	30	2	0	1	0	0	1	0	0	0	0	0	34
6:00	0	42	8	1	2	0	0	1	0	0	0	0	0	54	0	28	2	0	3	0	0	0	0	0	0	0	0	33	0	70	10	1	5	0	0	1	0	0	0	0	0	87
7:00	0	108	16	5	2	0	0	3	2	0	0	0	0	136	0	104	10	5	3	0	0	0	0	0	0	0	0	122	0	212	26	10	5	0	0	3	2	0	0	0	0	258
8:00	0	132	18	3	1	0	0	0	0	0	0	0	0	154	0	121	7	4	3	0	0	1	0	0	0	0	0	136	0	253	25	7	4	0	0	1	0	0	0	0	0	290
9:00	1	82	15	3	1	1	0	1	0	0	0	0	0	104	0	54	12	1	1	1	0	0	0	0	0	0	0	69	1	136	27	4	2	2	0	1	0	0	0	0	0	173
10:00	1	68	17	0	0	0	0	0	0	0	0	0	0	86	0	51	13	0	2	0	0	0	0	0	0	0	0	66	1	119	30	0	2	0	0	0	0	0	0	0	0	152
11:00	0	69	14	0	3	0	0	0	0	0	0	0	0	86	0	93	21	0	0	0	0	0	0	0	0	0	0	114	0	162	35	0	3	0	0	0	0	0	0	0	0	200
12:00	0	58	16	0	1	1	0	0	0	0	0	0	0	76	0	72	19	1	8	0	0	0	0	0	0	0	0	100	0	130	35	1	9	1	0	0	0	0	0	0	0	176
13:00	2	76	21	0	2	0	0	0	0	0	0	0	0	101	0	68	15	0	3	0	0	0	0	0	0	0	0	86	2	144	36	0	5	0	0	0	0	0	0	0	0	187
14:00	1	131	30	0	5	0	0	2	0	0	0	0	0	169	1	93	14	1	11	0	0	2	0	0	0	0	0	122	2	224	44	1	16	0	0	4	0	0	0	0	0	291
15:00	0	220	50	7	5	2	0	1	1	0	0	0	0	286	2	154	17	4	7	0	0	1	0	0	0	0	0	185	2	374	67	11	12	2	0	2	1	0	0	0	0	471
16:00	1	194	22	5	5	1	0	2	0	0	0	0	0	230	0	185	21	9	8	0	0	0	0	0	0	0	0	223	1	379	43	14	13	1	0	2	0	0	0	0	0	453
17:00	1	117	28	4	3	0	0	1	0	0	0	0	0	154	0	297	46	3	5	1	0	1	0	0	0	0	0	353	1	414	74	7	8	1	0	2	0	0	0	0	0	507
18:00	0	109	19	0	0	0	0	1	0	0	0	0	0	129	0	119	13	1	0	0	0	1	0	0	0	0	0	134	0	228	32	1	0	0	0	2	0	0	0	0	0	263
19:00	0	78	12	0	2	0	0	1	0	0	0	0	0	93	0	78	11	0	0	0	1	0	0	0	0	0	0	90	0	156	23	0	2	0	1	1	0	0	0	0	0	183
20:00	1	96	13	0	1	0	0	1	0	0	0	0	0	112	1	43	8	0	2	0	0	0	0	0	0	0	0	54	2	139	21	0	3	0	0	1	0	0	0	0	0	166
21:00	0	53	10	0	0	0	0	1	0	0	0	0	0	64	0	31	2	0	1	0	0	0	0	0	0	0	0	34	0	84	12	0	1	0	0	1	0	0	0	0	0	98
22:00	0	30	2	0	0	0	0	0	0	0	0	0	0	32	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	51	3	0	0	0	0	0	0	0	0	0	0	54
23:00	0	17	6	0	0	0	0	0	0	0	0	0	0	23	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	26	6	0	0	0	0	0	0	0	0	0	0	32
Totals	8	1,706	321	29	34	5	0	16	3	0	0	0	0	2,122	4	1,649	232	29	58	2	1	6	0	0	0	0	0	1,981	12	3,355	553	58	92	7	1	22	3	0	0	0	0	4,103
% of Totals	0%	80%	15%	1%	2%	0%		1%	0%					100%	0%	83%	12%	1%	3%	0%	0%	0%						100%	0%	82%	13%	1%	2%	0%	0%	1%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles

#2 Passenger Cars

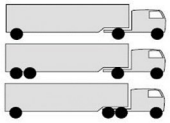
#3 2-Axle, 4-Tire Single Unit

#4 Buses

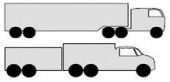
#5 2-Axle, 6-Tire Single Units

#6 3-Axle Single Units

#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers

#10 >=6-Axle Single Trailers

#11 <=5-Axle Multi-Trailers

#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	2	527	92	13	10	1	0	6	2	0	0	0	0	653	0	479	65	10	13	1	0	1	0	0	0	0	0	569	2	1006	157	23	23	2	0	7	2	0	0	0	0	1222
%	0%	25%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	31%	0%	24%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	29%	0%	25%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	30%
Peak Hour	8:15	7:30	7:30	7:15	6:30	9:00	0:00	7:00	7:00	0:00	0:00	0:00	0:00	7:30	0:00	7:30	10:45	7:15	11:45	9:00	0:00	7:15	0:00	0:00	0:00	0:00	0:00	7:30	8:15	7:30	10:45	7:15	11:45	9:00	0:00	7:15	7:00	0:00	0:00	0:00	0:00	7:30
Peak Volume	1	142	22	6	4	1	0	3	2	0	0	0	0	174	0	146	23	7	7	1	0	1	0	0	0	0	0	168	1	288	40	13	10	2	0	4	2	0	0	0	0	342
12:00 - 24:00	6	1179	229	16	24	4	0	10	1	0	0	0	0	1469	4	1170	167	19	45	1	1	5	0	0	0	0	0	1412	10	2349	396	35	69	5	1	15	1	0	0	0	0	2881
%	0%	56%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	69%	0%	59%	8%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	71%	0%	57%	10%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	70%
Peak Hour	12:30	14:45	15:00	15:30	14:15	14:45	12:00	14:00	14:45	12:00	12:00	12:00	12:00	14:45	14:15	17:00	16:45	16:00	14:00	16:15	18:45	13:45	12:00	12:00	12:00	12:00	12:00	17:00	14:15	17:00	17:00	15:30	14:00	14:45	18:45	14:00	14:45	12:00	12:00	12:00	12:00	17:00
Peak Volume	2	231	50	10	7	2	0	2	1	0	0	0	0	298	3	297	46	9	11	1	1	2	0	0	0	0	0	353	4	414	74	17	16	2	1	4	1	0	0	0	0	507
07:00 - 09:00	0	240	34	8	3	0	0	3	2	0	0	0	0	290	0	225	17	9	6	0	0	1	0	0	0	0	0	258	0	465	51	17	9	0	0	4	2	0	0	0	0	548
%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	7:30	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:15	7:15	7:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:30	7:15	7:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	0	142	22	6	2	0	0	3	2	0	0	0	0	174	0	146	11	7	3	0	0	1	0	0	0	0	0	168	0	288	33	13	5	0	0	4	2	0	0	0	0	342
16:00 - 18:00	2	311	50	9	8	1	0	3	0	0	0	0	0	384	0	482	67	12	13	1	0	1	0	0	0	0	0	576	2	793	117	21	21	2	0	4	0	0	0	0	0	960
%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	24%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	29%	0%	19%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	23%
Peak Hour	16:00	16:00	17:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:45	16:00	16:00	16:15	16:00	17:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	17:00	17:00	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00
Peak Volume	1	194	28	5	7	1	0	2	0	0	0	0	0	230	0	297	46	9	8	1	0	1	0	0	0	0	0	353	1	414	74	14	13	2	0	2	0	0	0	0	0	507

Prepared by National Data & Surveying Services

CLASSIFICATION

Pates Creek Rd N/O McCullough Rd

Day: Thursday
Date: 5/16/2024

City: Stockbridge
Project #: GA24_180123_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	2	0	0	0	0	0	0	0	0	0		0	2	0	0	0	0	0	0	0	0		0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0	5	0	0	0	0	0	0	0	0	0	0	5	0	8	0	0	0	0	0	0	1	0	0	0	0	0	9
5:15	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
5:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	4	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
5:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	4	0	0	0	0	0	0	0	0	0	0	4	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
6:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	3	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
6:15	0	9	4	0	0	0	0	0	0	0	0	0	0	13	0	4	1	0	0	0	0	0	0	0	0	0	5	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
6:30	0	11	1	1	2	0	0	1	0	0	0	0	0	16	0	7	1	0	0	0	0	0	0	0	0	0	8	0	18	2	1	2	0	0	0	1	0	0	0	0	0	24
6:45	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	14	0	0	3	0	0	0	0	0	0	0	17	0	33	2	0	3	0	0	0	0	0	0	0	0	0	38
7:00	0	19	3	0	1	0	0	0	0	0	0	0	0	23	0	10	2	0	1	0	0	0	0	0	0	0	13	0	29	5	0	2	0	0	0	0	0	0	0	0	0	36
7:15	0	21	5	2	1	0	0	1	0	0	0	0	0	30	0	22	2	1	0	0	0	0	0	0	0	0	25	0	43	7	3	1	0	0	1	0	0	0	0	0	0	55
7:30	0	40	3	1	0	0	0	1	1	0	0	0	0	46	0	25	2	1	0	0	0	0	0	0	0	0	28	0	65	5	2	0	0	0	1	1	0	0	0	0	0	74
7:45	0	28	5	2	0	0	0	1	1	0	0	0	0	37	0	47	4	3	2	0	0	0	0	0	0	0	56	0	75	9	5	2	0	0	1	1	0	0	0	0	0	93
8:00	0	26	7	1	0	0	0	0	0	0	0	0	0	34	0	50	3	2	1	0	0	1	0	0	0	0	57	0	76	10	3	1	0	0	1	0	0	0	0	0	0	91
8:15	0	48	7	1	1	0	0	0	0	0	0	0	0	57	0	24	2	1	0	0	0	0	0	0	0	0	27	0	72	9	2	1	0	0	0	0	0	0	0	0	0	84
8:30	0	29	2	1	0	0	0	0	0	0	0	0	0	32	0	23	2	0	0	0	0	0	0	0	0	0	25	0	52	4	1	0	0	0	0	0	0	0	0	0	0	57
8:45	0	29	2	0	0	0	0	0	0	0	0	0	0	31	0	24	0	1	2	0	0	0	0	0	0	0	27	0	53	2	1	2	0	0	0	0	0	0	0	0	0	58
9:00	1	30	6	1	0	0	0	1	0	0	0	0	0	39	0	12	5	1	1	0	0	0	0	0	0	0	19	1	42	11	2	1	0	0	1	0	0	0	0	0	0	58
9:15	0	24	3	1	1	0	0	0	0	0	0	0	0	29	0	9	2	0	0	0	0	0	0	0	0	0	11	0	33	5	1	1	0	0	0	0	0	0	0	0	0	40
9:30	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	15	1	0	0	0	0	0	0	0	0	0	16	0	29	5	0	0	0	0	0	0	0	0	0	0	0	34
9:45	0	14	2	1	0	1	0	0	0	0	0	0	0	18	0	18	4	0	0	1	0	0	0	0	0	0	23	0	32	6	1	0	2	0	0	0	0	0	0	0	0	41
10:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13	0	11	1	0	1	0	0	0	0	0	0	0	13	0	20	5	0	1	0	0	0	0	0	0	0	0	0	26
10:15	1	14	3	0	0	0	0	0	0	0	0	0	0	18	0	11	3	0	0	0	0	0	0	0	0	0	14	1	25	6	0	0	0	0	0	0	0	0	0	0	0	32
10:30	0	9	6	0	0	0	0	0	0	0	0	0	0	15	0	12	3	0	0	0	0	0	0	0	0	0	15	0	21	9	0	0	0	0	0	0	0	0	0	0	0	30
10:45	0	36	4	0	0	0	0	0	0	0	0	0	0	40	0	17	6	0	1	0	0	0	0	0	0	0	24	0	53	10	0	1	0	0	0	0	0	0	0	0	0	64
11:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29	0	18	6	0	0	0	0	0	0	0	0	0	24	0	41	12	0	0	0	0	0	0	0	0	0	0	0	53
11:15	0	16	4	0	1	0	0	0	0	0	0	0	0	21	0	22	4	0	0	0	0	0	0	0	0	0	26	0	38	8	0	1	0	0	0	0	0	0	0	0	0	47
11:30	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	27	7	0	0	0	0	0	0	0	0	0	34	0	40	10	0	0	0	0	0	0	0	0	0	0	0	50
11:45	0	17	1	0	2	0	0	0	0	0	0	0	0	20	0	26	4	0	0	0	0	0	0	0	0	0	30	0	43	5	0	2	0	0	0	0	0	0	0	0	0	50

Prepared by National Data & Surveying Services

CLASSIFICATION

Pates Creek Rd N/O McCullough Rd

Day: Thursday
Date: 5/16/2024

City: Stockbridge
Project #: GA24_180123_001

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	11	5	0	0	1	0	0	0	0	0	0	0	17	0	26	2	0	1	0	0	0	0	0	0	0	0	29	0	37	7	0	1	1	0	0	0	0	0	0	0	46
12:15	0	18	4	0	0	0	0	0	0	0	0	0	0	22	0	26	7	0	5	0	0	0	0	0	0	0	0	38	0	44	11	0	5	0	0	0	0	0	0	0	0	60
12:30	0	10	3	0	1	0	0	0	0	0	0	0	0	14	0	7	4	0	1	0	0	0	0	0	0	0	0	12	0	17	7	0	2	0	0	0	0	0	0	0	0	26
12:45	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	13	6	1	1	0	0	0	0	0	0	0	0	21	0	32	10	1	1	0	0	0	0	0	0	0	0	44
13:00	0	20	4	0	1	0	0	0	0	0	0	0	0	25	0	18	5	0	0	0	0	0	0	0	0	0	0	23	0	38	9	0	1	0	0	0	0	0	0	0	0	48
13:15	2	17	6	0	0	0	0	0	0	0	0	0	0	25	0	18	3	0	2	0	0	0	0	0	0	0	0	23	2	35	9	0	2	0	0	0	0	0	0	0	0	48
13:30	0	21	8	0	0	0	0	0	0	0	0	0	0	29	0	10	4	0	0	0	0	0	0	0	0	0	0	14	0	31	12	0	0	0	0	0	0	0	0	0	0	43
13:45	0	18	3	0	1	0	0	0	0	0	0	0	0	22	0	22	3	0	1	0	0	0	0	0	0	0	0	26	0	40	6	0	2	0	0	0	0	0	0	0	0	48
14:00	0	22	7	0	1	0	0	0	0	0	0	0	0	30	0	16	3	0	4	0	0	1	0	0	0	0	0	24	0	38	10	0	5	0	0	1	0	0	0	0	0	54
14:15	0	27	5	0	2	0	0	1	0	0	0	0	0	35	0	23	3	0	3	0	0	0	0	0	0	0	0	29	0	50	8	0	5	0	0	1	0	0	0	0	0	64
14:30	0	35	9	0	0	0	0	0	0	0	0	0	0	44	0	25	2	0	0	0	0	1	0	0	0	0	0	28	0	60	11	0	0	0	0	1	0	0	0	0	0	72
14:45	1	47	9	0	2	0	0	1	0	0	0	0	0	60	1	29	6	1	4	0	0	0	0	0	0	0	0	41	2	76	15	1	6	0	0	1	0	0	0	0	0	101
15:00	0	70	13	1	3	1	0	0	0	0	0	0	0	88	2	40	5	2	0	0	0	1	0	0	0	0	0	50	2	110	18	3	3	1	0	1	0	0	0	0	0	138
15:15	0	58	12	0	0	0	0	0	0	0	0	0	0	70	0	33	5	1	2	0	0	0	0	0	0	0	0	41	0	91	17	1	2	0	0	0	0	0	0	0	0	111
15:30	0	56	15	4	2	1	0	1	1	0	0	0	0	80	0	36	5	1	3	0	0	0	0	0	0	0	0	45	0	92	20	5	5	1	0	1	1	0	0	0	0	125
15:45	0	36	10	2	0	0	0	0	0	0	0	0	0	48	0	45	2	0	2	0	0	0	0	0	0	0	0	49	0	81	12	2	2	0	0	0	0	0	0	0	0	97
16:00	1	53	7	2	1	0	0	1	0	0	0	0	0	65	0	38	3	2	3	0	0	0	0	0	0	0	0	46	1	91	10	4	4	0	0	1	0	0	0	0	0	111
16:15	0	50	6	2	2	1	0	0	0	0	0	0	0	61	0	48	6	4	2	0	0	0	0	0	0	0	0	60	0	98	12	6	4	1	0	0	0	0	0	0	0	121
16:30	0	48	5	1	1	0	0	1	0	0	0	0	0	56	0	48	5	2	0	0	0	0	0	0	0	0	0	55	0	96	10	3	1	0	0	1	0	0	0	0	0	111
16:45	0	43	4	0	1	0	0	0	0	0	0	0	0	48	0	51	7	1	3	0	0	0	0	0	0	0	0	62	0	94	11	1	4	0	0	0	0	0	0	0	0	110
17:00	1	31	4	2	3	0	0	1	0	0	0	0	0	42	0	60	18	2	1	1	0	0	0	0	0	0	0	82	1	91	22	4	4	1	0	1	0	0	0	0	0	124
17:15	0	35	12	1	0	0	0	0	0	0	0	0	0	48	0	77	7	0	2	0	0	0	0	0	0	0	0	86	0	112	19	1	2	0	0	0	0	0	0	0	0	134
17:30	0	24	7	0	0	0	0	0	0	0	0	0	0	31	0	81	14	1	2	0	0	0	0	0	0	0	0	98	0	105	21	1	2	0	0	0	0	0	0	0	0	129
17:45	0	27	5	1	0	0	0	0	0	0	0	0	0	33	0	79	7	0	0	0	0	1	0	0	0	0	0	87	0	106	12	1	0	0	0	1	0	0	0	0	0	120
18:00	0	29	6	0	0	0	0	0	0	0	0	0	0	35	0	35	3	1	0	0	0	0	0	0	0	0	0	39	0	64	9	1	0	0	0	0	0	0	0	0	0	74
18:15	0	35	6	0	0	0	0	0	0	0	0	0	0	41	0	32	5	0	0	0	0	0	0	0	0	0	0	37	0	67	11	0	0	0	0	0	0	0	0	0	0	78
18:30	0	26	5	0	0	0	0	0	0	0	0	0	0	31	0	30	4	0	0	0	0	0	0	0	0	0	0	34	0	56	9	0	0	0	0	0	0	0	0	0	0	65
18:45	0	19	2	0	0	0	0	1	0	0	0	0	0	22	0	22	1	0	0	0	0	1	0	0	0	0	0	24	0	41	3	0	0	0	0	2	0	0	0	0	0	46
19:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24	0	22	4	0	0	0	0	0	0	0	0	0	0	26	0	40	10	0	0	0	0	0	0	0	0	0	0	50
19:15	0	20	0	0	1	0	0	0	0	0	0	0	0	21	0	21	4	0	0	0	0	0	0	0	0	0	0	25	0	41	4	0	1	0	0	0	0	0	0	0	0	46
19:30	0	24	4	0	1	0	0	1	0	0	0	0	0	30	0	19	2	0	0	0	1	0	0	0	0	0	0	22	0	43	6	0	1	0	1	1	0	0	0	0	0	52
19:45	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	32	3	0	0	0	0	0	0	0	0	0	0	35
20:00	0	41	5	0	0	0	0	0	0	0	0	0	0	46	1	9	2	0	1	0	0	0	0	0	0	0	0	13	1	50	7	0	1	0	0	0	0	0	0	0	0	59
20:15	0	25	7	0	0	0	0	0	0	0	0	0	0	32	0	12	1	0	1	0	0	0	0	0	0	0	0	14	0	37	8	0	1	0	0	0	0	0	0	0	0	46
20:30	0	20	1	0	0	0	0	1	0	0	0	0	0	22	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	32	3	0	0	0	0	1	0	0	0	0	0	36
20:45	1	10	0	0	1	0	0	0	0	0	0	0	0	12	0	10	3	0	0	0	0	0	0	0	0	0	0	13	1	20	3	0	1	0	0	0	0	0	0	0	0	25
21:00	0	7	2	0	0	0	0	1	0	0	0	0	0	10	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	18	3	0	0	0	0	1	0	0	0	0	0	22
21:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	10	1	0	1	0	0	0	0	0	0	0	0	12	0	26	2	0	1	0	0	0	0	0	0	0	0	29
21:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	22	2	0	0	0	0	0	0	0	0	0	0	24
21:45	0	15	5	0	0	0	0	0	0	0	0	0	0	20	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	18	5	0	0	0	0	0	0	0	0	0	0	23
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	13	0	0	0	0	0	0	0	0	0	0	0	13
22:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	10	2	0	0	0	0	0	0	0	0	0	0	12
22:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	10	1	0	0	0	0	0	0	0	0	0	0	11
22:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	18	0	0	0	0	0	0	0	0	0	0	0	18
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	4	0	0	0	0	0	0	0	0	0	0	12
23:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Totals	8	1,706	321	29	34	5	0	16	3	0	0	0	0	2,122	4	1,649	232	29	58	2	1	6	0	0	0	0	0	1,981	12	3,355	553	58	92	7	1	22	3	0	0	0	0	4,103
% of Totals	0%	80%	15%	1%	2%	0%		1%	0%					100%	0%	83%	12%	1%	3%	0%	0%	0%						100%	0%	82%	13%	1%	2%	0%	0%	1%	0%					100%

National Data & Surveying Services

Intersection Turning Movement Count

Location: Canal St & Jonesboro Rd
City: Hampton
Control: 1-Way Stop(SB)

Project ID: 24-180122-001
Date: 5/16/2024

Data - Total

NS/EW Streets:	Canal St				Canal St				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	183	0	0	0	91	0	0	275
7:15 AM	0	0	0	0	3	0	0	0	0	207	0	0	0	105	0	0	315
7:30 AM	0	0	0	0	0	0	2	0	0	215	0	0	0	130	4	0	351
7:45 AM	0	0	0	0	3	0	0	0	0	198	0	1	0	105	0	0	307
8:00 AM	0	0	0	0	0	0	1	0	1	183	0	0	0	79	0	0	264
8:15 AM	0	0	0	0	0	0	0	0	1	136	0	0	0	124	1	0	262
8:30 AM	0	0	0	0	0	0	0	0	0	158	0	0	0	117	0	0	275
8:45 AM	0	0	0	0	1	0	1	0	0	158	0	0	0	117	3	0	280
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	8	0	4	0	2	1438	0	1	0	868	8	0	2329
APPROACH %'s :					66.67%	0.00%	33.33%	0.00%	0.14%	99.79%	0.00%	0.07%	0.00%	99.09%	0.91%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	7	0	2	0	0	803	0	1	0	431	4	0	1248
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.583	0.000	0.250	0.000	0.000	0.934	0.000	0.250	0.000	0.829	0.250	0.000	0.889
					0.750				0.935				0.812				

NS/EW Streets:	Canal St				Canal St				Jonesboro Rd				Jonesboro Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	3	0	0	173	0	0	0	168	1	0	346
4:15 PM	0	0	0	0	4	0	0	0	1	180	0	0	0	189	1	0	375
4:30 PM	0	0	0	0	1	0	0	0	3	161	0	0	0	199	0	0	364
4:45 PM	0	0	0	0	1	0	1	0	0	183	0	0	0	185	3	0	373
5:00 PM	0	0	0	0	0	0	0	0	1	158	0	2	0	170	2	0	333
5:15 PM	0	0	0	0	3	0	1	0	0	190	0	0	0	201	3	0	398
5:30 PM	0	0	0	0	2	0	1	0	0	173	0	0	0	195	2	0	373
5:45 PM	0	0	0	0	0	0	0	0	1	191	0	0	0	161	2	0	355
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	12	0	6	0	6	1409	0	2	0	1468	14	0	2917
APPROACH %'s :					66.67%	0.00%	33.33%	0.00%	0.42%	99.44%	0.00%	0.14%	0.00%	99.06%	0.94%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	3	0	1	704	0	2	0	751	10	0	1477
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.250	0.926	0.000	0.250	0.000	0.934	0.833	0.000	0.928
					0.563				0.930				0.933				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Canal St & Jonesboro Rd
City: Hampton
Control: 1-Way Stop(SB)

Project ID: 24-180122-001
Date: 5/16/2024

Data - Cars

NS/EW Streets:	Canal St				Canal St				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	176	0	0	0	85	0	0	262
7:15 AM	0	0	0	0	3	0	0	0	0	201	0	0	0	102	0	0	306
7:30 AM	0	0	0	0	0	0	2	0	0	206	0	0	0	121	3	0	332
7:45 AM	0	0	0	0	3	0	0	0	0	191	0	1	0	99	0	0	294
8:00 AM	0	0	0	0	0	0	1	0	1	180	0	0	0	77	0	0	259
8:15 AM	0	0	0	0	0	0	0	0	1	132	0	0	0	118	1	0	252
8:30 AM	0	0	0	0	0	0	0	0	0	154	0	0	0	115	0	0	269
8:45 AM	0	0	0	0	1	0	1	0	0	152	0	0	0	109	3	0	266
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	8	0	4	0	2	1392	0	1	0	826	7	0	2240
APPROACH %'s :					66.67%	0.00%	33.33%	0.00%	0.14%	99.78%	0.00%	0.07%	0.00%	99.16%	0.84%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	7	0	2	0	0	774	0	1	0	407	3	0	1194
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.583	0.000	0.250	0.000	0.000	0.939	0.000	0.250	0.000	0.841	0.250	0.000	0.899
					0.750				0.941				0.827				

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	1	0	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	3	0	0	169	0	0	0	165	1	0	339
4:15 PM	0	0	0	0	4	0	0	0	1	174	0	0	0	184	1	0	364
4:30 PM	0	0	0	0	1	0	0	0	3	158	0	0	0	194	0	0	356
4:45 PM	0	0	0	0	1	0	1	0	0	174	0	0	0	178	3	0	357
5:00 PM	0	0	0	0	0	0	0	0	1	156	0	2	0	166	2	0	327
5:15 PM	0	0	0	0	3	0	1	0	0	186	0	0	0	199	3	0	392
5:30 PM	0	0	0	0	2	0	1	0	0	171	0	0	0	193	2	0	369
5:45 PM	0	0	0	0	0	0	0	0	1	190	0	0	0	155	2	0	348
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	12	0	6	0	6	1378	0	2	0	1434	14	0	2852
APPROACH %'s :					66.67%	0.00%	33.33%	0.00%	0.43%	99.42%	0.00%	0.14%	0.00%	99.03%	0.97%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	3	0	1	687	0	2	0	736	10	0	1445
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.250	0.923	0.000	0.250	0.000	0.925	0.833	0.000	0.922
					0.563				0.927				0.923				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Canal St & Jonesboro Rd
City: Hampton
Control: 1-Way Stop(SB)

Project ID: 24-180122-001
Date: 5/16/2024

Data - HT

NS/EW Streets:	Canal St				Canal St				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	0	13
7:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9
7:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	9	1	0	19
7:45 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	0	13
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10
8:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	46	0	0	0	42	1	0	89
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	97.67%	2.33%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	29	0	0	0	24	1	0	54
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.806	0.000	0.000	0.000	0.667	0.250	0.000	0.711
										0.806				0.625			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7
4:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0	0	11
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8
4:45 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	7	0	0	16
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	31	0	0	0	34	0	0	65
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	17	0	0	0	15	0	0	32
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.472	0.000	0.000	0.000	0.536	0.000	0.000	0.500
										0.472				0.536			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Canal St & Jonesboro Rd
City: Hampton
Control: 1-Way Stop(SB)

Project ID: 24-180122-001
Date: 5/16/2024

Data - Bikes

AM

NS/EW Streets:	Canal St				Canal St				Jonesboro Rd				Jonesboro Rd				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Canal St & Jonesboro Rd
City: Hampton
Project ID: 24-180122-001
Date: 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Canal St		Canal St		Jonesboro Rd		Jonesboro Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Canal St & Jonesboro Rd

Peak Hour Turning Movement Count

ID: 24-180122-001
City: Hampton

Day: Thursday
Date: 5/16/2024

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Canal St)

AM	2	0	7	0	4	AM
NOON	0	0	0	0	0	NOON
PM	3	0	6	0	11	PM
	1	0	1	0		

EASTBOUND (Jonesboro Rd)

AM	NOON	PM	
434	0	756	⇦
1	0	2	0
0	0	1	1
803	0	704	1
0	0	0	0
AM	NOON	PM	

WESTBOUND (Jonesboro Rd)

PM	NOON	AM	
10	0	4	1
751	0	431	1
0	0	0	0
0	0	0	0
710	0	810	⇨
PM	NOON	AM	

CONTROL

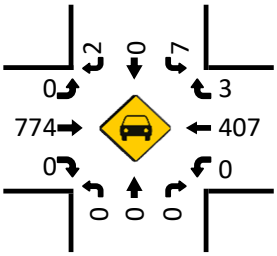
1-Way Stop(NB)

TEV	1248 AM	0 NOON	1477 PM
PHF	0.89		0.93

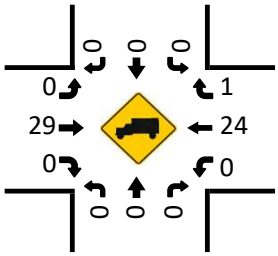
	0	0	0	0		
PM	0	0	0	0	PM	
NOON	0	0	0	0	NOON	
AM	0	0	0	0	AM	

NORTHBOUND (Canal St)

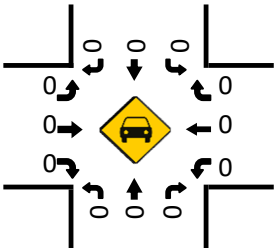
Cars (AM)



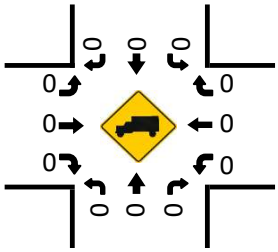
HT (AM)



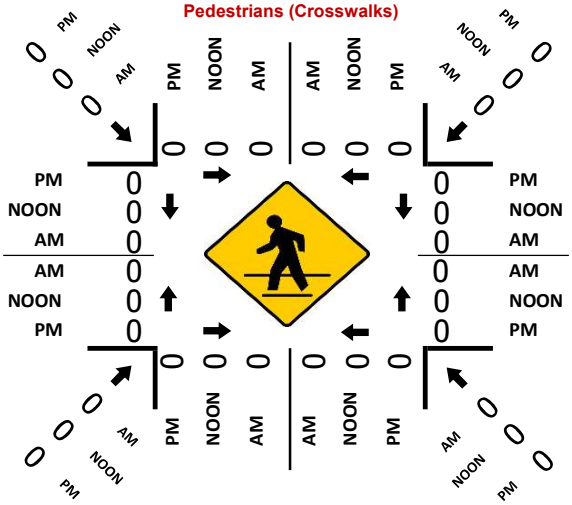
Cars (NOON)



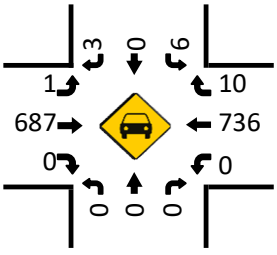
HT (NOON)



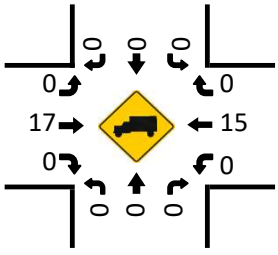
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 24-180122-001
Location: Canal St & Jonesboro Rd
City: Hampton

Day: Thursday
Date: 5/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Canal St Northbound						Canal St Southbound						Jonesboro Rd Eastbound						Jonesboro Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	183	0	0	0	183	0	91	0	0	0	91	275
7:15 AM	0	0	0	0	0	0	3	0	0	0	0	3	0	207	0	0	0	207	0	105	0	0	0	105	315
7:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	215	0	0	0	215	0	130	4	0	0	134	351
7:45 AM	0	0	0	0	0	0	3	0	0	0	0	3	0	198	0	1	0	199	0	105	0	0	0	105	307
Total	0	0	0	0	0	0	7	0	2	0	0	9	0	803	0	1	0	804	0	431	4	0	0	435	1248
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	183	0	0	0	184	0	79	0	0	0	79	264
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	136	0	0	0	137	0	124	1	0	0	125	262
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	158	0	0	0	158	0	117	0	0	0	117	275
8:45 AM	0	0	0	0	0	0	1	0	1	0	0	2	0	158	0	0	0	158	0	117	3	0	0	120	280
Total	0	0	0	0	0	0	1	0	2	0	0	3	2	635	0	0	0	637	0	437	4	0	0	441	1081
BREAK																									
4:00 PM	0	0	0	0	0	0	1	0	3	0	0	4	0	173	0	0	0	173	0	168	1	0	0	169	346
4:15 PM	0	0	0	0	0	0	4	0	0	0	0	4	1	180	0	0	0	181	0	189	1	0	0	190	375
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	3	161	0	0	0	164	0	199	0	0	0	199	364
4:45 PM	0	0	0	0	0	0	1	0	1	0	0	2	0	183	0	0	0	183	0	185	3	0	0	188	373
Total	0	0	0	0	0	0	7	0	4	0	0	11	4	697	0	0	0	701	0	741	5	0	0	746	1458
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	158	0	2	0	161	0	170	2	0	0	172	333
5:15 PM	0	0	0	0	0	0	3	0	1	0	0	4	0	190	0	0	0	190	0	201	3	0	0	204	398
5:30 PM	0	0	0	0	0	0	2	0	1	0	0	3	0	173	0	0	0	173	0	195	2	0	0	197	373
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	191	0	0	0	192	0	161	2	0	0	163	355
Total	0	0	0	0	0	0	5	0	2	0	0	7	2	712	0	2	0	716	0	727	9	0	0	736	1459
Grand Total	0	0	0	0	0	0	20	0	10	0	0	30	8	2847	0	3	0	2858	0	2336	22	0	0	2358	5246
Apprch %	0.0	0.0	0.0	0.0	0.0		66.7	0.0	33.3	0.0	0.0		0.3	99.6	0.0	0.1	0.0		0.0	99.1	0.9	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.2	0.0	0.0	0.6	0.2	54.3	0.0	0.1	0.0	54.5	0.0	44.5	0.4	0.0	0.0	44.9	
Cars, PU, Vans	0	0	0	0		0	20	0	10	0		30	8	2770	0	3		2781	0	2260	21	0		2281	5092
% Cars, PU, Vans	0.0	0.0	0.0	0.0		0.0	100.0	0.0	100.0	0.0		100.0	100.0	97.3	0.0	100.0		97.3	0.0	96.7	95.5	0.0		96.7	97.1
Heavy trucks	0	0	0	0		0	0	0	0	0		0	0	77	0	0		77	0	76	1	0		77	154
%Heavy trucks	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	2.7	0.0	0.0		2.7	0.0	3.3	4.5	0.0		3.3	2.9

Project ID: 24-180122-001
Location: Canal St & Jonesboro Rd
City: Hampton

PEAK HOURS

Day: Thursday
Date: 5/16/2024

AM

	Canal St Northbound					Canal St Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	183	0	0	183	0	91	0	0	91	275
7:15 AM	0	0	0	0	0	3	0	0	0	3	0	207	0	0	207	0	105	0	0	105	315
7:30 AM	0	0	0	0	0	0	0	2	0	2	0	215	0	0	215	0	130	4	0	134	351
7:45 AM	0	0	0	0	0	3	0	0	0	3	0	198	0	1	199	0	105	0	0	105	307
Total Volume	0	0	0	0	0	7	0	2	0	9	0	803	0	1	804	0	431	4	0	435	1248
% App. Total	0.0	0.0	0.0	0.0	0	77.8	0.0	22.2	0.0	100	0.0	99.9	0.0	0.1	100	0.0	99.1	0.9	0.0	100	
PHF										0.750					0.935					0.812	0.889
Cars, PU, Vans	0	0	0	0	0	7	0	2	0	9	0	774	0	1	775	0	407	3	0	410	1194
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	96.4	0.0	100.0	96.4	0.0	94.4	75.0	0.0	94.3	95.7
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	0	24	1	0	25	54
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.6	0.0	5.6	25.0	0.0	5.7	4.3

PM

	Canal St Northbound					Canal St Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	0	0	0	0	1	0	1	0	2	0	183	0	0	183	0	185	3	0	188	373
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	158	0	2	161	0	170	2	0	172	333
5:15 PM	0	0	0	0	0	3	0	1	0	4	0	190	0	0	190	0	201	3	0	204	398
5:30 PM	0	0	0	0	0	2	0	1	0	3	0	173	0	0	173	0	195	2	0	197	373
Total Volume	0	0	0	0	0	6	0	3	0	9	1	704	0	2	707	0	751	10	0	761	1477
% App. Total	0.0	0.0	0.0	0.0	0	66.7	0.0	33.3	0.0	100	0.1	99.6	0.0	0.3	100	0.0	98.7	1.3	0.0	100	
PHF										0.563					0.930					0.933	0.928
Cars, PU, Vans	0	0	0	0	0	6	0	3	0	9	1	687	0	2	690	0	736	10	0	746	1445
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	97.6	0.0	100.0	97.6	0.0	98.0	100.0	0.0	98.0	97.8
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	15	0	0	15	32
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.4	0.0	2.0	0.0	0.0	2.0	2.2

National Data & Surveying Services

Intersection Turning Movement Count

Location: Edgar St & Jonesboro Rd
City: Hampton
Control: 2-Way Stop(NB/SB)

Project ID: 24-180122-002
Date: 5/16/2024

Data - Total

NS/EW Streets:	Edgar St				Edgar St				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	7	0	14	1	2	0	0	185	0	0	5	89	0	0	304
7:15 AM	1	0	16	1	11	0	0	0	0	210	1	0	7	106	9	1	363
7:30 AM	1	0	24	0	11	0	0	0	1	210	3	0	17	130	8	0	405
7:45 AM	5	0	21	0	7	0	1	0	5	194	0	0	9	99	5	0	346
8:00 AM	0	0	13	0	11	0	2	0	1	184	1	0	8	78	1	3	302
8:15 AM	1	0	9	0	3	0	0	0	1	132	0	0	7	129	3	0	285
8:30 AM	1	0	6	0	10	0	0	0	0	159	2	0	3	110	7	0	298
8:45 AM	2	1	10	0	11	0	0	0	1	154	0	0	4	118	4	0	305
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	1	106	1	78	1	5	0	9	1428	7	0	60	859	37	4	2608
APPROACH %'s :	10.00%	0.83%	88.33%	0.83%	92.86%	1.19%	5.95%	0.00%	0.62%	98.89%	0.48%	0.00%	6.25%	89.48%	3.85%	0.42%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	8	0	68	1	43	1	3	0	6	799	4	0	38	424	22	1	1418
PEAK HR FACTOR :	0.400	0.000	0.708	0.250	0.768	0.250	0.375	0.000	0.300	0.951	0.333	0.000	0.559	0.815	0.611	0.250	0.875
	0.740				0.691				0.945				0.782				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	11	0	3	0	1	0	1	171	1	0	7	167	6	0	369
4:15 PM	1	0	11	0	6	0	0	0	0	183	2	0	8	190	8	2	411
4:30 PM	2	0	6	0	5	0	0	0	0	156	1	0	18	198	4	1	391
4:45 PM	3	0	9	0	8	1	1	0	1	184	4	0	12	182	6	0	411
5:00 PM	2	0	6	0	3	0	1	0	1	155	2	0	10	170	6	1	357
5:15 PM	0	0	9	0	5	0	0	0	0	191	2	0	12	203	6	0	428
5:30 PM	0	0	8	0	4	0	1	0	0	172	2	0	13	198	8	0	406
5:45 PM	2	0	11	0	8	0	1	0	1	191	0	0	10	158	5	0	387
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	1	71	0	42	1	5	0	4	1403	14	0	90	1466	49	4	3160
APPROACH %'s :	12.20%	1.22%	86.59%	0.00%	87.50%	2.08%	10.42%	0.00%	0.28%	98.73%	0.99%	0.00%	5.59%	91.11%	3.05%	0.25%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	5	0	32	0	20	1	3	0	2	702	10	0	47	753	26	1	1602
PEAK HR FACTOR :	0.417	0.000	0.889	0.000	0.625	0.250	0.750	0.000	0.500	0.919	0.625	0.000	0.904	0.927	0.813	0.250	0.936
	0.771				0.600				0.925				0.936				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Edgar St & Jonesboro Rd
City: Hampton
Control: 2-Way Stop(NB/SB)

Project ID: 24-180122-002
Date: 5/16/2024

Data - Cars

NS/EW Streets:	Edgar St				Edgar St				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	6	0	14	0	2	0	0	176	0	0	5	83	0	0	287
7:15 AM	1	0	16	1	11	0	0	0	0	204	1	0	7	102	8	1	352
7:30 AM	1	0	24	0	10	0	0	0	1	202	3	0	17	121	8	0	387
7:45 AM	5	0	20	0	7	0	0	0	2	189	0	0	8	94	5	0	330
8:00 AM	0	0	13	0	11	0	2	0	1	181	1	0	8	75	1	3	296
8:15 AM	1	0	9	0	3	0	0	0	1	128	0	0	7	124	3	0	276
8:30 AM	1	0	6	0	8	0	0	0	0	156	1	0	2	108	4	0	286
8:45 AM	2	0	9	0	9	0	0	0	1	149	0	0	4	110	3	0	287
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	0	103	1	73	0	4	0	6	1385	6	0	58	817	32	4	2501
APPROACH %'s :	10.34%	0.00%	88.79%	0.86%	94.81%	0.00%	5.19%	0.00%	0.43%	99.14%	0.43%	0.00%	6.37%	89.68%	3.51%	0.44%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	8	0	66	1	42	0	2	0	3	771	4	0	37	400	21	1	1356
PEAK HR FACTOR :	0.400	0.000	0.688	0.250	0.750	0.000	0.250	0.000	0.375	0.945	0.333	0.000	0.544	0.826	0.656	0.250	0.876
	0.750				0.688				0.944				0.786				

NS/EW Streets:	Edgar St				Edgar St				Jonesboro Rd				Jonesboro Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	11	0	3	0	1	0	1	167	1	0	7	164	6	0	362
4:15 PM	1	0	11	0	6	0	0	0	0	177	2	0	8	185	8	2	400
4:30 PM	2	0	6	0	5	0	0	0	0	153	1	0	18	193	3	1	382
4:45 PM	3	0	7	0	8	0	0	0	1	176	3	0	12	176	6	0	392
5:00 PM	2	0	6	0	3	0	0	0	1	153	2	0	10	167	5	1	350
5:15 PM	0	0	8	0	5	0	0	0	0	188	1	0	12	201	6	0	421
5:30 PM	0	0	8	0	4	0	1	0	0	170	2	0	13	196	8	0	402
5:45 PM	2	0	11	0	8	0	1	0	1	190	0	0	10	152	5	0	380
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	1	68	0	42	0	3	0	4	1374	12	0	90	1434	47	4	3089
APPROACH %'s :	12.66%	1.27%	86.08%	0.00%	93.33%	0.00%	6.67%	0.00%	0.29%	98.85%	0.86%	0.00%	5.71%	91.05%	2.98%	0.25%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	5	0	29	0	20	0	1	0	2	687	8	0	47	740	25	1	1565
PEAK HR FACTOR :	0.417	0.000	0.906	0.000	0.625	0.000	0.250	0.000	0.500	0.914	0.667	0.000	0.904	0.920	0.781	0.250	0.929
	0.850				0.656				0.922				0.928				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Edgar St & Jonesboro Rd
City: Hampton
Control: 2-Way Stop(NB/SB)

Project ID: 24-180122-002
Date: 5/16/2024

Data - HT

NS/EW Streets:	Edgar St				Edgar St				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	0	1	0	0	0	9	0	0	0	6	0	0	17
7:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	1	0	11
7:30 AM	0	0	0	0	1	0	0	0	0	8	0	0	0	9	0	0	18
7:45 AM	0	0	1	0	0	0	1	0	3	5	0	0	1	5	0	0	16
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
8:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	0	9
8:30 AM	0	0	0	0	2	0	0	0	0	3	1	0	1	2	3	0	12
8:45 AM	0	1	1	0	2	0	0	0	0	5	0	0	0	8	1	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	3	0	5	1	1	0	3	43	1	0	2	42	5	0	107
APPROACH %'s :	0.00%	25.00%	75.00%	0.00%	71.43%	14.29%	14.29%	0.00%	6.38%	91.49%	2.13%	0.00%	4.08%	85.71%	10.20%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	2	0	1	1	1	0	3	28	0	0	1	24	1	0	62
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.250	0.250	0.250	0.000	0.250	0.778	0.000	0.000	0.250	0.667	0.250	0.000	0.861
	0.500				0.750				0.861				0.722				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7
4:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0	0	11
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	1	0	9
4:45 PM	0	0	2	0	0	1	1	0	0	8	1	0	0	6	0	0	19
5:00 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	3	1	0	7
5:15 PM	0	0	1	0	0	0	0	0	0	3	1	0	0	2	0	0	7
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	3	0	0	1	2	0	0	29	2	0	0	32	2	0	71
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	93.55%	6.45%	0.00%	0.00%	94.12%	5.88%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	3	0	0	1	2	0	0	15	2	0	0	13	1	0	37
PEAK HR FACTOR :	0.000	0.000	0.375	0.000	0.000	0.250	0.500	0.000	0.000	0.469	0.500	0.000	0.000	0.542	0.250	0.000	0.487
	0.375				0.375				0.472				0.583				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Edgar St & Jonesboro Rd
City: Hampton
Control: 2-Way Stop(NB/SB)

Project ID: 24-180122-002
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	Edgar St				Edgar St				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
APPROACH %'s :									100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Edgar St & Jonesboro Rd
City: Hampton
Project ID: 24-180122-002
Date: 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Edgar St		Edgar St		Jonesboro Rd		Jonesboro Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	1
APPROACH %'s :					0.00%	100.00%			
PEAK HR :	**07:00 AM - 08:00 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :						0.250			0.250
					0.250				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Edgar St & Jonesboro Rd

Peak Hour Turning Movement Count

ID: 24-180122-002
City: Hampton

Day: Thursday
Date: 5/16/2024

PEAK HOURS

AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (Edgar St)

AM	3	1	43	0	28	AM
NOON	0	0	0	0	0	NOON
PM	3	1	20	0	28	PM
	1	0.5	0.5	0		

EASTBOUND (Jonesboro Rd)

AM	NOON	PM	
435	0	761	
0	0	0	0
6	0	2	1
799	0	702	1
4	0	10	1

WESTBOUND (Jonesboro Rd)

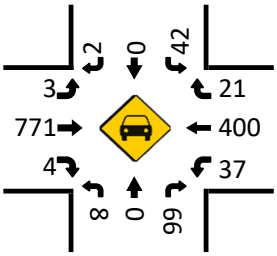
	PM	NOON	AM
1	26	0	22
1	753	0	424
1	47	0	38
0	1	0	1
	755	0	911

NORTHBOUND (Edgar St)

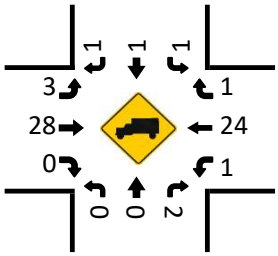
PM	58	0	5	0	32	PM
NOON	0	0	0	0	0	NOON
AM	44	1	8	0	68	AM
	0	0	1	0		

CONTROL			
2-Way Stop(NB/SB)			
TEV	1418 AM	0 NOON	1602 PM
PHF	0.88		0.94

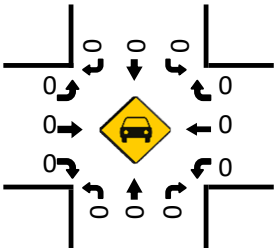
Cars (AM)



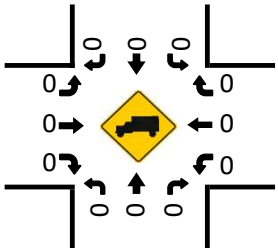
HT (AM)



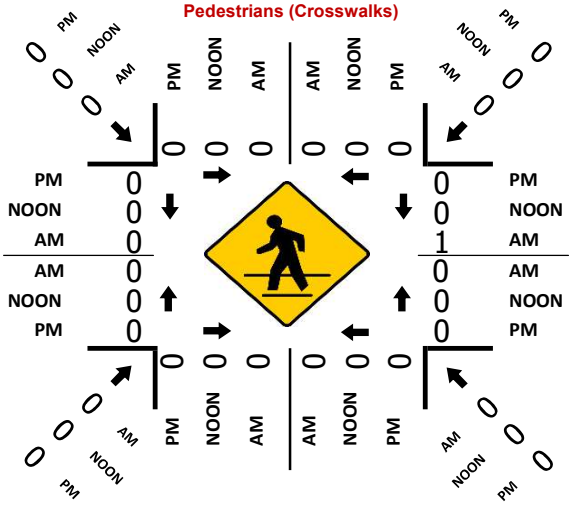
Cars (NOON)



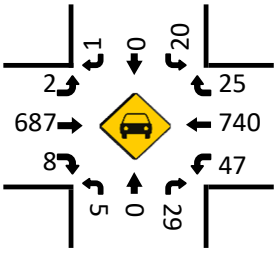
HT (NOON)



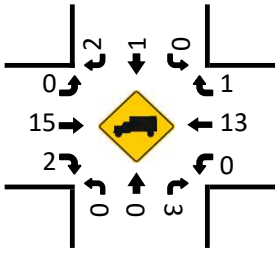
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 24-180122-002
Location: Edgar St & Jonesboro Rd
City: Hampton

Day: Thursday
Date: 5/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Edgar St Northbound						Edgar St Southbound						Jonesboro Rd Eastbound						Jonesboro Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	1	0	7	0	0	8	14	1	2	0	0	17	0	185	0	0	0	185	5	89	0	0	0	94	304
7:15 AM	1	0	16	1	0	18	11	0	0	0	0	11	0	210	1	0	0	211	7	106	9	1	0	123	363
7:30 AM	1	0	24	0	0	25	11	0	0	0	0	11	1	210	3	0	0	214	17	130	8	0	0	155	405
7:45 AM	5	0	21	0	0	26	7	0	1	0	0	8	5	194	0	0	0	199	9	99	5	0	1	113	346
Total	8	0	68	1	0	77	43	1	3	0	0	47	6	799	4	0	0	809	38	424	22	1	1	485	1418
8:00 AM	0	0	13	0	0	13	11	0	2	0	0	13	1	184	1	0	0	186	8	78	1	3	0	90	302
8:15 AM	1	0	9	0	0	10	3	0	0	0	0	3	1	132	0	0	0	133	7	129	3	0	0	139	285
8:30 AM	1	0	6	0	0	7	10	0	0	0	0	10	0	159	2	0	0	161	3	110	7	0	0	120	298
8:45 AM	2	1	10	0	0	13	11	0	0	0	0	11	1	154	0	0	0	155	4	118	4	0	0	126	305
Total	4	1	38	0	0	43	35	0	2	0	0	37	3	629	3	0	0	635	22	435	15	3	0	475	1190
BREAK																									
4:00 PM	0	1	11	0	0	12	3	0	1	0	0	4	1	171	1	0	0	173	7	167	6	0	0	180	369
4:15 PM	1	0	11	0	0	12	6	0	0	0	0	6	0	183	2	0	0	185	8	190	8	2	0	208	411
4:30 PM	2	0	6	0	0	8	5	0	0	0	0	5	0	156	1	0	0	157	18	198	4	1	0	221	391
4:45 PM	3	0	9	0	0	12	8	1	1	0	0	10	1	184	4	0	0	189	12	182	6	0	0	200	411
Total	6	1	37	0	0	44	22	1	2	0	0	25	2	694	8	0	0	704	45	737	24	3	0	809	1582
5:00 PM	2	0	6	0	0	8	3	0	1	0	0	4	1	155	2	0	0	158	10	170	6	1	0	187	357
5:15 PM	0	0	9	0	0	9	5	0	0	0	0	5	0	191	2	0	0	193	12	203	6	0	0	221	428
5:30 PM	0	0	8	0	0	8	4	0	1	0	0	5	0	172	2	0	0	174	13	198	8	0	0	219	406
5:45 PM	2	0	11	0	0	13	8	0	1	0	0	9	1	191	0	0	0	192	10	158	5	0	0	173	387
Total	4	0	34	0	0	38	20	0	3	0	0	23	2	709	6	0	0	717	45	729	25	1	0	800	1578
Grand Total	22	2	177	1	0	202	120	2	10	0	0	132	13	2831	21	0	0	2865	150	2325	86	8	1	2569	5768
Apprch %	10.9	1.0	87.6	0.5	0.0		90.9	1.5	7.6	0.0	0.0		0.5	98.8	0.7	0.0	0.0		5.8	90.5	3.3	0.3	0.0		
Total %	0.4	0.0	3.1	0.0	0.0	3.5	2.1	0.0	0.2	0.0	0.0	2.3	0.2	49.1	0.4	0.0	0.0	49.7	2.6	40.3	1.5	0.1	0.0	44.5	
Cars, PU, Vans	22	1	171	1		195	115	0	7	0		122	10	2759	18	0		2787	148	2251	79	8		2486	5590
% Cars, PU, Vans	100.0	50.0	96.6	100.0		96.5	95.8	0.0	70.0	0.0		92.4	76.9	97.5	85.7	0.0		97.3	98.7	96.8	91.9	100.0		96.8	96.9
Heavy trucks	0	1	6	0		7	5	2	3	0		10	3	72	3	0		78	2	74	7	0		83	178
%Heavy trucks	0.0	50.0	3.4	0.0		3.5	4.2	100.0	30.0	0.0		7.6	23.1	2.5	14.3	0.0		2.7	1.3	3.2	8.1	0.0		3.2	3.1

Project ID: 24-180122-002
Location: Edgar St & Jonesboro Rd
City: Hampton

PEAK HOURS

Day: Thursday
Date: 5/16/2024

AM

	Edgar St Northbound					Edgar St Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	1	0	7	0	8	14	1	2	0	17	0	185	0	0	185	5	89	0	0	94	304
7:15 AM	1	0	16	1	18	11	0	0	0	11	0	210	1	0	211	7	106	9	1	123	363
7:30 AM	1	0	24	0	25	11	0	0	0	11	1	210	3	0	214	17	130	8	0	155	405
7:45 AM	5	0	21	0	26	7	0	1	0	8	5	194	0	0	199	9	99	5	0	113	346
Total Volume	8	0	68	1	77	43	1	3	0	47	6	799	4	0	809	38	424	22	1	485	1418
% App. Total	10.4	0.0	88.3	1.3	100	91.5	2.1	6.4	0.0	100	0.7	98.8	0.5	0.0	100	7.8	87.4	4.5	0.2	100	
PHF					0.740					0.691					0.945					0.782	0.875
Cars, PU, Vans	8	0	66	1	75	42	0	2	0	44	3	771	4	0	778	37	400	21	1	459	1356
% Cars, PU, Vans	100.0	0.0	97.1	100.0	97.4	97.7	0.0	66.7	0.0	93.6	50.0	96.5	100.0	0.0	96.2	97.4	94.3	95.5	100.0	94.6	95.6
Heavy trucks	0	0	2	0	2	1	1	1	0	3	3	28	0	0	31	1	24	1	0	26	62
%Heavy trucks	0.0	0.0	2.9	0.0	2.6	2.3	100.0	33.3	0.0	6.4	50.0	3.5	0.0	0.0	3.8	2.6	5.7	4.5	0.0	5.4	4.4

PM

	Edgar St Northbound					Edgar St Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	3	0	9	0	12	8	1	1	0	10	1	184	4	0	189	12	182	6	0	200	411
5:00 PM	2	0	6	0	8	3	0	1	0	4	1	155	2	0	158	10	170	6	1	187	357
5:15 PM	0	0	9	0	9	5	0	0	0	5	0	191	2	0	193	12	203	6	0	221	428
5:30 PM	0	0	8	0	8	4	0	1	0	5	0	172	2	0	174	13	198	8	0	219	406
Total Volume	5	0	32	0	37	20	1	3	0	24	2	702	10	0	714	47	753	26	1	827	1602
% App. Total	13.5	0.0	86.5	0.0	100	83.3	4.2	12.5	0.0	100	0.3	98.3	1.4	0.0	100	5.7	91.1	3.1	0.1	100	
PHF					0.771					0.600					0.925					0.936	0.936
Cars, PU, Vans	5	0	29	0	34	20	0	1	0	21	2	687	8	0	697	47	740	25	1	813	1565
% Cars, PU, Vans	100.0	0.0	90.6	0.0	91.9	100.0	0.0	33.3	0.0	87.5	100.0	97.9	80.0	0.0	97.6	100.0	98.3	96.2	100.0	98.3	97.7
Heavy trucks	0	0	3	0	3	0	1	2	0	3	0	15	2	0	17	0	13	1	0	14	37
%Heavy trucks	0.0	0.0	9.4	0.0	8.1	0.0	100.0	66.7	0.0	12.5	0.0	2.1	20.0	0.0	2.4	0.0	1.7	3.8	0.0	1.7	2.3

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd & Jonesboro Rd
City: Hampton
Control: 1-Way Stop(SB)

Project ID: 24-180122-003
Date: 5/16/2024

Data - Total

NS/EW Streets:	McCullough Rd				McCullough Rd				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	39	0	111	92	0	0	0	52	0	0	294
7:15 AM	0	0	0	0	1	0	59	0	117	124	0	0	0	64	3	0	368
7:30 AM	0	0	0	0	0	0	65	0	106	139	0	0	0	91	3	0	404
7:45 AM	0	0	0	0	3	0	37	0	107	111	0	0	0	77	0	0	335
8:00 AM	0	0	0	0	2	0	23	0	102	113	0	0	0	65	2	0	307
8:15 AM	0	0	0	0	0	0	48	0	55	88	0	0	0	94	7	0	292
8:30 AM	0	0	0	0	0	0	46	0	65	107	0	0	0	71	0	0	289
8:45 AM	0	0	0	0	0	0	47	0	77	102	0	0	0	79	0	0	305
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	6	0	364	0	740	876	0	0	0	593	15	0	2594
APPROACH %'s :					1.62%	0.00%	98.38%	0.00%	45.79%	54.21%	0.00%	0.00%	0.00%	97.53%	2.47%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	184	0	432	487	0	0	0	297	8	0	1414
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.708	0.000	0.923	0.876	0.000	0.000	0.000	0.816	0.667	0.000	0.875
					0.731				0.938				0.811				

NS/EW Streets:	McCullough Rd				McCullough Rd				Jonesboro Rd				Jonesboro Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	3	0	86	0	64	120	0	0	0	98	8	0	379
4:15 PM	0	0	0	0	1	0	94	0	70	133	0	0	0	110	8	0	416
4:30 PM	0	0	0	0	4	0	105	0	63	100	0	0	0	119	3	0	394
4:45 PM	0	0	0	0	0	0	90	0	83	114	0	0	0	107	3	0	397
5:00 PM	0	0	0	0	1	0	94	0	69	99	0	0	0	94	4	0	361
5:15 PM	0	0	0	0	0	0	105	0	100	109	0	0	0	115	4	0	433
5:30 PM	0	0	0	0	2	0	94	0	86	100	0	0	0	129	1	0	412
5:45 PM	0	0	0	0	2	0	71	0	74	134	0	0	0	99	2	0	382
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	13	0	739	0	609	909	0	0	0	871	33	0	3174
APPROACH %'s :					1.73%	0.00%	98.27%	0.00%	40.12%	59.88%	0.00%	0.00%	0.00%	96.35%	3.65%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	383	0	338	422	0	0	0	445	12	0	1603
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.912	0.000	0.845	0.925	0.000	0.000	0.000	0.862	0.750	0.000	0.926
					0.919				0.909				0.879				

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd & Jonesboro Rd
City: Hampton
Control: 1-Way Stop(SB)

Project ID: 24-180122-003
Date: 5/16/2024

Data - Cars

NS/EW Streets:	McCullough Rd				McCullough Rd				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	37	0	106	87	0	0	0	48	0	0	278
7:15 AM	0	0	0	0	1	0	58	0	115	120	0	0	0	60	3	0	357
7:30 AM	0	0	0	0	0	0	64	0	104	132	0	0	0	83	3	0	386
7:45 AM	0	0	0	0	3	0	36	0	103	109	0	0	0	72	0	0	323
8:00 AM	0	0	0	0	2	0	21	0	99	113	0	0	0	64	2	0	301
8:15 AM	0	0	0	0	0	0	47	0	54	85	0	0	0	90	7	0	283
8:30 AM	0	0	0	0	0	0	44	0	65	102	0	0	0	67	0	0	278
8:45 AM	0	0	0	0	0	0	43	0	73	98	0	0	0	74	0	0	288
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	6	0	350	0	719	846	0	0	0	558	15	0	2494
APPROACH %'s :					1.69%	0.00%	98.31%	0.00%	45.94%	54.06%	0.00%	0.00%	0.00%	97.38%	2.62%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	179	0	421	474	0	0	0	279	8	0	1367
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.699	0.000	0.915	0.898	0.000	0.000	0.000	0.840	0.667	0.000	0.885
					0.723				0.948				0.834				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	3	0	84	0	63	117	0	0	0	96	8	0	371
4:15 PM	0	0	0	0	1	0	91	0	68	129	0	0	0	109	8	0	406
4:30 PM	0	0	0	0	4	0	102	0	61	99	0	0	0	116	3	0	385
4:45 PM	0	0	0	0	0	0	88	0	81	108	0	0	0	103	3	0	383
5:00 PM	0	0	0	0	1	0	90	0	66	98	0	0	0	94	4	0	353
5:15 PM	0	0	0	0	0	0	104	0	98	107	0	0	0	114	4	0	427
5:30 PM	0	0	0	0	1	0	94	0	84	100	0	0	0	127	1	0	407
5:45 PM	0	0	0	0	2	0	68	0	74	133	0	0	0	95	2	0	374
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	12	0	721	0	595	891	0	0	0	854	33	0	3106
APPROACH %'s :					1.64%	0.00%	98.36%	0.00%	40.04%	59.96%	0.00%	0.00%	0.00%	96.28%	3.72%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	376	0	329	413	0	0	0	438	12	0	1570
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.904	0.000	0.839	0.956	0.000	0.000	0.000	0.862	0.750	0.000	0.919
					0.909				0.905				0.879				

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd & Jonesboro Rd
City: Hampton
Control: 1-Way Stop(SB)

Project ID: 24-180122-003
Date: 5/16/2024

Data - HT

NS/EW Streets:	McCullough Rd				McCullough Rd				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	5	5	0	0	0	4	0	0	16
7:15 AM	0	0	0	0	0	0	1	0	2	4	0	0	0	4	0	0	11
7:30 AM	0	0	0	0	0	0	1	0	2	7	0	0	0	8	0	0	18
7:45 AM	0	0	0	0	0	0	1	0	4	2	0	0	0	5	0	0	12
8:00 AM	0	0	0	0	0	0	2	0	3	0	0	0	0	1	0	0	6
8:15 AM	0	0	0	0	0	0	1	0	1	3	0	0	0	4	0	0	9
8:30 AM	0	0	0	0	0	0	2	0	0	5	0	0	0	4	0	0	11
8:45 AM	0	0	0	0	0	0	4	0	4	4	0	0	0	5	0	0	17
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	14	0	21	30	0	0	0	35	0	0	100
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	41.18%	58.82%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	5	0	11	13	0	0	0	18	0	0	47
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.688	0.464	0.000	0.000	0.000	0.563	0.000	0.000	0.653
					0.625				0.667				0.563				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	2	0	1	3	0	0	0	2	0	0	8
4:15 PM	0	0	0	0	0	0	3	0	2	4	0	0	0	1	0	0	10
4:30 PM	0	0	0	0	0	0	3	0	2	1	0	0	0	3	0	0	9
4:45 PM	0	0	0	0	0	0	2	0	2	6	0	0	0	4	0	0	14
5:00 PM	0	0	0	0	0	0	4	0	3	1	0	0	0	0	0	0	8
5:15 PM	0	0	0	0	0	0	1	0	2	2	0	0	0	1	0	0	6
5:30 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	2	0	0	5
5:45 PM	0	0	0	0	0	0	3	0	0	1	0	0	0	4	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	18	0	14	18	0	0	0	17	0	0	68
APPROACH %'s :					5.26%	0.00%	94.74%	0.00%	43.75%	56.25%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	7	0	9	9	0	0	0	7	0	0	33
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.438	0.000	0.750	0.375	0.000	0.000	0.000	0.438	0.000	0.000	0.589
					0.500				0.563				0.438				

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd & Jonesboro Rd
City: Hampton
Control: 1-Way Stop(SB)

Project ID: 24-180122-003
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	McCullough Rd				McCullough Rd				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
APPROACH %'s :													0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd & Jonesboro Rd
City: Hampton
Project ID: 24-180122-003
Date: 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	McCullough Rd		McCullough Rd		Jonesboro Rd		Jonesboro Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

McCullough Rd & Jonesboro Rd

Peak Hour Turning Movement Count

ID: 24-180122-003
City: Hampton

Day: Thursday
Date: 5/16/2024

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND (McCullough Rd)

	L	T	R	U	Thru	
AM	184	0	6	0	440	AM
NOON	0	0	0	0	0	NOON
PM	383	0	3	0	350	PM

EASTBOUND (Jonesboro Rd)

AM	NOON	PM		
481	0	828	⇦	
0	0	0	↶	0
432	0	338	↱	0
487	0	422	→	1
0	0	0	↴	0
AM	NOON	PM		

WESTBOUND (Jonesboro Rd)

PM	NOON	AM		
12	0	8	↰	0
445	0	297	←	1
0	0	0	↰	0
0	0	0	↶	0
425	0	493	⇨	
PM	NOON	AM		

NORTHBOUND (McCullough Rd)

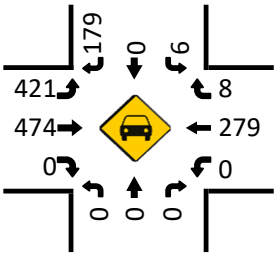
	U	L	T	R	Thru	
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL

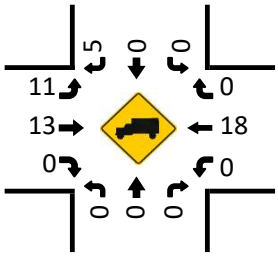
1-Way Stop(NB)

	AM	NOON	PM
TEV	1414	0	1603
PHF	0.88		0.93

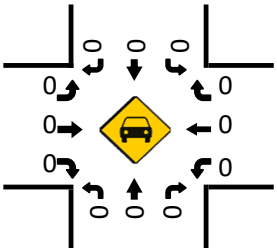
Cars (AM)



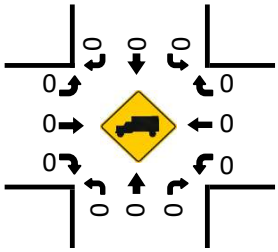
HT (AM)



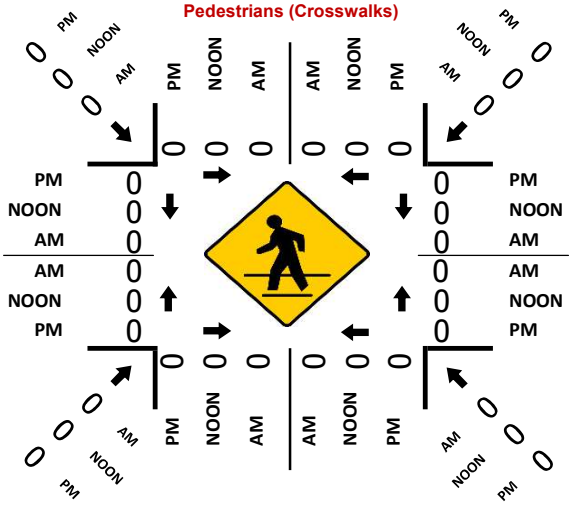
Cars (NOON)



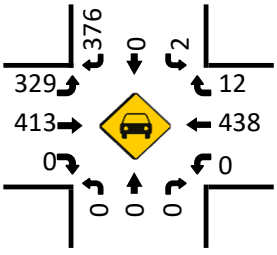
HT (NOON)



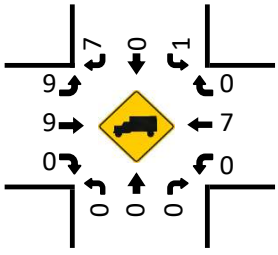
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 24-180122-003
Location: McCullough Rd & Jonesboro Rd
City: Hampton

Day: Thursday
Date: 5/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

	McCullough Rd Northbound						McCullough Rd Southbound						Jonesboro Rd Eastbound						Jonesboro Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	0	0	39	0	0	39	111	92	0	0	0	203	0	52	0	0	0	52	294
7:15 AM	0	0	0	0	0	0	1	0	59	0	0	60	117	124	0	0	0	241	0	64	3	0	0	67	368
7:30 AM	0	0	0	0	0	0	0	0	65	0	0	65	106	139	0	0	0	245	0	91	3	0	0	94	404
7:45 AM	0	0	0	0	0	0	3	0	37	0	0	40	107	111	0	0	0	218	0	77	0	0	0	77	335
Total	0	0	0	0	0	0	4	0	200	0	0	204	441	466	0	0	0	907	0	284	6	0	0	290	1401
8:00 AM	0	0	0	0	0	0	2	0	23	0	0	25	102	113	0	0	0	215	0	65	2	0	0	67	307
8:15 AM	0	0	0	0	0	0	0	0	48	0	0	48	55	88	0	0	0	143	0	94	7	0	0	101	292
8:30 AM	0	0	0	0	0	0	0	0	46	0	0	46	65	107	0	0	0	172	0	71	0	0	0	71	289
8:45 AM	0	0	0	0	0	0	0	0	47	0	0	47	77	102	0	0	0	179	0	79	0	0	0	79	305
Total	0	0	0	0	0	0	2	0	164	0	0	166	299	410	0	0	0	709	0	309	9	0	0	318	1193
BREAK																									
4:00 PM	0	0	0	0	0	0	3	0	86	0	0	89	64	120	0	0	0	184	0	98	8	0	0	106	379
4:15 PM	0	0	0	0	0	0	1	0	94	0	0	95	70	133	0	0	0	203	0	110	8	0	0	118	416
4:30 PM	0	0	0	0	0	0	4	0	105	0	0	109	63	100	0	0	0	163	0	119	3	0	0	122	394
4:45 PM	0	0	0	0	0	0	0	0	90	0	0	90	83	114	0	0	0	197	0	107	3	0	0	110	397
Total	0	0	0	0	0	0	8	0	375	0	0	383	280	467	0	0	0	747	0	434	22	0	0	456	1586
5:00 PM	0	0	0	0	0	0	1	0	94	0	0	95	69	99	0	0	0	168	0	94	4	0	0	98	361
5:15 PM	0	0	0	0	0	0	0	0	105	0	0	105	100	109	0	0	0	209	0	115	4	0	0	119	433
5:30 PM	0	0	0	0	0	0	2	0	94	0	0	96	86	100	0	0	0	186	0	129	1	0	0	130	412
5:45 PM	0	0	0	0	0	0	2	0	71	0	0	73	74	134	0	0	0	208	0	99	2	0	0	101	382
Total	0	0	0	0	0	0	5	0	364	0	0	369	329	442	0	0	0	771	0	437	11	0	0	448	1588
Grand Total	0	0	0	0	0	0	19	0	1103	0	0	1122	1349	1785	0	0	0	3134	0	1464	48	0	0	1512	5768
Apprch %	0.0	0.0	0.0	0.0	0.0		1.7	0.0	98.3	0.0	0.0		43.0	57.0	0.0	0.0	0.0		0.0	96.8	3.2	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	19.1	0.0	0.0	19.5	23.4	30.9	0.0	0.0	0.0	54.3	0.0	25.4	0.8	0.0	0.0	26.2	
Cars, PU, Vans	0	0	0	0		0	18	0	1071	0		1089	1314	1737	0	0		3051	0	1412	48	0		1460	5600
% Cars, PU, Vans	0.0	0.0	0.0	0.0		0.0	94.7	0.0	97.1	0.0		97.1	97.4	97.3	0.0	0.0		97.4	0.0	96.4	100.0	0.0		96.6	97.1
Heavy trucks	0	0	0	0		0	1	0	32	0		33	35	48	0	0		83	0	52	0	0		52	168
%Heavy trucks	0.0	0.0	0.0	0.0		0.0	5.3	0.0	2.9	0.0		2.9	2.6	2.7	0.0	0.0		2.6	0.0	3.6	0.0	0.0		3.4	2.9

Project ID: 24-180122-003
Location: McCullough Rd & Jonesboro Rd
City: Hampton

PEAK HOURS

Day: Thursday
Date: 5/16/2024

AM

	McCullough Rd Northbound					McCullough Rd Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	0	0	0	0	0	1	0	59	0	60	117	124	0	0	241	0	64	3	0	67	368
7:30 AM	0	0	0	0	0	0	0	65	0	65	106	139	0	0	245	0	91	3	0	94	404
7:45 AM	0	0	0	0	0	3	0	37	0	40	107	111	0	0	218	0	77	0	0	77	335
8:00 AM	0	0	0	0	0	2	0	23	0	25	102	113	0	0	215	0	65	2	0	67	307
Total Volume	0	0	0	0	0	6	0	184	0	190	432	487	0	0	919	0	297	8	0	305	1414
% App. Total	0.0	0.0	0.0	0.0	0	3.2	0.0	96.8	0.0	100	47.0	53.0	0.0	0.0	100	0.0	97.4	2.6	0.0	100	
PHF										0.731					0.938					0.811	0.875
Cars, PU, Vans	0	0	0	0	0	6	0	179	0	185	421	474	0	0	895	0	279	8	0	287	1367
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	97.3	0.0	97.4	97.5	97.3	0.0	0.0	97.4	0.0	93.9	100.0	0.0	94.1	96.7
Heavy trucks	0	0	0	0	0	0	0	5	0	5	11	13	0	0	24	0	18	0	0	18	47
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	2.6	2.5	2.7	0.0	0.0	2.6	0.0	6.1	0.0	0.0	5.9	3.3

PM

	McCullough Rd Northbound					McCullough Rd Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	0	0	0	0	0	0	90	0	90	83	114	0	0	197	0	107	3	0	110	397
5:00 PM	0	0	0	0	0	1	0	94	0	95	69	99	0	0	168	0	94	4	0	98	361
5:15 PM	0	0	0	0	0	0	0	105	0	105	100	109	0	0	209	0	115	4	0	119	433
5:30 PM	0	0	0	0	0	2	0	94	0	96	86	100	0	0	186	0	129	1	0	130	412
Total Volume	0	0	0	0	0	3	0	383	0	386	338	422	0	0	760	0	445	12	0	457	1603
% App. Total	0.0	0.0	0.0	0.0	0	0.8	0.0	99.2	0.0	100	44.5	55.5	0.0	0.0	100	0.0	97.4	2.6	0.0	100	
PHF										0.919					0.909					0.879	0.926
Cars, PU, Vans	0	0	0	0	0	2	0	376	0	378	329	413	0	0	742	0	438	12	0	450	1570
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	66.7	0.0	98.2	0.0	97.9	97.3	97.9	0.0	0.0	97.6	0.0	98.4	100.0	0.0	98.5	97.9
Heavy trucks	0	0	0	0	0	1	0	7	0	8	9	9	0	0	18	0	7	0	0	7	33
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	33.3	0.0	1.8	0.0	2.1	2.7	2.1	0.0	0.0	2.4	0.0	1.6	0.0	0.0	1.5	2.1

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd/Mitchell Rd & McCullough Rd
City: Hampton
Control: 3-Way Stop(NB/SB/EB)

Project ID: 24-180122-004
Date: 5/16/2024

Data - Total

NS/EW Streets:	McCullough Rd/Mitchell Rd				McCullough Rd/Mitchell Rd				McCullough Rd				McCullough Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	45	0	0	0	31	31	0	91	0	15	0	0	0	0	0	217
7:15 AM	32	83	0	0	0	67	32	0	87	0	25	0	0	0	0	0	326
7:30 AM	27	93	0	0	0	67	39	0	97	0	15	0	0	0	0	0	338
7:45 AM	19	98	0	0	0	89	15	0	85	0	21	0	0	0	0	0	327
8:00 AM	13	74	0	0	0	103	13	0	73	0	37	0	0	0	0	0	313
8:15 AM	20	93	0	0	0	99	32	0	68	0	3	0	0	0	0	0	315
8:30 AM	5	89	0	0	0	91	36	0	61	0	7	0	0	0	0	0	289
8:45 AM	15	77	0	1	0	72	34	0	71	0	3	0	0	0	0	0	273
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	135	652	0	1	0	619	232	0	633	0	126	0	0	0	0	0	2398
APPROACH %'s :	17.13%	82.74%	0.00%	0.13%	0.00%	72.74%	27.26%	0.00%	83.40%	0.00%	16.60%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	91	348	0	0	0	326	99	0	342	0	98	0	0	0	0	0	1304
PEAK HR FACTOR :	0.711	0.888	0.000	0.000	0.000	0.791	0.635	0.000	0.881	0.000	0.662	0.000	0.000	0.000	0.000	0.000	0.964
	0.915				0.916				0.982								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	16	106	0	0	0	52	79	0	67	0	4	0	0	0	0	0	324
4:15 PM	20	89	0	0	0	57	71	0	78	0	4	0	0	0	0	0	319
4:30 PM	13	71	0	0	0	46	90	0	64	0	2	0	0	0	0	0	286
4:45 PM	4	52	0	0	0	57	90	0	78	0	2	0	0	0	0	0	283
5:00 PM	2	62	0	0	0	54	92	0	72	0	3	0	0	0	0	0	285
5:15 PM	4	65	0	0	0	55	100	0	94	0	3	0	0	0	0	0	321
5:30 PM	7	53	0	0	0	67	87	0	82	0	7	0	0	0	0	0	303
5:45 PM	3	58	0	0	0	81	70	0	67	0	16	0	0	0	0	0	295
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	69	556	0	0	0	469	679	0	602	0	41	0	0	0	0	0	2416
APPROACH %'s :	11.04%	88.96%	0.00%	0.00%	0.00%	40.85%	59.15%	0.00%	93.62%	0.00%	6.38%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	53	318	0	0	0	212	330	0	287	0	12	0	0	0	0	0	1212
PEAK HR FACTOR :	0.663	0.750	0.000	0.000	0.000	0.930	0.917	0.000	0.920	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.935
	0.760				0.922				0.912								

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd/Mitchell Rd & McCullough Rd
City: Hampton
Control: 3-Way Stop(NB/SB/EB)

Project ID: 24-180122-004
Date: 5/16/2024

Data - Cars

NS/EW Streets:	McCullough Rd/Mitchell Rd				McCullough Rd/Mitchell Rd				McCullough Rd				McCullough Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	40	0	0	0	24	30	0	87	0	14	0	0	0	0	0	199
7:15 AM	31	80	0	0	0	65	32	0	86	0	25	0	0	0	0	0	319
7:30 AM	27	92	0	0	0	65	38	0	96	0	15	0	0	0	0	0	333
7:45 AM	18	93	0	0	0	83	15	0	81	0	20	0	0	0	0	0	310
8:00 AM	13	68	0	0	0	97	11	0	70	0	36	0	0	0	0	0	295
8:15 AM	19	90	0	0	0	97	32	0	67	0	3	0	0	0	0	0	308
8:30 AM	5	84	0	0	0	86	34	0	61	0	7	0	0	0	0	0	277
8:45 AM	14	76	0	1	0	66	30	0	68	0	2	0	0	0	0	0	257
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	131	623	0	1	0	583	222	0	616	0	122	0	0	0	0	0	2298
APPROACH %'s :	17.35%	82.52%	0.00%	0.13%	0.00%	72.42%	27.58%	0.00%	83.47%	0.00%	16.53%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	89	333	0	0	0	310	96	0	333	0	96	0	0	0	0	0	1257
PEAK HR FACTOR :	0.718	0.895	0.000	0.000	0.000	0.799	0.632	0.000	0.867	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.944
	0.887				0.940				0.966								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	16	104	0	0	0	48	76	0	66	0	4	0	0	0	0	0	314
4:15 PM	20	81	0	0	0	52	68	0	76	0	4	0	0	0	0	0	301
4:30 PM	12	65	0	0	0	44	88	0	62	0	2	0	0	0	0	0	273
4:45 PM	3	51	0	0	0	53	88	0	77	0	1	0	0	0	0	0	273
5:00 PM	2	57	0	0	0	51	89	0	69	0	3	0	0	0	0	0	271
5:15 PM	4	63	0	0	0	54	99	0	92	0	3	0	0	0	0	0	315
5:30 PM	7	52	0	0	0	67	86	0	80	0	7	0	0	0	0	0	299
5:45 PM	3	57	0	0	0	80	68	0	67	0	16	0	0	0	0	0	291
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	67	530	0	0	0	449	662	0	589	0	40	0	0	0	0	0	2337
APPROACH %'s :	11.22%	88.78%	0.00%	0.00%	0.00%	40.41%	59.59%	0.00%	93.64%	0.00%	6.36%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	51	301	0	0	0	197	320	0	281	0	11	0	0	0	0	0	1161
PEAK HR FACTOR :	0.638	0.724	0.000	0.000	0.000	0.929	0.909	0.000	0.912	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.924
	0.733				0.917				0.913								

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd/Mitchell Rd & McCullough Rd
City: Hampton
Control: 3-Way Stop(NB/SB/EB)

Project ID: 24-180122-004
Date: 5/16/2024

Data - HT

NS/EW Streets:	McCullough Rd/Mitchell Rd				McCullough Rd/Mitchell Rd				McCullough Rd				McCullough Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	5	0	0	0	7	1	0	4	0	1	0	0	0	0	0	18
7:15 AM	1	3	0	0	0	2	0	0	1	0	0	0	0	0	0	0	7
7:30 AM	0	1	0	0	0	2	1	0	1	0	0	0	0	0	0	0	5
7:45 AM	1	5	0	0	0	6	0	0	4	0	1	0	0	0	0	0	17
8:00 AM	0	6	0	0	0	6	2	0	3	0	1	0	0	0	0	0	18
8:15 AM	1	3	0	0	0	2	0	0	1	0	0	0	0	0	0	0	7
8:30 AM	0	5	0	0	0	5	2	0	0	0	0	0	0	0	0	0	12
8:45 AM	1	1	0	0	0	6	4	0	3	0	1	0	0	0	0	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	29	0	0	0	36	10	0	17	0	4	0	0	0	0	0	100
APPROACH %'s :	12.12%	87.88%	0.00%	0.00%	0.00%	78.26%	21.74%	0.00%	80.95%	0.00%	19.05%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	2	15	0	0	0	16	3	0	9	0	2	0	0	0	0	0	47
PEAK HR FACTOR :	0.500	0.625	0.000	0.000	0.000	0.667	0.375	0.000	0.563	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.653
	0.708				0.594				0.550								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	4	3	0	1	0	0	0	0	0	0	0	10
4:15 PM	0	8	0	0	0	5	3	0	2	0	0	0	0	0	0	0	18
4:30 PM	1	6	0	0	0	2	2	0	2	0	0	0	0	0	0	0	13
4:45 PM	1	1	0	0	0	4	2	0	1	0	1	0	0	0	0	0	10
5:00 PM	0	5	0	0	0	3	3	0	3	0	0	0	0	0	0	0	14
5:15 PM	0	2	0	0	0	1	1	0	2	0	0	0	0	0	0	0	6
5:30 PM	0	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	4
5:45 PM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	26	0	0	0	20	17	0	13	0	1	0	0	0	0	0	79
APPROACH %'s :	7.14%	92.86%	0.00%	0.00%	0.00%	54.05%	45.95%	0.00%	92.86%	0.00%	7.14%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	2	17	0	0	0	15	10	0	6	0	1	0	0	0	0	0	51
PEAK HR FACTOR :	0.500	0.531	0.000	0.000	0.000	0.750	0.833	0.000	0.750	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.708
	0.594				0.781				0.875								

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd/Mitchell Rd & McCullough Rd
City: Hampton
Control: 3-Way Stop(NB/SB/EB)

Project ID: 24-180122-004
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	McCullough Rd/Mitchell Rd				McCullough Rd/Mitchell Rd				McCullough Rd				McCullough Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd/Mitchell Rd & McCullough Rd **Project ID:** 24-180122-004
City: Hampton **Date:** 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	McCullough Rd/Mitchell Rd		McCullough Rd/Mitchell Rd		McCullough Rd		McCullough Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

McCullough Rd/Mitchell Rd & McCullough Rd

Peak Hour Turning Movement Count

ID: 24-180122-004
City: Hampton

Day: Thursday
Date: 5/16/2024

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (McCullough Rd/Mitchell Rd)

AM	99	326	0	0	690	AM
NOON	0	0	0	0	0	NOON
PM	330	212	0	0	605	PM

EASTBOUND (McCullough Rd)

AM	NOON	PM	
190	0	383	
0	0	0	0
342	0	287	0
0	0	0	1
98	0	12	0

WESTBOUND (McCullough Rd)

	PM	NOON	AM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
	0	0	0

NORTHBOUND (McCullough Rd/Mitchell Rd)

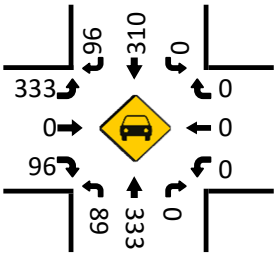
PM	224	0	53	318	0	PM
NOON	0	0	0	0	0	NOON
AM	424	0	91	348	0	AM

CONTROL

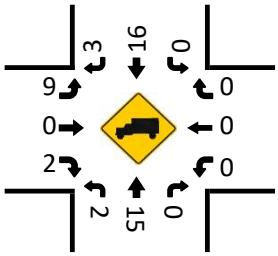
3-Way Stop(NB/SB/EB)

TEV	1304 AM	0 NOON	1212 PM
PHF	0.96		0.94

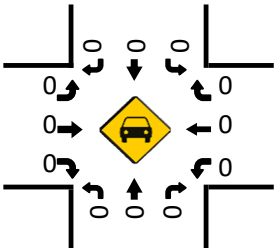
Cars (AM)



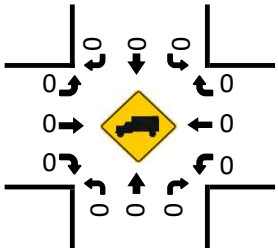
HT (AM)



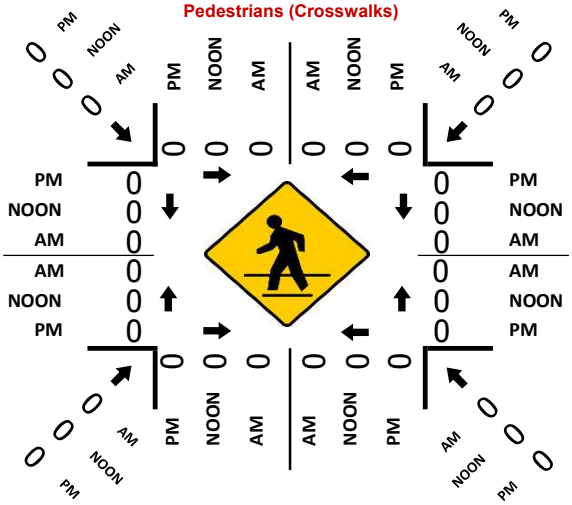
Cars (NOON)



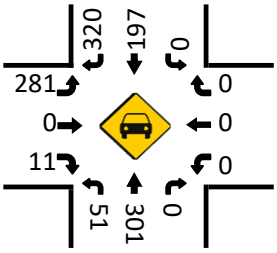
HT (NOON)



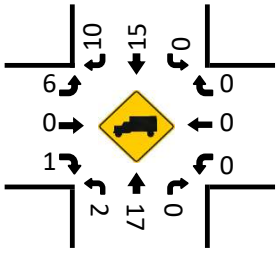
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 24-180122-004
Location: McCullough Rd/Mitchell Rd & McCullough Rd
City: Hampton

Day: Thursday
Date: 5/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

	McCullough Rd/Mitchell Rd Northbound						McCullough Rd/Mitchell Rd Southbound						McCullough Rd Eastbound						McCullough Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	4	45	0	0	0	49	0	31	31	0	0	62	91	0	15	0	0	106	0	0	0	0	0	0	217
7:15 AM	32	83	0	0	0	115	0	67	32	0	0	99	87	0	25	0	0	112	0	0	0	0	0	0	326
7:30 AM	27	93	0	0	0	120	0	67	39	0	0	106	97	0	15	0	0	112	0	0	0	0	0	0	338
7:45 AM	19	98	0	0	0	117	0	89	15	0	0	104	85	0	21	0	0	106	0	0	0	0	0	0	327
Total	82	319	0	0	0	401	0	254	117	0	0	371	360	0	76	0	0	436	0	0	0	0	0	0	1208
8:00 AM	13	74	0	0	0	87	0	103	13	0	0	116	73	0	37	0	0	110	0	0	0	0	0	0	313
8:15 AM	20	93	0	0	0	113	0	99	32	0	0	131	68	0	3	0	0	71	0	0	0	0	0	0	315
8:30 AM	5	89	0	0	0	94	0	91	36	0	0	127	61	0	7	0	0	68	0	0	0	0	0	0	289
8:45 AM	15	77	0	1	0	93	0	72	34	0	0	106	71	0	3	0	0	74	0	0	0	0	0	0	273
Total	53	333	0	1	0	387	0	365	115	0	0	480	273	0	50	0	0	323	0	0	0	0	0	0	1190
BREAK																									
4:00 PM	16	106	0	0	0	122	0	52	79	0	0	131	67	0	4	0	0	71	0	0	0	0	0	0	324
4:15 PM	20	89	0	0	0	109	0	57	71	0	0	128	78	0	4	0	0	82	0	0	0	0	0	0	319
4:30 PM	13	71	0	0	0	84	0	46	90	0	0	136	64	0	2	0	0	66	0	0	0	0	0	0	286
4:45 PM	4	52	0	0	0	56	0	57	90	0	0	147	78	0	2	0	0	80	0	0	0	0	0	0	283
Total	53	318	0	0	0	371	0	212	330	0	0	542	287	0	12	0	0	299	0	0	0	0	0	0	1212
5:00 PM	2	62	0	0	0	64	0	54	92	0	0	146	72	0	3	0	0	75	0	0	0	0	0	0	285
5:15 PM	4	65	0	0	0	69	0	55	100	0	0	155	94	0	3	0	0	97	0	0	0	0	0	0	321
5:30 PM	7	53	0	0	0	60	0	67	87	0	0	154	82	0	7	0	0	89	0	0	0	0	0	0	303
5:45 PM	3	58	0	0	0	61	0	81	70	0	0	151	67	0	16	0	0	83	0	0	0	0	0	0	295
Total	16	238	0	0	0	254	0	257	349	0	0	606	315	0	29	0	0	344	0	0	0	0	0	0	1204
Grand Total	204	1208	0	1	0	1413	0	1088	911	0	0	1999	1235	0	167	0	0	1402	0	0	0	0	0	0	4814
Apprch %	14.4	85.5	0.0	0.1	0.0		0.0	54.4	45.6	0.0	0.0		88.1	0.0	11.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	4.2	25.1	0.0	0.0	0.0	29.4	0.0	22.6	18.9	0.0	0.0	41.5	25.7	0.0	3.5	0.0	0.0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	198	1153	0	1		1352	0	1032	884	0		1916	1205	0	162	0		1367	0	0	0	0		0	4635
% Cars, PU, Vans	97.1	95.4	0.0	100.0		95.7	0.0	94.9	97.0	0.0		95.8	97.6	0.0	97.0	0.0		97.5	0.0	0.0	0.0	0.0		0.0	96.3
Heavy trucks	6	55	0	0		61	0	56	27	0		83	30	0	5	0		35	0	0	0	0		0	179
%Heavy trucks	2.9	4.6	0.0	0.0		4.3	0.0	5.1	3.0	0.0		4.2	2.4	0.0	3.0	0.0		2.5	0.0	0.0	0.0	0.0		0.0	3.7

Project ID: 24-180122-004
Location: McCullough Rd/Mitchell Rd & McCullough Rd
City: Hampton

PEAK HOURS

Day: Thursday
Date: 5/16/2024

AM

	McCullough Rd/Mitchell Rd Northbound					McCullough Rd/Mitchell Rd Southbound					McCullough Rd Eastbound					McCullough Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	32	83	0	0	115	0	67	32	0	99	87	0	25	0	112	0	0	0	0	0	326
7:30 AM	27	93	0	0	120	0	67	39	0	106	97	0	15	0	112	0	0	0	0	0	338
7:45 AM	19	98	0	0	117	0	89	15	0	104	85	0	21	0	106	0	0	0	0	0	327
8:00 AM	13	74	0	0	87	0	103	13	0	116	73	0	37	0	110	0	0	0	0	0	313
Total Volume	91	348	0	0	439	0	326	99	0	425	342	0	98	0	440	0	0	0	0	0	1304
% App. Total	20.7	79.3	0.0	0.0	100	0.0	76.7	23.3	0.0	100	77.7	0.0	22.3	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.915					0.916					0.982						0.964
Cars, PU, Vans	89	333	0	0	422	0	310	96	0	406	333	0	96	0	429	0	0	0	0	0	1257
% Cars, PU, Vans	97.8	95.7	0.0	0.0	96.1	0.0	95.1	97.0	0.0	95.5	97.4	0.0	98.0	0.0	97.5	0.0	0.0	0.0	0.0	0.0	96.4
Heavy trucks	2	15	0	0	17	0	16	3	0	19	9	0	2	0	11	0	0	0	0	0	47
%Heavy trucks	2.2	4.3	0.0	0.0	3.9	0.0	4.9	3.0	0.0	4.5	2.6	0.0	2.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	3.6

PM

	McCullough Rd/Mitchell Rd Northbound					McCullough Rd/Mitchell Rd Southbound					McCullough Rd Eastbound					McCullough Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
4:00 PM	16	106	0	0	122	0	52	79	0	131	67	0	4	0	71	0	0	0	0	0	324
4:15 PM	20	89	0	0	109	0	57	71	0	128	78	0	4	0	82	0	0	0	0	0	319
4:30 PM	13	71	0	0	84	0	46	90	0	136	64	0	2	0	66	0	0	0	0	0	286
4:45 PM	4	52	0	0	56	0	57	90	0	147	78	0	2	0	80	0	0	0	0	0	283
Total Volume	53	318	0	0	371	0	212	330	0	542	287	0	12	0	299	0	0	0	0	0	1212
% App. Total	14.3	85.7	0.0	0.0	100	0.0	39.1	60.9	0.0	100	96.0	0.0	4.0	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.760					0.922					0.912						0.935
Cars, PU, Vans	51	301	0	0	352	0	197	320	0	517	281	0	11	0	292	0	0	0	0	0	1161
% Cars, PU, Vans	96.2	94.7	0.0	0.0	94.9	0.0	92.9	97.0	0.0	95.4	97.9	0.0	91.7	0.0	97.7	0.0	0.0	0.0	0.0	0.0	95.8
Heavy trucks	2	17	0	0	19	0	15	10	0	25	6	0	1	0	7	0	0	0	0	0	51
%Heavy trucks	3.8	5.3	0.0	0.0	5.1	0.0	7.1	3.0	0.0	4.6	2.1	0.0	8.3	0.0	2.3	0.0	0.0	0.0	0.0	0.0	4.2

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Mt Carmel Rd & Jonesboro Rd
City: Hampton
Control: Signalized

Project ID: 24-180122-005
Date: 5/16/2024

Data - Total

NS/EW Streets:	N Mt Carmel Rd				N Mt Carmel Rd				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	44	0	43	0	0	0	0	0	0	95	14	0	22	112	0	0	330
7:15 AM	70	0	48	0	0	0	0	0	0	134	21	0	16	149	0	0	438
7:30 AM	53	0	76	0	0	0	0	0	0	138	29	0	25	148	0	0	469
7:45 AM	47	0	50	0	0	0	0	0	0	142	37	0	32	146	0	0	454
8:00 AM	82	0	44	0	0	0	0	0	0	116	25	0	27	137	0	0	431
8:15 AM	45	0	27	0	0	0	0	0	0	116	37	0	38	166	0	0	429
8:30 AM	29	0	43	0	0	0	0	0	0	118	27	0	30	102	0	0	349
8:45 AM	35	0	34	0	0	0	0	0	0	109	23	0	28	125	0	0	354
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	405	0	365	0	0	0	0	0	0	968	213	0	218	1085	0	0	3254
APPROACH %'s :	52.60%	0.00%	47.40%	0.00%					0.00%	81.96%	18.04%	0.00%	16.73%	83.27%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	252	0	218	0	0	0	0	0	0	530	112	0	100	580	0	0	1792
PEAK HR FACTOR :	0.768	0.000	0.717	0.000	0.000	0.000	0.000	0.000	0.000	0.933	0.757	0.000	0.781	0.973	0.000	0.000	0.955
	0.911									0.897				0.955			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	43	0	49	0	0	0	0	0	0	142	38	0	39	114	0	0	425
4:15 PM	49	0	32	0	0	0	0	0	0	143	37	0	43	148	0	0	452
4:30 PM	33	0	44	0	0	0	0	0	0	135	38	0	59	130	0	0	439
4:45 PM	36	0	37	0	0	0	0	0	0	140	29	0	45	120	0	0	407
5:00 PM	35	0	32	0	0	0	0	0	0	110	40	0	65	133	0	0	415
5:15 PM	48	0	45	0	0	0	0	0	0	123	38	0	55	125	0	0	434
5:30 PM	61	0	49	0	0	0	0	0	0	121	22	0	58	148	0	0	459
5:45 PM	68	0	62	0	0	0	0	0	0	120	27	0	66	164	0	0	507
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	373	0	350	0	0	0	0	0	0	1034	269	0	430	1082	0	0	3538
APPROACH %'s :	51.59%	0.00%	48.41%	0.00%					0.00%	79.36%	20.64%	0.00%	28.44%	71.56%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	212	0	188	0	0	0	0	0	0	474	127	0	244	570	0	0	1815
PEAK HR FACTOR :	0.779	0.000	0.758	0.000	0.000	0.000	0.000	0.000	0.000	0.963	0.794	0.000	0.924	0.869	0.000	0.000	0.895
	0.769									0.933				0.885			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Mt Carmel Rd & Jonesboro Rd
City: Hampton
Control: Signalized

Project ID: 24-180122-005
Date: 5/16/2024

Data - Cars

NS/EW Streets:	N Mt Carmel Rd				N Mt Carmel Rd				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	43	0	42	0	0	0	0	0	0	88	10	0	22	107	0	0	312
7:15 AM	67	0	47	0	0	0	0	0	0	130	19	0	16	145	0	0	424
7:30 AM	53	0	75	0	0	0	0	0	0	133	25	0	24	139	0	0	449
7:45 AM	45	0	50	0	0	0	0	0	0	139	35	0	32	141	0	0	442
8:00 AM	79	0	43	0	0	0	0	0	0	112	25	0	27	134	0	0	420
8:15 AM	45	0	27	0	0	0	0	0	0	112	35	0	37	163	0	0	419
8:30 AM	28	0	42	0	0	0	0	0	0	114	24	0	28	97	0	0	333
8:45 AM	34	0	33	0	0	0	0	0	0	104	21	0	28	117	0	0	337
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	394	0	359	0	0	0	0	0	0	932	194	0	214	1043	0	0	3136
APPROACH %'s :	52.32%	0.00%	47.68%	0.00%					0.00%	82.77%	17.23%	0.00%	17.02%	82.98%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	244	0	215	0	0	0	0	0	0	514	104	0	99	559	0	0	1735
PEAK HR FACTOR :	0.772	0.000	0.717	0.000	0.000	0.000	0.000	0.000	0.000	0.924	0.743	0.000	0.773	0.964	0.000	0.000	0.966
	0.896								0.888				0.951				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	41	0	48	0	0	0	0	0	0	138	38	0	38	112	0	0	415
4:15 PM	46	0	32	0	0	0	0	0	0	140	37	0	42	146	0	0	443
4:30 PM	31	0	44	0	0	0	0	0	0	132	37	0	59	126	0	0	429
4:45 PM	36	0	36	0	0	0	0	0	0	134	28	0	45	112	0	0	391
5:00 PM	34	0	32	0	0	0	0	0	0	109	39	0	65	131	0	0	410
5:15 PM	46	0	45	0	0	0	0	0	0	122	37	0	54	123	0	0	427
5:30 PM	60	0	49	0	0	0	0	0	0	120	21	0	58	145	0	0	453
5:45 PM	68	0	62	0	0	0	0	0	0	119	26	0	66	161	0	0	502
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	362	0	348	0	0	0	0	0	0	1014	263	0	427	1056	0	0	3470
APPROACH %'s :	50.99%	0.00%	49.01%	0.00%					0.00%	79.40%	20.60%	0.00%	28.79%	71.21%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	208	0	188	0	0	0	0	0	0	470	123	0	243	560	0	0	1792
PEAK HR FACTOR :	0.765	0.000	0.758	0.000	0.000	0.000	0.000	0.000	0.000	0.963	0.788	0.000	0.920	0.870	0.000	0.000	0.892
	0.762								0.932				0.884				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Mt Carmel Rd & Jonesboro Rd
City: Hampton
Control: Signalized

Project ID: 24-180122-005
Date: 5/16/2024

Data - HT

NS/EW Streets:	N Mt Carmel Rd				N Mt Carmel Rd				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	1	0	0	0	0	0	0	7	4	0	0	5	0	0	18
7:15 AM	3	0	1	0	0	0	0	0	0	4	2	0	0	4	0	0	14
7:30 AM	0	0	1	0	0	0	0	0	0	5	4	0	1	9	0	0	20
7:45 AM	2	0	0	0	0	0	0	0	0	3	2	0	0	5	0	0	12
8:00 AM	3	0	1	0	0	0	0	0	0	4	0	0	0	3	0	0	11
8:15 AM	0	0	0	0	0	0	0	0	0	4	2	0	1	3	0	0	10
8:30 AM	1	0	1	0	0	0	0	0	0	4	3	0	2	5	0	0	16
8:45 AM	1	0	1	0	0	0	0	0	0	5	2	0	0	8	0	0	17
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	0	6	0	0	0	0	0	0	36	19	0	4	42	0	0	118
APPROACH %'s :	64.71%	0.00%	35.29%	0.00%					0.00%	65.45%	34.55%	0.00%	8.70%	91.30%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	8	0	3	0	0	0	0	0	0	16	8	0	1	21	0	0	57
PEAK HR FACTOR :	0.667	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.800	0.500	0.000	0.250	0.583	0.000	0.000	0.713
	0.688				0.000				0.667				0.550				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	1	0	0	0	0	0	0	4	0	0	1	2	0	0	10
4:15 PM	3	0	0	0	0	0	0	0	0	3	0	0	1	2	0	0	9
4:30 PM	2	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	10
4:45 PM	0	0	1	0	0	0	0	0	0	6	1	0	0	8	0	0	16
5:00 PM	1	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	5
5:15 PM	2	0	0	0	0	0	0	0	0	1	1	0	1	2	0	0	7
5:30 PM	1	0	0	0	0	0	0	0	0	1	1	0	0	3	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	0	2	0	0	0	0	0	0	20	6	0	3	26	0	0	68
APPROACH %'s :	84.62%	0.00%	15.38%	0.00%					0.00%	76.92%	23.08%	0.00%	10.34%	89.66%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	4	0	0	0	0	0	0	0	0	4	4	0	1	10	0	0	23
PEAK HR FACTOR :	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	1.000	0.000	0.250	0.833	0.000	0.000	0.821
	0.500				0.000				1.000				0.917				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Mt Carmel Rd & Jonesboro Rd
City: Hampton
Control: Signalized

Project ID: 24-180122-005
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	N Mt Carmel Rd				N Mt Carmel Rd				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
APPROACH %'s :													0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Mt Carmel Rd & Jonesboro Rd
City: Hampton
Project ID: 24-180122-005
Date: 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	N Mt Carmel Rd		N Mt Carmel Rd		Jonesboro Rd		Jonesboro Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

N Mt Carmel Rd & Jonesboro Rd

Peak Hour Turning Movement Count

ID: 24-180122-005
City: Hampton

Day: Thursday
Date: 5/16/2024

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (N Mt Carmel Rd)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Jonesboro Rd)

AM	NOON	PM	
832	0	782	⇦
0	0	0	0 ↶
0	0	0	0 ↱
530	0	474	1 →
112	0	127	1 ↴
AM	NOON	PM	

WESTBOUND (Jonesboro Rd)

PM	NOON	AM	
0	0	0	0 ↰
570	0	580	1 ←
244	0	100	1 ↰
0	0	0	0 ↶
			⇨
662	0	748	
PM	NOON	AM	

NORTHBOUND (N Mt Carmel Rd)

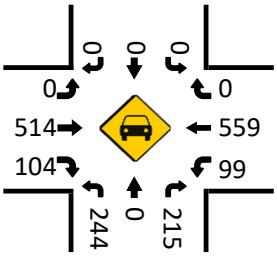
PM	371	0	212	0	188	PM
NOON	0	0	0	0	0	NOON
AM	212	0	252	0	218	AM

CONTROL

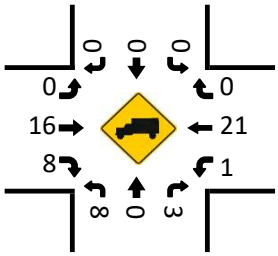
Signalized

TEV	1792 AM	0 NOON	1815 PM
PHF	0.96		0.89

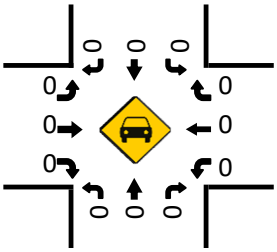
Cars (AM)



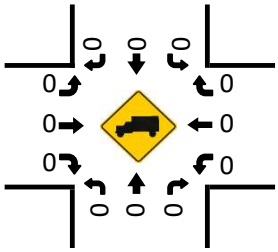
HT (AM)



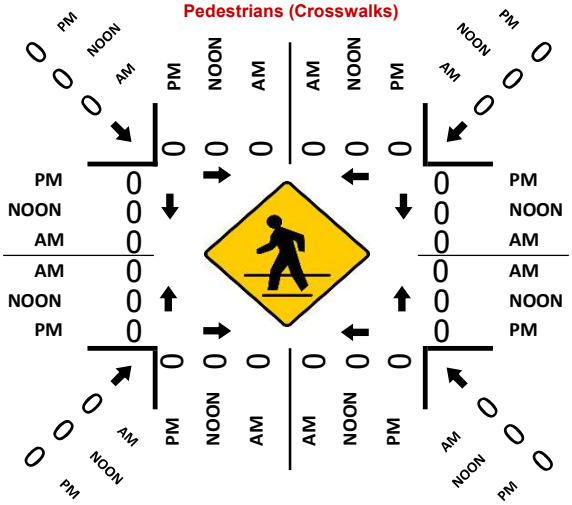
Cars (NOON)



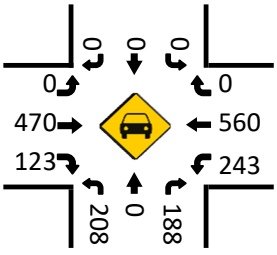
HT (NOON)



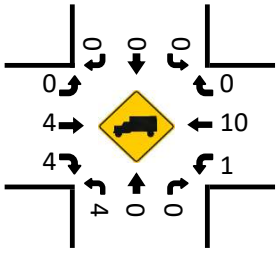
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 24-180122-005
Location: N Mt Carmel Rd & Jonesboro Rd **Day: Thursday**
City: Hampton **Date: 5/16/2024**

Groups Printed - Cars, PU, Vans - Heavy Trucks

	N Mt Carmel Rd Northbound						N Mt Carmel Rd Southbound						Jonesboro Rd Eastbound						Jonesboro Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	44	0	43	0	0	87	0	0	0	0	0	0	0	95	14	0	0	109	22	112	0	0	0	134	330
7:15 AM	70	0	48	0	0	118	0	0	0	0	0	0	0	134	21	0	0	155	16	149	0	0	0	165	438
7:30 AM	53	0	76	0	0	129	0	0	0	0	0	0	0	138	29	0	0	167	25	148	0	0	0	173	469
7:45 AM	47	0	50	0	0	97	0	0	0	0	0	0	0	142	37	0	0	179	32	146	0	0	0	178	454
Total	214	0	217	0	0	431	0	0	0	0	0	0	0	509	101	0	0	610	95	555	0	0	0	650	1691
8:00 AM	82	0	44	0	0	126	0	0	0	0	0	0	0	116	25	0	0	141	27	137	0	0	0	164	431
8:15 AM	45	0	27	0	0	72	0	0	0	0	0	0	0	116	37	0	0	153	38	166	0	0	0	204	429
8:30 AM	29	0	43	0	0	72	0	0	0	0	0	0	0	118	27	0	0	145	30	102	0	0	0	132	349
8:45 AM	35	0	34	0	0	69	0	0	0	0	0	0	0	109	23	0	0	132	28	125	0	0	0	153	354
Total	191	0	148	0	0	339	0	0	0	0	0	0	0	459	112	0	0	571	123	530	0	0	0	653	1563
BREAK																									
4:00 PM	43	0	49	0	0	92	0	0	0	0	0	0	0	142	38	0	0	180	39	114	0	0	0	153	425
4:15 PM	49	0	32	0	0	81	0	0	0	0	0	0	0	143	37	0	0	180	43	148	0	0	0	191	452
4:30 PM	33	0	44	0	0	77	0	0	0	0	0	0	0	135	38	0	0	173	59	130	0	0	0	189	439
4:45 PM	36	0	37	0	0	73	0	0	0	0	0	0	0	140	29	0	0	169	45	120	0	0	0	165	407
Total	161	0	162	0	0	323	0	0	0	0	0	0	0	560	142	0	0	702	186	512	0	0	0	698	1723
5:00 PM	35	0	32	0	0	67	0	0	0	0	0	0	0	110	40	0	0	150	65	133	0	0	0	198	415
5:15 PM	48	0	45	0	0	93	0	0	0	0	0	0	0	123	38	0	0	161	55	125	0	0	0	180	434
5:30 PM	61	0	49	0	0	110	0	0	0	0	0	0	0	121	22	0	0	143	58	148	0	0	0	206	459
5:45 PM	68	0	62	0	0	130	0	0	0	0	0	0	0	120	27	0	0	147	66	164	0	0	0	230	507
Total	212	0	188	0	0	400	0	0	0	0	0	0	0	474	127	0	0	601	244	570	0	0	0	814	1815
Grand Total	778	0	715	0	0	1493	0	0	0	0	0	0	0	2002	482	0	0	2484	648	2167	0	0	0	2815	6792
Apprch %	52.1	0.0	47.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	80.6	19.4	0.0	0.0		23.0	77.0	0.0	0.0	0.0		
Total %	11.5	0.0	10.5	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.5	7.1	0.0	0.0	36.6	9.5	31.9	0.0	0.0	0.0	41.4	
Cars, PU, Vans	756	0	707	0		1463	0	0	0	0		0	0	1946	457	0		2403	641	2099	0	0		2740	6606
% Cars, PU, Vans	97.2	0.0	98.9	0.0		98.0	0.0	0.0	0.0	0.0		0.0	0.0	97.2	94.8	0.0		96.7	98.9	96.9	0.0	0.0		97.3	97.3
Heavy trucks	22	0	8	0		30	0	0	0	0		0	0	56	25	0		81	7	68	0	0		75	186
%Heavy trucks	2.8	0.0	1.1	0.0		2.0	0.0	0.0	0.0	0.0		0.0	0.0	2.8	5.2	0.0		3.3	1.1	3.1	0.0	0.0		2.7	2.7

Project ID: 24-180122-005
Location: N Mt Carmel Rd & Jonesboro Rd
City: Hampton

PEAK HOURS

Day: Thursday
Date: 5/16/2024

AM

	N Mt Carmel Rd Northbound					N Mt Carmel Rd Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	70	0	48	0	118	0	0	0	0	0	0	134	21	0	155	16	149	0	0	165	438
7:30 AM	53	0	76	0	129	0	0	0	0	0	0	138	29	0	167	25	148	0	0	173	469
7:45 AM	47	0	50	0	97	0	0	0	0	0	0	142	37	0	179	32	146	0	0	178	454
8:00 AM	82	0	44	0	126	0	0	0	0	0	0	116	25	0	141	27	137	0	0	164	431
Total Volume	252	0	218	0	470	0	0	0	0	0	0	530	112	0	642	100	580	0	0	680	1792
% App. Total	53.6	0.0	46.4	0.0	100	0.0	0.0	0.0	0.0	0	0.0	82.6	17.4	0.0	100	14.7	85.3	0.0	0.0	100	
PHF					0.911										0.897					0.955	0.955
Cars, PU, Vans	244	0	215	0	459	0	0	0	0	0	0	514	104	0	618	99	559	0	0	658	1735
% Cars, PU, Vans	96.8	0.0	98.6	0.0	97.7	0.0	0.0	0.0	0.0	0.0	0.0	97.0	92.9	0.0	96.3	99.0	96.4	0.0	0.0	96.8	96.8
Heavy trucks	8	0	3	0	11	0	0	0	0	0	0	16	8	0	24	1	21	0	0	22	57
%Heavy trucks	3.2	0.0	1.4	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3.0	7.1	0.0	3.7	1.0	3.6	0.0	0.0	3.2	3.2

PM

	N Mt Carmel Rd Northbound					N Mt Carmel Rd Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	35	0	32	0	67	0	0	0	0	0	0	110	40	0	150	65	133	0	0	198	415
5:15 PM	48	0	45	0	93	0	0	0	0	0	0	123	38	0	161	55	125	0	0	180	434
5:30 PM	61	0	49	0	110	0	0	0	0	0	0	121	22	0	143	58	148	0	0	206	459
5:45 PM	68	0	62	0	130	0	0	0	0	0	0	120	27	0	147	66	164	0	0	230	507
Total Volume	212	0	188	0	400	0	0	0	0	0	0	474	127	0	601	244	570	0	0	814	1815
% App. Total	53.0	0.0	47.0	0.0	100	0.0	0.0	0.0	0.0	0	0.0	78.9	21.1	0.0	100	30.0	70.0	0.0	0.0	100	
PHF					0.769										0.933					0.885	0.895
Cars, PU, Vans	208	0	188	0	396	0	0	0	0	0	0	470	123	0	593	243	560	0	0	803	1792
% Cars, PU, Vans	98.1	0.0	100.0	0.0	99.0	0.0	0.0	0.0	0.0	0.0	0.0	99.2	96.9	0.0	98.7	99.6	98.2	0.0	0.0	98.6	98.7
Heavy trucks	4	0	0	0	4	0	0	0	0	0	0	4	4	0	8	1	10	0	0	11	23
%Heavy trucks	1.9	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	3.1	0.0	1.3	0.4	1.8	0.0	0.0	1.4	1.3

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd & Pates Creek Rd
City: Hampton
Control: 1-Way Stop(EB)

Project ID: 24-180122-006
Date: 5/16/2024

Data - Total

NS/EW Streets:	McCullough Rd				McCullough Rd				Pates Creek Rd				Pates Creek Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	24	108	0	0	0	53	2	0	0	0	13	0	0	0	0	0	200
7:15 AM	23	151	0	0	0	81	3	0	3	0	21	0	0	0	0	0	282
7:30 AM	35	148	0	0	0	93	9	0	2	0	25	0	0	0	0	0	312
7:45 AM	37	141	0	0	0	72	3	0	1	0	45	0	0	0	0	0	299
8:00 AM	23	127	0	0	0	49	10	0	2	0	62	0	0	0	0	0	273
8:15 AM	46	124	0	0	0	79	11	1	4	0	25	0	0	0	0	0	290
8:30 AM	25	128	0	0	0	92	5	0	1	0	27	0	0	0	0	0	278
8:45 AM	32	114	0	0	0	81	2	0	1	0	26	0	0	0	0	0	256
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	245	1041	0	0	0	600	45	1	14	0	244	0	0	0	0	0	2190
APPROACH %'s :	19.05%	80.95%	0.00%	0.00%	0.00%	92.88%	6.97%	0.15%	5.43%	0.00%	94.57%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	141	540	0	0	0	293	33	1	9	0	157	0	0	0	0	0	1174
PEAK HR FACTOR :	0.766	0.912	0.000	0.000	0.000	0.788	0.750	0.250	0.563	0.000	0.633	0.000	0.000	0.000	0.000	0.000	0.941
	0.930				0.801				0.648								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	57	115	0	0	0	91	11	0	12	0	42	0	0	0	0	0	328
4:15 PM	60	109	0	0	0	71	2	0	9	0	54	0	0	0	0	0	305
4:30 PM	46	87	0	0	0	89	11	0	12	0	52	0	0	0	0	0	297
4:45 PM	40	93	0	0	0	87	8	0	12	0	55	0	0	0	0	0	295
5:00 PM	40	87	0	0	0	86	4	0	14	0	68	0	0	0	0	0	299
5:15 PM	38	128	0	0	0	104	12	0	21	0	57	0	0	0	0	0	360
5:30 PM	24	113	0	0	0	95	3	0	26	0	56	0	0	0	0	0	317
5:45 PM	25	95	0	0	0	78	8	0	13	0	66	0	0	0	0	0	285
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	330	827	0	0	0	701	59	0	119	0	450	0	0	0	0	0	2486
APPROACH %'s :	28.52%	71.48%	0.00%	0.00%	0.00%	92.24%	7.76%	0.00%	20.91%	0.00%	79.09%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	142	421	0	0	0	372	27	0	73	0	236	0	0	0	0	0	1271
PEAK HR FACTOR :	0.888	0.822	0.000	0.000	0.000	0.894	0.563	0.000	0.702	0.000	0.868	0.000	0.000	0.000	0.000	0.000	0.883
	0.848				0.860				0.942								

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd & Pates Creek Rd
City: Hampton
Control: 1-Way Stop(EB)

Project ID: 24-180122-006
Date: 5/16/2024

Data - Cars

NS/EW Streets:	McCullough Rd				McCullough Rd				Pates Creek Rd				Pates Creek Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	24	101	0	0	0	47	2	0	0	0	11	0	0	0	0	0	185
7:15 AM	20	148	0	0	0	80	3	0	3	0	20	0	0	0	0	0	274
7:30 AM	35	146	0	0	0	90	8	0	2	0	25	0	0	0	0	0	306
7:45 AM	34	135	0	0	0	68	3	0	1	0	42	0	0	0	0	0	283
8:00 AM	22	119	0	0	0	45	10	0	2	0	59	0	0	0	0	0	257
8:15 AM	45	121	0	0	0	77	11	1	4	0	25	0	0	0	0	0	284
8:30 AM	24	124	0	0	0	86	5	0	1	0	26	0	0	0	0	0	266
8:45 AM	32	111	0	0	0	73	2	0	1	0	24	0	0	0	0	0	243
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	236	1005	0	0	0	566	44	1	14	0	232	0	0	0	0	0	2098
APPROACH %'s :	19.02%	80.98%	0.00%	0.00%	0.00%	92.64%	7.20%	0.16%	5.69%	0.00%	94.31%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	136	521	0	0	0	280	32	1	9	0	151	0	0	0	0	0	1130
PEAK HR FACTOR :	0.756	0.892	0.000	0.000	0.000	0.778	0.727	0.250	0.563	0.000	0.640	0.000	0.000	0.000	0.000	0.000	0.923
	0.907				0.798				0.656								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	55	112	0	0	0	87	10	0	11	0	40	0	0	0	0	0	315
4:15 PM	55	105	0	0	0	68	2	0	9	0	49	0	0	0	0	0	288
4:30 PM	45	79	0	0	0	86	11	0	12	0	51	0	0	0	0	0	284
4:45 PM	39	92	0	0	0	85	8	0	12	0	51	0	0	0	0	0	287
5:00 PM	36	84	0	0	0	83	4	0	14	0	65	0	0	0	0	0	286
5:15 PM	37	124	0	0	0	102	12	0	21	0	57	0	0	0	0	0	353
5:30 PM	24	110	0	0	0	93	3	0	24	0	56	0	0	0	0	0	310
5:45 PM	24	95	0	0	0	76	8	0	12	0	66	0	0	0	0	0	281
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	315	801	0	0	0	680	58	0	115	0	435	0	0	0	0	0	2404
APPROACH %'s :	28.23%	71.77%	0.00%	0.00%	0.00%	92.14%	7.86%	0.00%	20.91%	0.00%	79.09%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	136	410	0	0	0	363	27	0	71	0	229	0	0	0	0	0	1236
PEAK HR FACTOR :	0.872	0.827	0.000	0.000	0.000	0.890	0.563	0.000	0.740	0.000	0.881	0.000	0.000	0.000	0.000	0.000	0.875
	0.848				0.855				0.938								

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd & Pates Creek Rd
City: Hampton
Control: 1-Way Stop(EB)

Project ID: 24-180122-006
Date: 5/16/2024

Data - HT

NS/EW Streets:	McCullough Rd				McCullough Rd				Pates Creek Rd				Pates Creek Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	7	0	0	0	6	0	0	0	0	2	0	0	0	0	0	15
7:15 AM	3	3	0	0	0	1	0	0	0	0	1	0	0	0	0	0	8
7:30 AM	0	2	0	0	0	3	1	0	0	0	0	0	0	0	0	0	6
7:45 AM	3	6	0	0	0	4	0	0	0	0	3	0	0	0	0	0	16
8:00 AM	1	8	0	0	0	4	0	0	0	0	3	0	0	0	0	0	16
8:15 AM	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	1	4	0	0	0	6	0	0	0	0	1	0	0	0	0	0	12
8:45 AM	0	3	0	0	0	8	0	0	0	0	2	0	0	0	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	36	0	0	0	34	1	0	0	0	12	0	0	0	0	0	92
APPROACH %'s :	20.00%	80.00%	0.00%	0.00%	0.00%	97.14%	2.86%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	5	19	0	0	0	13	1	0	0	0	6	0	0	0	0	0	44
PEAK HR FACTOR :	0.417	0.594	0.000	0.000	0.000	0.813	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.688
	0.667				0.875				0.500								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	3	0	0	0	4	1	0	1	0	2	0	0	0	0	0	13
4:15 PM	5	4	0	0	0	3	0	0	0	0	5	0	0	0	0	0	17
4:30 PM	1	8	0	0	0	3	0	0	0	0	1	0	0	0	0	0	13
4:45 PM	1	1	0	0	0	2	0	0	0	0	4	0	0	0	0	0	8
5:00 PM	4	3	0	0	0	3	0	0	0	0	3	0	0	0	0	0	13
5:15 PM	1	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
5:30 PM	0	3	0	0	0	2	0	0	2	0	0	0	0	0	0	0	7
5:45 PM	1	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	26	0	0	0	21	1	0	4	0	15	0	0	0	0	0	82
APPROACH %'s :	36.59%	63.41%	0.00%	0.00%	0.00%	95.45%	4.55%	0.00%	21.05%	0.00%	78.95%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	6	11	0	0	0	9	0	0	2	0	7	0	0	0	0	0	35
PEAK HR FACTOR :	0.375	0.688	0.000	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.673
	0.607				0.750				0.563								

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd & Pates Creek Rd
City: Hampton
Control: 1-Way Stop(EB)

Project ID: 24-180122-006
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	McCullough Rd				McCullough Rd				Pates Creek Rd				Pates Creek Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NS/EW Streets:	McCullough Rd				McCullough Rd				Pates Creek Rd				Pates Creek Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: McCullough Rd & Pates Creek Rd
City: Hampton
Project ID: 24-180122-006
Date: 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	McCullough Rd		McCullough Rd		Pates Creek Rd		Pates Creek Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

McCullough Rd & Pates Creek Rd

Peak Hour Turning Movement Count

ID: 24-180122-006
City: Hampton

Day: Thursday
Date: 5/16/2024

PEAK HOURS		COUNT PERIODS
AM	07:30 AM - 08:30 AM	AM 7:00 AM - 09:00 AM
NOON	NONE	NOON NONE
PM	04:45 PM - 05:45 PM	PM 4:00 PM - 06:00 PM

SOUTHBOUND (McCullough Rd)

AM	33	293	0	1	550	AM
NOON	0	0	0	0	0	NOON
PM	27	372	0	0	494	PM

EASTBOUND (Pates Creek Rd)

AM	NOON	PM	
174	0	169	
0	0	0	0
9	0	73	0
0	0	0	1
157	0	236	0

WESTBOUND (Pates Creek Rd)

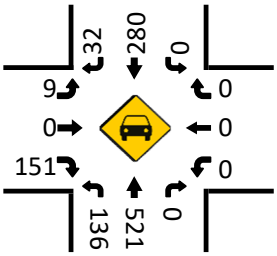
	PM	NOON	AM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
	0	0	0

NORTHBOUND (McCullough Rd)

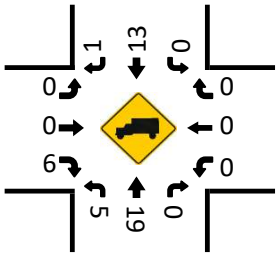
PM	608	0	142	421	0	PM
NOON	0	0	0	0	0	NOON
AM	450	0	141	540	0	AM

CONTROL			
1-Way Stop(EB)			
TEV	1174 AM	0 NOON	1271 PM
PHF	0.94		0.88

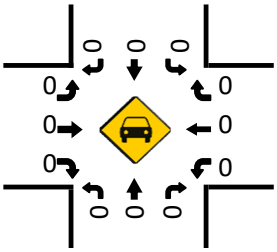
Cars (AM)



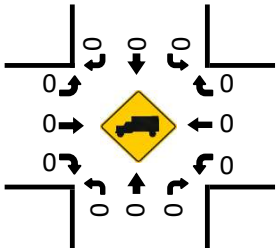
HT (AM)



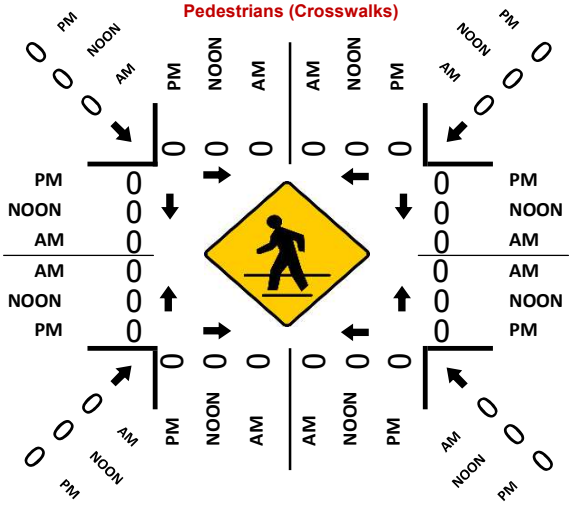
Cars (NOON)



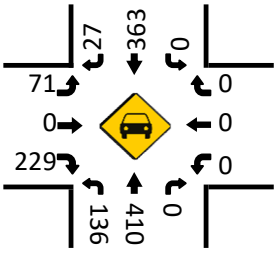
HT (NOON)



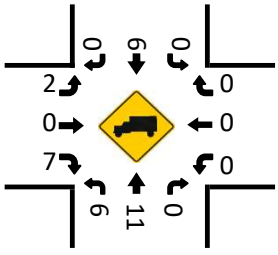
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 24-180122-006
Location: McCullough Rd & Pates Creek Rd
City: Hampton

Day: Thursday
Date: 5/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

	McCullough Rd Northbound						McCullough Rd Southbound						Pates Creek Rd Eastbound						Pates Creek Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	24	108	0	0	0	132	0	53	2	0	0	55	0	0	13	0	0	13	0	0	0	0	0	0	200
7:15 AM	23	151	0	0	0	174	0	81	3	0	0	84	3	0	21	0	0	24	0	0	0	0	0	0	282
7:30 AM	35	148	0	0	0	183	0	93	9	0	0	102	2	0	25	0	0	27	0	0	0	0	0	0	312
7:45 AM	37	141	0	0	0	178	0	72	3	0	0	75	1	0	45	0	0	46	0	0	0	0	0	0	299
Total	119	548	0	0	0	667	0	299	17	0	0	316	6	0	104	0	0	110	0	0	0	0	0	0	1093
8:00 AM	23	127	0	0	0	150	0	49	10	0	0	59	2	0	62	0	0	64	0	0	0	0	0	0	273
8:15 AM	46	124	0	0	0	170	0	79	11	1	0	91	4	0	25	0	0	29	0	0	0	0	0	0	290
8:30 AM	25	128	0	0	0	153	0	92	5	0	0	97	1	0	27	0	0	28	0	0	0	0	0	0	278
8:45 AM	32	114	0	0	0	146	0	81	2	0	0	83	1	0	26	0	0	27	0	0	0	0	0	0	256
Total	126	493	0	0	0	619	0	301	28	1	0	330	8	0	140	0	0	148	0	0	0	0	0	0	1097
BREAK																									
4:00 PM	57	115	0	0	0	172	0	91	11	0	0	102	12	0	42	0	0	54	0	0	0	0	0	0	328
4:15 PM	60	109	0	0	0	169	0	71	2	0	0	73	9	0	54	0	0	63	0	0	0	0	0	0	305
4:30 PM	46	87	0	0	0	133	0	89	11	0	0	100	12	0	52	0	0	64	0	0	0	0	0	0	297
4:45 PM	40	93	0	0	0	133	0	87	8	0	0	95	12	0	55	0	0	67	0	0	0	0	0	0	295
Total	203	404	0	0	0	607	0	338	32	0	0	370	45	0	203	0	0	248	0	0	0	0	0	0	1225
5:00 PM	40	87	0	0	0	127	0	86	4	0	0	90	14	0	68	0	0	82	0	0	0	0	0	0	299
5:15 PM	38	128	0	0	0	166	0	104	12	0	0	116	21	0	57	0	0	78	0	0	0	0	0	0	360
5:30 PM	24	113	0	0	0	137	0	95	3	0	0	98	26	0	56	0	0	82	0	0	0	0	0	0	317
5:45 PM	25	95	0	0	0	120	0	78	8	0	0	86	13	0	66	0	0	79	0	0	0	0	0	0	285
Total	127	423	0	0	0	550	0	363	27	0	0	390	74	0	247	0	0	321	0	0	0	0	0	0	1261
Grand Total	575	1868	0	0	0	2443	0	1301	104	1	0	1406	133	0	694	0	0	827	0	0	0	0	0	0	4676
Apprch %	23.5	76.5	0.0	0.0	0.0		0.0	92.5	7.4	0.1	0.0		16.1	0.0	83.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	12.3	39.9	0.0	0.0	0.0	52.2	0.0	27.8	2.2	0.0	0.0	30.1	2.8	0.0	14.8	0.0	0.0	17.7	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	551	1806	0	0		2357	0	1246	102	1		1349	129	0	667	0		796	0	0	0	0		0	4502
% Cars, PU, Vans	95.8	96.7	0.0	0.0		96.5	0.0	95.8	98.1	100.0		95.9	97.0	0.0	96.1	0.0		96.3	0.0	0.0	0.0	0.0		0.0	96.3
Heavy trucks	24	62	0	0		86	0	55	2	0		57	4	0	27	0		31	0	0	0	0		0	174
%Heavy trucks	4.2	3.3	0.0	0.0		3.5	0.0	4.2	1.9	0.0		4.1	3.0	0.0	3.9	0.0		3.7	0.0	0.0	0.0	0.0		0.0	3.7

Project ID: 24-180122-006
Location: McCullough Rd & Pates Creek Rd
City: Hampton

PEAK HOURS

Day: Thursday
Date: 5/16/2024

AM

	McCullough Rd Northbound					McCullough Rd Southbound					Pates Creek Rd Eastbound					Pates Creek Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	35	148	0	0	183	0	93	9	0	102	2	0	25	0	27	0	0	0	0	0	312
7:45 AM	37	141	0	0	178	0	72	3	0	75	1	0	45	0	46	0	0	0	0	0	299
8:00 AM	23	127	0	0	150	0	49	10	0	59	2	0	62	0	64	0	0	0	0	0	273
8:15 AM	46	124	0	0	170	0	79	11	1	91	4	0	25	0	29	0	0	0	0	0	290
Total Volume	141	540	0	0	681	0	293	33	1	327	9	0	157	0	166	0	0	0	0	0	1174
% App. Total	20.7	79.3	0.0	0.0	100	0.0	89.6	10.1	0.3	100	5.4	0.0	94.6	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.930					0.801					0.648						0.941
Cars, PU, Vans	136	521	0	0	657	0	280	32	1	313	9	0	151	0	160	0	0	0	0	0	1130
% Cars, PU, Vans	96.5	96.5	0.0	0.0	96.5	0.0	95.6	97.0	100.0	95.7	100.0	0.0	96.2	0.0	96.4	0.0	0.0	0.0	0.0	0.0	96.3
Heavy trucks	5	19	0	0	24	0	13	1	0	14	0	0	6	0	6	0	0	0	0	0	44
%Heavy trucks	3.5	3.5	0.0	0.0	3.5	0.0	4.4	3.0	0.0	4.3	0.0	0.0	3.8	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.7

PM

	McCullough Rd Northbound					McCullough Rd Southbound					Pates Creek Rd Eastbound					Pates Creek Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	40	93	0	0	133	0	87	8	0	95	12	0	55	0	67	0	0	0	0	0	295
5:00 PM	40	87	0	0	127	0	86	4	0	90	14	0	68	0	82	0	0	0	0	0	299
5:15 PM	38	128	0	0	166	0	104	12	0	116	21	0	57	0	78	0	0	0	0	0	360
5:30 PM	24	113	0	0	137	0	95	3	0	98	26	0	56	0	82	0	0	0	0	0	317
Total Volume	142	421	0	0	563	0	372	27	0	399	73	0	236	0	309	0	0	0	0	0	1271
% App. Total	25.2	74.8	0.0	0.0	100	0.0	93.2	6.8	0.0	100	23.6	0.0	76.4	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.848					0.860					0.942						0.883
Cars, PU, Vans	136	410	0	0	546	0	363	27	0	390	71	0	229	0	300	0	0	0	0	0	1236
% Cars, PU, Vans	95.8	97.4	0.0	0.0	97.0	0.0	97.6	100.0	0.0	97.7	97.3	0.0	97.0	0.0	97.1	0.0	0.0	0.0	0.0	0.0	97.2
Heavy trucks	6	11	0	0	17	0	9	0	0	9	2	0	7	0	9	0	0	0	0	0	35
%Heavy trucks	4.2	2.6	0.0	0.0	3.0	0.0	2.4	0.0	0.0	2.3	2.7	0.0	3.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	2.8

National Data & Surveying Services

Intersection Turning Movement Count

Location: Flippen Rd & McCullough Rd
City: Hampton
Control: 4-Way Stop

Project ID: 24-180122-007
Date: 5/16/2024

Data - Total

NS/EW Streets:	Flippen Rd				Flippen Rd				McCullough Rd				McCullough Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	4	3	0	4	0	35	0	81	18	1	0	0	22	18	0	187
7:15 AM	2	3	5	0	11	0	66	0	111	35	1	0	0	24	21	0	279
7:30 AM	3	5	7	0	18	0	77	0	107	29	0	0	0	31	24	0	301
7:45 AM	1	9	2	0	12	1	101	0	106	32	0	0	2	24	29	0	319
8:00 AM	1	4	4	0	15	1	40	0	118	34	0	0	0	8	14	0	239
8:15 AM	0	4	2	0	12	2	59	0	104	26	0	0	2	17	14	0	242
8:30 AM	2	7	3	0	9	2	57	0	103	24	0	0	1	14	17	0	239
8:45 AM	0	4	2	0	6	2	63	0	92	25	0	0	1	18	11	0	224
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	40	28	0	87	8	498	0	822	223	2	0	6	158	148	0	2030
APPROACH %'s :	12.82%	51.28%	35.90%	0.00%	14.67%	1.35%	83.98%	0.00%	78.51%	21.30%	0.19%	0.00%	1.92%	50.64%	47.44%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	7	21	18	0	56	2	284	0	442	130	1	0	2	87	88	0	1138
PEAK HR FACTOR :	0.583	0.583	0.643	0.000	0.778	0.500	0.703	0.000	0.936	0.929	0.250	0.000	0.250	0.702	0.759	0.000	0.892
	0.767				0.750				0.942				0.805				

NS/EW Streets:	Flippen Rd				Flippen Rd				McCullough Rd				McCullough Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	6	3	0	24	4	77	0	77	36	1	0	3	20	23	0	276
4:15 PM	0	3	1	0	25	7	74	0	90	38	0	0	3	19	31	0	291
4:30 PM	0	0	5	0	28	6	84	0	71	42	1	0	3	22	31	0	293
4:45 PM	3	0	4	0	32	5	79	0	90	25	0	0	2	25	42	0	307
5:00 PM	0	2	0	0	30	6	80	0	80	17	2	0	1	22	20	0	260
5:15 PM	3	3	6	0	22	2	95	0	95	33	1	0	3	30	21	0	314
5:30 PM	5	6	3	0	22	0	121	0	93	44	1	0	4	24	26	0	349
5:45 PM	1	4	7	0	25	7	108	0	97	29	2	2	3	24	31	0	340
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	14	24	29	0	208	37	718	0	693	264	8	2	22	186	225	0	2430
APPROACH %'s :	20.90%	35.82%	43.28%	0.00%	21.60%	3.84%	74.56%	0.00%	71.66%	27.30%	0.83%	0.21%	5.08%	42.96%	51.96%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	9	15	16	0	99	15	404	0	365	123	6	2	11	100	98	0	1263
PEAK HR FACTOR :	0.450	0.625	0.571	0.000	0.825	0.536	0.835	0.000	0.941	0.699	0.750	0.250	0.688	0.833	0.790	0.000	0.905
	0.714				0.906				0.899				0.901				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Flippen Rd & McCullough Rd
City: Hampton
Control: 4-Way Stop

Project ID: 24-180122-007
Date: 5/16/2024

Data - Cars

NS/EW Streets:	Flippen Rd				Flippen Rd				McCullough Rd				McCullough Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	4	3	0	3	0	29	0	75	15	1	0	0	21	17	0	169
7:15 AM	2	3	5	0	11	0	66	0	109	35	1	0	0	23	20	0	275
7:30 AM	2	5	6	0	18	0	73	0	105	29	0	0	0	30	23	0	291
7:45 AM	1	9	2	0	12	1	95	0	104	30	0	0	2	23	28	0	307
8:00 AM	1	4	4	0	14	1	38	0	110	34	0	0	0	7	14	0	227
8:15 AM	0	4	2	0	12	2	59	0	102	24	0	0	2	17	13	0	237
8:30 AM	2	7	2	0	9	2	50	0	100	23	0	0	1	14	17	0	227
8:45 AM	0	4	2	0	6	2	56	0	88	25	0	0	1	18	11	0	213
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	40	26	0	85	8	466	0	793	215	2	0	6	153	143	0	1946
APPROACH %'s :	12.00%	53.33%	34.67%	0.00%	15.21%	1.43%	83.36%	0.00%	78.51%	21.29%	0.20%	0.00%	1.99%	50.66%	47.35%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	6	21	17	0	55	2	272	0	428	128	1	0	2	83	85	0	1100
PEAK HR FACTOR :	0.750	0.583	0.708	0.000	0.764	0.500	0.716	0.000	0.973	0.914	0.250	0.000	0.250	0.692	0.759	0.000	0.896
	0.846				0.762				0.960				0.802				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	6	3	0	23	4	73	0	77	36	1	0	3	20	23	0	271
4:15 PM	0	3	1	0	25	7	70	0	88	36	0	0	3	19	31	0	283
4:30 PM	0	0	4	0	28	5	82	0	67	39	1	0	3	22	31	0	282
4:45 PM	2	0	4	0	30	5	78	0	90	25	0	0	2	25	42	0	303
5:00 PM	0	2	0	0	29	6	76	0	76	17	2	0	1	21	19	0	249
5:15 PM	3	3	6	0	22	2	94	0	93	32	1	0	3	30	21	0	310
5:30 PM	5	6	3	0	21	0	118	0	89	44	1	0	4	24	26	0	341
5:45 PM	1	4	7	0	25	7	107	0	97	27	2	1	3	24	31	0	336
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	13	24	28	0	203	36	698	0	677	256	8	1	22	185	224	0	2375
APPROACH %'s :	20.00%	36.92%	43.08%	0.00%	21.66%	3.84%	74.49%	0.00%	71.87%	27.18%	0.85%	0.11%	5.10%	42.92%	51.97%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	9	15	16	0	97	15	395	0	355	120	6	1	11	99	97	0	1236
PEAK HR FACTOR :	0.450	0.625	0.571	0.000	0.836	0.536	0.837	0.000	0.915	0.682	0.750	0.250	0.688	0.825	0.782	0.000	0.906
	0.714				0.912				0.899				0.892				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Flippen Rd & McCullough Rd
City: Hampton
Control: 4-Way Stop

Project ID: 24-180122-007
Date: 5/16/2024

Data - HT

NS/EW Streets:	Flippen Rd				Flippen Rd				McCullough Rd				McCullough Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	6	0	6	3	0	0	0	1	1	0	18
7:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	4
7:30 AM	1	0	1	0	0	0	4	0	2	0	0	0	0	1	1	0	10
7:45 AM	0	0	0	0	0	0	6	0	2	2	0	0	0	1	1	0	12
8:00 AM	0	0	0	0	1	0	2	0	8	0	0	0	0	1	0	0	12
8:15 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	0	5
8:30 AM	0	0	1	0	0	0	7	0	3	1	0	0	0	0	0	0	12
8:45 AM	0	0	0	0	0	0	7	0	4	0	0	0	0	0	0	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	2	0	2	0	32	0	29	8	0	0	0	5	5	0	84
APPROACH %'s :	33.33%	0.00%	66.67%	0.00%	5.88%	0.00%	94.12%	0.00%	78.38%	21.62%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	0	1	0	1	0	12	0	14	2	0	0	0	4	3	0	38
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.438	0.250	0.000	0.000	0.000	1.000	0.750	0.000	0.792
	0.250				0.542				0.500				0.875				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	4	0	2	2	0	0	0	0	0	0	8
4:30 PM	0	0	1	0	0	1	2	0	4	3	0	0	0	0	0	0	11
4:45 PM	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	1	0	4	0	4	0	0	0	0	1	1	0	11
5:15 PM	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	1	0	3	0	4	0	0	0	0	0	0	0	8
5:45 PM	0	0	0	0	0	0	1	0	0	2	0	1	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	1	0	5	1	20	0	16	8	0	1	0	1	1	0	55
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	19.23%	3.85%	76.92%	0.00%	64.00%	32.00%	0.00%	4.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	9	0	10	3	0	1	0	1	1	0	27
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.563	0.000	0.625	0.375	0.000	0.250	0.000	0.250	0.250	0.000	0.614
					0.550				0.875				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Flippen Rd & McCullough Rd
City: Hampton
Control: 4-Way Stop

Project ID: 24-180122-007
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	Flippen Rd				Flippen Rd				McCullough Rd				McCullough Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
APPROACH %'s :									100.00%	0.00%	0.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
									0.500								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Flippen Rd & McCullough Rd
City: Hampton
Project ID: 24-180122-007
Date: 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Flippen Rd		Flippen Rd		McCullough Rd		McCullough Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Flippen Rd & McCullough Rd

Peak Hour Turning Movement Count

ID: 24-180122-007
City: Hampton

Day: Thursday
Date: 5/16/2024

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Flippen Rd)

AM	284	2	56	0	551	AM
NOON	0	0	0	0	0	NOON
PM	404	15	99	0	478	PM

EASTBOUND (McCullough Rd)

AM	NOON	PM	
378	0	515	
0	0	2	0
442	0	365	0
130	0	123	1
1	0	6	0
AM	NOON	PM	

WESTBOUND (McCullough Rd)

PM	NOON	AM	
98	0	88	0
100	0	87	1
11	0	2	0
0	0	0	0
238	0	204	
PM	NOON	AM	

NORTHBOUND (Flippen Rd)

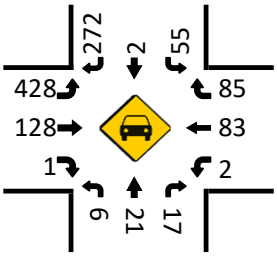
PM	32	0	9	15	16	PM
NOON	0	0	0	0	0	NOON
AM	5	0	7	21	18	AM
		0	0	1	0	

CONTROL

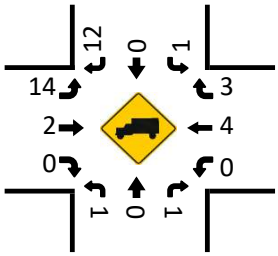
4-Way Stop

TEV	1138 AM	0 NOON	1263 PM
PHF	0.89		0.90

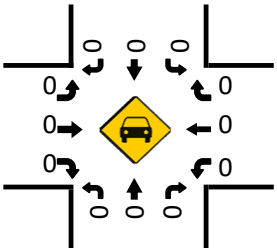
Cars (AM)



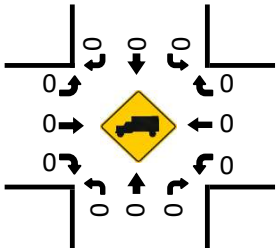
HT (AM)



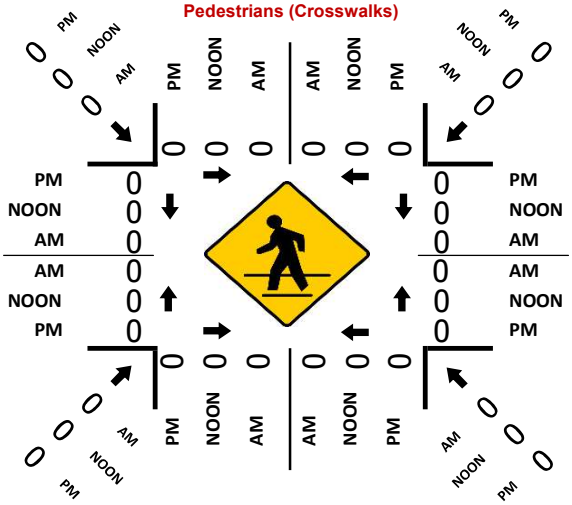
Cars (NOON)



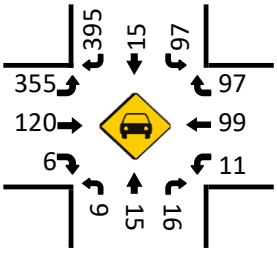
HT (NOON)



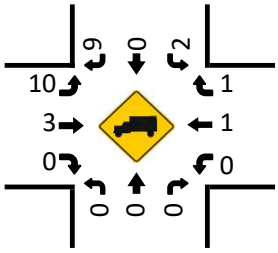
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 24-180122-007
Location: Flippen Rd & McCullough Rd
City: Hampton

Day: Thursday
Date: 5/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Flippen Rd Northbound						Flippen Rd Southbound						McCullough Rd Eastbound						McCullough Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	1	4	3	0	0	8	4	0	35	0	0	39	81	18	1	0	0	100	0	22	18	0	0	40	187
7:15 AM	2	3	5	0	0	10	11	0	66	0	0	77	111	35	1	0	0	147	0	24	21	0	0	45	279
7:30 AM	3	5	7	0	0	15	18	0	77	0	0	95	107	29	0	0	0	136	0	31	24	0	0	55	301
7:45 AM	1	9	2	0	0	12	12	1	101	0	0	114	106	32	0	0	0	138	2	24	29	0	0	55	319
Total	7	21	17	0	0	45	45	1	279	0	0	325	405	114	2	0	0	521	2	101	92	0	0	195	1086
8:00 AM	1	4	4	0	0	9	15	1	40	0	0	56	118	34	0	0	0	152	0	8	14	0	0	22	239
8:15 AM	0	4	2	0	0	6	12	2	59	0	0	73	104	26	0	0	0	130	2	17	14	0	0	33	242
8:30 AM	2	7	3	0	0	12	9	2	57	0	0	68	103	24	0	0	0	127	1	14	17	0	0	32	239
8:45 AM	0	4	2	0	0	6	6	2	63	0	0	71	92	25	0	0	0	117	1	18	11	0	0	30	224
Total	3	19	11	0	0	33	42	7	219	0	0	268	417	109	0	0	0	526	4	57	56	0	0	117	944
BREAK																									
4:00 PM	2	6	3	0	0	11	24	4	77	0	0	105	77	36	1	0	0	114	3	20	23	0	0	46	276
4:15 PM	0	3	1	0	0	4	25	7	74	0	0	106	90	38	0	0	0	128	3	19	31	0	0	53	291
4:30 PM	0	0	5	0	0	5	28	6	84	0	0	118	71	42	1	0	0	114	3	22	31	0	0	56	293
4:45 PM	3	0	4	0	0	7	32	5	79	0	0	116	90	25	0	0	0	115	2	25	42	0	0	69	307
Total	5	9	13	0	0	27	109	22	314	0	0	445	328	141	2	0	0	471	11	86	127	0	0	224	1167
5:00 PM	0	2	0	0	0	2	30	6	80	0	0	116	80	17	2	0	0	99	1	22	20	0	0	43	260
5:15 PM	3	3	6	0	0	12	22	2	95	0	0	119	95	33	1	0	0	129	3	30	21	0	0	54	314
5:30 PM	5	6	3	0	0	14	22	0	121	0	0	143	93	44	1	0	0	138	4	24	26	0	0	54	349
5:45 PM	1	4	7	0	0	12	25	7	108	0	0	140	97	29	2	2	0	130	3	24	31	0	0	58	340
Total	9	15	16	0	0	40	99	15	404	0	0	518	365	123	6	2	0	496	11	100	98	0	0	209	1263
Grand Total	24	64	57	0	0	145	295	45	1216	0	0	1556	1515	487	10	2	0	2014	28	344	373	0	0	745	4460
Apprch %	16.6	44.1	39.3	0.0	0.0		19.0	2.9	78.1	0.0	0.0		75.2	24.2	0.5	0.1	0.0		3.8	46.2	50.1	0.0	0.0		
Total %	0.5	1.4	1.3	0.0	0.0	3.3	6.6	1.0	27.3	0.0	0.0	34.9	34.0	10.9	0.2	0.0	0.0	45.2	0.6	7.7	8.4	0.0	0.0	16.7	
Cars, PU, Vans	22	64	54	0		140	288	44	1164	0		1496	1470	471	10	1		1952	28	338	367	0		733	4321
% Cars, PU, Vans	91.7	100.0	94.7	0.0		96.6	97.6	97.8	95.7	0.0		96.1	97.0	96.7	100.0	50.0		96.9	100.0	98.3	98.4	0.0		98.4	96.9
Heavy trucks	2	0	3	0		5	7	1	52	0		60	45	16	0	1		62	0	6	6	0		12	139
%Heavy trucks	8.3	0.0	5.3	0.0		3.4	2.4	2.2	4.3	0.0		3.9	3.0	3.3	0.0	50.0		3.1	0.0	1.7	1.6	0.0		1.6	3.1

Project ID: 24-180122-007
Location: Flippen Rd & McCullough Rd
City: Hampton

PEAK HOURS

Day: Thursday
Date: 5/16/2024

AM

	Flippen Rd Northbound					Flippen Rd Southbound					McCullough Rd Eastbound					McCullough Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	2	3	5	0	10	11	0	66	0	77	111	35	1	0	147	0	24	21	0	45	279
7:30 AM	3	5	7	0	15	18	0	77	0	95	107	29	0	0	136	0	31	24	0	55	301
7:45 AM	1	9	2	0	12	12	1	101	0	114	106	32	0	0	138	2	24	29	0	55	319
8:00 AM	1	4	4	0	9	15	1	40	0	56	118	34	0	0	152	0	8	14	0	22	239
Total Volume	7	21	18	0	46	56	2	284	0	342	442	130	1	0	573	2	87	88	0	177	1138
% App. Total	15.2	45.7	39.1	0.0	100	16.4	0.6	83.0	0.0	100	77.1	22.7	0.2	0.0	100	1.1	49.2	49.7	0.0	100	
PHF					0.767					0.750					0.942					0.805	0.892
Cars, PU, Vans	6	21	17	0	44	55	2	272	0	329	428	128	1	0	557	2	83	85	0	170	1100
% Cars, PU, Vans	85.7	100.0	94.4	0.0	95.7	98.2	100.0	95.8	0.0	96.2	96.8	98.5	100.0	0.0	97.2	100.0	95.4	96.6	0.0	96.0	96.7
Heavy trucks	1	0	1	0	2	1	0	12	0	13	14	2	0	0	16	0	4	3	0	7	38
%Heavy trucks	14.3	0.0	5.6	0.0	4.3	1.8	0.0	4.2	0.0	3.8	3.2	1.5	0.0	0.0	2.8	0.0	4.6	3.4	0.0	4.0	3.3

PM

	Flippen Rd Northbound					Flippen Rd Southbound					McCullough Rd Eastbound					McCullough Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	0	2	0	0	2	30	6	80	0	116	80	17	2	0	99	1	22	20	0	43	260
5:15 PM	3	3	6	0	12	22	2	95	0	119	95	33	1	0	129	3	30	21	0	54	314
5:30 PM	5	6	3	0	14	22	0	121	0	143	93	44	1	0	138	4	24	26	0	54	349
5:45 PM	1	4	7	0	12	25	7	108	0	140	97	29	2	2	130	3	24	31	0	58	340
Total Volume	9	15	16	0	40	99	15	404	0	518	365	123	6	2	496	11	100	98	0	209	1263
% App. Total	22.5	37.5	40.0	0.0	100	19.1	2.9	78.0	0.0	100	73.6	24.8	1.2	0.4	100	5.3	47.8	46.9	0.0	100	
PHF					0.714					0.906					0.899					0.901	0.905
Cars, PU, Vans	9	15	16	0	40	97	15	395	0	507	355	120	6	1	482	11	99	97	0	207	1236
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	98.0	100.0	97.8	0.0	97.9	97.3	97.6	100.0	50.0	97.2	100.0	99.0	99.0	0.0	99.0	97.9
Heavy trucks	0	0	0	0	0	2	0	9	0	11	10	3	0	1	14	0	1	1	0	2	27
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	2.0	0.0	2.2	0.0	2.1	2.7	2.4	0.0	50.0	2.8	0.0	1.0	1.0	0.0	1.0	2.1

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chambers Rd & Jodeco Rd
City: Hampton
Control: 2-Way Stop(NB/SB)

Project ID: 24-180122-008
Date: 5/16/2024

Data - Total

NS/EW Streets:	Chambers Rd				Chambers Rd				Jodeco Rd				Jodeco Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	55	0	0	0	0	0	0	82	1	0	44	70	0	0	253
7:15 AM	3	0	81	0	0	0	0	0	0	128	1	0	55	73	0	0	341
7:30 AM	0	0	84	0	1	0	0	0	1	183	1	0	77	76	2	0	425
7:45 AM	0	0	72	0	0	0	1	0	1	188	4	0	71	113	1	0	451
8:00 AM	4	0	88	0	0	0	0	0	2	152	0	0	54	85	1	0	386
8:15 AM	4	2	101	0	1	1	0	0	2	110	2	0	66	59	0	0	348
8:30 AM	1	1	99	0	3	0	0	0	1	96	3	0	59	55	0	1	319
8:45 AM	2	1	81	0	0	1	1	0	2	85	5	0	55	65	6	0	304
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	4	661	0	5	2	2	0	9	1024	17	0	481	596	10	1	2827
APPROACH %'s :	2.21%	0.59%	97.21%	0.00%	55.56%	22.22%	22.22%	0.00%	0.86%	97.52%	1.62%	0.00%	44.21%	54.78%	0.92%	0.09%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	8	2	345	0	2	1	1	0	6	633	7	0	268	333	4	0	1610
PEAK HR FACTOR :	0.500	0.250	0.854	0.000	0.500	0.250	0.250	0.000	0.750	0.842	0.438	0.000	0.870	0.737	0.500	0.000	0.892
	0.829				0.500				0.837				0.818				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	0	97	0	4	1	3	0	2	113	4	0	105	75	1	0	409
4:15 PM	2	0	123	0	1	4	3	0	0	112	3	0	111	85	6	0	450
4:30 PM	2	1	110	0	1	0	2	0	2	137	4	0	100	101	4	0	464
4:45 PM	1	0	118	0	1	0	2	0	2	127	0	0	90	108	3	0	452
5:00 PM	1	1	92	0	1	0	4	0	1	130	2	0	98	108	3	0	441
5:15 PM	5	0	103	0	0	1	1	0	0	132	5	0	103	116	2	0	468
5:30 PM	0	0	91	0	4	2	4	0	2	192	0	0	105	118	5	0	523
5:45 PM	1	0	94	0	4	0	2	0	3	173	2	0	104	106	5	0	494
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	2	828	0	16	8	21	0	12	1116	20	0	816	817	29	0	3701
APPROACH %'s :	1.89%	0.24%	97.87%	0.00%	35.56%	17.78%	46.67%	0.00%	1.05%	97.21%	1.74%	0.00%	49.10%	49.16%	1.74%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	7	1	380	0	9	3	11	0	6	627	9	0	410	448	15	0	1926
PEAK HR FACTOR :	0.350	0.250	0.922	0.000	0.563	0.375	0.688	0.000	0.500	0.816	0.450	0.000	0.976	0.949	0.750	0.000	0.921
	0.898				0.575				0.827				0.957				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chambers Rd & Jodeco Rd
City: Hampton
Control: 2-Way Stop(NB/SB)

Project ID: 24-180122-008
Date: 5/16/2024

Data - Cars

NS/EW Streets:	Chambers Rd				Chambers Rd				Jodeco Rd				Jodeco Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	54	0	0	0	0	0	0	78	1	0	41	64	0	0	239
7:15 AM	3	0	79	0	0	0	0	0	0	127	1	0	51	73	0	0	334
7:30 AM	0	0	82	0	1	0	0	0	1	174	1	0	76	75	2	0	412
7:45 AM	0	0	68	0	0	0	1	0	1	184	4	0	69	112	1	0	440
8:00 AM	4	0	87	0	0	0	0	0	2	144	0	0	51	77	1	0	366
8:15 AM	4	2	99	0	1	1	0	0	2	106	2	0	65	55	0	0	337
8:30 AM	1	1	95	0	3	0	0	0	1	94	3	0	57	54	0	1	310
8:45 AM	2	1	80	0	0	1	1	0	2	81	4	0	52	64	6	0	294
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	4	644	0	5	2	2	0	9	988	16	0	462	574	10	1	2732
APPROACH %'s :	2.26%	0.60%	97.13%	0.00%	55.56%	22.22%	22.22%	0.00%	0.89%	97.53%	1.58%	0.00%	44.13%	54.82%	0.96%	0.10%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	8	2	336	0	2	1	1	0	6	608	7	0	261	319	4	0	1555
PEAK HR FACTOR :	0.500	0.250	0.848	0.000	0.500	0.250	0.250	0.000	0.750	0.826	0.438	0.000	0.859	0.712	0.500	0.000	0.884
	0.824				0.500				0.821				0.802				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	0	94	0	4	1	3	0	2	110	4	0	103	72	1	0	398
4:15 PM	2	0	121	0	1	4	3	0	0	108	3	0	110	81	6	0	439
4:30 PM	2	1	107	0	1	0	2	0	2	133	4	0	99	97	4	0	452
4:45 PM	1	0	114	0	1	0	2	0	2	126	0	0	88	107	3	0	444
5:00 PM	1	1	91	0	1	0	4	0	1	127	2	0	97	104	3	0	432
5:15 PM	5	0	100	0	0	1	1	0	0	132	5	0	103	113	2	0	462
5:30 PM	0	0	89	0	4	2	3	0	2	188	0	0	104	117	4	0	513
5:45 PM	1	0	92	0	4	0	2	0	3	171	2	0	104	105	5	0	489
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	2	808	0	16	8	20	0	12	1095	20	0	808	796	28	0	3629
APPROACH %'s :	1.94%	0.24%	97.82%	0.00%	36.36%	18.18%	45.45%	0.00%	1.06%	97.16%	1.77%	0.00%	49.51%	48.77%	1.72%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	7	1	372	0	9	3	10	0	6	618	9	0	408	439	14	0	1896
PEAK HR FACTOR :	0.350	0.250	0.930	0.000	0.563	0.375	0.625	0.000	0.500	0.822	0.450	0.000	0.981	0.938	0.700	0.000	0.924
	0.905				0.611				0.833				0.957				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chambers Rd & Jodeco Rd
City: Hampton
Control: 2-Way Stop(NB/SB)

Project ID: 24-180122-008
Date: 5/16/2024

Data - HT

NS/EW Streets:	Chambers Rd				Chambers Rd				Jodeco Rd				Jodeco Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	0	4	0	0	3	6	0	0	14
7:15 AM	0	0	2	0	0	0	0	0	0	1	0	0	4	0	0	0	7
7:30 AM	0	0	2	0	0	0	0	0	0	9	0	0	1	1	0	0	13
7:45 AM	0	0	4	0	0	0	0	0	0	4	0	0	2	1	0	0	11
8:00 AM	0	0	1	0	0	0	0	0	0	8	0	0	3	8	0	0	20
8:15 AM	0	0	2	0	0	0	0	0	0	4	0	0	1	4	0	0	11
8:30 AM	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	9
8:45 AM	0	0	1	0	0	0	0	0	0	4	1	0	3	1	0	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	17	0	0	0	0	0	0	36	1	0	19	22	0	0	95
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	97.30%	2.70%	0.00%	46.34%	53.66%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	9	0	0	0	0	0	0	25	0	0	7	14	0	0	55
PEAK HR FACTOR :	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.694	0.000	0.000	0.583	0.438	0.000	0.000	0.688
			0.563							0.694				0.477			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	3	0	0	0	0	0	0	3	0	0	2	3	0	0	11
4:15 PM	0	0	2	0	0	0	0	0	0	4	0	0	1	4	0	0	11
4:30 PM	0	0	3	0	0	0	0	0	0	4	0	0	1	4	0	0	12
4:45 PM	0	0	4	0	0	0	0	0	0	1	0	0	2	1	0	0	8
5:00 PM	0	0	1	0	0	0	0	0	0	3	0	0	1	4	0	0	9
5:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	6
5:30 PM	0	0	2	0	0	0	1	0	0	4	0	0	1	1	1	0	10
5:45 PM	0	0	2	0	0	0	0	0	0	2	0	0	0	1	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	20	0	0	0	1	0	0	21	0	0	8	21	1	0	72
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	26.67%	70.00%	3.33%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	8	0	0	0	1	0	0	9	0	0	2	9	1	0	30
PEAK HR FACTOR :	0.000	0.000	0.667	0.000	0.000	0.000	0.250	0.000	0.000	0.563	0.000	0.000	0.500	0.563	0.250	0.000	0.750
			0.667				0.250			0.563				0.600			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chambers Rd & Jodeco Rd
City: Hampton
Control: 2-Way Stop(NB/SB)

Project ID: 24-180122-008
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	Chambers Rd				Chambers Rd				Jodeco Rd				Jodeco Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chambers Rd & Jodeco Rd
City: Hampton
Project ID: 24-180122-008
Date: 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Chambers Rd		Chambers Rd		Jodeco Rd		Jodeco Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	1	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	1	0	0	0	0	0	0	3
APPROACH %'s :	66.67%	33.33%							
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250								0.250
	0.250								

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Chambers Rd & Jodeco Rd

Peak Hour Turning Movement Count

ID: 24-180122-008
City: Hampton

Day: Thursday
Date: 5/16/2024

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (Chambers Rd)

AM	1	1	2	0	12	AM
NOON	0	0	0	0	0	NOON
PM	11	3	9	0	22	PM

EASTBOUND (Jodeco Rd)

AM	NOON	PM		
342	0	466	⇦	
0	0	0	↶	0
6	0	6	↱	0
633	0	627	→	1
7	0	9	↴	0

WESTBOUND (Jodeco Rd)

	PM	NOON	AM
1	15	0	4
1	448	0	333
1	410	0	268
0	0	0	0
⇨	1016	0	980

NORTHBOUND (Chambers Rd)

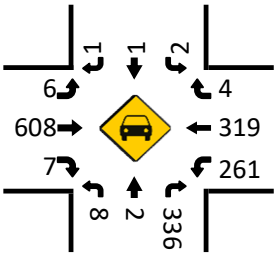
PM	422	0	7	1	380	PM
NOON	0	0	0	0	0	NOON
AM	276	0	8	2	345	AM

CONTROL

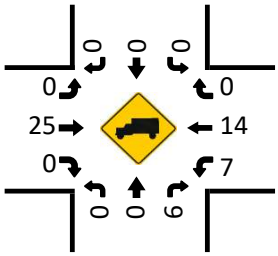
2-Way Stop(NB/SB)

TEV	1610 AM	0 NOON	1926 PM
PHF	0.89		0.92

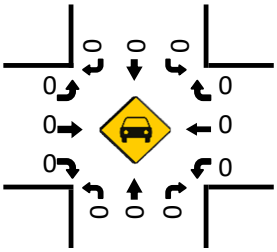
Cars (AM)



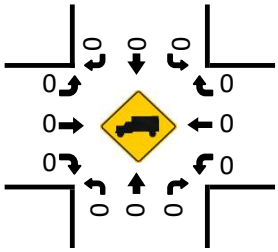
HT (AM)



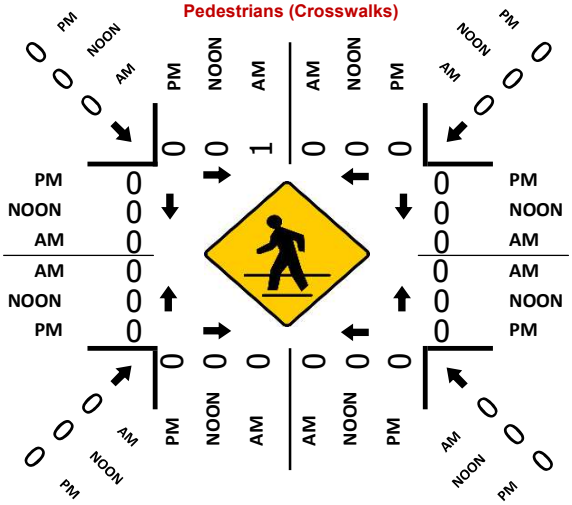
Cars (NOON)



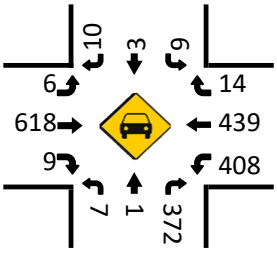
HT (NOON)



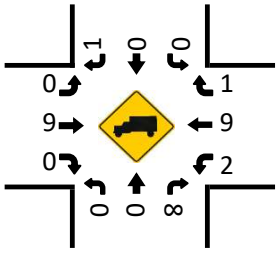
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 24-180122-008
Location: Chambers Rd & Jodeco Rd
City: Hampton

Day: Thursday
Date: 5/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Chambers Rd Northbound						Chambers Rd Southbound						Jodeco Rd Eastbound						Jodeco Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	1	0	55	0	0	56	0	0	0	0	0	0	0	82	1	0	0	83	44	70	0	0	0	114	253
7:15 AM	3	0	81	0	0	84	0	0	0	0	0	0	0	128	1	0	0	129	55	73	0	0	0	128	341
7:30 AM	0	0	84	0	0	84	1	0	0	0	0	1	1	183	1	0	0	185	77	76	2	0	0	155	425
7:45 AM	0	0	72	0	0	72	0	0	1	0	1	1	1	188	4	0	0	193	71	113	1	0	0	185	451
Total	4	0	292	0	0	296	1	0	1	0	1	2	2	581	7	0	0	590	247	332	3	0	0	582	1470
8:00 AM	4	0	88	0	0	92	0	0	0	0	0	0	2	152	0	0	0	154	54	85	1	0	0	140	386
8:15 AM	4	2	101	0	0	107	1	1	0	0	0	2	2	110	2	0	0	114	66	59	0	0	0	125	348
8:30 AM	1	1	99	0	0	101	3	0	0	0	2	3	1	96	3	0	0	100	59	55	0	1	0	115	319
8:45 AM	2	1	81	0	0	84	0	1	1	0	0	2	2	85	5	0	0	92	55	65	6	0	0	126	304
Total	11	4	369	0	0	384	4	2	1	0	2	7	7	443	10	0	0	460	234	264	7	1	0	506	1357
BREAK																									
4:00 PM	4	0	97	0	0	101	4	1	3	0	0	8	2	113	4	0	0	119	105	75	1	0	0	181	409
4:15 PM	2	0	123	0	0	125	1	4	3	0	0	8	0	112	3	0	0	115	111	85	6	0	0	202	450
4:30 PM	2	1	110	0	0	113	1	0	2	0	0	3	2	137	4	0	0	143	100	101	4	0	0	205	464
4:45 PM	1	0	118	0	0	119	1	0	2	0	0	3	2	127	0	0	0	129	90	108	3	0	0	201	452
Total	9	1	448	0	0	458	7	5	10	0	0	22	6	489	11	0	0	506	406	369	14	0	0	789	1775
5:00 PM	1	1	92	0	0	94	1	0	4	0	0	5	1	130	2	0	0	133	98	108	3	0	0	209	441
5:15 PM	5	0	103	0	0	108	0	1	1	0	0	2	0	132	5	0	0	137	103	116	2	0	0	221	468
5:30 PM	0	0	91	0	0	91	4	2	4	0	0	10	2	192	0	0	0	194	105	118	5	0	0	228	523
5:45 PM	1	0	94	0	0	95	4	0	2	0	0	6	3	173	2	0	0	178	104	106	5	0	0	215	494
Total	7	1	380	0	0	388	9	3	11	0	0	23	6	627	9	0	0	642	410	448	15	0	0	873	1926
Grand Total	31	6	1489	0	0	1526	21	10	23	0	3	54	21	2140	37	0	0	2198	1297	1413	39	1	0	2750	6528
Apprch %	2.0	0.4	97.6	0.0	0.0		38.9	18.5	42.6	0.0	5.6		1.0	97.4	1.7	0.0	0.0		47.2	51.4	1.4	0.0	0.0		
Total %	0.5	0.1	22.8	0.0	0.0	23.4	0.3	0.2	0.4	0.0	0.0	0.8	0.3	32.8	0.6	0.0	0.0	33.7	19.9	21.6	0.6	0.0	0.0	42.1	
Cars, PU, Vans	31	6	1452	0		1489	21	10	22	0		53	21	2083	36	0		2140	1270	1370	38	1		2679	6361
% Cars, PU, Vans	100.0	100.0	97.5	0.0		97.6	100.0	100.0	95.7	0.0		98.1	100.0	97.3	97.3	0.0		97.4	97.9	97.0	97.4	100.0		97.4	97.4
Heavy trucks	0	0	37	0		37	0	0	1	0		1	0	57	1	0		58	27	43	1	0		71	167
%Heavy trucks	0.0	0.0	2.5	0.0		2.4	0.0	0.0	4.3	0.0		1.9	0.0	2.7	2.7	0.0		2.6	2.1	3.0	2.6	0.0		2.6	2.6

Project ID: 24-180122-008
Location: Chambers Rd & Jodeco Rd
City: Hampton

PEAK HOURS

Day: Thursday
Date: 5/16/2024

AM

	Chambers Rd Northbound					Chambers Rd Southbound					Jodeco Rd Eastbound					Jodeco Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	0	84	0	84	1	0	0	0	1	1	183	1	0	185	77	76	2	0	155	425
7:45 AM	0	0	72	0	72	0	0	1	0	1	1	188	4	0	193	71	113	1	0	185	451
8:00 AM	4	0	88	0	92	0	0	0	0	0	2	152	0	0	154	54	85	1	0	140	386
8:15 AM	4	2	101	0	107	1	1	0	0	2	2	110	2	0	114	66	59	0	0	125	348
Total Volume	8	2	345	0	355	2	1	1	0	4	6	633	7	0	646	268	333	4	0	605	1610
% App. Total	2.3	0.6	97.2	0.0	100	50.0	25.0	25.0	0.0	100	0.9	98.0	1.1	0.0	100	44.3	55.0	0.7	0.0	100	
PHF					0.829					0.500					0.837					0.818	0.892
Cars, PU, Vans	8	2	336	0	346	2	1	1	0	4	6	608	7	0	621	261	319	4	0	584	1555
% Cars, PU, Vans	100.0	100.0	97.4	0.0	97.5	100.0	100.0	100.0	0.0	100.0	100.0	96.1	100.0	0.0	96.1	97.4	95.8	100.0	0.0	96.5	96.6
Heavy trucks	0	0	9	0	9	0	0	0	0	0	0	25	0	0	25	7	14	0	0	21	55
%Heavy trucks	0.0	0.0	2.6	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.9	2.6	4.2	0.0	0.0	3.5	3.4

PM

	Chambers Rd Northbound					Chambers Rd Southbound					Jodeco Rd Eastbound					Jodeco Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	1	1	92	0	94	1	0	4	0	5	1	130	2	0	133	98	108	3	0	209	441
5:15 PM	5	0	103	0	108	0	1	1	0	2	0	132	5	0	137	103	116	2	0	221	468
5:30 PM	0	0	91	0	91	4	2	4	0	10	2	192	0	0	194	105	118	5	0	228	523
5:45 PM	1	0	94	0	95	4	0	2	0	6	3	173	2	0	178	104	106	5	0	215	494
Total Volume	7	1	380	0	388	9	3	11	0	23	6	627	9	0	642	410	448	15	0	873	1926
% App. Total	1.8	0.3	97.9	0.0	100	39.1	13.0	47.8	0.0	100	0.9	97.7	1.4	0.0	100	47.0	51.3	1.7	0.0	100	
PHF					0.898					0.575					0.827					0.957	0.921
Cars, PU, Vans	7	1	372	0	380	9	3	10	0	22	6	618	9	0	633	408	439	14	0	861	1896
% Cars, PU, Vans	100.0	100.0	97.9	0.0	97.9	100.0	100.0	90.9	0.0	95.7	100.0	98.6	100.0	0.0	98.6	99.5	98.0	93.3	0.0	98.6	98.4
Heavy trucks	0	0	8	0	8	0	0	1	0	1	0	9	0	0	9	2	9	1	0	12	30
%Heavy trucks	0.0	0.0	2.1	0.0	2.1	0.0	0.0	9.1	0.0	4.3	0.0	1.4	0.0	0.0	1.4	0.5	2.0	6.7	0.0	1.4	1.6

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crown Oaks Dr/Pates Creek Rd & Noahs Ark Rd
City: Hampton
Control: 2-Way Stop(NB/SB)

Project ID: 24-180122-009
Date: 5/16/2024

Data - Total

NS/EW Streets:	Crown Oaks Dr/Pates Creek Rd				Crown Oaks Dr/Pates Creek Rd				Noahs Ark Rd				Noahs Ark Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	18	1	7	0	3	0	0	0	0	83	8	0	6	62	0	0	188
7:15 AM	18	0	8	0	3	0	0	0	0	79	7	0	16	60	0	0	191
7:30 AM	26	0	16	0	1	1	1	0	0	118	14	0	13	63	0	0	253
7:45 AM	14	0	17	0	1	0	0	0	0	98	21	0	44	72	4	0	271
8:00 AM	21	0	21	0	1	3	0	0	0	91	22	0	25	53	1	0	238
8:15 AM	37	1	17	0	0	0	0	0	0	78	10	0	16	66	0	0	225
8:30 AM	19	1	20	0	1	0	0	0	0	85	9	0	15	49	2	0	201
8:45 AM	20	0	10	0	2	0	1	0	1	85	8	0	15	71	1	0	214
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	173	3	116	0	12	4	2	0	1	717	99	0	150	496	8	0	1781
APPROACH %'s :	59.25%	1.03%	39.73%	0.00%	66.67%	22.22%	11.11%	0.00%	0.12%	87.76%	12.12%	0.00%	22.94%	75.84%	1.22%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	98	1	71	0	3	4	1	0	0	385	67	0	98	254	5	0	987
PEAK HR FACTOR :	0.662	0.250	0.845	0.000	0.750	0.333	0.250	0.000	0.000	0.816	0.761	0.000	0.557	0.882	0.313	0.000	0.911
	0.773				0.500				0.856				0.744				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	29	0	26	0	0	0	1	0	0	103	26	0	19	70	3	0	277
4:15 PM	30	0	27	0	0	0	1	0	0	80	35	0	27	83	1	0	284
4:30 PM	32	0	26	0	1	0	1	0	0	85	30	0	28	81	1	0	285
4:45 PM	34	1	21	0	0	0	0	0	0	98	36	0	28	82	0	0	300
5:00 PM	25	1	16	0	1	0	0	0	0	71	46	0	39	72	1	0	272
5:15 PM	31	0	10	0	0	1	0	0	1	104	56	0	35	65	0	0	303
5:30 PM	27	0	13	0	1	0	0	0	0	82	62	0	38	85	2	0	310
5:45 PM	26	1	8	1	0	1	1	0	0	90	34	0	44	84	0	0	290
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	234	3	147	1	3	2	4	0	1	713	325	0	258	622	8	0	2321
APPROACH %'s :	60.78%	0.78%	38.18%	0.26%	33.33%	22.22%	44.44%	0.00%	0.10%	68.62%	31.28%	0.00%	29.05%	70.05%	0.90%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	117	2	60	0	2	1	0	0	1	355	200	0	140	304	3	0	1185
PEAK HR FACTOR :	0.860	0.500	0.714	0.000	0.500	0.250	0.000	0.000	0.250	0.853	0.806	0.000	0.897	0.894	0.375	0.000	0.956
	0.799				0.750				0.863				0.894				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crown Oaks Dr/Pates Creek Rd & Noahs Ark Rd
City: Hampton
Control: 2-Way Stop(NB/SB)

Project ID: 24-180122-009
Date: 5/16/2024

Data - Cars

NS/EW Streets:	Crown Oaks Dr/Pates Creek Rd				Crown Oaks Dr/Pates Creek Rd				Noahs Ark Rd				Noahs Ark Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	18	1	7	0	3	0	0	0	0	81	7	0	6	56	0	0	179
7:15 AM	15	0	8	0	3	0	0	0	0	77	7	0	15	58	0	0	183
7:30 AM	26	0	15	0	1	1	1	0	0	110	14	0	12	62	0	0	242
7:45 AM	14	0	15	0	0	0	0	0	0	96	20	0	43	68	3	0	259
8:00 AM	20	0	21	0	1	3	0	0	0	86	21	0	24	52	1	0	229
8:15 AM	35	1	16	0	0	0	0	0	0	77	10	0	15	65	0	0	219
8:30 AM	19	1	20	0	1	0	0	0	0	84	9	0	15	49	2	0	200
8:45 AM	20	0	10	0	1	0	1	0	0	78	7	0	14	68	1	0	200
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	167	3	112	0	10	4	2	0	0	689	95	0	144	478	7	0	1711
APPROACH %'s :	59.22%	1.06%	39.72%	0.00%	62.50%	25.00%	12.50%	0.00%	0.00%	87.88%	12.12%	0.00%	22.89%	75.99%	1.11%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	95	1	67	0	2	4	1	0	0	369	65	0	94	247	4	0	949
PEAK HR FACTOR :	0.679	0.250	0.798	0.000	0.500	0.333	0.250	0.000	0.000	0.839	0.774	0.000	0.547	0.908	0.333	0.000	0.916
	0.784				0.438				0.875				0.757				

NS/EW Streets:	Crown Oaks Dr/Pates Creek Rd				Crown Oaks Dr/Pates Creek Rd				Noahs Ark Rd				Noahs Ark Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	29	0	23	0	0	0	1	0	0	100	25	0	18	65	3	0	264
4:15 PM	29	0	23	0	0	0	1	0	0	79	30	0	26	82	1	0	271
4:30 PM	31	0	24	0	1	0	1	0	0	84	30	0	25	79	1	0	276
4:45 PM	32	1	21	0	0	0	0	0	0	96	35	0	26	80	0	0	291
5:00 PM	23	1	15	0	1	0	0	0	0	71	45	0	37	72	1	0	266
5:15 PM	29	0	10	0	0	1	0	0	1	103	55	0	35	64	0	0	298
5:30 PM	27	0	13	0	1	0	0	0	0	82	60	0	38	85	2	0	308
5:45 PM	26	1	8	1	0	1	1	0	0	89	34	0	44	84	0	0	289
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	226	3	137	1	3	2	4	0	1	704	314	0	249	611	8	0	2263
APPROACH %'s :	61.58%	0.82%	37.33%	0.27%	33.33%	22.22%	44.44%	0.00%	0.10%	69.09%	30.81%	0.00%	28.69%	70.39%	0.92%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	111	2	59	0	2	1	0	0	1	352	195	0	136	301	3	0	1163
PEAK HR FACTOR :	0.867	0.500	0.702	0.000	0.500	0.250	0.000	0.000	0.250	0.854	0.813	0.000	0.895	0.885	0.375	0.000	0.944
	0.796				0.750				0.862				0.880				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crown Oaks Dr/Pates Creek Rd & Noahs Ark Rd
City: Hampton
Control: 2-Way Stop(NB/SB)

Project ID: 24-180122-009
Date: 5/16/2024

Data - HT

NS/EW Streets:	Crown Oaks Dr/Pates Creek Rd				Crown Oaks Dr/Pates Creek Rd				Noahs Ark Rd				Noahs Ark Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	6	0	0	9
7:15 AM	3	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	8
7:30 AM	0	0	1	0	0	0	0	0	0	8	0	0	1	1	0	0	11
7:45 AM	0	0	2	0	1	0	0	0	0	2	1	0	1	4	1	0	12
8:00 AM	1	0	0	0	0	0	0	0	0	5	1	0	1	1	0	0	9
8:15 AM	2	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	1	0	0	0	1	7	1	0	1	3	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	0	4	0	2	0	0	0	1	28	4	0	6	18	1	0	70
APPROACH %'s :	60.00%	0.00%	40.00%	0.00%	100.00%	0.00%	0.00%	0.00%	3.03%	84.85%	12.12%	0.00%	24.00%	72.00%	4.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	3	0	4	0	1	0	0	0	0	16	2	0	4	7	1	0	38
PEAK HR FACTOR :	0.375	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.500	0.000	1.000	0.438	0.250	0.000	0.792
	0.583				0.250				0.563				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	3	0	0	0	0	0	0	3	1	0	1	5	0	0	13
4:15 PM	1	0	4	0	0	0	0	0	0	1	5	0	1	1	0	0	13
4:30 PM	1	0	2	0	0	0	0	0	0	1	0	0	3	2	0	0	9
4:45 PM	2	0	0	0	0	0	0	0	0	2	1	0	2	2	0	0	9
5:00 PM	2	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	6
5:15 PM	2	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	0	10	0	0	0	0	0	0	9	11	0	9	11	0	0	58
APPROACH %'s :	44.44%	0.00%	55.56%	0.00%					0.00%	45.00%	55.00%	0.00%	45.00%	55.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	6	0	1	0	0	0	0	0	0	3	5	0	4	3	0	0	22
PEAK HR FACTOR :	0.750	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.625	0.000	0.500	0.375	0.000	0.000	0.611
	0.583								0.667				0.438				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crown Oaks Dr/Pates Creek Rd & Noahs Ark Rd
City: Hampton
Control: 2-Way Stop(NB/SB)

Project ID: 24-180122-009
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	Crown Oaks Dr/Pates Creek Rd				Crown Oaks Dr/Pates Creek Rd				Noahs Ark Rd				Noahs Ark Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crown Oaks Dr/Pates Creek Rd & Noahs Ark Rd **Project ID:** 24-180122-009
City: Hampton **Date:** 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Crown Oaks Dr/Pates Creek Rd		Crown Oaks Dr/Pates Creek Rd		Noahs Ark Rd		Noahs Ark Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Crown Oaks Dr/Pates Creek Rd & Noahs Ark Rd

Peak Hour Turning Movement Count

ID: 24-180122-009
City: Hampton

Day: Thursday
Date: 5/16/2024

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

CONTROL: 2-Way Stop(NB/SB)

	AM	NOON	PM
TEV	987	0	1185
PHF	0.91		0.96

SOUTHBOUND (Crown Oaks Dr/Pates Creek Rd)

	L	T	R	U	Total
AM	1	4	3	0	6
NOON	0	0	0	0	0
PM	0	1	2	0	6

EASTBOUND (Noahs Ark Rd)

	L	T	R	U	Total
AM	0	1	0	0	1
NOON	0	0	0	0	0
PM	353	0	421		774

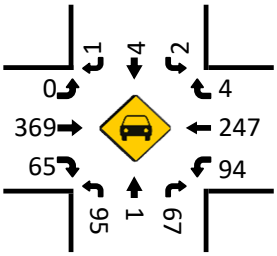
WESTBOUND (Noahs Ark Rd)

	L	T	R	U	Total
AM	0	417	0	459	876
NOON	0	0	0	0	0
PM	3	0	5		8

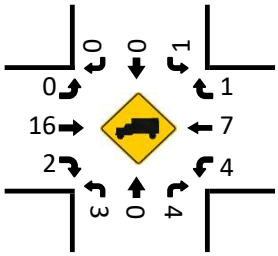
NORTHBOUND (Crown Oaks Dr/Pates Creek Rd)

	L	T	R	U	Total
AM	169	0	98	1	71
NOON	0	0	0	0	0
PM	341	0	117	2	60

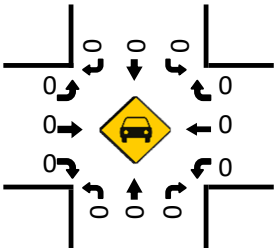
Cars (AM)



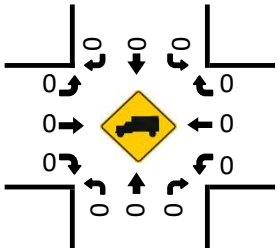
HT (AM)



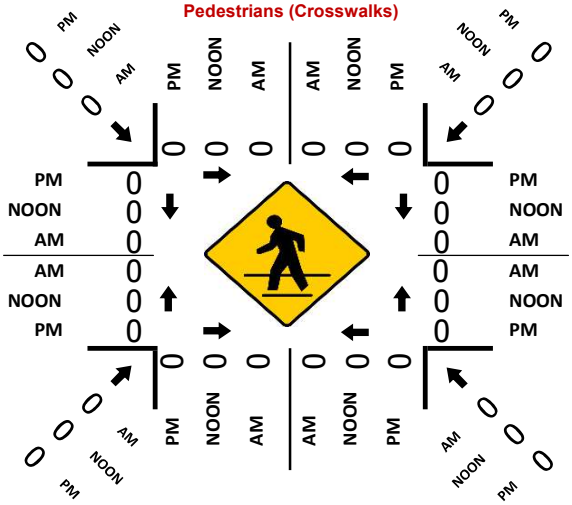
Cars (NOON)



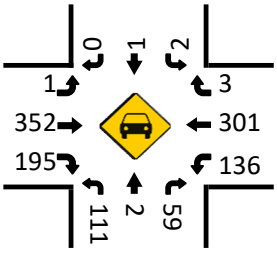
HT (NOON)



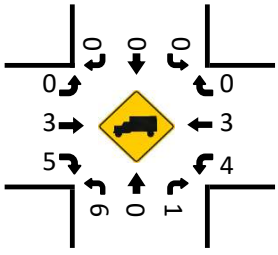
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 24-180122-009
Location: Crown Oaks Dr/Pates Creek Rd & Noahs Ark Rd **Day: Thursday**
City: Hampton **Date: 5/16/2024**

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Crown Oaks Dr/Pates Creek Rd Northbound						Crown Oaks Dr/Pates Creek Rd Southbound						Noahs Ark Rd Eastbound						Noahs Ark Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	18	1	7	0	0	26	3	0	0	0	0	3	0	83	8	0	0	91	6	62	0	0	0	68	188
7:15 AM	18	0	8	0	0	26	3	0	0	0	0	3	0	79	7	0	0	86	16	60	0	0	0	76	191
7:30 AM	26	0	16	0	0	42	1	1	1	0	0	3	0	118	14	0	0	132	13	63	0	0	0	76	253
7:45 AM	14	0	17	0	0	31	1	0	0	0	0	1	0	98	21	0	0	119	44	72	4	0	0	120	271
Total	76	1	48	0	0	125	8	1	1	0	0	10	0	378	50	0	0	428	79	257	4	0	0	340	903
8:00 AM	21	0	21	0	0	42	1	3	0	0	0	4	0	91	22	0	0	113	25	53	1	0	0	79	238
8:15 AM	37	1	17	0	0	55	0	0	0	0	0	0	0	78	10	0	0	88	16	66	0	0	0	82	225
8:30 AM	19	1	20	0	0	40	1	0	0	0	0	1	0	85	9	0	0	94	15	49	2	0	0	66	201
8:45 AM	20	0	10	0	0	30	2	0	1	0	0	3	1	85	8	0	0	94	15	71	1	0	0	87	214
Total	97	2	68	0	0	167	4	3	1	0	0	8	1	339	49	0	0	389	71	239	4	0	0	314	878
BREAK																									
4:00 PM	29	0	26	0	0	55	0	0	1	0	0	1	0	103	26	0	0	129	19	70	3	0	0	92	277
4:15 PM	30	0	27	0	0	57	0	0	1	0	0	1	0	80	35	0	0	115	27	83	1	0	0	111	284
4:30 PM	32	0	26	0	0	58	1	0	1	0	0	2	0	85	30	0	0	115	28	81	1	0	0	110	285
4:45 PM	34	1	21	0	0	56	0	0	0	0	0	0	0	98	36	0	0	134	28	82	0	0	0	110	300
Total	125	1	100	0	0	226	1	0	3	0	0	4	0	366	127	0	0	493	102	316	5	0	0	423	1146
5:00 PM	25	1	16	0	0	42	1	0	0	0	0	1	0	71	46	0	0	117	39	72	1	0	0	112	272
5:15 PM	31	0	10	0	0	41	0	1	0	0	0	1	1	104	56	0	0	161	35	65	0	0	0	100	303
5:30 PM	27	0	13	0	0	40	1	0	0	0	0	1	0	82	62	0	0	144	38	85	2	0	0	125	310
5:45 PM	26	1	8	1	0	36	0	1	1	0	0	2	0	90	34	0	0	124	44	84	0	0	0	128	290
Total	109	2	47	1	0	159	2	2	1	0	0	5	1	347	198	0	0	546	156	306	3	0	0	465	1175
Grand Total	407	6	263	1	0	677	15	6	6	0	0	27	2	1430	424	0	0	1856	408	1118	16	0	0	1542	4102
Apprch %	60.1	0.9	38.8	0.1	0.0		55.6	22.2	22.2	0.0	0.0		0.1	77.0	22.8	0.0	0.0		26.5	72.5	1.0	0.0	0.0		
Total %	9.9	0.1	6.4	0.0	0.0	16.5	0.4	0.1	0.1	0.0	0.0	0.7	0.0	34.9	10.3	0.0	0.0	45.2	9.9	27.3	0.4	0.0	0.0	37.6	
Cars, PU, Vans	393	6	249	1		649	13	6	6	0		25	1	1393	409	0		1803	393	1089	15	0		1497	3974
% Cars, PU, Vans	96.6	100.0	94.7	100.0		95.9	86.7	100.0	100.0	0.0		92.6	50.0	97.4	96.5	0.0		97.1	96.3	97.4	93.8	0.0		97.1	96.9
Heavy trucks	14	0	14	0		28	2	0	0	0		2	1	37	15	0		53	15	29	1	0		45	128
%Heavy trucks	3.4	0.0	5.3	0.0		4.1	13.3	0.0	0.0	0.0		7.4	50.0	2.6	3.5	0.0		2.9	3.7	2.6	6.3	0.0		2.9	3.1

Project ID: 24-180122-009
Location: Crown Oaks Dr/Pates Creek Rd & Noahs Ark Rd
City: Hampton

PEAK HOURS

Day: Thursday
Date: 5/16/2024

AM

	Crown Oaks Dr/Pates Creek Rd Northbound					Crown Oaks Dr/Pates Creek Rd Southbound					Noahs Ark Rd Eastbound					Noahs Ark Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	26	0	16	0	42	1	1	1	0	3	0	118	14	0	132	13	63	0	0	76	253
7:45 AM	14	0	17	0	31	1	0	0	0	1	0	98	21	0	119	44	72	4	0	120	271
8:00 AM	21	0	21	0	42	1	3	0	0	4	0	91	22	0	113	25	53	1	0	79	238
8:15 AM	37	1	17	0	55	0	0	0	0	0	0	78	10	0	88	16	66	0	0	82	225
Total Volume	98	1	71	0	170	3	4	1	0	8	0	385	67	0	452	98	254	5	0	357	987
% App. Total	57.6	0.6	41.8	0.0	100	37.5	50.0	12.5	0.0	100	0.0	85.2	14.8	0.0	100	27.5	71.1	1.4	0.0	100	
PHF					0.773					0.500					0.856					0.744	0.911
Cars, PU, Vans	95	1	67	0	163	2	4	1	0	7	0	369	65	0	434	94	247	4	0	345	949
% Cars, PU, Vans	96.9	100.0	94.4	0.0	95.9	66.7	100.0	100.0	0.0	87.5	0.0	95.8	97.0	0.0	96.0	95.9	97.2	80.0	0.0	96.6	96.1
Heavy trucks	3	0	4	0	7	1	0	0	0	1	0	16	2	0	18	4	7	1	0	12	38
%Heavy trucks	3.1	0.0	5.6	0.0	4.1	33.3	0.0	0.0	0.0	12.5	0.0	4.2	3.0	0.0	4.0	4.1	2.8	20.0	0.0	3.4	3.9

PM

	Crown Oaks Dr/Pates Creek Rd Northbound					Crown Oaks Dr/Pates Creek Rd Southbound					Noahs Ark Rd Eastbound					Noahs Ark Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	34	1	21	0	56	0	0	0	0	0	0	98	36	0	134	28	82	0	0	110	300
5:00 PM	25	1	16	0	42	1	0	0	0	1	0	71	46	0	117	39	72	1	0	112	272
5:15 PM	31	0	10	0	41	0	1	0	0	1	1	104	56	0	161	35	65	0	0	100	303
5:30 PM	27	0	13	0	40	1	0	0	0	1	0	82	62	0	144	38	85	2	0	125	310
Total Volume	117	2	60	0	179	2	1	0	0	3	1	355	200	0	556	140	304	3	0	447	1185
% App. Total	65.4	1.1	33.5	0.0	100	66.7	33.3	0.0	0.0	100	0.2	63.8	36.0	0.0	100	31.3	68.0	0.7	0.0	100	
PHF					0.799					0.750					0.863					0.894	0.956
Cars, PU, Vans	111	2	59	0	172	2	1	0	0	3	1	352	195	0	548	136	301	3	0	440	1163
% Cars, PU, Vans	94.9	100.0	98.3	0.0	96.1	100.0	100.0	0.0	0.0	100.0	100.0	99.2	97.5	0.0	98.6	97.1	99.0	100.0	0.0	98.4	98.1
Heavy trucks	6	0	1	0	7	0	0	0	0	0	0	3	5	0	8	4	3	0	0	7	22
%Heavy trucks	5.1	0.0	1.7	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.8	2.5	0.0	1.4	2.9	1.0	0.0	0.0	1.6	1.9

National Data & Surveying Services

Intersection Turning Movement Count

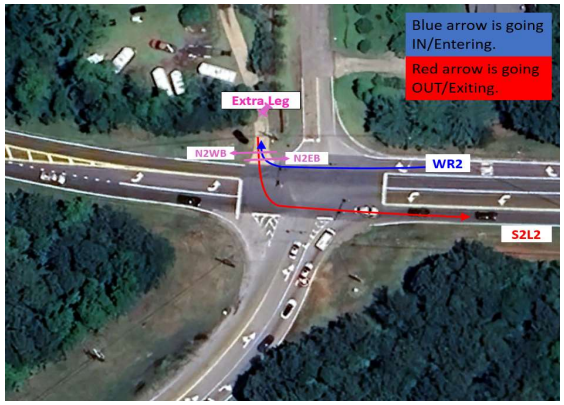
Location: Oak Leaf Dr/Noahs Ark Rd & Jodeco Rd
City: Hampton
Control: Signalized

Project ID: 24-180122-010
Date: 5/16/2024

Data - Total

NS/EW Streets:	Oak Leaf Dr/Noahs Ark Rd				Oak Leaf Dr/Noahs Ark Rd				Jodeco Rd				Jodeco Rd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					OUTHBOUND2	
	0.5	0.5	1	0	0	1	0	0	1	1	0	0	1	1	1	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
7:00 AM	5	0	100	0	2	0	1	0	0	58	3	0	62	47	0	0	0	0	278
7:15 AM	8	0	91	0	2	0	0	0	0	99	11	0	70	76	0	0	0	0	357
7:30 AM	12	0	127	0	3	0	1	0	0	84	9	0	79	70	2	0	0	0	387
7:45 AM	22	0	109	0	4	0	0	0	0	70	32	0	85	84	4	0	0	0	410
8:00 AM	20	1	117	0	2	1	0	0	0	56	18	0	56	104	0	0	0	0	375
8:15 AM	13	0	95	0	3	0	3	0	0	76	13	0	74	71	2	0	0	0	350
8:30 AM	17	0	96	0	2	1	0	0	2	72	14	0	56	65	1	0	0	0	326
8:45 AM	8	0	104	0	2	0	3	0	1	70	12	0	71	49	0	0	0	1	321
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
TOTAL VOLUMES :	105	1	839	0	20	2	8	0	3	585	112	0	553	566	9	0	0	1	2804
APPROACH %'s :	11.11%	0.11%	88.78%	0.00%	66.67%	6.67%	26.67%	0.00%	0.43%	83.57%	16.00%	0.00%	49.02%	50.18%	0.80%	0.00%	0.00%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM																		TOTAL
PEAK HR VOL :	62	1	444	0	11	1	1	0	0	309	70	0	290	334	6	0	0	0	1529
PEAK HR FACTOR :	0.705	0.250	0.874	0.000	0.688	0.250	0.250	0.000	0.000	0.780	0.547	0.000	0.853	0.803	0.375	0.000	0.000	0.000	0.932
	0.912				0.813				0.861				0.910						

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	0.5	0.5	1	0	0	1	0	0	1	1	0	0	1	1	1	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
4:00 PM	22	0	113	0	2	0	0	0	0	103	16	0	92	92	0	0	0	0	440
4:15 PM	12	0	91	0	5	0	1	0	0	126	17	0	101	87	3	0	0	0	443
4:30 PM	21	0	99	1	2	1	0	0	0	80	9	0	101	80	3	0	0	0	397
4:45 PM	15	0	89	0	2	0	2	0	2	98	13	0	116	99	5	0	0	0	441
5:00 PM	18	2	98	0	2	0	0	0	0	107	15	0	89	105	4	0	0	0	440
5:15 PM	12	0	97	0	0	2	0	0	2	70	10	0	112	85	1	0	1	0	392
5:30 PM	8	1	79	0	2	1	0	0	1	125	28	0	85	67	2	0	0	0	399
5:45 PM	5	0	111	0	0	0	0	0	0	118	32	0	114	93	8	0	0	0	481
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
TOTAL VOLUMES :	113	3	777	1	15	4	3	0	5	827	140	0	810	708	26	0	1	0	3433
APPROACH %'s :	12.64%	0.34%	86.91%	0.11%	68.18%	18.18%	13.64%	0.00%	0.51%	85.08%	14.40%	0.00%	52.43%	45.83%	1.68%	0.00%	0.06%		
PEAK HR :	04:15 PM - 05:15 PM																		TOTAL
PEAK HR VOL :	66	2	377	1	11	1	3	0	2	411	54	0	407	371	15	0	0	0	1721
PEAK HR FACTOR :	0.786	0.250	0.952	0.250	0.550	0.250	0.375	0.000	0.250	0.815	0.794	0.000	0.877	0.883	0.750	0.000	0.000	0.000	0.971
	0.921				0.625				0.816				0.901						



Explanation for extra leg movements

Movements entering the extra leg

WR2 Movements coming from WB on Jodeco Rd entering into the Extra Leg (Autos Buy Don Dwy)

Movements exiting the extra leg

S2L2 Movements exiting from Extra Leg (Autos Buy Don Dwy) entering into Jodeco Rd going EB

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Leaf Dr/Noahs Ark Rd & Jodeco Rd
City: Hampton
Control: Signalized

Project ID: 24-180122-010
Date: 5/16/2024

Data - Cars

NS/EW Streets:	Oak Leaf Dr/Noahs Ark Rd				Oak Leaf Dr/Noahs Ark Rd				Jodeco Rd				Jodeco Rd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					OUTHBOUND2	
	0.5	0.5	1	0	0	1	0	0	1	1	0	0	1	1	1	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
7:00 AM	5	0	96	0	2	0	1	0	0	56	3	0	57	46	0	0	0	0	266
7:15 AM	8	0	90	0	2	0	0	0	0	97	11	0	68	73	0	0	0	0	349
7:30 AM	12	0	119	0	3	0	0	0	0	84	9	0	77	68	1	0	0	0	373
7:45 AM	18	0	107	0	4	0	0	0	0	70	29	0	82	83	3	0	0	0	396
8:00 AM	19	1	110	0	2	0	0	0	0	52	18	0	54	98	0	0	0	0	354
8:15 AM	13	0	93	0	3	0	3	0	0	75	12	0	73	68	2	0	0	0	342
8:30 AM	17	0	95	0	2	1	0	0	2	71	14	0	54	62	1	0	0	0	319
8:45 AM	8	0	99	0	2	0	3	0	1	68	11	0	67	48	0	0	0	1	308
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
TOTAL VOLUMES :	100	1	809	0	20	1	7	0	3	573	107	0	532	546	7	0	0	1	2707
APPROACH %'s :	10.99%	0.11%	88.90%	0.00%	71.43%	3.57%	25.00%	0.00%	0.44%	83.89%	15.67%	0.00%	49.03%	50.32%	0.65%	0.00%	0.00%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM																		TOTAL
PEAK HR VOL :	57	1	426	0	11	0	0	0	0	303	67	0	281	322	4	0	0	0	1472
PEAK HR FACTOR :	0.750	0.250	0.895	0.000	0.688	0.000	0.000	0.000	0.000	0.781	0.578	0.000	0.857	0.821	0.333	0.000	0.000	0.000	0.929
	0.924				0.688				0.856				0.903						

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	0.5	0.5	1	0	0	1	0	0	1	1	0	0	1	1	1	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
4:00 PM	22	0	105	0	2	0	0	0	0	102	15	0	90	92	0	0	0	0	428
4:15 PM	10	0	88	0	5	0	1	0	0	124	17	0	98	86	3	0	0	0	432
4:30 PM	19	0	98	1	2	1	0	0	0	78	9	0	98	78	3	0	0	0	387
4:45 PM	15	0	89	0	2	0	2	0	2	97	12	0	112	98	5	0	0	0	434
5:00 PM	17	2	97	0	2	0	0	0	0	107	15	0	86	103	4	0	0	0	433
5:15 PM	11	0	96	0	0	2	0	0	2	69	10	0	111	84	1	0	1	0	387
5:30 PM	8	1	78	0	2	1	0	0	1	124	27	0	85	65	2	0	0	0	394
5:45 PM	5	0	110	0	0	0	0	0	0	118	32	0	113	93	8	0	0	0	479
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
TOTAL VOLUMES :	107	3	761	1	15	4	3	0	5	819	137	0	793	699	26	0	1	0	3374
APPROACH %'s :	12.27%	0.34%	87.27%	0.11%	68.18%	18.18%	13.64%	0.00%	0.52%	85.22%	14.26%	0.00%	52.21%	46.02%	1.71%	0.00%	0.07%		
PEAK HR :	04:15 PM - 05:15 PM																		TOTAL
PEAK HR VOL :	61	2	372	1	11	1	3	0	2	406	53	0	394	365	15	0	0	0	1686
PEAK HR FACTOR :	0.803	0.250	0.949	0.250	0.550	0.250	0.375	0.000	0.250	0.819	0.779	0.000	0.879	0.886	0.750	0.000	0.000	0.000	0.971
	0.924				0.625				0.817				0.900						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Leaf Dr/Noahs Ark Rd & Jodeco Rd
City: Hampton
Control: Signalized

Project ID: 24-180122-010
Date: 5/16/2024

Data - HT

NS/EW Streets:	Oak Leaf Dr/Noahs Ark Rd				Oak Leaf Dr/Noahs Ark Rd				Jodeco Rd				Jodeco Rd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					OUTHBOUND2	
	0.5	0.5	1	0	0	1	0	0	1	1	0	0	1	1	1	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
7:00 AM	0	0	4	0	0	0	0	0	0	2	0	0	5	1	0	0	0	0	12
7:15 AM	0	0	1	0	0	0	0	0	0	2	0	0	2	3	0	0	0	0	8
7:30 AM	0	0	8	0	0	0	1	0	0	0	0	0	2	2	1	0	0	0	14
7:45 AM	4	0	2	0	0	0	0	0	0	0	3	0	3	1	1	0	0	0	14
8:00 AM	1	0	7	0	0	1	0	0	0	4	0	0	2	6	0	0	0	0	21
8:15 AM	0	0	2	0	0	0	0	0	0	1	1	0	1	3	0	0	0	0	8
8:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	2	3	0	0	0	0	7
8:45 AM	0	0	5	0	0	0	0	0	0	2	1	0	4	1	0	0	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
TOTAL VOLUMES :	5	0	30	0	0	1	1	0	0	12	5	0	21	20	2	0	0	0	97
APPROACH %'s :	14.29%	0.00%	85.71%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	70.59%	29.41%	0.00%	48.84%	46.51%	4.65%	0.00%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																		TOTAL
PEAK HR VOL :	5	0	18	0	0	1	1	0	0	6	3	0	9	12	2	0	0	0	57
PEAK HR FACTOR :	0.313	0.000	0.563	0.000	0.000	0.250	0.250	0.000	0.000	0.375	0.250	0.000	0.750	0.500	0.500	0.000	0.000	0.000	0.679
	0.719				0.500				0.563				0.719						

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	0.5	0.5	1	0	0	1	0	0	1	1	0	0	1	1	1	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
4:00 PM	0	0	8	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	12
4:15 PM	2	0	3	0	0	0	0	0	0	2	0	0	3	1	0	0	0	0	11
4:30 PM	2	0	1	0	0	0	0	0	0	2	0	0	3	2	0	0	0	0	10
4:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	4	1	0	0	0	0	7
5:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	7
5:15 PM	1	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	5
5:30 PM	0	0	1	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	5
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
TOTAL VOLUMES :	6	0	16	0	0	0	0	0	0	8	3	0	17	9	0	0	0	0	59
APPROACH %'s :	27.27%	0.00%	72.73%	0.00%					0.00%	72.73%	27.27%	0.00%	65.38%	34.62%	0.00%	0.00%	0.00%		
PEAK HR :	04:15 PM - 05:15 PM																		TOTAL
PEAK HR VOL :	5	0	5	0	0	0	0	0	0	5	1	0	13	6	0	0	0	0	35
PEAK HR FACTOR :	0.625	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.813	0.750	0.000	0.000	0.000	0.000	0.795
	0.500								0.750				0.950						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Leaf Dr/Noahs Ark Rd & Jodeco Rd
City: Hampton
Control: Signalized

Project ID: 24-180122-010
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	Oak Leaf Dr/Noahs Ark Rd				Oak Leaf Dr/Noahs Ark Rd				Jodeco Rd				Jodeco Rd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					OUTHBOUND2	
	0.5	0.5	1	0	0	1	0	0	1	1	0	0	1	1	1	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																			
PEAK HR :	07:15 AM - 08:15 AM																		TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
	0.5	0.5	1	0	0	1	0	0	1	1	0	0	1	1	1	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																			
PEAK HR :	04:15 PM - 05:15 PM																		TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Leaf Dr/Noahs Ark Rd & Jodeco Rd
City: Hampton
Project ID: 24-180122-010
Date: 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Oak Leaf Dr/Noahs Ark Rd		Oak Leaf Dr/Noahs Ark Rd		Jodeco Rd		Jodeco Rd				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :											
PEAK HR :	07:15 AM - 08:15 AM										TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :											

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	1	2
APPROACH %'s :	0.00%	100.00%							0.00%	100.00%	
PEAK HR :	04:15 PM - 05:15 PM										TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :											

Prepared by National Data & Surveying Services

Oak Leaf Dr/Noahs Ark Rd & Jodeco Rd

Peak Hour Turning Movement Count

ID: 24-180122-010
City: Hampton

Day: Thursday
Date: 5/16/2024

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:15 PM - 05:15 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	1529	0	1721
PHF	0.93		0.97

SOUTHBOUND (Oak Leaf Dr/Noahs Ark Rd)

	Left	Thru	Right	U-Turn	
AM	1	1	11	0	7 AM
NOON	0	0	0	0	0 NOON
PM	3	1	11	0	19 PM

EASTBOUND (Jodeco Rd)

	AM	NOON	PM	
Left	397	0	440	0
U-Turn	0	0	0	0
Thru	0	0	2	1
Right	309	0	411	1
Left	70	0	54	0

WESTBOUND (Jodeco Rd)

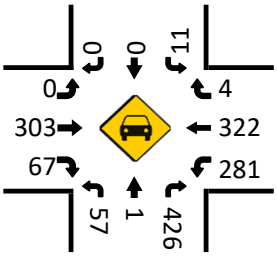
	PM	NOON	AM	
Left	15	0	6	1
Thru	371	0	334	1
Right	407	0	290	1
U-Turn	0	0	0	0
	799	0	764	

NORTHBOUND (Oak Leaf Dr/Noahs Ark Rd)

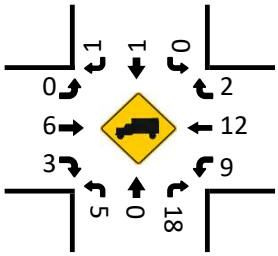
	Left	Thru	Thru	Right	
PM	463	1	66	2	377 PM
NOON	0	0	0	0	0 NOON
AM	361	0	62	1	444 AM

0 0.5 0.5 1

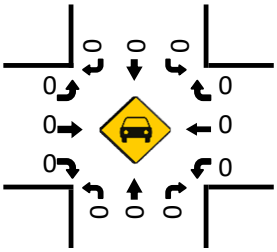
Cars (AM)



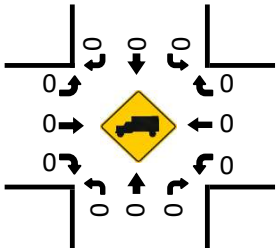
HT (AM)



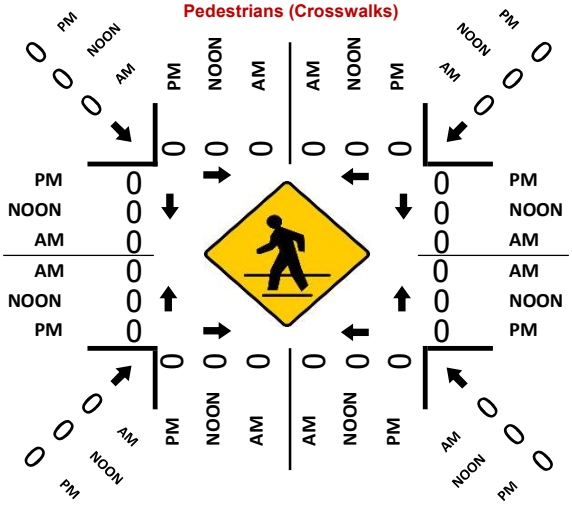
Cars (NOON)



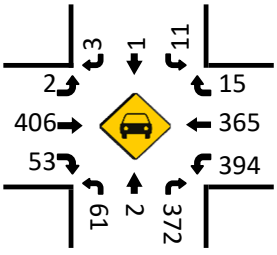
HT (NOON)



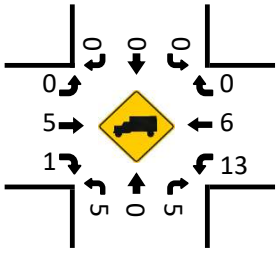
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 24-180122-010
Location: Oak Leaf Dr/Noahs Ark Rd & Jodeco Rd
City: Hampton

Day: Thursday
Date: 5/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Oak Leaf Dr/Noahs Ark Rd Northbound						Oak Leaf Dr/Noahs Ark Rd Southbound						Jodeco Rd Eastbound						Jodeco Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	5	0	100	0	0	105	2	0	1	0	0	3	0	58	3	0	0	61	62	47	0	0	0	109	278
7:15 AM	8	0	91	0	0	99	2	0	0	0	0	2	0	99	11	0	0	110	70	76	0	0	0	146	357
7:30 AM	12	0	127	0	0	139	3	0	1	0	0	4	0	84	9	0	0	93	79	70	2	0	0	151	387
7:45 AM	22	0	109	0	0	131	4	0	0	0	0	4	0	70	32	0	0	102	85	84	4	0	0	173	410
Total	47	0	427	0	0	474	11	0	2	0	0	13	0	311	55	0	0	366	296	277	6	0	0	579	1432
8:00 AM	20	1	117	0	0	138	2	1	0	0	0	3	0	56	18	0	0	74	56	104	0	0	0	160	375
8:15 AM	13	0	95	0	0	108	3	0	3	0	0	6	0	76	13	0	0	89	74	71	2	0	0	147	350
8:30 AM	17	0	96	0	0	113	2	1	0	0	0	3	2	72	14	0	0	88	56	65	1	0	0	122	326
8:45 AM	8	0	104	0	0	112	2	0	3	0	0	5	1	70	12	0	0	83	71	49	0	0	0	120	320
Total	58	1	412	0	0	471	9	2	6	0	0	17	3	274	57	0	0	334	257	289	3	0	0	549	1371
BREAK																									
4:00 PM	22	0	113	0	0	135	2	0	0	0	0	2	0	103	16	0	0	119	92	92	0	0	0	184	440
4:15 PM	12	0	91	0	0	103	5	0	1	0	0	6	0	126	17	0	0	143	101	87	3	0	0	191	443
4:30 PM	21	0	99	1	0	121	2	1	0	0	0	3	0	80	9	0	0	89	101	80	3	0	0	184	397
4:45 PM	15	0	89	0	0	104	2	0	2	0	0	4	2	98	13	0	0	113	116	99	5	0	0	220	441
Total	70	0	392	1	0	463	11	1	3	0	0	15	2	407	55	0	0	464	410	358	11	0	0	779	1721
5:00 PM	18	2	98	0	0	118	2	0	0	0	0	2	0	107	15	0	0	122	89	105	4	0	0	198	440
5:15 PM	12	0	97	0	0	109	0	2	0	0	1	2	2	70	10	0	0	82	112	85	1	0	0	198	391
5:30 PM	8	1	79	0	0	88	2	1	0	0	0	3	1	125	28	0	0	154	85	67	2	0	0	154	399
5:45 PM	5	0	111	0	0	116	0	0	0	0	0	0	0	118	32	0	0	150	114	93	8	0	0	215	481
Total	43	3	385	0	0	431	4	3	0	0	1	7	3	420	85	0	0	508	400	350	15	0	0	765	1711
Grand Total	218	4	1616	1	0	1839	35	6	11	0	1	52	8	1412	252	0	0	1672	1363	1274	35	0	0	2672	6235
Apprch %	11.9	0.2	87.9	0.1	0.0		67.3	11.5	21.2	0.0	1.9		0.5	84.4	15.1	0.0	0.0		51.0	47.7	1.3	0.0	0.0		
Total %	3.5	0.1	25.9	0.0	0.0	29.5	0.6	0.1	0.2	0.0	0.0	0.8	0.1	22.6	4.0	0.0	0.0	26.8	21.9	20.4	0.6	0.0	0.0	42.9	
Cars, PU, Vans	207	4	1570	1		1782	35	5	10	0		50	8	1392	244	0		1644	1325	1245	33	0		2603	6079
% Cars, PU, Vans	95.0	100.0	97.2	100.0		96.9	100.0	83.3	90.9	0.0		96.2	100.0	98.6	96.8	0.0		98.3	97.2	97.7	94.3	0.0		97.4	97.5
Heavy trucks	11	0	46	0		57	0	1	1	0		2	0	20	8	0		28	38	29	2	0		69	156
%Heavy trucks	5.0	0.0	2.8	0.0		3.1	0.0	16.7	9.1	0.0		3.8	0.0	1.4	3.2	0.0		1.7	2.8	2.3	5.7	0.0		2.6	2.5

Project ID: 24-180122-010
Location: Oak Leaf Dr/Noahs Ark Rd & Jodeco Rd
City: Hampton

PEAK HOURS

Day: Thursday
Date: 5/16/2024

AM

	Oak Leaf Dr/Noahs Ark Rd Northbound					Oak Leaf Dr/Noahs Ark Rd Southbound					Jodeco Rd Eastbound					Jodeco Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	8	0	91	0	99	2	0	0	0	2	0	99	11	0	110	70	76	0	0	146	357
7:30 AM	12	0	127	0	139	3	0	1	0	4	0	84	9	0	93	79	70	2	0	151	387
7:45 AM	22	0	109	0	131	4	0	0	0	4	0	70	32	0	102	85	84	4	0	173	410
8:00 AM	20	1	117	0	138	2	1	0	0	3	0	56	18	0	74	56	104	0	0	160	375
Total Volume	62	1	444	0	507	11	1	1	0	13	0	309	70	0	379	290	334	6	0	630	1529
% App. Total	12.2	0.2	87.6	0.0	100	84.6	7.7	7.7	0.0	100	0.0	81.5	18.5	0.0	100	46.0	53.0	1.0	0.0	100	
PHF					0.912					0.813					0.861					0.910	0.932
Cars, PU, Vans	57	1	426	0	484	11	0	0	0	11	0	303	67	0	370	281	322	4	0	607	1472
% Cars, PU, Vans	91.9	100.0	95.9	0.0	95.5	100.0	0.0	0.0	0.0	84.6	0.0	98.1	95.7	0.0	97.6	96.9	96.4	66.7	0.0	96.3	96.3
Heavy trucks	5	0	18	0	23	0	1	1	0	2	0	6	3	0	9	9	12	2	0	23	57
%Heavy trucks	8.1	0.0	4.1	0.0	4.5	0.0	100.0	100.0	0.0	15.4	0.0	1.9	4.3	0.0	2.4	3.1	3.6	33.3	0.0	3.7	3.7

PM

	Oak Leaf Dr/Noahs Ark Rd Northbound					Oak Leaf Dr/Noahs Ark Rd Southbound					Jodeco Rd Eastbound					Jodeco Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
4:15 PM	12	0	91	0	103	5	0	1	0	6	0	126	17	0	143	101	87	3	0	191	443
4:30 PM	21	0	99	1	121	2	1	0	0	3	0	80	9	0	89	101	80	3	0	184	397
4:45 PM	15	0	89	0	104	2	0	2	0	4	2	98	13	0	113	116	99	5	0	220	441
5:00 PM	18	2	98	0	118	2	0	0	0	2	0	107	15	0	122	89	105	4	0	198	440
Total Volume	66	2	377	1	446	11	1	3	0	15	2	411	54	0	467	407	371	15	0	793	1721
% App. Total	14.8	0.4	84.5	0.2	100	73.3	6.7	20.0	0.0	100	0.4	88.0	11.6	0.0	100	51.3	46.8	1.9	0.0	100	
PHF					0.921					0.625					0.816					0.901	0.971
Cars, PU, Vans	61	2	372	1	436	11	1	3	0	15	2	406	53	0	461	394	365	15	0	774	1686
% Cars, PU, Vans	92.4	100.0	98.7	100.0	97.8	100.0	100.0	100.0	0.0	100.0	100.0	98.8	98.1	0.0	98.7	96.8	98.4	100.0	0.0	97.6	98.0
Heavy trucks	5	0	5	0	10	0	0	0	0	0	0	5	1	0	6	13	6	0	0	19	35
%Heavy trucks	7.6	0.0	1.3	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.9	0.0	1.3	3.2	1.6	0.0	0.0	2.4	2.0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mitchell Rd & Dutchtown Elementary/High School Dwy
City: Hampton
Control: 1-Way Stop(WB)

Project ID: 24-180122-011
Date: 5/16/2024

Data - Total

NS/EW Streets:	Mitchell Rd				Mitchell Rd				Dutchtown Elementary/High School Dwy				Dutchtown Elementary/High School Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	21	89	0	37	6	0	0	0	0	0	0	37	0	30	0	220
7:15 AM	0	15	146	0	86	6	0	0	0	0	0	0	66	0	89	0	408
7:30 AM	0	17	136	0	88	2	0	0	0	0	0	0	50	0	113	0	406
7:45 AM	0	11	115	0	96	6	0	0	0	0	0	0	44	0	83	0	355
8:00 AM	0	5	146	0	130	5	0	0	0	0	0	0	60	0	72	0	418
8:15 AM	0	11	147	0	89	9	0	0	0	0	0	0	62	0	101	0	419
8:30 AM	0	15	74	0	81	14	0	0	0	0	0	0	47	0	74	0	305
8:45 AM	0	25	76	0	64	6	0	0	0	0	0	0	50	0	71	0	292
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	120	929	0	671	54	0	0	0	0	0	0	416	0	633	0	2823
APPROACH %'s :	0.00%	11.44%	88.56%	0.00%	92.55%	7.45%	0.00%	0.00%					39.66%	0.00%	60.34%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	44	544	0	403	22	0	0	0	0	0	0	216	0	369	0	1598
PEAK HR FACTOR :	0.000	0.647	0.925	0.000	0.775	0.611	0.000	0.000	0.000	0.000	0.000	0.000	0.871	0.000	0.816	0.000	0.953
		0.930				0.787								0.897			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	32	28	0	24	20	0	0	0	0	0	0	25	0	21	0	150
2:15 PM	0	33	34	0	24	19	0	0	0	0	0	0	33	0	43	0	186
2:30 PM	0	39	35	0	32	22	0	0	0	0	0	0	55	0	50	0	233
2:45 PM	0	41	32	0	39	23	0	0	0	0	0	0	36	0	35	0	206
3:00 PM	0	48	31	0	42	33	0	0	0	0	0	0	32	0	17	0	203
3:15 PM	0	36	57	0	66	15	0	0	0	0	0	0	79	0	113	0	366
3:30 PM	0	38	35	0	33	15	0	0	0	0	0	0	47	0	83	0	251
3:45 PM	0	26	31	0	34	31	0	0	0	0	0	0	26	0	40	0	188
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	293	283	0	294	178	0	0	0	0	0	0	333	0	402	0	1783
APPROACH %'s :	0.00%	50.87%	49.13%	0.00%	62.29%	37.71%	0.00%	0.00%					45.31%	0.00%	54.69%	0.00%	
PEAK HR :	02:45 PM - 03:45 PM																TOTAL
PEAK HR VOL :	0	163	155	0	180	86	0	0	0	0	0	0	194	0	248	0	1026
PEAK HR FACTOR :	0.000	0.849	0.680	0.000	0.682	0.652	0.000	0.000	0.000	0.000	0.000	0.000	0.614	0.000	0.549	0.000	0.701
		0.855				0.821								0.576			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	37	26	0	35	14	0	0	0	0	0	0	61	0	87	0	260
4:15 PM	0	37	33	0	35	20	0	0	0	0	0	0	43	0	74	0	242
4:30 PM	0	37	18	0	21	20	0	0	0	0	0	0	35	0	39	0	170
4:45 PM	0	42	19	0	10	45	0	0	0	0	0	0	24	0	19	0	159
5:00 PM	0	41	19	0	14	41	0	0	0	0	0	0	22	0	15	0	152
5:15 PM	0	53	27	0	18	37	0	0	0	0	0	0	20	0	21	0	176
5:30 PM	0	37	49	0	43	30	0	0	0	0	0	0	18	0	20	0	197
5:45 PM	0	39	115	0	77	20	0	0	0	0	0	0	16	0	15	0	282
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	323	306	0	253	227	0	0	0	0	0	0	239	0	290	0	1638
APPROACH %'s :	0.00%	51.35%	48.65%	0.00%	52.71%	47.29%	0.00%	0.00%					45.18%	0.00%	54.82%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	153	96	0	101	99	0	0	0	0	0	0	163	0	219	0	831
PEAK HR FACTOR :	0.000	0.911	0.727	0.000	0.721	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.668	0.000	0.629	0.000	0.799
		0.889				0.909								0.645			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mitchell Rd & Dutchtown Elementary/High School Dwy
City: Hampton
Control: 1-Way Stop(WB)

Project ID: 24-180122-011
Date: 5/16/2024

Data - Cars

NS/EW Streets:	Mitchell Rd				Mitchell Rd				Dutchtown Elementary/High School Dwy				Dutchtown Elementary/High School Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	20	87	0	32	4	0	0	0	0	0	0	33	0	26	0	202
7:15 AM	0	15	145	0	85	6	0	0	0	0	0	0	63	0	85	0	399
7:30 AM	0	15	136	0	88	2	0	0	0	0	0	0	50	0	113	0	404
7:45 AM	0	10	113	0	95	4	0	0	0	0	0	0	43	0	83	0	348
8:00 AM	0	4	145	0	130	4	0	0	0	0	0	0	58	0	72	0	413
8:15 AM	0	10	146	0	89	7	0	0	0	0	0	0	62	0	101	0	415
8:30 AM	0	14	73	0	81	10	0	0	0	0	0	0	47	0	74	0	299
8:45 AM	0	24	74	0	63	5	0	0	0	0	0	0	49	0	71	0	286
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	112	919	0	663	42	0	0	0	0	0	0	405	0	625	0	2766
APPROACH %'s :	0.00%	10.86%	89.14%	0.00%	94.04%	5.96%	0.00%	0.00%					39.32%	0.00%	60.68%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	39	540	0	402	17	0	0	0	0	0	0	213	0	369	0	1580
PEAK HR FACTOR :	0.000	0.650	0.925	0.000	0.773	0.607	0.000	0.000	0.000	0.000	0.000	0.000	0.859	0.000	0.816	0.000	0.952
		0.928				0.782								0.893			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	31	28	0	23	17	0	0	0	0	0	0	24	0	21	0	144
2:15 PM	0	31	34	0	24	18	0	0	0	0	0	0	31	0	42	0	180
2:30 PM	0	39	35	0	32	21	0	0	0	0	0	0	53	0	49	0	229
2:45 PM	0	41	32	0	38	21	0	0	0	0	0	0	36	0	34	0	202
3:00 PM	0	46	29	0	39	30	0	0	0	0	0	0	31	0	14	0	189
3:15 PM	0	35	55	0	65	15	0	0	0	0	0	0	79	0	113	0	362
3:30 PM	0	36	32	0	33	14	0	0	0	0	0	0	45	0	83	0	243
3:45 PM	0	26	31	0	34	30	0	0	0	0	0	0	26	0	39	0	186
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	285	276	0	288	166	0	0	0	0	0	0	325	0	395	0	1735
APPROACH %'s :	0.00%	50.80%	49.20%	0.00%	63.44%	36.56%	0.00%	0.00%					45.14%	0.00%	54.86%	0.00%	
PEAK HR :	02:45 PM - 03:45 PM																TOTAL
PEAK HR VOL :	0	158	148	0	175	80	0	0	0	0	0	0	191	0	244	0	996
PEAK HR FACTOR :	0.000	0.859	0.673	0.000	0.673	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.604	0.000	0.540	0.000	0.688
		0.850				0.797								0.566			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	36	26	0	34	14	0	0	0	0	0	0	61	0	87	0	258
4:15 PM	0	33	32	0	34	19	0	0	0	0	0	0	43	0	73	0	234
4:30 PM	0	33	18	0	21	19	0	0	0	0	0	0	35	0	39	0	165
4:45 PM	0	40	17	0	9	43	0	0	0	0	0	0	24	0	19	0	152
5:00 PM	0	39	17	0	13	40	0	0	0	0	0	0	22	0	15	0	146
5:15 PM	0	53	24	0	18	36	0	0	0	0	0	0	20	0	21	0	172
5:30 PM	0	36	49	0	43	29	0	0	0	0	0	0	18	0	20	0	195
5:45 PM	0	39	115	0	76	20	0	0	0	0	0	0	16	0	15	0	281
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	309	298	0	248	220	0	0	0	0	0	0	239	0	289	0	1603
APPROACH %'s :	0.00%	50.91%	49.09%	0.00%	52.99%	47.01%	0.00%	0.00%					45.27%	0.00%	54.73%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	142	93	0	98	95	0	0	0	0	0	0	163	0	218	0	809
PEAK HR FACTOR :	0.000	0.888	0.727	0.000	0.721	0.552	0.000	0.000	0.000	0.000	0.000	0.000	0.668	0.000	0.626	0.000	0.784
		0.904				0.910								0.644			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mitchell Rd & Dutchtown Elementary/High School Dwy
City: Hampton
Control: 1-Way Stop(WB)

Project ID: 24-180122-011
Date: 5/16/2024

Data - HT

NS/EW Streets:	Mitchell Rd				Mitchell Rd				Dutchtown Elementary/High School Dwy				Dutchtown Elementary/High School Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	2	0	5	2	0	0	0	0	0	0	4	0	4	0	18
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	3	0	4	0	9
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	2	0	1	2	0	0	0	0	0	0	1	0	0	0	7
8:00 AM	0	1	1	0	0	1	0	0	0	0	0	0	2	0	0	0	5
8:15 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	6
8:45 AM	0	1	2	0	1	1	0	0	0	0	0	0	1	0	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	8	10	0	8	12	0	0	0	0	0	0	11	0	8	0	57
APPROACH %'s :	0.00%	44.44%	55.56%	0.00%	40.00%	60.00%	0.00%	0.00%					57.89%	0.00%	42.11%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	5	4	0	1	5	0	0	0	0	0	0	3	0	0	0	18
PEAK HR FACTOR :	0.000	0.625	0.500	0.000	0.250	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.643
	0.750				0.500								0.375				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	1	0	0	1	3	0	0	0	0	0	0	1	0	0	0	6
2:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	2	0	1	0	6
2:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	4
2:45 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	4
3:00 PM	0	2	2	0	3	3	0	0	0	0	0	0	1	0	3	0	14
3:15 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4
3:30 PM	0	2	3	0	0	1	0	0	0	0	0	0	2	0	0	0	8
3:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	8	7	0	6	12	0	0	0	0	0	0	8	0	7	0	48
APPROACH %'s :	0.00%	53.33%	46.67%	0.00%	33.33%	66.67%	0.00%	0.00%					53.33%	0.00%	46.67%	0.00%	
PEAK HR :	02:45 PM - 03:45 PM																TOTAL
PEAK HR VOL :	0	5	7	0	5	6	0	0	0	0	0	0	3	0	4	0	30
PEAK HR FACTOR :	0.000	0.625	0.583	0.000	0.417	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.333	0.000	0.536
	0.600				0.458								0.438				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	4	1	0	1	1	0	0	0	0	0	0	0	0	1	0	8
4:30 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	2	2	0	1	2	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	2	2	0	1	1	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	14	8	0	5	7	0	0	0	0	0	0	0	0	1	0	35
APPROACH %'s :	0.00%	63.64%	36.36%	0.00%	41.67%	58.33%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	11	3	0	3	4	0	0	0	0	0	0	0	0	1	0	22
PEAK HR FACTOR :	0.000	0.688	0.375	0.000	0.750	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.688
	0.700				0.583								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mitchell Rd & Dutchtown Elementary/High School Dwy
City: Hampton
Control: 1-Way Stop(WB)

Project ID: 24-180122-011
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	Mitchell Rd				Mitchell Rd				Dutchtown Elementary/High School Dwy				Dutchtown Elementary/High School Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	02:45 PM - 03:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mitchell Rd & Dutchtown Elementary/High School Dwy **Project ID:** 24-180122-011
City: Hampton **Date:** 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Mitchell Rd		Mitchell Rd		Dutchtown Elementary/High School		Dutchtown Elementary/High School		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	02:45 PM - 03:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Mitchell Rd & Dutchtown Elementary/High School Dwy

Peak Hour Turning Movement Count

ID: 24-180122-011
City: Hampton

Day: Thursday
Date: 5/16/2024

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	02:45 PM - 03:45 PM
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	2:00 PM - 04:00 PM
PM	4:00 PM - 06:00 PM

CONTROL: 1-Way Stop(WB)

	AM	NOON	PM
TEV	1598	1026	831
PHF	0.95	0.70	0.80

SOUTHBOUND (Mitchell Rd)

	Left	Thru	Thru	Right	Total	
AM	0	22	403	0	413	AM
NOON	0	86	180	0	411	NOON
PM	0	99	101	0	372	PM

EASTBOUND (Dutchtown Elementary/High School Dwy)

	AM	NOON	PM
Left	0	0	0
Thru	0	0	0
Right	0	0	0
Left	0	0	0

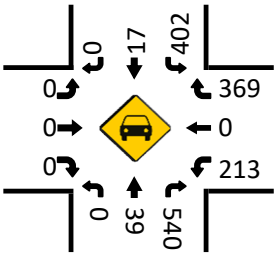
WESTBOUND (Dutchtown Elementary/High School Dwy)

	PM	NOON	AM
Left	219	248	369
Thru	0	0	0
Left	163	194	216
Right	0	0	0
Right	197	335	947

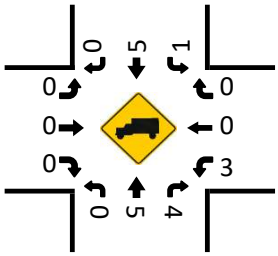
NORTHBOUND (Mitchell Rd)

	Thru	Thru	Left	Right	Total	
PM	262	0	0	153	96	PM
NOON	280	0	0	163	155	NOON
AM	238	0	0	44	544	AM

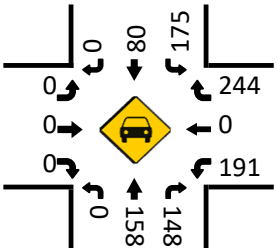
Cars (AM)



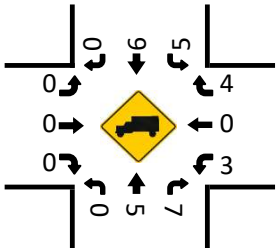
HT (AM)



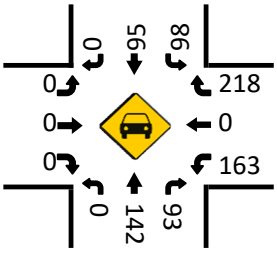
Cars (NOON)



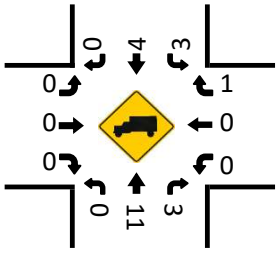
HT (NOON)



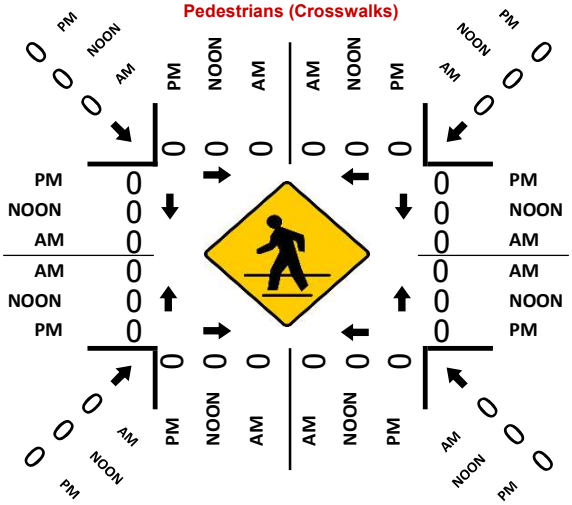
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 24-180122-011
Location: Mitchell Rd & Dutchtown Elementary/High School Dwy **Day: Thursday**
City: Hampton **Date: 5/16/2024**

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Mitchell Rd Northbound						Mitchell Rd Southbound						Dutchtown Elementary/High School Dwy Eastbound						Dutchtown Elementary/High School Dwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	21	89	0	0	110	37	6	0	0	0	43	0	0	0	0	0	0	37	0	30	0	0	67	220
7:15 AM	0	15	146	0	0	161	86	6	0	0	0	92	0	0	0	0	0	0	66	0	89	0	0	155	408
7:30 AM	0	17	136	0	0	153	88	2	0	0	0	90	0	0	0	0	0	0	50	0	113	0	0	163	406
7:45 AM	0	11	115	0	0	126	96	6	0	0	0	102	0	0	0	0	0	0	44	0	83	0	0	127	355
Total	0	64	486	0	0	550	307	20	0	0	0	327	0	0	0	0	0	0	197	0	315	0	0	512	1389
8:00 AM	0	5	146	0	0	151	130	5	0	0	0	135	0	0	0	0	0	0	60	0	72	0	0	132	418
8:15 AM	0	11	147	0	0	158	89	9	0	0	0	98	0	0	0	0	0	0	62	0	101	0	0	163	419
8:30 AM	0	15	74	0	0	89	81	14	0	0	0	95	0	0	0	0	0	0	47	0	74	0	0	121	305
8:45 AM	0	25	76	0	0	101	64	6	0	0	0	70	0	0	0	0	0	0	50	0	71	0	0	121	292
Total	0	56	443	0	0	499	364	34	0	0	0	398	0	0	0	0	0	0	219	0	318	0	0	537	1434
BREAK																									
2:00 PM	0	32	28	0	0	60	24	20	0	0	0	44	0	0	0	0	0	0	25	0	21	0	0	46	150
2:15 PM	0	33	34	0	0	67	24	19	0	0	0	43	0	0	0	0	0	0	33	0	43	0	0	76	186
2:30 PM	0	39	35	0	0	74	32	22	0	0	0	54	0	0	0	0	0	0	55	0	50	0	0	105	233
2:45 PM	0	41	32	0	0	73	39	23	0	0	0	62	0	0	0	0	0	0	36	0	35	0	0	71	206
Total	0	145	129	0	0	274	119	84	0	0	0	203	0	0	0	0	0	0	149	0	149	0	0	298	775
3:00 PM	0	48	31	0	0	79	42	33	0	0	0	75	0	0	0	0	0	0	32	0	17	0	0	49	203
3:15 PM	0	36	57	0	0	93	66	15	0	0	0	81	0	0	0	0	0	0	79	0	113	0	0	192	366
3:30 PM	0	38	35	0	0	73	33	15	0	0	0	48	0	0	0	0	0	0	47	0	83	0	0	130	251
3:45 PM	0	26	31	0	0	57	34	31	0	0	0	65	0	0	0	0	0	0	26	0	40	0	0	66	188
Total	0	148	154	0	0	302	175	94	0	0	0	269	0	0	0	0	0	0	184	0	253	0	0	437	1008
BREAK																									
4:00 PM	0	37	26	0	0	63	35	14	0	0	0	49	0	0	0	0	0	0	61	0	87	0	0	148	260
4:15 PM	0	37	33	0	0	70	35	20	0	0	0	55	0	0	0	0	0	0	43	0	74	0	0	117	242
4:30 PM	0	37	18	0	0	55	21	20	0	0	0	41	0	0	0	0	0	0	35	0	39	0	0	74	170
4:45 PM	0	42	19	0	0	61	10	45	0	0	0	55	0	0	0	0	0	0	24	0	19	0	0	43	159
Total	0	153	96	0	0	249	101	99	0	0	0	200	0	0	0	0	0	0	163	0	219	0	0	382	831
5:00 PM	0	41	19	0	0	60	14	41	0	0	0	55	0	0	0	0	0	0	22	0	15	0	0	37	152
5:15 PM	0	53	27	0	0	80	18	37	0	0	0	55	0	0	0	0	0	0	20	0	21	0	0	41	176
5:30 PM	0	37	49	0	0	86	43	30	0	0	0	73	0	0	0	0	0	0	18	0	20	0	0	38	197
5:45 PM	0	39	115	0	0	154	77	20	0	0	0	97	0	0	0	0	0	0	16	0	15	0	0	31	282
Total	0	170	210	0	0	380	152	128	0	0	0	280	0	0	0	0	0	0	76	0	71	0	0	147	807
Grand Total	0	736	1518	0	0	2254	1218	459	0	0	0	1677	0	0	0	0	0	0	988	0	1325	0	0	2313	6244
Apprch %	0.0	32.7	67.3	0.0	0.0		72.6	27.4	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		42.7	0.0	57.3	0.0	0.0		
Total %	0.0	11.8	24.3	0.0	0.0	36.1	19.5	7.4	0.0	0.0	0.0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	15.8	0.0	21.2	0.0	0.0	37.0	
Cars, PU, Vans	0	706	1493	0		2199	1199	428	0	0		1627	0	0	0	0		0	969	0	1309	0		2278	6104
% Cars, PU, Vans	0.0	95.9	98.4	0.0		97.6	98.4	93.2	0.0	0.0		97.0	0.0	0.0	0.0	0.0		0.0	98.1	0.0	98.8	0.0		98.5	97.8
Heavy trucks	0	30	25	0		55	19	31	0	0		50	0	0	0	0		0	19	0	16	0		35	140
%Heavy trucks	0.0	4.1	1.6	0.0		2.4	1.6	6.8	0.0	0.0		3.0	0.0	0.0	0.0	0.0		0.0	1.9	0.0	1.2	0.0		1.5	2.2

Project ID: 24-180122-011
Location: Mitchell Rd & Dutchtown Elementary/High School D
City: Hampton

PEAK HOURS

Day: Thursday
Date: 5/16/2024

AM

	Mitchell Rd Northbound					Mitchell Rd Southbound					utchtown Elementary/High School Dv Eastbound					utchtown Elementary/High School Dv Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	17	136	0	153	88	2	0	0	90	0	0	0	0	0	50	0	113	0	163	406
7:45 AM	0	11	115	0	126	96	6	0	0	102	0	0	0	0	0	44	0	83	0	127	355
8:00 AM	0	5	146	0	151	130	5	0	0	135	0	0	0	0	0	60	0	72	0	132	418
8:15 AM	0	11	147	0	158	89	9	0	0	98	0	0	0	0	0	62	0	101	0	163	419
Total Volume	0	44	544	0	588	403	22	0	0	425	0	0	0	0	0	216	0	369	0	585	1598
% App. Total	0.0	7.5	92.5	0.0	100	94.8	5.2	0.0	0.0	100	0.0	0.0	0.0	0.0	0	36.9	0.0	63.1	0.0	100	
PHF					0.930					0.787										0.897	0.953
Cars, PU, Vans	0	39	540	0	579	402	17	0	0	419	0	0	0	0	0	213	0	369	0	582	1580
% Cars, PU, Vans	0.0	88.6	99.3	0.0	98.5	99.8	77.3	0.0	0.0	98.6	0.0	0.0	0.0	0.0	0.0	98.6	0.0	100.0	0.0	99.5	98.9
Heavy trucks	0	5	4	0	9	1	5	0	0	6	0	0	0	0	0	3	0	0	0	3	18
%Heavy trucks	0.0	11.4	0.7	0.0	1.5	0.2	22.7	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.5	1.1

NOON

	Mitchell Rd Northbound					Mitchell Rd Southbound					utchtown Elementary/High School Dv Eastbound					utchtown Elementary/High School Dv Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 02:00 PM - 04:00 PM																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
2:45 PM	0	41	32	0	73	39	23	0	0	62	0	0	0	0	0	36	0	35	0	71	206
3:00 PM	0	48	31	0	79	42	33	0	0	75	0	0	0	0	0	32	0	17	0	49	203
3:15 PM	0	36	57	0	93	66	15	0	0	81	0	0	0	0	0	79	0	113	0	192	366
3:30 PM	0	38	35	0	73	33	15	0	0	48	0	0	0	0	0	47	0	83	0	130	251
Total Volume	0	163	155	0	318	180	86	0	0	266	0	0	0	0	0	194	0	248	0	442	1026
% App. Total	0.0	51.3	48.7	0.0	100	67.7	32.3	0.0	0.0	100	0.0	0.0	0.0	0.0	0	43.9	0.0	56.1	0.0	100	
PHF					0.855					0.821										0.576	0.701
Cars, PU, Vans	0	158	148	0	306	175	80	0	0	255	0	0	0	0	0	191	0	244	0	435	996
% Cars, PU, Vans	0.0	96.9	95.5	0.0	96.2	97.2	93.0	0.0	0.0	95.9	0.0	0.0	0.0	0.0	0.0	98.5	0.0	98.4	0.0	98.4	97.1
Heavy trucks	0	5	7	0	12	5	6	0	0	11	0	0	0	0	0	3	0	4	0	7	30
%Heavy trucks	0.0	3.1	4.5	0.0	3.8	2.8	7.0	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	1.5	0.0	1.6	0.0	1.6	2.9

PM

	Mitchell Rd Northbound					Mitchell Rd Southbound					utchtown Elementary/High School Dv Eastbound					utchtown Elementary/High School Dv Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
4:00 PM	0	37	26	0	63	35	14	0	0	49	0	0	0	0	0	61	0	87	0	148	260
4:15 PM	0	37	33	0	70	35	20	0	0	55	0	0	0	0	0	43	0	74	0	117	242
4:30 PM	0	37	18	0	55	21	20	0	0	41	0	0	0	0	0	35	0	39	0	74	170
4:45 PM	0	42	19	0	61	10	45	0	0	55	0	0	0	0	0	24	0	19	0	43	159
Total Volume	0	153	96	0	249	101	99	0	0	200	0	0	0	0	0	163	0	219	0	382	831
% App. Total	0.0	61.4	38.6	0.0	100	50.5	49.5	0.0	0.0	100	0.0	0.0	0.0	0.0	0	42.7	0.0	57.3	0.0	100	
PHF					0.889					0.909										0.645	0.799
Cars, PU, Vans	0	142	93	0	235	98	95	0	0	193	0	0	0	0	0	163	0	218	0	381	809
% Cars, PU, Vans	0.0	92.8	96.9	0.0	94.4	97.0	96.0	0.0	0.0	96.5	0.0	0.0	0.0	0.0	0.0	100.0	0.0	99.5	0.0	99.7	97.4
Heavy trucks	0	11	3	0	14	3	4	0	0	7	0	0	0	0	0	0	0	1	0	1	22
%Heavy trucks	0.0	7.2	3.1	0.0	5.6	3.0	4.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.3	2.6

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mitchell Rd & Jonesboro Rd
City: Hampton
Control: 1-Way Stop(SB)

Project ID: 24-180122-012
Date: 5/16/2024

Data - Total

NS/EW Streets:	Mitchell Rd				Mitchell Rd				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	36	0	2	0	16	79	0	0	0	48	103	0	284
7:15 AM	0	0	0	0	57	0	2	0	24	94	0	0	0	69	145	0	391
7:30 AM	0	0	1	0	42	0	5	0	15	122	0	0	0	85	121	0	391
7:45 AM	0	0	0	0	70	0	2	0	12	111	0	0	0	80	119	0	394
8:00 AM	0	0	0	0	56	0	7	0	23	90	0	0	0	56	144	0	376
8:15 AM	0	0	1	0	64	0	10	0	6	85	0	0	0	90	131	0	387
8:30 AM	0	0	0	0	52	0	6	1	18	87	0	0	0	68	72	0	304
8:45 AM	0	0	0	0	50	0	5	0	15	89	0	0	0	72	84	0	315
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	427	0	39	1	129	757	0	0	0	568	919	0	2842
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	91.43%	0.00%	8.35%	0.21%	14.56%	85.44%	0.00%	0.00%	0.00%	38.20%	61.80%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	1	0	225	0	16	0	74	417	0	0	0	290	529	0	1552
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.804	0.000	0.571	0.000	0.771	0.855	0.000	0.000	0.000	0.853	0.912	0.000	0.985
			0.250				0.837				0.896				0.957		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	68	0	7	0	5	120	0	0	0	98	56	0	354
4:15 PM	0	0	1	0	47	0	2	0	4	130	0	0	0	118	68	0	370
4:30 PM	0	0	0	0	63	0	6	0	2	103	0	0	0	114	51	0	339
4:45 PM	0	0	0	0	61	0	5	0	1	112	0	0	0	107	60	0	346
5:00 PM	0	0	0	0	55	0	5	0	3	91	0	0	0	98	59	0	311
5:15 PM	0	0	0	0	60	0	3	0	5	110	0	0	0	112	73	0	363
5:30 PM	0	0	0	0	46	0	2	0	9	94	0	0	0	125	77	0	353
5:45 PM	0	0	0	0	31	0	0	0	21	110	0	0	0	102	136	0	400
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	431	0	30	0	50	870	0	0	0	874	580	0	2836
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	93.49%	0.00%	6.51%	0.00%	5.43%	94.57%	0.00%	0.00%	0.00%	60.11%	39.89%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	192	0	10	0	38	405	0	0	0	437	345	0	1427
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.800	0.000	0.500	0.000	0.452	0.920	0.000	0.000	0.000	0.874	0.634	0.000	0.892
			0.000				0.802				0.845				0.821		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mitchell Rd & Jonesboro Rd
City: Hampton
Control: 1-Way Stop(SB)

Project ID: 24-180122-012
Date: 5/16/2024

Data - Cars

NS/EW Streets:	Mitchell Rd				Mitchell Rd				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	31	0	2	0	16	75	0	0	0	44	100	0	268
7:15 AM	0	0	0	0	56	0	2	0	24	89	0	0	0	64	143	0	378
7:30 AM	0	0	0	0	39	0	5	0	15	115	0	0	0	78	120	0	372
7:45 AM	0	0	0	0	68	0	2	0	12	110	0	0	0	75	116	0	383
8:00 AM	0	0	0	0	53	0	7	0	23	89	0	0	0	54	142	0	368
8:15 AM	0	0	1	0	61	0	10	0	6	82	0	0	0	87	129	0	376
8:30 AM	0	0	0	0	50	0	6	1	18	82	0	0	0	64	70	0	291
8:45 AM	0	0	0	0	46	0	5	0	15	85	0	0	0	66	81	0	298
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	404	0	39	1	129	727	0	0	0	532	901	0	2734
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	90.99%	0.00%	8.78%	0.23%	15.07%	84.93%	0.00%	0.00%	0.00%	37.12%	62.88%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	216	0	16	0	74	403	0	0	0	271	521	0	1501
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.794	0.000	0.571	0.000	0.771	0.876	0.000	0.000	0.000	0.869	0.911	0.000	0.980
					0.829				0.917				0.957				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	68	0	7	0	5	117	0	0	0	96	55	0	348
4:15 PM	0	0	1	0	47	0	2	0	3	126	0	0	0	117	63	0	359
4:30 PM	0	0	0	0	61	0	6	0	2	102	0	0	0	111	48	0	330
4:45 PM	0	0	0	0	60	0	4	0	1	106	0	0	0	104	56	0	331
5:00 PM	0	0	0	0	54	0	5	0	3	90	0	0	0	98	55	0	305
5:15 PM	0	0	0	0	59	0	3	0	5	109	0	0	0	111	70	0	357
5:30 PM	0	0	0	0	45	0	2	0	9	92	0	0	0	123	76	0	347
5:45 PM	0	0	0	0	31	0	0	0	21	109	0	0	0	98	136	0	395
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	425	0	29	0	49	851	0	0	0	858	559	0	2772
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	93.61%	0.00%	6.39%	0.00%	5.44%	94.56%	0.00%	0.00%	0.00%	60.55%	39.45%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	189	0	10	0	38	400	0	0	0	430	337	0	1404
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.801	0.000	0.500	0.000	0.452	0.917	0.000	0.000	0.000	0.874	0.619	0.000	0.889
					0.802				0.842				0.819				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mitchell Rd & Jonesboro Rd
City: Hampton
Control: 1-Way Stop(SB)

Project ID: 24-180122-012
Date: 5/16/2024

Data - HT

NS/EW Streets:	Mitchell Rd				Mitchell Rd				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	5	0	0	0	0	4	0	0	0	4	3	0	16
7:15 AM	0	0	0	0	1	0	0	0	0	5	0	0	0	5	2	0	13
7:30 AM	0	0	1	0	3	0	0	0	0	7	0	0	0	7	1	0	19
7:45 AM	0	0	0	0	2	0	0	0	0	1	0	0	0	5	3	0	11
8:00 AM	0	0	0	0	3	0	0	0	0	1	0	0	0	2	2	0	8
8:15 AM	0	0	0	0	3	0	0	0	0	3	0	0	0	3	2	0	11
8:30 AM	0	0	0	0	2	0	0	0	0	5	0	0	0	4	2	0	13
8:45 AM	0	0	0	0	4	0	0	0	0	4	0	0	0	6	3	0	17
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	23	0	0	0	0	30	0	0	0	36	18	0	108
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	1	0	9	0	0	0	0	14	0	0	0	19	8	0	51
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.679	0.667	0.000	0.671
	0.250				0.750				0.500				0.844				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	1	0	6
4:15 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	1	5	0	11
4:30 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	3	3	0	9
4:45 PM	0	0	0	0	1	0	1	0	0	6	0	0	0	3	4	0	15
5:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	4	0	6
5:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	3	0	6
5:30 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	2	1	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	6	0	1	0	1	19	0	0	0	16	21	0	64
APPROACH %'s :					85.71%	0.00%	14.29%	0.00%	5.00%	95.00%	0.00%	0.00%	0.00%	43.24%	56.76%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	0	0	0	5	0	0	0	7	8	0	23
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.438	0.500	0.000	0.958
					0.750				0.625				0.938				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mitchell Rd & Jonesboro Rd
City: Hampton
Control: 1-Way Stop(SB)

Project ID: 24-180122-012
Date: 5/16/2024

Data - Bikes

NS/EW Streets:	Mitchell Rd				Mitchell Rd				Jonesboro Rd				Jonesboro Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
APPROACH %'s :													0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mitchell Rd & Jonesboro Rd
City: Hampton
Project ID: 24-180122-012
Date: 5/16/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Mitchell Rd		Mitchell Rd		Jonesboro Rd		Jonesboro Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Mitchell Rd & Jonesboro Rd

Peak Hour Turning Movement Count

ID: 24-180122-012
City: Hampton

Day: Thursday
Date: 5/16/2024

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (Mitchell Rd)

AM	16	0	225	0	603	AM
NOON	0	0	0	0	0	NOON
PM	10	0	192	0	383	PM

EASTBOUND (Jonesboro Rd)

AM	NOON	PM	
306	0	447	
0	0	0	0
74	0	38	0
417	0	405	1
0	0	0	0
AM	NOON	PM	

WESTBOUND (Jonesboro Rd)

PM	NOON	AM	
345	0	529	0
437	0	290	1
0	0	0	0
0	0	0	0
597	0	643	
PM	NOON	AM	

NORTHBOUND (Mitchell Rd)

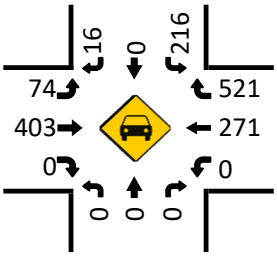
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	1	AM

CONTROL

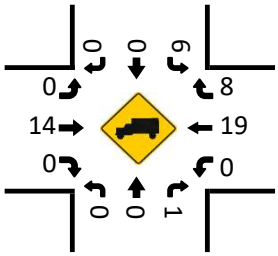
1-Way Stop(SB)

TEV	1552 AM	0 NOON	1427 PM
PHF	0.98		0.89

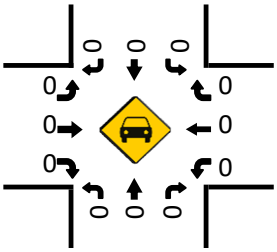
Cars (AM)



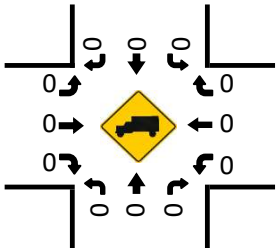
HT (AM)



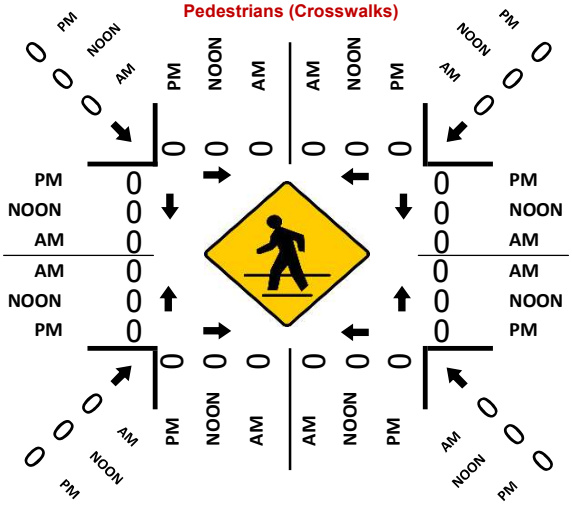
Cars (NOON)



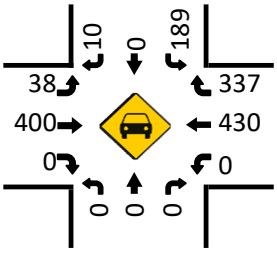
HT (NOON)



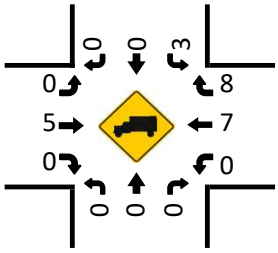
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 24-180122-012
Location: Mitchell Rd & Jonesboro Rd
City: Hampton

Day: Thursday
Date: 5/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Mitchell Rd Northbound						Mitchell Rd Southbound						Jonesboro Rd Eastbound						Jonesboro Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	36	0	2	0	0	38	16	79	0	0	0	95	0	48	103	0	0	151	284
7:15 AM	0	0	0	0	0	0	57	0	2	0	0	59	24	94	0	0	0	118	0	69	145	0	0	214	391
7:30 AM	0	0	1	0	0	1	42	0	5	0	0	47	15	122	0	0	0	137	0	85	121	0	0	206	391
7:45 AM	0	0	0	0	0	0	70	0	2	0	0	72	12	111	0	0	0	123	0	80	119	0	0	199	394
Total	0	0	1	0	0	1	205	0	11	0	0	216	67	406	0	0	0	473	0	282	488	0	0	770	1460
8:00 AM	0	0	0	0	0	0	56	0	7	0	0	63	23	90	0	0	0	113	0	56	144	0	0	200	376
8:15 AM	0	0	1	0	0	1	64	0	10	0	0	74	6	85	0	0	0	91	0	90	131	0	0	221	387
8:30 AM	0	0	0	0	0	0	52	0	6	1	0	59	18	87	0	0	0	105	0	68	72	0	0	140	304
8:45 AM	0	0	0	0	0	0	50	0	5	0	0	55	15	89	0	0	0	104	0	72	84	0	0	156	315
Total	0	0	1	0	0	1	222	0	28	1	0	251	62	351	0	0	0	413	0	286	431	0	0	717	1382
BREAK																									
4:00 PM	0	0	0	0	0	0	68	0	7	0	0	75	5	120	0	0	0	125	0	98	56	0	0	154	354
4:15 PM	0	0	1	0	0	1	47	0	2	0	0	49	4	130	0	0	0	134	0	118	68	0	0	186	370
4:30 PM	0	0	0	0	0	0	63	0	6	0	0	69	2	103	0	0	0	105	0	114	51	0	0	165	339
4:45 PM	0	0	0	0	0	0	61	0	5	0	0	66	1	112	0	0	0	113	0	107	60	0	0	167	346
Total	0	0	1	0	0	1	239	0	20	0	0	259	12	465	0	0	0	477	0	437	235	0	0	672	1409
5:00 PM	0	0	0	0	0	0	55	0	5	0	0	60	3	91	0	0	0	94	0	98	59	0	0	157	311
5:15 PM	0	0	0	0	0	0	60	0	3	0	0	63	5	110	0	0	0	115	0	112	73	0	0	185	363
5:30 PM	0	0	0	0	0	0	46	0	2	0	0	48	9	94	0	0	0	103	0	125	77	0	0	202	353
5:45 PM	0	0	0	0	0	0	31	0	0	0	0	31	21	110	0	0	0	131	0	102	136	0	0	238	400
Total	0	0	0	0	0	0	192	0	10	0	0	202	38	405	0	0	0	443	0	437	345	0	0	782	1427
Grand Total	0	0	3	0	0	3	858	0	69	1	0	928	179	1627	0	0	0	1806	0	1442	1499	0	0	2941	5678
Apprch %	0.0	0.0	100.0	0.0	0.0		92.5	0.0	7.4	0.1	0.0		9.9	90.1	0.0	0.0	0.0		0.0	49.0	51.0	0.0	0.0		
Total %	0.0	0.0	0.1	0.0	0.0	0.1	15.1	0.0	1.2	0.0	0.0	16.3	3.2	28.7	0.0	0.0	0.0	31.8	0.0	25.4	26.4	0.0	0.0	51.8	
Cars, PU, Vans	0	0	2	0		2	829	0	68	1		898	178	1578	0	0		1756	0	1390	1460	0		2850	5506
% Cars, PU, Vans	0.0	0.0	66.7	0.0		66.7	96.6	0.0	98.6	100.0		96.8	99.4	97.0	0.0	0.0		97.2	0.0	96.4	97.4	0.0		96.9	97.0
Heavy trucks	0	0	1	0		1	29	0	1	0		30	1	49	0	0		50	0	52	39	0		91	172
%Heavy trucks	0.0	0.0	33.3	0.0		33.3	3.4	0.0	1.4	0.0		3.2	0.6	3.0	0.0	0.0		2.8	0.0	3.6	2.6	0.0		3.1	3.0

Project ID: 24-180122-012
Location: Mitchell Rd & Jonesboro Rd
City: Hampton

PEAK HOURS

Day: Thursday
Date: 5/16/2024

AM

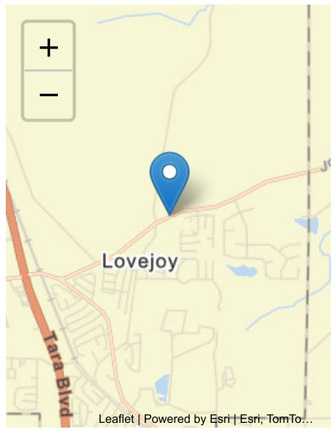
	Mitchell Rd Northbound					Mitchell Rd Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	0	0	0	0	0	57	0	2	0	59	24	94	0	0	118	0	69	145	0	214	391
7:30 AM	0	0	1	0	1	42	0	5	0	47	15	122	0	0	137	0	85	121	0	206	391
7:45 AM	0	0	0	0	0	70	0	2	0	72	12	111	0	0	123	0	80	119	0	199	394
8:00 AM	0	0	0	0	0	56	0	7	0	63	23	90	0	0	113	0	56	144	0	200	376
Total Volume	0	0	1	0	1	225	0	16	0	241	74	417	0	0	491	0	290	529	0	819	1552
% App. Total	0.0	0.0	100.0	0.0	100	93.4	0.0	6.6	0.0	100	15.1	84.9	0.0	0.0	100	0.0	35.4	64.6	0.0	100	
PHF					0.250					0.837					0.896					0.957	0.985
Cars, PU, Vans	0	0	0	0	0	216	0	16	0	232	74	403	0	0	477	0	271	521	0	792	1501
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	96.0	0.0	100.0	0.0	96.3	100.0	96.6	0.0	0.0	97.1	0.0	93.4	98.5	0.0	96.7	96.7
Heavy trucks	0	0	1	0	1	9	0	0	0	9	0	14	0	0	14	0	19	8	0	27	51
%Heavy trucks	0.0	0.0	100.0	0.0	100.0	4.0	0.0	0.0	0.0	3.7	0.0	3.4	0.0	0.0	2.9	0.0	6.6	1.5	0.0	3.3	3.3

PM

	Mitchell Rd Northbound					Mitchell Rd Southbound					Jonesboro Rd Eastbound					Jonesboro Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	0	0	0	0	0	55	0	5	0	60	3	91	0	0	94	0	98	59	0	157	311
5:15 PM	0	0	0	0	0	60	0	3	0	63	5	110	0	0	115	0	112	73	0	185	363
5:30 PM	0	0	0	0	0	46	0	2	0	48	9	94	0	0	103	0	125	77	0	202	353
5:45 PM	0	0	0	0	0	31	0	0	0	31	21	110	0	0	131	0	102	136	0	238	400
Total Volume	0	0	0	0	0	192	0	10	0	202	38	405	0	0	443	0	437	345	0	782	1427
% App. Total	0.0	0.0	0.0	0.0	0	95.0	0.0	5.0	0.0	100	8.6	91.4	0.0	0.0	100	0.0	55.9	44.1	0.0	100	
PHF										0.802					0.845					0.821	0.892
Cars, PU, Vans	0	0	0	0	0	189	0	10	0	199	38	400	0	0	438	0	430	337	0	767	1404
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	98.4	0.0	100.0	0.0	98.5	100.0	98.8	0.0	0.0	98.9	0.0	98.4	97.7	0.0	98.1	98.4
Heavy trucks	0	0	0	0	0	3	0	0	0	3	0	5	0	0	5	0	7	8	0	15	23
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	1.5	0.0	1.2	0.0	0.0	1.1	0.0	1.6	2.3	0.0	1.9	1.6

0000063_0223 - 063-0223
County: Clayton
Route number: 00092000
LRS section: 0631092000
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.4539876158514, -84.3093983591112

Site Data

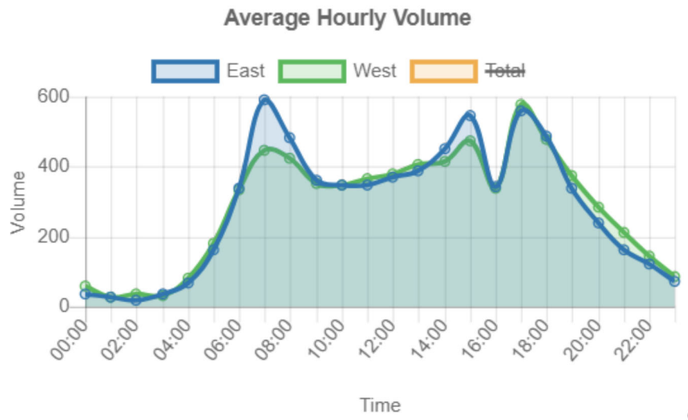


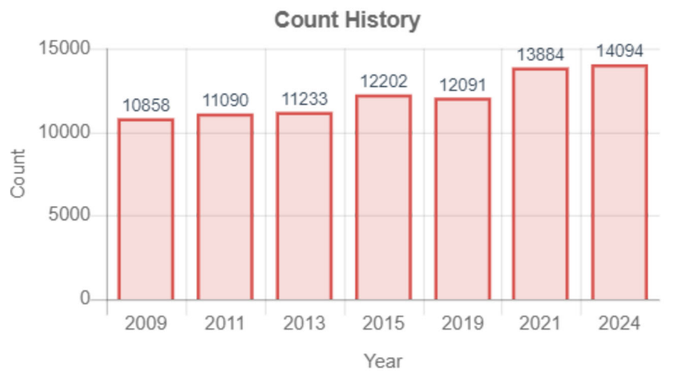
Count History

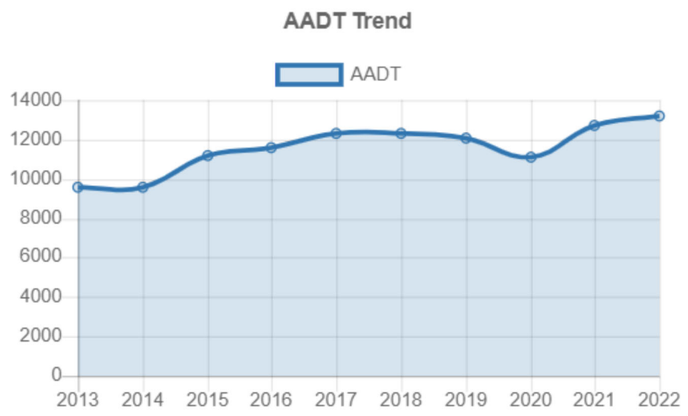
Year	Month	Count type	Duration	Count
2024	February	Class	48 hours	14,094
2021	June	Class	48 hours	13,884
2019	January	Class	48 hours	12,091
2015	October	Class	48 hours	12,202
2013	October	Volume	48 hours	11,233
2011	July	Class	48 hours	11,090
2009	June	Class	48 hours	10,858

Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	20
Statistics type	-	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Actual	Es
AADT	9,590	9,590	11,200	11,600	12,300	12,300	12,100	11,100	12,700	13
K-Factor	0.090	0.090	0.095	0.095	-	-	0.089	0.089	0.089	0.0
D-Factor	-	-	0.600	0.600	-	-	0.540	0.540	0.500	0.5
Future AADT	-	-	-	13,300	15,200	17,100	18,000	18,000	21,300	21





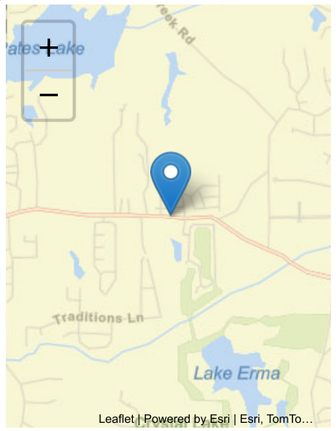


Vehicle Classification 2024

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.12%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**79.83%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**16.28%**
4. Buses 2- or 3-axle, full length.	**0.35%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**2.40%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.41%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.02%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.35%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.23%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.01%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0.00%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0%**

0000151_0209 - 151-0209 - BEG CLAYTON 063
County: Henry
Route number: 00092000
LRS section: 1511092000
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.4683463688268.

Site Data



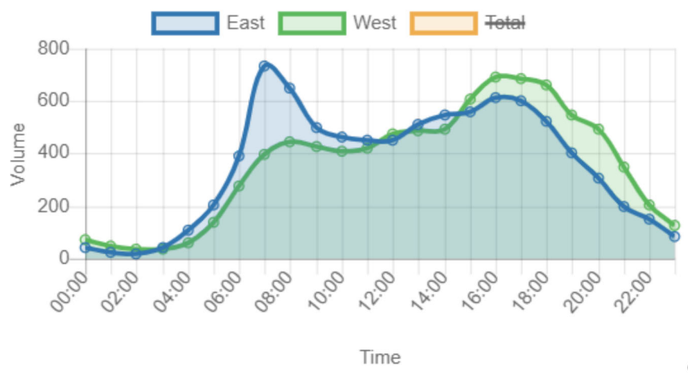
Count History

Year	Month	Count type	Duration	Count
2023	March	Class	48 hours	17,178
2021	June	Class	48 hours	15,783
2019	January	Class	48 hours	13,614
2015	June	Class	48 hours	13,298
2013	April	Class	48 hours	12,443
2011	June	Class	48 hours	11,834
2009	September	Class	48 hours	11,772

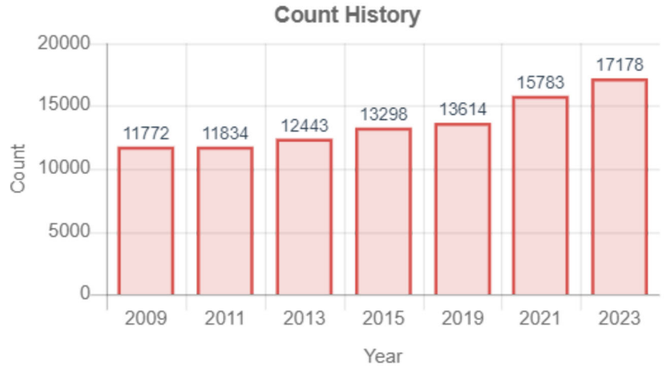
Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	20
Statistics type	-	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Actual	Es
AADT	11,010	11,000	12,000	12,400	13,100	13,100	13,600	12,500	14,400	14
K-Factor	0.090	0.090	0.091	0.091	-	-	0.090	0.090	0.090	0.(
D-Factor	0.500	0.500	0.500	0.500	-	-	0.540	0.540	0.530	0.5
Future AADT	-	-	-	14,000	14,600	18,700	20,000	20,000	22,600	23

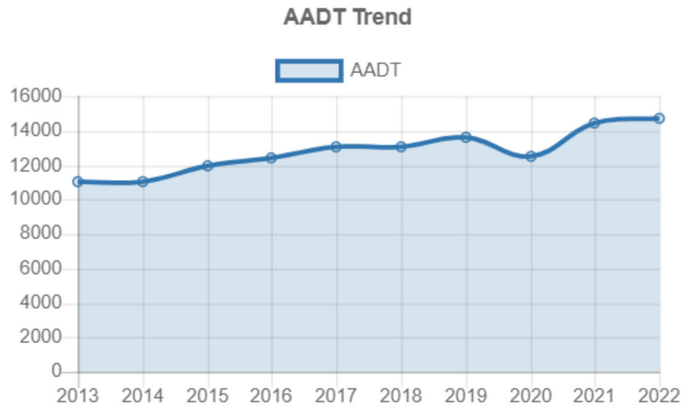
Average Hourly Volume



Count History



AADT Trend

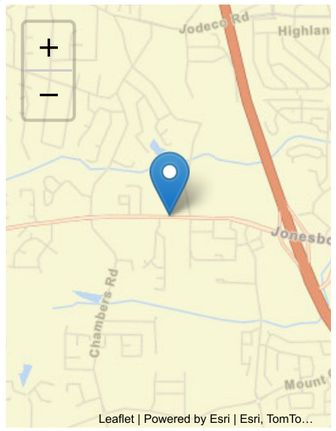


Vehicle Classification 2023

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.10%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**75.59%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**20.23%**
4. Buses 2- or 3-axle, full length.	**0.46%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**2.99%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.07%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.01%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.50%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.05%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0%**

0000151_0212 - 151-0212 - CRX 018100
County: Henry
Route number: 00092000
LRS section: 1511092000
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.46455192, -84.22374724

Site Data

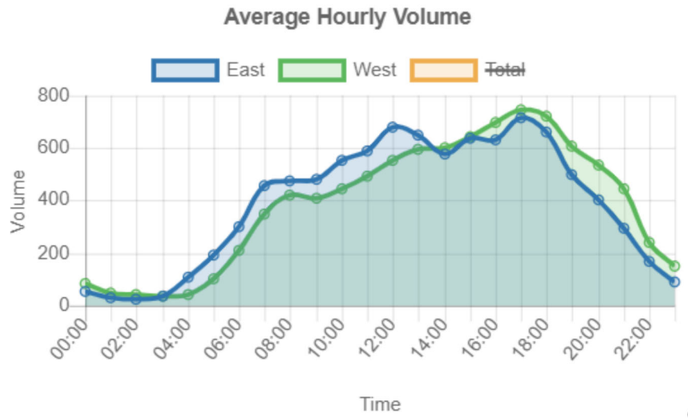


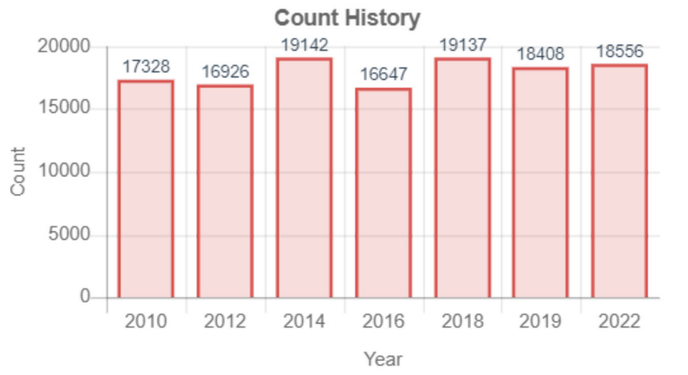
Count History

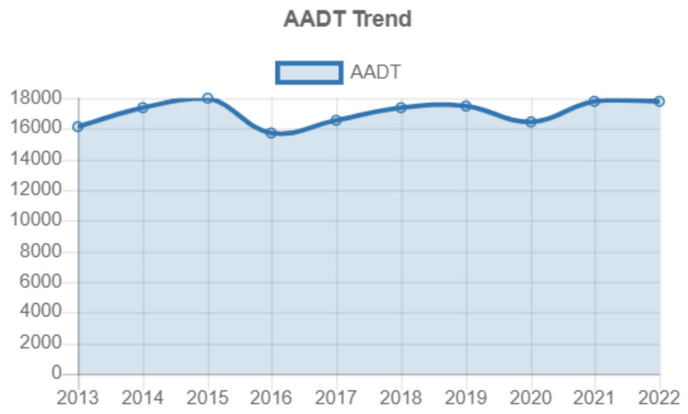
Year	Month	Count type	Duration	Count
2022	July	Class	48 hours	18,556
2019	November	Class	48 hours	18,408
2018	May	Class	48 hours	19,137
2016	June	Class	48 hours	16,647
2014	April	Volume	48 hours	19,142
2012	July	Volume	48 hours	16,926
2010	August	Class	48 hours	17,328

Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	20
Statistics type	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Ac
AADT	16,160	17,400	18,000	15,700	16,600	17,400	17,500	16,500	17,800	17
K-Factor	-	0.100	0.100	0.082	-	0.084	0.084	0.097	0.097	0.(
D-Factor	-	0.500	0.500	0.500	-	0.530	0.530	0.530	0.530	0.5
Future AADT	-	-	-	20,100	20,900	21,900	22,100	22,100	22,400	22





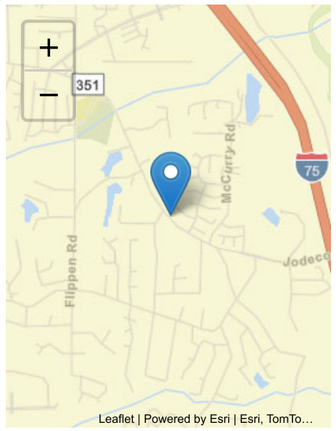


Vehicle Classification 2022

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.13%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**81.16%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**15.53%**
4. Buses 2- or 3-axle, full length.	**0.24%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**2.16%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.19%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.04%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.27%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.23%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.03%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.01%**

0000151_0225 - 151-0225 - CRX 065900LCR1622R
County: Henry
Route number: 00082400
LRS section: 1512082400
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.48567079, -84.23500922

Site Data

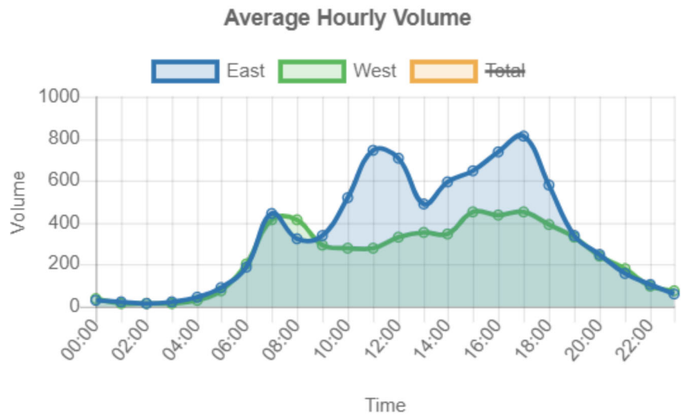


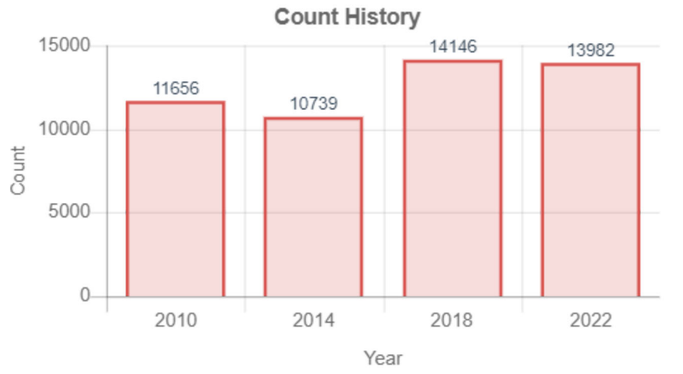
Count History

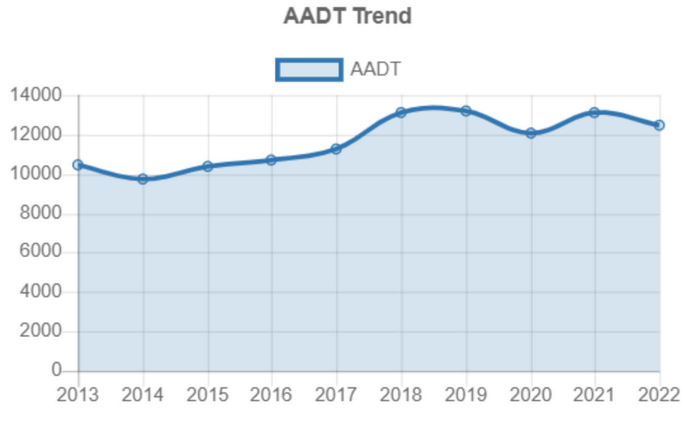
Year	Month	Count type	Duration	Count
2022	February	Class	48 hours	13,982
2018	February	Class	48 hours	14,146
2014	April	Volume	48 hours	10,739
2010	August	Volume	48 hours	11,656

Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated
AADT	10,480	9,710	10,400	10,700	11,300	13,100	13,200	12,100	13,100
K-Factor	-	0.123	0.123	0.123	-	0.096	0.096	0.096	0.096
D-Factor	-	0.500	0.500	0.500	-	0.670	0.670	0.670	0.670
Future AADT	-	-	-	12,200	14,200	16,500	17,200	17,200	22,200





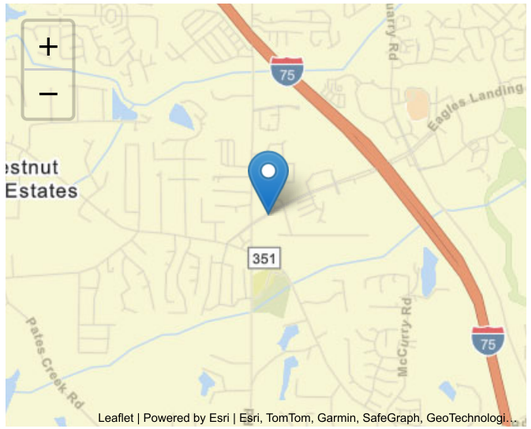


Vehicle Classification 2022

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.15%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**77.10%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**19.00%**
4. Buses 2- or 3-axle, full length.	**0.29%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**2.64%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.16%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.43%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.19%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.02%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0.00%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0.00%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.01%**

0000151_0396 - 151-0396 - Hudson Br Rd W of I-75 NB
County: Henry
LRS section: 1512065900
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.50149, -84.243577

Site Data

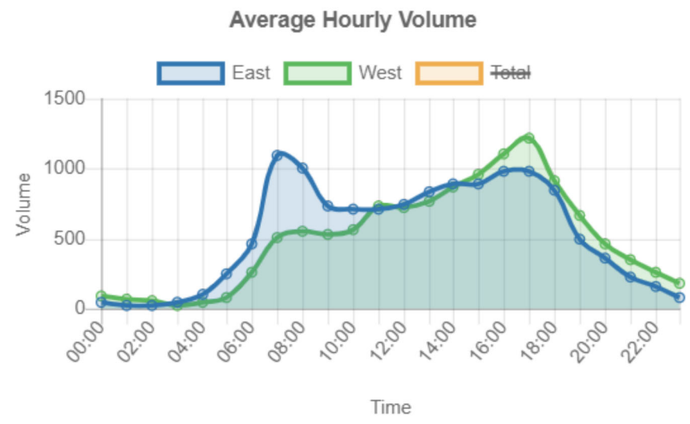


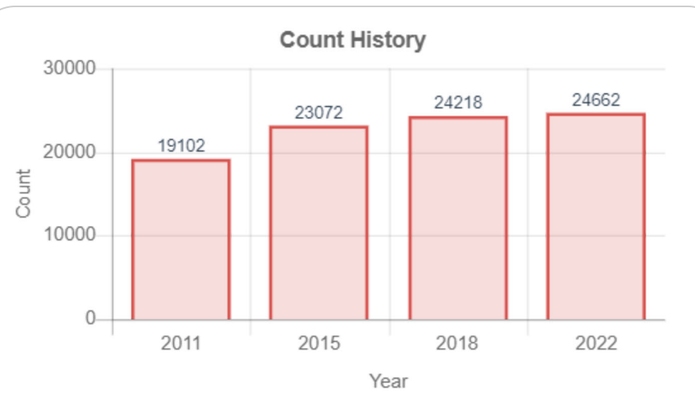
Count History

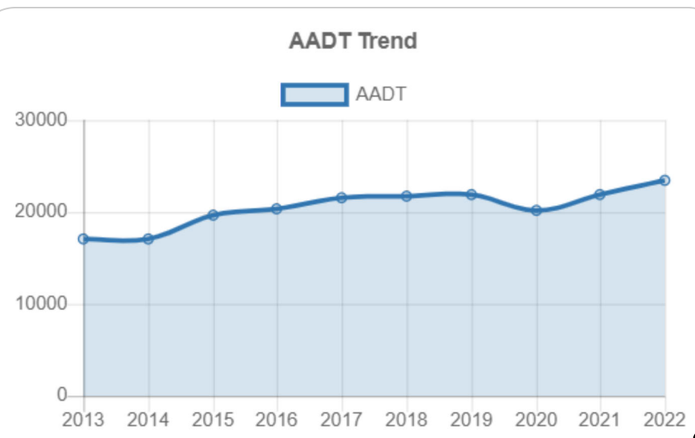
Year	Month	Count type	Duration	Count
2022	January	Volume	48 hours	24,662
2018	April	Volume	48 hours	24,218
2015	June	Volume	48 hours	23,072
2011	September	Volume	48 hours	19,102

Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	**Actual**
AADT	17,080	17,100	19,700	20,300	21,500	21,800	21,900	20,200	21,900	**23,500**
K-Factor	-	-	0.100	0.100	-	0.094	0.094	0.094	0.094	**0.089**
D-Factor	-	-	0.500	0.500	-	0.580	0.580	0.580	0.580	**0.550**
Future AADT	-	-	-	36,200	47,400	43,500	41,300	41,300	41,100	**39,300**







0000151_0479 - 151-0479 - BEG CLAYTON 063
County: Henry
Route number: 00017300
LRS section: 1512017300
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.49602069, -84.2704205

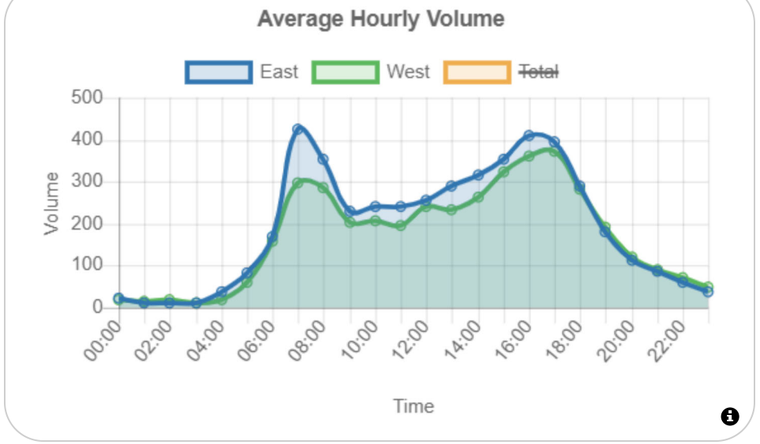
Site Data

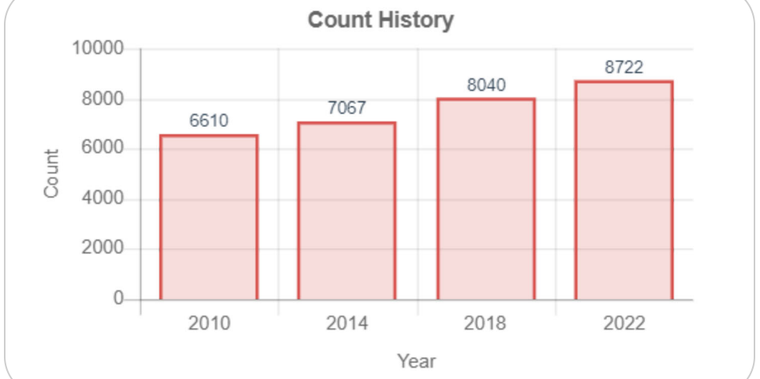
Count History

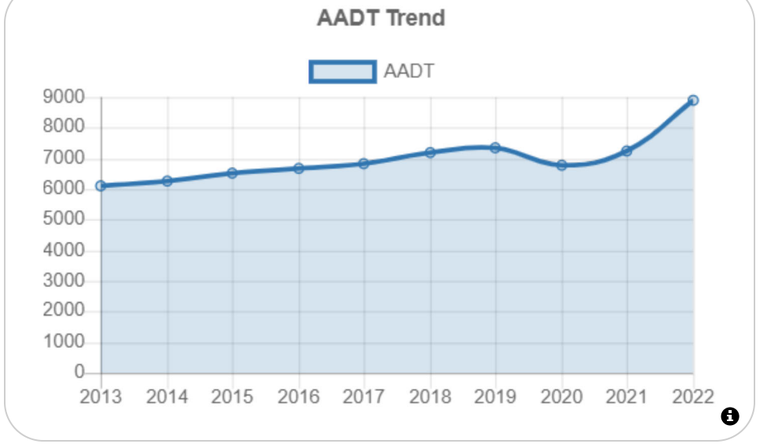
Year	Month	Count type	Duration	Count
2022	January	Volume	48 hours	8,722
2018	April	Volume	48 hours	8,040
2014	April	Volume	48 hours	7,067
2010	August	Class	48 hours	6,610

Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	**Actual**
AADT	6,080	6,280	6,530	6,690	6,820	7,170	7,320	6,800	7,220	**8,920**
K-Factor	-	0.109	0.109	0.109	-	0.104	0.104	0.104	0.104	**0.088**
D-Factor	-	0.500	0.500	0.500	-	0.520	0.520	0.520	0.520	**0.520**
Future AADT	-	-	-	8,520	9,750	10,300	10,400	10,400	11,700	**14,400**

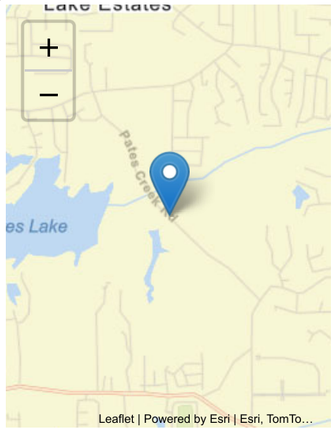






0000151_8114 - 151-8114 - CR 017700 BEG AT
County: Henry
Route number: 00017400
LRS section: 1512017400
Functional class: 7U - Local (Urban)
Coordinates: 33.4844497091981, -84.2643720364593

Site Data



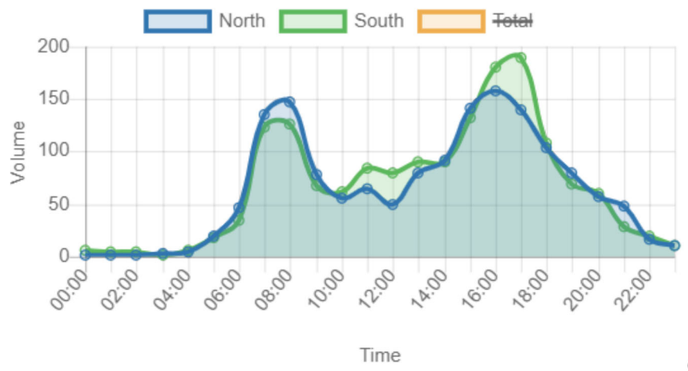
Count History

Year	Month	Count type	Duration	Count
2023	March	Class	48 hours	3,132
2019	October	Class	48 hours	2,023
2016	June	Class	48 hours	1,593
2012	July	Volume	48 hours	1,114

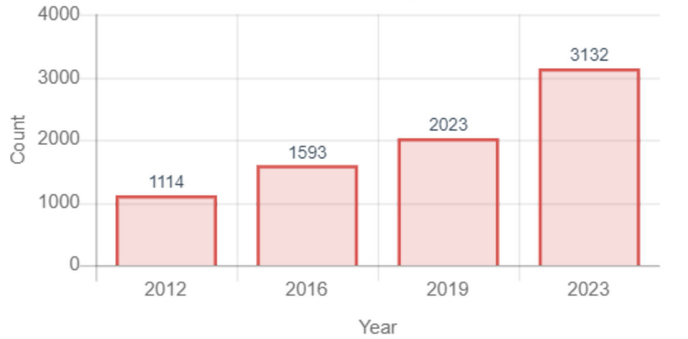
Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated
AADT	1,060	1,060	1,100	1,490	1,520	1,540	1,840	1,710	1,810
K-Factor	-	-	-	0.145	-	-	0.133	0.133	0.133
D-Factor	-	-	-	0.800	-	-	0.660	0.660	0.660
Future AADT	-	-	-	1,650	2,440	2,620	3,200	3,200	4,290

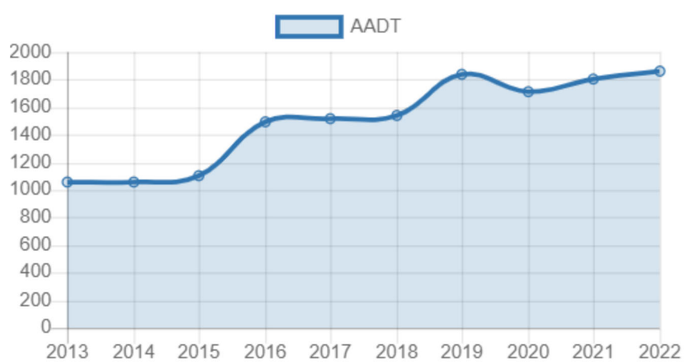
Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2023

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.11%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**77.99%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**16.54%**
4. Buses 2- or 3-axle, full length.	**1.39%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**3.19%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.14%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.51%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.13%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0%**

APPENDIX C: Growth Factor(s) Calculations & Analysis

HISTORICAL TRAFFIC COUNTS
DRI 4176 - Pates Creek Subdivision, Phase 3
Henry County, Georgia

Location	Counter ID	Georgia DOT AADT															Forecast		Compounded Growth Rate	
	(Henry Co.)	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2024	2032	2024-2032	Percent
McDonough Rd W of E Lovejoy Rd	063-0223	10,858		11,090		11,233		12,202				12,091		13,884			14,094	14,013	15,820	1.53%	13.39%
Jonesboro Rd b/t Canal St & Edgar St	151-0209	11,772		11,834		12,443		13,298				13,614		15,783		17,178		16,705	19,654	2.05%	16.64%
Jonesboro Rd W of Mt Olive Rd	151-0212		17,328		16,296		19,142		16,647		19,137	18,408			18,556			19,121	20,290	0.74%	17.18%
Jodeco Rd E of Flippen Rd	151-0225		11,656				10,739				14,146				13,982			14,708	16,785	1.66%	14.21%
Hudson Bridge Rd E of Flippen Rd	151-0396			19,102				23,072			24,218				24,662			26,490	30,466	1.76%	25.79%
Noahs Ark Rd E of Pates Creek Rd	151-0479		6,610				7,067				8,040				8,722			9,072	10,533	1.88%	8.92%
Pates Creek Rd b/t McCullough Rd & Noahs Ark Rd	151-8114				1,114				1,593			2,023				3,132		3,140	4,585	4.85%	3.88%
																		103,249	**118,133**	**1.7%**	**100.00%**

APPENDIX D: Trip Generation

Single-Family Detached Housing (210)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Single-Family Detached Housing	537 DU				210	Dwelling Units				
Daily		**4,736**	2,368	2,368			LN(T) = 0.92 * LN(X) + 2.68	50%	50%	9.43
AM Peak Hour		**344**	89	255			LN(T) = 0.91 * LN(X) + 0.12	26%	74%	0.70
PM Peak Hour		**482**	304	178			LN(T) = 0.94 * LN(X) + 0.27	63%	37%	0.94
Reductions for Pass-By Trips										
Daily		**0**	0	0						
AM Peak Hour		**0**	0	0						
PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS										
Daily		**4,736**	2,368	2,368						
AM Peak Hour		**344**	89	255						
PM Peak Hour		**482**	304	178						

Note:

[1] Where: T = Trips; X = Density by Variable

APPENDIX E: Capacity Analyses Reports

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	803	419	4	6	3
Future Vol, veh/h	1	803	419	4	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	150	-	-	185	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	3	5	25	0	0
Mvmt Flow	1	913	476	5	7	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	476	0	-	0	1391	476
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	915	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1097	-	-	-	158	593
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	394	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1097	-	-	-	158	593
Mov Cap-2 Maneuver	-	-	-	-	158	-
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	394	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.01	0	22.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1097	-	-	-	158	593
HCM Lane V/C Ratio	0.001	-	-	-	0.043	0.006
HCM Control Delay (s/veh)	8.3	-	-	-	28.8	11.1
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	798	5	41	413	23	7	0	74	40	0	3
Future Vol, veh/h	7	798	5	41	413	23	7	0	74	40	0	3
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	-	-	Yield	-	-	None	-	-	Yield
Storage Length	185	-	185	240	-	240	-	-	-	-	-	85
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	43	3	0	2	5	4	0	0	1	3	0	33
Mvmt Flow	8	917	6	47	475	26	8	0	85	46	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	475	0	0	923	0	0	1502	1502	917	1502	1508	475
Stage 1	-	-	-	-	-	-	933	933	-	569	569	-
Stage 2	-	-	-	-	-	-	569	569	-	933	939	-
Critical Hdwy	4.53	-	-	4.12	-	-	7.1	6.5	6.21	7.13	6.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.587	-	-	2.218	-	-	3.5	4	3.309	3.527	4	3.597
Pot Cap-1 Maneuver	904	-	-	740	-	-	101	123	331	99	122	531
Stage 1	-	-	-	-	-	-	322	347	-	505	509	-
Stage 2	-	-	-	-	-	-	511	509	-	318	345	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	904	-	-	740	-	-	93	114	331	69	113	531
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	114	-	69	113	-
Stage 1	-	-	-	-	-	-	319	344	-	473	477	-
Stage 2	-	-	-	-	-	-	475	477	-	234	342	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.08	0.88	25.06	121.15
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	271	904	-	-	740	-	-	69	531
HCM Lane V/C Ratio	0.343	0.009	-	-	0.064	-	-	0.67	0.006
HCM Control Delay (s/veh)	25.1	9	-	-	10.2	-	-	129.3	11.8
HCM Lane LOS	D	A	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	1.5	0	-	-	0.2	-	-	3	0

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	432	487	297	8	6	184
Future Vol, veh/h	432	487	297	8	6	184
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	88	88	88	88	88	88
Heavy Vehicles, %	3	3	6	0	0	3
Mvmt Flow	491	553	338	9	7	209

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	347	0	-	0	1877	342
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	1535	-
Critical Hdwy	4.13	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.227	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	1207	-	-	-	80	698
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	198	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1207	-	-	-	33	698
Mov Cap-2 Maneuver	-	-	-	-	33	-
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	198	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.71	0	21.85
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	836	-	-	-	426
HCM Lane V/C Ratio	0.407	-	-	-	0.507
HCM Control Delay (s/veh)	10	0	-	-	21.8
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	2	-	-	-	2.8

Intersection	
Intersection Delay, s/veh	33.3
Intersection LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	342	98	91	348	326	99
Future Vol, veh/h	342	98	91	348	326	99
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	3	2	2	4	5	3
Mvmt Flow	356	102	95	363	340	103
Number of Lanes	1	0	0	1	1	0

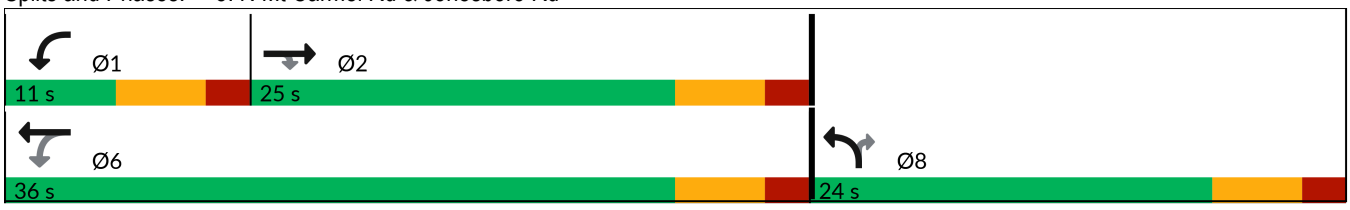
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	36.1	34	29.8
HCM LOS	E	D	D

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	21%	78%	0%
Vol Thru, %	79%	0%	77%
Vol Right, %	0%	22%	23%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	439	440	425
LT Vol	91	342	0
Through Vol	348	0	326
RT Vol	0	98	99
Lane Flow Rate	457	458	443
Geometry Grp	1	1	1
Degree of Util (X)	0.83	0.845	0.792
Departure Headway (Hd)	6.533	6.641	6.443
Convergence, Y/N	Yes	Yes	Yes
Cap	553	545	562
Service Time	4.589	4.693	4.501
HCM Lane V/C Ratio	0.826	0.84	0.788
HCM Control Delay, s/veh	34	36.1	29.8
HCM Lane LOS	D	E	D
HCM 95th-tile Q	8.5	8.8	7.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	530	112	244	570	252	218
Future Volume (vph)	530	112	244	570	252	218
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	25.0	25.0	11.0	36.0	24.0	24.0
Total Split (%)	41.7%	41.7%	18.3%	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	19.1	19.1	30.1	30.1	13.1	13.1
Actuated g/C Ratio	0.35	0.35	0.54	0.54	0.24	0.24
v/c Ratio	0.86	0.19	0.82	0.59	0.63	0.41
Control Delay (s/veh)	35.8	4.6	35.8	12.5	26.1	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.8	4.6	35.8	12.5	26.1	5.3
LOS	D	A	D	B	C	A
Approach Delay (s/veh)	30.4			19.5	16.5	
Approach LOS	C			B	B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 55.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 22.4	Intersection LOS: C
Intersection Capacity Utilization 70.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: N Mt Carmel Rd & Jonesboro Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	530	112	244	570	252	218
Future Volume (veh/h)	530	112	244	570	252	218
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1796	1900	1841	1856	1885
Adj Flow Rate, veh/h	552	117	254	594	262	227
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	7	0	4	3	1
Cap, veh/h	673	552	383	1054	350	316
Arrive On Green	0.36	0.36	0.10	0.57	0.20	0.20
Sat Flow, veh/h	1856	1522	1810	1841	1767	1598
Grp Volume(v), veh/h	552	117	254	594	262	227
Grp Sat Flow(s),veh/h/ln	1856	1522	1810	1841	1767	1598
Q Serve(g_s), s	14.1	2.8	4.3	10.7	7.3	7.0
Cycle Q Clear(g_c), s	14.1	2.8	4.3	10.7	7.3	7.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	673	552	383	1054	350	316
V/C Ratio(X)	0.82	0.21	0.66	0.56	0.75	0.72
Avail Cap(c_a), veh/h	673	552	383	1054	607	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	11.5	11.2	7.1	19.8	19.6
Incr Delay (d2), s/veh	10.7	0.9	4.3	2.2	3.2	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.9	1.6	3.0	2.8	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.9	12.4	15.5	9.2	23.0	22.7
LnGrp LOS	C	B	B	A	C	C
Approach Vol, veh/h	669			848	489	
Approach Delay, s/veh	23.5			11.1	22.9	
Approach LOS	C			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.0	25.0				36.0	16.4
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	5.0	19.0				30.0	18.0
Max Q Clear Time (g_c+I1), s	6.3	16.1				12.7	9.3
Green Ext Time (p_c), s	0.0	1.0				3.3	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	18.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	153	118	567	295	25
Future Vol, veh/h	8	153	118	567	295	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	5	6	3	4	4
Mvmt Flow	9	165	127	610	317	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1194	331	344	0	-	0
Stage 1	331	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.254	-	-	-
Pot Cap-1 Maneuver	208	704	1193	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	175	704	1193	-	-	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	416	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.19	1.44	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	310	-	612	-	-
HCM Lane V/C Ratio	0.106	-	0.283	-	-
HCM Control Delay (s/veh)	8.4	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.2	-	-

Intersection	
Intersection Delay, s/veh	44.9
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	442	130	1	2	87	88	7	21	18	56	2	284
Future Vol, veh/h	442	130	1	2	87	88	7	21	18	56	2	284
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	2	0	0	5	3	14	0	6	2	0	4
Mvmt Flow	497	146	1	2	98	99	8	24	20	63	2	319
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	72.8	12.5	11.4	19.3
HCM LOS	F	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	77%	1%	16%
Vol Thru, %	46%	23%	49%	1%
Vol Right, %	39%	0%	50%	83%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	573	177	342
LT Vol	7	442	2	56
Through Vol	21	130	87	2
RT Vol	18	1	88	284
Lane Flow Rate	52	644	199	384
Geometry Grp	1	1	1	1
Degree of Util (X)	0.105	1.045	0.339	0.639
Departure Headway (Hd)	7.538	5.842	6.285	6.112
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	479	618	577	596
Service Time	5.538	3.934	4.285	4.112
HCM Lane V/C Ratio	0.109	1.042	0.345	0.644
HCM Control Delay, s/veh	11.4	72.8	12.5	19.3
HCM Lane LOS	B	F	B	C
HCM 95th-tile Q	0.3	17.2	1.5	4.5

Intersection	
Int Delay, s/veh	21.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑	↱		↕			↕	
Traffic Vol, veh/h	4	651	6	257	347	4	7	0	325	1	0	1
Future Vol, veh/h	4	651	6	257	347	4	7	0	325	1	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	-	-	-	150	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	4	3	0	0	0	3	0	0	0
Mvmt Flow	4	731	7	289	390	4	8	0	365	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	394	0	0	738	0	0	1711	1716	735	1708	1715	390
Stage 1	-	-	-	-	-	-	744	744	-	967	967	-
Stage 2	-	-	-	-	-	-	967	972	-	740	747	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1175	-	-	859	-	-	72	91	418	73	91	663
Stage 1	-	-	-	-	-	-	410	425	-	308	335	-
Stage 2	-	-	-	-	-	-	308	333	-	411	423	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1175	-	-	859	-	-	48	60	418	6	60	663
Mov Cap-2 Maneuver	-	-	-	-	-	-	48	60	-	6	60	-
Stage 1	-	-	-	-	-	-	407	422	-	204	222	-
Stage 2	-	-	-	-	-	-	204	221	-	52	420	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.05	4.78	92.86	$ 364.82
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	359	11	-	-	859	-	-	12
HCM Lane V/C Ratio	1.039	0.004	-	-	0.336	-	-	0.187
HCM Control Delay (s/veh)	92.9	8.1	0	-	11.3	-	-	$ 364.8
HCM Lane LOS	F	A	A	-	B	-	-	F
HCM 95th %tile Q(veh)	12.7	0	-	-	1.5	-	-	0.5

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

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	0	386	64	98	248	5	79	0	62	6	4	1
Future Vol, veh/h	0	386	64	98	248	5	79	0	62	6	4	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	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	4	3	4	3	20	5	0	5	17	0	0
Mvmt Flow	0	439	73	111	282	6	90	0	70	7	5	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	288	0	0	511	0	0	982	985	475	943	1016	282
Stage 1	-	-	-	-	-	-	475	475	-	505	505	-
Stage 2	-	-	-	-	-	-	507	510	-	439	511	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.15	6.5	6.25	7.27	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.27	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.27	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.545	4	3.345	3.653	4	3.3
Pot Cap-1 Maneuver	1286	-	-	1044	-	-	225	250	584	228	240	762
Stage 1	-	-	-	-	-	-	565	561	-	523	544	-
Stage 2	-	-	-	-	-	-	543	541	-	569	540	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1286	-	-	1044	-	-	193	218	584	175	209	762
Mov Cap-2 Maneuver	-	-	-	-	-	-	193	218	-	175	209	-
Stage 1	-	-	-	-	-	-	565	561	-	456	475	-
Stage 2	-	-	-	-	-	-	468	472	-	500	540	-

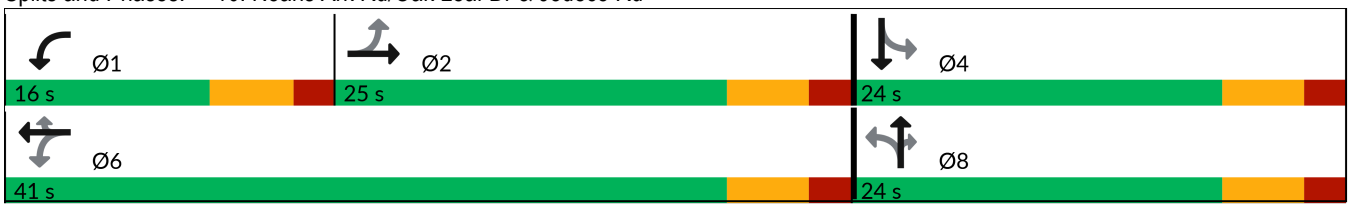
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	2.47	35.3	24.09
HCM LOS			E	C

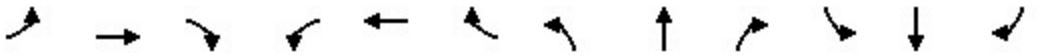
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	273	1286	-	-	510	-	-	201
HCM Lane V/C Ratio	0.587	-	-	-	0.107	-	-	0.062
HCM Control Delay (s/veh)	35.3	0	-	-	8.9	0	-	24.1
HCM Lane LOS	E	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	3.4	0	-	-	0.4	-	-	0.2

Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	309	290	334	6	62	1	444	11	1
Future Volume (vph)	309	290	334	6	62	1	444	11	1
Turn Type	NA	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	2	1	6			8			4
Permitted Phases		6		6	8		8	4	
Detector Phase	2	1	6	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	25.0	16.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	38.5%	24.6%	63.1%	63.1%	36.9%	36.9%	36.9%	36.9%	36.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	16.9	32.6	32.6	32.6		18.0	18.0		18.0
Actuated g/C Ratio	0.27	0.52	0.52	0.52		0.29	0.29		0.29
v/c Ratio	0.81	0.74	0.37	0.00		0.18	0.60		0.03
Control Delay (s/veh)	35.2	22.6	10.2	0.0		19.4	5.9		17.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	35.2	22.6	10.2	0.0		19.4	5.9		17.0
LOS	D	C	B	A		B	A		B
Approach Delay (s/veh)	35.3		15.9			7.7			17.1
Approach LOS	D		B			A			B

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 62.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 18.0	Intersection LOS: B
Intersection Capacity Utilization 67.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	309	70	290	334	6	62	1	444	11	1	1
Future Volume (veh/h)	0	309	70	290	334	6	62	1	444	11	1	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1841	1856	1841	1411	1781	1900	1841	1900	418	418
Adj Flow Rate, veh/h	0	332	75	312	359	6	67	1	477	12	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	4	3	4	33	8	0	4	0	100	100
Cap, veh/h	118	385	87	431	940	610	557	8	458	159	6	4
Arrive On Green	0.00	0.26	0.26	0.15	0.51	0.51	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1033	1477	334	1767	1841	1196	1501	26	1560	170	21	15
Grp Volume(v), veh/h	0	0	407	312	359	6	68	0	477	14	0	0
Grp Sat Flow(s),veh/h/ln	1033	0	1810	1767	1841	1196	1526	0	1560	207	0	0
Q Serve(g_s), s	0.0	0.0	13.1	7.3	7.3	0.2	0.0	0.0	18.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	13.1	7.3	7.3	0.2	1.7	0.0	18.0	4.1	0.0	0.0
Prop In Lane	1.00		0.18	1.00		1.00	0.99		1.00	0.86		0.07
Lane Grp Cap(c), veh/h	118	0	471	431	940	610	565	0	458	170	0	0
V/C Ratio(X)	0.00	0.00	0.86	0.72	0.38	0.01	0.12	0.00	1.04	0.08	0.00	0.00
Avail Cap(c_a), veh/h	169	0	561	450	1051	683	565	0	458	170	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	21.6	13.9	9.1	7.4	15.9	0.0	21.6	16.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	11.6	5.4	0.3	0.0	0.4	0.0	53.1	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	6.3	2.9	2.2	0.0	0.7	0.0	12.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	33.2	19.3	9.4	7.4	16.3	0.0	74.7	17.9	0.0	0.0
LnGrp LOS			C	B	A	A	B		F	B		
Approach Vol, veh/h		407			677			545			14	
Approach Delay, s/veh		33.2			13.9			67.4			17.9	
Approach LOS		C			B			E			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.3	22.0		24.0		37.3		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	10.0	19.0		18.0		35.0		18.0				
Max Q Clear Time (g_c+I1), s	9.3	15.1		6.1		9.3		20.0				
Green Ext Time (p_c), s	0.1	0.8		0.0		2.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			36.5									
HCM 7th LOS			D									

Intersection	
Int Delay, s/veh	32.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	220	357	48	543	400	19
Future Vol, veh/h	220	357	48	543	400	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	1	8	1	1	16
Mvmt Flow	232	376	51	572	421	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	913	51	0	-	51	0
Stage 1	51	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Critical Hdwy	6.43	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	303	1020	-	0	1562	-
Stage 1	969	-	-	0	-	-
Stage 2	412	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	~ 220	1020	-	-	1562	-
Mov Cap-2 Maneuver	~ 220	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	300	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	53.02	0	7.78
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	220	1020	1545	-
HCM Lane V/C Ratio	-	1.052	0.368	0.27	-
HCM Control Delay (s/veh)	-	121.9	10.6	8.2	0
HCM Lane LOS	-	F	B	A	A
HCM 95th %tile Q(veh)	-	10.1	1.7	1.1	-

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

Intersection	
Int Delay, s/veh	29.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	417	290	529	225	16
Future Vol, veh/h	74	417	290	529	225	16
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	98	98	98	98
Heavy Vehicles, %	0	3	7	2	4	0
Mvmt Flow	76	426	296	540	230	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	836	0	-	0	1142	566
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	577	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	807	-	-	-	~ 219	528
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	558	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	807	-	-	-	~ 193	528
Mov Cap-2 Maneuver	-	-	-	-	~ 193	-
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	558	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.5	0	184.37
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	271	-	-	-	201
HCM Lane V/C Ratio	0.094	-	-	-	1.223
HCM Control Delay (s/veh)	9.9	0	-	-	184.4
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	12.8

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	704	751	10	6	3
Future Vol, veh/h	1	704	751	10	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	150	-	-	185	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	1	757	808	11	6	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	808	0	-	0	1567	808
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	759	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	826	-	-	-	124	384
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	466	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	826	-	-	-	123	384
Mov Cap-2 Maneuver	-	-	-	-	123	-
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	466	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.01	0	28.65
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	826	-	-	-	123	384
HCM Lane V/C Ratio	0.001	-	-	-	0.052	0.008
HCM Control Delay (s/veh)	9.4	-	-	-	35.8	14.4
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	702	10	47	753	26	5	0	32	20	1	3
Future Vol, veh/h	2	702	10	47	753	26	5	0	32	20	1	3
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	-	-	Yield	-	-	None	-	-	Yield
Storage Length	185	-	185	240	-	240	-	-	-	-	-	85
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	20	0	2	8	0	0	9	0	100	67
Mvmt Flow	2	747	11	50	801	28	5	0	34	21	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	801	0	0	757	0	0	1653	1652	747	1652	1663	801
Stage 1	-	-	-	-	-	-	751	751	-	901	901	-
Stage 2	-	-	-	-	-	-	902	901	-	751	762	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.29	7.1	7.5	6.87
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.381	3.5	4.9	3.903
Pot Cap-1 Maneuver	831	-	-	863	-	-	79	100	402	79	58	299
Stage 1	-	-	-	-	-	-	406	421	-	335	251	-
Stage 2	-	-	-	-	-	-	335	360	-	406	298	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	831	-	-	863	-	-	72	94	402	68	55	299
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	94	-	68	55	-
Stage 1	-	-	-	-	-	-	405	420	-	316	236	-
Stage 2	-	-	-	-	-	-	311	339	-	371	298	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.54	22.16	74.49
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	249	831	-	-	863	-	-	68	299
HCM Lane V/C Ratio	0.158	0.003	-	-	0.058	-	-	0.331	0.011
HCM Control Delay (s/veh)	22.2	9.3	-	-	9.4	-	-	82.7	17.2
HCM Lane LOS	C	A	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0.2	-	-	1.2	0

Intersection	
Int Delay, s/veh	9.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	338	422	445	12	3	383
Future Vol, veh/h	338	422	445	12	3	383
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	93	93	93	93	93	93
Heavy Vehicles, %	3	2	2	0	33	2
Mvmt Flow	363	454	478	13	3	412

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	491	0	-	0	1666	485
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	1181	-
Critical Hdwy	4.13	-	-	-	6.73	6.22
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.227	-	-	-	3.797	3.318
Pot Cap-1 Maneuver	1067	-	-	-	89	582
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	253	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1067	-	-	-	49	582
Mov Cap-2 Maneuver	-	-	-	-	49	-
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	253	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.5	0	31
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	798	-	-	-	536
HCM Lane V/C Ratio	0.341	-	-	-	0.774
HCM Control Delay (s/veh)	10.1	0	-	-	31
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	1.5	-	-	-	7

Intersection	
Intersection Delay, s/veh	33.4
Intersection LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	326	15	17	232	233	369
Future Vol, veh/h	326	15	17	232	233	369
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	7	6	4	3	2
Mvmt Flow	351	16	18	249	251	397
Number of Lanes	1	0	0	1	1	0

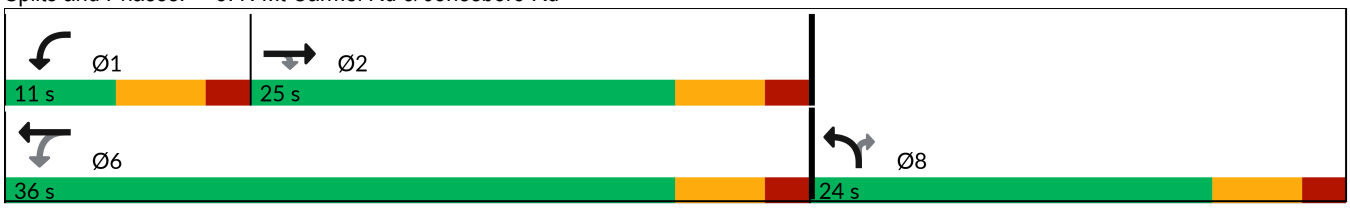
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	21.5	15	47.8
HCM LOS	C	B	E

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	7%	96%	0%
Vol Thru, %	93%	0%	39%
Vol Right, %	0%	4%	61%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	249	341	602
LT Vol	17	326	0
Through Vol	232	0	233
RT Vol	0	15	369
Lane Flow Rate	268	367	647
Geometry Grp	1	1	1
Degree of Util (X)	0.475	0.661	0.956
Departure Headway (Hd)	6.388	6.493	5.319
Convergence, Y/N	Yes	Yes	Yes
Cap	568	554	673
Service Time	4.388	4.588	3.41
HCM Lane V/C Ratio	0.472	0.662	0.961
HCM Control Delay, s/veh	15	21.5	47.8
HCM Lane LOS	B	C	E
HCM 95th-tile Q	2.5	4.8	13.7

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	494	129	223	526	180	163
Future Volume (vph)	494	129	223	526	180	163
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0
Total Split (s)	25.0	25.0	11.0	36.0	24.0	24.0
Total Split (%)	41.7%	41.7%	18.3%	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	19.1	19.1	30.1	30.1	11.0	11.0
Actuated g/C Ratio	0.36	0.36	0.57	0.57	0.21	0.21
v/c Ratio	0.79	0.21	0.68	0.54	0.53	0.37
Control Delay (s/veh)	27.9	4.1	20.3	10.3	24.2	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.9	4.1	20.3	10.3	24.2	5.9
LOS	C	A	C	B	C	A
Approach Delay (s/veh)	23.0			13.4	15.6	
Approach LOS	C			B	B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 53.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 17.3	Intersection LOS: B
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: N Mt Carmel Rd & Jonesboro Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	494	129	223	526	180	163
Future Volume (veh/h)	494	129	223	526	180	163
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1856	1900	1856	1870	1885
Adj Flow Rate, veh/h	531	139	240	566	194	175
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	3	0	3	2	1
Cap, veh/h	711	598	430	1114	284	255
Arrive On Green	0.38	0.38	0.10	0.60	0.16	0.16
Sat Flow, veh/h	1870	1572	1810	1856	1781	1598
Grp Volume(v), veh/h	531	139	240	566	194	175
Grp Sat Flow(s),veh/h/ln	1870	1572	1810	1856	1781	1598
Q Serve(g_s), s	12.3	3.0	3.7	8.8	5.1	5.2
Cycle Q Clear(g_c), s	12.3	3.0	3.7	8.8	5.1	5.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	711	598	430	1114	284	255
V/C Ratio(X)	0.75	0.23	0.56	0.51	0.68	0.69
Avail Cap(c_a), veh/h	711	598	430	1114	642	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	10.5	9.6	5.7	19.8	19.8
Incr Delay (d2), s/veh	7.0	0.9	1.6	1.7	2.9	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.9	1.0	2.1	2.0	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.4	11.4	11.2	7.4	22.7	23.1
LnGrp LOS	C	B	B	A	C	C
Approach Vol, veh/h	670			806	369	
Approach Delay, s/veh	18.6			8.5	22.9	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.0	25.0				36.0	14.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	5.0	19.0				30.0	18.0
Max Q Clear Time (g_c+I1), s	5.7	14.3				10.8	7.2
Green Ext Time (p_c), s	0.0	1.5				3.2	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	15.0
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	19.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	73	236	142	421	372	27
Future Vol, veh/h	73	236	142	421	372	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	4	3	2	0
Mvmt Flow	83	268	161	478	423	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1239	438	453	0	-	0
Stage 1	438	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	193	617	1097	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	617	1097	-	-	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	440	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	75.35	2.23	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	454	-	361	-	-
HCM Lane V/C Ratio	0.147	-	0.973	-	-
HCM Control Delay (s/veh)	8.8	0	75.4	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	10.9	-	-

Intersection	
Intersection Delay, s/veh	53.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	358	119	4	10	101	109	11	11	13	106	13	375
Future Vol, veh/h	358	119	4	10	101	109	11	11	13	106	13	375
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	1	0	0	1	1	9	0	0	4	0	2
Mvmt Flow	407	135	5	11	115	124	13	13	15	120	15	426
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	70	16.4	12.2	56.7
HCM LOS	F	C	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	74%	5%	21%
Vol Thru, %	31%	25%	46%	3%
Vol Right, %	37%	1%	50%	76%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	481	220	494
LT Vol	11	358	10	106
Through Vol	11	119	101	13
RT Vol	13	4	109	375
Lane Flow Rate	40	547	250	561
Geometry Grp	1	1	1	1
Degree of Util (X)	0.091	1.019	0.481	0.975
Departure Headway (Hd)	8.402	6.709	7.04	6.253
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	429	536	515	578
Service Time	6.402	4.793	5.04	4.326
HCM Lane V/C Ratio	0.093	1.021	0.485	0.971
HCM Control Delay, s/veh	12.2	70	16.4	56.7
HCM Lane LOS	B	F	C	F
HCM 95th-tile Q	0.3	14.9	2.6	13.6

Intersection	
Int Delay, s/veh	101.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	581	7	396	450	13	7	1	404	6	3	11
Future Vol, veh/h	5	581	7	396	450	13	7	1	404	6	3	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	1	2	8	0	0	2	0	0	9
Mvmt Flow	6	646	8	440	500	14	8	1	449	7	3	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	514	0	0	653	0	0	2042	2055	649	2037	2044	500
Stage 1	-	-	-	-	-	-	661	661	-	1380	1380	-
Stage 2	-	-	-	-	-	-	1382	1394	-	657	664	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.22	7.1	6.5	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.318	3.5	4	3.381
Pot Cap-1 Maneuver	1061	-	-	938	-	-	42	56	469	43	57	557
Stage 1	-	-	-	-	-	-	455	463	-	180	214	-
Stage 2	-	-	-	-	-	-	180	210	-	457	461	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1061	-	-	938	-	-	20	29	469	~ 1	30	557
Mov Cap-2 Maneuver	-	-	-	-	-	-	20	29	-	~ 1	30	-
Stage 1	-	-	-	-	-	-	451	459	-	96	113	-
Stage 2	-	-	-	-	-	-	91	112	-	20	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.07	5.61	217.91	$ 4855.72
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	333	15	-	-	938	-	-	3
HCM Lane V/C Ratio	1.375	0.005	-	-	0.469	-	-	7.06
HCM Control Delay (s/veh)	217.9	8.4	0	-	12.2	-	-	$ 4855.7
HCM Lane LOS	F	A	A	-	B	-	-	F
HCM 95th %tile Q(veh)	23.1	0	-	-	2.5	-	-	4.3

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

Intersection	
Int Delay, s/veh	14.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	1	355	200	140	304	3	117	2	60	2	1	0
Future Vol, veh/h	1	355	200	140	304	3	117	2	60	2	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	3	3	1	0	5	0	2	0	0	0
Mvmt Flow	1	370	208	146	317	3	122	2	63	2	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	320	0	0	578	0	0	1085	1088	474	981	1189	317
Stage 1	-	-	-	-	-	-	476	476	-	608	608	-
Stage 2	-	-	-	-	-	-	609	611	-	373	580	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.15	6.5	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.545	4	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1252	-	-	991	-	-	192	218	590	230	190	729
Stage 1	-	-	-	-	-	-	564	560	-	486	489	-
Stage 2	-	-	-	-	-	-	477	487	-	652	503	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1252	-	-	991	-	-	156	178	590	167	155	729
Mov Cap-2 Maneuver	-	-	-	-	-	-	156	178	-	167	155	-
Stage 1	-	-	-	-	-	-	563	559	-	399	401	-
Stage 2	-	-	-	-	-	-	391	400	-	580	503	-

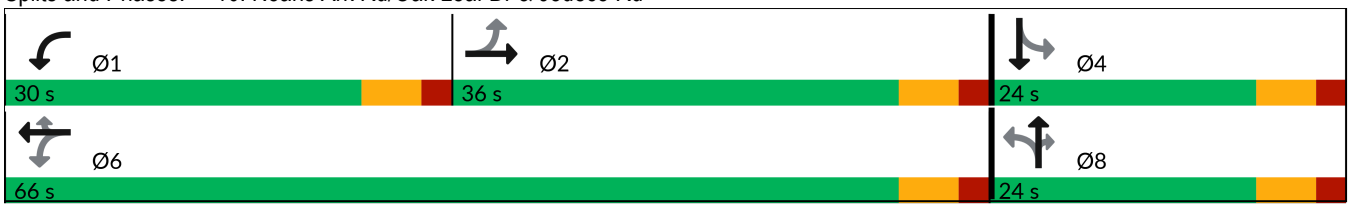
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.01	2.9	86.08	27.49
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	208	3	-	-	568	-	-	163
HCM Lane V/C Ratio	0.898	0.001	-	-	0.147	-	-	0.019
HCM Control Delay (s/veh)	86.1	7.9	0	-	9.3	0	-	27.5
HCM Lane LOS	F	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	7.1	0	-	-	0.5	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	400	402	356	12	53	3	363	6	3
Future Volume (vph)	5	400	402	356	12	53	3	363	6	3
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases		2	1	6			8			4
Permitted Phases	2		6		6	8		8	4	
Detector Phase	2	2	1	6	6	8	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	36.0	36.0	30.0	66.0	66.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	40.0%	40.0%	33.3%	73.3%	73.3%	26.7%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	None	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	24.3	24.3	47.3	47.3	47.3		18.3	18.3		18.3
Actuated g/C Ratio	0.31	0.31	0.61	0.61	0.61		0.23	0.23		0.23
v/c Ratio	0.01	0.84	0.83	0.33	0.01		0.18	0.57		0.02
Control Delay (s/veh)	19.8	39.8	30.1	7.9	0.4		29.6	7.3		25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	19.8	39.8	30.1	7.9	0.4		29.6	7.3		25.9
LOS	B	D	C	A	A		C	A		C
Approach Delay (s/veh)		39.7		19.4			10.3			25.9
Approach LOS		D		B			B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 77.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 22.9	Intersection LOS: C
Intersection Capacity Utilization 68.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	400	66	402	356	12	53	3	363	6	3	2
Future Volume (veh/h)	5	400	66	402	356	12	53	3	363	6	3	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1870	1870	1900	1841	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	5	421	69	423	375	13	56	3	382	6	3	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	3	2	2	0	4	0	1	0	0	0
Cap, veh/h	412	486	80	490	1087	936	450	22	401	233	113	60
Arrive On Green	0.31	0.31	0.31	0.19	0.58	0.58	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1011	1580	259	1781	1870	1610	1402	86	1598	618	448	237
Grp Volume(v), veh/h	5	0	490	423	375	13	59	0	382	11	0	0
Grp Sat Flow(s),veh/h/ln	1011	0	1839	1781	1870	1610	1488	0	1598	1303	0	0
Q Serve(g_s), s	0.2	0.0	18.0	10.6	7.5	0.2	0.0	0.0	16.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	18.0	10.6	7.5	0.2	1.8	0.0	16.9	1.8	0.0	0.0
Prop In Lane	1.00		0.14	1.00		1.00	0.95		1.00	0.55		0.18
Lane Grp Cap(c), veh/h	412	0	566	490	1087	936	472	0	401	405	0	0
V/C Ratio(X)	0.01	0.00	0.87	0.86	0.34	0.01	0.13	0.00	0.95	0.03	0.00	0.00
Avail Cap(c_a), veh/h	524	0	770	748	1566	1348	472	0	401	405	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	0.0	23.4	14.4	7.9	6.3	20.8	0.0	26.4	20.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.8	6.7	0.2	0.0	0.5	0.0	34.3	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	8.1	4.2	2.3	0.1	0.8	0.0	9.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.3	0.0	31.2	21.1	8.0	6.3	21.3	0.0	60.7	20.3	0.0	0.0
LnGrp LOS	B		C	C	A	A	C		E	C		
Approach Vol, veh/h		495			811			441			11	
Approach Delay, s/veh		31.1			14.8			55.4			20.3	
Approach LOS		C			B			E			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	19.6	28.0		24.0		47.6		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	24.0	30.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s	12.6	20.0		3.8		9.5		18.9				
Green Ext Time (p_c), s	1.0	2.0		0.0		2.2		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			29.6									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	84	75	173	114	85	153
Future Vol, veh/h	84	75	173	114	85	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	3	6	2	3
Mvmt Flow	97	86	199	131	98	176

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	570	199	0	-	199	0
Stage 1	199	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	486	847	-	0	1374	-
Stage 1	839	-	-	0	-	-
Stage 2	702	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	448	847	-	-	1374	-
Mov Cap-2 Maneuver	448	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	647	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.64	0	2.79
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	448	847	643	-
HCM Lane V/C Ratio	-	0.216	0.102	0.071	-
HCM Control Delay (s/veh)	-	15.2	9.7	7.8	0
HCM Lane LOS	-	C	A	A	A
HCM 95th %tile Q(veh)	-	0.8	0.3	0.2	-

Intersection	
Int Delay, s/veh	18.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	407	442	269	222	15
Future Vol, veh/h	18	407	442	269	222	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	1	4	2	7
Mvmt Flow	19	428	465	283	234	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	748	0	-	0	1073	607
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	466	-
Critical Hdwy	4.1	-	-	-	6.42	6.27
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.363
Pot Cap-1 Maneuver	869	-	-	-	244	487
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	631	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	869	-	-	-	237	487
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.39	0	106.38
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	76	-	-	-	245
HCM Lane V/C Ratio	0.022	-	-	-	1.02
HCM Control Delay (s/veh)	9.2	0	-	-	106.4
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	10

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	919	479	5	7	3
Future Vol, veh/h	1	919	479	5	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	150	-	-	185	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	3	5	25	0	0
Mvmt Flow	1	1044	544	6	8	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	544	0	-	0	1591	544
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	1047	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1035	-	-	-	119	543
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	341	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1035	-	-	-	119	543
Mov Cap-2 Maneuver	-	-	-	-	119	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	341	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.01	0	29.62
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1035	-	-	-	119	543
HCM Lane V/C Ratio	0.001	-	-	-	0.067	0.006
HCM Control Delay (s/veh)	8.5	-	-	-	37.3	11.7
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

Intersection	
Int Delay, s/veh	13.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	913	6	47	473	26	8	0	85	46	0	3
Future Vol, veh/h	8	913	6	47	473	26	8	0	85	46	0	3
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	-	-	Yield	-	-	None	-	-	Yield
Storage Length	185	-	185	240	-	240	-	-	-	-	-	85
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	43	3	0	2	5	4	0	0	1	3	0	33
Mvmt Flow	9	1049	7	54	544	30	9	0	98	53	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	544	0	0	1056	0	0	1720	1720	1049	1720	1726	544
Stage 1	-	-	-	-	-	-	1068	1068	-	652	652	-
Stage 2	-	-	-	-	-	-	652	652	-	1068	1075	-
Critical Hdwy	4.53	-	-	4.12	-	-	7.1	6.5	6.21	7.13	6.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.587	-	-	2.218	-	-	3.5	4	3.309	3.527	4	3.597
Pot Cap-1 Maneuver	848	-	-	659	-	-	71	90	277	70	90	484
Stage 1	-	-	-	-	-	-	271	301	-	455	467	-
Stage 2	-	-	-	-	-	-	460	467	-	267	299	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	848	-	-	659	-	-	64	82	277	~ 41	81	484
Mov Cap-2 Maneuver	-	-	-	-	-	-	64	82	-	~ 41	81	-
Stage 1	-	-	-	-	-	-	268	297	-	418	429	-
Stage 2	-	-	-	-	-	-	420	429	-	171	295	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.08	0.94	37.01	$ 366.29
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	216	848	-	-	659	-	-	41	484
HCM Lane V/C Ratio	0.495	0.011	-	-	0.082	-	-	1.283	0.007
HCM Control Delay (s/veh)	37	9.3	-	-	10.9	-	-	$ 389.4	12.5
HCM Lane LOS	E	A	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	2.5	0	-	-	0.3	-	-	5.2	0

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

Intersection	
Int Delay, s/veh	15

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	494	557	340	9	7	211
Future Vol, veh/h	494	557	340	9	7	211
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	88	88	88	88	88	88
Heavy Vehicles, %	3	3	6	0	0	3
Mvmt Flow	561	633	386	10	8	240

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	397	0	-	0	2147	391
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	1756	-
Critical Hdwy	4.13	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.227	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	1157	-	-	-	54	655
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	154	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1157	-	-	-	14	655
Mov Cap-2 Maneuver	-	-	-	-	14	-
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	154	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.18	0	86.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	750	-	-	-	260
HCM Lane V/C Ratio	0.485	-	-	-	0.953
HCM Control Delay (s/veh)	11	0	-	-	86.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	2.7	-	-	-	8.9

Intersection	
Intersection Delay, s/veh	67
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	391	112	104	398	373	113
Future Vol, veh/h	391	112	104	398	373	113
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	3	2	2	4	5	3
Mvmt Flow	407	117	108	415	389	118
Number of Lanes	1	0	0	1	1	0

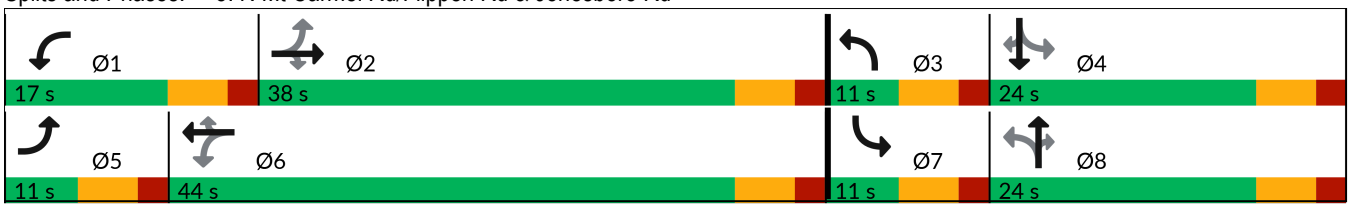
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	71.4	70.3	59.1
HCM LOS	F	F	F

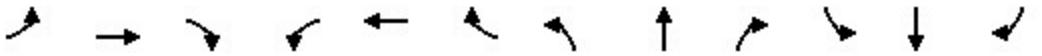
Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	21%	78%	0%
Vol Thru, %	79%	0%	77%
Vol Right, %	0%	22%	23%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	502	503	486
LT Vol	104	391	0
Through Vol	398	0	373
RT Vol	0	112	113
Lane Flow Rate	523	524	506
Geometry Grp	1	1	1
Degree of Util (X)	1.012	1.017	0.968
Departure Headway (Hd)	7.21	7.172	7.131
Convergence, Y/N	Yes	Yes	Yes
Cap	507	508	511
Service Time	5.21	5.172	5.131
HCM Lane V/C Ratio	1.032	1.031	0.99
HCM Control Delay, s/veh	70.3	71.4	59.1
HCM Lane LOS	F	F	F
HCM 95th-tile Q	14.1	14.4	12.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	542	64	279	349	303	144	144	249	65	64	9
Future Volume (vph)	43	542	64	279	349	303	144	144	249	65	64	9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	38.0	38.0	17.0	44.0	44.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (%)	12.2%	42.2%	42.2%	18.9%	48.9%	48.9%	12.2%	26.7%	26.7%	12.2%	26.7%	26.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	37.4	32.3	32.3	49.2	42.9	42.9	15.7	11.9	11.9	15.2	11.5	11.5
Actuated g/C Ratio	0.46	0.40	0.40	0.60	0.53	0.53	0.19	0.15	0.15	0.19	0.14	0.14
v/c Ratio	0.08	0.77	0.09	0.70	0.37	0.31	0.58	0.54	0.57	0.25	0.25	0.02
Control Delay (s/veh)	9.7	32.3	0.2	20.4	16.1	2.9	35.6	40.5	9.7	25.2	33.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.7	32.3	0.2	20.4	16.1	2.9	35.6	40.5	9.7	25.2	33.8	0.1
LOS	A	C	A	C	B	A	D	D	A	C	C	A
Approach Delay (s/veh)		27.6			13.1			25.0			27.7	
Approach LOS		C			B			C			C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 81.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 21.0	Intersection LOS: C
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: N Mt Carmel Rd/Flippen Rd & Jonesboro Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	542	64	279	349	303	144	144	249	65	64	9
Future Volume (veh/h)	43	542	64	279	349	303	144	144	249	65	64	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1796	1900	1841	1900	1856	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	45	565	67	291	364	316	150	150	259	68	67	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	7	0	4	0	3	0	1	0	0	0
Cap, veh/h	396	689	565	374	830	726	375	353	297	283	331	281
Arrive On Green	0.04	0.37	0.37	0.12	0.45	0.45	0.06	0.19	0.19	0.05	0.17	0.17
Sat Flow, veh/h	1810	1856	1522	1810	1841	1610	1767	1900	1598	1810	1900	1610
Grp Volume(v), veh/h	45	565	67	291	364	316	150	150	259	68	67	9
Grp Sat Flow(s),veh/h/ln	1810	1856	1522	1810	1841	1610	1767	1900	1598	1810	1900	1610
Q Serve(g_s), s	1.3	23.7	2.5	8.1	11.7	11.6	5.0	6.0	13.6	2.6	2.6	0.4
Cycle Q Clear(g_c), s	1.3	23.7	2.5	8.1	11.7	11.6	5.0	6.0	13.6	2.6	2.6	0.4
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	396	689	565	374	830	726	375	353	297	283	331	281
V/C Ratio(X)	0.11	0.82	0.12	0.78	0.44	0.44	0.40	0.43	0.87	0.24	0.20	0.03
Avail Cap(c_a), veh/h	432	689	565	392	830	726	375	397	334	304	397	336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	24.5	17.8	17.8	16.2	16.2	28.2	31.0	34.1	27.3	30.4	29.5
Incr Delay (d2), s/veh	0.1	10.5	0.4	9.2	1.7	1.9	0.7	0.8	20.1	0.4	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	11.3	0.9	3.7	4.7	4.1	2.5	2.7	6.6	1.1	1.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.7	35.0	18.2	27.0	17.9	18.1	28.9	31.8	54.1	27.8	30.7	29.6
LnGrp LOS	B	C	B	C	B	B	C	C	D	C	C	C
Approach Vol, veh/h		677			971			559			144	
Approach Delay, s/veh		32.0			20.7			41.4			29.3	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	38.0	11.0	21.0	9.3	44.8	10.0	22.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	11.0	32.0	5.0	18.0	5.0	38.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	10.1	25.7	7.0	4.6	3.3	13.7	4.6	15.6
Green Ext Time (p_c), s	0.1	1.9	0.0	0.2	0.0	3.1	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	29.4
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	175	135	649	338	29
Future Vol, veh/h	9	175	135	649	338	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	5	6	3	4	4
Mvmt Flow	10	188	145	698	363	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1367	379	395	0	-	0
Stage 1	379	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.254	-	-	-
Pot Cap-1 Maneuver	164	661	1142	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	661	1142	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	364	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.16	1.48	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	310	-	551	-	-
HCM Lane V/C Ratio	0.127	-	0.359	-	-
HCM Control Delay (s/veh)	8.6	0	15.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.6	-	-

Intersection	
Intersection Delay, s/veh	88.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	506	149	1	2	100	101	8	24	21	64	2	325
Future Vol, veh/h	506	149	1	2	100	101	8	24	21	64	2	325
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	2	0	0	5	3	14	0	6	2	0	4
Mvmt Flow	569	167	1	2	112	113	9	27	24	72	2	365
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	154.4	14.4	12.6	25.9
HCM LOS	F	B	B	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	77%	1%	16%
Vol Thru, %	45%	23%	49%	1%
Vol Right, %	40%	0%	50%	83%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	656	203	391
LT Vol	8	506	2	64
Through Vol	24	149	100	2
RT Vol	21	1	101	325
Lane Flow Rate	60	737	228	439
Geometry Grp	1	1	1	1
Degree of Util (X)	0.125	1.268	0.404	0.736
Departure Headway (Hd)	8.366	6.194	6.863	6.635
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	431	590	527	549
Service Time	6.366	4.257	4.863	4.635
HCM Lane V/C Ratio	0.139	1.249	0.433	0.8
HCM Control Delay, s/veh	12.6	154.4	14.4	25.9
HCM Lane LOS	B	F	B	D
HCM 95th-tile Q	0.4	28.8	1.9	6.2

Intersection	
Int Delay, s/veh	57.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↰	↑	↱		↔			↔	
Traffic Vol, veh/h	5	745	7	294	397	5	8	0	372	1	0	1
Future Vol, veh/h	5	745	7	294	397	5	8	0	372	1	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	-	-	-	150	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	4	3	0	0	0	3	0	0	0
Mvmt Flow	6	837	8	330	446	6	9	0	418	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	452	0	0	845	0	0	1959	1965	841	1955	1963	446
Stage 1	-	-	-	-	-	-	852	852	-	1107	1107	-
Stage 2	-	-	-	-	-	-	1107	1112	-	848	856	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.1	6.5	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5	4	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1120	-	-	783	-	-	48	64	~ 363	49	64	616
Stage 1	-	-	-	-	-	-	357	379	-	257	288	-
Stage 2	-	-	-	-	-	-	257	287	-	359	377	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1120	-	-	783	-	-	28	37	~ 363	28	37	616
Mov Cap-2 Maneuver	-	-	-	-	-	-	28	37	-	28	37	-
Stage 1	-	-	-	-	-	-	354	375	-	149	167	-
Stage 2	-	-	-	-	-	-	149	166	-	-	374	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.05	5.45	265.23	75.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	289	12	-	-	783	-	-	53
HCM Lane V/C Ratio	1.476	0.005	-	-	0.422	-	-	0.042
HCM Control Delay (s/veh)	265.2	8.2	0	-	12.9	-	-	75.5
HCM Lane LOS	F	A	A	-	B	-	-	F
HCM 95th %tile Q(veh)	23.9	0	-	-	2.1	-	-	0.1

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

Intersection	
Int Delay, s/veh	12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	0	442	73	112	284	6	90	0	71	7	5	1
Future Vol, veh/h	0	442	73	112	284	6	90	0	71	7	5	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	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	4	3	4	3	20	5	0	5	17	0	0
Mvmt Flow	0	502	83	127	323	7	102	0	81	8	6	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	330	0	0	585	0	0	1124	1128	544	1080	1163	323
Stage 1	-	-	-	-	-	-	544	544	-	577	577	-
Stage 2	-	-	-	-	-	-	580	584	-	502	585	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.15	6.5	6.25	7.27	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.27	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.27	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.545	4	3.345	3.653	4	3.3
Pot Cap-1 Maneuver	1241	-	-	980	-	-	180	206	533	183	197	723
Stage 1	-	-	-	-	-	-	518	522	-	476	505	-
Stage 2	-	-	-	-	-	-	495	501	-	524	501	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1241	-	-	980	-	-	147	173	533	131	165	723
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	173	-	131	165	-
Stage 1	-	-	-	-	-	-	518	522	-	401	424	-
Stage 2	-	-	-	-	-	-	410	421	-	445	501	-

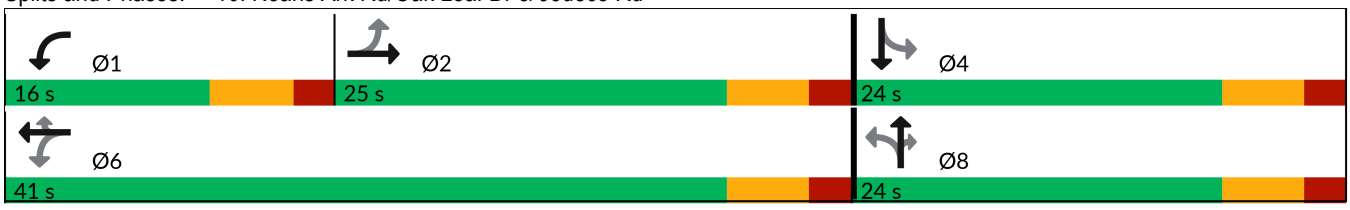
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	2.57	74.23	31.09
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	216	1241	-	-	509	-	-	153
HCM Lane V/C Ratio	0.848	-	-	-	0.13	-	-	0.097
HCM Control Delay (s/veh)	74.2	0	-	-	9.2	0	-	31.1
HCM Lane LOS	F	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	6.5	0	-	-	0.4	-	-	0.3

Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	354	332	382	7	71	1	508	13	1
Future Volume (vph)	354	332	382	7	71	1	508	13	1
Turn Type	NA	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	2	1	6			8			4
Permitted Phases		6		6	8		8	4	
Detector Phase	2	1	6	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	25.0	16.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	38.5%	24.6%	63.1%	63.1%	36.9%	36.9%	36.9%	36.9%	36.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	18.2	34.2	34.2	34.2		18.0	18.0		18.0
Actuated g/C Ratio	0.28	0.53	0.53	0.53		0.28	0.28		0.28
v/c Ratio	0.89	0.92	0.42	0.01		0.21	0.68		0.04
Control Delay (s/veh)	43.4	46.5	10.6	0.0		20.1	8.0		17.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	43.4	46.5	10.6	0.0		20.1	8.0		17.2
LOS	D	D	B	A		C	A		B
Approach Delay (s/veh)	43.5		27.1			9.6			17.2
Approach LOS	D		C			A			B

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 64.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 25.3	Intersection LOS: C
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	354	80	332	382	7	71	1	508	13	1	1
Future Volume (veh/h)	0	354	80	332	382	7	71	1	508	13	1	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1841	1856	1841	1411	1781	1900	1841	1900	418	418
Adj Flow Rate, veh/h	0	381	86	357	411	8	76	1	546	14	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	4	3	4	33	8	0	4	0	100	100
Cap, veh/h	112	420	95	420	982	638	534	6	437	149	5	3
Arrive On Green	0.00	0.28	0.28	0.16	0.53	0.53	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	983	1477	333	1767	1841	1196	1510	23	1560	158	17	12
Grp Volume(v), veh/h	0	0	467	357	411	8	77	0	546	16	0	0
Grp Sat Flow(s),veh/h/ln	983	0	1810	1767	1841	1196	1533	0	1560	187	0	0
Q Serve(g_s), s	0.0	0.0	16.0	8.6	8.6	0.2	0.0	0.0	18.0	3.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	16.0	8.6	8.6	0.2	2.1	0.0	18.0	5.6	0.0	0.0
Prop In Lane	1.00		0.18	1.00		1.00	0.99		1.00	0.87		0.06
Lane Grp Cap(c), veh/h	112	0	515	420	982	638	541	0	437	157	0	0
V/C Ratio(X)	0.00	0.00	0.91	0.85	0.42	0.01	0.14	0.00	1.25	0.10	0.00	0.00
Avail Cap(c_a), veh/h	123	0	535	420	1002	651	541	0	437	157	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	22.2	14.4	9.0	7.0	17.4	0.0	23.1	19.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	18.8	15.3	0.3	0.0	0.6	0.0	130.3	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	8.5	4.4	2.6	0.0	0.8	0.0	21.4	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	41.0	29.6	9.3	7.1	18.0	0.0	153.4	20.4	0.0	0.0
LnGrp LOS			D	C	A	A	B		F	C		
Approach Vol, veh/h		467			776			623			16	
Approach Delay, s/veh		41.0			18.6			136.7			20.4	
Approach LOS		D			B			F			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.0	24.3		24.0		40.3		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	10.0	19.0		18.0		35.0		18.0				
Max Q Clear Time (g_c+I1), s	10.6	18.0		7.6		10.6		20.0				
Green Ext Time (p_c), s	0.0	0.3		0.0		2.3		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			63.3									
HCM 7th LOS			E									

Intersection	
Int Delay, s/veh	14.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	114	409	55	174	458	22
Future Vol, veh/h	114	409	55	174	458	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	1	8	1	1	16
Mvmt Flow	120	431	58	183	482	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1045	58	0	-	58	0
Stage 1	58	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Critical Hdwy	6.43	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	252	1011	-	0	1553	-
Stage 1	962	-	-	0	-	-
Stage 2	359	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	173	1011	-	-	1553	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	246	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	22.49	0	7.98
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	173	1011	1533	-
HCM Lane V/C Ratio	-	0.694	0.426	0.31	-
HCM Control Delay (s/veh)	-	63.1	11.2	8.4	0
HCM Lane LOS	-	F	B	A	A
HCM 95th %tile Q(veh)	-	4.2	2.2	1.3	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	520	341	158	128	9
Future Vol, veh/h	42	520	341	158	128	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	3	7	2	4	0
Mvmt Flow	43	531	348	161	131	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	509	0	-	0	1045	429
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	616	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	1066	-	-	-	251	631
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1066	-	-	-	237	631
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	535	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.64	0	37.03
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	135	-	-	-	247
HCM Lane V/C Ratio	0.04	-	-	-	0.566
HCM Control Delay (s/veh)	8.5	0	-	-	37
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	3.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	806	859	11	7	3
Future Vol, veh/h	1	806	859	11	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	150	-	-	185	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	1	867	924	12	8	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	924	0	-	0	1792	924
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	869	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	748	-	-	-	90	330
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	414	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	748	-	-	-	90	330
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	414	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.01	0	38.98
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	748	-	-	-	90	330
HCM Lane V/C Ratio	0.001	-	-	-	0.084	0.01
HCM Control Delay (s/veh)	9.8	-	-	-	48.8	16
HCM Lane LOS	A	-	-	-	E	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	803	11	54	862	30	6	0	37	23	1	3
Future Vol, veh/h	2	803	11	54	862	30	6	0	37	23	1	3
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	-	-	Yield	-	-	None	-	-	Yield
Storage Length	185	-	185	240	-	240	-	-	-	-	-	85
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	20	0	2	8	0	0	9	0	100	67
Mvmt Flow	2	854	12	57	917	32	6	0	39	24	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	917	0	0	866	0	0	1891	1890	854	1890	1902	917
Stage 1	-	-	-	-	-	-	859	859	-	1032	1032	-
Stage 2	-	-	-	-	-	-	1032	1032	-	859	870	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.29	7.1	7.5	6.87
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.381	3.5	4.9	3.903
Pot Cap-1 Maneuver	752	-	-	786	-	-	54	71	348	54	39	253
Stage 1	-	-	-	-	-	-	354	376	-	284	212	-
Stage 2	-	-	-	-	-	-	283	313	-	354	261	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	752	-	-	786	-	-	48	66	348	44	36	253
Mov Cap-2 Maneuver	-	-	-	-	-	-	48	66	-	44	36	-
Stage 1	-	-	-	-	-	-	353	375	-	263	197	-
Stage 2	-	-	-	-	-	-	258	290	-	313	260	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.02	0.57	30.6	150.71
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	186	752	-	-	786	-	-	44	253
HCM Lane V/C Ratio	0.246	0.003	-	-	0.073	-	-	0.582	0.013
HCM Control Delay (s/veh)	30.6	9.8	-	-	9.9	-	-	167.1	19.4
HCM Lane LOS	D	A	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0.2	-	-	2.2	0

Intersection	
Int Delay, s/veh	20.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	387	483	509	14	3	438
Future Vol, veh/h	387	483	509	14	3	438
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	93	93	93	93	93	93
Heavy Vehicles, %	3	2	2	0	33	2
Mvmt Flow	416	519	547	15	3	471

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	562	0	-	0	1906	555
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	1352	-
Critical Hdwy	4.13	-	-	-	6.73	6.22
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.227	-	-	-	3.797	3.318
Pot Cap-1 Maneuver	1004	-	-	-	62	531
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	207	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1004	-	-	-	26	531
Mov Cap-2 Maneuver	-	-	-	-	26	-
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	207	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.94	0	74.06
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	714	-	-	-	469
HCM Lane V/C Ratio	0.414	-	-	-	1.01
HCM Control Delay (s/veh)	11.1	0	-	-	74.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	2.1	-	-	-	13.6

Intersection	
Intersection Delay, s/veh	71.1
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	373	17	19	265	267	422
Future Vol, veh/h	373	17	19	265	267	422
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	7	6	4	3	2
Mvmt Flow	401	18	20	285	287	454
Number of Lanes	1	0	0	1	1	0

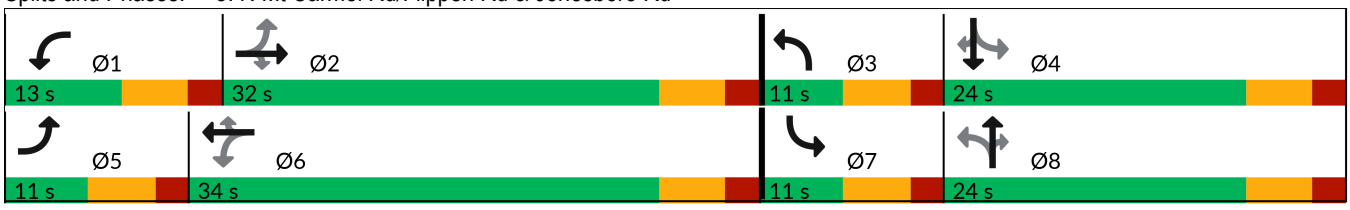
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	30.3	18.3	115.9
HCM LOS	D	C	F

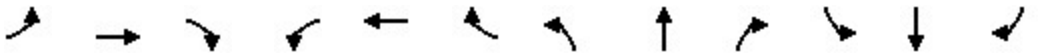
Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	7%	96%	0%
Vol Thru, %	93%	0%	39%
Vol Right, %	0%	4%	61%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	284	390	689
LT Vol	19	373	0
Through Vol	265	0	267
RT Vol	0	17	422
Lane Flow Rate	305	419	741
Geometry Grp	1	1	1
Degree of Util (X)	0.558	0.776	1.175
Departure Headway (Hd)	6.917	7.041	5.71
Convergence, Y/N	Yes	Yes	Yes
Cap	525	516	637
Service Time	4.917	5.041	3.756
HCM Lane V/C Ratio	0.581	0.812	1.163
HCM Control Delay, s/veh	18.3	30.3	115.9
HCM Lane LOS	C	D	F
HCM 95th-tile Q	3.4	7	24.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	525	107	255	554	48	189	17	187	40	41	9
Future Volume (vph)	11	525	107	255	554	48	189	17	187	40	41	9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	32.0	32.0	13.0	34.0	34.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (%)	13.8%	40.0%	40.0%	16.3%	42.5%	42.5%	13.8%	30.0%	30.0%	13.8%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	31.4	26.3	26.3	38.8	37.5	37.5	10.1	7.3	7.3	9.9	7.4	7.4
Actuated g/C Ratio	0.48	0.40	0.40	0.60	0.58	0.58	0.16	0.11	0.11	0.15	0.11	0.11
v/c Ratio	0.02	0.74	0.15	0.67	0.56	0.05	0.92	0.08	0.55	0.16	0.20	0.02
Control Delay (s/veh)	8.1	26.7	0.5	20.0	15.3	0.1	71.3	28.2	11.0	21.0	29.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.1	26.7	0.5	20.0	15.3	0.1	71.3	28.2	11.0	21.0	29.8	0.1
LOS	A	C	A	C	B	A	E	C	B	C	C	A
Approach Delay (s/veh)		22.1			15.9			40.8			22.9	
Approach LOS		C			B			D			C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 65	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 23.2	Intersection LOS: C
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: N Mt Carmel Rd/Flippen Rd & Jonesboro Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	525	107	255	554	48	189	17	187	40	41	9
Future Volume (veh/h)	11	525	107	255	554	48	189	17	187	40	41	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1856	1900	1856	1900	1870	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	12	565	115	274	596	52	203	18	201	43	44	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	3	0	3	0	2	0	1	0	0	0
Cap, veh/h	280	686	577	352	837	726	368	295	248	322	238	201
Arrive On Green	0.01	0.37	0.37	0.10	0.45	0.45	0.07	0.16	0.16	0.04	0.13	0.13
Sat Flow, veh/h	1810	1870	1572	1810	1856	1610	1781	1900	1598	1810	1900	1610
Grp Volume(v), veh/h	12	565	115	274	596	52	203	18	201	43	44	10
Grp Sat Flow(s),veh/h/ln	1810	1870	1572	1810	1856	1610	1781	1900	1598	1810	1900	1610
Q Serve(g_s), s	0.3	19.4	3.5	6.4	18.4	1.3	5.0	0.6	8.6	1.4	1.5	0.4
Cycle Q Clear(g_c), s	0.3	19.4	3.5	6.4	18.4	1.3	5.0	0.6	8.6	1.4	1.5	0.4
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	280	686	577	352	837	726	368	295	248	322	238	201
V/C Ratio(X)	0.04	0.82	0.20	0.78	0.71	0.07	0.55	0.06	0.81	0.13	0.19	0.05
Avail Cap(c_a), veh/h	381	686	577	352	837	726	368	483	406	377	483	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	20.3	15.3	15.4	15.7	11.0	26.4	25.5	28.9	25.3	27.8	27.3
Incr Delay (d2), s/veh	0.1	10.8	0.8	10.6	5.1	0.2	1.8	0.1	6.2	0.2	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	9.2	1.2	3.1	7.5	0.4	3.1	0.2	3.4	0.6	0.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.8	31.1	16.1	26.0	20.9	11.2	28.2	25.6	35.1	25.5	28.1	27.4
LnGrp LOS	B	C	B	C	C	B	C	C	D	C	C	C
Approach Vol, veh/h		692			922			422			97	
Approach Delay, s/veh		28.3			21.8			31.4			26.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	32.0	11.0	14.9	7.1	37.9	8.9	17.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	26.0	5.0	18.0	5.0	28.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	8.4	21.4	7.0	3.5	2.3	20.4	3.4	10.6
Green Ext Time (p_c), s	0.0	1.6	0.0	0.1	0.0	2.3	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	26.1
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	57.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	84	270	163	482	426	31
Future Vol, veh/h	84	270	163	482	426	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	4	3	2	0
Mvmt Flow	95	307	185	548	484	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1420	502	519	0	-	0
Stage 1	502	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	150	568	1037	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	111	568	1037	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	233.5	2.33	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	455	-	288	-	-
HCM Lane V/C Ratio	0.179	-	1.399	-	-
HCM Control Delay (s/veh)	9.2	0	233.5	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	21.4	-	-

Intersection	
Intersection Delay, s/veh	95.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	410	136	5	11	116	125	13	13	15	121	15	429
Future Vol, veh/h	410	136	5	11	116	125	13	13	15	121	15	429
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	1	0	0	1	1	9	0	0	4	0	2
Mvmt Flow	466	155	6	13	132	142	15	15	17	138	17	488
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	128.2	19.9	13.5	102.4
HCM LOS	F	C	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	74%	4%	21%
Vol Thru, %	32%	25%	46%	3%
Vol Right, %	37%	1%	50%	76%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	551	252	565
LT Vol	13	410	11	121
Through Vol	13	136	116	15
RT Vol	15	5	125	429
Lane Flow Rate	47	626	286	642
Geometry Grp	1	1	1	1
Degree of Util (X)	0.109	1.189	0.555	1.124
Departure Headway (Hd)	9.361	7.259	7.702	6.75
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	385	507	473	546
Service Time	7.361	5.259	5.702	4.75
HCM Lane V/C Ratio	0.122	1.235	0.605	1.176
HCM Control Delay, s/veh	13.5	128.2	19.9	102.4
HCM Lane LOS	B	F	C	F
HCM 95th-tile Q	0.4	21.8	3.3	19.7

Intersection	
Int Delay, s/veh	141.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↰	↑	↱		↔			↔	
Traffic Vol, veh/h	6	665	8	453	515	15	8	1	462	7	3	13
Future Vol, veh/h	6	665	8	453	515	15	8	1	462	7	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	1	2	8	0	0	2	0	0	9
Mvmt Flow	7	739	9	503	572	17	9	1	513	8	3	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	589	0	0	748	0	0	2337	2352	743	2332	2340	572
Stage 1	-	-	-	-	-	-	757	757	-	1579	1579	-
Stage 2	-	-	-	-	-	-	1581	1596	-	753	761	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.22	7.1	6.5	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.318	3.5	4	3.381
Pot Cap-1 Maneuver	996	-	-	865	-	-	26	36	~ 415	26	37	506
Stage 1	-	-	-	-	-	-	403	419	-	139	171	-
Stage 2	-	-	-	-	-	-	138	168	-	405	417	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	996	-	-	865	-	-	9	15	~ 415	10	15	506
Mov Cap-2 Maneuver	-	-	-	-	-	-	9	15	-	10	15	-
Stage 1	-	-	-	-	-	-	398	414	-	58	72	-
Stage 2	-	-	-	-	-	-	54	70	-	-	412	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.08	6.81	$ 615.25	$ 390.61
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	231	16	-	-	865	-	-	26
HCM Lane V/C Ratio	2.262	0.007	-	-	0.582	-	-	0.989
HCM Control Delay (s/veh)	$ 615.3	8.6	0	-	14.8	-	-	$ 390.6
HCM Lane LOS	F	A	A	-	B	-	-	F
HCM 95th %tile Q(veh)	41.3	0	-	-	3.8	-	-	3.1

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

Intersection	
Int Delay, s/veh	39.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	1	406	229	160	348	3	134	2	69	2	1	0
Future Vol, veh/h	1	406	229	160	348	3	134	2	69	2	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	3	3	1	0	5	0	2	0	0	0
Mvmt Flow	1	423	239	167	363	3	140	2	72	2	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	366	0	0	661	0	0	1241	1243	542	1122	1359	363
Stage 1	-	-	-	-	-	-	544	544	-	696	696	-
Stage 2	-	-	-	-	-	-	696	699	-	426	664	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.15	6.5	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.545	4	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1204	-	-	922	-	-	150	176	540	185	150	687
Stage 1	-	-	-	-	-	-	518	522	-	435	446	-
Stage 2	-	-	-	-	-	-	427	445	-	610	462	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1204	-	-	922	-	-	~ 115	136	540	122	116	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 115	136	-	122	116	-
Stage 1	-	-	-	-	-	-	517	521	-	337	345	-
Stage 2	-	-	-	-	-	-	329	344	-	526	461	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.01	3.06	254.52	35.8
HCM LOS			F	E

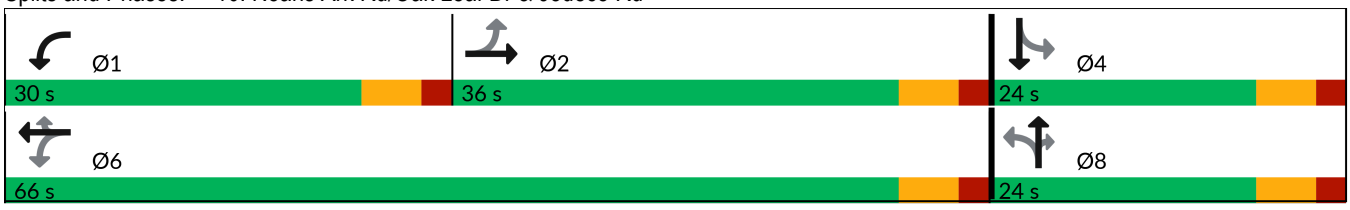
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	156	3	-	-	567	-	-	120
HCM Lane V/C Ratio	1.365	0.001	-	-	0.181	-	-	0.026
HCM Control Delay (s/veh)	254.5	8	0	-	9.8	0	-	35.8
HCM Lane LOS	F	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	13.2	0	-	-	0.7	-	-	0.1

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

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	458	460	407	14	61	3	415	7	3
Future Volume (vph)	6	458	460	407	14	61	3	415	7	3
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases		2	1	6			8			4
Permitted Phases	2		6		6	8		8	4	
Detector Phase	2	2	1	6	6	8	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	36.0	36.0	30.0	66.0	66.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	40.0%	40.0%	33.3%	73.3%	73.3%	26.7%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	None	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	28.3	28.3	56.4	56.4	56.4		18.1	18.1		18.1
Actuated g/C Ratio	0.33	0.33	0.65	0.65	0.65		0.21	0.21		0.21
v/c Ratio	0.01	0.92	0.90	0.35	0.01		0.24	0.64		0.03
Control Delay (s/veh)	20.5	51.3	43.2	7.6	0.5		33.0	8.2		27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	20.5	51.3	43.2	7.6	0.5		33.0	8.2		27.1
LOS	C	D	D	A	A		C	A		C
Approach Delay (s/veh)		51.0		26.1			11.5			27.2
Approach LOS		D		C			B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 86.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 29.5	Intersection LOS: C
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	458	76	460	407	14	61	3	415	7	3	2
Future Volume (veh/h)	6	458	76	460	407	14	61	3	415	7	3	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1870	1870	1900	1841	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	6	482	80	484	428	15	64	3	437	7	3	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	3	2	2	0	4	0	1	0	0	0
Cap, veh/h	408	525	87	529	1188	1023	397	17	350	201	83	43
Arrive On Green	0.33	0.33	0.33	0.23	0.64	0.64	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	962	1576	262	1781	1870	1610	1423	77	1598	600	379	196
Grp Volume(v), veh/h	6	0	562	484	428	15	67	0	437	12	0	0
Grp Sat Flow(s),veh/h/ln	962	0	1838	1781	1870	1610	1500	0	1598	1174	0	0
Q Serve(g_s), s	0.3	0.0	24.2	16.0	8.9	0.3	0.0	0.0	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	24.2	16.0	8.9	0.3	2.5	0.0	18.0	2.5	0.0	0.0
Prop In Lane	1.00		0.14	1.00		1.00	0.96		1.00	0.58		0.17
Lane Grp Cap(c), veh/h	408	0	612	529	1188	1023	414	0	350	326	0	0
V/C Ratio(X)	0.01	0.00	0.92	0.91	0.36	0.01	0.16	0.00	1.25	0.04	0.00	0.00
Avail Cap(c_a), veh/h	438	0	671	641	1365	1175	414	0	350	326	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.4	0.0	26.3	20.0	7.1	5.5	26.0	0.0	32.1	25.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	16.9	15.9	0.2	0.0	0.8	0.0	133.9	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	12.3	7.9	2.7	0.1	1.1	0.0	19.4	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.4	0.0	43.3	35.9	7.3	5.5	26.9	0.0	166.0	25.5	0.0	0.0
LnGrp LOS	B		D	D	A	A	C		F	C		
Approach Vol, veh/h		568			927			504			12	
Approach Delay, s/veh		43.0			22.2			147.5			25.5	
Approach LOS		D			C			F			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	24.8	33.4		24.0		58.2		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	24.0	30.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s	18.0	26.2		4.5		10.9		20.0				
Green Ext Time (p_c), s	0.9	1.2		0.0		2.6		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			59.5									
HCM 7th LOS			E									

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	86	198	65	97	175
Future Vol, veh/h	6	86	198	65	97	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	3	6	2	3
Mvmt Flow	7	99	228	75	111	201

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	652	228	0	-	228	0
Stage 1	228	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	436	817	-	0	1341	-
Stage 1	815	-	-	0	-	-
Stage 2	664	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	395	817	-	-	1341	-
Mov Cap-2 Maneuver	395	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.29	0	2.83
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	395	817	642	-
HCM Lane V/C Ratio	-	0.017	0.121	0.083	-
HCM Control Delay (s/veh)	-	14.3	10	7.9	0
HCM Lane LOS	-	B	B	A	A
HCM 95th %tile Q(veh)	-	0.1	0.4	0.3	-

Intersection	
Int Delay, s/veh	11.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	477	515	243	173	8
Future Vol, veh/h	10	477	515	243	173	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	1	4	2	7
Mvmt Flow	11	502	542	256	182	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	798	0	-	0	1193	670
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	4.1	-	-	-	6.42	6.27
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.363
Pot Cap-1 Maneuver	833	-	-	-	206	448
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	833	-	-	-	203	448
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	595	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.19	0	90.15
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	37	-	-	-	208
HCM Lane V/C Ratio	0.013	-	-	-	0.917
HCM Control Delay (s/veh)	9.4	0	-	-	90.2
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	7.4

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	923	495	13	37	22
Future Vol, veh/h	6	923	495	13	37	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	150	-	-	185	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	3	5	10	0	0
Mvmt Flow	7	1049	563	15	42	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	563	0	-	0	1625	563
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	1063	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1019	-	-	-	114	530
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	335	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1019	-	-	-	113	530
Mov Cap-2 Maneuver	-	-	-	-	113	-
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	335	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	38.73
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1019	-	-	-	113	530
HCM Lane V/C Ratio	0.007	-	-	-	0.372	0.047
HCM Control Delay (s/veh)	8.6	-	-	-	54.5	12.1
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	-	1.5	0.1

Intersection	
Int Delay, s/veh	66.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	943	6	47	481	40	8	0	85	97	0	19
Future Vol, veh/h	12	943	6	47	481	40	8	0	85	97	0	19
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	-	-	Yield	-	-	None	-	-	Yield
Storage Length	185	-	185	240	-	240	-	-	-	-	-	85
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	29	3	0	2	5	3	0	0	1	1	0	5
Mvmt Flow	14	1084	7	54	553	46	9	0	98	111	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	553	0	0	1091	0	0	1772	1772	1084	1772	1779	553
Stage 1	-	-	-	-	-	-	1111	1111	-	661	661	-
Stage 2	-	-	-	-	-	-	661	661	-	1111	1118	-
Critical Hdwy	4.39	-	-	4.12	-	-	7.1	6.5	6.21	7.11	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Follow-up Hdwy	2.461	-	-	2.218	-	-	3.5	4	3.309	3.509	4	3.345
Pot Cap-1 Maneuver	895	-	-	640	-	-	65	84	265	~ 65	83	527
Stage 1	-	-	-	-	-	-	256	287	-	453	463	-
Stage 2	-	-	-	-	-	-	455	463	-	255	285	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	895	-	-	640	-	-	57	76	265	~ 37	75	527
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	76	-	~ 37	75	-
Stage 1	-	-	-	-	-	-	252	282	-	415	424	-
Stage 2	-	-	-	-	-	-	399	424	-	158	280	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.11	0.92	41.54	$ 951.32
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	201	895	-	-	640	-	-	37	527
HCM Lane V/C Ratio	0.531	0.015	-	-	0.084	-	-	3.012	0.041
HCM Control Delay (s/veh)	41.5	9.1	-	-	11.1	-	-	$ 1135.3	12.1
HCM Lane LOS	E	A	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	2.8	0	-	-	0.3	-	-	12.6	0.1

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

Intersection	
Int Delay, s/veh	54.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	545	587	348	9	7	225
Future Vol, veh/h	545	587	348	9	7	225
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	88	88	88	88	88	88
Heavy Vehicles, %	2	3	6	0	0	3
Mvmt Flow	619	667	395	10	8	256

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	406	0	-	0	2306	401
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	1906	-
Critical Hdwy	4.12	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	1153	-	-	-	43	647
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	130	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1153	-	-	-	~ 6	647
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	130	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.63	0	$ 375.15
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	726	-	-	-	158
HCM Lane V/C Ratio	0.537	-	-	-	1.663
HCM Control Delay (s/veh)	11.7	0	-	-	$ 375.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	3.3	-	-	-	18.5

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

Intersection	
Intersection Delay, s/veh	88.3
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	442	112	104	401	383	127
Future Vol, veh/h	442	112	104	401	383	127
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	4	5	3
Mvmt Flow	460	117	108	418	399	132
Number of Lanes	1	0	0	1	1	0

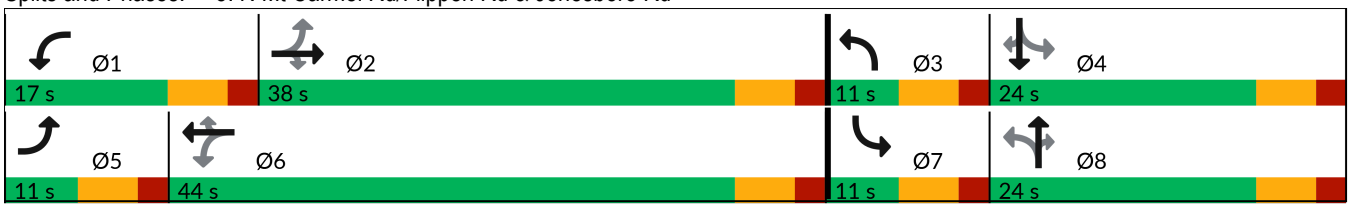
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	112.2	76.7	73.9
HCM LOS	F	F	F

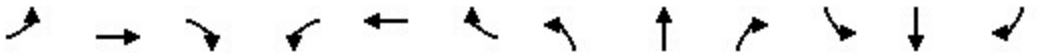
Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	21%	80%	0%
Vol Thru, %	79%	0%	75%
Vol Right, %	0%	20%	25%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	505	554	510
LT Vol	104	442	0
Through Vol	401	0	383
RT Vol	0	112	127
Lane Flow Rate	526	577	531
Geometry Grp	1	1	1
Degree of Util (X)	1.029	1.145	1.021
Departure Headway (Hd)	7.585	7.26	7.451
Convergence, Y/N	Yes	Yes	Yes
Cap	484	502	489
Service Time	5.585	5.26	5.451
HCM Lane V/C Ratio	1.087	1.149	1.086
HCM Control Delay, s/veh	76.7	112.2	73.9
HCM Lane LOS	F	F	F
HCM 95th-tile Q	14.4	19.8	14.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	582	64	279	360	303	144	144	249	65	64	9
Future Volume (vph)	43	582	64	279	360	303	144	144	249	65	64	9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	38.0	38.0	17.0	44.0	44.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (%)	12.2%	42.2%	42.2%	18.9%	48.9%	48.9%	12.2%	26.7%	26.7%	12.2%	26.7%	26.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	37.3	32.3	32.3	49.4	43.2	43.2	15.7	11.9	11.9	15.2	11.5	11.5
Actuated g/C Ratio	0.46	0.39	0.39	0.60	0.53	0.53	0.19	0.15	0.15	0.19	0.14	0.14
v/c Ratio	0.08	0.83	0.09	0.75	0.38	0.31	0.58	0.54	0.57	0.25	0.25	0.02
Control Delay (s/veh)	9.7	36.3	0.2	26.3	16.2	2.9	35.7	40.6	9.8	25.2	33.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.7	36.3	0.2	26.3	16.2	2.9	35.7	40.6	9.8	25.2	33.8	0.1
LOS	A	D	A	C	B	A	D	D	A	C	C	A
Approach Delay (s/veh)		31.3			14.9			25.0			27.7	
Approach LOS		C			B			C			C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 81.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 22.9	Intersection LOS: C
Intersection Capacity Utilization 78.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: N Mt Carmel Rd/Flippen Rd & Jonesboro Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	582	64	279	360	303	144	144	249	65	64	9
Future Volume (veh/h)	43	582	64	279	360	303	144	144	249	65	64	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1796	1900	1841	1900	1856	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	45	606	67	291	375	316	150	150	259	68	67	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	7	0	4	0	3	0	1	0	0	0
Cap, veh/h	390	689	565	348	830	726	375	353	297	283	331	281
Arrive On Green	0.04	0.37	0.37	0.12	0.45	0.45	0.06	0.19	0.19	0.05	0.17	0.17
Sat Flow, veh/h	1810	1856	1522	1810	1841	1610	1767	1900	1598	1810	1900	1610
Grp Volume(v), veh/h	45	606	67	291	375	316	150	150	259	68	67	9
Grp Sat Flow(s),veh/h/ln	1810	1856	1522	1810	1841	1610	1767	1900	1598	1810	1900	1610
Q Serve(g_s), s	1.3	26.3	2.5	8.1	12.1	11.6	5.0	6.0	13.6	2.6	2.6	0.4
Cycle Q Clear(g_c), s	1.3	26.3	2.5	8.1	12.1	11.6	5.0	6.0	13.6	2.6	2.6	0.4
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	390	689	565	348	830	726	375	353	297	283	331	281
V/C Ratio(X)	0.12	0.88	0.12	0.84	0.45	0.44	0.40	0.43	0.87	0.24	0.20	0.03
Avail Cap(c_a), veh/h	426	689	565	366	830	726	375	397	334	304	397	336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	25.3	17.8	18.4	16.3	16.2	28.2	31.0	34.1	27.3	30.4	29.5
Incr Delay (d2), s/veh	0.1	14.9	0.4	14.8	1.8	1.9	0.7	0.8	20.1	0.4	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	13.2	0.9	4.2	4.9	4.1	2.5	2.7	6.6	1.1	1.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.7	40.2	18.2	33.2	18.1	18.1	28.9	31.8	54.1	27.8	30.7	29.6
LnGrp LOS	B	D	B	C	B	B	C	C	D	C	C	C
Approach Vol, veh/h		718			982			559			144	
Approach Delay, s/veh		36.6			22.6			41.4			29.3	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	38.0	11.0	21.0	9.3	44.8	10.0	22.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	11.0	32.0	5.0	18.0	5.0	38.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	10.1	28.3	7.0	4.6	3.3	14.1	4.6	15.6
Green Ext Time (p_c), s	0.1	1.4	0.0	0.2	0.0	3.2	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	31.5
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	185	138	700	352	33
Future Vol, veh/h	25	185	138	700	352	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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	4	6	3	4	4
Mvmt Flow	27	199	148	753	378	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1446	396	414	0	-	0
Stage 1	396	-	-	-	-	-
Stage 2	1049	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.254	-	-	-
Pot Cap-1 Maneuver	147	649	1124	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	113	649	1124	-	-	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	340	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.53	1.43	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	296	-	415	-	-
HCM Lane V/C Ratio	0.132	-	0.544	-	-
HCM Control Delay (s/veh)	8.7	0	23.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.5	-	3.2	-	-

Intersection	
Intersection Delay, s/veh	122.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	526	196	1	2	112	101	8	24	21	64	2	331
Future Vol, veh/h	526	196	1	2	112	101	8	24	21	64	2	331
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	1	0	0	4	3	14	0	6	2	0	4
Mvmt Flow	591	220	1	2	126	113	9	27	24	72	2	372
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	214.7	15.4	13.1	28.1
HCM LOS	F	C	B	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	73%	1%	16%
Vol Thru, %	45%	27%	52%	1%
Vol Right, %	40%	0%	47%	83%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	723	215	397
LT Vol	8	526	2	64
Through Vol	24	196	112	2
RT Vol	21	1	101	331
Lane Flow Rate	60	812	242	446
Geometry Grp	1	1	1	1
Degree of Util (X)	0.126	1.413	0.431	0.753
Departure Headway (Hd)	8.798	6.26	7.115	6.925
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	410	585	510	526
Service Time	6.798	4.321	5.115	4.925
HCM Lane V/C Ratio	0.146	1.388	0.475	0.848
HCM Control Delay, s/veh	13.1	214.7	15.4	28.1
HCM Lane LOS	B	F	C	D
HCM 95th-tile Q	0.4	37.5	2.1	6.5

Intersection	
Int Delay, s/veh	77.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	745	7	306	397	5	8	0	419	1	0	1
Future Vol, veh/h	5	745	7	306	397	5	8	0	419	1	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	-	-	-	150	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	4	3	0	0	0	2	0	0	0
Mvmt Flow	6	837	8	344	446	6	9	0	471	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	452	0	0	845	0	0	1986	1992	841	1982	1990	446
Stage 1	-	-	-	-	-	-	852	852	-	1134	1134	-
Stage 2	-	-	-	-	-	-	1134	1139	-	848	856	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.1	6.5	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5	4	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1120	-	-	783	-	-	46	61	~ 365	47	62	616
Stage 1	-	-	-	-	-	-	357	379	-	249	280	-
Stage 2	-	-	-	-	-	-	249	278	-	359	377	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1120	-	-	783	-	-	26	34	~ 365	26	34	616
Mov Cap-2 Maneuver	-	-	-	-	-	-	26	34	-	26	34	-
Stage 1	-	-	-	-	-	-	354	375	-	139	157	-
Stage 2	-	-	-	-	-	-	139	156	-	-	374	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.05	5.68	$ 334.72	80.95
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	292	12	-	-	783	-	-	50
HCM Lane V/C Ratio	1.642	0.005	-	-	0.439	-	-	0.045
HCM Control Delay (s/veh)	$ 334.7	8.2	0	-	13.1	-	-	80.9
HCM Lane LOS	F	A	A	-	B	-	-	F
HCM 95th %tile Q(veh)	29.5	0	-	-	2.3	-	-	0.1

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

Intersection	
Int Delay, s/veh	24.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	0	442	74	127	284	6	94	0	128	7	5	1
Future Vol, veh/h	0	442	74	127	284	6	94	0	128	7	5	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	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	4	3	4	3	20	5	0	3	17	0	0
Mvmt Flow	0	502	84	144	323	7	107	0	145	8	6	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	330	0	0	586	0	0	1159	1163	544	1114	1198	323
Stage 1	-	-	-	-	-	-	544	544	-	611	611	-
Stage 2	-	-	-	-	-	-	614	618	-	502	586	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.15	6.5	6.23	7.27	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.27	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.27	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.545	4	3.327	3.653	4	3.3
Pot Cap-1 Maneuver	1241	-	-	979	-	-	171	197	537	174	187	723
Stage 1	-	-	-	-	-	-	518	522	-	456	487	-
Stage 2	-	-	-	-	-	-	474	484	-	524	500	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1241	-	-	979	-	-	135	161	537	104	153	723
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	161	-	104	153	-
Stage 1	-	-	-	-	-	-	518	522	-	374	399	-
Stage 2	-	-	-	-	-	-	382	396	-	382	500	-

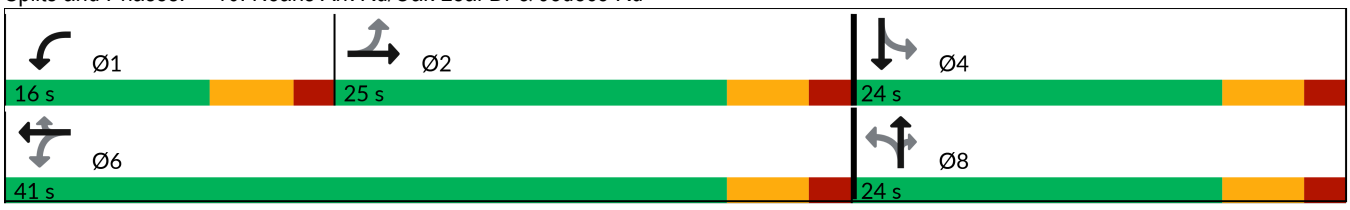
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	2.84	119.91	36.74
HCM LOS			F	E

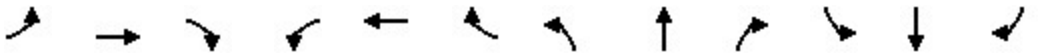
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	238	1241	-	-	556	-	-	128
HCM Lane V/C Ratio	1.061	-	-	-	0.147	-	-	0.115
HCM Control Delay (s/veh)	119.9	0	-	-	9.3	0	-	36.7
HCM Lane LOS	F	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	10.7	0	-	-	0.5	-	-	0.4

Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	354	345	382	7	77	1	559	13	1
Future Volume (vph)	354	345	382	7	77	1	559	13	1
Turn Type	NA	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	2	1	6			8			4
Permitted Phases		6		6	8		8	4	
Detector Phase	2	1	6	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	25.0	16.0	41.0	41.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	38.5%	24.6%	63.1%	63.1%	36.9%	36.9%	36.9%	36.9%	36.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes							
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	18.2	34.2	34.2	34.2		18.0	18.0		18.0
Actuated g/C Ratio	0.28	0.53	0.53	0.53		0.28	0.28		0.28
v/c Ratio	0.89	0.95	0.42	0.01		0.23	0.75		0.04
Control Delay (s/veh)	43.9	53.9	10.6	0.0		20.3	11.4		17.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	43.9	53.9	10.6	0.0		20.3	11.4		17.2
LOS	D	D	B	A		C	B		B
Approach Delay (s/veh)	43.9		30.9			12.6			17.2
Approach LOS	D		C			B			B

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 64.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 27.5	Intersection LOS: C
Intersection Capacity Utilization 77.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	354	82	345	382	7	77	1	559	13	1	1
Future Volume (veh/h)	0	354	82	345	382	7	77	1	559	13	1	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1841	1856	1841	1411	1796	1900	1841	1900	418	418
Adj Flow Rate, veh/h	0	381	88	371	411	8	83	1	601	14	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	4	3	4	33	7	0	4	0	100	100
Cap, veh/h	112	419	97	419	983	638	535	6	436	146	5	3
Arrive On Green	0.00	0.29	0.29	0.16	0.53	0.53	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	983	1470	339	1767	1841	1196	1514	21	1560	148	17	11
Grp Volume(v), veh/h	0	0	469	371	411	8	84	0	601	16	0	0
Grp Sat Flow(s),veh/h/ln	983	0	1809	1767	1841	1196	1535	0	1560	176	0	0
Q Serve(g_s), s	0.0	0.0	16.1	9.0	8.6	0.2	0.0	0.0	18.0	3.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	16.1	9.0	8.6	0.2	2.4	0.0	18.0	6.1	0.0	0.0
Prop In Lane	1.00		0.19	1.00		1.00	0.99		1.00	0.87		0.06
Lane Grp Cap(c), veh/h	112	0	516	419	983	638	540	0	436	154	0	0
V/C Ratio(X)	0.00	0.00	0.91	0.89	0.42	0.01	0.16	0.00	1.38	0.10	0.00	0.00
Avail Cap(c_a), veh/h	122	0	534	419	1001	650	540	0	436	154	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	22.2	14.5	9.0	7.0	17.6	0.0	23.2	19.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	19.1	19.8	0.3	0.0	0.6	0.0	183.8	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	8.6	5.1	2.6	0.0	0.9	0.0	27.9	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	41.3	34.3	9.3	7.0	18.2	0.0	207.0	20.7	0.0	0.0
LnGrp LOS			D	C	A	A	B		F	C		
Approach Vol, veh/h		469			790			685			16	
Approach Delay, s/veh		41.3			21.0			183.8			20.7	
Approach LOS		D			C			F			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.0	24.4		24.0		40.4		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	10.0	19.0		18.0		35.0		18.0				
Max Q Clear Time (g_c+I1), s	11.0	18.1		8.1		10.6		20.0				
Green Ext Time (p_c), s	0.0	0.3		0.0		2.3		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			82.8									
HCM 7th LOS			F									

Intersection	
Int Delay, s/veh	14.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	114	409	58	174	458	32
Future Vol, veh/h	114	409	58	174	458	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	1	8	1	1	11
Mvmt Flow	120	431	61	183	482	34

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1059	61	0	-	61	0
Stage 1	61	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Critical Hdwy	6.43	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	247	1007	-	0	1549	-
Stage 1	959	-	-	0	-	-
Stage 2	355	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	169	1007	-	-	1549	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	242	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	23.23	0	7.83
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	169	1007	1520	-
HCM Lane V/C Ratio	-	0.71	0.428	0.311	-
HCM Control Delay (s/veh)	-	66.3	11.2	8.4	0
HCM Lane LOS	-	F	B	A	A
HCM 95th %tile Q(veh)	-	4.3	2.2	1.3	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	550	349	161	138	9
Future Vol, veh/h	42	550	349	161	138	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	3	6	2	4	0
Mvmt Flow	43	561	356	164	141	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	520	0	-	0	1085	438
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	647	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	1056	-	-	-	238	623
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	518	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1056	-	-	-	224	623
Mov Cap-2 Maneuver	-	-	-	-	224	-
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	518	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.61	0	44.83
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	128	-	-	-	233
HCM Lane V/C Ratio	0.041	-	-	-	0.645
HCM Control Delay (s/veh)	8.6	0	-	-	44.8
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	3.9

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	184	16	7	164	61	26
Future Vol, veh/h	184	16	7	164	61	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	185	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	4	0	0	6	0	0
Mvmt Flow	236	21	9	210	78	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	256	0	464	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1320	-	560	808
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1320	-	556	808
Mov Cap-2 Maneuver	-	-	-	-	556	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	808	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.32	11.67
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	556	808	-	-	74	-
HCM Lane V/C Ratio	0.141	0.041	-	-	0.007	-
HCM Control Delay (s/veh)	12.5	9.6	-	-	7.7	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	827	871	51	29	16
Future Vol, veh/h	25	827	871	51	29	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	150	-	-	185	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	27	889	937	55	31	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	937	0	-	0	1880	937
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	943	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	740	-	-	-	79	324
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	382	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	740	-	-	-	76	324
Mov Cap-2 Maneuver	-	-	-	-	76	-
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	382	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.29	0	58.43
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	740	-	-	-	76	324
HCM Lane V/C Ratio	0.036	-	-	-	0.408	0.053
HCM Control Delay (s/veh)	10.1	-	-	-	81.4	16.7
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.6	0.2

Intersection	
Int Delay, s/veh	19.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	825	11	54	902	96	6	0	37	59	1	15
Future Vol, veh/h	23	825	11	54	902	96	6	0	37	59	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	Yield
Storage Length	185	-	185	240	-	240	-	-	-	-	-	85
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	20	0	2	2	0	0	9	0	100	13
Mvmt Flow	24	878	12	57	960	102	6	0	39	63	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	960	0	0	889	0	0	2002	2001	878	2001	2013	960
Stage 1	-	-	-	-	-	-	927	927	-	1074	1074	-
Stage 2	-	-	-	-	-	-	1075	1074	-	927	938	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.29	7.1	7.5	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.381	3.5	4.9	3.417
Pot Cap-1 Maneuver	725	-	-	770	-	-	45	61	337	~ 45	32	297
Stage 1	-	-	-	-	-	-	325	350	-	268	201	-
Stage 2	-	-	-	-	-	-	268	299	-	325	239	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	725	-	-	770	-	-	37	54	337	~ 36	29	297
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	54	-	~ 36	29	-
Stage 1	-	-	-	-	-	-	314	338	-	248	186	-
Stage 2	-	-	-	-	-	-	234	276	-	277	231	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.27	0.52	36.85	$ 502.86
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	158	725	-	-	770	-	-	35	297
HCM Lane V/C Ratio	0.29	0.034	-	-	0.075	-	-	1.798	0.054
HCM Control Delay (s/veh)	36.8	10.1	-	-	10	-	-	$ 624.1	17.8
HCM Lane LOS	E	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.2	-	-	7	0.2

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

Intersection	
Int Delay, s/veh	45.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	423	505	549	14	3	504
Future Vol, veh/h	423	505	549	14	3	504
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	1	0	33	2
Mvmt Flow	455	543	590	15	3	542

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	605	0	-	0	2051	598
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	1453	-
Critical Hdwy	4.12	-	-	-	6.73	6.22
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.218	-	-	-	3.797	3.318
Pot Cap-1 Maneuver	973	-	-	-	50	~ 502
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	184	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	973	-	-	-	17	~ 502
Mov Cap-2 Maneuver	-	-	-	-	17	-
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	184	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.43	0	167.77
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	679	-	-	-	428
HCM Lane V/C Ratio	0.468	-	-	-	1.274
HCM Control Delay (s/veh)	11.9	0	-	-	167.8
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	2.5	-	-	-	23.4

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

Intersection	
Intersection Delay, s/veh	110.1
Intersection LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	409	17	19	278	274	488
Future Vol, veh/h	409	17	19	278	274	488
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	7	6	4	3	2
Mvmt Flow	440	18	20	299	295	525
Number of Lanes	1	0	0	1	1	0

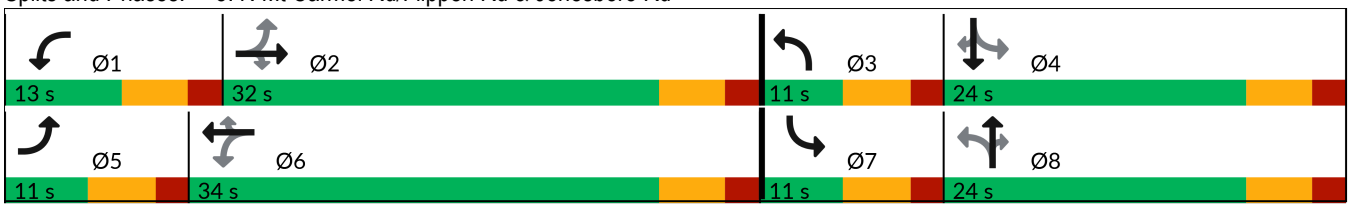
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	39.7	20.6	184.3
HCM LOS	E	C	F

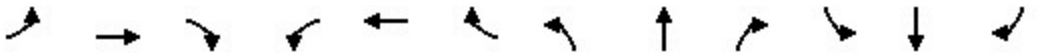
Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	6%	96%	0%
Vol Thru, %	94%	0%	36%
Vol Right, %	0%	4%	64%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	297	426	762
LT Vol	19	409	0
Through Vol	278	0	274
RT Vol	0	17	488
Lane Flow Rate	319	458	819
Geometry Grp	1	1	1
Degree of Util (X)	0.599	0.852	1.344
Departure Headway (Hd)	7.307	7.353	5.904
Convergence, Y/N	Yes	Yes	Yes
Cap	498	495	615
Service Time	5.307	5.353	3.956
HCM Lane V/C Ratio	0.641	0.925	1.332
HCM Control Delay, s/veh	20.6	39.7	184.3
HCM Lane LOS	C	E	F
HCM 95th-tile Q	3.9	8.8	34.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	554	107	255	607	48	189	17	187	40	41	9
Future Volume (vph)	11	554	107	255	607	48	189	17	187	40	41	9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	32.0	32.0	13.0	34.0	34.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (%)	13.8%	40.0%	40.0%	16.3%	42.5%	42.5%	13.8%	30.0%	30.0%	13.8%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	31.4	26.3	26.3	38.8	37.5	37.5	10.1	7.3	7.3	9.9	7.4	7.4
Actuated g/C Ratio	0.48	0.40	0.40	0.60	0.58	0.58	0.16	0.11	0.11	0.15	0.11	0.11
v/c Ratio	0.03	0.79	0.15	0.72	0.61	0.05	0.92	0.08	0.55	0.16	0.20	0.02
Control Delay (s/veh)	8.1	28.9	0.5	22.8	16.6	0.1	71.3	28.2	11.0	21.0	29.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.1	28.9	0.5	22.8	16.6	0.1	71.3	28.2	11.0	21.0	29.8	0.1
LOS	A	C	A	C	B	A	E	C	B	C	C	A
Approach Delay (s/veh)		24.1			17.6			40.8			22.9	
Approach LOS		C			B			D			C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 65	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 24.3	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: N Mt Carmel Rd/Flippen Rd & Jonesboro Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	554	107	255	607	48	189	17	187	40	41	9
Future Volume (veh/h)	11	554	107	255	607	48	189	17	187	40	41	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1856	1900	1856	1900	1870	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	12	596	115	274	653	52	203	18	201	43	44	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	3	0	3	0	2	0	1	0	0	0
Cap, veh/h	244	686	577	333	837	726	368	295	248	322	238	201
Arrive On Green	0.01	0.37	0.37	0.10	0.45	0.45	0.07	0.16	0.16	0.04	0.13	0.13
Sat Flow, veh/h	1810	1870	1572	1810	1856	1610	1781	1900	1598	1810	1900	1610
Grp Volume(v), veh/h	12	596	115	274	653	52	203	18	201	43	44	10
Grp Sat Flow(s),veh/h/ln	1810	1870	1572	1810	1856	1610	1781	1900	1598	1810	1900	1610
Q Serve(g_s), s	0.3	21.0	3.5	6.4	21.1	1.3	5.0	0.6	8.6	1.4	1.5	0.4
Cycle Q Clear(g_c), s	0.3	21.0	3.5	6.4	21.1	1.3	5.0	0.6	8.6	1.4	1.5	0.4
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	244	686	577	333	837	726	368	295	248	322	238	201
V/C Ratio(X)	0.05	0.87	0.20	0.82	0.78	0.07	0.55	0.06	0.81	0.13	0.19	0.05
Avail Cap(c_a), veh/h	344	686	577	333	837	726	368	483	406	377	483	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	20.8	15.3	15.7	16.5	11.0	26.4	25.5	28.9	25.3	27.8	27.3
Incr Delay (d2), s/veh	0.1	14.0	0.8	15.1	7.1	0.2	1.8	0.1	6.2	0.2	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	10.5	1.2	3.5	9.0	0.4	3.1	0.2	3.4	0.6	0.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.4	34.8	16.1	30.8	23.6	11.2	28.2	25.6	35.1	25.5	28.1	27.4
LnGrp LOS	B	C	B	C	C	B	C	C	D	C	C	C
Approach Vol, veh/h		723			979			422			97	
Approach Delay, s/veh		31.5			25.0			31.4			26.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	32.0	11.0	14.9	7.1	37.9	8.9	17.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	26.0	5.0	18.0	5.0	28.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	8.4	23.0	7.0	3.5	2.3	23.1	3.4	10.6
Green Ext Time (p_c), s	0.0	1.2	0.0	0.1	0.0	1.8	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	28.4
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	111

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	96	277	176	518	492	52
Future Vol, veh/h	96	277	176	518	492	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	3	4	2	2	0
Mvmt Flow	109	315	200	589	559	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1577	589	618	0	-	0
Stage 1	589	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	120	507	952	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 83	507	952	-	-	-
Mov Cap-2 Maneuver	~ 83	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $/s	474.95	2.48	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	456	-	219	-	-
HCM Lane V/C Ratio	0.21	-	1.937	-	-
HCM Control Delay (s/veh)	9.8	0	$ 475	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.8	-	30.8	-	-

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

Intersection	
Intersection Delay, s/veh	130.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	425	169	5	11	176	125	13	13	15	121	15	456
Future Vol, veh/h	425	169	5	11	176	125	13	13	15	121	15	456
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	1	0	0	1	1	9	0	0	4	0	2
Mvmt Flow	483	192	6	13	200	142	15	15	17	138	17	518
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	185.9	27.9	14.7	137.6
HCM LOS	F	D	B	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	71%	4%	20%
Vol Thru, %	32%	28%	56%	3%
Vol Right, %	37%	1%	40%	77%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	599	312	592
LT Vol	13	425	11	121
Through Vol	13	169	176	15
RT Vol	15	5	125	456
Lane Flow Rate	47	681	355	673
Geometry Grp	1	1	1	1
Degree of Util (X)	0.114	1.331	0.695	1.215
Departure Headway (Hd)	10.39	7.678	8.223	7.164
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	347	476	443	511
Service Time	8.39	5.678	6.223	5.164
HCM Lane V/C Ratio	0.135	1.431	0.801	1.317
HCM Control Delay, s/veh	14.7	185.9	27.9	137.6
HCM Lane LOS	B	F	D	F
HCM 95th-tile Q	0.4	27.8	5.2	23.3

Intersection	
Int Delay, s/veh	219.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑	↱		↕			↕	
Traffic Vol, veh/h	6	665	8	513	515	15	8	1	495	7	3	13
Future Vol, veh/h	6	665	8	513	515	15	8	1	495	7	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	1	2	8	0	0	2	0	0	9
Mvmt Flow	7	739	9	570	572	17	9	1	550	8	3	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	589	0	0	748	0	0	2471	2486	743	2465	2473	572
Stage 1	-	-	-	-	-	-	757	757	-	1712	1712	-
Stage 2	-	-	-	-	-	-	1714	1729	-	753	761	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.22	7.1	6.5	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.318	3.5	4	3.381
Pot Cap-1 Maneuver	996	-	-	865	-	-	21	30	~ 415	21	30	506
Stage 1	-	-	-	-	-	-	403	419	-	116	147	-
Stage 2	-	-	-	-	-	-	116	144	-	405	417	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	996	-	-	865	-	-	~ 6	10	~ 415	~ 7	10	506
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 6	10	-	~ 7	10	-
Stage 1	-	-	-	-	-	-	398	414	-	40	50	-
Stage 2	-	-	-	-	-	-	36	49	-	-	412	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.08	8.27	$ 930.36	$ 721.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	190	16	-	-	865	-	-	17
HCM Lane V/C Ratio	2.952	0.007	-	-	0.659	-	-	1.498
HCM Control Delay (s/veh)	$ 930.4	8.6	0	-	16.8	-	-	$ 721.7
HCM Lane LOS	F	A	A	-	C	-	-	F
HCM 95th %tile Q(veh)	50.5	0	-	-	5.1	-	-	3.7

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

Intersection	
Int Delay, s/veh	97.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	1	406	235	234	348	3	137	2	109	2	1	0
Future Vol, veh/h	1	406	235	234	348	3	137	2	109	2	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	2	2	1	0	5	0	1	0	0	0
Mvmt Flow	1	423	245	244	363	3	143	2	114	2	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	366	0	0	668	0	0	1398	1401	545	1276	1520	363
Stage 1	-	-	-	-	-	-	547	547	-	850	850	-
Stage 2	-	-	-	-	-	-	851	853	-	426	670	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.15	6.5	6.21	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.545	4	3.309	3.5	4	3.3
Pot Cap-1 Maneuver	1204	-	-	922	-	-	~ 116	142	540	145	120	687
Stage 1	-	-	-	-	-	-	516	521	-	358	380	-
Stage 2	-	-	-	-	-	-	351	378	-	610	459	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1204	-	-	922	-	-	~ 77	94	540	75	80	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 77	94	-	75	80	-
Stage 1	-	-	-	-	-	-	515	520	-	239	254	-
Stage 2	-	-	-	-	-	-	233	253	-	479	458	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.01	4.12	$ 573.26	53.89
HCM LOS			F	F

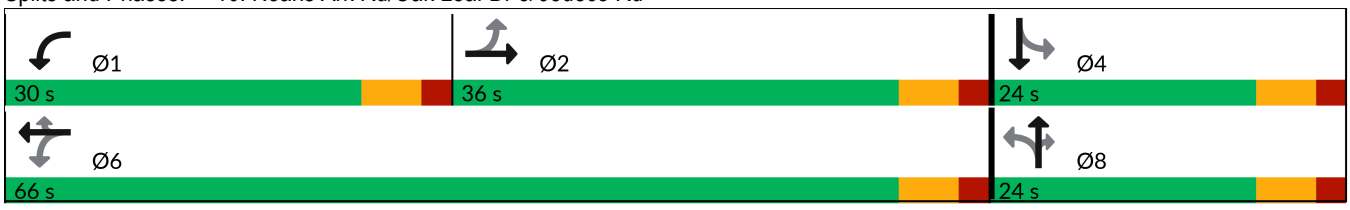
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	124	3	-	-	724	-	-	77
HCM Lane V/C Ratio	2.086	0.001	-	-	0.264	-	-	0.041
HCM Control Delay (s/veh)	$ 573.3	8	0	-	10.3	0	-	53.9
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	21.3	0	-	-	1.1	-	-	0.1

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

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	458	526	407	14	65	3	451	7	3
Future Volume (vph)	6	458	526	407	14	65	3	451	7	3
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases		2	1	6			8			4
Permitted Phases	2		6		6	8		8	4	
Detector Phase	2	2	1	6	6	8	8	8	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	36.0	36.0	30.0	66.0	66.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	40.0%	40.0%	33.3%	73.3%	73.3%	26.7%	26.7%	26.7%	26.7%	26.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	None	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	29.0	29.0	59.0	59.0	59.0		18.0	18.0		18.0
Actuated g/C Ratio	0.33	0.33	0.66	0.66	0.66		0.20	0.20		0.20
v/c Ratio	0.01	0.94	0.98	0.34	0.01		0.26	0.67		0.03
Control Delay (s/veh)	20.5	55.2	61.0	7.4	0.5		33.5	8.6		27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	20.5	55.2	61.0	7.4	0.5		33.5	8.6		27.1
LOS	C	E	E	A	A		C	A		C
Approach Delay (s/veh)		54.8		37.1			11.9			27.2
Approach LOS		D		D			B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 89	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 35.4	Intersection LOS: D
Intersection Capacity Utilization 80.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	458	84	526	407	14	65	3	451	7	3	2
Future Volume (veh/h)	6	458	84	526	407	14	65	3	451	7	3	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1870	1870	1900	1841	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	6	482	88	554	428	15	68	3	475	7	3	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	3	2	2	0	4	0	1	0	0	0
Cap, veh/h	397	510	93	581	1243	1070	368	15	322	178	74	38
Arrive On Green	0.33	0.33	0.33	0.27	0.66	0.66	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	962	1551	283	1781	1870	1610	1435	73	1598	568	365	187
Grp Volume(v), veh/h	6	0	570	554	428	15	71	0	475	12	0	0
Grp Sat Flow(s),veh/h/ln	962	0	1834	1781	1870	1610	1508	0	1598	1120	0	0
Q Serve(g_s), s	0.4	0.0	27.1	22.0	8.9	0.3	0.0	0.0	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	27.1	22.0	8.9	0.3	2.9	0.0	18.0	2.9	0.0	0.0
Prop In Lane	1.00		0.15	1.00		1.00	0.96		1.00	0.58		0.17
Lane Grp Cap(c), veh/h	397	0	603	581	1243	1070	382	0	322	289	0	0
V/C Ratio(X)	0.02	0.00	0.94	0.95	0.34	0.01	0.19	0.00	1.48	0.04	0.00	0.00
Avail Cap(c_a), veh/h	403	0	615	581	1255	1081	382	0	322	289	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.3	0.0	29.2	23.6	6.5	5.1	29.7	0.0	35.7	28.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	23.3	26.2	0.2	0.0	1.1	0.0	230.7	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	14.7	14.8	2.7	0.1	1.3	0.0	27.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.3	0.0	52.5	49.8	6.7	5.1	30.7	0.0	266.4	29.0	0.0	0.0
LnGrp LOS	C		D	D	A	A	C		F	C		
Approach Vol, veh/h		576			997			546			12	
Approach Delay, s/veh		52.2			30.6			235.7			29.0	
Approach LOS		D			C			F			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	30.0	35.4		24.0		65.4		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	24.0	30.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s	24.0	29.1		4.9		10.9		20.0				
Green Ext Time (p_c), s	0.0	0.4		0.0		2.6		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			89.0									
HCM 7th LOS			F									

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	86	211	65	97	182
Future Vol, veh/h	6	86	211	65	97	182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	3	6	2	3
Mvmt Flow	7	99	243	75	111	209

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	675	243	0	-	243	0
Stage 1	243	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	423	801	-	0	1324	-
Stage 1	802	-	-	0	-	-
Stage 2	659	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	382	801	-	-	1324	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	596	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.42	0	2.77
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	382	801	626	-
HCM Lane V/C Ratio	-	0.018	0.123	0.084	-
HCM Control Delay (s/veh)	-	14.6	10.1	8	0
HCM Lane LOS	-	B	B	A	A
HCM 95th %tile Q(veh)	-	0.1	0.4	0.3	-

Intersection	
Int Delay, s/veh	16.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	499	555	256	180	8
Future Vol, veh/h	10	499	555	256	180	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	1	4	2	7
Mvmt Flow	11	525	584	269	189	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	854	0	-	0	1265	719
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	546	-
Critical Hdwy	4.1	-	-	-	6.42	6.27
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.363
Pot Cap-1 Maneuver	794	-	-	-	~ 187	420
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	580	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	794	-	-	-	~ 183	420
Mov Cap-2 Maneuver	-	-	-	-	~ 183	-
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	580	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.19	0	132.46
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	35	-	-	-	188
HCM Lane V/C Ratio	0.013	-	-	-	1.054
HCM Control Delay (s/veh)	9.6	0	-	-	132.5
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	9.3

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	354	80	34	193	43	19
Future Vol, veh/h	354	80	34	193	43	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	185	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	381	86	37	208	46	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	467	0	661	381
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1105	-	430	671
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1105	-	414	671
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.25	13.48
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	414	671	-	-	270	-
HCM Lane V/C Ratio	0.112	0.03	-	-	0.033	-
HCM Control Delay (s/veh)	14.8	10.5	-	-	8.4	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	919	479	5	7	3
Future Vol, veh/h	1	919	479	5	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	150	-	-	185	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	3	5	25	0	0
Mvmt Flow	1	1044	544	6	8	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	544	0	-	0	1069	272
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	524	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1035	-	-	-	220	732
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	564	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1035	-	-	-	219	732
Mov Cap-2 Maneuver	-	-	-	-	219	-
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	564	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.01	0	18.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1035	-	-	-	219	732
HCM Lane V/C Ratio	0.001	-	-	-	0.036	0.005
HCM Control Delay (s/veh)	8.5	-	-	-	22	9.9
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	494	557	340	9	0	218
Future Vol, veh/h	494	557	340	9	0	218
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	235	-	-	175	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	6	0	0	3
Mvmt Flow	561	633	386	10	0	248

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	397	0	-	0	-	193
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.16	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.23	-	-	-	-	3.33
Pot Cap-1 Maneuver	1151	-	-	-	0	813
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1151	-	-	-	-	813
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.2	0	11.36
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1151	-	-	-	813
HCM Lane V/C Ratio	0.488	-	-	-	0.305
HCM Control Delay (s/veh)	11.1	-	-	-	11.4
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	2.8	-	-	-	1.3

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	175	135	649	338	29
Future Vol, veh/h	9	175	135	649	338	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	5	6	3	4	4
Mvmt Flow	10	188	145	698	363	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1367	379	395	0	-	0
Stage 1	379	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.254	-	-	-
Pot Cap-1 Maneuver	164	661	1142	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	661	1142	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	364	-	-	-	-	-

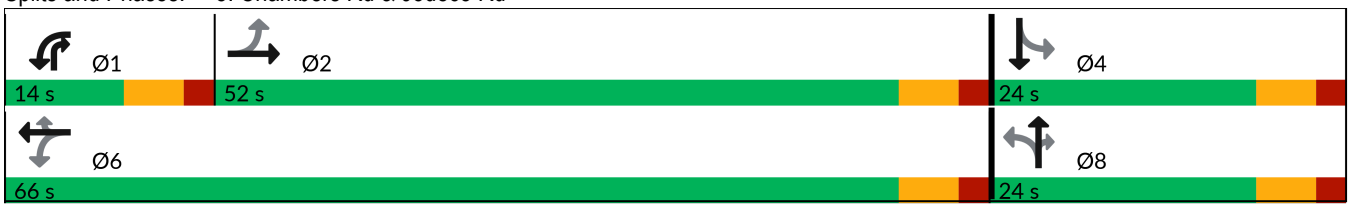
Approach	EB	NB	SB
HCM Control Delay, s/v	13.69	1.48	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	310	-	130	661	-	-
HCM Lane V/C Ratio	0.127	-	0.075	0.285	-	-
HCM Control Delay (s/veh)	8.6	0	35	12.6	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.2	1.2	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	745	294	397	5	8	0	372	1	0
Future Volume (vph)	5	745	294	397	5	8	0	372	1	0
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA
Protected Phases		2	1	6			8	1		4
Permitted Phases	2		6		6	8		8	4	
Detector Phase	2	2	1	6	6	8	8	1	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	52.0	52.0	14.0	66.0	66.0	24.0	24.0	14.0	24.0	24.0
Total Split (%)	57.8%	57.8%	15.6%	73.3%	73.3%	26.7%	26.7%	15.6%	26.7%	26.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead					Lead		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes		
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)		39.0	53.1	53.1	53.1		6.1	20.3		6.1
Actuated g/C Ratio		0.55	0.74	0.74	0.74		0.09	0.28		0.09
v/c Ratio		0.84	0.67	0.32	0.00		0.07	0.78		0.00
Control Delay (s/veh)		23.1	11.0	3.7	0.0		34.3	30.0		0.0
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)		23.1	11.0	3.7	0.0		34.3	30.0		0.0
LOS		C	B	A	A		C	C		A
Approach Delay (s/veh)		23.1		6.8			30.2			
Approach LOS		C		A			C			

Intersection Summary		
Cycle Length: 90		
Actuated Cycle Length: 71.4		
Natural Cycle: 90		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.85		
Intersection Signal Delay (s/veh): 18.4	Intersection LOS: B	
Intersection Capacity Utilization 82.1%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 8: Chambers Rd & Jodeco Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	745	7	294	397	5	8	0	372	1	0	1
Future Volume (veh/h)	5	745	7	294	397	5	8	0	372	1	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1841	1856	1900	1900	1900	1856	1900	1900	1900
Adj Flow Rate, veh/h	6	837	8	330	446	6	9	0	418	1	0	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	3	0	4	3	0	0	0	3	0	0	0
Cap, veh/h	44	898	9	362	1212	1051	383	0	473	175	20	133
Arrive On Green	0.49	0.49	0.49	0.09	0.65	0.65	0.21	0.00	0.21	0.21	0.00	0.21
Sat Flow, veh/h	4	1828	17	1753	1856	1610	1440	0	1572	543	97	640
Grp Volume(v), veh/h	851	0	0	330	446	6	9	0	418	2	0	0
Grp Sat Flow(s),veh/h/ln	1849	0	0	1753	1856	1610	1440	0	1572	1279	0	0
Q Serve(g_s), s	6.5	0.0	0.0	7.9	9.5	0.1	0.3	0.0	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	37.5	0.0	0.0	7.9	9.5	0.1	0.4	0.0	18.0	0.1	0.0	0.0
Prop In Lane	0.01		0.01	1.00		1.00	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	950	0	0	362	1212	1051	383	0	473	329	0	0
V/C Ratio(X)	0.90	0.00	0.00	0.91	0.37	0.01	0.02	0.00	0.88	0.01	0.00	0.00
Avail Cap(c_a), veh/h	1025	0	0	362	1288	1117	383	0	473	329	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.7	0.0	0.0	13.4	6.9	5.2	27.3	0.0	28.8	27.1	0.0	0.0
Incr Delay (d2), s/veh	9.9	0.0	0.0	26.6	0.2	0.0	0.0	0.0	17.7	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	16.2	0.0	0.0	5.0	2.9	0.0	0.1	0.0	10.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	0.0	0.0	40.0	7.0	5.2	27.3	0.0	46.5	27.1	0.0	0.0
LnGrp LOS	C			D	A	A	C		D	C		
Approach Vol, veh/h		851			782			427			2	
Approach Delay, s/veh		30.6			21.0			46.1			27.1	
Approach LOS		C			C			D			C	

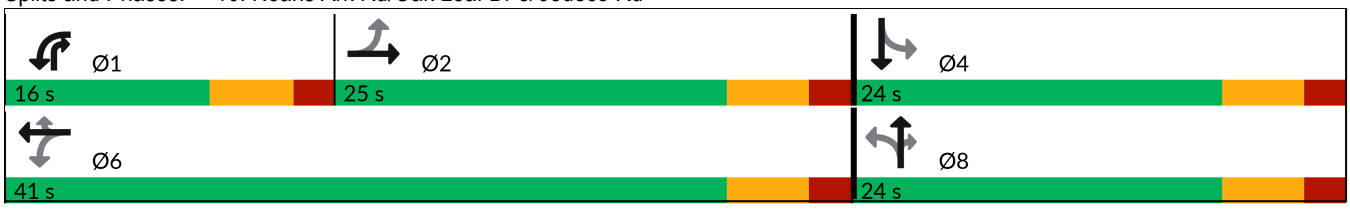
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.0	48.5		24.0		62.5		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	8.0	46.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s	9.9	39.5		2.1		11.5		20.0				
Green Ext Time (p_c), s	0.0	3.0		0.0		2.7		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			30.1									
HCM 7th LOS			C									

Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	354	332	382	7	71	1	508	13	1
Future Volume (vph)	354	332	382	7	71	1	508	13	1
Turn Type	NA	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA
Protected Phases	2	1	6			8	1		4
Permitted Phases		6		6	8		8	4	
Detector Phase	2	1	6	6	8	8	1	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	25.0	16.0	41.0	41.0	24.0	24.0	16.0	24.0	24.0
Total Split (%)	38.5%	24.6%	63.1%	63.1%	36.9%	36.9%	24.6%	36.9%	36.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lead					Lead		
Lead-Lag Optimize?	Yes	Yes					Yes		
Recall Mode	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	18.2	34.2	34.2	34.2		18.0	34.0		18.0
Actuated g/C Ratio	0.28	0.53	0.53	0.53		0.28	0.53		0.28
v/c Ratio	0.89	0.92	0.42	0.01		0.21	0.59		0.04
Control Delay (s/veh)	43.4	46.5	10.6	0.0		20.1	9.7		17.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	43.4	46.5	10.6	0.0		20.1	9.7		17.2
LOS	D	D	B	A		C	A		B
Approach Delay (s/veh)	43.5		27.1			11.0			17.2
Approach LOS	D		C			B			B

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 64.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 25.7	Intersection LOS: C
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	354	80	332	382	7	71	1	508	13	1	1
Future Volume (veh/h)	0	354	80	332	382	7	71	1	508	13	1	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1841	1856	1841	1411	1781	1900	1841	1900	418	418
Adj Flow Rate, veh/h	0	381	86	357	411	8	76	1	546	14	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	4	3	4	33	8	0	4	0	100	100
Cap, veh/h	112	420	95	420	982	638	534	6	679	149	5	3
Arrive On Green	0.00	0.28	0.28	0.16	0.53	0.53	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	983	1477	333	1767	1841	1196	1510	23	1560	158	17	12
Grp Volume(v), veh/h	0	0	467	357	411	8	77	0	546	16	0	0
Grp Sat Flow(s),veh/h/ln	983	0	1810	1767	1841	1196	1533	0	1560	187	0	0
Q Serve(g_s), s	0.0	0.0	16.0	8.6	8.6	0.2	0.0	0.0	18.0	3.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	16.0	8.6	8.6	0.2	2.1	0.0	18.0	5.6	0.0	0.0
Prop In Lane	1.00		0.18	1.00		1.00	0.99		1.00	0.87		0.06
Lane Grp Cap(c), veh/h	112	0	515	420	982	638	541	0	679	157	0	0
V/C Ratio(X)	0.00	0.00	0.91	0.85	0.42	0.01	0.14	0.00	0.80	0.10	0.00	0.00
Avail Cap(c_a), veh/h	123	0	535	420	1002	651	541	0	679	157	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	22.2	14.4	9.0	7.0	17.4	0.0	15.8	19.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	18.8	15.3	0.3	0.0	0.6	0.0	9.8	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	8.5	4.4	2.6	0.0	0.8	0.0	7.3	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	41.0	29.6	9.3	7.1	18.0	0.0	25.5	20.4	0.0	0.0
LnGrp LOS			D	C	A	A	B		C	C		
Approach Vol, veh/h		467			776			623			16	
Approach Delay, s/veh		41.0			18.6			24.6			20.4	
Approach LOS		D			B			C			C	

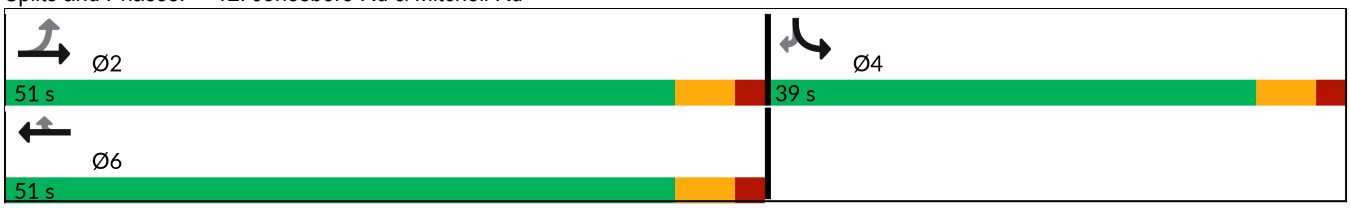
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.0	24.3		24.0		40.3		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	10.0	19.0		18.0		35.0		18.0				
Max Q Clear Time (g_c+I1), s	10.6	18.0		7.6		10.6		20.0				
Green Ext Time (p_c), s	0.0	0.3		0.0		2.3		0.0				

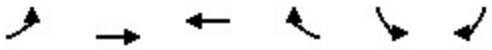
Intersection Summary												
HCM 7th Control Delay, s/veh			26.2									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	42	520	341	158	128	9
Future Volume (vph)	42	520	341	158	128	9
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	51.0	51.0	51.0	51.0	39.0	39.0
Total Split (%)	56.7%	56.7%	56.7%	56.7%	43.3%	43.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	Min	Min
Act Effct Green (s)	10.8	10.8	10.8	10.8	8.0	8.0
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.26	0.26
v/c Ratio	0.11	0.43	0.29	0.24	0.29	0.02
Control Delay (s/veh)	7.9	9.0	8.1	2.8	11.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.9	9.0	8.1	2.8	11.8	6.3
LOS	A	A	A	A	B	A
Approach Delay (s/veh)		9.0	6.5		11.5	
Approach LOS		A	A		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 30.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 8.2	Intersection LOS: A
Intersection Capacity Utilization 35.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Jonesboro Rd & Mitchell Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	520	341	158	128	9
Future Volume (veh/h)	42	520	341	158	128	9
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1856	1796	1870	1841	1900
Adj Flow Rate, veh/h	43	531	348	0	131	9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	3	7	2	4	0
Cap, veh/h	557	1197	1159		341	313
Arrive On Green	0.34	0.34	0.34	0.00	0.19	0.19
Sat Flow, veh/h	1049	3618	3503	1585	1753	1610
Grp Volume(v), veh/h	43	531	348	0	131	9
Grp Sat Flow(s),veh/h/ln	1049	1763	1706	1585	1753	1610
Q Serve(g_s), s	0.8	3.0	1.9	0.0	1.7	0.1
Cycle Q Clear(g_c), s	2.7	3.0	1.9	0.0	1.7	0.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	557	1197	1159		341	313
V/C Ratio(X)	0.08	0.44	0.30		0.38	0.03
Avail Cap(c_a), veh/h	2035	6163	5966		2247	2064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	7.3	6.6	6.3	0.0	9.0	8.4
Incr Delay (d2), s/veh	0.1	0.3	0.1	0.0	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.2	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.3	6.9	6.4	0.0	9.7	8.4
LnGrp LOS	A	A	A		A	A
Approach Vol, veh/h		574	348		140	
Approach Delay, s/veh		6.9	6.4		9.7	
Approach LOS		A	A		A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		14.7		11.0		14.7
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		45.0		33.0		45.0
Max Q Clear Time (g_c+I1), s		5.0		3.7		3.9
Green Ext Time (p_c), s		3.7		0.4		2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	7.1
HCM 7th LOS	A

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	806	859	11	7	3
Future Vol, veh/h	1	806	859	11	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	150	-	-	185	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	1	867	924	12	8	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	924	0	-	0	1359	462
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	435	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	748	-	-	-	142	552
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	625	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	748	-	-	-	142	552
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.01	0	25.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	748	-	-	-	142	552
HCM Lane V/C Ratio	0.001	-	-	-	0.053	0.006
HCM Control Delay (s/veh)	9.8	-	-	-	31.8	11.6
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	387	483	509	14	0	441
Future Vol, veh/h	387	483	509	14	0	441
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	235	-	-	175	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	2	2	0	33	2
Mvmt Flow	416	519	547	15	0	474

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	562	0	-	0	-	274
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.16	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.23	-	-	-	-	3.32
Pot Cap-1 Maneuver	998	-	-	-	0	724
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	998	-	-	-	-	724
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.96	0	18.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	998	-	-	-	724
HCM Lane V/C Ratio	0.417	-	-	-	0.655
HCM Control Delay (s/veh)	11.2	-	-	-	18.9
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	2.1	-	-	-	4.9

Intersection	
Int Delay, s/veh	11.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	84	270	163	482	426	31
Future Vol, veh/h	84	270	163	482	426	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	4	3	2	0
Mvmt Flow	95	307	185	548	484	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1420	502	519	0	-	0
Stage 1	502	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	150	568	1037	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	111	568	1037	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	387	-	-	-	-	-

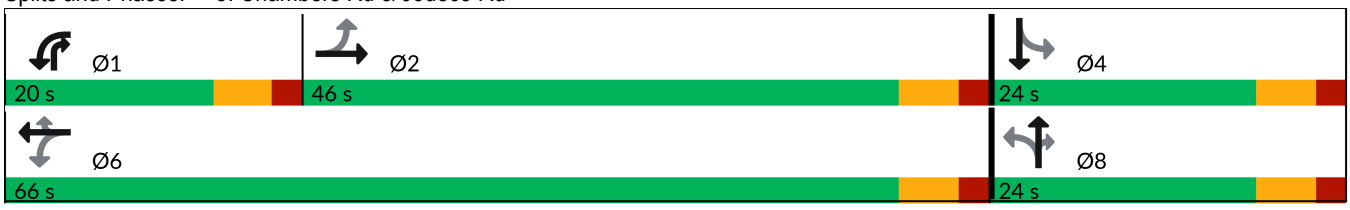
Approach	EB	NB	SB
HCM Control Delay, s/v	43.04	2.33	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	455	-	111	568	-	-
HCM Lane V/C Ratio	0.179	-	0.858	0.541	-	-
HCM Control Delay (s/veh)	9.2	0	121.7	18.6	-	-
HCM Lane LOS	A	A	F	C	-	-
HCM 95th %tile Q(veh)	0.6	-	5.1	3.2	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	665	453	515	15	8	1	462	7	3
Future Volume (vph)	6	665	453	515	15	8	1	462	7	3
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA
Protected Phases		2	1	6			8	1		4
Permitted Phases	2		6		6	8		8	4	
Detector Phase	2	2	1	6	6	8	8	1	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	46.0	46.0	20.0	66.0	66.0	24.0	24.0	20.0	24.0	24.0
Total Split (%)	51.1%	51.1%	22.2%	73.3%	73.3%	26.7%	26.7%	22.2%	26.7%	26.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead					Lead		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes		
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)		35.1	55.3	55.3	55.3		6.3	26.5		6.3
Actuated g/C Ratio		0.48	0.75	0.75	0.75		0.09	0.36		0.09
v/c Ratio		0.84	0.83	0.40	0.01		0.08	0.79		0.17
Control Delay (s/veh)		27.6	22.4	4.3	0.4		34.6	28.0		24.9
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)		27.6	22.4	4.3	0.4		34.6	28.0		24.9
LOS		C	C	A	A		C	C		C
Approach Delay (s/veh)		27.6		12.6			28.2			25.0
Approach LOS		C		B			C			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 73.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 20.9	Intersection LOS: C
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Chambers Rd & Jodeco Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	665	8	453	515	15	8	1	462	7	3	13
Future Volume (veh/h)	6	665	8	453	515	15	8	1	462	7	3	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1885	1870	1781	1900	1900	1870	1900	1900	1767
Adj Flow Rate, veh/h	7	739	9	503	572	17	9	1	513	8	3	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	0	1	2	8	0	0	2	0	0	9
Cap, veh/h	44	792	10	482	1229	992	347	35	579	121	61	161
Arrive On Green	0.43	0.43	0.43	0.16	0.66	0.66	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	5	1847	22	1795	1870	1510	1308	169	1585	322	295	785
Grp Volume(v), veh/h	755	0	0	503	572	17	10	0	513	25	0	0
Grp Sat Flow(s),veh/h/ln	1875	0	0	1795	1870	1510	1477	0	1585	1401	0	0
Q Serve(g_s), s	7.4	0.0	0.0	14.0	13.2	0.3	0.0	0.0	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	33.7	0.0	0.0	14.0	13.2	0.3	0.4	0.0	18.0	1.0	0.0	0.0
Prop In Lane	0.01		0.01	1.00		1.00	0.90		1.00	0.32		0.56
Lane Grp Cap(c), veh/h	845	0	0	482	1229	992	382	0	579	342	0	0
V/C Ratio(X)	0.89	0.00	0.00	1.04	0.47	0.02	0.03	0.00	0.89	0.07	0.00	0.00
Avail Cap(c_a), veh/h	898	0	0	482	1282	1035	382	0	579	342	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.9	0.0	0.0	16.4	7.4	5.2	27.8	0.0	26.0	28.0	0.0	0.0
Incr Delay (d2), s/veh	10.9	0.0	0.0	52.8	0.3	0.0	0.0	0.0	15.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	0.0	0.0	11.7	4.0	0.1	0.2	0.0	11.8	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.7	0.0	0.0	69.2	7.7	5.2	27.8	0.0	41.3	28.1	0.0	0.0
LnGrp LOS	C			F	A	A	C		D	C		
Approach Vol, veh/h		755			1092			523			25	
Approach Delay, s/veh		34.7			36.0			41.0			28.1	
Approach LOS		C			D			D			C	

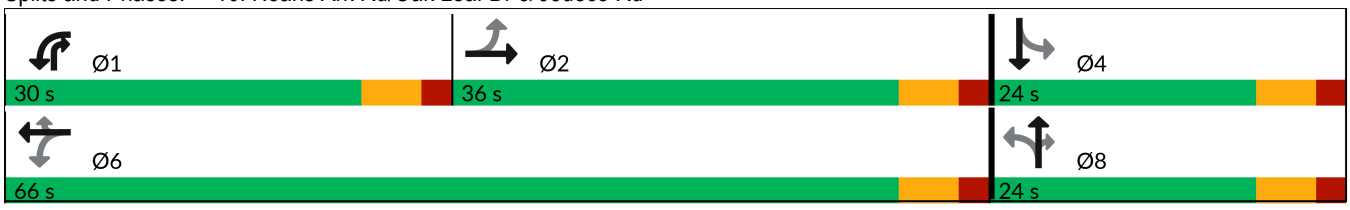
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.0	43.5		24.0		63.5		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	14.0	40.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s	16.0	35.7		3.0		15.2		20.0				
Green Ext Time (p_c), s	0.0	1.9		0.1		3.8		0.0				

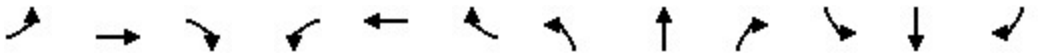
Intersection Summary												
HCM 7th Control Delay, s/veh			36.6									
HCM 7th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	458	460	407	14	61	3	415	7	3
Future Volume (vph)	6	458	460	407	14	61	3	415	7	3
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA
Protected Phases		2	1	6			8	1		4
Permitted Phases	2		6		6	8		8	4	
Detector Phase	2	2	1	6	6	8	8	1	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	36.0	36.0	30.0	66.0	66.0	24.0	24.0	30.0	24.0	24.0
Total Split (%)	40.0%	40.0%	33.3%	73.3%	73.3%	26.7%	26.7%	33.3%	26.7%	26.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead					Lead		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes		
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	28.3	28.3	56.6	56.6	56.6		18.1	46.4		18.1
Actuated g/C Ratio	0.33	0.33	0.65	0.65	0.65		0.21	0.53		0.21
v/c Ratio	0.01	0.92	0.89	0.35	0.01		0.24	0.46		0.03
Control Delay (s/veh)	20.5	51.8	42.5	7.6	0.5		33.1	9.5		27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	20.5	51.8	42.5	7.6	0.5		33.1	9.5		27.1
LOS	C	D	D	A	A		C	A		C
Approach Delay (s/veh)		51.5		25.8			12.7			27.2
Approach LOS		D		C			B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 86.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 29.8	Intersection LOS: C
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	458	76	460	407	14	61	3	415	7	3	2
Future Volume (veh/h)	6	458	76	460	407	14	61	3	415	7	3	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1870	1870	1900	1841	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	6	482	80	484	428	15	64	3	437	7	3	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	3	2	2	0	4	0	1	0	0	0
Cap, veh/h	408	525	87	529	1188	1023	397	17	716	201	83	43
Arrive On Green	0.33	0.33	0.33	0.23	0.64	0.64	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	962	1576	262	1781	1870	1610	1423	77	1598	600	379	196
Grp Volume(v), veh/h	6	0	562	484	428	15	67	0	437	12	0	0
Grp Sat Flow(s),veh/h/ln	962	0	1838	1781	1870	1610	1500	0	1598	1174	0	0
Q Serve(g_s), s	0.3	0.0	24.2	16.0	8.9	0.3	0.0	0.0	17.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	24.2	16.0	8.9	0.3	2.5	0.0	17.1	2.5	0.0	0.0
Prop In Lane	1.00		0.14	1.00		1.00	0.96		1.00	0.58		0.17
Lane Grp Cap(c), veh/h	408	0	612	529	1188	1023	414	0	716	326	0	0
V/C Ratio(X)	0.01	0.00	0.92	0.91	0.36	0.01	0.16	0.00	0.61	0.04	0.00	0.00
Avail Cap(c_a), veh/h	438	0	671	641	1365	1175	414	0	716	326	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.4	0.0	26.3	20.0	7.1	5.5	26.0	0.0	17.2	25.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	16.9	15.9	0.2	0.0	0.8	0.0	3.9	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	12.3	7.9	2.7	0.1	1.1	0.0	6.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.4	0.0	43.3	35.9	7.3	5.5	26.9	0.0	21.1	25.5	0.0	0.0
LnGrp LOS	B		D	D	A	A	C		C	C		
Approach Vol, veh/h		568			927			504			12	
Approach Delay, s/veh		43.0			22.2			21.9			25.5	
Approach LOS		D			C			C			C	

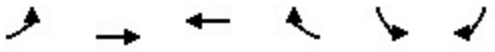
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	24.8	33.4		24.0		58.2		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	24.0	30.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s	18.0	26.2		4.5		10.9		19.1				
Green Ext Time (p_c), s	0.9	1.2		0.0		2.6		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			28.0									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	477	515	243	173	8
Future Volume (vph)	10	477	515	243	173	8
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	43.0	43.0	43.0	43.0	37.0	37.0
Total Split (%)	53.8%	53.8%	53.8%	53.8%	46.3%	46.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	Min	Min
Act Effct Green (s)	12.1	12.1	12.1	12.1	9.1	9.1
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.27	0.27
v/c Ratio	0.03	0.39	0.42	0.35	0.37	0.01
Control Delay (s/veh)	7.6	9.0	9.2	3.0	13.3	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.6	9.0	9.2	3.0	13.3	6.8
LOS	A	A	A	A	B	A
Approach Delay (s/veh)		9.0	7.3		13.0	
Approach LOS		A	A		B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 33.5	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay (s/veh): 8.6	Intersection LOS: A
Intersection Capacity Utilization 33.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Jonesboro Rd & Mitchell Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	477	515	243	173	8
Future Volume (veh/h)	10	477	515	243	173	8
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1870	1885	1841	1870	1796
Adj Flow Rate, veh/h	11	502	542	0	182	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	1	4	2	7
Cap, veh/h	472	1191	1201		348	298
Arrive On Green	0.34	0.34	0.34	0.00	0.20	0.20
Sat Flow, veh/h	878	3647	3676	1560	1781	1522
Grp Volume(v), veh/h	11	502	542	0	182	8
Grp Sat Flow(s),veh/h/ln	878	1777	1791	1560	1781	1522
Q Serve(g_s), s	0.3	2.8	3.0	0.0	2.3	0.1
Cycle Q Clear(g_c), s	3.3	2.8	3.0	0.0	2.3	0.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	472	1191	1201		348	298
V/C Ratio(X)	0.02	0.42	0.45		0.52	0.03
Avail Cap(c_a), veh/h	1447	5141	5182		2159	1845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	7.9	6.6	6.7	0.0	9.2	8.3
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.0	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.4	0.0	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.0	6.8	6.9	0.0	10.4	8.4
LnGrp LOS	A	A	A		B	A
Approach Vol, veh/h		513	542		190	
Approach Delay, s/veh		6.8	6.9		10.3	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		14.6		11.0		14.6
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		37.0		31.0		37.0
Max Q Clear Time (g_c+I1), s		5.3		4.3		5.0
Green Ext Time (p_c), s		3.3		0.5		3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	7.4
HCM 7th LOS	A

Notes

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	923	495	13	37	22
Future Vol, veh/h	6	923	495	13	37	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	150	-	-	185	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	3	5	10	0	0
Mvmt Flow	7	1049	563	15	42	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	563	0	-	0	1101	281
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	538	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1019	-	-	-	210	722
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1019	-	-	-	208	722
Mov Cap-2 Maneuver	-	-	-	-	208	-
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	20.49
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1019	-	-	-	208	722
HCM Lane V/C Ratio	0.007	-	-	-	0.202	0.035
HCM Control Delay (s/veh)	8.6	-	-	-	26.6	10.2
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7	0.1

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	545	587	348	9	0	232
Future Vol, veh/h	545	587	348	9	0	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	235	-	-	175	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	3	6	0	0	3
Mvmt Flow	619	667	395	10	0	264

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	406	0	-	0	-	198
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.33
Pot Cap-1 Maneuver	1150	-	-	-	0	807
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1150	-	-	-	-	807
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

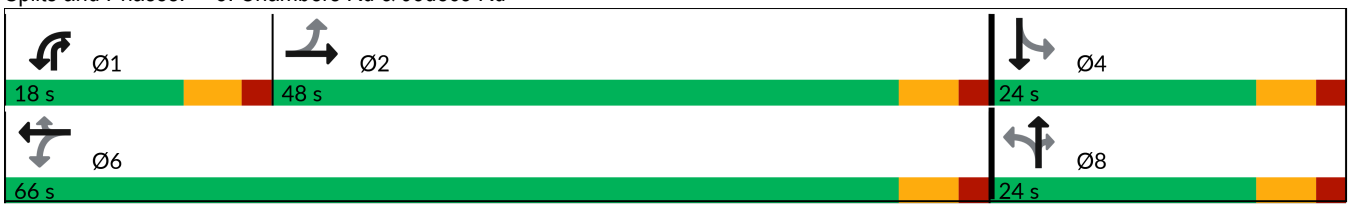
Approach	EB	WB	SB
HCM Control Delay, s/v	5.65	0	11.61
HCM LOS			B

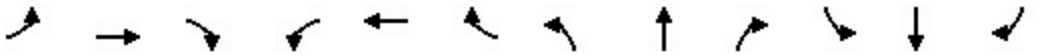
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1150	-	-	-	807
HCM Lane V/C Ratio	0.539	-	-	-	0.327
HCM Control Delay (s/veh)	11.7	-	-	-	11.6
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	3.3	-	-	-	1.4

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	5	745	306	397	5	8	0	419	1	0
Future Volume (vph)	5	745	306	397	5	8	0	419	1	0
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA
Protected Phases		2	1	6			8	1		4
Permitted Phases	2		6		6	8		8	4	
Detector Phase	2	2	1	6	6	8	8	1	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	48.0	48.0	18.0	66.0	66.0	24.0	24.0	18.0	24.0	24.0
Total Split (%)	53.3%	53.3%	20.0%	73.3%	73.3%	26.7%	26.7%	20.0%	26.7%	26.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead					Lead		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes		
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	41.2	41.2	59.2	59.2	59.2		6.1	24.1		6.1
Actuated g/C Ratio	0.53	0.53	0.77	0.77	0.77		0.08	0.31		0.08
v/c Ratio	0.01	0.86	0.87	0.31	0.00		0.07	0.83		0.00
Control Delay (s/veh)	8.8	26.8	39.8	3.5	0.0		34.8	34.8		0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	8.8	26.8	39.8	3.5	0.0		34.8	34.8		0.0
LOS	A	C	D	A	A		C	C		A
Approach Delay (s/veh)		26.7		19.2			34.8			
Approach LOS		C		B			C			

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 77.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 25.7	Intersection LOS: C
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Chambers Rd & Jodeco Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	745	7	306	397	5	8	0	419	1	0	1
Future Volume (veh/h)	5	745	7	306	397	5	8	0	419	1	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1841	1856	1900	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	6	837	8	344	446	6	9	0	471	1	0	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	3	0	4	3	0	0	0	2	0	0	0
Cap, veh/h	525	856	8	326	1237	1073	368	0	528	165	19	125
Arrive On Green	0.47	0.47	0.47	0.13	0.67	0.67	0.20	0.00	0.20	0.20	0.00	0.20
Sat Flow, veh/h	954	1835	18	1753	1856	1610	1440	0	1585	527	97	623
Grp Volume(v), veh/h	6	0	845	344	446	6	9	0	471	2	0	0
Grp Sat Flow(s),veh/h/ln	954	0	1852	1753	1856	1610	1440	0	1585	1247	0	0
Q Serve(g_s), s	0.3	0.0	40.3	12.0	9.5	0.1	0.3	0.0	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	40.3	12.0	9.5	0.1	0.4	0.0	18.0	0.1	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	525	0	864	326	1237	1073	368	0	528	309	0	0
V/C Ratio(X)	0.01	0.00	0.98	1.05	0.36	0.01	0.02	0.00	0.89	0.01	0.00	0.00
Avail Cap(c_a), veh/h	525	0	864	326	1237	1073	368	0	528	309	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	23.5	27.6	6.6	5.0	29.0	0.0	28.5	28.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	25.1	65.0	0.2	0.0	0.0	0.0	17.2	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	0.1	0.0	21.2	8.7	2.9	0.0	0.2	0.0	11.6	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.9	0.0	48.6	92.6	6.8	5.0	29.0	0.0	45.6	28.8	0.0	0.0
LnGrp LOS	B		D	F	A	A	C		D	C		
Approach Vol, veh/h		851			796			480			2	
Approach Delay, s/veh		48.4			43.9			45.3			28.8	
Approach LOS		D			D			D			C	

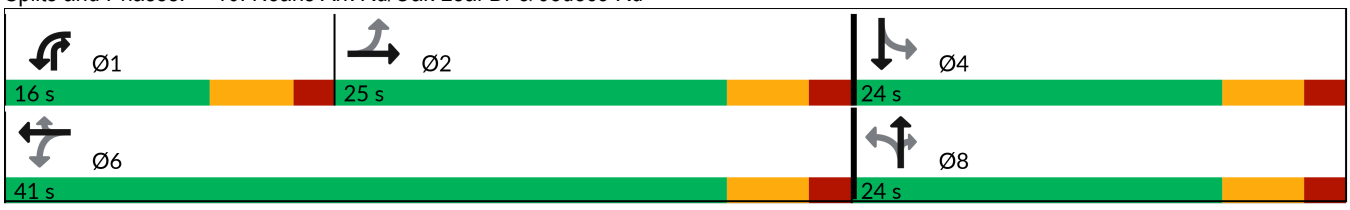
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.0	48.0		24.0		66.0		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	12.0	42.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s	14.0	42.3		2.1		11.5		20.0				
Green Ext Time (p_c), s	0.0	0.0		0.0		2.7		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			46.0									
HCM 7th LOS			D									

Lane Group	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	354	345	382	7	77	1	559	13	1
Future Volume (vph)	354	345	382	7	77	1	559	13	1
Turn Type	NA	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA
Protected Phases	2	1	6			8	1		4
Permitted Phases		6		6	8		8	4	
Detector Phase	2	1	6	6	8	8	1	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	25.0	16.0	41.0	41.0	24.0	24.0	16.0	24.0	24.0
Total Split (%)	38.5%	24.6%	63.1%	63.1%	36.9%	36.9%	24.6%	36.9%	36.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lead					Lead		
Lead-Lag Optimize?	Yes	Yes					Yes		
Recall Mode	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	18.2	34.2	34.2	34.2		18.0	34.0		18.0
Actuated g/C Ratio	0.28	0.53	0.53	0.53		0.28	0.53		0.28
v/c Ratio	0.89	0.95	0.42	0.01		0.23	0.65		0.04
Control Delay (s/veh)	43.9	53.9	10.6	0.0		20.3	11.3		17.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	43.9	53.9	10.6	0.0		20.3	11.3		17.2
LOS	D	D	B	A		C	B		B
Approach Delay (s/veh)	43.9		30.9			12.5			17.2
Approach LOS	D		C			B			B

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 64.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 27.5	Intersection LOS: C
Intersection Capacity Utilization 77.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	354	82	345	382	7	77	1	559	13	1	1
Future Volume (veh/h)	0	354	82	345	382	7	77	1	559	13	1	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1841	1856	1841	1411	1796	1900	1841	1900	418	418
Adj Flow Rate, veh/h	0	381	88	371	411	8	83	1	601	14	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	4	3	4	33	7	0	4	0	100	100
Cap, veh/h	112	419	97	419	983	638	535	6	679	146	5	3
Arrive On Green	0.00	0.29	0.29	0.16	0.53	0.53	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	983	1470	339	1767	1841	1196	1514	21	1560	148	17	11
Grp Volume(v), veh/h	0	0	469	371	411	8	84	0	601	16	0	0
Grp Sat Flow(s),veh/h/ln	983	0	1809	1767	1841	1196	1535	0	1560	176	0	0
Q Serve(g_s), s	0.0	0.0	16.1	9.0	8.6	0.2	0.0	0.0	18.0	3.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	16.1	9.0	8.6	0.2	2.4	0.0	18.0	6.1	0.0	0.0
Prop In Lane	1.00		0.19	1.00		1.00	0.99		1.00	0.87		0.06
Lane Grp Cap(c), veh/h	112	0	516	419	983	638	540	0	679	154	0	0
V/C Ratio(X)	0.00	0.00	0.91	0.89	0.42	0.01	0.16	0.00	0.89	0.10	0.00	0.00
Avail Cap(c_a), veh/h	122	0	534	419	1001	650	540	0	679	154	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	22.2	14.5	9.0	7.0	17.6	0.0	16.7	19.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	19.1	19.8	0.3	0.0	0.6	0.0	15.7	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	8.6	5.1	2.6	0.0	0.9	0.0	9.4	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	41.3	34.3	9.3	7.0	18.2	0.0	32.4	20.7	0.0	0.0
LnGrp LOS			D	C	A	A	B		C	C		
Approach Vol, veh/h		469			790			685			16	
Approach Delay, s/veh		41.3			21.0			30.7			20.7	
Approach LOS		D			C			C			C	

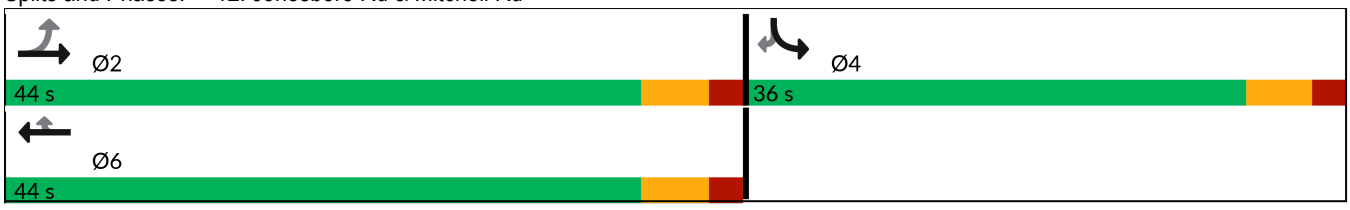
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.0	24.4		24.0		40.4		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	10.0	19.0		18.0		35.0		18.0				
Max Q Clear Time (g_c+I1), s	11.0	18.1		8.1		10.6		20.0				
Green Ext Time (p_c), s	0.0	0.3		0.0		2.3		0.0				

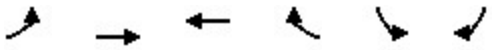
Intersection Summary												
HCM 7th Control Delay, s/veh			29.3									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	42	550	349	161	138	9
Future Volume (vph)	42	550	349	161	138	9
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	44.0	44.0	44.0	44.0	36.0	36.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	Min	Min
Act Effct Green (s)	11.0	11.0	11.0	11.0	8.2	8.2
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.26	0.26
v/c Ratio	0.11	0.45	0.29	0.24	0.31	0.02
Control Delay (s/veh)	8.0	9.3	8.2	2.9	12.1	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.0	9.3	8.2	2.9	12.1	6.4
LOS	A	A	A	A	B	A
Approach Delay (s/veh)		9.2	6.6		11.8	
Approach LOS		A	A		B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 31.4	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay (s/veh): 8.4	Intersection LOS: A
Intersection Capacity Utilization 36.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Jonesboro Rd & Mitchell Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	550	349	161	138	9
Future Volume (veh/h)	42	550	349	161	138	9
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1856	1811	1870	1841	1900
Adj Flow Rate, veh/h	43	561	356	164	141	9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	3	6	2	4	0
Cap, veh/h	522	1236	1207	556	335	308
Arrive On Green	0.35	0.35	0.35	0.35	0.19	0.19
Sat Flow, veh/h	896	3618	3532	1585	1753	1610
Grp Volume(v), veh/h	43	561	356	164	141	9
Grp Sat Flow(s),veh/h/ln	896	1763	1721	1585	1753	1610
Q Serve(g_s), s	1.0	3.2	2.0	2.0	1.9	0.1
Cycle Q Clear(g_c), s	2.9	3.2	2.0	2.0	1.9	0.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	522	1236	1207	556	335	308
V/C Ratio(X)	0.08	0.45	0.30	0.30	0.42	0.03
Avail Cap(c_a), veh/h	1508	5117	4995	2301	2009	1845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.2	6.6	6.2	6.2	9.3	8.6
Incr Delay (d2), s/veh	0.1	0.3	0.1	0.3	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.2	0.3	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.3	6.8	6.3	6.4	10.2	8.7
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		604	520		150	
Approach Delay, s/veh		6.9	6.3		10.1	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		15.2		11.0		15.2
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		38.0		30.0		38.0
Max Q Clear Time (g_c+I1), s		5.2		3.9		4.0
Green Ext Time (p_c), s		4.0		0.4		2.8

Intersection Summary	
HCM 7th Control Delay, s/veh	7.0
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	827	871	51	29	16
Future Vol, veh/h	25	827	871	51	29	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	150	-	-	185	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	27	889	937	55	31	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	937	0	-	0	1435	468
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	498	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	740	-	-	-	127	547
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	740	-	-	-	122	547
Mov Cap-2 Maneuver	-	-	-	-	122	-
Stage 1	-	-	-	-	334	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.29	0	32.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	740	-	-	-	122	547
HCM Lane V/C Ratio	0.036	-	-	-	0.255	0.031
HCM Control Delay (s/veh)	10.1	-	-	-	44.2	11.8
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.1

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	423	505	549	14	0	507
Future Vol, veh/h	423	505	549	14	0	507
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	235	-	-	175	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	1	0	33	2
Mvmt Flow	455	543	590	15	0	545

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	605	0	-	0	-	295
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	969	-	-	-	0	701
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	969	-	-	-	-	701
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

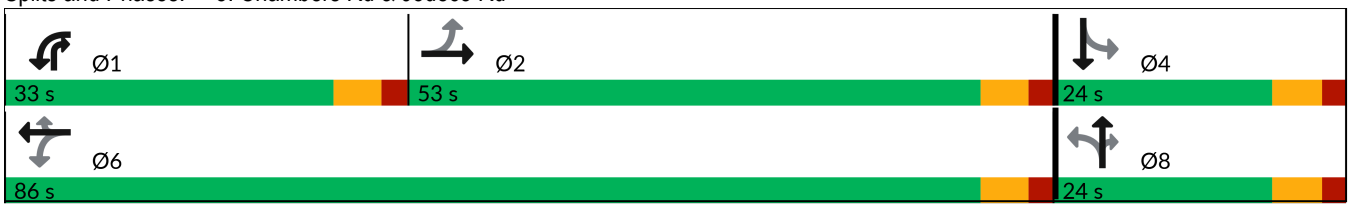
Approach	EB	WB	SB
HCM Control Delay, s/v	5.45	0	25.67
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	969	-	-	-	701
HCM Lane V/C Ratio	0.47	-	-	-	0.778
HCM Control Delay (s/veh)	12	-	-	-	25.7
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	2.6	-	-	-	7.6

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	665	513	515	15	8	1	495	7	3
Future Volume (vph)	6	665	513	515	15	8	1	495	7	3
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA
Protected Phases		2	1	6			8	1		4
Permitted Phases	2		6		6	8		8	4	
Detector Phase	2	2	1	6	6	8	8	1	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	53.0	53.0	33.0	86.0	86.0	24.0	24.0	33.0	24.0	24.0
Total Split (%)	48.2%	48.2%	30.0%	78.2%	78.2%	21.8%	21.8%	30.0%	21.8%	21.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead					Lead		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes		
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	42.6	42.6	75.8	75.8	75.8		6.5	39.7		6.5
Actuated g/C Ratio	0.45	0.45	0.80	0.80	0.80		0.07	0.42		0.07
v/c Ratio	0.01	0.88	0.94	0.38	0.01		0.10	0.75		0.21
Control Delay (s/veh)	14.3	37.0	51.1	3.5	0.4		45.4	26.9		31.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	14.3	37.0	51.1	3.5	0.4		45.4	26.9		31.7
LOS	B	D	D	A	A		D	C		C
Approach Delay (s/veh)		36.8		26.9			27.3			31.7
Approach LOS		D		C			C			C

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 94.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 30.0	Intersection LOS: C
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Chambers Rd & Jodeco Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	665	8	513	515	15	8	1	495	7	3	13
Future Volume (veh/h)	6	665	8	513	515	15	8	1	495	7	3	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1885	1870	1781	1900	1900	1870	1900	1900	1767
Adj Flow Rate, veh/h	7	739	9	570	572	17	9	1	550	8	3	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	0	1	2	8	0	0	2	0	0	9
Cap, veh/h	417	775	9	538	1351	1091	282	28	660	97	49	129
Arrive On Green	0.42	0.42	0.42	0.25	0.72	0.72	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	840	1858	23	1795	1870	1510	1313	169	1585	317	293	776
Grp Volume(v), veh/h	7	0	748	570	572	17	10	0	550	25	0	0
Grp Sat Flow(s),veh/h/ln	840	0	1881	1795	1870	1510	1483	0	1585	1385	0	0
Q Serve(g_s), s	0.5	0.0	41.6	27.0	13.2	0.3	0.0	0.0	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	41.6	27.0	13.2	0.3	0.5	0.0	18.0	1.3	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.90		1.00	0.32		0.56
Lane Grp Cap(c), veh/h	417	0	785	538	1351	1091	310	0	660	275	0	0
V/C Ratio(X)	0.02	0.00	0.95	1.06	0.42	0.02	0.03	0.00	0.83	0.09	0.00	0.00
Avail Cap(c_a), veh/h	432	0	818	538	1384	1117	310	0	660	275	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.5	0.0	30.5	32.5	6.0	4.2	37.8	0.0	28.2	38.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	20.5	55.2	0.2	0.0	0.0	0.0	9.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	21.7	21.7	4.0	0.1	0.2	0.0	13.8	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.5	0.0	50.9	87.8	6.2	4.2	37.8	0.0	37.2	38.2	0.0	0.0
LnGrp LOS	B		D	F	A	A	D		D	D		
Approach Vol, veh/h		755			1159			560			25	
Approach Delay, s/veh		50.6			46.3			37.2			38.2	
Approach LOS		D			D			D			D	

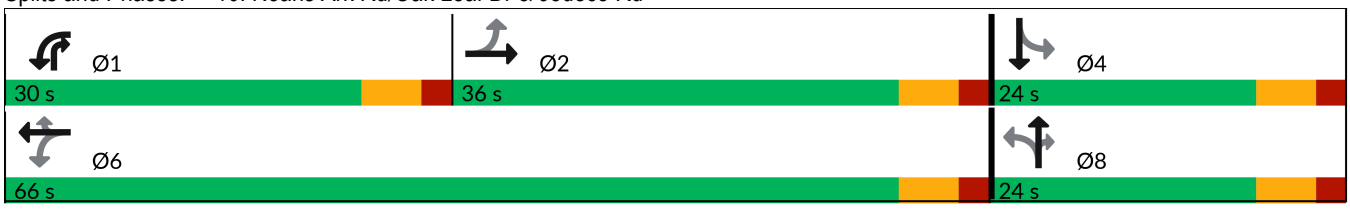
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	33.0	51.1		24.0		84.1		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	27.0	47.0		18.0		80.0		18.0				
Max Q Clear Time (g_c+I1), s	29.0	43.6		3.3		15.2		20.0				
Green Ext Time (p_c), s	0.0	1.5		0.1		3.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			45.5									
HCM 7th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	458	526	407	14	65	3	451	7	3
Future Volume (vph)	6	458	526	407	14	65	3	451	7	3
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA
Protected Phases		2	1	6			8	1		4
Permitted Phases	2		6		6	8		8	4	
Detector Phase	2	2	1	6	6	8	8	1	4	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	36.0	36.0	30.0	66.0	66.0	24.0	24.0	30.0	24.0	24.0
Total Split (%)	40.0%	40.0%	33.3%	73.3%	73.3%	26.7%	26.7%	33.3%	26.7%	26.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead					Lead		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes		
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	29.0	29.0	59.0	59.0	59.0		18.0	48.0		18.0
Actuated g/C Ratio	0.33	0.33	0.66	0.66	0.66		0.20	0.54		0.20
v/c Ratio	0.01	0.94	0.98	0.34	0.01		0.26	0.50		0.03
Control Delay (s/veh)	20.5	55.2	61.0	7.4	0.5		33.5	10.5		27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	20.5	55.2	61.0	7.4	0.5		33.5	10.5		27.1
LOS	C	E	E	A	A		C	B		C
Approach Delay (s/veh)		54.8		37.1			13.5			27.2
Approach LOS		D		D			B			C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 89	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 35.8	Intersection LOS: D
Intersection Capacity Utilization 80.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	458	84	526	407	14	65	3	451	7	3	2
Future Volume (veh/h)	6	458	84	526	407	14	65	3	451	7	3	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1870	1870	1900	1841	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	6	482	88	554	428	15	68	3	475	7	3	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	3	2	2	0	4	0	1	0	0	0
Cap, veh/h	397	510	93	581	1243	1070	368	15	751	178	74	38
Arrive On Green	0.33	0.33	0.33	0.27	0.66	0.66	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	962	1551	283	1781	1870	1610	1435	73	1598	568	365	187
Grp Volume(v), veh/h	6	0	570	554	428	15	71	0	475	12	0	0
Grp Sat Flow(s),veh/h/ln	962	0	1834	1781	1870	1610	1508	0	1598	1120	0	0
Q Serve(g_s), s	0.4	0.0	27.1	22.0	8.9	0.3	0.0	0.0	18.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	27.1	22.0	8.9	0.3	2.9	0.0	18.0	2.9	0.0	0.0
Prop In Lane	1.00		0.15	1.00		1.00	0.96		1.00	0.58		0.17
Lane Grp Cap(c), veh/h	397	0	603	581	1243	1070	382	0	751	289	0	0
V/C Ratio(X)	0.02	0.00	0.94	0.95	0.34	0.01	0.19	0.00	0.63	0.04	0.00	0.00
Avail Cap(c_a), veh/h	403	0	615	581	1255	1081	382	0	751	289	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.3	0.0	29.2	23.6	6.5	5.1	29.7	0.0	17.9	28.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	23.3	26.2	0.2	0.0	1.1	0.0	4.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	14.7	14.8	2.7	0.1	1.3	0.0	7.3	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.3	0.0	52.5	49.8	6.7	5.1	30.7	0.0	21.9	29.0	0.0	0.0
LnGrp LOS	C		D	D	A	A	C		C	C		
Approach Vol, veh/h		576			997			546			12	
Approach Delay, s/veh		52.2			30.6			23.1			29.0	
Approach LOS		D			C			C			C	

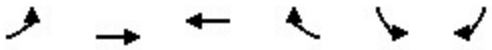
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	30.0	35.4		24.0		65.4		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	24.0	30.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s	24.0	29.1		4.9		10.9		20.0				
Green Ext Time (p_c), s	0.0	0.4		0.0		2.6		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			34.5									
HCM 7th LOS			C									

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	499	555	256	180	8
Future Volume (vph)	10	499	555	256	180	8
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	43.0	43.0	43.0	43.0	37.0	37.0
Total Split (%)	53.8%	53.8%	53.8%	53.8%	46.3%	46.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	Min	Min
Act Effct Green (s)	12.7	12.7	12.7	12.7	9.4	9.4
Actuated g/C Ratio	0.37	0.37	0.37	0.37	0.27	0.27
v/c Ratio	0.03	0.40	0.44	0.36	0.39	0.01
Control Delay (s/veh)	7.6	9.1	9.4	3.0	13.8	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.6	9.1	9.4	3.0	13.8	7.1
LOS	A	A	A	A	B	A
Approach Delay (s/veh)		9.1	7.4		13.6	
Approach LOS		A	A		B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 34.5	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 8.8	Intersection LOS: A
Intersection Capacity Utilization 35.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Jonesboro Rd & Mitchell Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	499	555	256	180	8
Future Volume (veh/h)	10	499	555	256	180	8
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1870	1885	1841	1870	1796
Adj Flow Rate, veh/h	11	525	584	269	189	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	1	4	2	7
Cap, veh/h	428	1342	1352	589	337	288
Arrive On Green	0.38	0.38	0.38	0.38	0.19	0.19
Sat Flow, veh/h	657	3647	3676	1560	1781	1522
Grp Volume(v), veh/h	11	525	584	269	189	8
Grp Sat Flow(s),veh/h/ln	657	1777	1791	1560	1781	1522
Q Serve(g_s), s	0.4	3.0	3.4	3.6	2.7	0.1
Cycle Q Clear(g_c), s	3.7	3.0	3.4	3.6	2.7	0.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	428	1342	1352	589	337	288
V/C Ratio(X)	0.03	0.39	0.43	0.46	0.56	0.03
Avail Cap(c_a), veh/h	1058	4749	4787	2085	1995	1704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.8	6.3	6.4	6.5	10.2	9.2
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.6	1.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.5	0.5	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.8	6.5	6.6	7.0	11.7	9.2
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		536	853		197	
Approach Delay, s/veh		6.5	6.8		11.6	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		16.5		11.2		16.5
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		37.0		31.0		37.0
Max Q Clear Time (g_c+I1), s		5.7		4.7		5.6
Green Ext Time (p_c), s		3.5		0.6		4.9

Intersection Summary		
HCM 7th Control Delay, s/veh	7.3	
HCM 7th LOS	A	

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:05	7:05	7:05	7:05	7:05	7:05
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	6217	6110	6067	6125	6060	6113
Vehs Exited	6218	6104	6025	6091	6052	6099
Starting Vehs	332	356	318	343	346	337
Ending Vehs	331	362	360	377	354	354
Travel Distance (mi)	11056	10801	10829	10837	10563	10817
Travel Time (hr)	380.5	358.4	358.2	367.0	354.9	363.8
Total Delay (hr)	89.5	76.2	75.2	82.5	79.5	80.6
Total Stops	7848	7334	7514	7574	7250	7504
Fuel Used (gal)	342.7	330.2	329.9	333.7	322.3	331.7

Interval #0 Information Seeding

Start Time	7:05
End Time	7:15
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:15
End Time	8:15
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	6217	6110	6067	6125	6060	6113
Vehs Exited	6218	6104	6025	6091	6052	6099
Starting Vehs	332	356	318	343	346	337
Ending Vehs	331	362	360	377	354	354
Travel Distance (mi)	11056	10801	10829	10837	10563	10817
Travel Time (hr)	380.5	358.4	358.2	367.0	354.9	363.8
Total Delay (hr)	89.5	76.2	75.2	82.5	79.5	80.6
Total Stops	7848	7334	7514	7574	7250	7504
Fuel Used (gal)	342.7	330.2	329.9	333.7	322.3	331.7

Intersection: 1: Jonesboro Rd & Canal St

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	16	31	31
Average Queue (ft)	1	4	3
95th Queue (ft)	7	22	19
Link Distance (ft)			1214
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Dutchtown Rd/Edgar St & Jonesboro Rd

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LT
Maximum Queue (ft)	42	37	79	70
Average Queue (ft)	2	14	30	28
95th Queue (ft)	17	37	60	58
Link Distance (ft)			848	824
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	185	240		
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 3: Jonesboro Rd & McCullough Rd

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	623	15	495
Average Queue (ft)	220	1	102
95th Queue (ft)	504	7	338
Link Distance (ft)	989	1929	2325
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Mitchell Rd & McCullough Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	328	320	236
Average Queue (ft)	142	124	118
95th Queue (ft)	316	226	201
Link Distance (ft)	2325	1499	1544
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: N Mt Carmel Rd & Jonesboro Rd

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	333	72	154	219	222	157
Average Queue (ft)	179	34	81	105	97	24
95th Queue (ft)	300	61	135	179	167	96
Link Distance (ft)	2268			3232		2451
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		315	275		225	
Storage Blk Time (%)	1			0	0	
Queuing Penalty (veh)	1			0	1	

Intersection: 6: McCullough Rd & Pates Creek Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	101	120
Average Queue (ft)	46	34
95th Queue (ft)	82	87
Link Distance (ft)	3044	1544
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Flippen Rd & McCullough Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	180	113	50	133
Average Queue (ft)	98	59	23	68
95th Queue (ft)	148	95	46	109
Link Distance (ft)	2440	5080	2782	6962
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Chambers Rd & Jodeco Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	L	LTR	LTR
Maximum Queue (ft)	22	133	457	31
Average Queue (ft)	1	61	179	2
95th Queue (ft)	9	109	369	15
Link Distance (ft)	1234		2559	285
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 9: Pates Creek Rd/Crown Oaks Dr & Noahs Ark Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	4	127	110	45
Average Queue (ft)	0	35	45	9
95th Queue (ft)	3	93	83	34
Link Distance (ft)	2844	2592	5732	921
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd

Movement	EB	WB	WB	WB	NB	NB	SB
Directions Served	TR	L	T	R	LT	R	LTR
Maximum Queue (ft)	305	213	224	21	112	217	54
Average Queue (ft)	149	98	77	2	31	106	8
95th Queue (ft)	237	169	158	13	77	178	32
Link Distance (ft)	4898		2875		2364	2364	668
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		185		185			
Storage Blk Time (%)	26	1	0				
Queuing Penalty (veh)	0	3	0				

Intersection: 11: Mitchell Rd & Dutchtown ES/MS/HS Dwy

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	301	193	12	111
Average Queue (ft)	113	63	0	33
95th Queue (ft)	242	119	6	86
Link Distance (ft)	1088	1088	999	1499
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Jonesboro Rd & Mitchell Rd

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	290	64	728
Average Queue (ft)	83	16	415
95th Queue (ft)	201	51	770
Link Distance (ft)	1929	2268	999
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: ROAD A & Pates Creek Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 5

Summary of All Intervals

Run Number	6	7	8	9	10	Avg
Start Time	4:35	4:35	4:35	4:35	4:35	4:35
End Time	5:45	5:45	5:45	5:45	5:45	5:45
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	6195	6073	5989	6116	6013	6079
Vehs Exited	6117	6019	5910	6058	6000	6021
Starting Vehs	342	378	336	346	383	352
Ending Vehs	420	432	415	404	396	413
Travel Distance (mi)	11898	11640	11539	11682	11784	11709
Travel Time (hr)	399.1	386.6	392.8	378.6	377.3	386.9
Total Delay (hr)	96.5	89.5	98.7	80.0	76.5	88.2
Total Stops	7619	7587	7322	7647	7571	7542
Fuel Used (gal)	362.3	353.7	351.1	353.9	355.5	355.3

Interval #0 Information Seeding

Start Time	4:35
End Time	4:45
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:45
End Time	5:45
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	6	7	8	9	10	Avg
Vehs Entered	6195	6073	5989	6116	6013	6079
Vehs Exited	6117	6019	5910	6058	6000	6021
Starting Vehs	342	378	336	346	383	352
Ending Vehs	420	432	415	404	396	413
Travel Distance (mi)	11898	11640	11539	11682	11784	11709
Travel Time (hr)	399.1	386.6	392.8	378.6	377.3	386.9
Total Delay (hr)	96.5	89.5	98.7	80.0	76.5	88.2
Total Stops	7619	7587	7322	7647	7571	7542
Fuel Used (gal)	362.3	353.7	351.1	353.9	355.5	355.3

Intersection: 1: Jonesboro Rd & Canal St

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	5	40	36
Average Queue (ft)	0	5	4
95th Queue (ft)	4	25	20
Link Distance (ft)			1214
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Dutchtown Rd/Edgar St & Jonesboro Rd

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	LT	R
Maximum Queue (ft)	5	59	59	55	21
Average Queue (ft)	0	17	20	14	1
95th Queue (ft)	4	43	46	42	15
Link Distance (ft)			848	824	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	185	240			85
Storage Blk Time (%)				0	0
Queuing Penalty (veh)				0	0

Intersection: 3: Jonesboro Rd & McCullough Rd

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	793	29	698
Average Queue (ft)	298	2	259
95th Queue (ft)	661	14	633
Link Distance (ft)	989	1929	2325
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Mitchell Rd & McCullough Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	132	134	280
Average Queue (ft)	67	63	124
95th Queue (ft)	110	105	220
Link Distance (ft)	2325	1499	1544
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: N Mt Carmel Rd & Jonesboro Rd

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	298	78	144	195	157	121
Average Queue (ft)	135	33	68	89	73	15
95th Queue (ft)	240	63	115	161	131	67
Link Distance (ft)	2268			3232		2451
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		315	275		225	
Storage Blk Time (%)	0					
Queuing Penalty (veh)	0					

Intersection: 6: McCullough Rd & Pates Creek Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	278	124	9
Average Queue (ft)	121	47	0
95th Queue (ft)	242	100	4
Link Distance (ft)	3044	1544	579
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Flippen Rd & McCullough Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	200	126	43	284
Average Queue (ft)	93	64	19	106
95th Queue (ft)	154	102	42	204
Link Distance (ft)	2440	5080	2782	6962
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Chambers Rd & Jodeco Rd

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	T	LTR	LTR
Maximum Queue (ft)	31	168	58	859	69
Average Queue (ft)	1	86	4	408	23
95th Queue (ft)	14	149	57	961	55
Link Distance (ft)	1234		1136	2559	285
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			
Storage Blk Time (%)		1			
Queuing Penalty (veh)		5			

Intersection: 9: Pates Creek Rd/Crown Oaks Dr & Noahs Ark Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	32	173	252	26
Average Queue (ft)	3	71	102	2
95th Queue (ft)	18	136	195	13
Link Distance (ft)	2844	2592	5732	921
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)		1		
Queuing Penalty (veh)		0		

Intersection: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd

Movement	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	T	R	LT	R	LTR
Maximum Queue (ft)	145	376	255	230	20	81	196	44
Average Queue (ft)	8	210	132	71	2	30	98	8
95th Queue (ft)	60	331	211	150	12	67	169	28
Link Distance (ft)		4898		2875		2364	2364	668
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	90		185		185			
Storage Blk Time (%)		38	2	0				
Queuing Penalty (veh)		2	7	0				

Intersection: 11: Mitchell Rd & Dutchtown ES/MS/HS Dwy

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	77	55	4	108
Average Queue (ft)	36	33	0	23
95th Queue (ft)	63	49	3	66
Link Distance (ft)	1088	1088	999	1499
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Jonesboro Rd & Mitchell Rd

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	128	16	438
Average Queue (ft)	17	1	188
95th Queue (ft)	77	13	407
Link Distance (ft)	1929	2268	999
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: ROAD A & Pates Creek Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 15

Summary of All Intervals

Run Number	11	12	13	14	15	Avg
Start Time	7:05	7:05	7:05	7:05	7:05	7:05
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	7182	6961	6940	7117	7022	7040
Vehs Exited	6989	6786	6826	6865	6552	6804
Starting Vehs	398	414	382	374	409	395
Ending Vehs	591	589	496	626	879	634
Travel Distance (mi)	12465	12043	12086	12369	11790	12150
Travel Time (hr)	500.0	461.3	436.3	522.6	629.0	509.9
Total Delay (hr)	179.5	152.2	125.3	205.5	328.8	198.3
Total Stops	9109	8579	8270	8987	8412	8669
Fuel Used (gal)	398.9	380.4	375.8	400.8	410.7	393.3

Interval #0 Information Seeding

Start Time	7:05
End Time	7:15
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:15
End Time	8:15
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	11	12	13	14	15	Avg
Vehs Entered	7182	6961	6940	7117	7022	7040
Vehs Exited	6989	6786	6826	6865	6552	6804
Starting Vehs	398	414	382	374	409	395
Ending Vehs	591	589	496	626	879	634
Travel Distance (mi)	12465	12043	12086	12369	11790	12150
Travel Time (hr)	500.0	461.3	436.3	522.6	629.0	509.9
Total Delay (hr)	179.5	152.2	125.3	205.5	328.8	198.3
Total Stops	9109	8579	8270	8987	8412	8669
Fuel Used (gal)	398.9	380.4	375.8	400.8	410.7	393.3

Intersection: 1: Jonesboro Rd & Canal St

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	6	35	31
Average Queue (ft)	0	7	2
95th Queue (ft)	4	28	16
Link Distance (ft)			1214
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Dutchtown Rd/Edgar St & Jonesboro Rd

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	T	L	LTR	LT	R
Maximum Queue (ft)	47	52	54	139	108	21
Average Queue (ft)	4	4	19	50	41	1
95th Queue (ft)	25	36	45	109	84	15
Link Distance (ft)		698		848	824	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	185		240			85
Storage Blk Time (%)					2	0
Queuing Penalty (veh)					0	0

Intersection: 3: Jonesboro Rd & McCullough Rd

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	830	24	1596
Average Queue (ft)	397	1	732
95th Queue (ft)	820	12	1961
Link Distance (ft)	989	1929	2325
Upstream Blk Time (%)	0		8
Queuing Penalty (veh)	1		18
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Mitchell Rd & McCullough Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	855	1227	830
Average Queue (ft)	382	635	403
95th Queue (ft)	853	1413	1056
Link Distance (ft)	2325	1499	1544
Upstream Blk Time (%)		7	6
Queuing Penalty (veh)		33	32
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: N Mt Carmel Rd/Flippen Rd & Jonesboro Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T
Maximum Queue (ft)	54	375	66	189	211	111	177	205	208	88	91
Average Queue (ft)	21	214	21	108	102	52	73	72	62	36	33
95th Queue (ft)	48	337	50	176	179	91	135	141	161	76	69
Link Distance (ft)		2262			3215			2452			3237
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	315		315	275		275	225		225	225	
Storage Blk Time (%)		2							0		
Queuing Penalty (veh)		2							1		

Intersection: 6: McCullough Rd & Pates Creek Rd

Movement	EB	NB	SB	B18
Directions Served	LR	LT	TR	T
Maximum Queue (ft)	417	117	136	290
Average Queue (ft)	118	38	46	61
95th Queue (ft)	562	88	314	482
Link Distance (ft)	3044	1544	579	2440
Upstream Blk Time (%)			6	
Queuing Penalty (veh)			26	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Flippen Rd & McCullough Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	226	119	58	178
Average Queue (ft)	113	64	27	82
95th Queue (ft)	183	102	50	134
Link Distance (ft)	2440	5080	2754	6962
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Chambers Rd & Jodeco Rd

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	T	LTR	LTR
Maximum Queue (ft)	33	180	135	1257	18
Average Queue (ft)	2	87	7	755	2
95th Queue (ft)	15	157	71	1441	13
Link Distance (ft)	1234		1136	2559	285
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150			
Storage Blk Time (%)		2	0		
Queuing Penalty (veh)		8	0		

Intersection: 9: Pates Creek Rd/Crown Oaks Dr & Noahs Ark Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	12	142	157	62
Average Queue (ft)	1	45	58	13
95th Queue (ft)	6	103	113	42
Link Distance (ft)	2844	2592	5732	921
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd

Movement	EB	WB	WB	WB	NB	NB	SB
Directions Served	TR	L	T	R	LT	R	LTR
Maximum Queue (ft)	446	222	182	32	73	264	48
Average Queue (ft)	205	111	81	3	35	142	11
95th Queue (ft)	386	181	148	16	71	233	36
Link Distance (ft)	4898		2875		2364	2364	668
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		185		185			
Storage Blk Time (%)	40	1	0				
Queuing Penalty (veh)	0	3	0				

Intersection: 11: Mitchell Rd & Dutchtown ES/MS/HS Dwy

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	329	342	200	87
Average Queue (ft)	117	140	36	31
95th Queue (ft)	504	552	275	78
Link Distance (ft)	1088	1088	999	1499
Upstream Blk Time (%)	5	5		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Jonesboro Rd & Mitchell Rd

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	141	33	174
Average Queue (ft)	24	2	62
95th Queue (ft)	79	17	133
Link Distance (ft)	1929	2262	999
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: ROAD A & Pates Creek Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 124

Summary of All Intervals

Run Number	16	17	18	19	20	Avg
Start Time	4:35	4:35	4:35	4:35	4:35	4:35
End Time	5:45	5:45	5:45	5:45	5:45	5:45
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	6800	6746	6832	6708	6800	6774
Vehs Exited	6532	6445	6279	6421	6073	6351
Starting Vehs	417	414	400	461	457	428
Ending Vehs	685	715	953	748	1184	857
Travel Distance (mi)	13129	12818	12503	12837	11802	12618
Travel Time (hr)	605.3	593.5	631.5	653.0	882.7	673.2
Total Delay (hr)	271.8	270.4	316.6	328.9	587.7	355.1
Total Stops	9697	8766	9074	9686	8821	9211
Fuel Used (gal)	433.2	423.9	425.4	435.1	465.2	436.6

Interval #0 Information Seeding

Start Time	4:35
End Time	4:45
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:45
End Time	5:45
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	16	17	18	19	20	Avg
Vehs Entered	6800	6746	6832	6708	6800	6774
Vehs Exited	6532	6445	6279	6421	6073	6351
Starting Vehs	417	414	400	461	457	428
Ending Vehs	685	715	953	748	1184	857
Travel Distance (mi)	13129	12818	12503	12837	11802	12618
Travel Time (hr)	605.3	593.5	631.5	653.0	882.7	673.2
Total Delay (hr)	271.8	270.4	316.6	328.9	587.7	355.1
Total Stops	9697	8766	9074	9686	8821	9211
Fuel Used (gal)	433.2	423.9	425.4	435.1	465.2	436.6

Intersection: 1: Jonesboro Rd & Canal St

Movement	EB	EB	SB	SB
Directions Served	L	T	L	R
Maximum Queue (ft)	11	251	38	31
Average Queue (ft)	1	27	7	3
95th Queue (ft)	7	244	28	19
Link Distance (ft)		2281		1214
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150		100	
Storage Blk Time (%)		3		
Queuing Penalty (veh)		0		

Intersection: 2: Dutchtown Rd/Edgar St & Jonesboro Rd

Movement	EB	EB	EB	WB	NB	SB	SB
Directions Served	L	T	R	L	LTR	LT	R
Maximum Queue (ft)	11	518	200	51	210	112	25
Average Queue (ft)	0	129	17	18	61	34	2
95th Queue (ft)	6	525	119	45	182	95	24
Link Distance (ft)		698			848	824	
Upstream Blk Time (%)		1					
Queuing Penalty (veh)		7					
Storage Bay Dist (ft)	185		185	240			85
Storage Blk Time (%)		14				6	0
Queuing Penalty (veh)		2				0	0

Intersection: 3: Jonesboro Rd & McCullough Rd

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	998	66	2170
Average Queue (ft)	725	4	1437
95th Queue (ft)	1152	30	2811
Link Distance (ft)	989	1929	2325
Upstream Blk Time (%)	4		29
Queuing Penalty (veh)	38		130
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Mitchell Rd & McCullough Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	154	901	1372
Average Queue (ft)	74	348	684
95th Queue (ft)	123	1201	1664
Link Distance (ft)	2325	1499	1544
Upstream Blk Time (%)		9	20
Queuing Penalty (veh)		24	139
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: N Mt Carmel Rd/Flippen Rd & Jonesboro Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T
Maximum Queue (ft)	31	353	66	172	282	39	208	42	107	64	72
Average Queue (ft)	7	156	25	83	125	12	96	10	18	21	25
95th Queue (ft)	26	269	49	139	228	35	174	33	69	49	55
Link Distance (ft)		2262			3215			2452			3237
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	315		315	275		275	225		225	225	
Storage Blk Time (%)		1			1		1				
Queuing Penalty (veh)		1			2		1				

Intersection: 6: McCullough Rd & Pates Creek Rd

Movement	EB	NB	SB	B18
Directions Served	LR	LT	TR	T
Maximum Queue (ft)	1576	140	432	1206
Average Queue (ft)	581	45	146	382
95th Queue (ft)	2075	110	579	1749
Link Distance (ft)	3044	1544	579	2440
Upstream Blk Time (%)	7		20	7
Queuing Penalty (veh)	24		112	42
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Flippen Rd & McCullough Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	278	374	84	1104
Average Queue (ft)	116	130	29	417
95th Queue (ft)	222	499	87	1894
Link Distance (ft)	2440	5080	2754	6962
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Chambers Rd & Jodeco Rd

Movement	EB	WB	WB	WB	NB	SB
Directions Served	LTR	L	T	R	LTR	LTR
Maximum Queue (ft)	51	192	300	55	1666	92
Average Queue (ft)	3	108	24	2	1243	30
95th Queue (ft)	21	182	181	39	1971	73
Link Distance (ft)	1234		1136		2559	285
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		150		200		
Storage Blk Time (%)		6	0			
Queuing Penalty (veh)		31	0			

Intersection: 9: Pates Creek Rd/Crown Oaks Dr & Noahs Ark Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	42	342	436	27
Average Queue (ft)	6	110	178	4
95th Queue (ft)	26	230	367	17
Link Distance (ft)	2844	2592	5732	921
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)		5		
Queuing Penalty (veh)		0		

Intersection: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd

Movement	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	T	R	LT	R	LTR
Maximum Queue (ft)	172	732	284	389	16	93	260	36
Average Queue (ft)	13	449	175	97	2	38	129	6
95th Queue (ft)	81	800	265	236	11	79	222	23
Link Distance (ft)		4898		2875		2364	2364	668
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	90		185		185			
Storage Blk Time (%)		60	8	0				
Queuing Penalty (veh)		4	34	0				

Intersection: 11: Mitchell Rd & Dutchtown ES/MS/HS Dwy

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	31	227	280	75
Average Queue (ft)	4	74	73	20
95th Queue (ft)	22	324	442	54
Link Distance (ft)	1088	1088	999	1499
Upstream Blk Time (%)			1	
Queuing Penalty (veh)			3	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Jonesboro Rd & Mitchell Rd

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	218	249	256
Average Queue (ft)	20	18	91
95th Queue (ft)	157	230	214
Link Distance (ft)	1929	2262	999
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: ROAD A & Pates Creek Rd

Movement	EB
Directions Served	T
Maximum Queue (ft)	489
Average Queue (ft)	108
95th Queue (ft)	794
Link Distance (ft)	5732
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	7
Queuing Penalty (veh)	0

Network Summary

Network wide Queuing Penalty: 593

Summary of All Intervals

Run Number	21	22	23	24	25	Avg
Start Time	7:05	7:05	7:05	7:05	7:05	7:05
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	7141	7248	7157	7150	7187	7175
Vehs Exited	6565	6550	6751	6488	6583	6588
Starting Vehs	456	405	431	412	459	429
Ending Vehs	1032	1103	837	1074	1063	1016
Travel Distance (mi)	11933	11987	12376	12043	12004	12068
Travel Time (hr)	859.8	724.2	630.4	698.3	714.0	725.3
Total Delay (hr)	553.9	419.2	312.5	391.4	408.2	417.0
Total Stops	9742	9188	9374	9069	9265	9321
Fuel Used (gal)	463.2	437.4	423.4	433.0	435.4	438.5

Interval #0 Information Seeding

Start Time	7:05
End Time	7:15
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:15
End Time	8:15
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	21	22	23	24	25	Avg
Vehs Entered	7141	7248	7157	7150	7187	7175
Vehs Exited	6565	6550	6751	6488	6583	6588
Starting Vehs	456	405	431	412	459	429
Ending Vehs	1032	1103	837	1074	1063	1016
Travel Distance (mi)	11933	11987	12376	12043	12004	12068
Travel Time (hr)	859.8	724.2	630.4	698.3	714.0	725.3
Total Delay (hr)	553.9	419.2	312.5	391.4	408.2	417.0
Total Stops	9742	9188	9374	9069	9265	9321
Fuel Used (gal)	463.2	437.4	423.4	433.0	435.4	438.5

Intersection: 1: Jonesboro Rd & Canal St

Movement	EB	EB	SB	SB
Directions Served	L	T	L	R
Maximum Queue (ft)	5	233	73	40
Average Queue (ft)	0	20	29	16
95th Queue (ft)	4	232	64	42
Link Distance (ft)		2281		1214
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150		100	
Storage Blk Time (%)		2	1	
Queuing Penalty (veh)		0	0	

Intersection: 2: Dutchtown Rd/Edgar St & Jonesboro Rd

Movement	EB	EB	EB	WB	NB	SB	SB
Directions Served	L	T	R	L	LTR	LT	R
Maximum Queue (ft)	82	203	4	62	417	535	125
Average Queue (ft)	9	58	0	16	206	285	30
95th Queue (ft)	77	341	3	45	534	696	117
Link Distance (ft)		698			848	824	
Upstream Blk Time (%)		1				4	
Queuing Penalty (veh)		6				0	
Storage Bay Dist (ft)	185		185	240			85
Storage Blk Time (%)		6				64	0
Queuing Penalty (veh)		1				12	0

Intersection: 3: Jonesboro Rd & McCullough Rd

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	967	23	2350
Average Queue (ft)	570	1	1570
95th Queue (ft)	1047	12	2971
Link Distance (ft)	989	1929	2325
Upstream Blk Time (%)	1		38
Queuing Penalty (veh)	14		88
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Mitchell Rd & McCullough Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	1194	1507	1550
Average Queue (ft)	548	1009	942
95th Queue (ft)	1308	1750	1808
Link Distance (ft)	2325	1499	1544
Upstream Blk Time (%)		32	31
Queuing Penalty (veh)		149	164
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: N Mt Carmel Rd/Flippen Rd & Jonesboro Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T
Maximum Queue (ft)	63	481	53	200	225	121	169	169	170	93	86
Average Queue (ft)	19	207	16	98	104	55	79	75	49	39	35
95th Queue (ft)	46	387	40	170	190	101	142	138	133	77	72
Link Distance (ft)		2262			3215			2452			3237
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	315		315	275		275	225		225	225	
Storage Blk Time (%)		2			0		0	0			
Queuing Penalty (veh)		2			0		0	0			

Intersection: 6: McCullough Rd & Pates Creek Rd

Movement	EB	NB	SB	B18
Directions Served	LR	LT	TR	T
Maximum Queue (ft)	1500	122	652	2104
Average Queue (ft)	382	34	217	491
95th Queue (ft)	1290	95	705	1914
Link Distance (ft)	3044	1544	579	2440
Upstream Blk Time (%)			30	5
Queuing Penalty (veh)			133	24
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Flippen Rd & McCullough Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	230	286	72	507
Average Queue (ft)	121	76	29	118
95th Queue (ft)	205	178	58	339
Link Distance (ft)	2440	5080	2754	6962
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Chambers Rd & Jodeco Rd

Movement	EB	WB	WB	WB	NB	SB
Directions Served	LTR	L	T	R	LTR	LTR
Maximum Queue (ft)	21	177	53	53	1804	35
Average Queue (ft)	1	83	6	2	1079	5
95th Queue (ft)	9	153	65	37	1935	23
Link Distance (ft)	1234		1136		2559	285
Upstream Blk Time (%)					0	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)		150		200		
Storage Blk Time (%)		1	0			
Queuing Penalty (veh)		5	1			

Intersection: 9: Pates Creek Rd/Crown Oaks Dr & Noahs Ark Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	16	157	226	47
Average Queue (ft)	1	51	71	11
95th Queue (ft)	6	115	150	35
Link Distance (ft)	2844	2592	5732	921
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd

Movement	EB	WB	WB	WB	NB	NB	SB
Directions Served	TR	L	T	R	LT	R	LTR
Maximum Queue (ft)	502	250	182	46	98	322	57
Average Queue (ft)	251	120	76	4	35	167	13
95th Queue (ft)	491	203	138	21	77	274	41
Link Distance (ft)	4898		2875		2364	2364	668
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		185		185			
Storage Blk Time (%)	49	2	0				
Queuing Penalty (veh)	0	9	0				

Intersection: 11: Mitchell Rd & Dutchtown ES/MS/HS Dwy

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	1109	1098	909	85
Average Queue (ft)	337	394	224	27
95th Queue (ft)	1077	1139	832	71
Link Distance (ft)	1088	1088	999	1499
Upstream Blk Time (%)	22	23	10	
Queuing Penalty (veh)	0	0	21	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Jonesboro Rd & Mitchell Rd

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	1489	1322	162
Average Queue (ft)	199	139	52
95th Queue (ft)	989	828	121
Link Distance (ft)	1929	2262	999
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	6		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: ROAD A & Pates Creek Rd

Movement	WB	NB	NB
Directions Served	LT	L	R
Maximum Queue (ft)	16	46	38
Average Queue (ft)	1	24	15
95th Queue (ft)	7	45	36
Link Distance (ft)	3044	716	716
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 635

Summary of All Intervals

Run Number	26	27	28	29	30	Avg
Start Time	4:35	4:35	4:35	4:35	4:35	4:35
End Time	5:45	5:45	5:45	5:45	5:45	5:45
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	7114	7170	7303	6958	7004	7104
Vehs Exited	6416	6457	6332	6358	6256	6362
Starting Vehs	515	502	479	526	529	508
Ending Vehs	1213	1215	1450	1126	1277	1253
Travel Distance (mi)	12788	13196	12790	12770	12435	12796
Travel Time (hr)	791.5	894.4	1014.0	833.0	941.7	894.9
Total Delay (hr)	468.7	560.7	692.8	510.0	629.0	572.3
Total Stops	10071	10843	10184	10221	9729	10212
Fuel Used (gal)	466.2	498.5	514.7	475.2	492.5	489.4

Interval #0 Information Seeding

Start Time	4:35
End Time	4:45
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:45
End Time	5:45
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	26	27	28	29	30	Avg
Vehs Entered	7114	7170	7303	6958	7004	7104
Vehs Exited	6416	6457	6332	6358	6256	6362
Starting Vehs	515	502	479	526	529	508
Ending Vehs	1213	1215	1450	1126	1277	1253
Travel Distance (mi)	12788	13196	12790	12770	12435	12796
Travel Time (hr)	791.5	894.4	1014.0	833.0	941.7	894.9
Total Delay (hr)	468.7	560.7	692.8	510.0	629.0	572.3
Total Stops	10071	10843	10184	10221	9729	10212
Fuel Used (gal)	466.2	498.5	514.7	475.2	492.5	489.4

Intersection: 1: Jonesboro Rd & Canal St

Movement	EB	EB	SB	SB
Directions Served	L	T	L	R
Maximum Queue (ft)	102	200	89	64
Average Queue (ft)	12	21	29	14
95th Queue (ft)	55	147	71	46
Link Distance (ft)		2281		1214
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150		100	
Storage Blk Time (%)		3	2	
Queuing Penalty (veh)		1	0	

Intersection: 2: Dutchtown Rd/Edgar St & Jonesboro Rd

Movement	EB	EB	EB	WB	NB	SB	SB
Directions Served	L	T	R	L	LTR	LT	R
Maximum Queue (ft)	249	595	250	47	238	544	125
Average Queue (ft)	35	232	32	15	106	260	19
95th Queue (ft)	163	656	169	41	298	659	93
Link Distance (ft)		698			848	824	
Upstream Blk Time (%)		1				5	
Queuing Penalty (veh)		5				0	
Storage Bay Dist (ft)	185		185	240			85
Storage Blk Time (%)		30				61	0
Queuing Penalty (veh)		10				9	0

Intersection: 3: Jonesboro Rd & McCullough Rd

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	1003	29	2349
Average Queue (ft)	844	2	1646
95th Queue (ft)	1203	15	3001
Link Distance (ft)	989	1929	2325
Upstream Blk Time (%)	6		46
Queuing Penalty (veh)	58		235
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Mitchell Rd & McCullough Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	150	1506	1557
Average Queue (ft)	72	532	847
95th Queue (ft)	121	1551	1931
Link Distance (ft)	2325	1499	1544
Upstream Blk Time (%)		16	37
Queuing Penalty (veh)		47	285
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: N Mt Carmel Rd/Flippen Rd & Jonesboro Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T
Maximum Queue (ft)	41	303	60	176	258	34	166	42	113	64	68
Average Queue (ft)	7	151	23	86	123	12	89	9	20	17	23
95th Queue (ft)	27	269	48	145	218	34	150	32	76	46	52
Link Distance (ft)		2262			3215			2452			3237
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	315		315	275		275	225		225	225	
Storage Blk Time (%)		0			0		0				
Queuing Penalty (veh)		0			0		0				

Intersection: 6: McCullough Rd & Pates Creek Rd

Movement	EB	NB	SB	B18
Directions Served	LR	LT	TR	T
Maximum Queue (ft)	2940	147	650	2450
Average Queue (ft)	1038	40	266	781
95th Queue (ft)	2728	108	774	2543
Link Distance (ft)	3044	1544	579	2440
Upstream Blk Time (%)	9		38	17
Queuing Penalty (veh)	32		247	112
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Flippen Rd & McCullough Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	291	1148	161	2934
Average Queue (ft)	121	291	36	722
95th Queue (ft)	244	1031	100	2750
Link Distance (ft)	2440	5080	2754	6962
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Chambers Rd & Jodeco Rd

Movement	EB	WB	WB	WB	NB	B23	SB
Directions Served	LTR	L	T	R	LTR	T	LTR
Maximum Queue (ft)	32	200	611	165	2347	141	105
Average Queue (ft)	3	134	97	9	1815	25	35
95th Queue (ft)	21	217	425	90	2652	200	87
Link Distance (ft)	1234		1136		2559	5080	285
Upstream Blk Time (%)					8		
Queuing Penalty (veh)					26		
Storage Bay Dist (ft)		150		200			
Storage Blk Time (%)		16	0				
Queuing Penalty (veh)		84	1				

Intersection: 9: Pates Creek Rd/Crown Oaks Dr & Noahs Ark Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	45	377	1168	31
Average Queue (ft)	7	149	814	2
95th Queue (ft)	29	292	1568	15
Link Distance (ft)	2844	2592	5732	921
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)		9		
Queuing Penalty (veh)		0		

Intersection: 10: Noahs Ark Rd/Oak Leaf Dr & Jodeco Rd

Movement	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	T	R	LT	R	LTR
Maximum Queue (ft)	144	850	283	613	24	97	244	43
Average Queue (ft)	7	563	206	186	3	38	133	8
95th Queue (ft)	54	1017	305	529	15	78	215	29
Link Distance (ft)		4898		2875		2364	2364	668
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	90		185		185			
Storage Blk Time (%)		66	20	0				
Queuing Penalty (veh)		4	84	1				

Intersection: 11: Mitchell Rd & Dutchtown ES/MS/HS Dwy

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	31	287	875	76
Average Queue (ft)	4	71	140	14
95th Queue (ft)	20	217	633	53
Link Distance (ft)	1088	1088	999	1499
Upstream Blk Time (%)			1	
Queuing Penalty (veh)			4	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Jonesboro Rd & Mitchell Rd

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	136	237	254
Average Queue (ft)	14	21	70
95th Queue (ft)	72	229	182
Link Distance (ft)	1929	2262	999
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: ROAD A & Pates Creek Rd

Movement	EB	EB	WB	NB	NB
Directions Served	T	R	LT	L	R
Maximum Queue (ft)	812	61	56	46	53
Average Queue (ft)	131	10	9	21	13
95th Queue (ft)	923	94	37	43	49
Link Distance (ft)	5732		3044	716	716
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		185			
Storage Blk Time (%)	8				
Queuing Penalty (veh)	7				

Network Summary

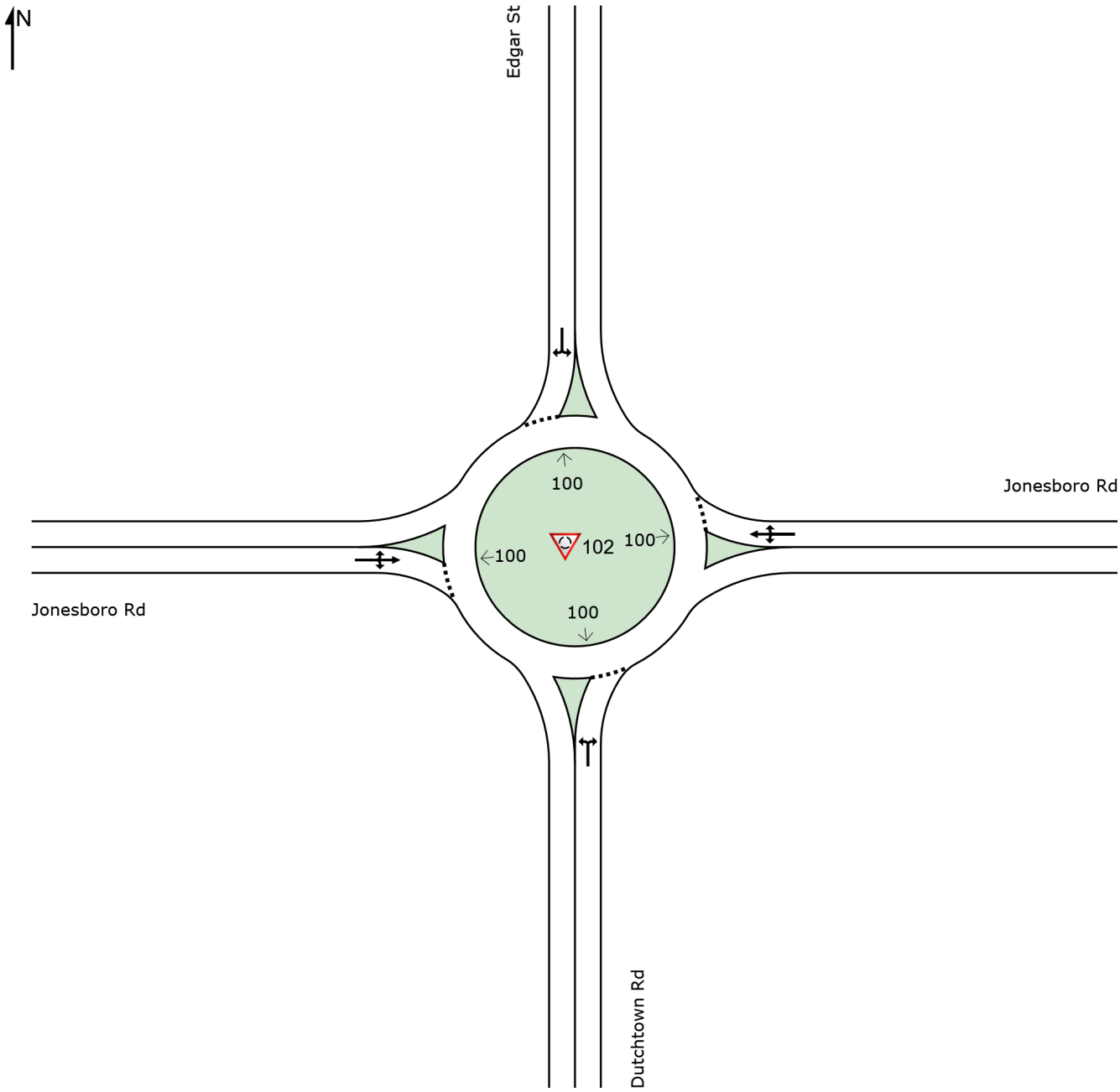
Network wide Queuing Penalty: 1252

SITE LAYOUT

Site: 102 [2032 No-Build AM - Mitigated (Site Folder: Jonesboro Rd & Dutchtown Rd/Edgar St)]

Jonesboro Rd & Dutchtown Rd/Edgar St
Site Category: Future Conditions 1
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com

LANE SUMMARY

Site: 102 [2032 No-Build AM - Mitigated (Site Folder: Jonesboro Rd & Dutchtown Rd/Edgar St)]

Jonesboro Rd & Dutchtown Rd/Edgar St
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Dutchtown Rd													
Lane 1[d]	107	0.9	424	0.252	100	12.6	LOS B	1.0	24.0	Full	1600	0.0	0.0
Approach	107	0.9		0.252		12.6	LOS B	1.0	24.0				
East: Jonesboro Rd													
Lane 1[d]	628	4.7	1288	0.487	100	7.9	LOS A	3.6	92.6	Full	1600	0.0	0.0
Approach	628	4.7		0.487		7.9	LOS A	3.6	92.6				
North: Edgar St													
Lane 1[d]	56	4.8	689	0.082	100	6.1	LOS A	0.3	8.0	Full	1600	0.0	0.0
Approach	56	4.8		0.082		6.1	LOS A	0.3	8.0				
West: Jonesboro Rd													
Lane 1[d]	1066	3.3	1194	0.892	100	25.6	LOS D	27.3	701.9	Full	1600	0.0	0.0
Approach	1066	3.3		0.892		25.6	LOS D	27.3	701.9				
Intersection	1856	3.7		0.892		18.3	LOS C	27.3	701.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Dutchtown Rd

Mov. From S To Exit:	L2 W	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	9	98	107	0.9	424	0.252	100	NA	NA
Approach	9	98	107	0.9		0.252			

East: Jonesboro Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	54	544	30	628	4.7	1288	0.487	100	NA	NA

Approach	54	544	30	628	4.7		0.487			
North: Edgar St										
Mov. From N To Exit:	L2 E	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	53	3	56	4.8		689	0.082	100	NA	NA
Approach	53	3	56	4.8			0.082			
West: Jonesboro Rd										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	9	1049	7	1066	3.3	1194	0.892	100	NA	NA
Approach	9	1049	7	1066	3.3		0.892			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1856	3.7		0.892						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Dutchtown Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Jonesboro Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Edgar St Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Jonesboro Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 102 [2032 No-Build PM - Mitigated (Site Folder: Jonesboro Rd & Dutchtown Rd/Edgar St)]

Jonesboro Rd & Dutchtown Rd/Edgar St
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Dutchtown Rd													
Lane 1[d]	46	7.7	513	0.089	100	8.2	LOS A	0.3	8.3	Full	1600	0.0	0.0
Approach	46	7.7		0.089		8.2	LOS A	0.3	8.3				
East: Jonesboro Rd													
Lane 1[d]	1006	2.1	1340	0.751	100	14.0	LOS B	11.4	289.5	Full	1600	0.0	0.0
Approach	1006	2.1		0.751		14.0	LOS B	11.4	289.5				
North: Edgar St													
Lane 1[d]	29	11.1	448	0.064	100	8.9	LOS A	0.2	5.8	Full	1600	0.0	0.0
Approach	29	11.1		0.064		8.9	LOS A	0.2	5.8				
West: Jonesboro Rd													
Lane 1[d]	868	2.2	1239	0.701	100	12.9	LOS B	7.7	194.9	Full	1600	0.0	0.0
Approach	868	2.2		0.701		12.9	LOS B	7.7	194.9				
Intersection	1949	2.4		0.751		13.3	LOS B	11.4	289.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Dutchtown Rd

Mov. From S To Exit:	L2 W	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	39	46	7.7	513	0.089	100	NA	NA
Approach	6	39	46	7.7		0.089			

East: Jonesboro Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	57	917	32	1006	2.1	1340	0.751	100	NA	NA

Approach	57	917	32	1006	2.1		0.751			
North: Edgar St										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	24	1	3	29	11.1	448	0.064	100	NA	NA
Approach	24	1	3	29	11.1		0.064			
West: Jonesboro Rd										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	854	12	868	2.2	1239	0.701	100	NA	NA
Approach	2	854	12	868	2.2		0.701			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1949	2.4		0.751						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

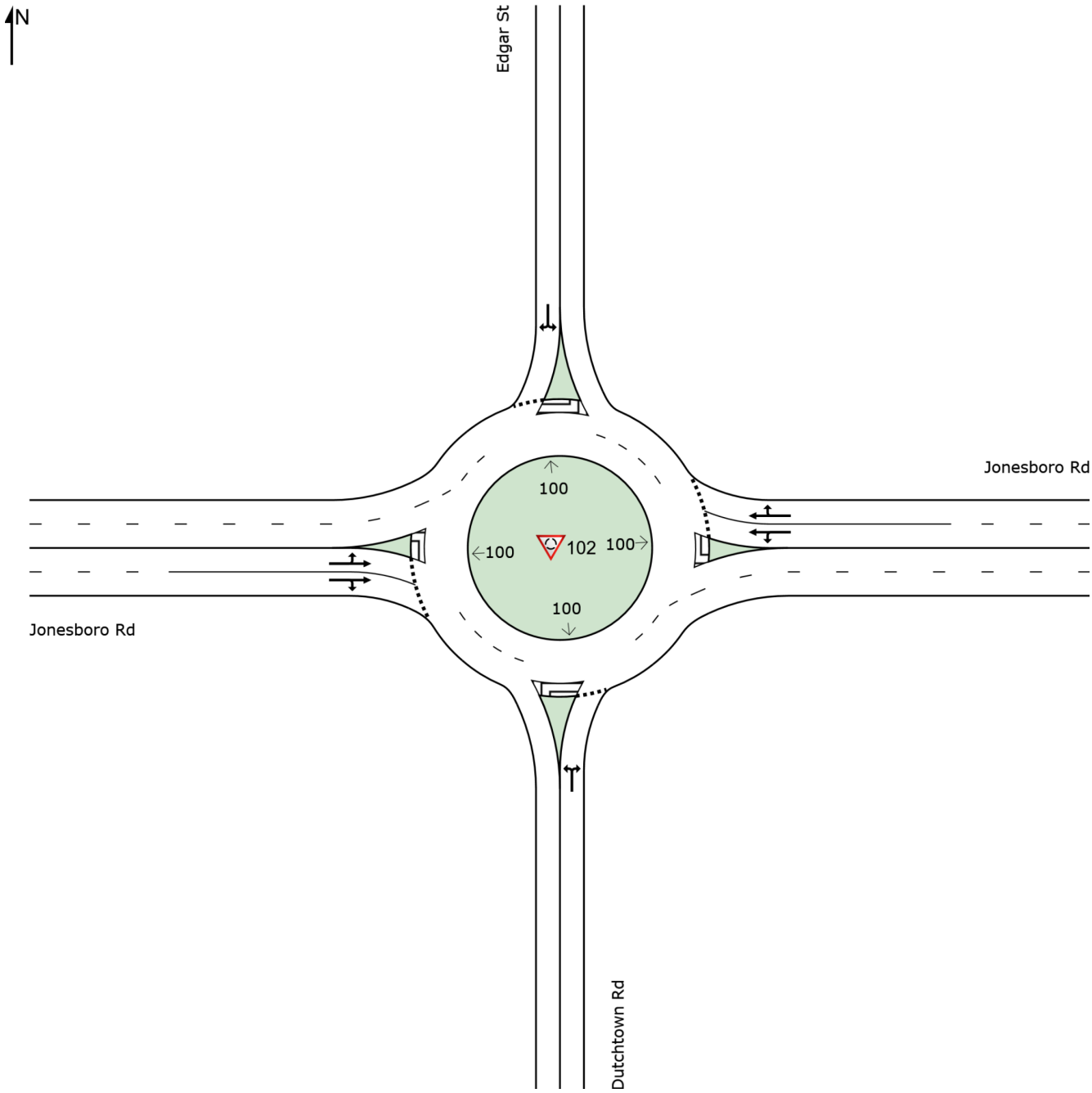
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Dutchtown Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Jonesboro Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Edgar St Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Jonesboro Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

SITE LAYOUT

Site: 102 [2032 Build AM - Mitigated (Site Folder: Jonesboro Rd & Dutchtown Rd/Edgar St)]

Jonesboro Rd & Dutchtown Rd/Edgar St
Site Category: Future Conditions 2
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Mitigated.sip9

LANE SUMMARY

Site: 102 [2032 Build AM - Mitigated (Site Folder: Jonesboro Rd & Dutchtown Rd/Edgar St)]

Jonesboro Rd & Dutchtown Rd/Edgar St
Site Category: Future Conditions 2
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Dutchtown Rd													
Lane 1[d]	107	0.9	383	0.279	100	14.4	LOS B	1.1	27.0	Full	1600	0.0	0.0
Approach	107	0.9		0.279		14.4	LOS B	1.1	27.0				
East: Jonesboro Rd													
Lane 1	327	4.5	1326	0.246	100	4.8	LOS A	1.2	30.5	Full	1600	0.0	0.0
Lane 2[d]	326	4.7	1323	0.246	100	4.8	LOS A	1.2	30.5	Full	1600	0.0	0.0
Approach	653	4.6		0.246		4.8	LOS A	1.2	30.5				
North: Edgar St													
Lane 1[d]	133	1.7	703	0.190	100	7.3	LOS A	0.8	19.8	Full	1600	0.0	0.0
Approach	133	1.7		0.190		7.3	LOS A	0.8	19.8				
West: Jonesboro Rd													
Lane 1	550	3.7	1176	0.468	100	8.1	LOS A	2.8	71.8	Full	1600	0.0	0.0
Lane 2[d]	554	3.0	1184	0.468	100	8.0	LOS A	2.8	72.2	Full	1600	0.0	0.0
Approach	1105	3.3		0.468		8.0	LOS A	2.8	72.2				
Intersection	1998	3.5		0.468		7.3	LOS A	2.8	72.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Dutchtown Rd

Mov. From S To Exit:	L2 W	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	9	98	107	0.9	383	0.279	100	NA	NA
Approach	9	98	107	0.9		0.279			

East: Jonesboro Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	54	273	-	327	4.5	1326	0.246	100	NA	NA
Lane 2	-	280	46	326	4.7	1323	0.246	100	NA	NA
Approach	54	553	46	653	4.6		0.246			

North: Edgar St

Mov. From N To Exit:	L2 E	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	111	22	133	1.7		703	0.190	100	NA	NA
Approach	111	22	133	1.7			0.190			

West: Jonesboro Rd

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	14	537	-	550	3.7	1176	0.468	100	NA	NA
Lane 2	-	547	7	554	3.0	1184	0.468	100	NA	NA
Approach	14	1084	7	1105	3.3		0.468			

	Total	%HV	Deg.Satn (v/c)
Intersection	1998	3.5	0.468

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Dutchtown Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Jonesboro Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Edgar St Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Jonesboro Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

LANE SUMMARY

Site: 102 [2032 Build PM - Mitigated (Site Folder: Jonesboro Rd & Dutchtown Rd/Edgar St)]

Jonesboro Rd & Dutchtown Rd/Edgar St
Site Category: Future Conditions 2
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Dutchtown Rd													
Lane 1[d]	46	7.7	470	0.097	100	9.0	LOS A	0.3	8.9	Full	1600	0.0	0.0
Approach	46	7.7		0.097		9.0	LOS A	0.3	8.9				
East: Jonesboro Rd													
Lane 1[d]	560	1.8	1356	0.413	100	6.6	LOS A	2.6	65.3	Full	1600	0.0	0.0
Lane 2	559	2.0	1354	0.413	100	6.6	LOS A	2.6	65.2	Full	1600	0.0	0.0
Approach	1119	1.9		0.413		6.6	LOS A	2.6	65.3				
North: Edgar St													
Lane 1[d]	80	3.9	458	0.174	100	10.4	LOS B	0.6	16.3	Full	1600	0.0	0.0
Approach	80	3.9		0.174		10.4	LOS B	0.6	16.3				
West: Jonesboro Rd													
Lane 1[d]	458	1.9	1247	0.367	100	6.4	LOS A	2.0	51.4	Full	1600	0.0	0.0
Lane 2	456	2.5	1240	0.367	100	6.4	LOS A	2.0	51.2	Full	1600	0.0	0.0
Approach	914	2.2		0.367		6.4	LOS A	2.0	51.4				
Intersection	2159	2.2		0.413		6.7	LOS A	2.6	65.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Dutchtown Rd

Mov. From S To Exit:	L2 W	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	39	46	7.7	470	0.097	100	NA	NA
Approach	6	39	46	7.7		0.097			

East: Jonesboro Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	57	503	-	560	1.8	1356	0.413	100	NA	NA
Lane 2	-	457	102	559	2.0	1354	0.413	100	NA	NA
Approach	57	960	102	1119	1.9		0.413			

North: Edgar St

Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	63	1	16	80	3.9	458	0.174	100	NA	NA
Approach	63	1	16	80	3.9		0.174			

West: Jonesboro Rd

Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	24	434	-	458	1.9	1247	0.367	100	NA	NA
Lane 2	-	444	12	456	2.5	1240	0.367	100	NA	NA
Approach	24	878	12	914	2.2		0.367			

	Total	%HV	Deg.Satn (v/c)
Intersection	2159	2.2	0.413

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

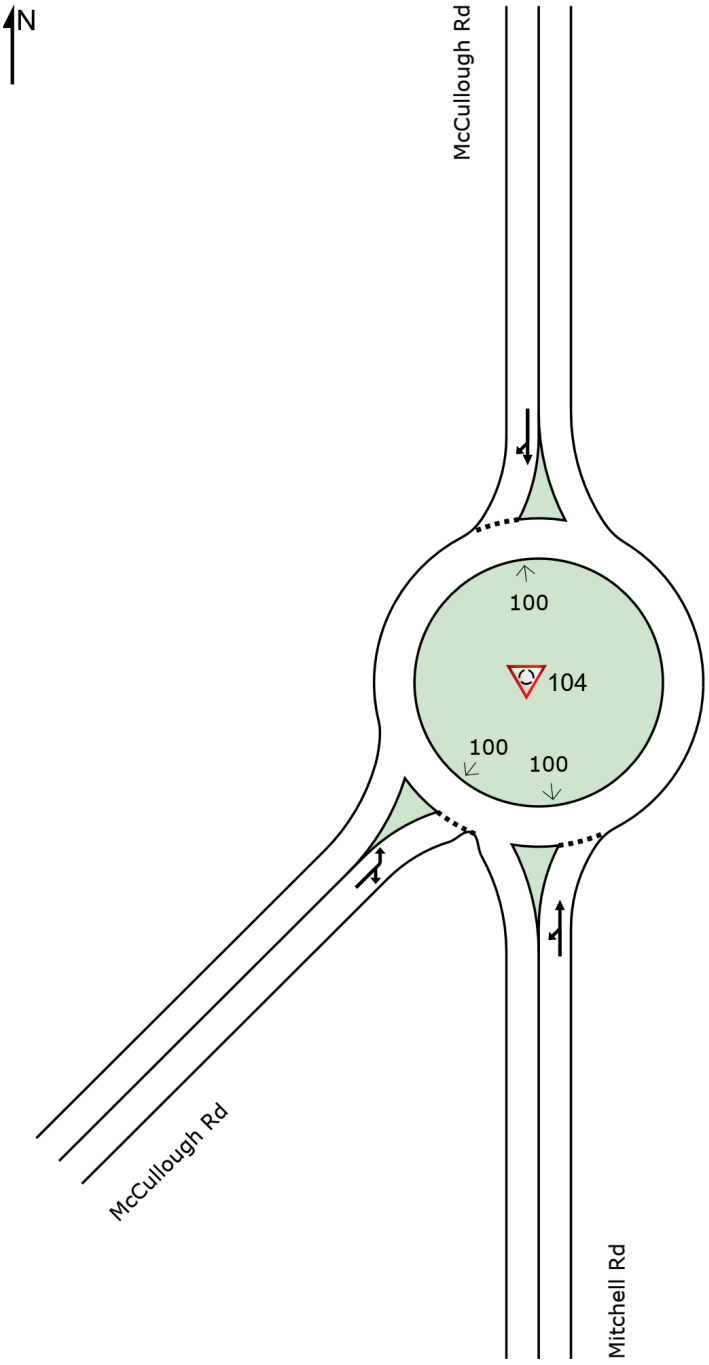
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Dutchtown Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Jonesboro Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Edgar St Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Jonesboro Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

SITE LAYOUT

Site: 104 [2032 No-Build AM - Mitigated (Site Folder: McCullough Rd & Mitchell Rd)]

McCullough Rd & Mitchell Rd
Site Category: Future Conditions 1
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 104 [2032 No-Build AM - Mitigated (Site Folder: McCullough Rd & Mitchell Rd)]

McCullough Rd & Mitchell Rd
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Mitchell Rd													
Lane 1[d]	546	3.6	852	0.640	100	14.6	LOS B	6.8	175.7	Full	1600	0.0	0.0
Approach	546	3.6		0.640		14.6	LOS B	6.8	175.7				
North: McCullough Rd													
Lane 1[d]	506	4.5	1174	0.431	100	7.5	LOS A	2.7	69.7	Full	1600	0.0	0.0
Approach	506	4.5		0.431		7.5	LOS A	2.7	69.7				
SouthWest: McCullough Rd													
Lane 1[d]	547	2.8	886	0.617	100	13.5	LOS B	6.4	163.4	Full	1600	0.0	0.0
Approach	547	2.8		0.617		13.5	LOS B	6.4	163.4				
Intersection	1599	3.6		0.640		12.0	LOS B	6.8	175.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Mitchell Rd

Mov. From S To Exit:	L3 SW	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	113	433	546	3.6	852	0.640	100	NA	NA
Approach	113	433	546	3.6		0.640			

North: McCullough Rd

Mov. From N To Exit:	T1 S	R1 SW	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	389	118	506	4.5	1174	0.431	100	NA	NA
Approach	389	118	506	4.5		0.431			

SouthWest: McCullough Rd

Mov. From SW	L1	R3	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

To Exit:	N	S							
Lane 1	425	122	547	2.8	886	0.617	100	NA	NA
Approach	425	122	547	2.8		0.617			

	Total	%HV	Deg.Satn (v/c)
Intersection	1599	3.6	0.640

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Mitchell Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
SouthWest Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 104 [2032 No-Build PM - Mitigated (Site Folder: McCullough Rd & Mitchell Rd)]

McCullough Rd & Mitchell Rd
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Mitchell Rd													
Lane 1[d]	309	4.1	869	0.355	100	8.2	LOS A	1.7	44.7	Full	1600	0.0	0.0
Approach	309	4.1		0.355		8.2	LOS A	1.7	44.7				
North: McCullough Rd													
Lane 1[d]	741	2.4	1318	0.562	100	9.0	LOS A	5.0	126.4	Full	1600	0.0	0.0
Approach	741	2.4		0.562		9.0	LOS A	5.0	126.4				
SouthWest: McCullough Rd													
Lane 1[d]	424	2.2	999	0.425	100	8.4	LOS A	2.4	61.2	Full	1600	0.0	0.0
Approach	424	2.2		0.425		8.4	LOS A	2.4	61.2				
Intersection	1473	2.7		0.562		8.6	LOS A	5.0	126.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Mitchell Rd

Mov. From S To Exit:	L3 SW	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	21	288	309	4.1	869	0.355	100	NA	NA
Approach	21	288	309	4.1		0.355			

North: McCullough Rd

Mov. From N To Exit:	T1 S	R1 SW	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	287	454	741	2.4	1318	0.562	100	NA	NA
Approach	287	454	741	2.4		0.562			

SouthWest: McCullough Rd

Mov. From SW	L1	R3	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

To Exit:	N	S							
Lane 1	405	18	424	2.2	999	0.425	100	NA	NA
Approach	405	18	424	2.2		0.425			

	Total	%HV	Deg.Satn (v/c)
Intersection	1473	2.7	0.562

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Mitchell Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
SouthWest Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 104 [2032 Build AM - Mitigated (Site Folder: McCullough Rd & Mitchell Rd)]

McCullough Rd & Mitchell Rd
Site Category: Future Conditions 2
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Mitchell Rd													
Lane 1[d]	549	3.6	808	0.679	100	16.7	LOS C	7.6	196.7	Full	1600	0.0	0.0
Approach	549	3.6		0.679		16.7	LOS C	7.6	196.7				
North: McCullough Rd													
Lane 1[d]	531	4.5	1174	0.453	100	7.8	LOS A	2.9	75.2	Full	1600	0.0	0.0
Approach	531	4.5		0.453		7.8	LOS A	2.9	75.2				
SouthWest: McCullough Rd													
Lane 1[d]	602	2.0	882	0.682	100	15.8	LOS C	8.6	218.1	Full	1600	0.0	0.0
Approach	602	2.0		0.682		15.8	LOS C	8.6	218.1				
Intersection	1682	3.3		0.682		13.6	LOS B	8.6	218.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Mitchell Rd

Mov. From S To Exit:	L3 SW	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	113	436	549	3.6	808	0.679	100	NA	NA
Approach	113	436	549	3.6		0.679			

North: McCullough Rd

Mov. From N To Exit:	T1 S	R1 SW	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	399	132	531	4.5	1174	0.453	100	NA	NA
Approach	399	132	531	4.5		0.453			

SouthWest: McCullough Rd

Mov. From SW	L1	R3	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

To Exit:	N	S							
Lane 1	480	122	602	2.0	882	0.682	100	NA	NA
Approach	480	122	602	2.0		0.682			

	Total	%HV	Deg.Satn (v/c)
Intersection	1682	3.3	0.682

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Mitchell Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
SouthWest Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 104 [2032 Build PM - Mitigated (Site Folder: McCullough Rd & Mitchell Rd)]

McCullough Rd & Mitchell Rd
Site Category: Future Conditions 2
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Mitchell Rd													
Lane 1[d]	323	4.1	835	0.387	100	8.9	LOS A	1.9	49.3	Full	1600	0.0	0.0
Approach	323	4.1		0.387		8.9	LOS A	1.9	49.3				
North: McCullough Rd													
Lane 1[d]	819	2.4	1318	0.621	100	10.2	LOS B	6.3	159.3	Full	1600	0.0	0.0
Approach	819	2.4		0.621		10.2	LOS B	6.3	159.3				
SouthWest: McCullough Rd													
Lane 1[d]	463	2.2	991	0.467	100	9.1	LOS A	2.8	70.2	Full	1600	0.0	0.0
Approach	463	2.2		0.467		9.1	LOS A	2.8	70.2				
Intersection	1605	2.7		0.621		9.6	LOS A	6.3	159.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Mitchell Rd

Mov. From S To Exit:	L3 SW	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	21	302	323	4.1	835	0.387	100	NA	NA
Approach	21	302	323	4.1		0.387			

North: McCullough Rd

Mov. From N To Exit:	T1 S	R1 SW	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	295	525	819	2.4	1318	0.621	100	NA	NA
Approach	295	525	819	2.4		0.621			

SouthWest: McCullough Rd

Mov. From SW	L1	R3	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

To Exit:	N	S							
Lane 1	445	18	463	2.2	991	0.467	100	NA	NA
Approach	445	18	463	2.2		0.467			

	Total	%HV	Deg.Satn (v/c)
Intersection	1605	2.7	0.621

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

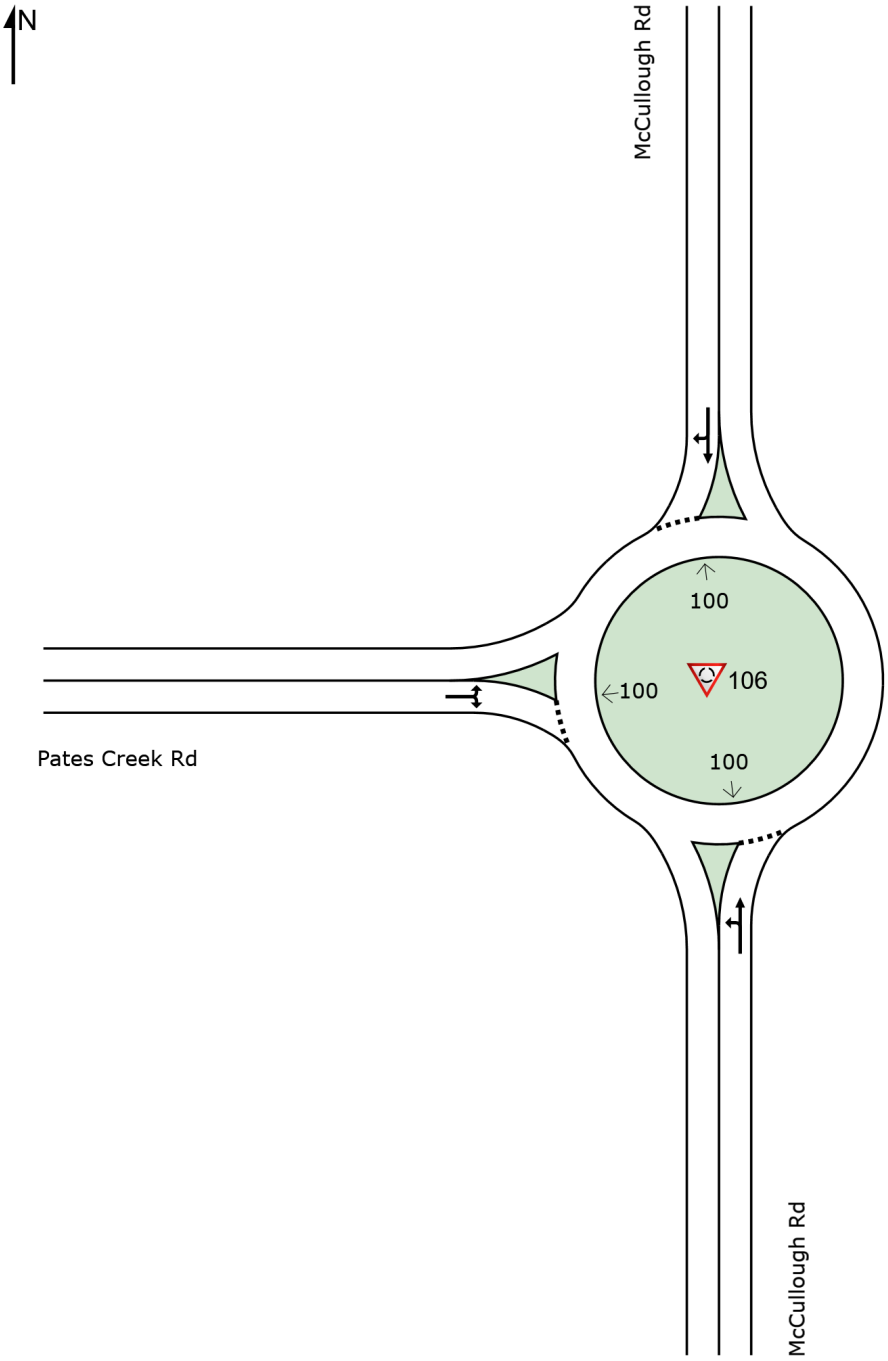
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Mitchell Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
SouthWest Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

SITE LAYOUT

Site: 106 [2032 Build AM - Mitigated (Site Folder: McCullough Rd & Pates Creek Rd)]

McCullough Rd & Pates Creek Rd
Site Category: Future Conditions 2
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 106 [2032 Build AM - Mitigated (Site Folder: McCullough Rd & Pates Creek Rd)]

McCullough Rd & Pates Creek Rd
Site Category: Future Conditions 2
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: McCullough Rd													
Lane 1[d]	901	3.5	1297	0.695	100	12.3	LOS B	8.1	207.8	Full	1600	0.0	0.0
Approach	901	3.5		0.695		12.3	LOS B	8.1	207.8				
North: McCullough Rd													
Lane 1[d]	414	4.0	1130	0.366	100	6.8	LOS A	2.1	53.2	Full	1600	0.0	0.0
Approach	414	4.0		0.366		6.8	LOS A	2.1	53.2				
West: Pates Creek Rd													
Lane 1[d]	226	3.5	892	0.253	100	6.7	LOS A	1.2	29.7	Full	1600	0.0	0.0
Approach	226	3.5		0.253		6.7	LOS A	1.2	29.7				
Intersection	1541	3.6		0.695		10.0	LOS B	8.1	207.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: McCullough Rd

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	148	753	901	3.5	1297	0.695	100	NA	NA
Approach	148	753	901	3.5		0.695			

North: McCullough Rd

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	378	35	414	4.0	1130	0.366	100	NA	NA
Approach	378	35	414	4.0		0.366			

West: Pates Creek Rd

Mov. From W	L2	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

To Exit:	N	S							
Lane 1	27	199	226	3.5	892	0.253	100	NA	NA
Approach	27	199	226	3.5		0.253			

	Total	%HV	Deg.Satn (v/c)
Intersection	1541	3.6	0.695

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Pates Creek Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 106 [2032 Build PM - Mitigated (Site Folder: McCullough Rd & Pates Creek Rd)]

McCullough Rd & Pates Creek Rd
Site Category: Future Conditions 2
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: McCullough Rd													
Lane 1[d]	789	2.5	1202	0.656	100	11.8	LOS B	6.2	157.3	Full	1600	0.0	0.0
Approach	789	2.5		0.656		11.8	LOS B	6.2	157.3				
North: McCullough Rd													
Lane 1[d]	618	1.8	1096	0.564	100	10.3	LOS B	4.1	103.5	Full	1600	0.0	0.0
Approach	618	1.8		0.564		10.3	LOS B	4.1	103.5				
West: Pates Creek Rd													
Lane 1[d]	424	2.7	751	0.565	100	13.6	LOS B	4.4	113.6	Full	1600	0.0	0.0
Approach	424	2.7		0.565		13.6	LOS B	4.4	113.6				
Intersection	1831	2.3		0.656		11.7	LOS B	6.2	157.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: McCullough Rd

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	200	589	789	2.5	1202	0.656	100	NA	NA
Approach	200	589	789	2.5		0.656			

North: McCullough Rd

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	559	59	618	1.8	1096	0.564	100	NA	NA
Approach	559	59	618	1.8		0.564			

West: Pates Creek Rd

Mov. From W	L2	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

To Exit:	N	S							
Lane 1	109	315	424	2.7	751	0.565	100	NA	NA
Approach	109	315	424	2.7		0.565			

	Total	%HV	Deg.Satn (v/c)
Intersection	1831	2.3	0.656

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

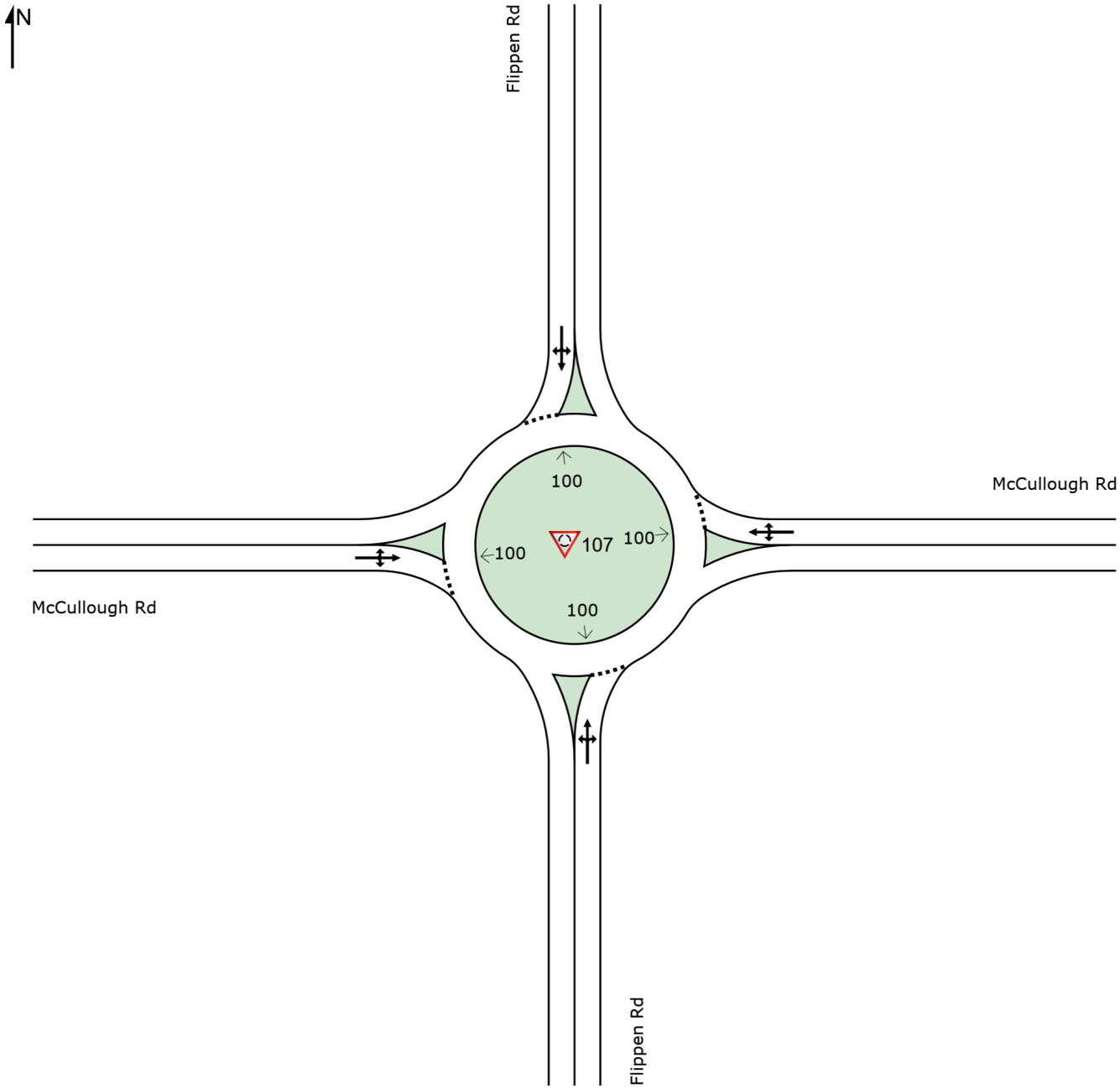
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Pates Creek Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

SITE LAYOUT

Site: 107 [2032 No-Build AM - Mitigated (Site Folder: Flippen Rd & McCullough Rd)]

Flippen Rd & McCullough Rd
Site Category: Future Conditions 1
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 107 [2032 No-Build AM - Mitigated (Site Folder: Flippen Rd & McCullough Rd)]

Flippen Rd & McCullough Rd
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Flippen Rd													
Lane 1[d]	60	4.5	567	0.105	100	7.6	LOS A	0.4	10.0	Full	1600	0.0	0.0
Approach	60	4.5		0.105		7.6	LOS A	0.4	10.0				
East: McCullough Rd													
Lane 1[d]	228	4.0	703	0.324	100	9.2	LOS A	1.4	36.7	Full	1600	0.0	0.0
Approach	228	4.0		0.324		9.2	LOS A	1.4	36.7				
North: Flippen Rd													
Lane 1[d]	439	3.7	1165	0.377	100	6.8	LOS A	2.2	56.5	Full	1600	0.0	0.0
Approach	439	3.7		0.377		6.8	LOS A	2.2	56.5				
West: McCullough Rd													
Lane 1[d]	737	2.8	1240	0.594	100	10.0	LOS B	5.2	131.6	Full	1600	0.0	0.0
Approach	737	2.8		0.594		10.0	LOS B	5.2	131.6				
Intersection	1464	3.3		0.594		8.8	LOS A	5.2	131.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Flippen Rd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	9	27	24	60	4.5	567	0.105	100	NA	NA
Approach	9	27	24	60	4.5		0.105			

East: McCullough Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	112	113	228	4.0	703	0.324	100	NA	NA

Approach	2	112	113	228	4.0		0.324			
North: Flippen Rd										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	72	2	365	439	3.7	1165	0.377	100	NA	NA
Approach	72	2	365	439	3.7		0.377			
West: McCullough Rd										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	569	167	1	737	2.8	1240	0.594	100	NA	NA
Approach	569	167	1	737	2.8		0.594			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1464	3.3		0.594						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Flippen Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Flippen Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 107 [2032 No-Build PM - Mitigated (Site Folder: Flippen Rd & McCullough Rd)]

Flippen Rd & McCullough Rd
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Flippen Rd													
Lane 1[d]	47	2.9	606	0.077	100	6.8	LOS A	0.3	7.3	Full	1600	0.0	0.0
Approach	47	2.9		0.077		6.8	LOS A	0.3	7.3				
East: McCullough Rd													
Lane 1[d]	286	1.0	812	0.353	100	8.6	LOS A	1.7	43.1	Full	1600	0.0	0.0
Approach	286	1.0		0.353		8.6	LOS A	1.7	43.1				
North: Flippen Rd													
Lane 1[d]	642	2.4	1143	0.562	100	9.9	LOS A	4.2	107.1	Full	1600	0.0	0.0
Approach	642	2.4		0.562		9.9	LOS A	4.2	107.1				
West: McCullough Rd													
Lane 1[d]	626	2.5	1129	0.554	100	9.9	LOS A	4.1	103.3	Full	1600	0.0	0.0
Approach	626	2.5		0.554		9.9	LOS A	4.1	103.3				
Intersection	1601	2.2		0.562		9.6	LOS A	4.2	107.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Flippen Rd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	15	15	17	47	2.9	606	0.077	100	NA	NA
Approach	15	15	17	47	2.9		0.077			

East: McCullough Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	13	132	142	286	1.0	812	0.353	100	NA	NA

Approach	13	132	142	286	1.0		0.353			
North: Flippen Rd										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	138	17	488	642	2.4	1143	0.562	100	NA	NA
Approach	138	17	488	642	2.4		0.562			
West: McCullough Rd										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	466	155	6	626	2.5	1129	0.554	100	NA	NA
Approach	466	155	6	626	2.5		0.554			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1601	2.2		0.562						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Flippen Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Flippen Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 107 [2032 Build AM - Mitigated (Site Folder: Flippen Rd & McCullough Rd)]

Flippen Rd & McCullough Rd
Site Category: Future Conditions 2
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Flippen Rd													
Lane 1[d]	60	4.5	525	0.113	100	8.3	LOS A	0.4	10.7	Full	1600	0.0	0.0
Approach	60	4.5		0.113		8.3	LOS A	0.4	10.7				
East: McCullough Rd													
Lane 1[d]	242	3.5	690	0.350	100	9.8	LOS A	1.6	42.1	Full	1600	0.0	0.0
Approach	242	3.5		0.350		9.8	LOS A	1.6	42.1				
North: Flippen Rd													
Lane 1[d]	446	3.7	1150	0.388	100	7.0	LOS A	2.3	58.4	Full	1600	0.0	0.0
Approach	446	3.7		0.388		7.0	LOS A	2.3	58.4				
West: McCullough Rd													
Lane 1[d]	812	2.5	1244	0.653	100	11.4	LOS B	6.4	163.9	Full	1600	0.0	0.0
Approach	812	2.5		0.653		11.4	LOS B	6.4	163.9				
Intersection	1560	3.0		0.653		9.8	LOS A	6.4	163.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Flippen Rd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	9	27	24	60	4.5	525	0.113	100	NA	NA
Approach	9	27	24	60	4.5		0.113			

East: McCullough Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	126	113	242	3.5	690	0.350	100	NA	NA

Approach	2	126	113	242	3.5		0.350			
North: Flippen Rd										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	72	2	372	446	3.7	1150	0.388	100	NA	NA
Approach	72	2	372	446	3.7		0.388			
West: McCullough Rd										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	591	220	1	812	2.5	1244	0.653	100	NA	NA
Approach	591	220	1	812	2.5		0.653			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1560	3.0		0.653						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Flippen Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Flippen Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 107 [2032 Build PM - Mitigated (Site Folder: Flippen Rd & McCullough Rd)]

Flippen Rd & McCullough Rd
Site Category: Future Conditions 2
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Flippen Rd													
Lane 1[d]	47	2.9	573	0.081	100	7.2	LOS A	0.3	7.7	Full	1600	0.0	0.0
Approach	47	2.9		0.081		7.2	LOS A	0.3	7.7				
East: McCullough Rd													
Lane 1[d]	355	1.0	797	0.445	100	10.3	LOS B	2.7	69.1	Full	1600	0.0	0.0
Approach	355	1.0		0.445		10.3	LOS B	2.7	69.1				
North: Flippen Rd													
Lane 1[d]	673	2.4	1066	0.631	100	12.1	LOS B	7.0	178.8	Full	1600	0.0	0.0
Approach	673	2.4		0.631		12.1	LOS B	7.0	178.8				
West: McCullough Rd													
Lane 1[d]	681	2.4	1130	0.602	100	10.9	LOS B	4.7	121.0	Full	1600	0.0	0.0
Approach	681	2.4		0.602		10.9	LOS B	4.7	121.0				
Intersection	1755	2.1		0.631		11.2	LOS B	7.0	178.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Flippen Rd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	15	15	17	47	2.9	573	0.081	100	NA	NA
Approach	15	15	17	47	2.9		0.081			

East: McCullough Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	13	200	142	355	1.0	797	0.445	100	NA	NA

Approach	13	200	142	355	1.0		0.445			
North: Flippen Rd										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	138	17	518	673	2.4	1066	0.631	100	NA	NA
Approach	138	17	518	673	2.4		0.631			
West: McCullough Rd										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	483	192	6	681	2.4	1130	0.602	100	NA	NA
Approach	483	192	6	681	2.4		0.602			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1755	2.1		0.631						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

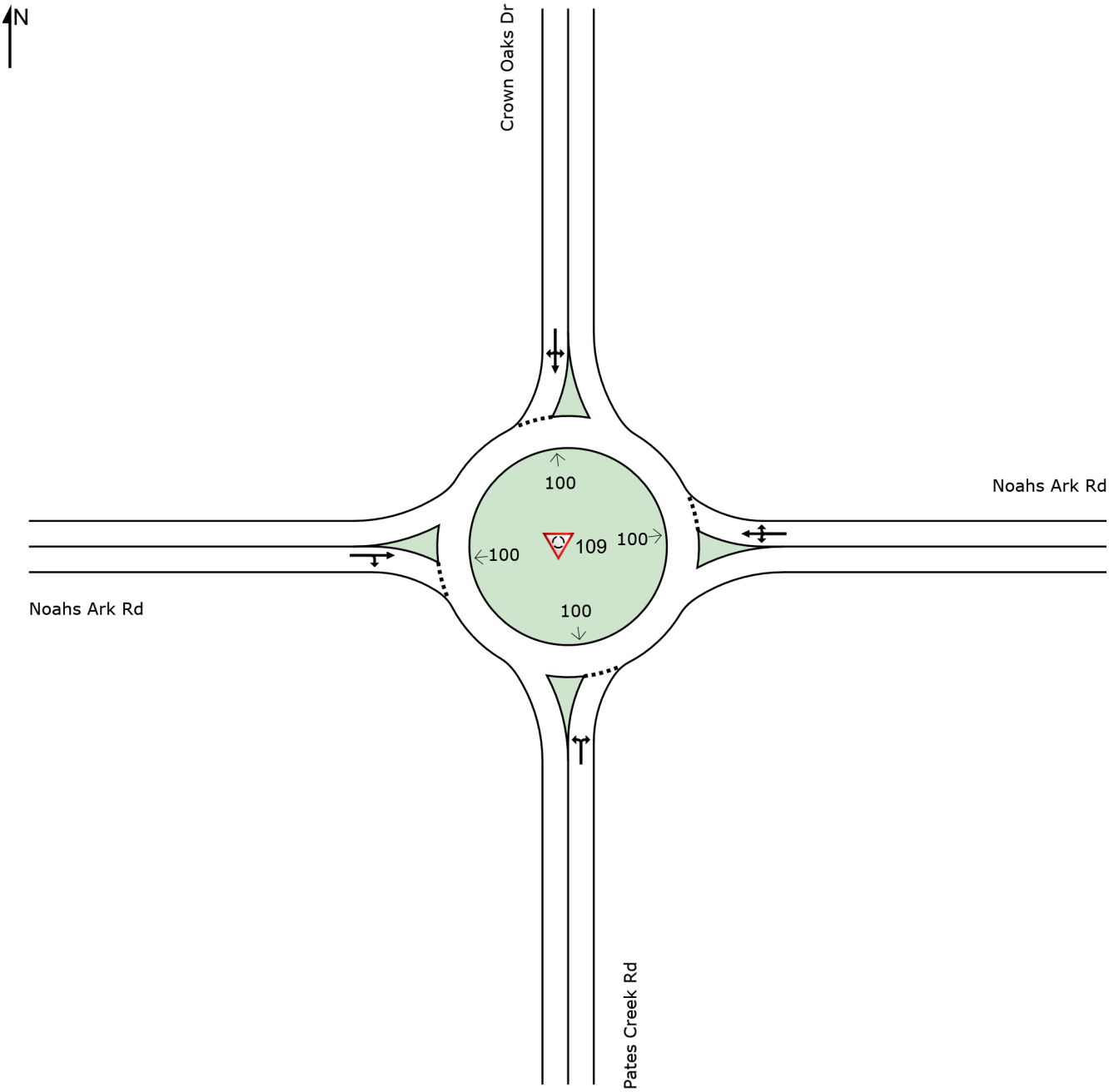
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Flippen Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Flippen Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: McCullough Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

SITE LAYOUT

Site: 109 [2032 No-Build AM - Mitigated (Site Folder: Noahs Ark Rd & Pates Creek Rd/Crown Oaks Dr)]

Noahs Ark Rd & Pates Creek Rd/Crown Oaks Dr
Site Category: Future Conditions 1
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 109 [2032 No-Build AM - Mitigated (Site Folder: Noahs Ark Rd & Pates Creek Rd/Crown Oaks Dr)]

Noahs Ark Rd & Pates Creek Rd/Crown Oaks Dr
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Pates Creek Rd													
Lane 1[d]	183	5.0	764	0.239	100	7.4	LOS A	1.0	26.4	Full	1600	0.0	0.0
Approach	183	5.0		0.239		7.4	LOS A	1.0	26.4				
East: Noahs Ark Rd													
Lane 1[d]	457	3.5	1195	0.382	100	6.8	LOS A	2.3	58.6	Full	1600	0.0	0.0
Approach	457	3.5		0.382		6.8	LOS A	2.3	58.6				
North: Crown Oaks Dr													
Lane 1[d]	15	9.2	705	0.021	100	5.3	LOS A	0.1	2.0	Full	1600	0.0	0.0
Approach	15	9.2		0.021		5.3	LOS A	0.1	2.0				
West: Noahs Ark Rd													
Lane 1[d]	585	3.9	1143	0.512	100	9.0	LOS A	3.5	90.6	Full	1600	0.0	0.0
Approach	585	3.9		0.512		9.0	LOS A	3.5	90.6				
Intersection	1240	4.0		0.512		7.9	LOS A	3.5	90.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Pates Creek Rd

Mov. From S To Exit:	L2 W	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	102	81	183	5.0	764	0.239	100	NA	NA
Approach	102	81	183	5.0		0.239			

East: Noahs Ark Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	127	323	7	457	3.5	1195	0.382	100	NA	NA

Approach	127	323	7	457	3.5		0.382			
North: Crown Oaks Dr										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	8	6	1	15	9.2	705	0.021	100	NA	NA
Approach	8	6	1	15	9.2		0.021			
West: Noahs Ark Rd										
Mov. From W To Exit:	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	502	83	585	3.9		1143	0.512	100	NA	NA
Approach	502	83	585	3.9			0.512			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1240	4.0		0.512						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Pates Creek Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Noahs Ark Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Crown Oaks Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Noahs Ark Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 109 [2032 No-Build PM - Mitigated (Site Folder: Noahs Ark Rd & Pates Creek Rd/Crown Oaks Dr)]

Noahs Ark Rd & Pates Creek Rd/Crown Oaks Dr
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Pates Creek Rd													
Lane 1[d]	214	3.9	856	0.249	100	6.8	LOS A	1.1	28.8	Full	1600	0.0	0.0
Approach	214	3.9		0.249		6.8	LOS A	1.1	28.8				
East: Noahs Ark Rd													
Lane 1[d]	532	1.6	1166	0.457	100	7.9	LOS A	3.0	76.0	Full	1600	0.0	0.0
Approach	532	1.6		0.457		7.9	LOS A	3.0	76.0				
North: Crown Oaks Dr													
Lane 1[d]	3	0.0	687	0.005	100	5.3	LOS A	0.0	0.4	Full	1600	0.0	0.0
Approach	3	0.0		0.005		5.3	LOS A	0.0	0.4				
West: Noahs Ark Rd													
Lane 1[d]	663	1.7	1135	0.584	100	10.4	LOS B	4.5	114.4	Full	1600	0.0	0.0
Approach	663	1.7		0.584		10.4	LOS B	4.5	114.4				
Intersection	1411	2.0		0.584		8.9	LOS A	4.5	114.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Pates Creek Rd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	140	2	72	214	3.9	856	0.249	100	NA	NA
Approach	140	2	72	214	3.9		0.249			

East: Noahs Ark Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	167	363	3	532	1.6	1166	0.457	100	NA	NA

Approach	167	363	3	532	1.6		0.457			
North: Crown Oaks Dr										
Mov. From N To Exit:	L2 E	T1 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	1	3	0.0		687	0.005	100	NA	NA
Approach	2	1	3	0.0			0.005			
West: Noahs Ark Rd										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	423	239	663	1.7	1135	0.584	100	NA	NA
Approach	1	423	239	663	1.7		0.584			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1411	2.0		0.584						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Pates Creek Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Noahs Ark Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Crown Oaks Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Noahs Ark Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 109 [2032 Build AM - Mitigated (Site Folder: Noahs Ark Rd & Pates Creek Rd/Crown Oaks Dr)]

Noahs Ark Rd & Pates Creek Rd/Crown Oaks Dr
Site Category: Future Conditions 2
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Pates Creek Rd													
Lane 1[d]	252	3.8	773	0.327	100	8.5	LOS A	1.5	38.3	Full	1600	0.0	0.0
Approach	252	3.8		0.327		8.5	LOS A	1.5	38.3				
East: Noahs Ark Rd													
Lane 1[d]	474	3.5	1189	0.399	100	7.0	LOS A	2.4	62.2	Full	1600	0.0	0.0
Approach	474	3.5		0.399		7.0	LOS A	2.4	62.2				
North: Crown Oaks Dr													
Lane 1[d]	15	9.2	689	0.021	100	5.4	LOS A	0.1	2.0	Full	1600	0.0	0.0
Approach	15	9.2		0.021		5.4	LOS A	0.1	2.0				
West: Noahs Ark Rd													
Lane 1[d]	586	3.9	1123	0.522	100	9.3	LOS A	3.6	92.3	Full	1600	0.0	0.0
Approach	586	3.9		0.522		9.3	LOS A	3.6	92.3				
Intersection	1327	3.8		0.522		8.3	LOS A	3.6	92.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Pates Creek Rd

Mov. From S To Exit:	L2 W	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	107	145	252	3.8	773	0.327	100	NA	NA
Approach	107	145	252	3.8		0.327			

East: Noahs Ark Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	144	323	7	474	3.5	1189	0.399	100	NA	NA

Approach	144	323	7	474	3.5		0.399			
North: Crown Oaks Dr										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	8	6	1	15	9.2	689	0.021	100	NA	NA
Approach	8	6	1	15	9.2		0.021			
West: Noahs Ark Rd										
Mov. From W To Exit:	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	502	84	586	3.9		1123	0.522	100	NA	NA
Approach	502	84	586	3.9			0.522			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1327	3.8		0.522						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Pates Creek Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Noahs Ark Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Crown Oaks Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Noahs Ark Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 109 [2032 Build PM - Mitigated (Site Folder: Noahs Ark Rd & Pates Creek Rd/Crown Oaks Dr)]

Noahs Ark Rd & Pates Creek Rd/Crown Oaks Dr
Site Category: Future Conditions 2
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Pates Creek Rd													
Lane 1[d]	258	3.2	862	0.300	100	7.5	LOS A	1.4	36.0	Full	1600	0.0	0.0
Approach	258	3.2		0.300		7.5	LOS A	1.4	36.0				
East: Noahs Ark Rd													
Lane 1[d]	609	1.4	1164	0.523	100	9.1	LOS A	3.8	95.9	Full	1600	0.0	0.0
Approach	609	1.4		0.523		9.1	LOS A	3.8	95.9				
North: Crown Oaks Dr													
Lane 1[d]	3	0.0	633	0.005	100	5.7	LOS A	0.0	0.5	Full	1600	0.0	0.0
Approach	3	0.0		0.005		5.7	LOS A	0.0	0.5				
West: Noahs Ark Rd													
Lane 1[d]	669	1.4	1053	0.635	100	12.3	LOS B	7.6	191.1	Full	1600	0.0	0.0
Approach	669	1.4		0.635		12.3	LOS B	7.6	191.1				
Intersection	1540	1.7		0.635		10.2	LOS B	7.6	191.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Pates Creek Rd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	143	2	114	258	3.2	862	0.300	100	NA	NA
Approach	143	2	114	258	3.2		0.300			

East: Noahs Ark Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	244	363	3	609	1.4	1164	0.523	100	NA	NA

Approach	244	363	3	609	1.4		0.523			
North: Crown Oaks Dr										
Mov. From N To Exit:	L2 E	T1 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	1	3	0.0		633	0.005	100	NA	NA
Approach	2	1	3	0.0			0.005			
West: Noahs Ark Rd										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	423	245	669	1.4	1053	0.635	100	NA	NA
Approach	1	423	245	669	1.4		0.635			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1540	1.7		0.635						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Pates Creek Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Noahs Ark Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Crown Oaks Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Noahs Ark Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

APPENDIX F: Turn Lane Evaluations

Condition 1

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

1,912 Daily Expected IN * 13% Expected LTV on Pates Creek Road = 249 LTV a day

NOT WARRANTED on ROAD A

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

1,912 Daily Expected IN * 30% Expected RTV on Pates Creek Road = 574 RTV a day

WARRANTED on ROAD A

SPEED (MPH)	FULL WIDTH STORAGE, FT.	TAPER, FT.
25	50	50
30	75	50
35	100	50
40	150	50
45	175	100
50	225	100
55	250	100
60	300	100
65	350	100

Table 4-8 Minimum Right Turn Deceleration Lengths

APPENDIX G: Signal Warrant Analysis

Raw Turning Movement Count - Jodeco Rd and commercial dwy

Time	Jodeco Rd			Jodeco Rd			Chambers Rd			commercial dwy		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM												
7:00 AM	2	581	7	247	332	3	4	0	292	1	0	1
8:00 AM	7	443	10	234	264	7	11	4	369	4	2	1
9:00 AM												
10:00 AM												
11:00 AM												
12:00 PM												
1:00 PM												
2:00 PM												
3:00 PM												
4:00 PM	6	489	11	406	369	14	9	1	448	7	5	10
5:00 PM	6	627	9	410	448	15	7	1	380	9	3	11
6:00 PM												

Distributions by Movement

		Jodeco Rd Eastbound					Jodeco Rd Westbound					Chambers Rd Northbound					commercial dwy Southbound				
		U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	
Trip Dist	IN							23%													
	OUT														23%						
PB Dist	IN																				
	OUT																				

Project Generated Trips (New Generated Trips + Pass-By Trips)

Time	Jodeco Rd Eastbound					Jodeco Rd Westbound					Chambers Rd Northbound					commercial dwy Southbound				Time	Hourly Dist. (%)
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00 AM	0.0%
7:00 AM	0	0	0	0	0	0	12	0	0	0	0	0	0	47	0	0	0	0		7:00 AM	15.0%
8:00 AM	0	0	0	0	0	0	12	0	0	0	0	0	0	47	0	0	0	0		8:00 AM	13.9%
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:00 AM	0.0%
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		10:00 AM	0.0%
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		11:00 AM	0.0%
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		12:00 PM	0.0%
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1:00 PM	0.0%
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2:00 PM	0.0%
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3:00 PM	0.0%
4:00 PM	0	0	0	0	0	0	61	0	0	0	0	0	0	33	0	0	0	0		4:00 PM	18.1%
5:00 PM	0	0	0	0	0	0	61	0	0	0	0	0	0	33	0	0	0	0		5:00 PM	19.7%
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00 PM	0.0%
		0	0					0	0			0		160							

New Generated Trips

Time	Jodeco Rd Eastbound					Jodeco Rd Westbound					Chambers Rd Northbound					commercial dwy Southbound				Time	Hourly Dist. (%)
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		
		IN	IN				IN	OUT	IN			OUT	OUT	OUT		OUT		OUT			
6:00 AM		0	0					0	0							0		0		6:00 AM	0.0%
7:00 AM		0	0				12	0	0					47		0		0		7:00 AM	15.0%
8:00 AM		0	0				12	0	0					47		0		0		8:00 AM	13.9%
9:00 AM		0	0					0	0							0		0		9:00 AM	0.0%
10:00 AM		0	0					0	0							0		0		10:00 AM	0.0%
11:00 AM		0	0					0	0							0		0		11:00 AM	0.0%
12:00 PM		0	0					0	0							0		0		12:00 PM	0.0%
1:00 PM		0	0					0	0							0		0		1:00 PM	0.0%
2:00 PM		0	0					0	0							0		0		2:00 PM	0.0%
3:00 PM		0	0					0	0							0		0		3:00 PM	0.0%
4:00 PM		0	0				61	0	0					33		0		0		4:00 PM	18.1%
5:00 PM		0	0				61	0	0					33		0		0		5:00 PM	19.7%
6:00 PM		0	0					0	0							0		0		6:00 PM	0.0%
		0						0				0									

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Pass-By Trips

Time	Jodeco Rd Eastbound					Jodeco Rd Westbound										commercial dwy Southbound				Time	Hourly Dist. (%)
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		
		IN	IN					IN	IN							OUT		OUT			
6:00 AM																				6:00 AM	0.0%
7:00 AM																				7:00 AM	15.0%
8:00 AM																				8:00 AM	13.9%
9:00 AM																				9:00 AM	0.0%
10:00 AM																				10:00 AM	0.0%
11:00 AM																				11:00 AM	0.0%
12:00 PM																				12:00 PM	0.0%
1:00 PM																				1:00 PM	0.0%
2:00 PM																				2:00 PM	0.0%
3:00 PM																				3:00 PM	0.0%
4:00 PM																				4:00 PM	18.1%
5:00 PM																				5:00 PM	19.7%
6:00 PM																				6:00 PM	0.0%
		0	0					0	0			0		0							

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Adjusted Turning Movement Count - Raw Plus Project Generated Trips (Warrant Volumes)

Time	Jodeco Rd Eastbound			Jodeco Rd Westbound			Chambers Rd Northbound			Site Dwy W Southbound			Total	Rolling Hour
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	3	665	9	295	380	4	5	0	350	2	0	2	1715	
8:00 AM	8	507	12	280	303	8	12	5	429	5	3	2	1574	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	7	560	13	526	423	15	10	2	497	9	6	12	2080	
5:00 PM	7	718	11	531	513	16	8	2	427	11	4	13	2261	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	

2028 Future No-Build Volumes

Time	Jodeco Rd Eastbound			Jodeco Rd Westbound			Chambers Rd Northbound			Site Dwy W Southbound			Existing 2024	Build 2032
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		**1.70%**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	3	665	9	283	380	4	5	0	303	2	0	2	1,656	1,656
8:00 AM	8	507	12	268	303	8	12	5	382	5	3	2	1,515	3,171
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1,515
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	7	560	13	465	423	15	10	2	464	9	6	12	1,986	1,986
5:00 PM	7	718	11	470	513	16	8	2	394	11	4	13	2,167	4,153
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2,167

2032 Build Conditions			Jodeco Rd				Chambers Rd		
	yes	yes			Combo 80%			WARRANT	
HOUR OF DAY	MAIN STREET VOLUME	MINOR STREET VOLUME	WARRANT 1A	WARRANT 1B	A	B	WARRANT 2	3A	3B
6:00	0	0							
7:00	1356	355	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
8:00	1118	446	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
9:00	0	0							
10:00	0	0							
11:00	0	0							
12:00	0	0							
13:00	0	0							
14:00	0	0							
15:00	0	0							
16:00	1544	509	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
17:00	1796	437	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
18:00	0	0							
REQUIRED VOLUMES:									
MAIN STREET			600	900	480	720			
SIDE STREET			150	75	120	60			
HOURS REQUIRED			8	8	8	8	4	1	1
HOURS MET			4	4	4	4	4	4	4

NO. OF LANES:

MAIN STREET (1 or 2) 2

SIDE STREET (1 or 2) 1

NO. OF APPROACHES (3 or 4) 4

DOES MAIN STREET SPEED EXCEED 40 MPH, Y or N ? N

Raw Turning Movement Count - Jonesboro Rd and Mitchell Rd

Time	Jonesboro Rd			Jonesboro Rd			Mitchell Rd			Mitchell Rd		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM												
7:00 AM	67	406			282	488				205		11
8:00 AM	62	351			286	431				222		28
9:00 AM												
10:00 AM												
11:00 AM												
12:00 PM												
1:00 PM												
2:00 PM												
3:00 PM												
4:00 PM	12	465			437	235				239		20
5:00 PM	38	405			437	345				192		10
6:00 PM												

Distributions by Movement

		Jonesboro Rd Eastbound					Jonesboro Rd Westbound					Mitchell Rd Northbound					Mitchell Rd Southbound				
		U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	
Trip Dist	IN								15%	5%											
	OUT			15%														5%			
PB Dist	IN																				
	OUT																				

Project Generated Trips (New Generated Trips + Pass-By Trips)

Time	Jonesboro Rd Eastbound					Jonesboro Rd Westbound					Mitchell Rd Northbound					Mitchell Rd Southbound				Time	Hourly Dist. (%)
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00 AM	0.0%
7:00 AM	0	0	30	0	0	0	0	8	3	0	0	0	0	0	0	10	0	0		7:00 AM	17.2%
8:00 AM	0	0	30	0	0	0	0	8	3	0	0	0	0	0	0	10	0	0		8:00 AM	16.2%
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:00 AM	0.0%
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		10:00 AM	0.0%
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		11:00 AM	0.0%
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		12:00 PM	0.0%
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1:00 PM	0.0%
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2:00 PM	0.0%
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3:00 PM	0.0%
4:00 PM	0	0	22	0	0	0	0	40	16	0	0	0	0	0	0	7	0	0		4:00 PM	16.6%
5:00 PM	0	0	22	0	0	0	0	40	13	0	0	0	0	0	0	7	0	0		5:00 PM	16.8%
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00 PM	0.0%
		0	104					96	35			0		0							

New Generated Trips

Time	Jonesboro Rd Eastbound					Jonesboro Rd Westbound					Mitchell Rd Northbound					Mitchell Rd Southbound				Time	Hourly Dist. (%)
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		
		IN	OUT				IN	IN	IN			OUT	OUT	OUT		OUT		OUT			
6:00 AM		0	0					0	0							0		0		6:00 AM	0.0%
7:00 AM		0	30					8	3							10		0		7:00 AM	17.2%
8:00 AM		0	30					8	3							10		0		8:00 AM	16.2%
9:00 AM		0	0					0	0							0		0		9:00 AM	0.0%
10:00 AM		0	0					0	0							0		0		10:00 AM	0.0%
11:00 AM		0	0					0	0							0		0		11:00 AM	0.0%
12:00 PM		0	0					0	0							0		0		12:00 PM	0.0%
1:00 PM		0	0					0	0							0		0		1:00 PM	0.0%
2:00 PM		0	0					0	0							0		0		2:00 PM	0.0%
3:00 PM		0	0					0	0							0		0		3:00 PM	0.0%
4:00 PM		0	22					40	16							7		0		4:00 PM	16.6%
5:00 PM		0	22					40	13							7		0		5:00 PM	16.8%
6:00 PM		0	0					0	0							0		0		6:00 PM	0.0%
		0						96				0									

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Pass-By Trips

Time	Jonesboro Rd Eastbound					Jonesboro Rd Westbound										Mitchell Rd Southbound				Time	Hourly Dist. (%)
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		
		IN	IN					IN	IN							OUT		OUT			
6:00 AM																				6:00 AM	0.0%
7:00 AM																				7:00 AM	17.2%
8:00 AM																				8:00 AM	16.2%
9:00 AM																				9:00 AM	0.0%
10:00 AM																				10:00 AM	0.0%
11:00 AM																				11:00 AM	0.0%
12:00 PM																				12:00 PM	0.0%
1:00 PM																				1:00 PM	0.0%
2:00 PM																				2:00 PM	0.0%
3:00 PM																				3:00 PM	0.0%
4:00 PM																				4:00 PM	16.6%
5:00 PM																				5:00 PM	16.8%
6:00 PM																				6:00 PM	0.0%
		0	0					0	0			0		0							

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Adjusted Turning Movement Count - Raw Plus Project Generated Trips (Warrant Volumes)

Time	Jonesboro Rd Eastbound			Jonesboro Rd Westbound			Mitchell Rd Northbound			Site Dwy W Southbound			Total	Rolling Hour
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	70	495	0	0	331	508	0	0	0	245	0	13	1662	
8:00 AM	65	432	0	0	336	449	0	0	0	265	0	33	1580	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	13	555	0	0	541	260	0	0	0	281	0	23	1673	
5:00 PM	40	486	0	0	541	370	0	0	0	227	0	12	1676	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	

2028 Future No-Build Volumes

Time	Jonesboro Rd Eastbound			Jonesboro Rd Westbound			Mitchell Rd Northbound			Site Dwy W Southbound			Existing 2024	Build 2032
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		**1.70%**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	70	465	0	0	323	505	0	0	0	235	0	13	1,611	1,611
8:00 AM	65	402	0	0	328	446	0	0	0	255	0	33	1,529	3,140
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1,529
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	13	533	0	0	501	244	0	0	0	274	0	23	1,588	1,588
5:00 PM	40	464	0	0	501	357	0	0	0	220	0	12	1,594	3,182
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1,594

2032 Build Conditions			Jonesboro Rd				Mitchell Rd		
	yes	no			Combo 80%			WARRANT	
HOUR OF DAY	MAIN STREET VOLUME	MINOR STREET VOLUME	WARRANT 1A	WARRANT 1B	A	B	WARRANT 2	3A	3B
6:00	0	0							
7:00	1404	245	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
8:00	1282	265	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
9:00	0	0							
10:00	0	0							
11:00	0	0							
12:00	0	0							
13:00	0	0							
14:00	0	0							
15:00	0	0							
16:00	1369	281	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
17:00	1437	227	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
18:00	0	0							
REQUIRED VOLUMES:									
MAIN STREET			600	900	480	720			
SIDE STREET			150	75	120	60			
HOURS REQUIRED			8	8	8	8	4	1	1
HOURS MET			4	4	4	4	4	4	4

NO. OF LANES:

MAIN STREET (1 or 2) 2

SIDE STREET (1 or 2) 1

NO. OF APPROACHES (3 or 4) 3

DOES MAIN STREET SPEED EXCEED 40 MPH, Y or N ? N