DEVELOPMENT OF REGIONAL IMPACT
(DRI #4334)

TRAFFIC STUDY
FOR
STREAM DATA CENTER DEVELOPMENT

DOUGLAS COUNTY, GEORGIA

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EXECUTIVE SUMMARY

Traffic impacts were evaluated for the proposed 1,343,700 sf Data Center development that will be located at the end of Jason Industrial Parkway, north of SR 8/US 78 (Veterans Memorial Highway) in Douglas County, Georgia. The development will consist of 9 two-story buildings of 149,300 sf each for a total of 1,343,700 sf.

The development proposes access at the following locations:

- Site Driveway 1: Full access driveway on N. Baggett Road, for cars only
- Site Driveway 2: Full access driveway on Jason Industrial Parkway, for both cars and trucks

Existing and future operations during the AM peak hour (7:00 AM – 9:00 AM) and PM peak hour (4:00 PM – 6:00 PM) before and after completion of the project were analyzed at the following intersections:

1. SR 8/US 78 (Veterans Memorial Highway) @ SR 5 (Bill Arp Road)
2. SR 8/US 78 (Veterans Memorial Highway) @ N. Baggett Road (eastern end)
3. SR 8/US 78 (Veterans Memorial Highway) @ N. Baggett Road / S. Baggett Road
4. SR 8/US 78 (Veterans Memorial Highway) @ Strawn Road
5. SR 8/US 78 (Veterans Memorial Highway) @ Post Road / Mann Road
6. SR 8/US 78 (Veterans Memorial Highway) @ John West Road
7. Post Road @ I-20 Westbound Ramps
8. Post Road @ I-20 Eastbound Ramps
9. N. Baggett Road @ Proposed Site Driveway 1
10. Jason Industrial Parkway @ Proposed Site Driveway 2

Traffic Operations Summary

Table E1 below provides a summary of traffic operations for the "No-Build" and "Build" conditions for the year 2035 with and without system improvements. As per GRTA requirements, all approaches that do not meet the level-of-service (LOS) standard (considered failing) are highlighted in Table E1. Table E1 also includes the project's total added trip and the respective percentage of overall total "Build" condition approach traffic volume for all failing LOS approaches.

TABLE E1 – FUTURE INTERSECTION OPERATIONS AT FAILING APPROACHES

Intersection		*No-Build Condition: LOS (Delay)*				*Build Condition: LOS (Delay)*							
		NO IMPROVEMENTS		SYSTEM IMPROVEMENTS		NO IMPROVEMENTS		SYSTEM / SITE IMPROVEMENTS		SITE VOLUMES AT FAILING APPROACH BUILD WITH IMPROVEMENTS		PRECENT SITE TRIPS OF TOTAL APPROACH TRIPS AT FAILING APPROACHES	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
3	**SR 8 @ N. Baggett Road / S. Baggett Road**												
	-Eastbound Left	A (9.5)	A (9.5)	N/A	N/A	A (9.8)	A (9.6)	A (9.8)	A (9.6)	-	-	-	-
	-Westbound Left	A (8.5)	A (8.4)			A (8.5)	A (8.5)	A (8.5)	A (8.5)	-	-	-	-
	-Northbound Approach	C (22.6)	C (22.9)			D (25.1)	C (24.8)	C (24.8)	C (24.5)	-	-	-	-
	-Southbound Approach	D (33.7)	D (32.9)			E (49.6)	F (50.6)	E (48.0)	E (49.5)	27	35	79%	83%
6	**SR 8 @ John West Road**			**A (7.5)**	**A (8.6)**			**A (7.6)**	**A (8.8)**				
	-Eastbound Left	-	-	A (7.6)	A (8.2)	-	-	A (7.6)	A (8.4)	No Failing Approaches	No Failing Approaches	No Failing Approaches	No Failing Approaches
	-Westbound Left	A (9.2)	A (8.7)	A (4.4)	A (6.8)	A (9.4)	A (8.8)	A (4.3)	A (6.7)				
	-Northbound Approach	C (24.6)	F (62.6)	B (15.4)	B (14.1)	D (28.7)	F (81.3)	B (16.6)	B (15.1)				

The results of future “No-Build 2035” traffic operations show that all the study intersections will operate at a level of service “D” or better in both the AM and PM peak hours except the unsignalized intersection of SR 8 (Veterans Memorial Highway) at John West Road where the northbound (John West Road) approach will operate at LOS “F” in the PM peak hour.

The results of future “Build 2035” traffic operations show that the stop-controlled northbound approach of John West Road at Veterans Memorial will continue to operate at LOS “F”, as in “No-Build 2035” conditions in the PM peak hour.

Further, the northbound and southbound stop-controlled approaches of S. Baggett Road and N. Baggett Road at Veterans Memorial Highway will also operate at LOS “E” in AM and PM peak hour after the addition of site generated traffic and the annual growth in traffic by 2035. The projected 2035 low traffic volumes do not warrant installation of a traffic signal at the study intersection and no geometric improvements seem to aid improve the modest delays expected to be experienced in 2035. It is not uncommon for stop-controlled side-streets on arterial roadways to experience delays during peak hours as delays are caused by side-street wait times to turn left onto the main line.

The 95th percentile queue lengths analysis in both Synchro and SimTraffic show that the southbound queue on N. Baggett Road at SR 8 (Veterans Memorial Highway) and the northbound queue on N. Baggett Road at Site Driveway 1 will be less than three car lengths in both the AM and PM peak hours in future conditions and will not back up till the existing railroad line.

Recommendations for System Improvements

SR 8 (Veterans Memorial Highway) at John West Road

A preliminary analysis of traffic of traffic volumes indicates that the projected left-turn volumes on John West Road in "No-build" conditions in 2035 may warrant installation of a traffic signal at its intersection with SR 8/US78 (Veterans Memorial Highway). We recommend that a detailed signal warrant analysis be completed in 2035, and a traffic signal be installed at that time, if warranted and approved by GDOT.

Recommendation for Site Access Configuration

The following access configuration is recommended for the proposed site driveway intersections:

- Site Driveway 1: Full access driveway on N. Baggett Road, for cars only
    - One entering and one exiting lanes.
    - Stop-sign controlled on the driveway approach with N. Baggett Road remaining free flow.
    - Provide adequate sight distance per AASHTO standards.

- Site Driveway 2: Full access driveway on Jason Industrial Parkway, for both cars and trucks
    - One entering and one exiting lanes.
    - Stop-sign controlled on the driveway approach with Jason Industrial Parkway remaining free flow.
    - Provide larger radius return for trucks.

Recommendations for Site Improvements

- SR 8 (Veterans Memorial Hwy) @ N. Baggett Road / S. Baggett Road
    - Construct a westbound right-turn lane on Veterans Memorial Highway
    - Verify adequate sight distance per AASHTO standards is available.

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INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed Data Center development that will be located at the end of Jason Industrial Parkway, north of SR 8/US 78 (Veterans Memorial Highway) in Douglas County, Georgia. The traffic analysis evaluates the current operations and the future conditions with the traffic generated by the development. The development will consist of 9 two-story buildings of 149,300 sf each for a total of 1,343,700 sf.

The development proposes access at the following locations:

- Site Driveway 1: Full access driveway on N. Baggett Road, for cars only
- Site Driveway 2: Full access driveway on Jason Industrial Parkway, for both cars and trucks

Traffic operations for the AM and PM peak hours were analyzed at the intersections of:

1. SR 8/US 78 (Veterans Memorial Highway) @ SR 5 (Bill Arp Road)
2. SR 8/US 78 (Veterans Memorial Highway) @ N. Baggett Road (east end)
3. SR 8/US 78 (Veterans Memorial Highway) @ N. Baggett Road / S. Baggett Road
4. SR 8/US 78 (Veterans Memorial Highway) @ Strawn Road
5. SR 8/US 78 (Veterans Memorial Highway) @ Post Road / Mann Road
6. SR 8/US 78 (Veterans Memorial Highway) @ John West Road
7. Post Road @ I-20 Westbound Ramps
8. Post Road @ I-20 Eastbound Ramps

9. N. Baggett Road @ Proposed Site Driveway 1
10. Jason Industrial Parkway @ Proposed Site Driveway 2

Recommendations to improve traffic operations, if any, have been identified as appropriate and are discussed in detail in the following sections of the report.

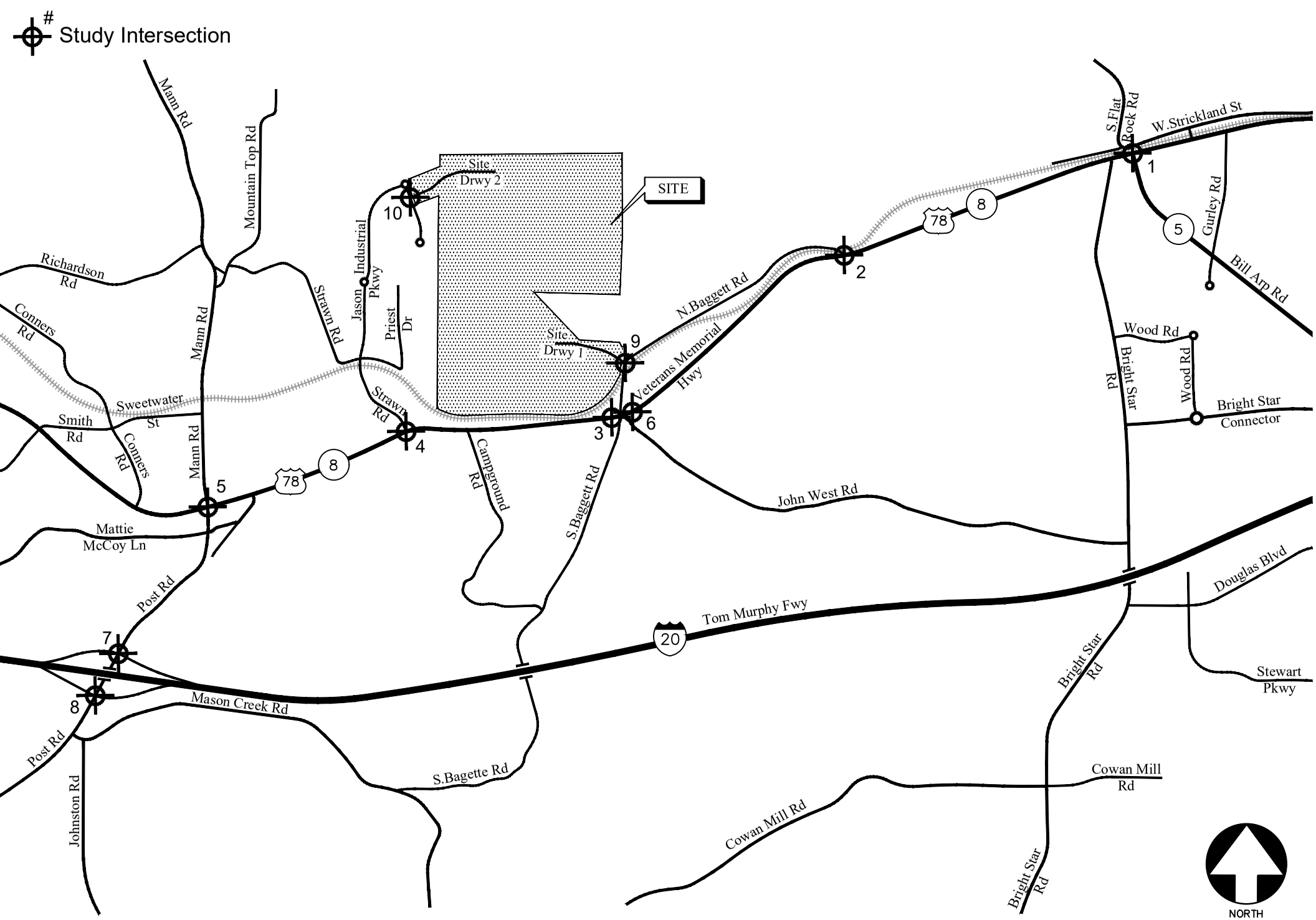
STUDY NETWORK DETERMINATION

The study network was determined by evaluating the amount of traffic that the proposed development will add to each roadway segment in the area. According to GRTA requirements, a roadway segment carries a "significant" amount of traffic if the project contributes 7% or more trips to the two-way daily service volumes of the roadway at the appropriate level of service standard. Upon agreement with GRTA a level of service standard of "D" was used for determining the study area network.

The traffic generated by the proposed project was then assigned to the area roadways using the trip distribution to determine the site-generated traffic on each roadway segment. The boundaries of the study network extend to the most distant intersections where at least 7% of the service volumes on the segment are attributed to project traffic. Although only one intersection of SR 8/US 78 (Veterans Memorial Parkway) at Stran Road (Jason Industrial Parkway) was qualified to be studied, but as requested by Douglasville County, the following study intersections are evaluated in discussions with GRTA, ARC, GDOT and Douglas County:

1. SR 8/US 78 (Veterans Memorial Highway) @ SR 5 (Bill Arp Road)
2. SR 8/US 78 (Veterans Memorial Highway) @ N. Baggett Road (east end)
3. SR 8/US 78 (Veterans Memorial Highway) @ N. Baggett Road / S. Baggett Road
4. SR 8/US 78 (Veterans Memorial Highway) @ Strawn Road
5. SR 8/US 78 (Veterans Memorial Highway) @ Post Road / Mann Road
6. SR 8/US 78 (Veterans Memorial Highway) @ John West Road
7. Post Road @ I-20 Westbound Ramps
8. Post Road @ I-20 Eastbound Ramps
9. N. Baggett Road @ Proposed Site Driveway 1
10. Jason Industrial Parkway @ Proposed Site Driveway 2

The location of the development and the surrounding study network is shown in Figure 1. Other intersections within this corridor, such as unsignalized side streets, right-in/right-out driveways or private driveways have not been included in the study network.



LOCATION MAP AND STUDY INTERSECTIONS

FIGURE 1

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EXISTING ROADWAY FACILITIES

The following is a brief description of each of the roadway facilities located in proximity to the site:

SR 8/US 78 (Veterans Memorial Highway)

SR 8/US 78 (Veterans Memorial Highway) is an east-west, two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. Between Hamrick Road and Anderson Power Services Driveway, SR 8 is a three-lane roadway with two lanes in the eastbound direction. To the east of Anderson Power Services Driveway till Bright Star Road, SR 8 is a four-lane roadway. GDOT traffic counts (Station ID 097-0056) indicate that the daily traffic volume on SR 8/US 78 (Veterans Memorial Highway) in 2023 was 9,760 vehicles west of Baggett Road. GDOT classifies SR 8/US 78 (Veterans Memorial Highway) as an Urban Minor Arterial roadway.

SR 5 (Bill Arp Road)

SR 5 (Bill Arp Road) is a north-south, two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT traffic counts (Station ID 097-0016) indicate that the daily traffic volume on SR 5 (Bill Arp Road) in 2023 was 11,500 vehicles southeast of Gurley Road. GDOT classifies SR 5 (Bill Arp Road) as an Urban Minor Arterial roadway.

N. Baggett Road

N. Baggett Road is a two-lane, undivided roadway with a posted speed limit of 35 mph.

S. Baggett Road

S. Baggett Road is a north-south, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site. GDOT traffic counts (Station ID 097-8160) indicate that the daily traffic volume on S. Baggett Road in 2023 was 180 vehicles south of SR 8/US 78 (Veterans Memorial Highway). GDOT classifies S. Baggett Road as an Urban Local roadway.

John West Road

John West Road is a north-south, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site.

Strawn Road

Strawn Road is a north-south, two-lane, undivided roadway with an assumed speed limit of 25 mph.

Jason Industrial Parkway

Jason Industrial Parkway is a north-south, two-lane, undivided roadway with an assumed speed limit of 25 mph.

Post Road

Post Road is a north-south, two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT traffic counts (Station ID's 097-0141 & 097-0143) indicate that the daily traffic volume on Post Road in 2023 was 10,300 vehicles south of I-20 and 9,790 vehicles north of I-20. GDOT classifies Post Road as an Urban Minor Arterial roadway.

Mann Road

Mann Road is a north-south, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site.

I-20 (Interstate 20)

I-20 (Interstate 20) is an east-west, six-lane, median-divided roadway with a posted speed limit of 70 mph in the vicinity of the site. GDOT traffic counts (Station ID's 097-0107 & 097-0112) indicate that the daily traffic volume on I-20 in 2023 was 83,200 vehicles west of Post Road and 88,400 vehicles east of Post Road.

Existing Bicycle and Pedestrian Facilities

- Sidewalks and crosswalks are not present on any road within 0.25 miles of the development
- Bike paths are not present in the study network
- There is no public transit service near the site.

Alternative Modes of Access

- No existing transit routes were found in the study network.
- No high-capacity transit stations were fount in the vicinity of the proposed development.

Existing Alternative Transportation Map

STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board's Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level-of-service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designed as "F" regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps and follow-up time for a vehicle in the queue.

Level-of-service is assigned a letter designation from "A" through "F". Level-of-service "A" indicates excellent operations with little delay to motorists, while level-of-service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 – LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio greater than 1.0 for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersections.

TABLE 2 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle)*	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favorable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

EXISTING 2025 TRAFFIC ANALYSIS

Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

1. SR 8/US 78 (Veterans Memorial Highway) @ SR 5 (Bill Arp Road)
2. SR 8/US 78 (Veterans Memorial Highway) @ N. Baggett Road (east end)
3. SR 8/US 78 (Veterans Memorial Highway) @ N. Baggett Road / S. Baggett Road
4. SR 8/US 78 (Veterans Memorial Highway) @ Strawn Road
5. SR 8/US 78 (Veterans Memorial Highway) @ Post Road / Mann Road
6. SR 8/US 78 (Veterans Memorial Highway) @ John West Road
7. Post Road @ I-20 Westbound Ramps
8. Post Road @ I-20 Eastbound Ramps

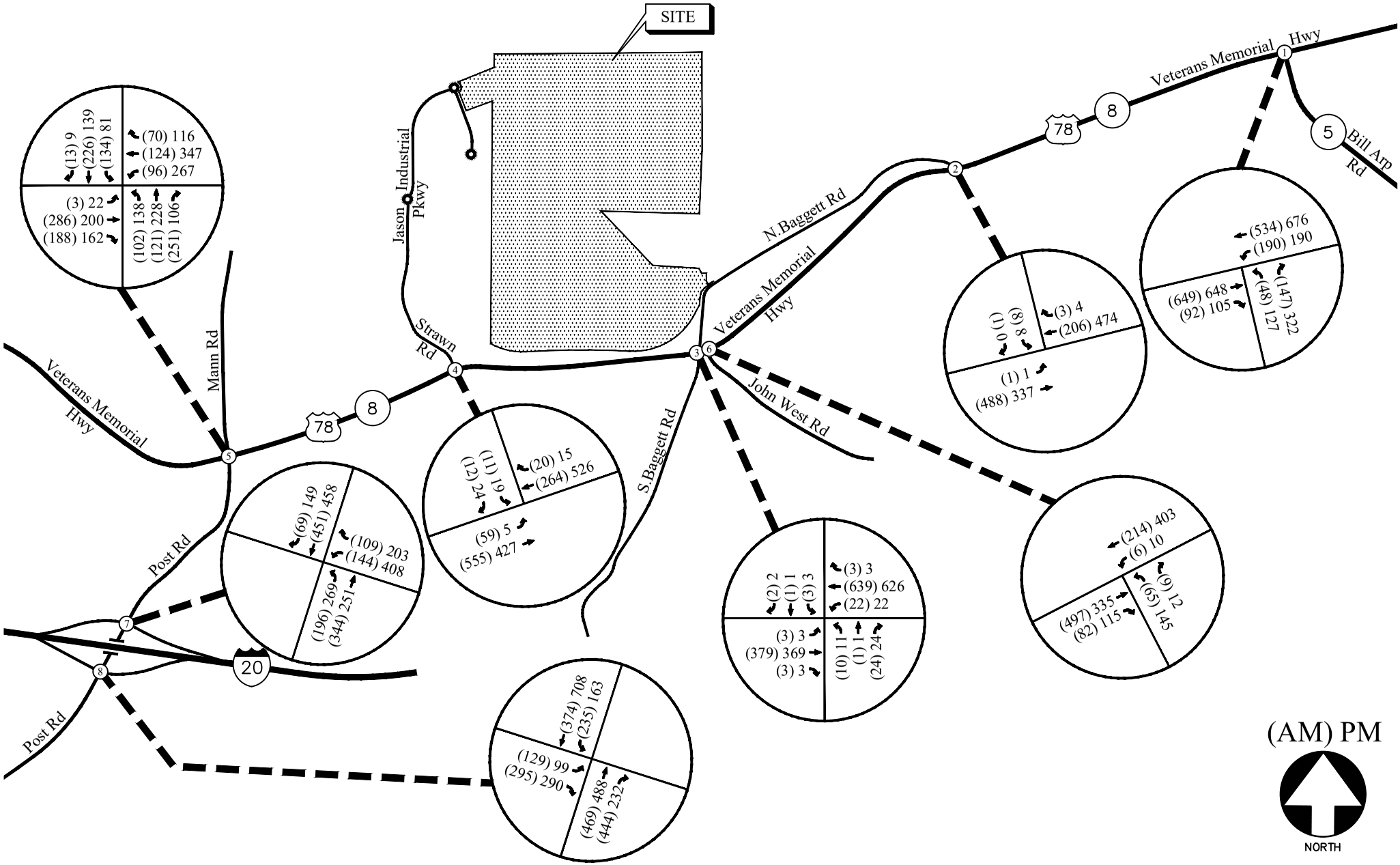
Turning movement counts were collected on Wednesday, February 05, 2025, at the following intersections:

(1) SR 8/US 78 (Veterans Memorial Highway) @ SR 5 (Bill Arp Road)
(4) SR 8/US 78 (Veterans Memorial Highway) @ Strawn Road
(6) SR 8/US 78 (Veterans Memorial Highway) @ John West Road
(8) Post Road @ I-20 Eastbound Ramps

At the below intersections, the turning movement counts were collected on Thursday, February 06, 2025:

(2) SR 8/US 78 (Veterans Memorial Highway) @ N. Baggett Road (east end)
(3) SR 8/US 78 (Veterans Memorial Highway) @ N. Baggett Road / S. Baggett Road
(5) SR 8/US 78 (Veterans Memorial Highway) @ Post Road / Mann Road
(7) Post Road @ I-20 Westbound Ramps

All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. Truck data was included separately in the counts and included in the analysis. The four consecutive 15-minute interval volumes that produced the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. The existing traffic control and lane geometry for the intersections are shown in Figure 3.



EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2

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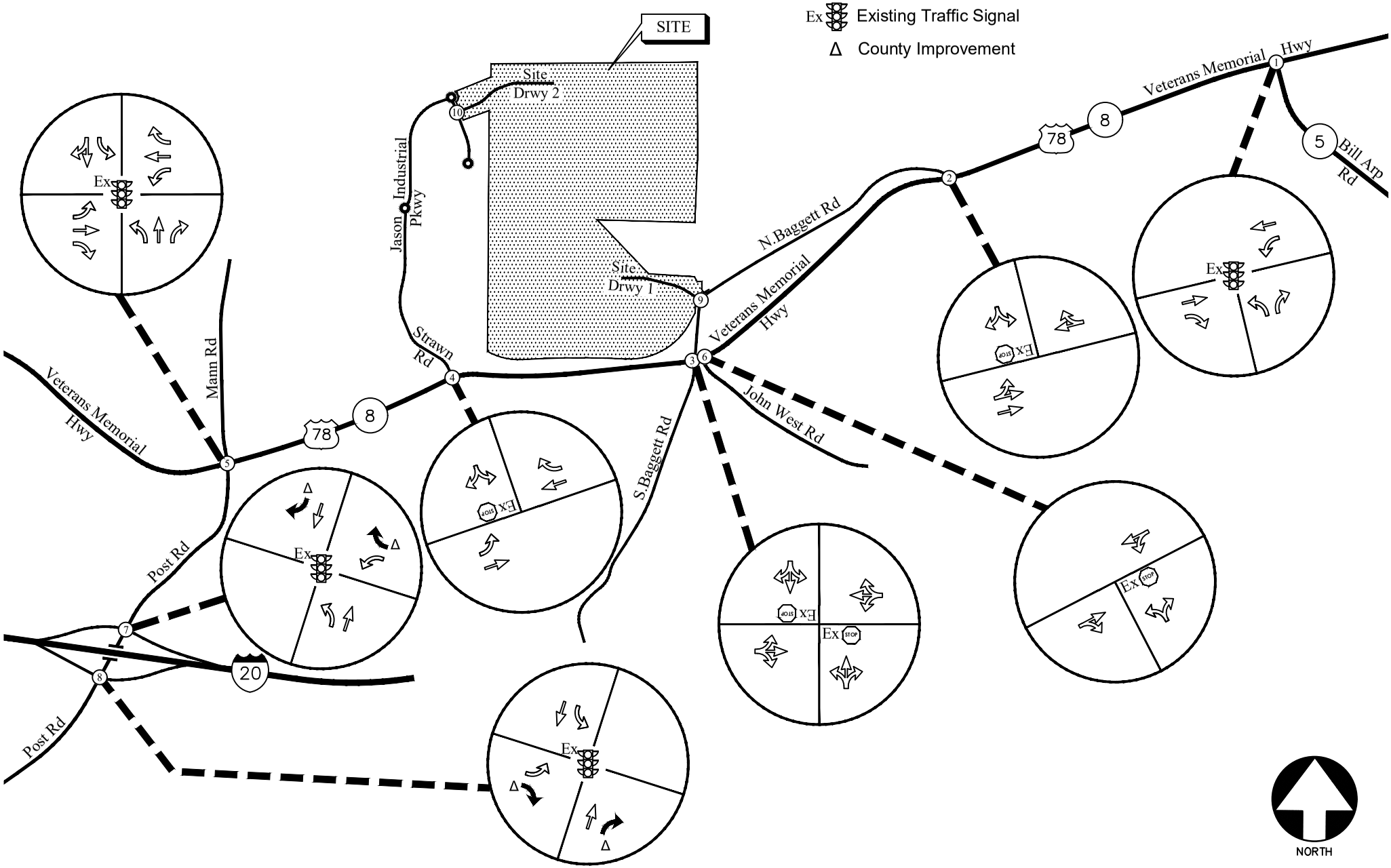

EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

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Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3A.

TABLE 3A – EXISTING INTERSECTION OPERATIONS (2025)

	Intersection	Traffic Control	AM Peak	PM Peak	LOS Standard
1	**SR 8/US 78 (Veterans Memorial Hwy) @ SR 5 (Bill Arp Road)** -Eastbound Approach -Westbound Approach -Northbound Approach	Signalized	**A (8.4)** B (11.3) A (4.4) C (30.6)	**B (11.4)** B (13.5) A (6.5) C (33.9)	**D/D** D/D D/D D/D
2	**SR 8/US 78 (Veterans Memorial Hwy) @ N. Baggett Road (east end)** -Eastbound Left -Southbound Approach	Stop Controlled on SB Approach	A (7.7) B (12.5)	A (8.3) B (14.5)	D/D D/D
3	**SR 8/US 78 (Veterans Memorial Hwy) @ N. Baggett Road / S. Baggett Road** -Eastbound Left -Westbound Left -Northbound Approach -Southbound Approach	Stop Controlled on NB and SB Approaches	A (9.0) A (8.2) C (17.2) C (23.2)	A (9.0) A (8.2) C (17.4) C (22.9)	D/D D/D D/D D/D
4	**SR 8/US 78 (Veterans Memorial Hwy) @ Strawn Road** -Eastbound Left -Southbound Approach	Stop Controlled on SB Approach	A (8.0) B (12.6)	A (8.7) B (12.7)	D/D D/D
5	**SR 8/US 78 (Veterans Memorial Hwy) @ Post Road / Mann Road** -Eastbound Approach -Westbound Approach -Northbound Approach -Southbound Approach	Signalized	**C (32.5)** B (14.3) B (10.4) D (47.3) D (51.4)	**C (29.2)** B (16.4) B (12.7) D (52.0) D (50.2)	**D/D** D/D D/D D/D D/D
6	**SR 8/US 78 @ John West Road** -Westbound Left -Northbound Approach	Stop Controlled on NB Approach	A (8.8) C (18.4)	A (8.4) D (28.4)	D/D D/D
7	**Post Road @ I-20 Westbound Ramps** -Westbound Approach -Northbound Approach -Southbound Approach	Signalized	**B (11.9)** D (51.7) A (4.4) A (8.7)	**C (24.7)** D (51.3) B (10.8) B (18.6)	**D/D** D/D D/D D/D
8	**Post Road @ I-20 Eastbound Ramps** -Eastbound Approach -Northbound Approach -Southbound Approach	Signalized	**A (9.9)** D (52.6) A (8.9) A (2.4)	**A (6.6)** D (54.9) A (6.4) A (1.3)	**D/D** D/D D/D D/D

The results of existing traffic operations analysis indicate that all the signalized study intersections are operating at an overall level of service "D" or better in both the AM and PM peak hours. The stop-controlled approaches at all the unsignalized intersections are operating at a level of service "D" or better.

A queue length analysis was performed for the southbound queues at the intersection of SR 8/US 78 (Veterans Memorial Highway) at N. Baggett Road/S. Baggett Road. The results of the analyses are shown in Table 3B.

TABLE 3B – EXISTING INTERSECTION 95TH PERCENTILE QUEUES				
Intersection		Available Storage	AM Peak: feet	PM Peak: feet
1	**SR 8/US 78 (Veterans Memorial Hwy) @ N. Baggett Road / S. Baggett Road** -Southbound Approach	(590')	3'	3'

The 95th percentile queue length analysis shows that the queue on N. Baggett Road is insignificant at its intersection with SR 8/US 78 (Veterans Memorial Highway) and S. Baggett Road.

PROJECT DESCRIPTION

The proposed Data Center development will be located at the end of Jason Industrial Parkway, north of SR 8/US 78 (Veterans Memorial Highway) in Douglas County, Georgia. The proposed development will consist of 9 two-story buildings of 149,300 sf each for a total of 1,343,700 sf.

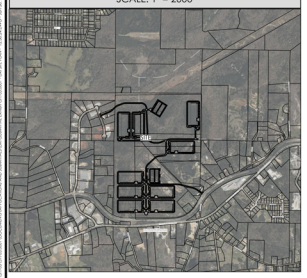
The development proposes access at the following locations:

- Site Driveway 1: Full access driveway on N. Baggett Road, for cars only
- Site Driveway 2: Full access driveway on Jason Industrial Parkway, for both cars and trucks

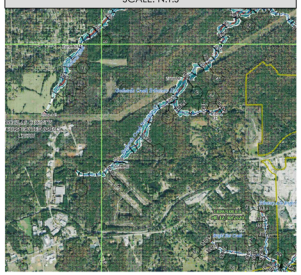
Site Plan

A site plan is shown in Figure 4. A digital copy of the site plan is also provided with this report.

SITE LOCATION MAP
SCALE: 1" = 2000'



FEMA FLOOD MAP
SCALE: N.T.S



DRI NUMBER: #4334 - STREAM DATA CENTER

SITE PLAN NOTES:

1. STATE WATERS AND WETLANDS ARE LOCATED ON SITE AND IDENTIFIED ON THIS PLAN. FINAL AGENCY VERIFICATION TO BE CONFIRMED WITH USACE
2. 100 AND 500 YEAR FEMA FLOODPLAIN IS PRESENT THROUGH THE SITE, RUNNING FROM WEST TO EAST, AS A PART OF GOTHARD'S CREEK TRIBUTARY
3. A REVIEW OF GNAHRGIS DATABASE IDENTIFIED FOUR PREVIOUSLY RECORDED ARCHEOLOGICAL SITES WITHIN THE PROJECT BOUNDARY. ALL OF WHICH WERE DEEMED NOT ELIGIBLE FOR NRHP.
4. ALL STORM WATER DETENTION, INTERNAL SITE ACCESS ROADS, AND UTILITIES SHOWN ARE CONCEPTUAL IN NATURE. FINAL LOCATIONS AND SPECIFICATIONS TO BE DETERMINED UPON FINAL DESIGN.
5. SITE PLAN APPROVAL DOES NOT CONSTITUTE APPROVAL OF THE STORM DRAINAGE OR SANITARY SEWER SYSTEM. NO CONSTRUCTION SHALL BEGIN UNTIL CONSTRUCTION PLANS ARE APPROVED AND DEVELOPMENT PERMIT IS OBTAINED.

SITE DATA SUMMARY:

PROPERTY
TOTAL PROJECT BOUNDARY - ±275.3 A.C.
OPEN SPACE - ± 148.45 A.C., 72.8%
PROPOSED USE - DATA CENTER
PROPOSED ZONING- LI
SEE TABLE BELOW FOR INDIVIDUAL PARCEL BREAKDOWN

BUILDING STRUCTURES
9 TOTAL BUILDINGS
HEIGHT = 2 STORY
FOOTPRINT = 149,300 S.F. PER BUILDING = 1,343,700 S.F. TOTAL
DENSITY = 2,687,400 SF GROSS FLOOR AREA (GFA) / 275.3 A.C. = 9,761.7 SF/AC
FLOOR AREA RATIO (FAR) = 2,687,400SF / (275.3 AC * 43,560 SF /AC) = 0.224

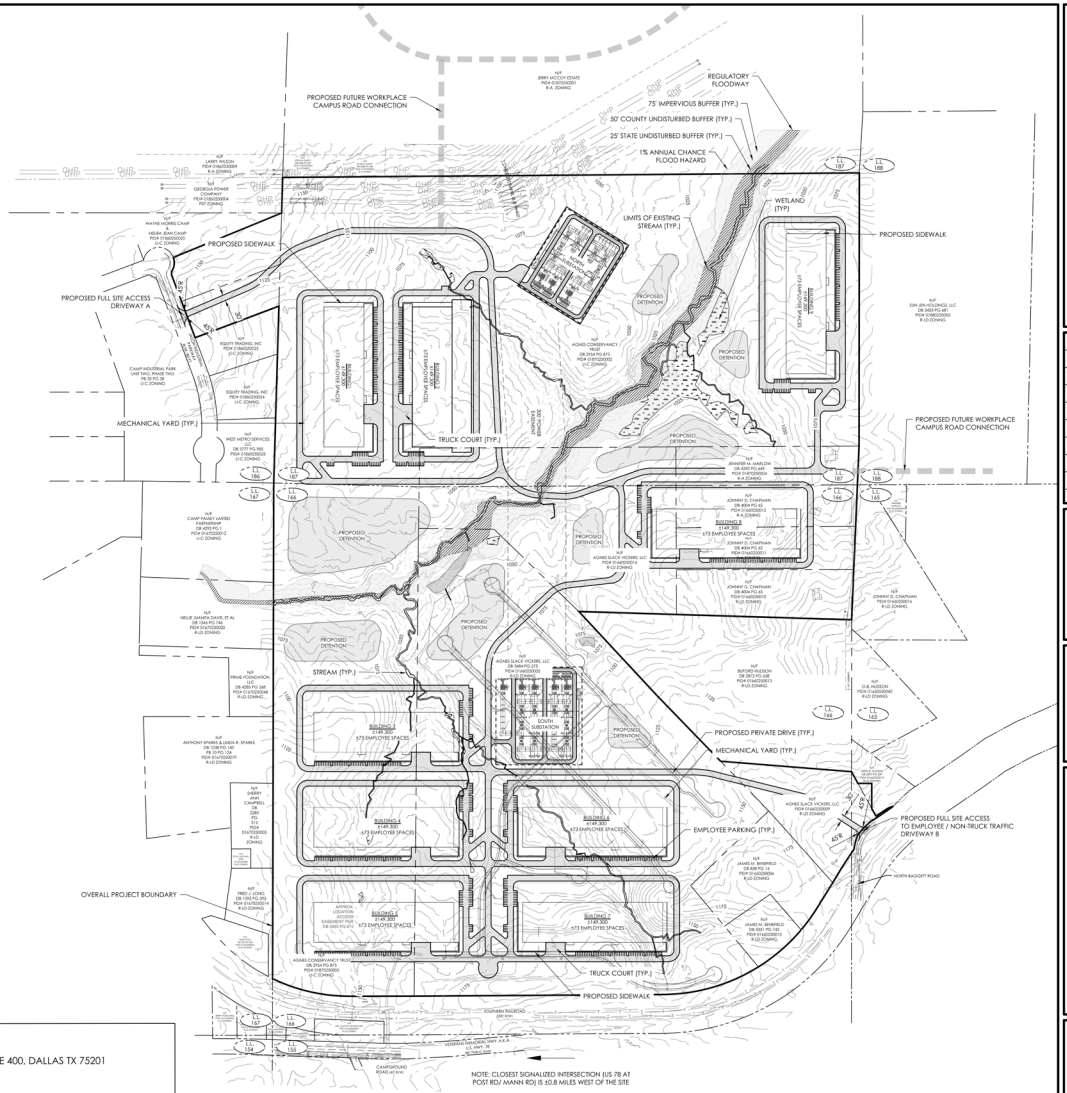
PARKING REQUIREMENTS
PROPOSED EMPLOYEE PARKING :
73 SPACES PER BUILDING X 9 BUILDINGS = 657 EMPLOYEE SPACES

REQUIRED EMPLOYEE PARKING:
MAXIMUM PARKING SPACES FOR WAREHOUSE USE - 0.5 EMPLOYEE SPACES PER 1,000 SF OF GROSS FLOOR AREA (GFA)
- 149,300 SF PER FLOOR X 2 FLOORS X 9 BUILDINGS = 2,687,400 SF GFA
- 2,687,400 SF GFA / 1,000 SF GFA X 0.5 EMPLOYEE SPACES = 1,344 MAXIMUM PARKING SPACES
MINIMUM REQUIRED SPACES = 80% OF MAXIMUM SPACES
-1,344 PARKING SPACES X 80% = 1075 REQUIRED MINIMUM SPACES

657 PROPOSED EMPLOYEE SPACES < 1075 REQUIRED MINIMUM SPACES
IT IS ANTICIPATED THAT A PARKING VARIANCE WILL BE REQUIRED FOR THIS SITE.

SUBJECT PARCEL BREAKDOWN TABLE

Parcel	Size	Tax ID	Current Zoning	Propery Owner	Owner Address
1	±3.2 AC	1860250021	LI - C	Cable Hogar, LLC	2761 Alpine Road NE, Atlanta, GA 30305
2	±2.3 AC	1860250022	LI - C	Cable Hogar, LLC	2761 Alpine Road NE, Atlanta, GA30305
3	±146 AC	1879250002	LI - C	Agnes Conservancy Trust	1377 Old Riverside Road, Roswell, GA 30076-4491
4	±20 AC	1660250016	R - A	Agnes Slacks Vickers, LLC	1377 Old Riverside Road, Roswell, GA 30076
5	±72.5 AC	1660250005	R - LD	Agnes Slacks Vickers, LLC	1377 Old Riverside Road, Roswell, GA 30076
6	±5.5 AC	1660250009	R - LD	Agnes Slacks Vickers, LLC	1377 Old Riverside Road, Roswell, GA 30076
7	±5.3 AC	16606250006	R - LD	Benefield, James	7012 N Baggett Road, Douglasville, GA 30014
8	±1.8 AC	1660250009	R - LD	Benefield, James	7012 N Baggett Road, Douglasville, GA 30014
9	±5.0 AC	1660250010	R - LD	Chapman, Johnny	2469 Barrow Road, Douglasville, GA 30014
10	±4.7 AC	1660250011	R - LD	Chapman, Johnny	2469 Barrow Road, Douglasville, GA 30014
11	±4.6 AC	1660250012	R - LD	Chapman, Johnny	2469 Barrow Road, Douglasville, GA 30014
12	±4.3 AC	1870250004	R - LD	Marlow, Jennifer	2469 Barrow Road, Douglasville, GA 30014



CLIENT:
SDC ATLA, L.L.C.
2001 ROSS AVENUE, SUITE 400, DALLAS TX 75201
214-267-0400

TRAFFIC CONSULTANT:
A&R ENGINEERING INC.
2160 KINGSTON COURT, SUITE O, MARIETTA, GA 30067
770-690-9255

SITE PLANNER:
THOMAS & HUTTON ENGINEERING CO.
50 PARK OF COMMERCE WAY, SAVANNAH, GA 30067
912-234-5300

NO.	REVISIONS	BY	DATE

THOMAS & HUTTON
50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

DRI - METHODOLOGY MEETING PACKET SITE PLAN

1/29/25

STREAM DATA CENTER

PROJECT LOCATION:
DOUGLAS COUNTY, GA

CLIENT/OWNER:
SDC ATLA, L.L.C.
2001 ROSS AVENUE
SUITE 400, DALLAS TX 75201
214-267-0400

300 0 150 300
GRAPHIC SCALE:
1 INCH = 300 FEET

DATUM: HORIZ.: VERT.:

JOB NO:	31705.0001
DATE:	1/30/25
DRAWN:	WEW
DESIGNED:	WEW
REVIEWED:	KPF
APPROVED:	KPF
SCALE:	1" = 300'

E1.1

Planned Bicycle and Pedestrian Facilities

Pedestrian sidewalks are proposed throughout the internal roadway network inside the development.

Potential Pedestrian and Bicycle Destinations

Following pedestrian and bicycle destinations are within 0.25 miles.

- Exon Gas (Within 0.25-mile proximity)
- Church of Deliverance (Within 0.25-mile proximity)
- Herc Rentals (Within 0.25-mile proximity)

Parks, Greenspace and Trails

- A preliminary vision of a proposed system of trails shows a proposed trail along Veterans Memorial Highway. A future County-wide Bikeways and Trails Plan will provide additional detail and direction on this trail system.
- Aeromodelers Park on Cedar Mountain Road, north of the proposed site is surrounded by large privately-owned parcels, so expansion or additional paths are not anticipated at this time.

Planned Transit Facilities

There is no existing or planned public transit service near the proposed development.

Consistency with Adopted Comprehensive Plan

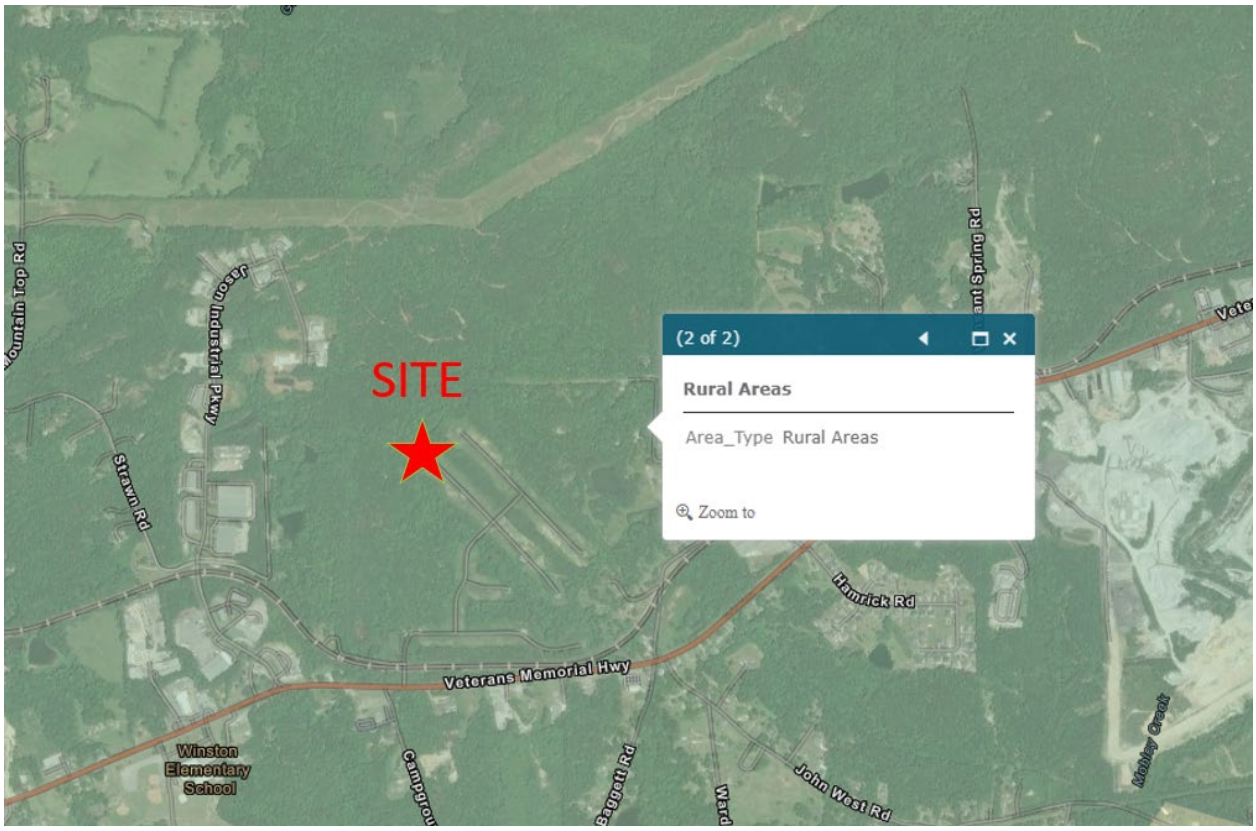
The proposed Data Center development will consist of 9 two-story buildings of 149,300 sf each for a total of 1,343,700 sf and two sub-stations. The property is approximately 274 acres of which 150.3 acres is already zoned Light Industrial, and rezoning is being requested for the rest 123.7 acres. The site is currently zoned as R-A (Residential-Agricultural) and R-LD (Residential-Low Density) and requesting for a rezoning to LI (Light Industrial).

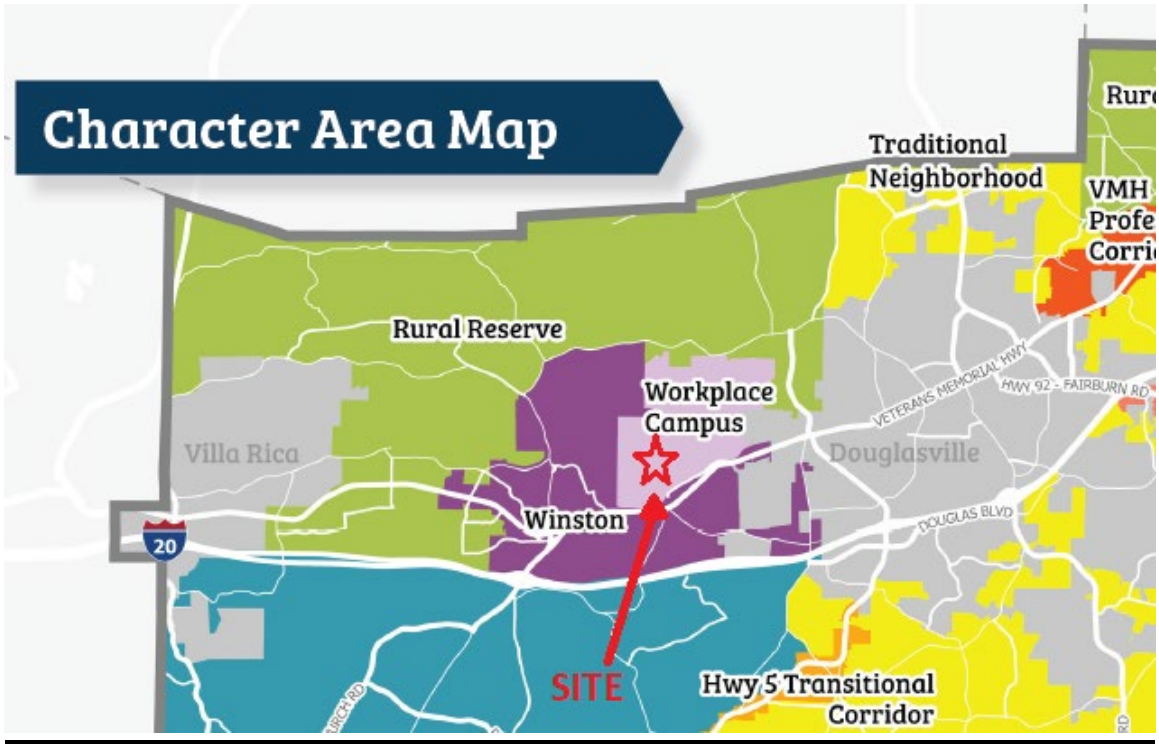
Land Use and Zoning

Future Land Use Code	**<u>Workplace Center</u>** • Workplace Centers identify suitable locations for current and future intensive commercial, office and technology development along major highway corridors • The expectation for businesses located in Workplace Centers is that they are considered to be major employment generators; integrated office parks and similar developments are encouraged • Development within Workplace Centers should respond to their designated Character Area and other Master Plans or Small Area Studies that area applicable • Landscaping and aesthetics of these areas should be a priority • Typically, these areas have access to both public water and sewer and good access to major transportation networks including Interstate 20 and one or more state routes

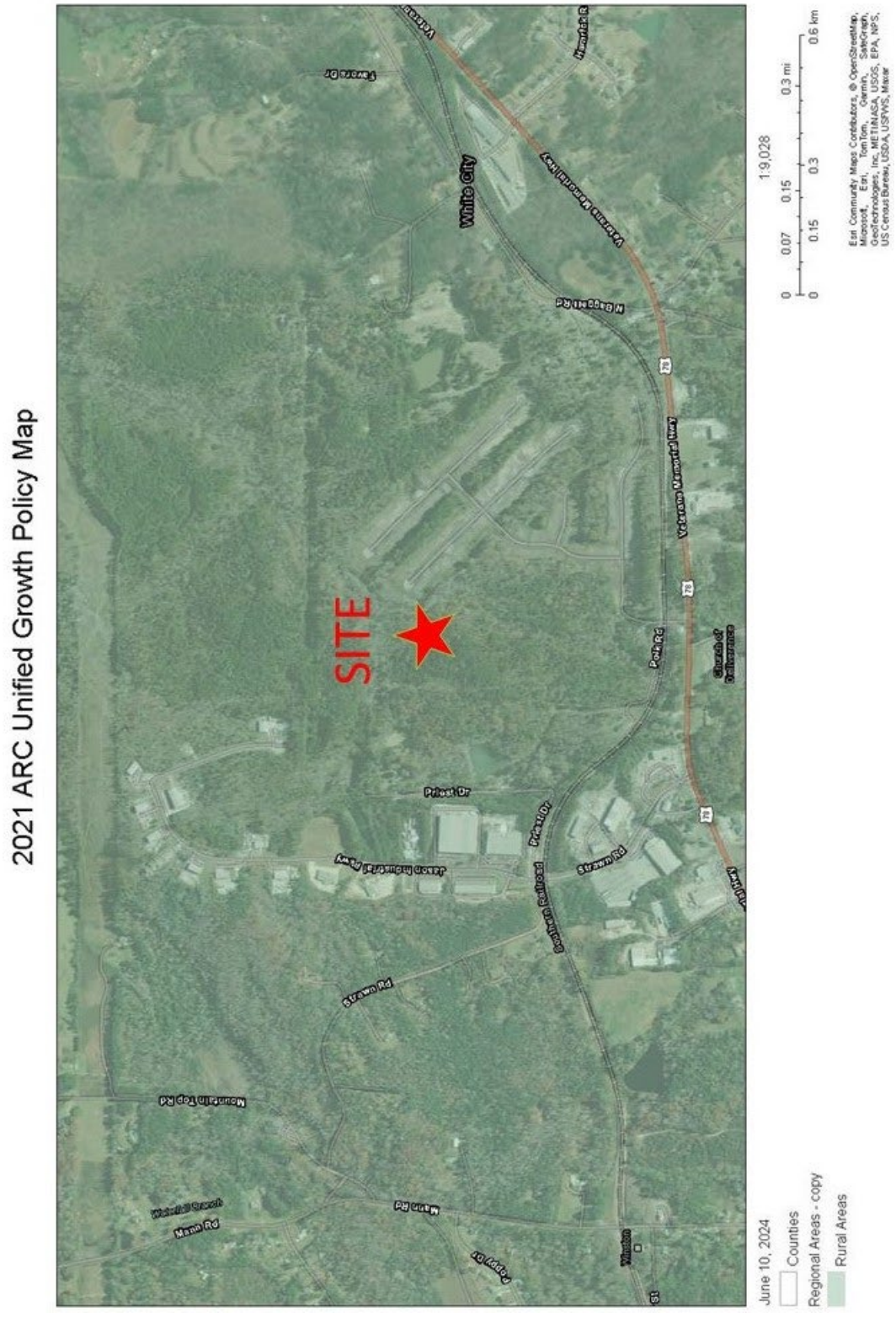
	• Planning for appropriate transportation access and expansion and improving bike/ped and transit connections along these Corridors is a priority <u>Policies and Implementation Strategies:</u> • *Workplace centers should be designed as a coordinated whole and integrated into surrounding character of the center. Office and industrial parks are encouraged.* • *Buildings should be designed to conform to architectural standards and oriented in close proximity to each other to facilitate walking instead of driving.* • *The design of a building that occupies a pad or portion of a building within a planned project or shopping center should share similar design characteristics and design vocabulary. Precise replication is not desirable, instead utilizing similar colors, materials, and textures as well as repeating patterns, rhythms, and proportions found within the architecture of other buildings in the center can be utilized to achieve unity.* • *A transition from low buildings at the site perimeter to larger and taller structures on the interior of the site is encouraged.* • *Use lighting to draw attention to window displays, signs, and store information and buildings architectural details.* • *Signage should be consistent in scale with other signs within the corridor/center, and that complement a building's* • *architecture.* • *Where parking structures have a strong relationship to the street or other pedestrian areas, the lower level of the structure should be activated with pedestrian-related improvements, storefronts, or alternative uses and enhanced landscape treatment to soften the structure. Other sides of parking structures should also be landscaped with increasing intensity the more visible the parking structure is from surrounding uses.* • *Workplace centers should include pedestrian spaces scaled with respect to the size and demands of the particular use. The space should incorporate landscaping, shaded areas, and seating opportunities for customers and employees.* • *Shared parking or providing parking with adjoining development between owners or developers of adjoining properties, is encouraged.*
Land Use Vision and Goals of Douglas County	Douglas County's mission is to efficiently deliver superior public service that enriches the quality of life within a thriving, safe, healthy community. This mission is rooted in its core values of integrity, transparency, efficiency, inclusivity, and quality. **<u>Community Goals</u>** • Public Safety • Infrastructure • Economic Development

	• Public Health • Recreation • Transform Douglas
Character Area	**<u>Workplace Campus</u>** Vision: A high-tech jobs center in a campus-like development, such as data centers • Workplace Campus is reserved as a suitable location for intensive office and technology development that is a part of a master planned development • Workplace campus is a major employment generator and targeted toward business-oriented uses • Development of the Workplace Campus shall occur in accordance with a master plan for access to roads, railroads, water, sewer, broadband and other utilities • Uses that will generate increased traffic from heavy trucks, noise, odors or other nuisances are discouraged • Preservation of environmentally sensitive areas as a part of an integrated overall master plan is encouraged • Cohesive architectural standards, extensive landscaping requirements, and substantial buffers against adjacent residential uses are required for development of the Workplace Campus
Relation to Existing Land Use Plans	The proposed development is consistent with the goals listed above.
Chattahoochee River/Metropolitan River Protection Act	N/A


SITE
(2 of 2)
Rural Areas
Area_Type Rural Areas
Zoom to
Veterans Memorial Hwy
Hamrick Rd
John West Rd
Strawn Rd
Winston Elementary School


Character Area Map
Traditional Neighborhood
Rural Reserve
Workplace Campus
Villa Rica
Douglasville
Winston
SITE
Hwy 5 Transitional Corridor
VETERANS MEMORIAL HWY
HWY 92 - FAIRBURN RD
DOUGLAS BLVD
20

Douglas County
GEORGIA
Douglas County
Future
Land Use
Map
Adopted
September 19, 2023
SITE
COBB
PAULDING
CARROLL
Douglasville
Villa Rica
RURAL PLACES
SUBURBAN LIVING
URBAN RESIDENTIAL
TRANSITIONAL CORRIDOR
COMMERCE CENTER
COMMUNITY VILLAGE CENTER
WORKPLACE CENTER
MIXED USE CORRIDOR
COUNTY CROSSROADS
NBHD VILLAGE CENTER
QUARRY
PUBLIC / INSTITUTIONAL
PARKS / REC. / CONS.
RESORT MIXED USE
WORKPLACE CAMPUS
WATER
0 ½ 1 2 3 4
MILES


2021 ARC Unified Growth Policy Map
SITE
White City
Veterans Memorial Hwy
Veterans Memorial Hwy
Polk Rd
Church of Deliverance
Priest Dr
Strawn Rd
Strawn Rd
Mountain Top Rd
Mann Rd
Watson
1:9,028
0 0.07 0.15 0.3 0.3 mi
0 0.15 0.3 0.6 km
Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, Maxar
June 10, 2024
Counties
Regional Areas - copy
Rural Areas

Project Phasing

This project has been evaluated for the complete build-out of the development in 2035.

Trip Generation

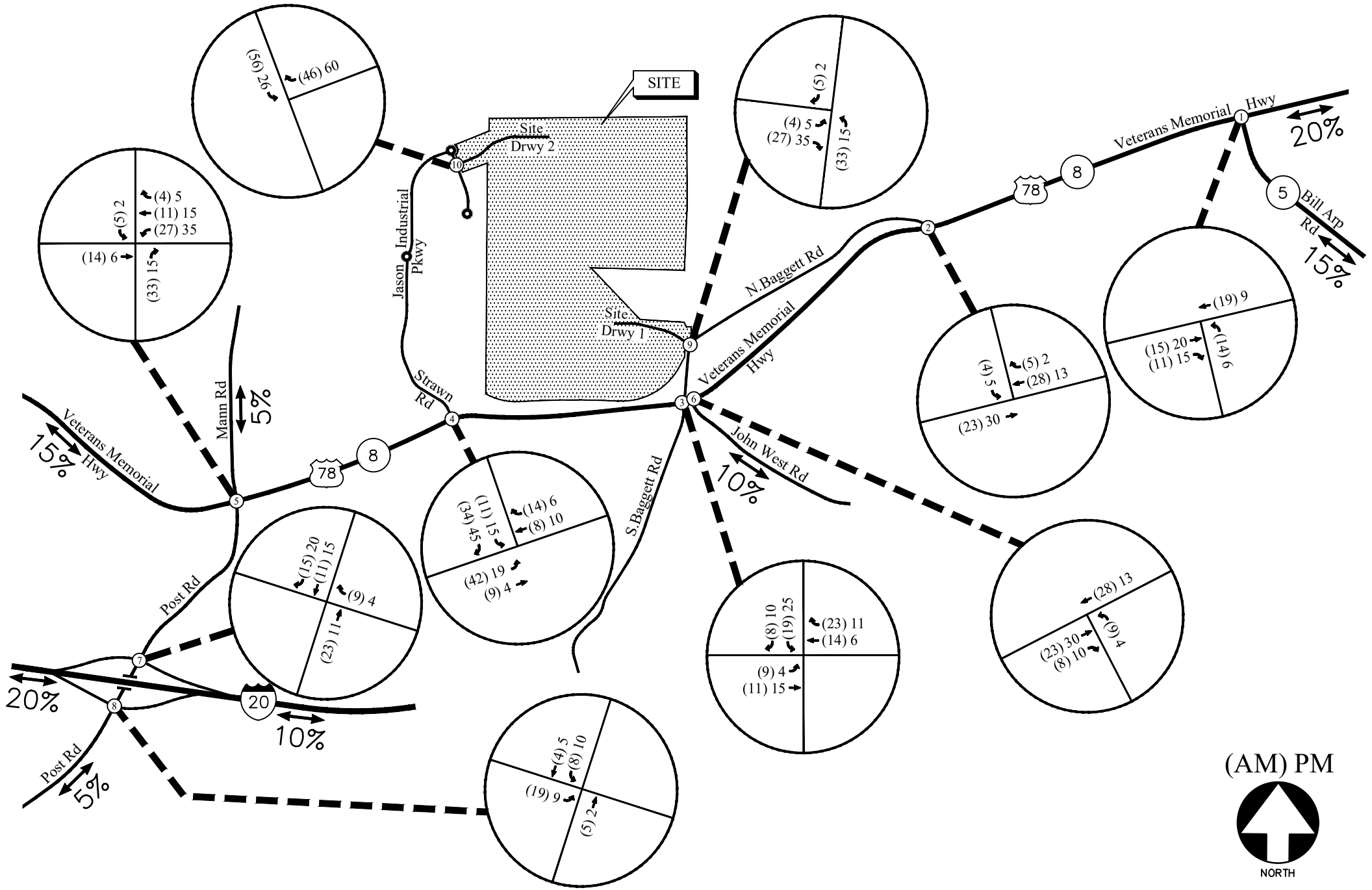
Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE *Land Use: 160 – Data Center*. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 160 – Data Center	1,343,700 sf	93	76	169	43	99	142	1,330

Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on the nature of the development and the locations of major roadways and highways that will serve the development and a review of the existing travel patterns in the area. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the site are shown in Figure 5.



TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5

A&R Engineering Inc.

FUTURE 2035 TRAFFIC ANALYSIS

The future 2035 traffic operations are analyzed for the "Build" and "No-Build" conditions. This provides a basis of reference for determining both the contribution of the site to overall traffic conditions and the additional improvements needed to provide sufficient site access and capacity for passing traffic.

Improvements that are identified as "System Improvements" address deficiencies that are found within the existing road network prior to any impacts from the proposed development's added traffic. Improvements that are identified as "Site Mitigation Improvements" address further impacts that are a result of the proposed development's added traffic. Note that survey and construction drawings would be needed to verify the feasibility and extent of additional right-of-way required for any recommended improvements.

Future "No-Build" Conditions

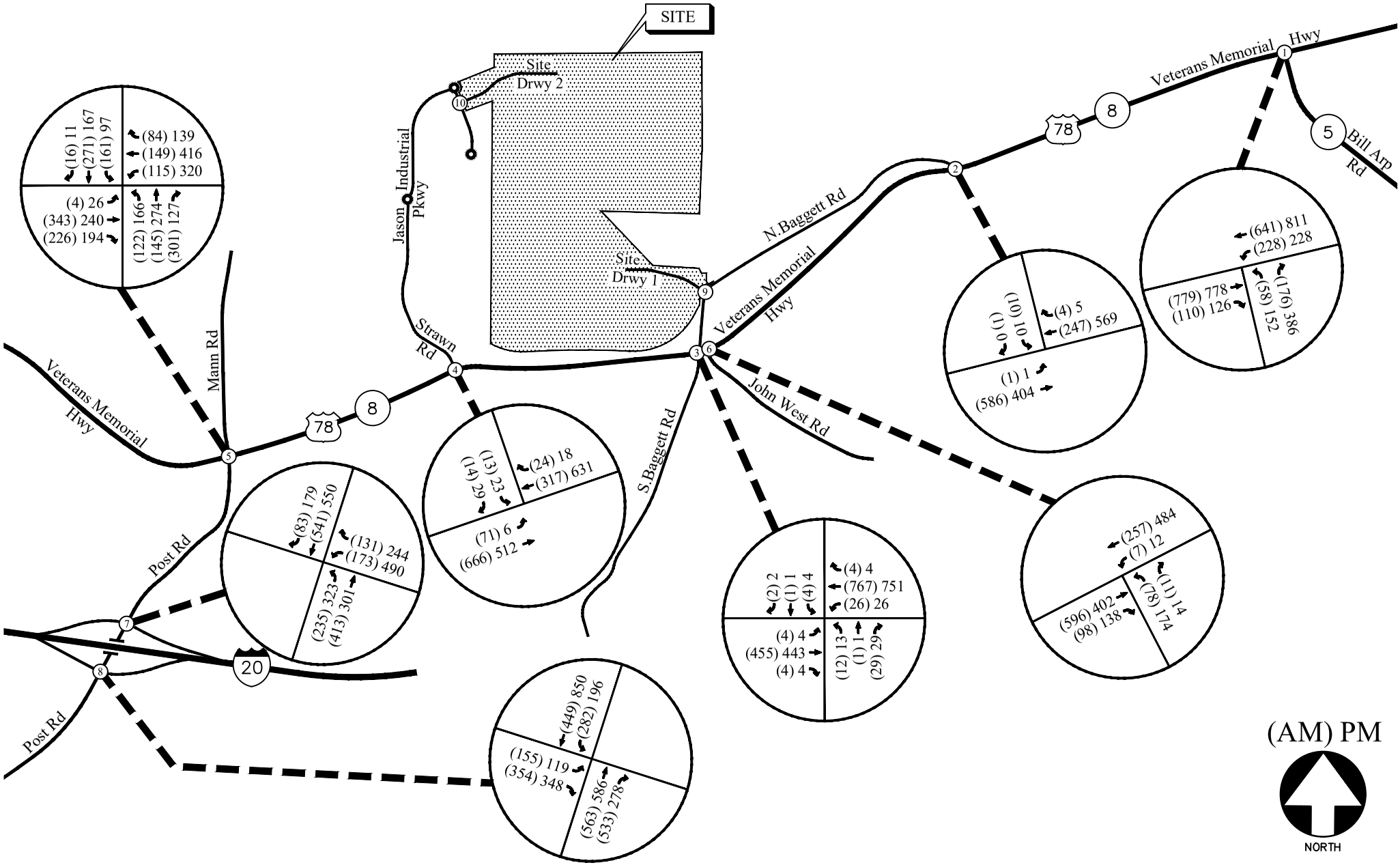
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing traffic volumes (Figure 2) plus increases for annual growth of traffic.

Annual Traffic Growth

To evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five years (2018-2019 & 2021-2023) revealed a traffic volume increase of approximately 2% in the area. This growth factor was applied to the existing traffic volumes to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting Future "No-Build" volumes on the roadway are shown in Figure 6.

Future "Build" Conditions

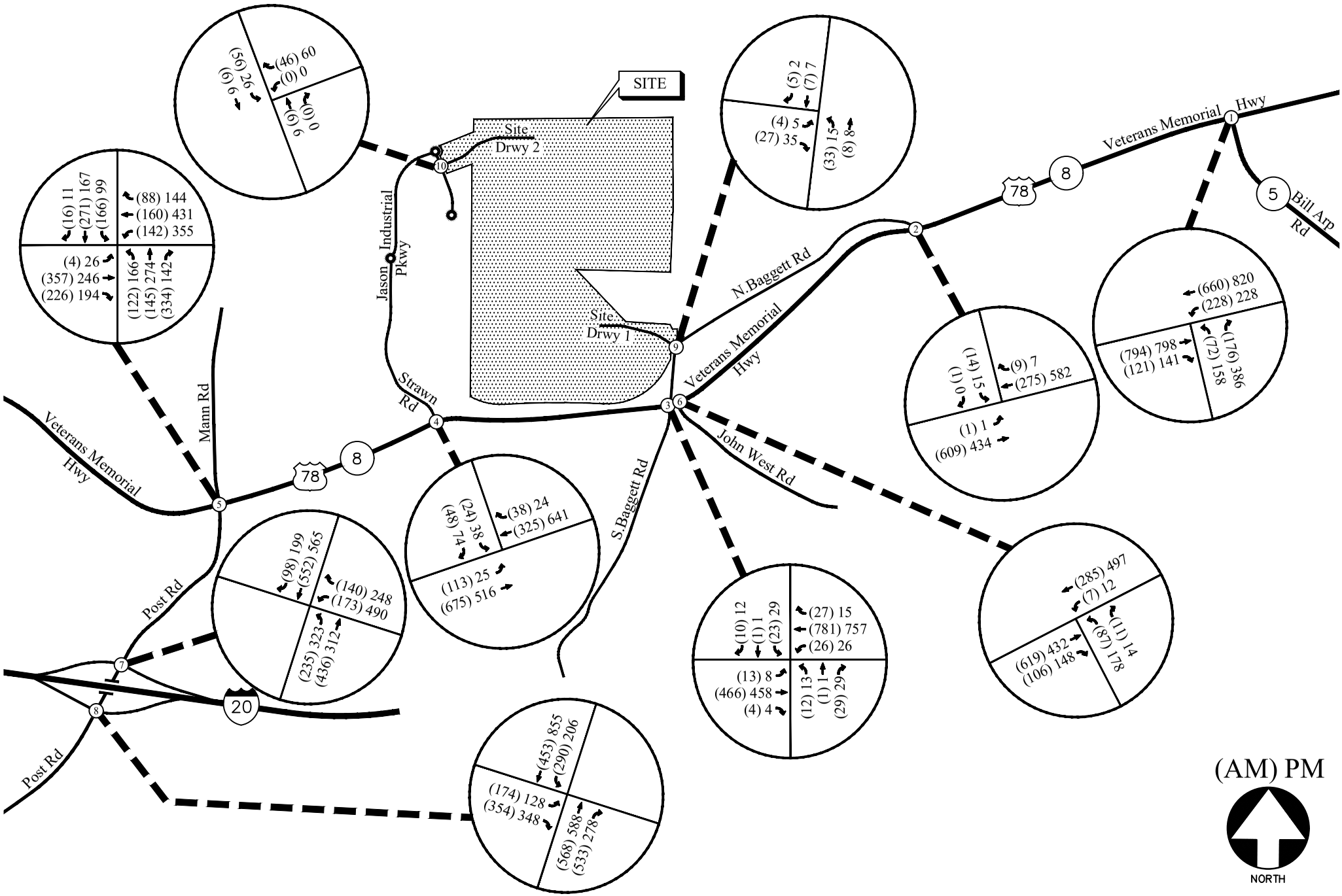
The "Build" or development conditions include the estimated background traffic from the "No-Build" conditions plus the traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) were added to base traffic volumes (Figure 6) to calculate the future traffic volumes after the construction of the development. These total future "Build" traffic volumes are shown in Figure 7.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 6

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7

A&R Engineering Inc.

Planned and Programmed Improvements in Study Area

The following improvements have been identified in the Regional Transportation Plan (Plan 2040), GDOT GeoPi, and/or the local comprehensive transportation plan. These improvements are within the vicinity of the proposed development.

TABLE 5 – PLANNED AND PROGRAMMED IMPROVEMENTS

Item #	Project Name	From / To Points	Sponsor	GDOT PI #	ARC ID #	Design FY	ROW / UTL FY	CST FY
1	Safety Improvements	Post Road from I-20 to SR 8/VMH Included in current SPLOST	Douglas County	CTP-20		N/A	N/A	N/A
2	Sidewalk Improvements	Aspirational projects CTP-81/82 – Planned sidewalk infrastructure updates along US 78 and Post Road and identify ways of integrating streetscape elements that will be unique to Winston (i.e. landscaping, signage, and wayfinding).	Douglas County	CTP-81/82		N/A	N/A	N/A
3	Post Road @ I-20 Interchange Imp.	Signalizing Post Road @ I-20 EB Ramp & adding right-turn lanes at both ramps.	Douglas County	-	-	Built	Built	Built

Douglas County Comprehensive Plan states the following short-term project and aspirational project in the study area.

Short-term (2022-2026): safety improvements for truck movement on Post Road and an intersection improvement at US 78/Baggett Road (both are current County SPLOST projects)

Aspirational: sidewalk improvements on US 78 and Post Road, expansion of Connect Douglas fixed-route transit service along US 78 from Douglasville to Villa Rica

Coordinate with GDOT on planned sidewalk infrastructure updates along US 78 and Post Road (Aspirational projects CTP-81/82) and identify ways of integrating streetscape elements that will be unique to Winston (i.e. landscaping, signage, and wayfinding).

TRANSPORTATION

Table 18: Douglas County CTP Tier One Project List

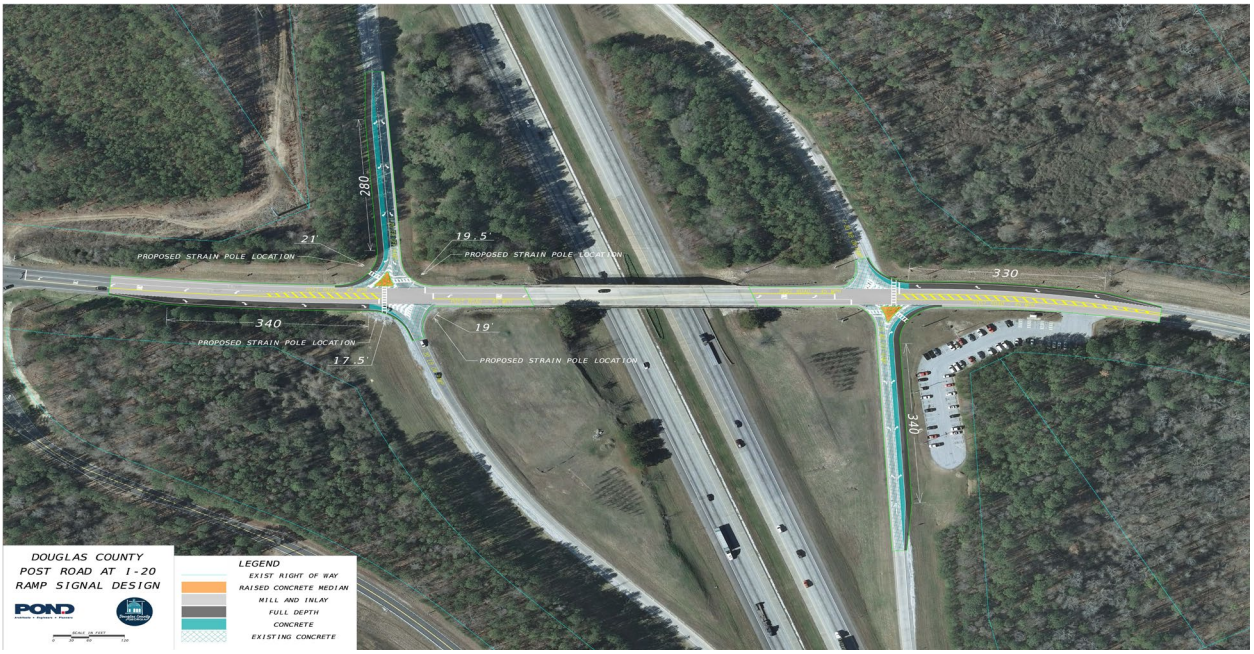
Project #	Road Name	Improvement Limits	Project Description	Status
CTP-14	Lee Road	from SR 92/Fairburn Road to E. County Line Road	Widening	RTP DO-220A - Currently Under Construction
CTP-15	Lee Road	from E. County Line Road to I-20	Widening	RTP DO-220A - Currently Under Construction
CTP-18	Maxham Road	at Thornton Road	Access management/pedestrian improvements/ redesign Maxham/Thornton Road intersection	RTP DO-220A - Currently Under Construction
CTP-20	Post Road	from I-20 to SR 8/VMH	Safety Improvements	Included in current SPLOST
CTP-22	Riverside Pkwy	at Rock House Road	Traffic signal	Completed with SPLOST funding
CTP-36-1	SR 6/Thornton Road	from I-20 to SR 6 Spur	Truck Friendly Lanes	RTP DO-299 - No Local Funding
CTP-44	SR 92/Fairburn Road	at Riverside Parkway	Intersection Improvements	Completed with SPLOST funding
CTP-48	Stewart Mill Road	at Reynolds Road	Intersection Improvements	Included in current SPLOST
CTP-49	Sweetwater Church Road	at Dorris Road	Intersection Improvements	Completed with SPLOST funding
CTP-50	Chapel Hill Road	from Central Church Road to Dorset Shoals Road	Widening	Included in current SPLOST
CTP-51	SR 5/Bill Arp Road	at Concourse Pkwy	Intersection Improvements	Included in current SPLOST
CTP-52	SR 8/VMH	at John West Road/S. Baggett Road	Intersection Improvements	Included in current SPLOST
CTP-53	SR 166/Duncan Memorial Hwy	at Post Road	Intersection Improvements	Included in current SPLOST
CTP-54	SR 166/Duncan Memorial Hwy	at Chapel Hill Road	Intersection Improvements	Included in current SPLOST
CTP-64	SR 5/Bill Arp Road	at Banks Mills Road/Pool Road	Roundabout	State Funded - Safety Improvement (PI#: 0009836, ROW authorization is expected to be complete by Nov. 2023)
CTP-73	Chapel Hill Road	at Anneewakee Road	Add WBR Turn Lane and Second SBL Turn Lane	
CTP-63	CHC Regional Greenway Trail	from Boundary of Waters Park to Sweetwater Creek State Park	Trail	RTP DO-298 - (2023-2024)

Douglas County Comprehensive Plan | 121

- Since there are no programmed projects in the study area till the final build-out in 2035.
- Winston Master Plan Planned Transportation Projects – Winston's transportation goals over the next 30 years will be regular maintenance and upkeep of existing infrastructure and focusing on key growth strategies that will not negatively impact roadway functions. No new roadways are recommended for the area. A few suggested roadways will only be considered in conjunction with new development in the Workplace Campus areas after carefully reviewing to suit new development needs. Douglas County should coordinate closely with the County Transportation Department and GDOT on following planned transportation projects in Winston:

    - Short Term safety improvements at Post Road from I-20 to US 78 (CTP-20)
    - Planned sidewalk updates along us 78 AND Post Road (CTP – 81/82).

Post Road @ I-20 Interchange Improvement Project:



Douglas County has just completed the project at Post Road at I-20 ramps with following improvements and we have taken those improvements in our analysis:

- Signalizing Post Road at I-20 eastbound ramp
- Adding right turn lanes at both ramps

Auxiliary Lane Analysis

Included below are analyses for left turn and deceleration lanes for the site driveway on N. Baggett Road per GDOT standards. The analyses below are based off the trip distribution included in the "Trip Distribution" section. According to the estimated trip generation, the 24-hour two-way volume entering and exiting the site is 1,330 vehicles. The AADT on N. Baggett Road is less than 6,000 vehicles based on collected traffic counts.

Since Site Driveway 2 is at the end of Jason Industrial Parkway, no turn lane analysis was completed for Site Driveway 2.

Left Turn Lane Analysis

For two lane roadways with AADT's less than 6,000 vehicles and a posted speed limit of 35 mph, the daily site generated traffic left-turn movements threshold to warrant a left-turn lane is 300 left-turning vehicles a day. The projected left-turn volumes per day for Site Driveway 1 is included in Table 6.

TABLE 6 – GDOT REQUIREMENTS FOR LEFT TURN LANES

Intersection	Left turn traffic (% total entering)	Left-turn Volume (vehicles/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicles/ day)	Warrants met?
N. Baggett Road @ Site Driveway 1	35% (Northbound)	**233** (Total Trips) ÷ 2 × 0.35 = (1,330) ÷ 2 x 0.35 = 233	35 mph / 2-Lane / < 6,000	300	No

A left turn lane is not warranted at Site Driveway 1 on N. Baggett Road as per GDOT standards.

Deceleration Turn Lane Analysis

For two lane roadways with AADT's less than 6,000 vehicles and a posted speed limit of 35 mph, the daily site generated traffic right-turn movements threshold to warrant a deceleration lane is 200 right turning vehicles a day. The projected right-turn volumes per day for Site Driveway 1 is included in Table 7.

TABLE 7 – GDOT REQUIREMENTS FOR DECELERATION LANES

Intersection	Right-turn traffic (% total entering)	Right-turn Volume (vehicles/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicles/day)	Warrants met?
N. Baggett Road @ Site Driveway 1	5% (Southbound)	**33** (Total Trips) ÷ 2 × 0.05 = (1,330) ÷ 2 x 0.05 = 33	35 mph / 2-Lane / < 6,000	200	No

A deceleration lane is not warranted at Site Driveway 1 on N. Baggett Road per GDOT standards.

Future Traffic Operations

The future "No-Build" and "Build" traffic operations were analyzed using the volumes in Figures 6 and 7, respectively. The results of the future traffic operations analysis are shown in Tables 8A and 8B.

TABLE 8A – FUTURE INTERSECTION OPERATIONS (2035)

	Intersection	LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**SR 8 (Veterans Memorial Hwy) @ SR 5 (Bill Arp Road)**	**A (9.7)**	**B (15.3)**	**B (10.4)**	**B (16.3)**
	-Eastbound Approach	B (12.1)	B (17.5)	B (12.5)	B (18.2)
	-Westbound Approach	A (5.5)	A (9.7)	A (5.8)	B (10.5)
	-Northbound Approach	D (39.0)	D (42.4)	D (43.6)	D (44.4)
2	**SR 8 (Veterans Memorial Hwy) @ N. Baggett Road (east end)**				
	-Eastbound Left	A (7.8)	A (8.6)	A (7.9)	A (8.7)
	-Southbound Approach	B (13.8)	C (16.6)	B (14.7)	C (17.4)
3	**SR 8 (Veterans Memorial Hwy) @ N. Baggett Road / S. Baggett Road**				
	-Eastbound Left	A (9.5)	A (9.5)	A (9.8)	A (9.6)
	-Westbound Left	A (8.5)	A (8.4)	A (8.5)	A (8.5)
	-Northbound Approach	C (22.6)	C (22.9)	C (24.8)	C (24.5)
	-Southbound Approach	D (33.7)	D (32.9)	E (48.0)	E (49.5)
4	**SR 8 (Veterans Memorial Hwy) @ Strawn Road**				
	-Eastbound Left	A (8.2)	A (9.1)	A (8.3)	A (9.3)
	-Southbound Approach	C (15.7)	C (16.3)	C (15.2)	C (16.4)
5	**SR 8 (Veterans Memorial Hwy) @ Post Road/Mann Road**	**C (32.9)**	**C (31.0)**	**C (32.9)**	**C (31.1)**
	-Eastbound Approach	B (18.0)	C (21.5)	B (18.8)	C (23.0)
	-Westbound Approach	B (12.6)	B (16.1)	B (12.8)	B (16.6)
	-Northbound Approach	D (44.1)	D (53.0)	D (44.2)	D (53.5)
	-Southbound Approach	D (50.3)	D (45.6)	D (51.5)	D (45.4)
6	**SR 8 (Veterans Memorial Hwy) @ John West Road**				
	-Westbound Left	A (9.2)	A (8.7)	A (9.4)	A (8.8)
	-Northbound Approach	C (24.6)	F (62.6)	D (28.7)	F (81.3)
7	**Post Road @ I-20 Westbound Ramps**	**B (14.5)**	**C (32.6)**	**B (14.5)**	**C (33.0)**
	-Westbound Approach	D (53.5)	D (54.5)	D (53.5)	D (54.5)
	-Northbound Approach	A (6.0)	B (17.9)	A (6.1)	B (18.5)
	-Southbound Approach	B (12.1)	C (29.8)	B (12.3)	C (30.5)
8	**Post Road @ I-20 Eastbound Ramps**	**B (11.5)**	**A (7.5)**	**B (12.6)**	**A (7.8)**
	-Eastbound Approach	D (51.6)	D (53.6)	D (51.6)	D (53.0)
	-Northbound Approach	B (11.5)	A (8.7)	B (12.7)	A (9.2)
	-Southbound Approach	A (3.0)	A (1.6)	A (3.3)	A (1.6)
9	**N. Baggett Road @ Site Driveway 1**				
	-Eastbound Approach	-	-	A (8.5)	A (8.5)
	-Northbound Left	-	-	A (7.3)	A (7.2)
10	**Jason Industrial Parkway @ Site Driveway 2**				
	-Westbound Approach	-	-	A (8.5)	A (8.6)
	-Southbound Left	-	-	A (7.3)	A (7.3)

TABLE 8B – FUTURE INTERSECTION 95TH PERCENTILE QUEUES (2035)						
Intersection		Available Storage	Queue Length in feet			
			NO-BUILD		BUILD	
			AM Peak	PM Peak	AM Peak	PM Peak
Synchro Queues						
3	**SR 8 (Veterans Memorial Hwy) @ N. Baggett Road / S. Baggett Road** -Southbound Approach	(590')	5'	5'	30'	40'
9	**N. Baggett Road @ Site Driveway 1** -Northbound Approach	(125')	-	-	3'	0
SimTraffic Queues						
3	**SR 8 (Veterans Memorial Hwy) @ N. Baggett Road / S. Baggett Road** -Southbound Approach	(590')	13'	13'	68'	45'
9	**N. Baggett Road @ Site Driveway 1** -Northbound Approach	(125')	-	-	0	0

The results of future "No-Build 2035" traffic operations show that all the study intersections will operate at a level of service "D" or better in both the AM and PM peak hours except the unsignalized intersection of SR 8 (Veterans Memorial Highway) at John West Road where the northbound (John West Road) approach will operate at LOS "F" in the PM peak hour.

The results of future "Build 2035" traffic operations show that the stop-controlled northbound approach of John West Road at Veterans Memorial will continue to operate at LOS "F", as in "No-Build 2035" conditions in the PM peak hour.

Further, the northbound and southbound stop-controlled approaches of S. Baggett Road and N. Baggett Road at Veterans Memorial Highway will also operate at LOS "E" in AM and PM peak hour after the addition of site generated traffic and the annual growth in traffic by 2035. The projected 2035 low traffic volumes do not warrant installation of a traffic signal at the study intersection and no geometric improvements seem to aid improve the modest delays expected to be experienced in 2035. It is not uncommon for stop-controlled side-streets on arterial roadways to experience delays during peak hours as delays are caused by side-street wait times to turn left onto the main line.

The 95th percentile queue lengths analysis in both Synchro and SimTraffic show that the southbound queue on N. Baggett Road at SR 8 (Veterans Memorial Highway) and the northbound queue on N. Baggett Road at Site Driveway 1 will be less than three car lengths in both the AM and PM peak hours in future conditions and will not back up till the existing railroad line.

Recommendations for System Improvements

SR 8 (Veterans Memorial Highway) at John West Road

A preliminary analysis of traffic volumes indicates that the projected left-turn volumes on John West Road in "No-Build" conditions in 2035 may warrant installation of a traffic signal at its intersection with SR 8/US 78 (Veterans Memorial Highway). We recommend that a detailed signal warrant analysis be completed in 2035, and a traffic signal be installed at that time, if warranted and approved by GDOT. Results of the traffic operations at the intersection after recommendation for system improvement of installing a traffic signal is implemented are given below in Table 9.

TABLE 9 – FUTURE IMPROVED OPERATIONS (2035) WITH TRAFFIC SIGNAL

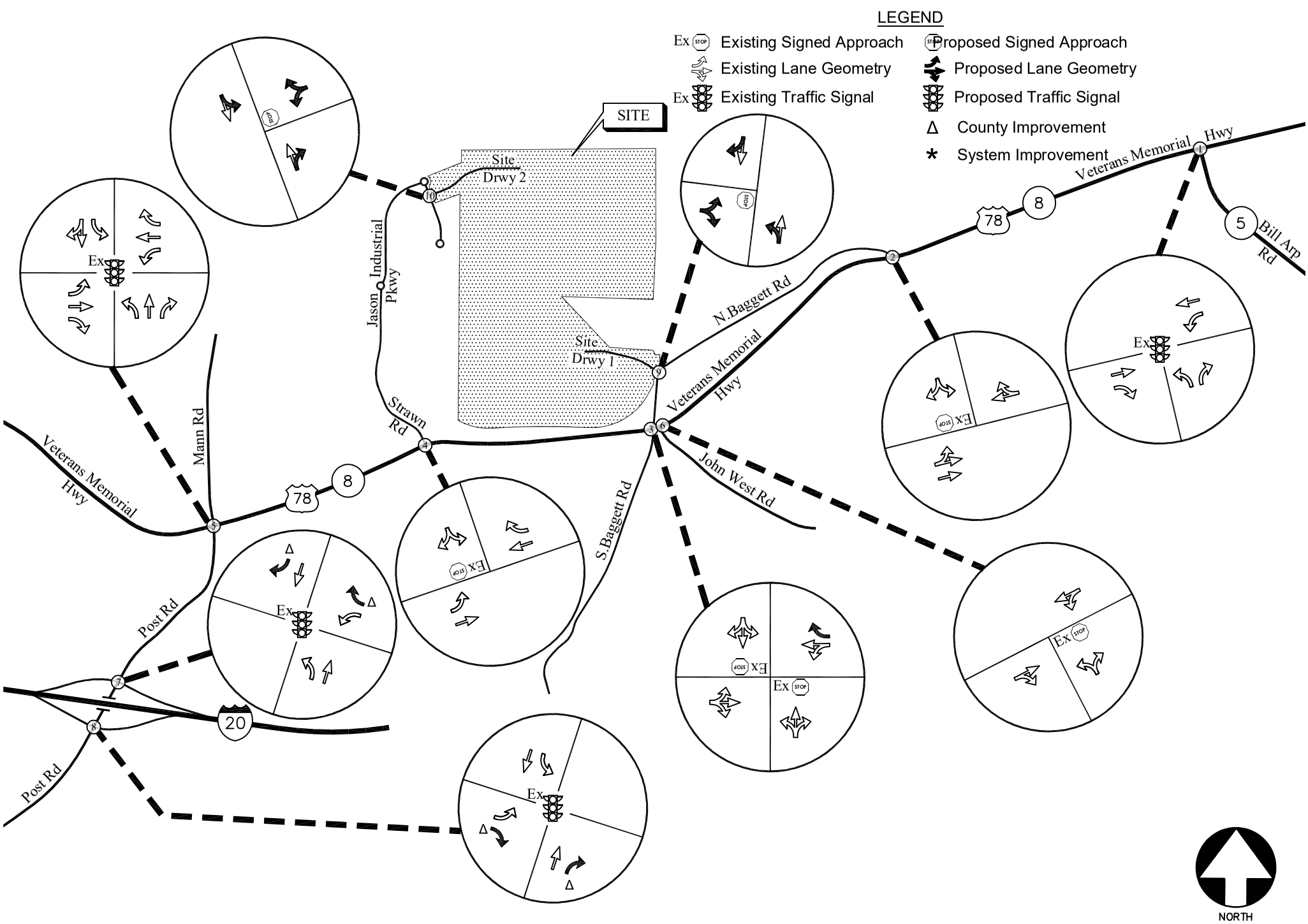
Intersection		LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
6	**SR 8 (Veterans Memorial Hwy) @ John West Road**	**A (7.5)**	**A (8.6)**	**A (7.6)**	**A (8.8)**
	-Eastbound Left	A (7.6)	A (8.2)	A (7.6)	A (8.4)
	-Westbound Left	A (4.4)	A (6.8)	A (4.3)	A (6.7)
	-Northbound Approach	B (15.4)	B (14.1)	B (16.6)	B (15.1)

If a traffic signal is installed once warranted and approved, the intersection will operate at satisfactory level-of-service "A" in both AM and PM peak hours.

Recommendations for Site Improvements

- SR 8 (Veterans Memorial Hwy) @ N. Baggett Road / S. Baggett Road
  - Construct a westbound right-turn lane on Veterans Memorial Highway
  - Verify adequate sight distance per AASHTO standards is available.

Recommendations for future traffic control and lane geometry are shown in Figure 8.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 8

A&R Engineering Inc.

CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed 1,343,700 sf Stream Data Center development that will be located at the end of Jason Industrial Parkway, north of SR 8/US 78 (Veterans Memorial Highway) in Douglas County, Georgia.

The development proposes access at the following locations:

- Site Driveway 1: Full access driveway on N. Baggett Road, for cars only
- Site Driveway 2: Full access driveway on Jason Industrial Parkway, for both cars and trucks

Existing and future operations during the AM peak hour (7:00 AM – 9:00 AM) and PM peak hour (4:00 PM – 6:00 PM) before and after completion of the project were analyzed at the following intersections:

1. SR 8/US 78 (Veterans Memorial Highway) @ SR 5 (Bill Arp Road)
2. SR 8/US 78 (Veterans Memorial Highway) @ N. Baggett Road (east end)
3. SR 8/US 78 (Veterans Memorial Highway) @ N. Baggett Road / S. Baggett Road
4. SR 8/US 78 (Veterans Memorial Highway) @ Strawn Road
5. SR 8/US 78 (Veterans Memorial Highway) @ Post Road / Mann Road
6. SR 8/US 78 (Veterans Memorial Highway) @ John West Road
7. Post Road @ I-20 Westbound Ramps
8. Post Road @ I-20 Eastbound Ramps
9. N. Baggett Road @ Proposed Site Driveway 1
10. Jason Industrial Parkway @ Proposed Site Driveway 2

The analysis included the evaluation of Future operations for “No-Build” and “Build” conditions, both of which account for increases in annual growth of through traffic.

The results of future “No-Build 2035” traffic operations show that all the study intersections will operate at a level of service “D” or better in both the AM and PM peak hours except the unsignalized intersection of SR 8 (Veterans Memorial Highway) at John West Road where the northbound (John West Road) approach will operate at LOS “F” in the PM peak hour.

The results of future “Build 2035” traffic operations show that the stop-controlled northbound approach of John West Road at Veterans Memorial will continue to operate at LOS “F”, as in “No-Build 2035” conditions in the PM peak hour.

Further, the northbound and southbound stop-controlled approaches of S. Baggett Road and N. Baggett Road at Veterans Memorial Highway will also operate at LOS “E” in AM and PM peak hour after the addition of site generated traffic and the annual growth in traffic by 2035. The projected 2035 low traffic volumes do not warrant installation of a traffic signal at the study intersection and no geometric improvements seem to aid improve the modest delays expected to be experienced in 2035. It is not uncommon for stop-controlled side-streets on arterial roadways to experience delays during peak hours as delays are caused by side-street wait times to turn left onto the main line.

The 95th percentile queue lengths analysis in both Synchro and SimTraffic show that the southbound queue on N. Baggett Road at SR 8 (Veterans Memorial Highway) and the northbound queue on N. Baggett Road at Site Driveway 1 will be less than three car lengths in both the AM and PM peak hours in future conditions and will not back up till the existing railroad line.

Recommendations for System Improvements

SR 8 (Veterans Memorial Highway) at John West Road

A preliminary analysis of traffic of traffic volumes indicates that the projected left-turn volumes on John West Road in "No-build" conditions in 2035 may warrant installation of a traffic signal at its intersection with SR 8/US78 (Veterans Memorial Highway). We recommend that a detailed signal warrant analysis be completed in 2035, and a traffic signal be installed at that time, if warranted and approved by GDOT.

Recommendations for Site Improvements

- SR 8 (Veterans Memorial Hwy) @ N. Baggett Road / S. Baggett Road
    - Construct a westbound right-turn lane on Veterans Memorial Highway
    - Verify adequate sight distance per AASHTO standards is available.

Recommendation for Site Access Configuration

The following access configuration is recommended for the proposed site driveway intersections:

- Site Driveway 1: Full access driveway on N. Baggett Road, for cars only
    - One entering and one exiting lanes.
    - Stop-sign controlled on the driveway approach with N. Baggett Road remaining free flow.
    - Provide adequate sight distance per AASHTO standards.

- Site Driveway 2: Full access driveway on Jason Industrial Parkway, for both cars and trucks
    - One entering and one exiting lanes.
    - Stop-sign controlled on the driveway approach with Jason Industrial Parkway remaining free flow.
    - Provide larger radius return for trucks.

Appendix

Existing Intersection Traffic Counts .....
GRTA Letter of Understanding.....
Linear Regression of Daily Traffic.....
Fact Sheets for Planned and Programmed Improvements.....
Existing Intersection Analysis.....
Future “No-Build” Intersection Analysis .....
Future “No-Build” Intersection Analysis with Improvements .....
Future “Build” Intersections Analysis .....
Future “Build” Intersections Analysis with Improvements.....
Traffic Volume Worksheets .....

Existing Intersection Traffic Counts

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 8 - US 78 (Veterans Memorial Hwy) @
S. Baggett & N. Baggett Road
7-9am | 4-6pm

File Name : 20250037
Site Code : 20250037
Start Date : 02-06-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	S. Baggett Road Northbound				N. Baggett Road Southbound				SR 8 - US 78 (Veterans Memorial Hwy) Eastbound				SR 8 - US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	4	6	0	0	1	1	1	95	2	98	6	121	0	127	232
07:15 AM	2	0	4	6	2	0	1	3	0	78	1	79	6	137	1	144	232
07:30 AM	2	0	17	19	2	0	1	3	2	99	3	104	4	114	0	118	244
07:45 AM	1	1	3	5	2	0	1	3	1	94	1	96	5	148	1	154	258
Total	7	1	28	36	6	0	4	10	4	366	7	377	21	520	2	543	966
08:00 AM	5	0	7	12	0	1	1	2	1	80	1	82	7	145	0	152	248
08:15 AM	3	0	7	10	1	0	0	1	0	112	0	112	5	171	1	177	300
08:30 AM	1	0	7	8	0	0	0	0	1	93	1	95	5	175	1	181	284
08:45 AM	2	0	3	5	0	0	0	0	1	84	0	85	3	144	1	148	238
Total	11	0	24	35	1	1	1	3	3	369	2	374	20	635	3	658	1070
*** BREAK ***																	
04:00 PM	2	0	4	6	0	0	1	1	0	97	2	99	6	120	0	126	232
04:15 PM	2	0	3	5	2	0	1	3	0	79	1	80	6	133	1	140	228
04:30 PM	2	0	17	19	2	0	1	3	3	99	3	105	4	111	0	115	242
04:45 PM	2	1	3	6	2	0	1	3	1	91	1	93	5	145	1	151	253
Total	8	1	27	36	6	0	4	10	4	366	7	377	21	509	2	532	955
05:00 PM	5	0	7	12	0	1	1	2	1	79	1	81	7	144	0	151	246
05:15 PM	3	0	7	10	1	0	0	1	0	112	0	112	5	167	1	173	296
05:30 PM	1	0	7	8	0	0	0	0	1	87	1	89	5	170	1	176	273
05:45 PM	2	0	3	5	0	0	0	0	1	83	0	84	5	140	0	145	234
Total	11	0	24	35	1	1	1	3	3	361	2	366	22	621	2	645	1049
Grand Total	37	2	103	142	14	2	10	26	14	1462	18	1494	84	2285	9	2378	4040
Apprch %	26.1	1.4	72.5		53.8	7.7	38.5		0.9	97.9	1.2		3.5	96.1	0.4		
Total %	0.9	0	2.5	3.5	0.3	0	0.2	0.6	0.3	36.2	0.4	37	2.1	56.6	0.2	58.9	
Cars & Buses	37	2	102	141	14	2	10	26	14	1383	18	1415	84	2239	8	2331	3913
% Cars & Buses	100	100	99	99.3	100	100	100	100	100	94.6	100	94.7	100	98	88.9	98	96.9
Trucks	0	0	1	1	0	0	0	0	0	79	0	79	0	46	1	47	127
% Trucks	0	0	1	0.7	0	0	0	0	0	5.4	0	5.3	0	2	11.1	2	3.1

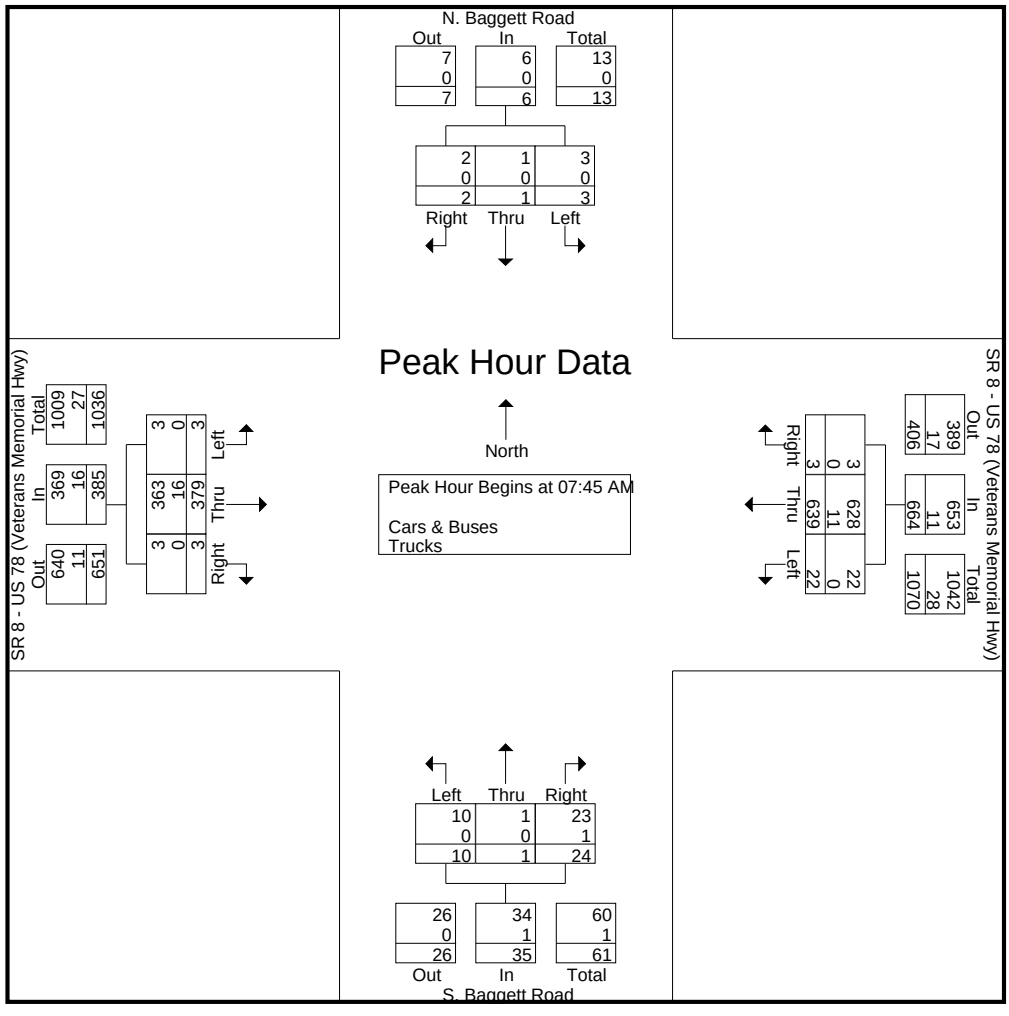
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 8 - US 78 (Veterans Memorial Hwy) @
S. Baggett & N. Baggett Road
7-9am | 4-6pm

File Name : 20250037
Site Code : 20250037
Start Date : 02-06-2025
Page No : 2

	S. Baggett Road Northbound				N. Baggett Road Southbound				SR 8 - US 78 (Veterans Memorial Hwy) Eastbound				SR 8 - US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	**1**	3	5	**2**	0	**1**	**3**	**1**	94	**1**	96	5	148	**1**	154	258
08:00 AM	**5**	0	**7**	**12**	0	**1**	1	2	1	80	1	82	**7**	145	0	152	248
08:15 AM	3	0	7	10	1	0	0	1	0	**112**	0	**112**	5	171	1	177	**300**
08:30 AM	1	0	7	8	0	0	0	0	1	93	1	95	5	**175**	1	**181**	284
Total Volume	10	1	24	35	3	1	2	6	3	379	3	385	22	639	3	664	1090
% App. Total	28.6	2.9	68.6		50	16.7	33.3		0.8	98.4	0.8		3.3	96.2	0.5		
PHF	.500	.250	.857	.729	.375	.250	.500	.500	.750	.846	.750	.859	.786	.913	.750	.917	.908
Cars & Buses	10	1	23	34	3	1	2	6	3	363	3	369	22	628	3	653	1062
% Cars & Buses	100	100	95.8	97.1	100	100	100	100	100	95.8	100	95.8	100	98.3	100	98.3	97.4
Trucks	0	0	1	1	0	0	0	0	0	16	0	16	0	11	0	11	28
% Trucks	0	0	4.2	2.9	0	0	0	0	0	4.2	0	4.2	0	1.7	0	1.7	2.6



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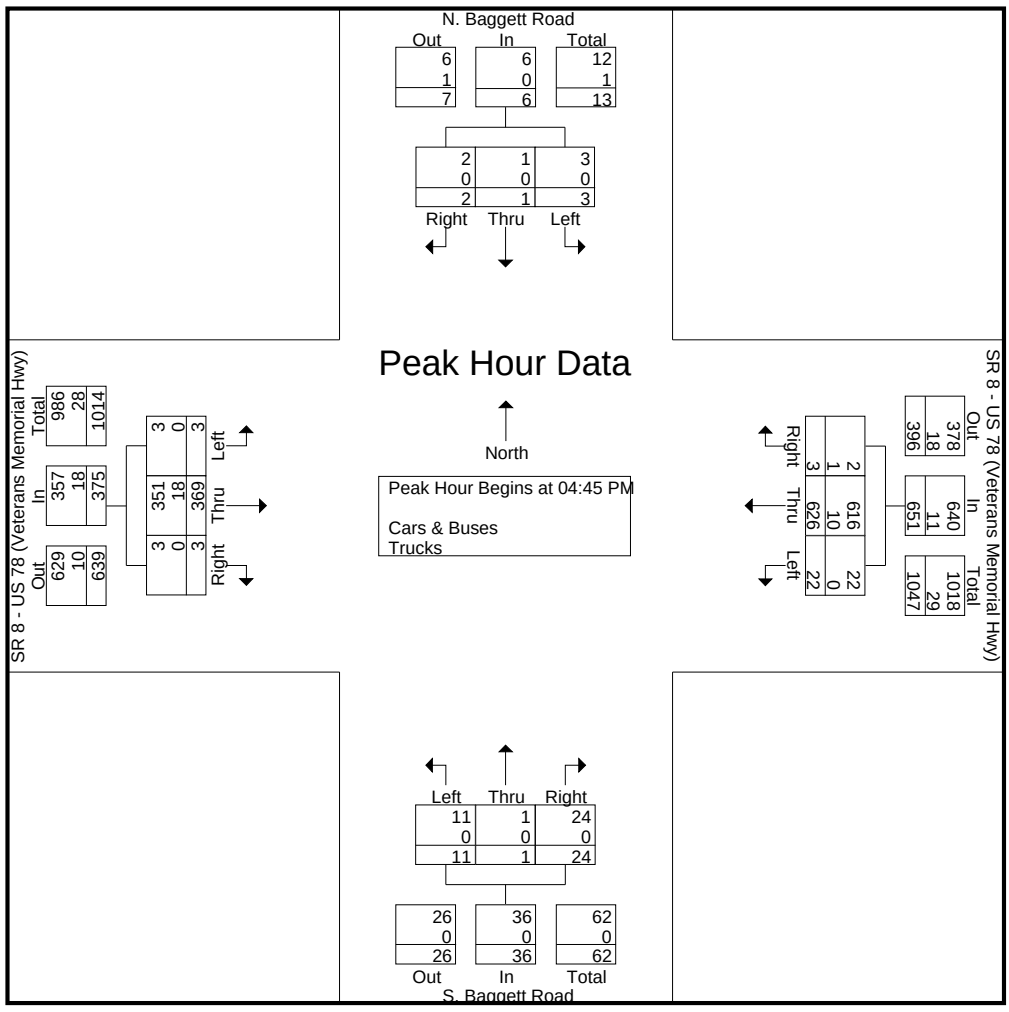
TMC Data
SR 8 - US 78 (Veterans Memorial Hwy) @
S. Baggett & N. Baggett Road
7-9am | 4-6pm

File Name : 20250037
Site Code : 20250037
Start Date : 02-06-2025
Page No : 3

	S. Baggett Road Northbound				N. Baggett Road Southbound				SR 8 - US 78 (Veterans Memorial Hwy) Eastbound				SR 8 - US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	**1**	3	6	**2**	0	**1**	**3**	**1**	91	**1**	93	5	145	**1**	151	253
05:00 PM	**5**	0	**7**	**12**	0	**1**	1	2	1	79	1	81	**7**	144	0	151	246
05:15 PM	3	0	7	10	1	0	0	1	0	**112**	0	**112**	5	167	1	173	**296**
05:30 PM	1	0	7	8	0	0	0	0	1	87	1	89	5	**170**	1	**176**	273
Total Volume	11	1	24	36	3	1	2	6	3	369	3	375	22	626	3	651	1068
% App. Total	30.6	2.8	66.7		50	16.7	33.3		0.8	98.4	0.8		3.4	96.2	0.5		
PHF	.550	.250	.857	.750	.375	.250	.500	.500	.750	.824	.750	.837	.786	.921	.750	.925	.902
Cars & Buses	11	1	24	36	3	1	2	6	3	351	3	357	22	616	2	640	1039
% Cars & Buses	100	100	100	100	100	100	100	100	100	95.1	100	95.2	100	98.4	66.7	98.3	97.3
Trucks	0	0	0	0	0	0	0	0	0	18	0	18	0	10	1	11	29
% Trucks	0	0	0	0	0	0	0	0	0	4.9	0	4.8	0	1.6	33.3	1.7	2.7



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Marietta, GA 30067

TMC Data
SR 8 - US 78 (Veterans Memorial Hwy) @
N. Baggett Road (Eastern intersection)
7-9 am | 4-6 pm

File Name : 20250036
Site Code : 20250036
Start Date : 02-06-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Northbound				N. Baggett Road (Eastern intersection) Southbound				SR 8 - US 78 (Veterans Memorial Hwy) Eastbound				SR 8 - US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	3	0	0	3	0	92	0	92	0	50	0	50	145
07:15 AM	0	0	0	0	4	0	0	4	0	118	0	118	0	65	2	67	189
07:30 AM	0	0	0	0	2	0	1	3	1	117	0	118	0	38	1	39	160
07:45 AM	0	0	0	0	2	0	0	2	0	147	0	147	0	48	0	48	197
Total	0	0	0	0	11	0	1	12	1	474	0	475	0	201	3	204	691
08:00 AM	0	0	0	0	0	0	0	0	0	106	0	106	0	55	0	55	161
08:15 AM	0	0	0	0	1	0	0	1	1	81	0	82	0	52	1	53	136
08:30 AM	0	0	0	0	2	0	0	2	0	97	0	97	0	43	2	45	144
08:45 AM	0	0	0	0	0	0	0	0	0	87	0	87	0	39	3	42	129
Total	0	0	0	0	3	0	0	3	1	371	0	372	0	189	6	195	570
*** BREAK ***																	
04:00 PM	0	0	0	0	0	0	0	0	0	96	0	96	0	112	2	114	210
04:15 PM	0	0	0	0	3	0	1	4	0	86	0	86	0	102	9	111	201
04:30 PM	0	0	0	0	2	0	0	2	1	99	0	100	0	100	2	102	204
04:45 PM	0	0	0	0	3	0	0	3	0	70	0	70	0	127	2	129	202
Total	0	0	0	0	8	0	1	9	1	351	0	352	0	441	15	456	817
05:00 PM	0	0	0	0	2	0	0	2	0	75	0	75	0	129	0	129	206
05:15 PM	0	0	0	0	1	0	0	1	0	93	0	93	0	118	0	118	212
05:30 PM	0	0	0	0	2	0	0	2	0	73	0	73	0	125	1	126	201
05:45 PM	0	0	0	0	1	0	0	1	0	58	0	58	0	114	3	117	176
Total	0	0	0	0	6	0	0	6	0	299	0	299	0	486	4	490	795
Grand Total	0	0	0	0	28	0	2	30	3	1495	0	1498	0	1317	28	1345	2873
Apprch %	0	0	0		93.3	0	6.7		0.2	99.8	0		0	97.9	2.1		
Total %	0	0	0	0	1	0	0.1	1	0.1	52	0	52.1	0	45.8	1	46.8	
Cars & Buses	0	0	0	0	24	0	2	26	3	1368	0	1371	0	1213	27	1240	2637
% Cars & Buses	0	0	0	0	85.7	0	100	86.7	100	91.5	0	91.5	0	92.1	96.4	92.2	91.8
Trucks	0	0	0	0	4	0	0	4	0	127	0	127	0	104	1	105	236
% Trucks	0	0	0	0	14.3	0	0	13.3	0	8.5	0	8.5	0	7.9	3.6	7.8	8.2

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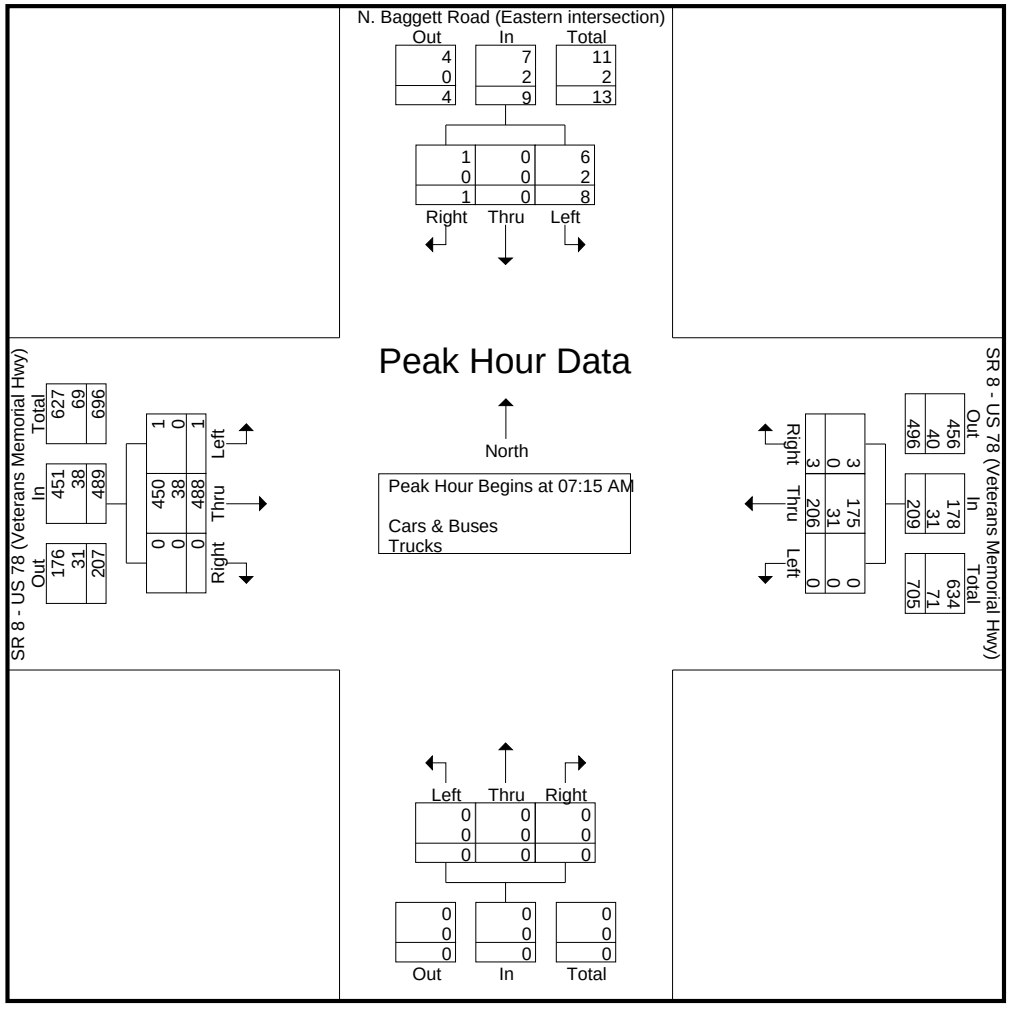
TMC Data
SR 8 - US 78 (Veterans Memorial Hwy) @
N. Baggett Road (Eastern intersection)
7-9 am | 4-6 pm

File Name : 20250036
Site Code : 20250036
Start Date : 02-06-2025
Page No : 2

	Northbound				N. Baggett Road (Eastern intersection) Southbound				SR 8 - US 78 (Veterans Memorial Hwy) Eastbound				SR 8 - US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**4**	0	0	**4**	0	118	0	118	0	**65**	**2**	**67**	189
07:30 AM	0	0	0	0	2	0	**1**	3	**1**	117	0	118	0	38	1	39	160
07:45 AM	0	0	0	0	2	0	0	2	0	**147**	0	**147**	0	48	0	48	**197**
08:00 AM	0	0	0	0	0	0	0	0	0	106	0	106	0	55	0	55	161
Total Volume	0	0	0	0	8	0	1	9	1	488	0	489	0	206	3	209	707
% App. Total	0	0	0		88.9	0	11.1		0.2	99.8	0		0	98.6	1.4		
PHF	.000	.000	.000	.000	.500	.000	.250	.563	.250	.830	.000	.832	.000	.792	.375	.780	.897
Cars & Buses	0	0	0	0	6	0	1	7	1	450	0	451	0	175	3	178	636
% Cars & Buses	0	0	0	0	75.0	0	100	77.8	100	92.2	0	92.2	0	85.0	100	85.2	90.0
Trucks	0	0	0	0	2	0	0	2	0	38	0	38	0	31	0	31	71
% Trucks	0	0	0	0	25.0	0	0	22.2	0	7.8	0	7.8	0	15.0	0	14.8	10.0



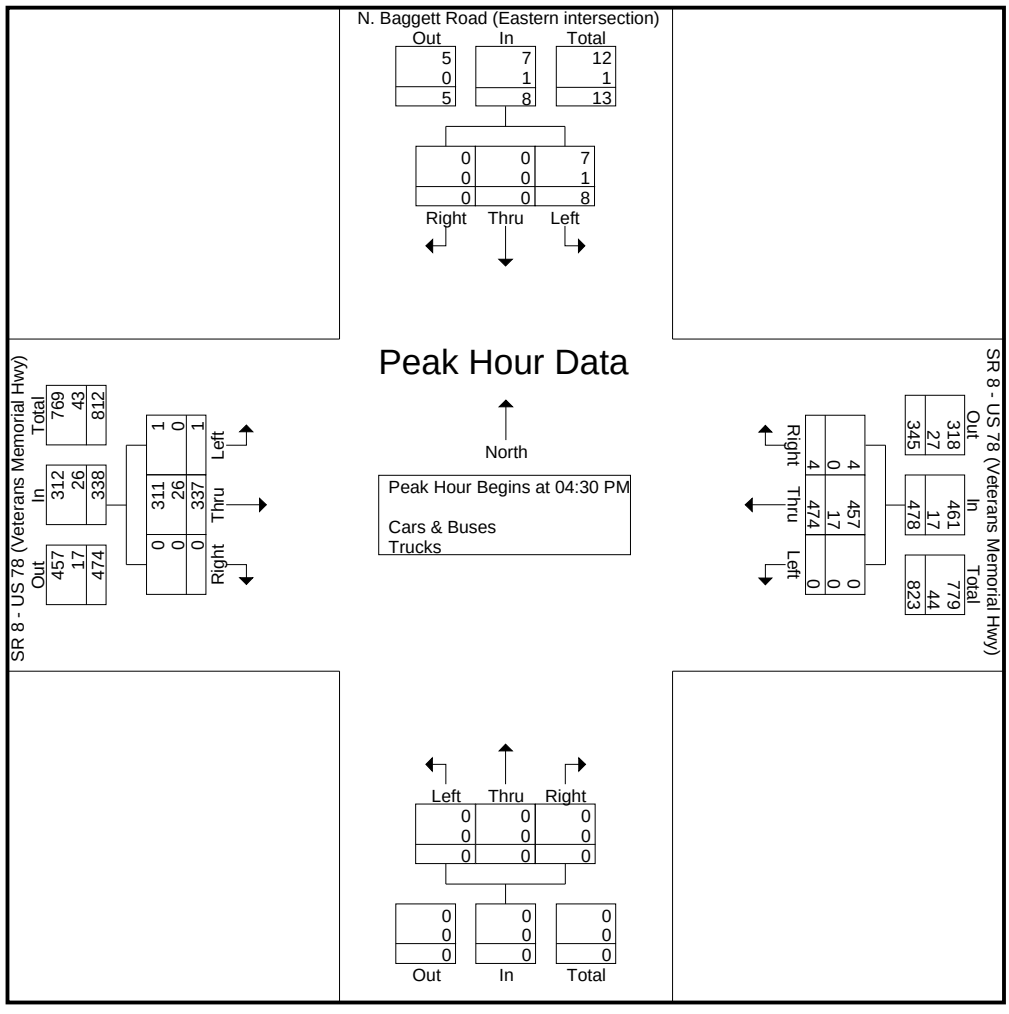
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 8 - US 78 (Veterans Memorial Hwy) @
N. Baggett Road (Eastern intersection)
7-9 am | 4-6 pm

File Name : 20250036
Site Code : 20250036
Start Date : 02-06-2025
Page No : 3

	Northbound				N. Baggett Road (Eastern intersection) Southbound				SR 8 - US 78 (Veterans Memorial Hwy) Eastbound				SR 8 - US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	2	0	0	2	**1**	**99**	0	**100**	0	100	**2**	102	204
04:45 PM	0	0	0	0	**3**	0	0	**3**	0	70	0	70	0	127	2	**129**	202
05:00 PM	0	0	0	0	2	0	0	2	0	75	0	75	0	**129**	0	129	206
05:15 PM	0	0	0	0	1	0	0	1	0	93	0	93	0	118	0	118	**212**
Total Volume	0	0	0	0	8	0	0	8	1	337	0	338	0	474	4	478	824
% App. Total	0	0	0		100	0	0		0.3	99.7	0		0	99.2	0.8		
PHF	.000	.000	.000	.000	.667	.000	.000	.667	.250	.851	.000	.845	.000	.919	.500	.926	.972
Cars & Buses	0	0	0	0	7	0	0	7	1	311	0	312	0	457	4	461	780
% Cars & Buses	0	0	0	0	87.5	0	0	87.5	100	92.3	0	92.3	0	96.4	100	96.4	94.7
Trucks	0	0	0	0	1	0	0	1	0	26	0	26	0	17	0	17	44
% Trucks	0	0	0	0	12.5	0	0	12.5	0	7.7	0	7.7	0	3.6	0	3.6	5.3



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Post Road @ I-20 WB Ramps
7-9am | 4-6pm

File Name : 20250035
Site Code : 20250035
Start Date : 02-06-2025

Groups Printed- Cars & Buses - Trucks

	Post Road Northbound				Post Road Southbound				I-20 WB Ramps Eastbound				I-20 WB Ramps Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	38	76	0	114	0	96	24	120	0	0	0	0	28	0	18	46	280
07:15 AM	44	64	0	108	0	113	18	131	0	0	0	0	41	0	33	74	313
07:30 AM	43	78	0	121	0	102	17	119	0	0	0	0	30	1	18	49	289
07:45 AM	67	99	0	166	0	132	20	152	0	0	0	0	34	0	35	69	387
Total	192	317	0	509	0	443	79	522	0	0	0	0	133	1	104	238	1269
08:00 AM	42	103	0	145	0	104	14	118	0	0	0	0	38	0	23	61	324
08:15 AM	45	80	0	125	0	74	16	90	0	0	0	0	36	0	32	68	283
08:30 AM	37	55	0	92	0	95	14	109	0	0	0	0	36	2	26	64	265
08:45 AM	53	72	0	125	0	98	18	116	0	0	0	0	41	2	19	62	303
Total	177	310	0	487	0	371	62	433	0	0	0	0	151	4	100	255	1175
*** BREAK ***																	
04:00 PM	56	78	0	134	0	75	32	107	0	0	0	0	90	2	60	152	393
04:15 PM	58	88	0	146	0	91	25	116	0	0	0	0	85	1	41	127	389
04:30 PM	60	58	0	118	0	73	18	91	0	0	0	0	111	0	51	162	371
04:45 PM	66	53	0	119	0	117	51	168	0	0	0	0	90	1	42	133	420
Total	240	277	0	517	0	356	126	482	0	0	0	0	376	4	194	574	1573
05:00 PM	66	61	0	127	0	123	40	163	0	0	0	0	100	0	51	151	441
05:15 PM	76	71	0	147	0	120	22	142	0	0	0	0	98	2	57	157	446
05:30 PM	61	66	0	127	0	98	36	134	0	0	0	0	115	2	53	170	431
05:45 PM	51	61	0	112	0	83	18	101	0	0	0	0	98	0	60	158	371
Total	254	259	0	513	0	424	116	540	0	0	0	0	411	4	221	636	1689
Grand Total	863	1163	0	2026	0	1594	383	1977	0	0	0	0	1071	13	619	1703	5706
Apprch %	42.6	57.4	0		0	80.6	19.4		0	0	0		62.9	0.8	36.3		
Total %	15.1	20.4	0	35.5	0	27.9	6.7	34.6	0	0	0	0	18.8	0.2	10.8	29.8	
Cars & Buses	856	1134	0	1990	0	1565	372	1937	0	0	0	0	1060	10	611	1681	5608
% Cars & Buses	99.2	97.5	0	98.2	0	98.2	97.1	98	0	0	0	0	99	76.9	98.7	98.7	98.3
Trucks	7	29	0	36	0	29	11	40	0	0	0	0	11	3	8	22	98
% Trucks	0.8	2.5	0	1.8	0	1.8	2.9	2	0	0	0	0	1	23.1	1.3	1.3	1.7

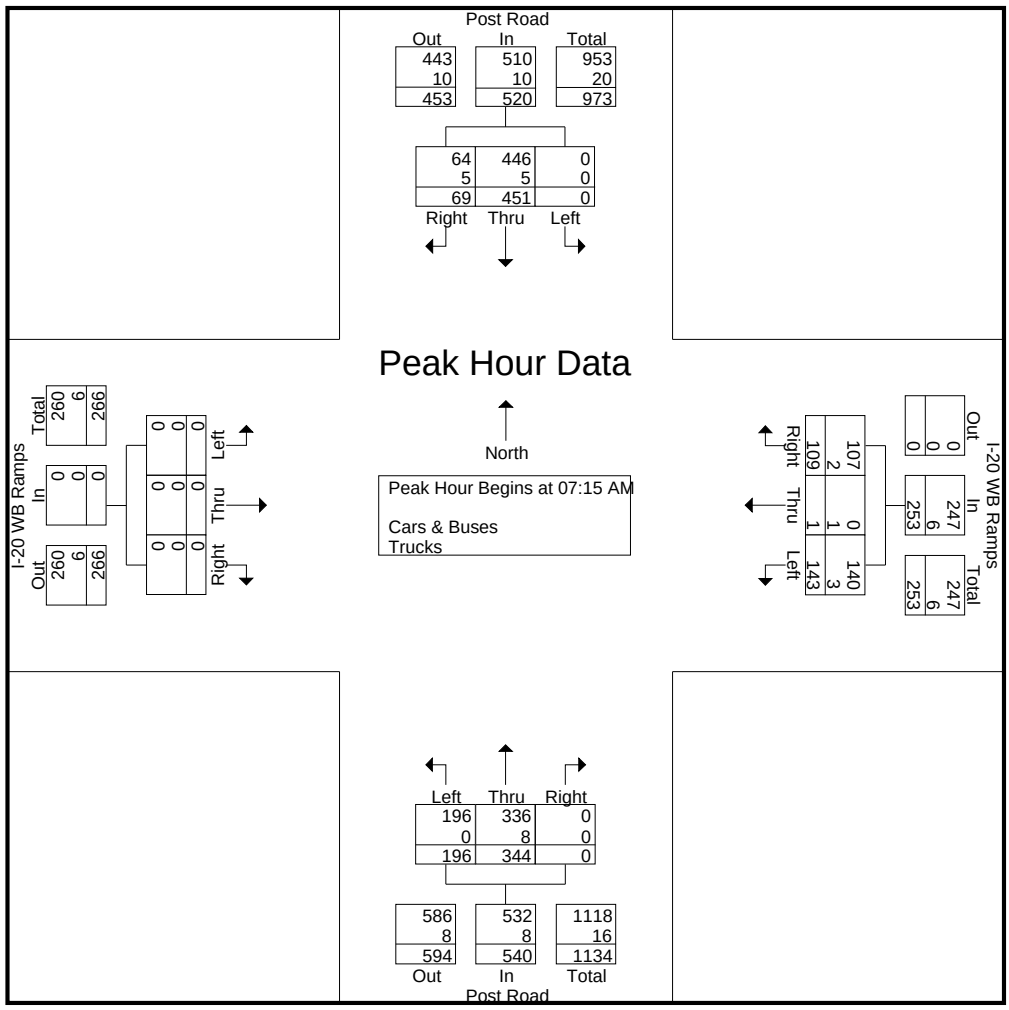
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Post Road @ I-20 WB Ramps
7-9am | 4-6pm

File Name : 20250035
Site Code : 20250035
Start Date : 02-06-2025
Page No : 2

	Post Road Northbound				Post Road Southbound				I-20 WB Ramps Eastbound				I-20 WB Ramps Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	44	64	0	108	0	113	18	131	0	0	0	0	**41**	0	33	**74**	313
07:30 AM	43	78	0	121	0	102	17	119	0	0	0	0	30	**1**	18	49	289
07:45 AM	**67**	99	0	**166**	0	**132**	**20**	**152**	0	0	0	0	34	0	**35**	69	**387**
08:00 AM	42	**103**	0	145	0	104	14	118	0	0	0	0	38	0	23	61	324
Total Volume	196	344	0	540	0	451	69	520	0	0	0	0	143	1	109	253	1313
% App. Total	36.3	63.7	0		0	86.7	13.3		0	0	0		56.5	0.4	43.1		
PHF	.731	.835	.000	.813	.000	.854	.863	.855	.000	.000	.000	.000	.872	.250	.779	.855	.848
Cars & Buses	196	336	0	532	0	446	64	510	0	0	0	0	140	0	107	247	1289
% Cars & Buses	100	97.7	0	98.5	0	98.9	92.8	98.1	0	0	0	0	97.9	0	98.2	97.6	98.2
Trucks	0	8	0	8	0	5	5	10	0	0	0	0	3	1	2	6	24
% Trucks	0	2.3	0	1.5	0	1.1	7.2	1.9	0	0	0	0	2.1	100	1.8	2.4	1.8



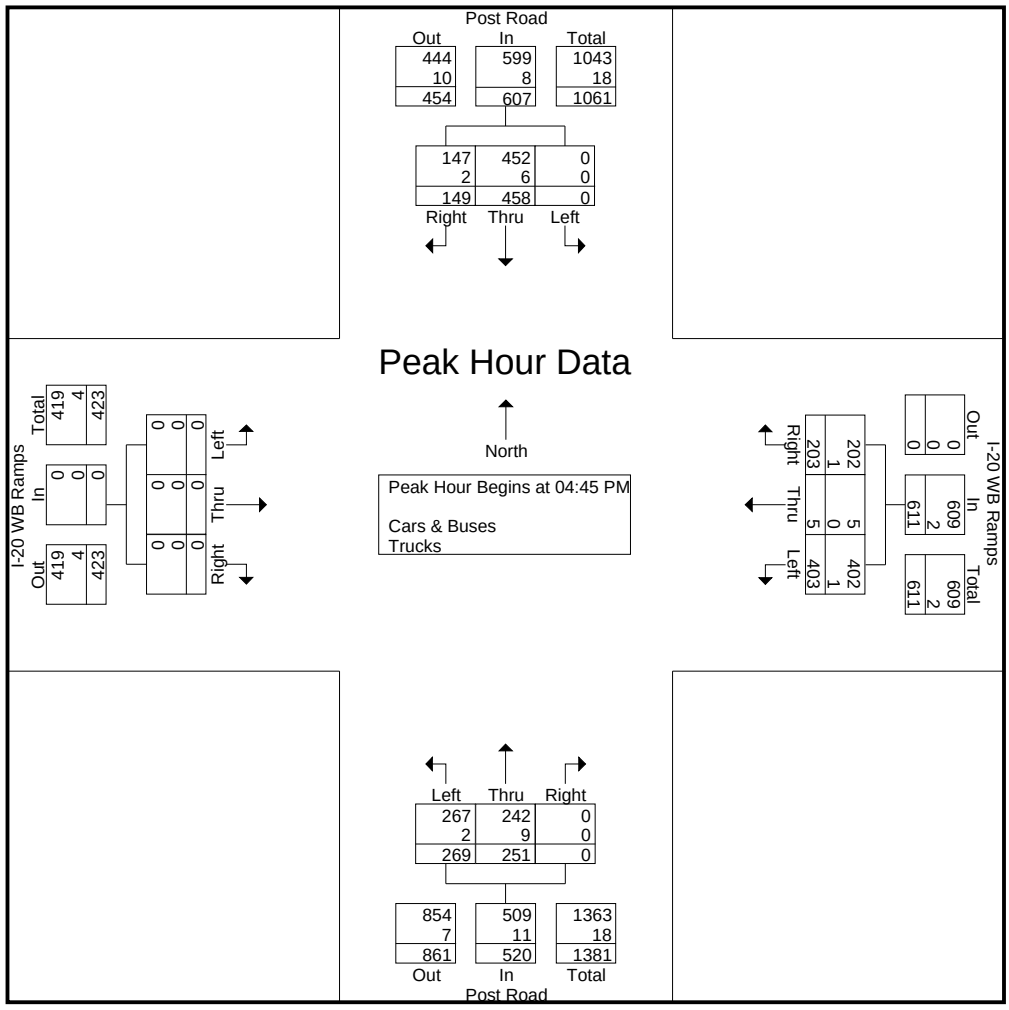
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Post Road @ I-20 WB Ramps
7-9am | 4-6pm

File Name : 20250035
Site Code : 20250035
Start Date : 02-06-2025
Page No : 3

	Post Road Northbound				Post Road Southbound				I-20 WB Ramps Eastbound				I-20 WB Ramps Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	66	53	0	119	0	117	**51**	**168**	0	0	0	0	90	1	42	133	420
05:00 PM	66	61	0	127	0	**123**	40	163	0	0	0	0	100	0	51	151	441
05:15 PM	**76**	**71**	0	**147**	0	120	22	142	0	0	0	0	98	**2**	**57**	157	**446**
05:30 PM	61	66	0	127	0	98	36	134	0	0	0	0	**115**	2	53	**170**	431
Total Volume	269	251	0	520	0	458	149	607	0	0	0	0	403	5	203	611	1738
% App. Total	51.7	48.3	0		0	75.5	24.5		0	0	0		66	0.8	33.2		
PHF	.885	.884	.000	.884	.000	.931	.730	.903	.000	.000	.000	.000	.876	.625	.890	.899	.974
Cars & Buses	267	242	0	509	0	452	147	599	0	0	0	0	402	5	202	609	1717
% Cars & Buses	99.3	96.4	0	97.9	0	98.7	98.7	98.7	0	0	0	0	99.8	100	99.5	99.7	98.8
Trucks	2	9	0	11	0	6	2	8	0	0	0	0	1	0	1	2	21
% Trucks	0.7	3.6	0	2.1	0	1.3	1.3	1.3	0	0	0	0	0.2	0	0.5	0.3	1.2



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Post Road @ I-20 EB Ramp
7-9 am | 4-6 pm

File Name : 20250034
Site Code : 20250034
Start Date : 02-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Post Road Northbound				Post Road Southbound				I-20 EB Ramp Eastbound				I-20 EB Ramp Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	92	107	199	44	63	0	107	29	1	62	92	0	0	0	0	398
07:15 AM	0	128	102	230	63	101	0	164	19	0	88	107	0	0	0	0	501
07:30 AM	0	113	114	227	63	104	0	167	41	0	79	120	0	0	0	0	514
07:45 AM	0	134	117	251	62	102	0	164	41	0	75	116	0	0	0	0	531
Total	0	467	440	907	232	370	0	602	130	1	304	435	0	0	0	0	1944
08:00 AM	0	94	111	205	47	67	0	114	28	0	53	81	0	0	0	0	400
08:15 AM	0	67	69	136	52	73	0	125	28	1	61	90	0	0	0	0	351
08:30 AM	0	110	107	217	27	120	0	147	8	0	56	64	0	0	0	0	428
08:45 AM	0	110	101	211	41	90	0	131	18	0	39	57	0	0	0	0	399
Total	0	381	388	769	167	350	0	517	82	1	209	292	0	0	0	0	1578
*** BREAK ***																	
04:00 PM	0	124	73	197	42	187	0	229	24	0	78	102	0	0	0	0	528
04:15 PM	0	111	50	161	47	199	0	246	24	1	82	107	0	0	0	0	514
04:30 PM	0	139	55	194	39	153	0	192	27	0	70	97	0	0	0	0	483
04:45 PM	0	114	54	168	35	169	0	204	22	1	60	83	0	0	0	0	455
Total	0	488	232	720	163	708	0	871	97	2	290	389	0	0	0	0	1980
05:00 PM	0	133	60	193	40	168	0	208	20	0	55	75	0	0	0	0	476
05:15 PM	0	91	37	128	32	114	0	146	28	1	66	95	0	0	0	0	369
05:30 PM	0	88	54	142	24	133	0	157	23	0	55	78	0	0	0	0	377
05:45 PM	0	82	48	130	33	106	0	139	14	0	36	50	0	0	0	0	319
Total	0	394	199	593	129	521	0	650	85	1	212	298	0	0	0	0	1541
Grand Total	0	1730	1259	2989	691	1949	0	2640	394	5	1015	1414	0	0	0	0	7043
Apprch %	0	57.9	42.1		26.2	73.8	0		27.9	0.4	71.8		0	0	0		
Total %	0	24.6	17.9	42.4	9.8	27.7	0	37.5	5.6	0.1	14.4	20.1	0	0	0	0	
Cars & Buses	0	1695	1251	2946	673	1917	0	2590	380	4	995	1379	0	0	0	0	6915
% Cars & Buses	0	98	99.4	98.6	97.4	98.4	0	98.1	96.4	80	98	97.5	0	0	0	0	98.2
Trucks	0	35	8	43	18	32	0	50	14	1	20	35	0	0	0	0	128
% Trucks	0	2	0.6	1.4	2.6	1.6	0	1.9	3.6	20	2	2.5	0	0	0	0	1.8

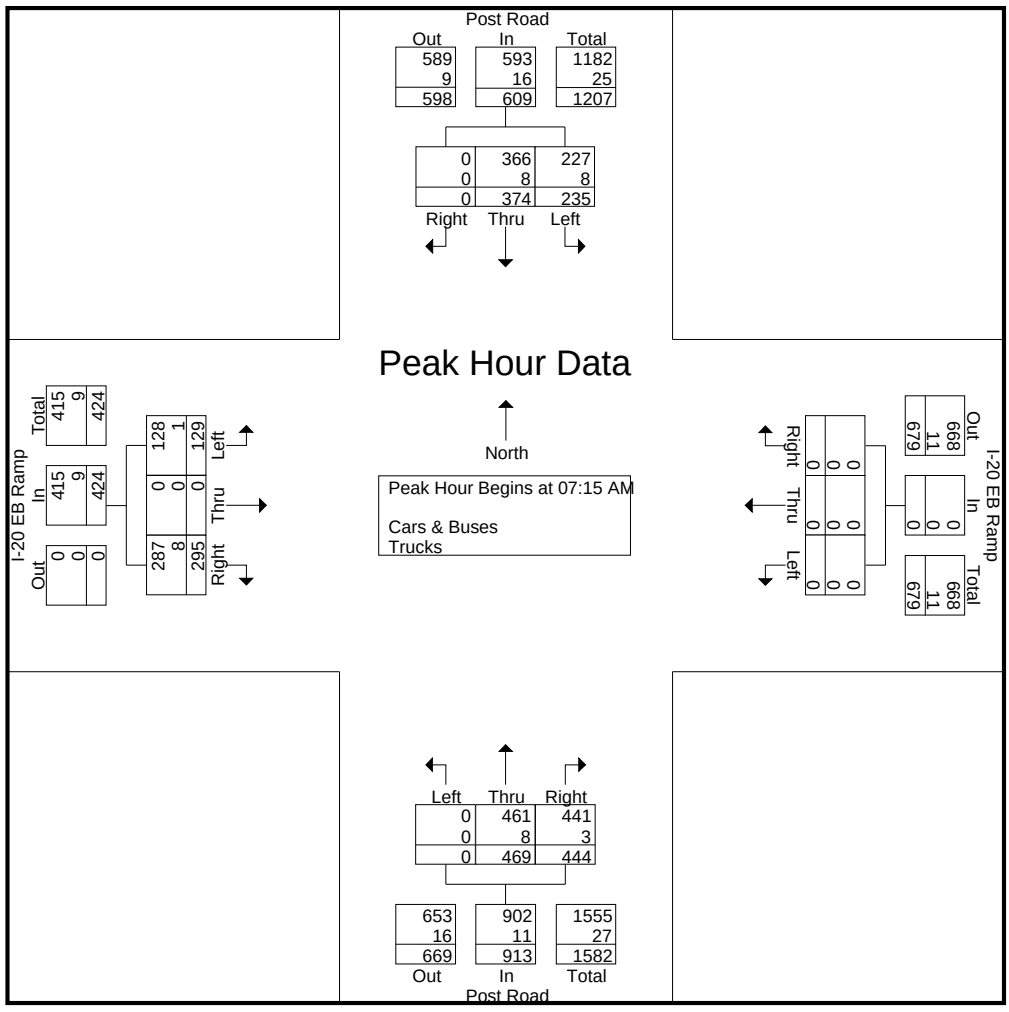
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Post Road @ I-20 EB Ramp
7-9 am | 4-6 pm

File Name : 20250034
Site Code : 20250034
Start Date : 02-05-2025
Page No : 2

	Post Road Northbound				Post Road Southbound				I-20 EB Ramp Eastbound				I-20 EB Ramp Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	128	102	230	**63**	101	0	164	19	0	**88**	107	0	0	0	0	501
07:30 AM	0	113	114	227	63	**104**	0	**167**	**41**	0	79	**120**	0	0	0	0	514
07:45 AM	0	**134**	**117**	**251**	62	102	0	164	41	0	75	116	0	0	0	0	**531**
08:00 AM	0	94	111	205	47	67	0	114	28	0	53	81	0	0	0	0	400
Total Volume	0	469	444	913	235	374	0	609	129	0	295	424	0	0	0	0	1946
% App. Total	0	51.4	48.6		38.6	61.4	0		30.4	0	69.6		0	0	0		
PHF	.000	.875	.949	.909	.933	.899	.000	.912	.787	.000	.838	.883	.000	.000	.000	.000	.916
Cars & Buses	0	461	441	902	227	366	0	593	128	0	287	415	0	0	0	0	1910
% Cars & Buses	0	98.3	99.3	98.8	96.6	97.9	0	97.4	99.2	0	97.3	97.9	0	0	0	0	98.2
Trucks	0	8	3	11	8	8	0	16	1	0	8	9	0	0	0	0	36
% Trucks	0	1.7	0.7	1.2	3.4	2.1	0	2.6	0.8	0	2.7	2.1	0	0	0	0	1.8



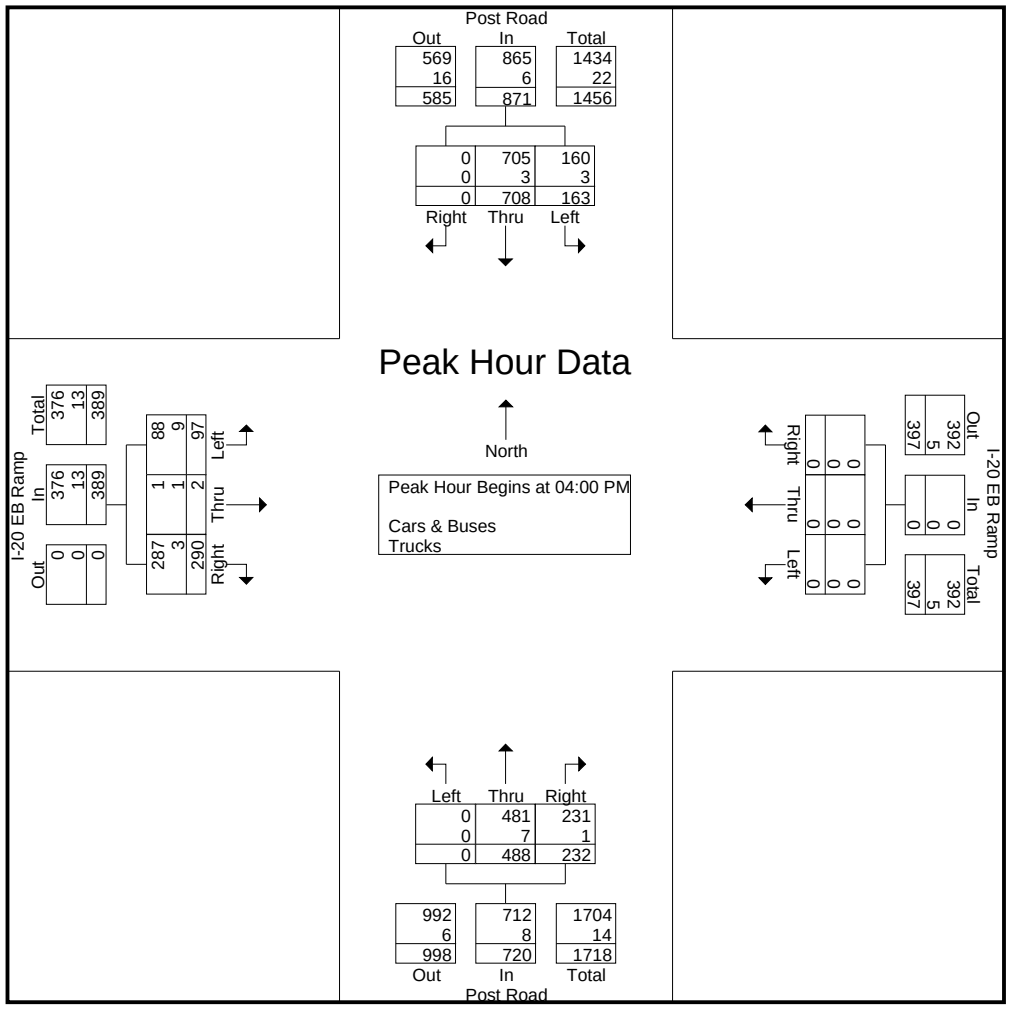
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Post Road @ I-20 EB Ramp
7-9 am | 4-6 pm

File Name : 20250034
Site Code : 20250034
Start Date : 02-05-2025
Page No : 3

	Post Road Northbound				Post Road Southbound				I-20 EB Ramp Eastbound				I-20 EB Ramp Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	124	**73**	**197**	42	187	0	229	24	0	78	102	0	0	0	0	**528**
04:15 PM	0	111	50	161	**47**	**199**	0	**246**	24	**1**	**82**	**107**	0	0	0	0	514
04:30 PM	0	**139**	55	194	39	153	0	192	**27**	0	70	97	0	0	0	0	483
04:45 PM	0	114	54	168	35	169	0	204	22	1	60	83	0	0	0	0	455
Total Volume	0	488	232	720	163	708	0	871	97	2	290	389	0	0	0	0	1980
% App. Total	0	67.8	32.2		18.7	81.3	0		24.9	0.5	74.6		0	0	0		
PHF	.000	.878	.795	.914	.867	.889	.000	.885	.898	.500	.884	.909	.000	.000	.000	.000	.938
Cars & Buses	0	481	231	712	160	705	0	865	88	1	287	376	0	0	0	0	1953
% Cars & Buses	0	98.6	99.6	98.9	98.2	99.6	0	99.3	90.7	50.0	99.0	96.7	0	0	0	0	98.6
Trucks	0	7	1	8	3	3	0	6	9	1	3	13	0	0	0	0	27
% Trucks	0	1.4	0.4	1.1	1.8	0.4	0	0.7	9.3	50.0	1.0	3.3	0	0	0	0	1.4



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 8-US 78 (Veterans Memorial Hwy) @
Strawn Rd
7-9am | 4-6pm

File Name : 20250033
Site Code : 20250033
Start Date : 02-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	Strawn Rd Northbound				Southbound				SR 8-US 78 (Veterans Memorial Hwy) Eastbound				SR 8-US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	0	1	3	7	111	0	118	0	48	1	49	170
07:15 AM	0	0	0	0	0	0	2	2	8	132	0	140	0	81	4	85	227
07:30 AM	0	0	0	0	5	0	4	9	12	167	0	179	0	62	2	64	252
07:45 AM	0	0	0	0	3	0	0	3	20	141	0	161	0	70	8	78	242
Total	0	0	0	0	10	0	7	17	47	551	0	598	0	261	15	276	891
08:00 AM	0	0	0	0	3	0	6	9	19	115	0	134	0	51	6	57	200
08:15 AM	0	0	0	0	2	0	3	5	11	101	0	112	0	46	7	53	170
08:30 AM	0	0	0	0	5	0	3	8	6	83	0	89	0	67	4	71	168
08:45 AM	0	0	0	0	4	0	0	4	3	84	0	87	0	63	0	63	154
Total	0	0	0	0	14	0	12	26	39	383	0	422	0	227	17	244	692
*** BREAK ***																	
04:00 PM	0	0	0	0	2	0	7	9	2	137	0	139	0	140	7	147	295
04:15 PM	0	0	0	0	6	0	6	12	1	104	0	105	0	144	2	146	263
04:30 PM	0	0	0	0	8	0	3	11	2	97	0	99	0	123	4	127	237
04:45 PM	0	0	0	0	3	0	8	11	0	89	0	89	0	119	2	121	221
Total	0	0	0	0	19	0	24	43	5	427	0	432	0	526	15	541	1016
05:00 PM	0	0	0	0	14	0	25	39	0	89	0	89	0	148	5	153	281
05:15 PM	0	0	0	0	2	0	8	10	0	85	0	85	0	165	3	168	263
05:30 PM	0	0	0	0	2	0	6	8	1	83	0	84	0	141	1	142	234
05:45 PM	0	0	0	0	2	0	6	8	1	71	0	72	0	126	0	126	206
Total	0	0	0	0	20	0	45	65	2	328	0	330	0	580	9	589	984
Grand Total	0	0	0	0	63	0	88	151	93	1689	0	1782	0	1594	56	1650	3583
Apprch %	0	0	0		41.7	0	58.3		5.2	94.8	0		0	96.6	3.4		
Total %	0	0	0	0	1.8	0	2.5	4.2	2.6	47.1	0	49.7	0	44.5	1.6	46.1	
Cars & Buses	0	0	0	0	56	0	81	137	89	1582	0	1671	0	1524	52	1576	3384
% Cars & Buses	0	0	0	0	88.9	0	92	90.7	95.7	93.7	0	93.8	0	95.6	92.9	95.5	94.4
Trucks	0	0	0	0	7	0	7	14	4	107	0	111	0	70	4	74	199
% Trucks	0	0	0	0	11.1	0	8	9.3	4.3	6.3	0	6.2	0	4.4	7.1	4.5	5.6

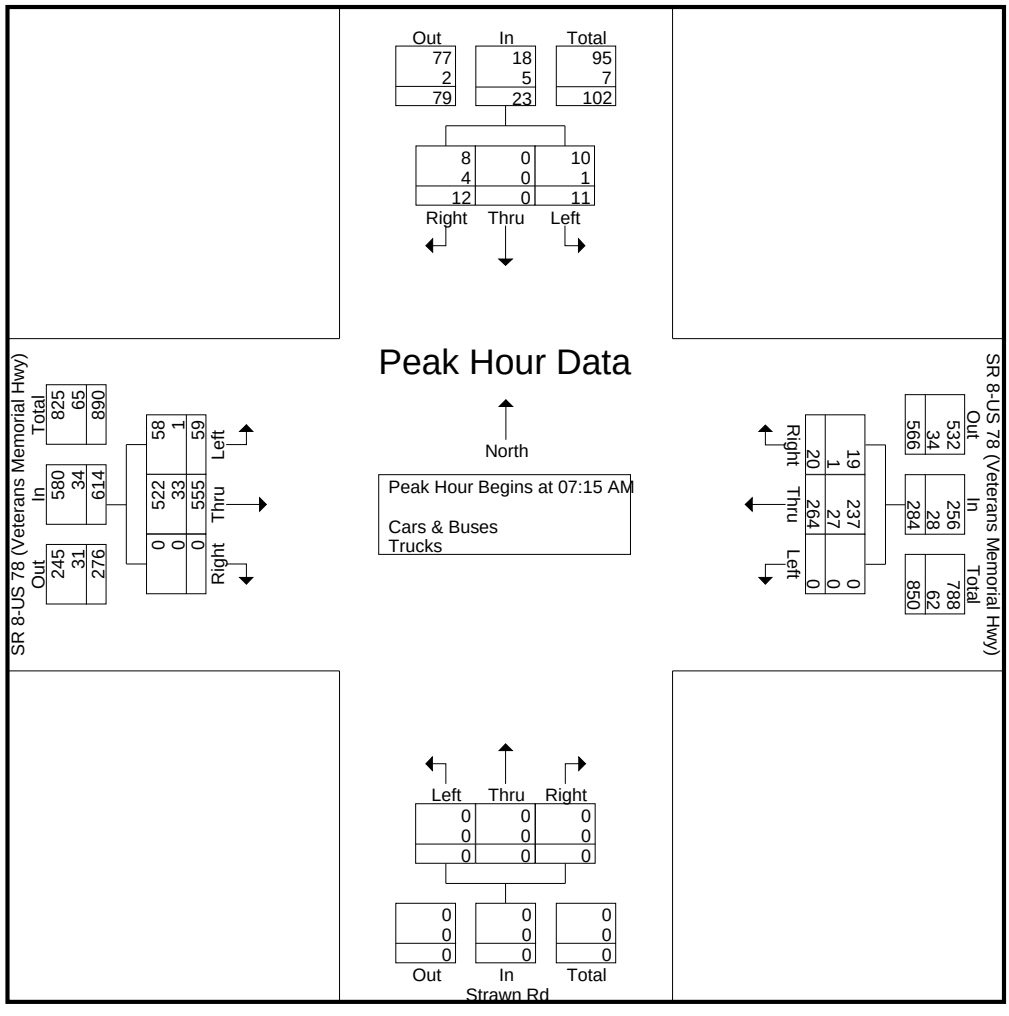
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 8-US 78 (Veterans Memorial Hwy) @
Strawn Rd
7-9am | 4-6pm

File Name : 20250033
Site Code : 20250033
Start Date : 02-05-2025
Page No : 2

	Strawn Rd Northbound				Southbound				SR 8-US 78 (Veterans Memorial Hwy) Eastbound				SR 8-US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	2	2	8	132	0	140	0	**81**	4	**85**	227
07:30 AM	0	0	0	0	**5**	0	4	**9**	12	**167**	0	**179**	0	62	2	64	**252**
07:45 AM	0	0	0	0	3	0	0	3	**20**	141	0	161	0	70	**8**	78	242
08:00 AM	0	0	0	0	3	0	**6**	9	19	115	0	134	0	51	6	57	200
Total Volume	0	0	0	0	11	0	12	23	59	555	0	614	0	264	20	284	921
% App. Total	0	0	0		47.8	0	52.2		9.6	90.4	0		0	93	7		
PHF	.000	.000	.000	.000	.550	.000	.500	.639	.738	.831	.000	.858	.000	.815	.625	.835	.914
Cars & Buses	0	0	0	0	10	0	8	18	58	522	0	580	0	237	19	256	854
% Cars & Buses	0	0	0	0	90.9	0	66.7	78.3	98.3	94.1	0	94.5	0	89.8	95.0	90.1	92.7
Trucks	0	0	0	0	1	0	4	5	1	33	0	34	0	27	1	28	67
% Trucks	0	0	0	0	9.1	0	33.3	21.7	1.7	5.9	0	5.5	0	10.2	5.0	9.9	7.3



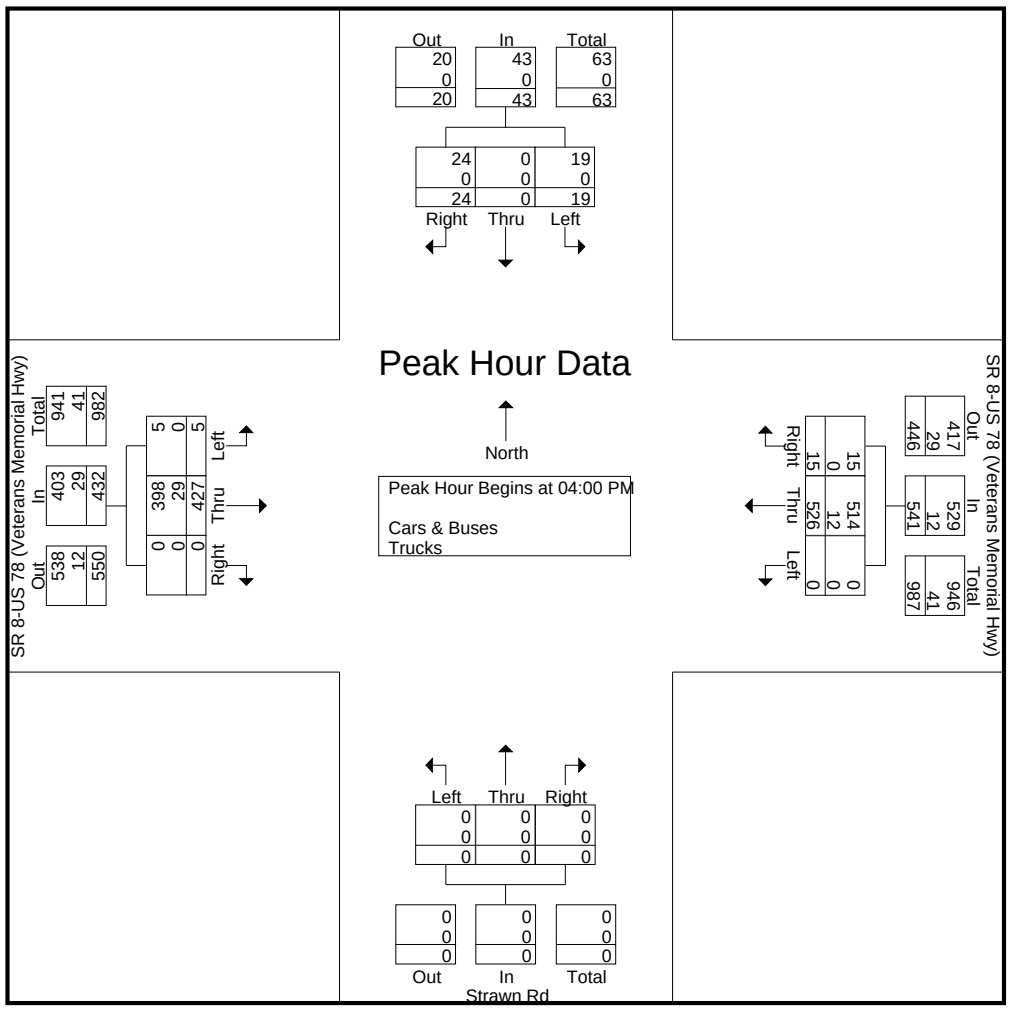
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 8-US 78 (Veterans Memorial Hwy) @
Strawn Rd
7-9am | 4-6pm

File Name : 20250033
Site Code : 20250033
Start Date : 02-05-2025
Page No : 3

	Strawn Rd Northbound				Southbound				SR 8-US 78 (Veterans Memorial Hwy) Eastbound				SR 8-US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	2	0	7	9	**2**	**137**	0	**139**	0	140	**7**	**147**	**295**
04:15 PM	0	0	0	0	6	0	6	**12**	1	104	0	105	0	**144**	2	146	263
04:30 PM	0	0	0	0	**8**	0	3	11	2	97	0	99	0	123	4	127	237
04:45 PM	0	0	0	0	3	0	**8**	11	0	89	0	89	0	119	2	121	221
Total Volume	0	0	0	0	19	0	24	43	5	427	0	432	0	526	15	541	1016
% App. Total	0	0	0		44.2	0	55.8		1.2	98.8	0		0	97.2	2.8		
PHF	.000	.000	.000	.000	.594	.000	.750	.896	.625	.779	.000	.777	.000	.913	.536	.920	.861
Cars & Buses	0	0	0	0	19	0	24	43	5	398	0	403	0	514	15	529	975
% Cars & Buses	0	0	0	0	100	0	100	100	100	93.2	0	93.3	0	97.7	100	97.8	96.0
Trucks	0	0	0	0	0	0	0	0	0	29	0	29	0	12	0	12	41
% Trucks	0	0	0	0	0	0	0	0	0	6.8	0	6.7	0	2.3	0	2.2	4.0



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 8-us 78 (Veterans Memorial Hwy) @
SR 5 (Bill Arp Road)
7-9 am | 4-6 pm

File Name : 20250032
Site Code : 20250032
Start Date : 02-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	SR 5 (Bill Arp Road) Northbound				Southbound				SR 8-US 78 (Veterans Memorial Hwy) Eastbound				SR 8-US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	0	34	46	0	0	0	0	0	153	17	170	41	105	0	146	362
07:15 AM	14	0	58	72	0	0	0	0	0	168	17	185	43	139	0	182	439
07:30 AM	10	0	22	32	0	0	0	0	0	186	33	219	55	132	0	187	438
07:45 AM	12	0	33	45	0	0	0	0	0	142	25	167	51	158	0	209	421
Total	48	0	147	195	0	0	0	0	0	649	92	741	190	534	0	724	1660
08:00 AM	20	0	38	58	0	0	0	0	0	130	16	146	48	109	0	157	361
08:15 AM	16	0	27	43	0	0	0	0	0	138	21	159	52	118	0	170	372
08:30 AM	21	0	29	50	0	0	0	0	0	114	25	139	37	106	0	143	332
08:45 AM	23	0	18	41	0	0	0	0	0	100	22	122	44	103	0	147	310
Total	80	0	112	192	0	0	0	0	0	482	84	566	181	436	0	617	1375
*** BREAK ***																	
04:00 PM	26	0	97	123	0	0	0	0	0	199	30	229	48	187	0	235	587
04:15 PM	39	0	88	127	0	0	0	0	0	154	30	184	41	181	0	222	533
04:30 PM	27	0	76	103	0	0	0	0	0	162	32	194	47	132	0	179	476
04:45 PM	35	0	61	96	0	0	0	0	0	133	13	146	54	176	0	230	472
Total	127	0	322	449	0	0	0	0	0	648	105	753	190	676	0	866	2068
05:00 PM	47	0	88	135	0	0	0	0	0	135	29	164	58	152	0	210	509
05:15 PM	38	0	72	110	0	0	0	0	0	147	19	166	37	183	0	220	496
05:30 PM	23	0	61	84	0	0	0	0	0	150	28	178	48	207	0	255	517
05:45 PM	23	0	57	80	0	0	0	0	0	127	12	139	56	168	0	224	443
Total	131	0	278	409	0	0	0	0	0	559	88	647	199	710	0	909	1965
Grand Total	386	0	859	1245	0	0	0	0	0	2338	369	2707	760	2356	0	3116	7068
Apprch %	31	0	69		0	0	0		0	86.4	13.6		24.4	75.6	0		
Total %	5.5	0	12.2	17.6	0	0	0	0	0	33.1	5.2	38.3	10.8	33.3	0	44.1	
Cars & Buses	310	0	842	1152	0	0	0	0	0	2179	322	2501	735	2218	0	2953	6606
% Cars & Buses	80.3	0	98	92.5	0	0	0	0	0	93.2	87.3	92.4	96.7	94.1	0	94.8	93.5
Trucks	76	0	17	93	0	0	0	0	0	159	47	206	25	138	0	163	462
% Trucks	19.7	0	2	7.5	0	0	0	0	0	6.8	12.7	7.6	3.3	5.9	0	5.2	6.5

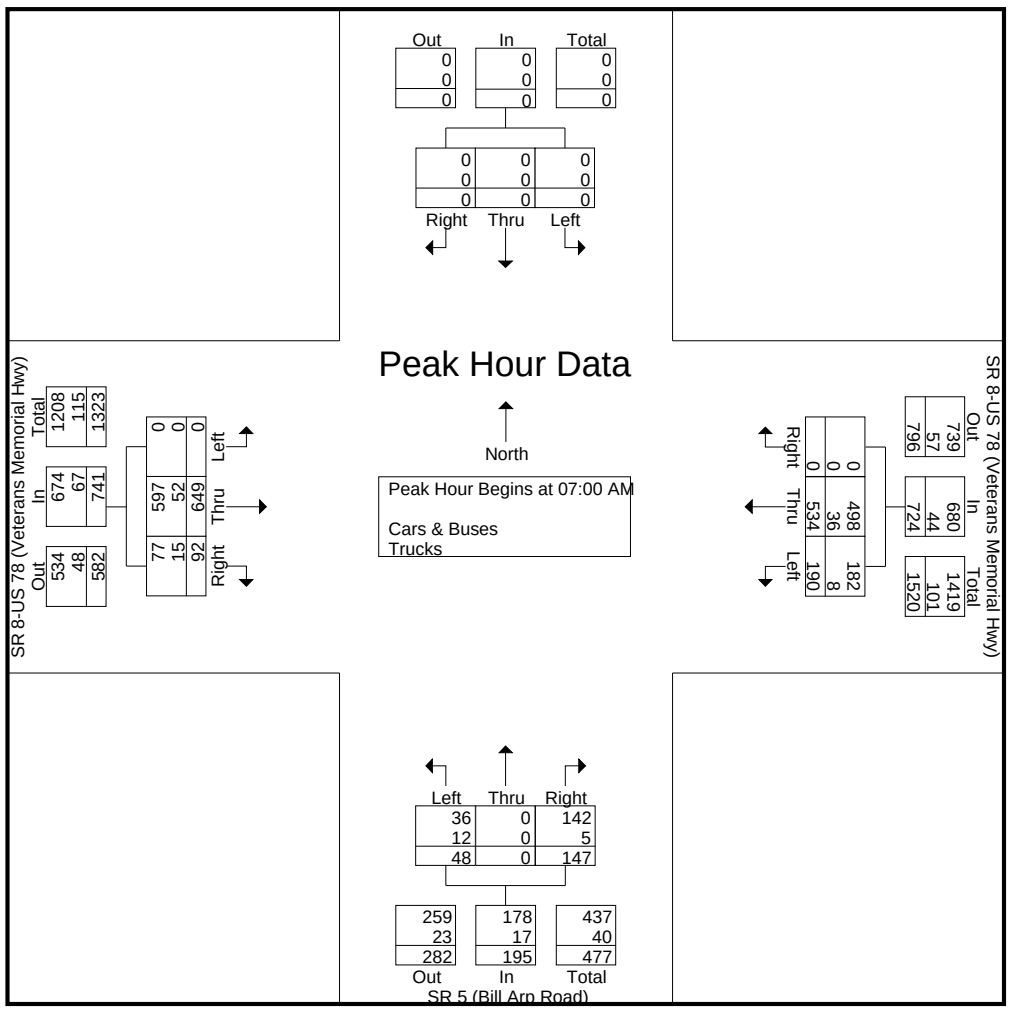
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 8-us 78 (Veterans Memorial Hwy) @
SR 5 (Bill Arp Road)
7-9 am | 4-6 pm

File Name : 20250032
Site Code : 20250032
Start Date : 02-05-2025
Page No : 2

	SR 5 (Bill Arp Road) Northbound				Southbound				SR 8-US 78 (Veterans Memorial Hwy) Eastbound				SR 8-US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	12	0	34	46	0	0	0	0	0	153	17	170	41	105	0	146	362
07:15 AM	**14**	0	**58**	**72**	0	0	0	0	0	168	17	185	43	139	0	182	**439**
07:30 AM	10	0	22	32	0	0	0	0	0	**186**	**33**	**219**	**55**	132	0	187	438
07:45 AM	12	0	33	45	0	0	0	0	0	142	25	167	51	**158**	0	**209**	421
Total Volume	48	0	147	195	0	0	0	0	0	649	92	741	190	534	0	724	1660
% App. Total	24.6	0	75.4		0	0	0		0	87.6	12.4		26.2	73.8	0		
PHF	.857	.000	.634	.677	.000	.000	.000	.000	.000	.872	.697	.846	.864	.845	.000	.866	.945
Cars & Buses	36	0	142	178	0	0	0	0	0	597	77	674	182	498	0	680	1532
% Cars & Buses	75.0	0	96.6	91.3	0	0	0	0	0	92.0	83.7	91.0	95.8	93.3	0	93.9	92.3
Trucks	12	0	5	17	0	0	0	0	0	52	15	67	8	36	0	44	128
% Trucks	25.0	0	3.4	8.7	0	0	0	0	0	8.0	16.3	9.0	4.2	6.7	0	6.1	7.7



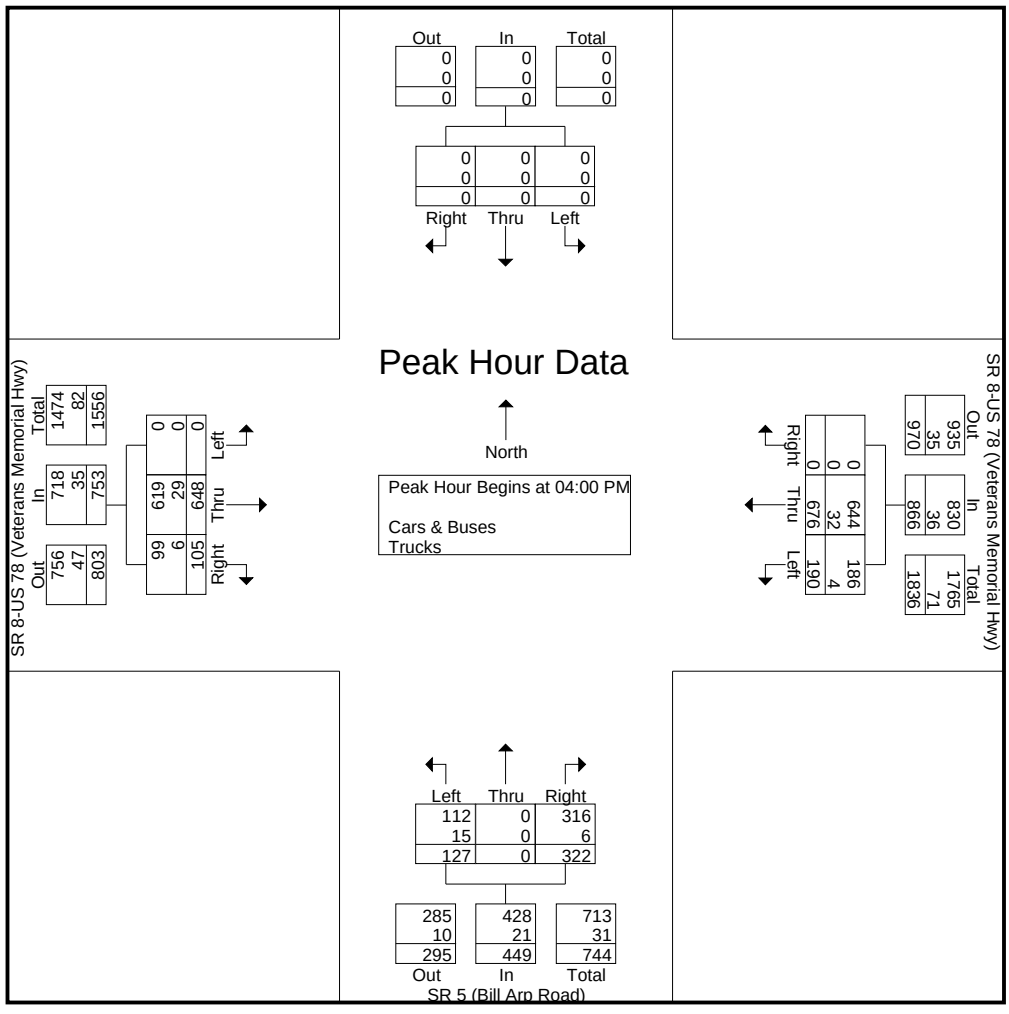
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 8-us 78 (Veterans Memorial Hwy) @
SR 5 (Bill Arp Road)
7-9 am | 4-6 pm

File Name : 20250032
Site Code : 20250032
Start Date : 02-05-2025
Page No : 3

	SR 5 (Bill Arp Road) Northbound				Southbound				SR 8-US 78 (Veterans Memorial Hwy) Eastbound				SR 8-US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	26	0	**97**	123	0	0	0	0	0	**199**	30	**229**	48	**187**	0	**235**	**587**
04:15 PM	**39**	0	88	**127**	0	0	0	0	0	154	30	184	41	181	0	222	533
04:30 PM	27	0	76	103	0	0	0	0	0	162	**32**	194	47	132	0	179	476
04:45 PM	35	0	61	96	0	0	0	0	0	133	13	146	**54**	176	0	230	472
Total Volume	127	0	322	449	0	0	0	0	0	648	105	753	190	676	0	866	2068
% App. Total	28.3	0	71.7		0	0	0		0	86.1	13.9		21.9	78.1	0		
PHF	.814	.000	.830	.884	.000	.000	.000	.000	.000	.814	.820	.822	.880	.904	.000	.921	.881
Cars & Buses	112	0	316	428	0	0	0	0	0	619	99	718	186	644	0	830	1976
% Cars & Buses	88.2	0	98.1	95.3	0	0	0	0	0	95.5	94.3	95.4	97.9	95.3	0	95.8	95.6
Trucks	15	0	6	21	0	0	0	0	0	29	6	35	4	32	0	36	92
% Trucks	11.8	0	1.9	4.7	0	0	0	0	0	4.5	5.7	4.6	2.1	4.7	0	4.2	4.4



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 8-US 78 (Veterans Memorial Hwy) @
John West Rd
7-9am | 4-6pm

File Name : 20250031
Site Code : 20250031
Start Date : 02-05-2025
Page No : 1

Groups Printed- Cars & Buses - Trucks

	John West Rd Northbound				Southbound				SR 8-US 78 (Veterans Memorial Hwy) Eastbound				SR 8-US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	0	0	12	0	0	0	0	0	101	20	121	1	37	0	38	171
07:15 AM	15	0	4	19	0	0	0	0	0	110	21	131	1	65	0	66	216
07:30 AM	15	0	1	16	0	0	0	0	0	144	29	173	1	50	0	51	240
07:45 AM	22	0	2	24	0	0	0	0	0	129	13	142	1	55	0	56	222
Total	64	0	7	71	0	0	0	0	0	484	83	567	4	207	0	211	849
08:00 AM	13	0	2	15	0	0	0	0	0	114	19	133	3	44	0	47	195
08:15 AM	7	0	2	9	0	0	0	0	0	88	17	105	1	45	0	46	160
08:30 AM	21	0	2	23	0	0	0	0	0	78	19	97	1	51	0	52	172
08:45 AM	14	0	1	15	0	0	0	0	0	77	14	91	2	49	0	51	157
Total	55	0	7	62	0	0	0	0	0	357	69	426	7	189	0	196	684
*** BREAK ***																	
04:00 PM	34	0	3	37	0	0	0	0	0	110	25	135	1	108	0	109	281
04:15 PM	41	0	2	43	0	0	0	0	0	81	28	109	3	112	0	115	267
04:30 PM	32	0	1	33	0	0	0	0	0	76	37	113	3	96	0	99	245
04:45 PM	38	0	6	44	0	0	0	0	0	68	25	93	3	87	0	90	227
Total	145	0	12	157	0	0	0	0	0	335	115	450	10	403	0	413	1020
05:00 PM	39	0	2	41	0	0	0	0	0	69	33	102	0	114	0	114	257
05:15 PM	43	0	2	45	0	0	0	0	0	67	20	87	1	131	0	132	264
05:30 PM	36	0	3	39	0	0	0	0	0	66	21	87	8	111	0	119	245
05:45 PM	37	0	3	40	0	0	0	0	0	41	27	68	5	101	0	106	214
Total	155	0	10	165	0	0	0	0	0	243	101	344	14	457	0	471	980
Grand Total	419	0	36	455	0	0	0	0	0	1419	368	1787	35	1256	0	1291	3533
Apprch %	92.1	0	7.9		0	0	0		0	79.4	20.6		2.7	97.3	0		
Total %	11.9	0	1	12.9	0	0	0	0	0	40.2	10.4	50.6	1	35.6	0	36.5	
Cars & Buses	419	0	36	455	0	0	0	0	0	1300	364	1664	35	1177	0	1212	3331
% Cars & Buses	100	0	100	100	0	0	0	0	0	91.6	98.9	93.1	100	93.7	0	93.9	94.3
Trucks	0	0	0	0	0	0	0	0	0	119	4	123	0	79	0	79	202
% Trucks	0	0	0	0	0	0	0	0	0	8.4	1.1	6.9	0	6.3	0	6.1	5.7

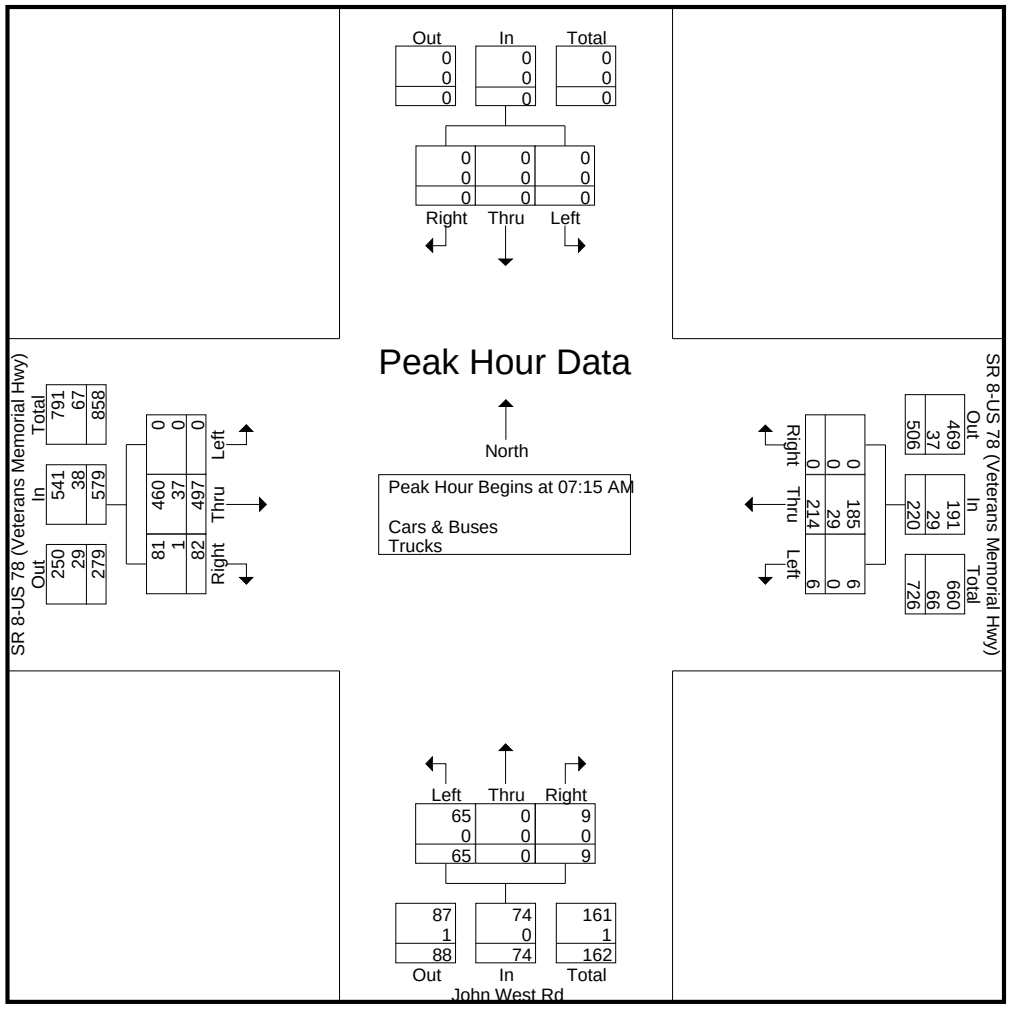
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 8-US 78 (Veterans Memorial Hwy) @
John West Rd
7-9am | 4-6pm

File Name : 20250031
Site Code : 20250031
Start Date : 02-05-2025
Page No : 2

	John West Rd Northbound				Southbound				SR 8-US 78 (Veterans Memorial Hwy) Eastbound				SR 8-US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	0	**4**	19	0	0	0	0	0	110	21	131	1	**65**	0	**66**	216
07:30 AM	15	0	1	16	0	0	0	0	0	**144**	**29**	**173**	1	50	0	51	**240**
07:45 AM	**22**	0	2	**24**	0	0	0	0	0	129	13	142	1	55	0	56	222
08:00 AM	13	0	2	15	0	0	0	0	0	114	19	133	**3**	44	0	47	195
Total Volume	65	0	9	74	0	0	0	0	0	497	82	579	6	214	0	220	873
% App. Total	87.8	0	12.2		0	0	0		0	85.8	14.2		2.7	97.3	0		
PHF	.739	.000	.563	.771	.000	.000	.000	.000	.000	.863	.707	.837	.500	.823	.000	.833	.909
Cars & Buses	65	0	9	74	0	0	0	0	0	460	81	541	6	185	0	191	806
% Cars & Buses	100	0	100	100	0	0	0	0	0	92.6	98.8	93.4	100	86.4	0	86.8	92.3
Trucks	0	0	0	0	0	0	0	0	0	37	1	38	0	29	0	29	67
% Trucks	0	0	0	0	0	0	0	0	0	7.4	1.2	6.6	0	13.6	0	13.2	7.7



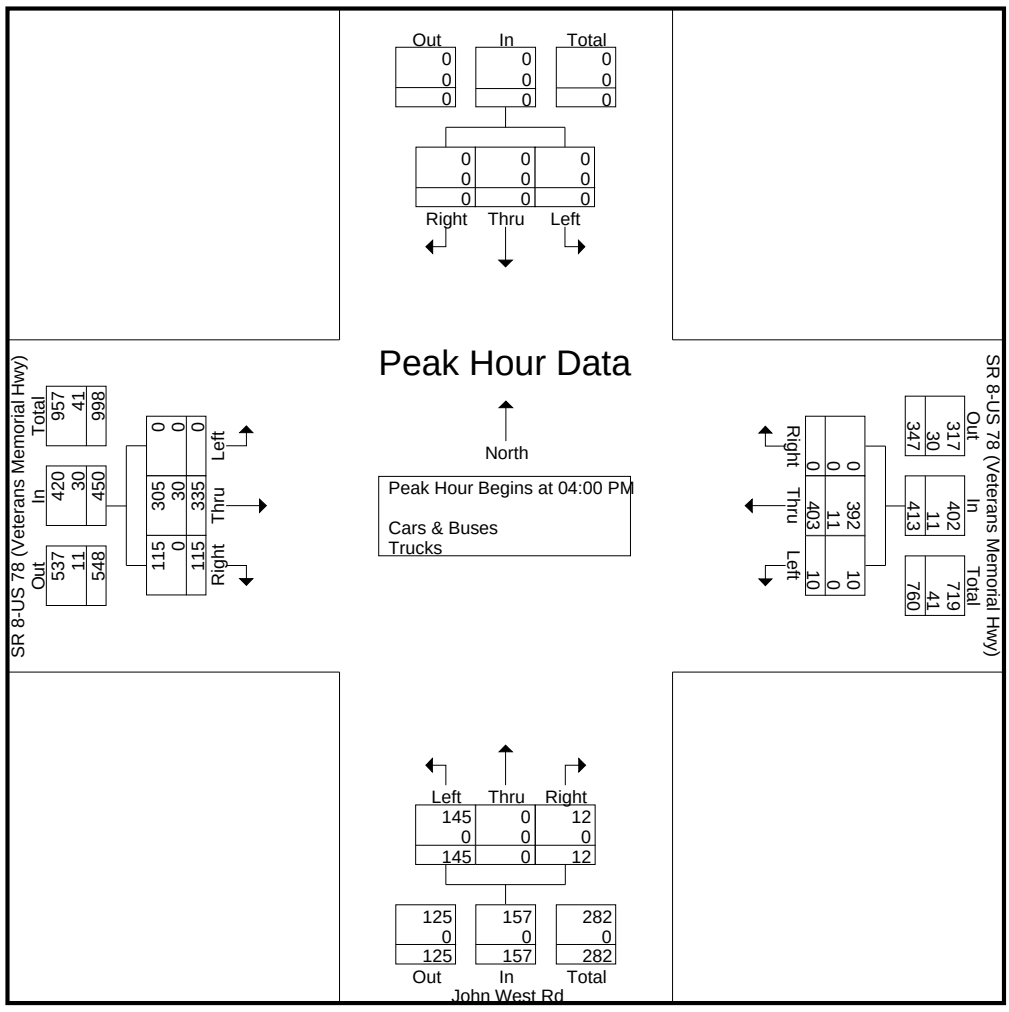
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
SR 8-US 78 (Veterans Memorial Hwy) @
John West Rd
7-9am | 4-6pm

File Name : 20250031
Site Code : 20250031
Start Date : 02-05-2025
Page No : 3

	John West Rd Northbound				Southbound				SR 8-US 78 (Veterans Memorial Hwy) Eastbound				SR 8-US 78 (Veterans Memorial Hwy) Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	34	0	3	37	0	0	0	0	0	**110**	25	**135**	1	108	0	109	**281**
04:15 PM	**41**	0	2	43	0	0	0	0	0	81	28	109	**3**	**112**	0	**115**	267
04:30 PM	32	0	1	33	0	0	0	0	0	76	**37**	113	3	96	0	99	245
04:45 PM	38	0	**6**	**44**	0	0	0	0	0	68	25	93	3	87	0	90	227
Total Volume	145	0	12	157	0	0	0	0	0	335	115	450	10	403	0	413	1020
% App. Total	92.4	0	7.6		0	0	0		0	74.4	25.6		2.4	97.6	0		
PHF	.884	.000	.500	.892	.000	.000	.000	.000	.000	.761	.777	.833	.833	.900	.000	.898	.907
Cars & Buses	145	0	12	157	0	0	0	0	0	305	115	420	10	392	0	402	979
% Cars & Buses	100	0	100	100	0	0	0	0	0	91.0	100	93.3	100	97.3	0	97.3	96.0
Trucks	0	0	0	0	0	0	0	0	0	30	0	30	0	11	0	11	41
% Trucks	0	0	0	0	0	0	0	0	0	9.0	0	6.7	0	2.7	0	2.7	4.0



GRTA Letter of Understanding

LETTER OF UNDERSTANDING

March 4th, 2025

SDC ATLA, LLC
2001Ross Avenue Suite 400
Dallas, TX 7520

RE: Stream Data Center (DRI#: 4334) (Build-out Year Revision)

The purpose of this Letter of Understanding is to document the discussions during the Methodology Meeting held virtually on January 27, 2025 regarding **Stream Data Center (DRI# 4334)** Development of Regional Impact (DRI). The *GRTA DRI Review Procedures*, as well as the inputs and parameters documented in this Letter of Understanding and the revised Methodology Meeting Packet, shall be adhered to in preparing the GRTA required Transportation Study.

PROJECT OVERVIEW

- The proposed site is located at 33°44'11"N,84°48'43"W.
- The proposed development includes 1,343,700 square feet data center.
- The projected build-out is one phase to be completed by 2035.
- The proposed development includes (2) site access along N. Baggett Road for cars only and Jason Industrial Parkway, for both cars and trucks.
- The DRI trigger for this development is a Rezoning and Special Use Permit.
- The vehicular trip generation is estimated to be 1,330 net daily trips based on the *ITE Trip Generation Manual 11th edition.*
- The applicant is applying for approval under GRTA's expedited Traffic Impact Study review process.

STUDY NETWORK

1. SR 8/US 78 (Veterans Memorial Highway) at SR 5 (Bill Arp Road)
2. SR 8/US 78 (Veterans Memorial Highway) at N. Baggett Road (east end)
3. SR 8/US 78 (Veterans Memorial Highway) at N. Baggett Road / S. Baggett Road
4. SR 8/US 78 (Veterans Memorial Highway) at Strawn Road
5. SR 8/US 78 (Veterans Memorial Highway) at Post Road / Mann Road
6. SR 8/US 78 (Veterans Memorial Highway) at John West Road
7. Post Road at I-20 Westbound Ramps
8. Post Road at I-20 Eastbound Ramps
9. N. Baggett Road at Proposed Site Driveway 1
10. Jason Industrial Parkway at Proposed Site Driveway 2

METHODOLOGY MEETING PACKET INPUTS & PARAMETERS

- The Site Plan shall meet all the applicable requirements in Section 7.1 of the *GRTA DRI Review Procedures*.
- All Study Network intersections shall be analyzed during the AM and PM peak hours for (1) existing conditions, (2) future "no-build" conditions, and (3) future "build" conditions as specified in the *GRTA DRI Review Procedures*.

- This DRI shall be modeled and reviewed in one phase to be completed by 2035.

- The Level of Service (LOS) standard for all analysis shall be LOS D unless specified otherwise in Section 3.2.2.1. For example, a LOS E standard is allowed if the existing LOS for the intersection or approach is a LOS F.

- Default values should not be assumed in the traffic modeling. Existing conditions shall be taken into account as required in Section 3.2.2.

- The trip generation calculations in the revised Methodology Meeting Packet shall be used in the Transportation Study. Mixed-use and pass-by reductions are not allowed for this site. Pass-by reductions shall not exceed 15% of a roadway's traffic volume standard established in Appendix 7.2.

- The trip assignment approach in the revised Methodology Meeting Packet shall be utilized for all Study Network intersection movements.

- The applicant shall research TIP, STIP, RTP and GDOT's construction work program, as well as any local government and transit operator plans (SPLOST, CIP, etc.), to determine the open date, sponsor, cost of the project, funding source(s), for future roadway projects in the project vicinity. Programmed transportation projects anticipated to open on or before the Build Out year of the DRI Project shall be modeled as completed in the No-Build and Build conditions unless approved otherwise.

- A 2.0% annual traffic Background Growth Rate shall be used for all roadways.

- Capacity analysis shall be based on turning movement counts collected not more than 12-months prior to the date of the actual DRI submittal to GRTA, unless specified otherwise. As specified in Section 2.3, turning movement counts shall be collected while local schools are in session, on a Tuesday, Wednesday or Thursday (unless approved otherwise) and not during holiday periods (weeks of July 4th, Thanksgiving and +/- 5 days of Christmas).

- If the *GRTA DRI Review Procedures* requires an Enhanced Focus Area for Heavy Vehicles or an Enhanced Focus Area for Dense Urban Environments, the Transportation Study shall incorporate the inputs and parameters agreed to at the Methodology Meeting and documented in the revised Methodology Meeting Packet. These inputs may include a Heavy Vehicle modeling percentages, a Heavy Vehicle route map, a pedestrian crosswalk delay adjustment and a bus blockage adjustment factor.

ADDITIONAL REQUIREMENTS

All applicable requirements of the *GRTA DRI Review Procedures* must be met for the Transportation Study to be considered complete. The *GRTA DRI Review Procedures* are located on GRTA's DRI website: https://www.srta.ga.gov/programs-projects/dev-of-regional-impact/ Contact GRTA staff if you have any questions on these requirements.

The Transportation Study shall also include as attachments the native LOS modeling file (i.e., Synchro modeling files) as well as the modeling reports (PDFs) for all Study Network intersections for the Existing, No-Build and Build conditions for all phases. The PDF reports shall be numbered (in page headers) and organized in order according to the Study Network numbering sequence in this Letter of Understanding. The reports shall also be organized in the following sequence: *Existing condition AM, Existing condition PM, No-build condition AM, No-Build condition PM, Build condition AM, Build condition PM*. If improvements are modeled, those PDFs shall be labeled as such and follow the appropriate condition's applicable peak period.

The Transportation Study appendices shall also include all turning movement count data, regardless of if using historic data or newly collected turning movement counts.

When documenting any Queue Length impacts required in Section 3.2.3.6, the TIS Executive Summary shall also note any individual *movements* not meeting the LOS standard where the DRI Project adds trips in the Build condition and exceeds available storage capacity for that movement.

When identifying mitigations in the existing, no-build and build conditions, the mitigations identified in preceding conditions shall not be modeled as complete when conducting the LOS analysis. The same mitigation may still be proposed as mitigation in the subsequent condition but it shall not be included as completed in the default analysis. For example, a turn lane may be identified as a needed improvement in the no-build condition. The turn lane should not be modeled as completed in the build condition. The turn lane should only be modeled as complete in the no-build with improvements condition and the build with improvements condition.

DRI REVIEW PACKAGE SUBMITTAL

GRTA will begin reviewing the DRI once the DRI Review Package is submitted and deemed complete. The DRI Review Package includes: the permitting Local Government inputting both Department of Community Affairs (DCA) forms into the DCA DRI website; and the **Traffic Engineer submittal of the GRTA Transportation Study (including LOS appendices, traffic count data and any other required attachments) and Site Plan to GRTA staff and ALL stakeholders included in the CC list of this Letter of Understanding**.

All DRI Review Packages shall be submitted electronically via email to all stakeholders in the CC list of the Letter of Understanding. If the DRI Review Package total file size is greater than 10 MB, the DRI Review Package shall be submitted via email with a FTP link provided for downloading the files.

Please contact me if you have any questions about the Letter of Understanding or the *GRTA DRI Review Procedures*.

Sincerely,

Derrick A. Peevy Jr. AICP
DRI Planner
SRTA/GRTA

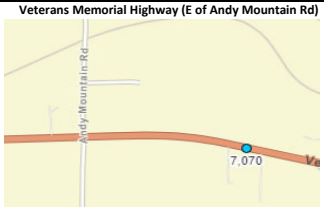
Cc:

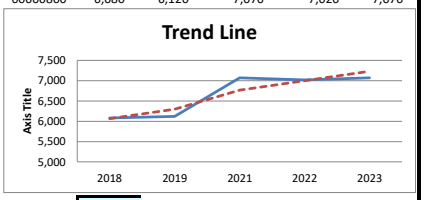
Zabe Grennell, DCA
Brittany Williams, SRTA/GRTA
Derrick Peevy, SRTA/GRTA
Donald Shockey, ARC
Megan Weiss, GDOT District 7
Landon Perry, GDOT District 7
Allison Duncan, Douglas County
Shayla Reed, City of Douglasville
Santiago Escobar, City of Villa Ricca
Karla Poshedly, Douglas County DOT
Abdul Amer, A&R Engineering Inc.
Naser Omar, A&R Engineering Inc.
SDC ATLA, LLC
Thomas & Hutton

Linear Regression of Daily Traffic

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
Veterans Memorial Highway (E of Andy Mountain Rd)	4.5%	0.86	097-0054	00000800	6,080	6,120	7,070	7,020	7,070
S Flat Rock Rd (N of Edwards Rd)	2.3%	0.98	097-8055	00027700	7,210	7,350	7,550	7,730	7,940
Cedar Mountain Rd (NW of Cave Springs Rd)	0.2%	0.09	097-0207	00081300	4,770	4,860	4,800	4,760	4,890
Veterans Memorial Highway (W of SR 5 (Bill Arp Rd))	3.4%	0.44	097-0058	00000800	8,430	8,490	10,300	9,320	9,390
Veterans Memorial Highway (W of S Bagett Rd)	-0.3%	0.01	097-0056	00000800	9,390	9,990	9,990	8,980	9,760
Weighted Average	**2.0%**	0.63	Sum of Count Stations =		35,880	36,810	39,710	37,810	39,050

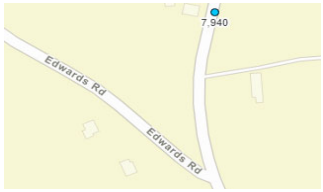
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Veterans Memorial Highway (E of Andy Mountain Rd)	097-0054	00000800	6,080	6,120	7,070	7,020	7,070

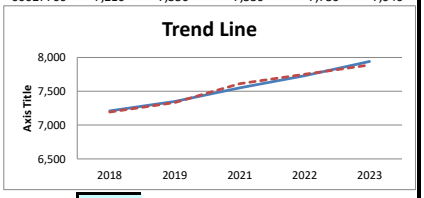




Growth Rate	4.5%	Intercept	-466,054	Slope	233.95
Trend Line	6,064	6,298	6,766	7,000	7,233

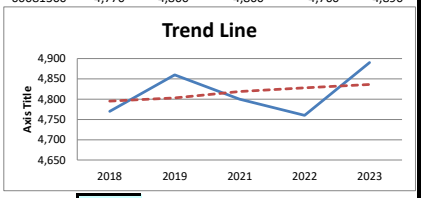
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
S Flat Rock Rd (N of Edwards Rd)	097-8055	00027700	7,210	7,350	7,550	7,730	7,940





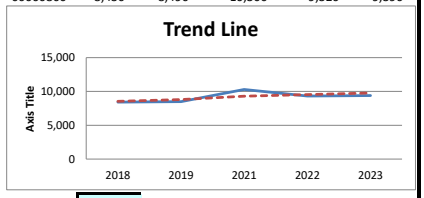
Growth Rate	2.3%	Intercept	-273,448	Slope	139.07
Trend Line	7,194	7,333	7,612	7,751	7,890

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Cedar Mountain Rd (NW of Cave Springs Rd)	097-0207	00081300	4,770	4,860	4,800	4,760	4,890



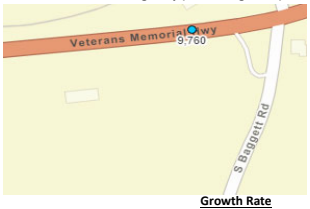
Growth Rate	0.2%	Intercept	-11,866	Slope	8.26
Trend Line	4,795	4,803	4,819	4,828	4,836

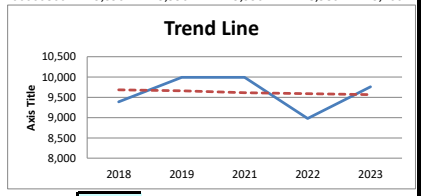
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Veterans Memorial Highway (W of SR 5 (Bill Arp Rd))	097-0058	00000800	8,430	8,490	10,300	9,320	9,390



Growth Rate	3.4%	Intercept	-484,451	Slope	244.30
Trend Line	8,551	8,795	9,284	9,528	9,772

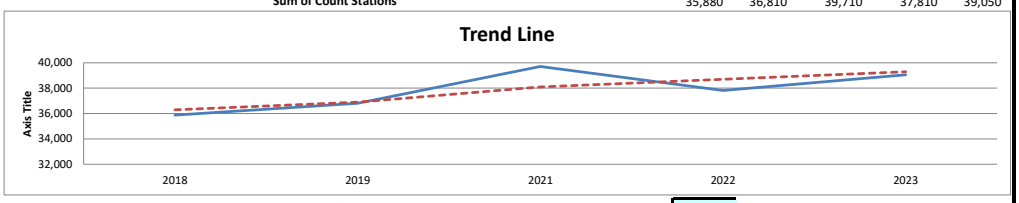
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
Veterans Memorial Highway (W of S Bagett Rd)	097-0056	00000800	9,390	9,990	9,990	8,980	9,760





Growth Rate	-0.3%	Intercept	57,318	Slope	-23.60
Trend Line	9,683	9,660	9,613	9,589	9,565

Weighted Average	2018	2019	2021	2022	2023
Sum of Count Stations	35,880	36,810	39,710	37,810	39,050



Growth Rate	2.0%	Intercept	-1,178,502	Slope	601.98
Trend Line	36,287	36,889	38,093	38,695	39,297

Existing Intersection Analysis

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	649	92	190	534	48	147
Future Volume (vph)	649	92	190	534	48	147
Lane Group Flow (vph)	690	98	202	568	51	156
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	2			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0
Minimum Split (s)	23.5	23.5	15.0	23.5	23.5	23.5
Total Split (s)	80.0	80.0	16.0	96.0	24.0	24.0
Total Split (%)	66.7%	66.7%	13.3%	80.0%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
v/c Ratio	0.77	0.13	0.44	0.44	0.31	0.49
Control Delay	21.0	2.4	6.2	5.1	39.1	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	2.4	6.2	5.1	39.1	12.4
Queue Length 50th (ft)	229	0	21	76	21	0
Queue Length 95th (ft)	389	19	46	149	66	57
Internal Link Dist (ft)	295			1352	1634	
Turn Bay Length (ft)			350			285
Base Capacity (vph)	1648	1310	466	1752	381	529
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.07	0.43	0.32	0.13	0.29

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 73
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SR 5 (Bill Arp Rd) & SR 8/US 78 (Veterans Memorial Hwy)

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	649	92	190	534	48	147
Future Volume (veh/h)	649	92	190	534	48	147
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1781	1663	1841	1796	1530	1856
Adj Flow Rate, veh/h	690	0	202	568	51	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	16	4	7	25	3
Cap, veh/h	966		478	1319	87	
Arrive On Green	0.54	0.00	0.09	0.73	0.06	0.00
Sat Flow, veh/h	1781	1409	1753	1796	1457	1572
Grp Volume(v), veh/h	690	0	202	568	51	0
Grp Sat Flow(s),veh/h/ln	1781	1409	1753	1796	1457	1572
Q Serve(g_s), s	15.4	0.0	2.3	6.6	1.8	0.0
Cycle Q Clear(g_c), s	15.4	0.0	2.3	6.6	1.8	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	966		478	1319	87	
V/C Ratio(X)	0.71		0.42	0.43	0.59	
Avail Cap(c_a), veh/h	2488		667	3048	505	
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	9.1	0.0	7.2	2.8	24.4	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.6	0.5	6.2	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	4.2	0.0	0.4	0.5	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.3	0.0	7.8	3.2	30.6	0.0
LnGrp LOS	B		A	A	C	
Approach Vol, veh/h	690			770	51	
Approach Delay, s/veh	11.3			4.4	30.6	
Approach LOS	B			A	C	

Timer - Assigned Phs	2			5	6	8
Phs Duration (G+Y+Rc), s	44.7			10.2	34.4	8.7
Change Period (Y+Rc), s	5.5			5.5	5.5	5.5
Max Green Setting (Gmax), s	90.5			10.5	74.5	18.5
Max Q Clear Time (g_c+I1), s	8.6			4.3	17.4	3.8
Green Ext Time (p_c), s	8.7			0.3	11.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR, EBR] 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	488	206	3	8	1
Future Vol, veh/h	1	488	206	3	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	8	15	0	25	0
Mvmt Flow	1	542	229	3	9	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	232	0	-	0	504	231
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	4.1	-	-	-	6.975	6.2
Critical Hdwy Stg 1	-	-	-	-	5.775	-
Critical Hdwy Stg 2	-	-	-	-	6.175	-
Follow-up Hdwy	2.2	-	-	-	3.7375	3.3
Pot Cap-1 Maneuver	1348	-	-	-	466	813
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	693	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1348	-	-	-	466	813
Mov Cap-2 Maneuver	-	-	-	-	466	-
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	693	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1348	-	-	-	489
HCM Lane V/C Ratio	0.001	-	-	-	0.02
HCM Control Delay (s)	7.7	0	-	-	12.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	379	3	22	639	3	10	1	24	3	1	2
Future Vol, veh/h	3	379	3	22	639	3	10	1	24	3	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	4	0	0	2	0	0	0	4	0	0	0
Mvmt Flow	3	416	3	24	702	3	11	1	26	3	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	705	0	0	419	0	0	1177	1177	418	1189	1177	704
Stage 1	-	-	-	-	-	-	424	424	-	752	752	-
Stage 2	-	-	-	-	-	-	753	753	-	437	425	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.24	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	-	-	2.2	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	902	-	-	1151	-	-	169	193	631	166	193	440
Stage 1	-	-	-	-	-	-	612	590	-	405	421	-
Stage 2	-	-	-	-	-	-	405	420	-	602	590	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	902	-	-	1151	-	-	163	186	631	154	186	440
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	186	-	154	186	-
Stage 1	-	-	-	-	-	-	610	588	-	403	407	-
Stage 2	-	-	-	-	-	-	388	406	-	573	588	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	17.2	23.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	334	902	-	-	1151	-	-	204
HCM Lane V/C Ratio	0.115	0.004	-	-	0.021	-	-	0.032
HCM Control Delay (s)	17.2	9	0	-	8.2	0	-	23.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	555	264	20	11	12
Future Vol, veh/h	59	555	264	20	11	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	155	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	6	10	5	9	33
Mvmt Flow	65	610	290	22	12	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	290	0	-	0	1030	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	740	-
Critical Hdwy	4.12	-	-	-	6.49	6.53
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	2.218	-	-	-	3.581	3.597
Pot Cap-1 Maneuver	1272	-	-	-	251	681
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1272	-	-	-	238	681
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	459	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	12.6
HCM LOS			B

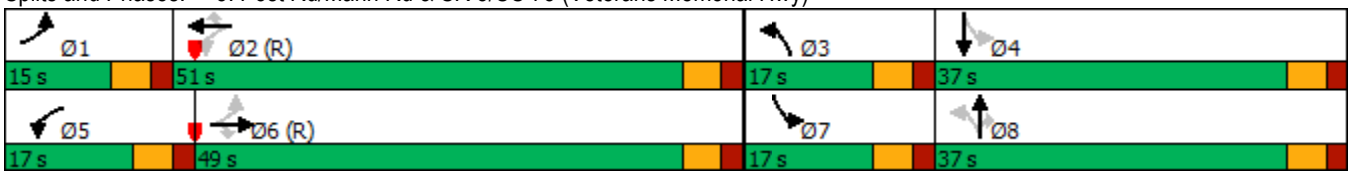
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1272	-	-	-	498
HCM Lane V/C Ratio	0.051	-	-	-	0.051
HCM Control Delay (s)	8	-	-	-	12.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

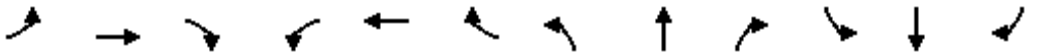
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	3	286	188	96	124	70	102	121	251	134	226
Future Volume (vph)	3	286	188	96	124	70	102	121	251	134	226
Lane Group Flow (vph)	3	295	194	99	128	72	105	125	259	138	246
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		3	8		7	4
Permitted Phases	6		6	2		2	8		8	4	
Detector Phase	1	6	6	5	2	2	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	15.0	23.5	23.5	15.0	23.5	23.5	15.0	23.5	23.5	15.0	23.5
Total Split (s)	15.0	49.0	49.0	17.0	51.0	51.0	17.0	37.0	37.0	17.0	37.0
Total Split (%)	12.5%	40.8%	40.8%	14.2%	42.5%	42.5%	14.2%	30.8%	30.8%	14.2%	30.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
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
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
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.00	0.34	0.22	0.17	0.13	0.07	0.41	0.39	0.54	0.38	0.76
Control Delay	12.7	22.7	3.8	12.5	14.4	0.6	33.9	46.1	9.0	32.9	60.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	22.7	3.8	12.5	14.4	0.6	33.9	46.1	9.0	32.9	60.9
Queue Length 50th (ft)	1	139	0	31	41	0	59	87	0	79	182
Queue Length 95th (ft)	6	246	46	66	101	4	94	135	67	120	254
Internal Link Dist (ft)		2443			3462			2898			998
Turn Bay Length (ft)	300		225	355		225	190		200	160	
Base Capacity (vph)	763	859	866	593	978	991	276	493	602	373	481
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.34	0.22	0.17	0.13	0.07	0.38	0.25	0.43	0.37	0.51

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: Post Rd/Mann Rd & SR 8/US 78 (Veterans Memorial Hwy)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	286	188	96	124	70	102	121	251	134	226	13
Future Volume (veh/h)	3	286	188	96	124	70	102	121	251	134	226	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1796	1870	1826	1707	1900	1885	1885	1856	1900	1870	1559
Adj Flow Rate, veh/h	3	295	0	99	128	0	105	125	0	138	233	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	7	2	5	13	0	1	1	3	0	2	23
Cap, veh/h	791	1014		637	1026		206	246		296	274	
Arrive On Green	0.00	0.56	0.00	0.04	0.60	0.00	0.07	0.13	0.00	0.08	0.15	0.00
Sat Flow, veh/h	1810	1796	1585	1739	1707	1610	1795	1885	1572	1810	1870	0
Grp Volume(v), veh/h	3	295	0	99	128	0	105	125	0	138	233	0
Grp Sat Flow(s),veh/h/ln	1810	1796	1585	1739	1707	1610	1795	1885	1572	1810	1870	0
Q Serve(g_s), s	0.1	10.3	0.0	2.8	3.9	0.0	6.0	7.4	0.0	7.8	14.6	0.0
Cycle Q Clear(g_c), s	0.1	10.3	0.0	2.8	3.9	0.0	6.0	7.4	0.0	7.8	14.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	791	1014		637	1026		206	246		296	274	
V/C Ratio(X)	0.00	0.29		0.16	0.12		0.51	0.51		0.47	0.85	
Avail Cap(c_a), veh/h	927	1014		734	1026		261	495		322	491	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.96	0.96	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.2	13.6	0.0	10.2	10.3	0.0	42.0	48.6	0.0	40.6	49.9	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.1	0.2	0.0	1.9	1.6	0.0	1.1	7.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	0.0	1.0	1.4	0.0	2.7	3.5	0.0	3.5	7.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	14.3	0.0	10.3	10.6	0.0	43.8	50.1	0.0	41.7	57.1	0.0
LnGrp LOS	B	B		B	B		D	D		D	E	
Approach Vol, veh/h		298			227			230			371	
Approach Delay, s/veh		14.3			10.4			47.3			51.4	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	77.6	13.3	23.1	10.3	73.3	15.3	21.2
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	45.5	11.5	31.5	11.5	43.5	11.5	31.5
Max Q Clear Time (g_c+I1), s	2.1	5.9	8.0	16.6	4.8	12.3	9.8	9.4
Green Ext Time (p_c), s	0.0	1.3	0.1	1.0	0.1	3.3	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	497	82	6	214	65	9
Future Vol, veh/h	497	82	6	214	65	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	91	91	91	91	91	91
Heavy Vehicles, %	7	1	0	14	0	0
Mvmt Flow	546	90	7	235	71	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	636	0	840	591
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	249	-
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	-	-	957	-	338	511
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	797	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	957	-	335	511
Mov Cap-2 Maneuver	-	-	-	-	335	-
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	791	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	18.4
HCM LOS			C

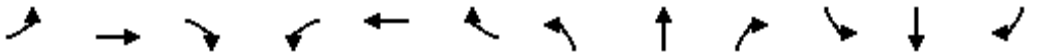
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	350	-	-	957	-
HCM Lane V/C Ratio	0.232	-	-	0.007	-
HCM Control Delay (s)	18.4	-	-	8.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	144	109	196	344	451	69
Future Volume (vph)	144	109	196	344	451	69
Lane Group Flow (vph)	169	128	231	405	531	81
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	3		1	6	2	
Permitted Phases		8	6			2
Detector Phase	3	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	5.0	15.0	15.0	15.0
Minimum Split (s)	15.0	23.5	15.0	23.5	23.5	23.5
Total Split (s)	15.0	26.0	20.0	74.0	54.0	54.0
Total Split (%)	15.0%	26.0%	20.0%	74.0%	54.0%	54.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.65	0.38	0.38	0.29	0.50	0.09
Control Delay	51.6	9.8	6.1	4.6	16.2	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	9.8	6.1	4.6	16.2	2.9
Queue Length 50th (ft)	103	0	46	82	193	0
Queue Length 95th (ft)	151	41	65	105	303	19
Internal Link Dist (ft)				717	2898	
Turn Bay Length (ft)		400	210			345
Base Capacity (vph)	362	426	637	1385	1069	895
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.30	0.36	0.29	0.50	0.09

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 7: Post Rd & I-20 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	144	0	109	196	344	0	0	451	69
Future Volume (veh/h)	0	0	0	144	0	109	196	344	0	0	451	69
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	1900	1870	0	0	1885	1796
Adj Flow Rate, veh/h				169	0	0	231	405	0	0	531	81
Peak Hour Factor				0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %				2	0	2	0	2	0	0	1	7
Cap, veh/h				169	0		636	1487	0	0	1284	1036
Arrive On Green				0.09	0.00	0.00	0.06	0.80	0.00	0.00	0.68	0.68
Sat Flow, veh/h				1781	0	1585	1810	1870	0	0	1885	1522
Grp Volume(v), veh/h				169	0	0	231	405	0	0	531	81
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1810	1870	0	0	1885	1522
Q Serve(g_s), s				9.5	0.0	0.0	3.5	5.7	0.0	0.0	12.5	1.8
Cycle Q Clear(g_c), s				9.5	0.0	0.0	3.5	5.7	0.0	0.0	12.5	1.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				169	0		636	1487	0	0	1284	1036
V/C Ratio(X)				1.00	0.00		0.36	0.27	0.00	0.00	0.41	0.08
Avail Cap(c_a), veh/h				169	0		792	1487	0	0	1284	1036
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.87	0.87	0.00	0.00	0.89	0.89
Uniform Delay (d), s/veh				45.2	0.0	0.0	4.8	2.7	0.0	0.0	7.1	5.4
Incr Delay (d2), s/veh				68.8	0.0	0.0	0.3	0.4	0.0	0.0	0.9	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
%ile BackOfQ(50%),veh/ln				7.4	0.0	0.0	0.9	1.3	0.0	0.0	4.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				114.0	0.0	0.0	5.1	3.1	0.0	0.0	8.0	5.5
LnGrp LOS				F	A		A	A	A	A	A	A
Approach Vol, veh/h					169			636			612	
Approach Delay, s/veh					114.0			3.8			7.6	
Approach LOS					F			A			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.4	73.6				85.0		15.0				
Change Period (Y+Rc), s	5.5	5.5				5.5		5.5				
Max Green Setting (Gmax), s	14.5	48.5				68.5		9.5				
Max Q Clear Time (g_c+I1), s	5.5	14.5				7.7		11.5				
Green Ext Time (p_c), s	0.4	7.7				5.3		0.0				

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

Notes

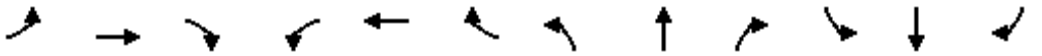
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	129	295	469	444	235	374
Future Volume (vph)	129	295	469	444	235	374
Lane Group Flow (vph)	140	321	510	483	255	407
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	7		6		5	2
Permitted Phases		4		6	2	
Detector Phase	7	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	15.0	15.0	5.0	15.0
Minimum Split (s)	15.0	23.5	23.5	23.5	15.0	23.5
Total Split (s)	15.0	27.0	52.0	52.0	21.0	73.0
Total Split (%)	15.0%	27.0%	52.0%	52.0%	21.0%	73.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
v/c Ratio	0.60	0.66	0.45	0.42	0.41	0.29
Control Delay	51.5	11.7	13.4	2.3	5.5	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	11.7	13.4	2.3	5.5	3.7
Queue Length 50th (ft)	85	0	161	0	19	43
Queue Length 95th (ft)	140	75	296	47	67	112
Internal Link Dist (ft)			1742			717
Turn Bay Length (ft)		340		390	275	
Base Capacity (vph)	384	589	1130	1160	677	1416
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.54	0.45	0.42	0.38	0.29

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 8: Post Rd & I-20 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	0	295	0	0	0	0	469	444	235	374	0
Future Volume (veh/h)	129	0	295	0	0	0	0	469	444	235	374	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1885	0	1856				0	1870	1885	1856	1870	0
Adj Flow Rate, veh/h	140	0	0				0	510	483	255	407	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	0	3				0	2	1	3	2	0
Cap, veh/h	170	0					0	1255	1072	503	1488	0
Arrive On Green	0.09	0.00	0.00				0.00	0.67	0.67	0.14	1.00	0.00
Sat Flow, veh/h	1795	0	1572				0	1870	1598	1767	1870	0
Grp Volume(v), veh/h	140	0	0				0	510	483	255	407	0
Grp Sat Flow(s),veh/h/ln	1795	0	1572				0	1870	1598	1767	1870	0
Q Serve(g_s), s	7.7	0.0	0.0				0.0	12.3	14.3	4.5	0.0	0.0
Cycle Q Clear(g_c), s	7.7	0.0	0.0				0.0	12.3	14.3	4.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	170	0					0	1255	1072	503	1488	0
V/C Ratio(X)	0.82	0.00					0.00	0.41	0.45	0.51	0.27	0.00
Avail Cap(c_a), veh/h	171	0					0	1255	1072	654	1488	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh	44.5	0.0	0.0				0.0	7.4	7.8	4.8	0.0	0.0
Incr Delay (d2), s/veh	26.7	0.0	0.0				0.0	1.0	1.4	0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0				0.0	4.3	18.2	0.9	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.2	0.0	0.0				0.0	8.4	9.1	5.5	0.4	0.0
LnGrp LOS	E	A					A	A	A	A	A	A
Approach Vol, veh/h		140						993			662	
Approach Delay, s/veh		71.2						8.8			2.3	
Approach LOS		E						A			A	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		85.0		15.0	12.5	72.6						
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5						
Max Green Setting (Gmax), s		67.5		9.5	15.5	46.5						
Max Q Clear Time (g_c+I1), s		2.0		9.7	6.5	16.3						
Green Ext Time (p_c), s		5.4		0.0	0.5	11.5						

Intersection Summary												
HCM 6th Ctrl Delay			11.3									
HCM 6th LOS			B									

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	648	105	190	676	127	322
Future Volume (vph)	648	105	190	676	127	322
Lane Group Flow (vph)	736	119	216	768	144	366
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	2			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0
Minimum Split (s)	23.5	23.5	15.0	23.5	23.5	23.5
Total Split (s)	73.0	73.0	17.0	90.0	30.0	30.0
Total Split (%)	60.8%	60.8%	14.2%	75.0%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
v/c Ratio	0.80	0.14	0.53	0.60	0.56	0.70
Control Delay	25.0	2.6	10.1	9.0	46.3	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	2.6	10.1	9.0	46.3	14.7
Queue Length 50th (ft)	303	0	31	169	71	18
Queue Length 95th (ft)	503	23	71	330	161	112
Internal Link Dist (ft)	295			1352	1634	
Turn Bay Length (ft)			350			285
Base Capacity (vph)	1442	1238	422	1658	485	705
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.10	0.51	0.46	0.30	0.52

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 86.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SR 5 (Bill Arp Rd) & SR 8/US 78 (Veterans Memorial Hwy)

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	648	105	190	676	127	322
Future Volume (veh/h)	648	105	190	676	127	322
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1811	1870	1826	1722	1870
Adj Flow Rate, veh/h	736	0	216	768	144	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	5	6	2	5	12	2
Cap, veh/h	985		428	1297	184	
Arrive On Green	0.54	0.00	0.08	0.71	0.11	0.00
Sat Flow, veh/h	1826	1535	1781	1826	1640	1585
Grp Volume(v), veh/h	736	0	216	768	144	0
Grp Sat Flow(s),veh/h/ln	1826	1535	1781	1826	1640	1585
Q Serve(g_s), s	19.3	0.0	3.0	13.1	5.3	0.0
Cycle Q Clear(g_c), s	19.3	0.0	3.0	13.1	5.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	985		428	1297	184	
V/C Ratio(X)	0.75		0.50	0.59	0.78	
Avail Cap(c_a), veh/h	1983		610	2482	646	
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	11.0	0.0	9.5	4.5	26.8	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.9	0.9	7.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	0.8	2.2	2.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.5	0.0	10.4	5.4	33.9	0.0
LnGrp LOS	B		B	A	C	
Approach Vol, veh/h	736			984	144	
Approach Delay, s/veh	13.5			6.5	33.9	
Approach LOS	B			A	C	

Timer - Assigned Phs	2		5	6	8
Phs Duration (G+Y+Rc), s	49.7		10.6	39.0	12.5
Change Period (Y+Rc), s	5.5		5.5	5.5	5.5
Max Green Setting (Gmax), s	84.5		11.5	67.5	24.5
Max Q Clear Time (g_c+I1), s	15.1		5.0	21.3	7.3
Green Ext Time (p_c), s	14.1		0.3	12.2	0.3

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	337	474	4	8	0
Future Vol, veh/h	1	337	474	4	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	8	4	0	13	0
Mvmt Flow	1	347	489	4	8	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	493	0	-	0	667	491
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	176	-
Critical Hdwy	4.1	-	-	-	6.795	6.2
Critical Hdwy Stg 1	-	-	-	-	5.595	-
Critical Hdwy Stg 2	-	-	-	-	5.995	-
Follow-up Hdwy	2.2	-	-	-	3.6235	3.3
Pot Cap-1 Maneuver	1081	-	-	-	387	582
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	809	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1081	-	-	-	387	582
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	809	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1081	-	-	-	387
HCM Lane V/C Ratio	0.001	-	-	-	0.021
HCM Control Delay (s)	8.3	0	-	-	14.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	369	3	22	626	3	11	1	24	3	1	2
Future Vol, veh/h	3	369	3	22	626	3	11	1	24	3	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	5	0	0	2	33	0	0	0	0	0	0
Mvmt Flow	3	410	3	24	696	3	12	1	27	3	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	699	0	0	413	0	0	1165	1165	412	1178	1165	698
Stage 1	-	-	-	-	-	-	418	418	-	746	746	-
Stage 2	-	-	-	-	-	-	747	747	-	432	419	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	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	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	907	-	-	1157	-	-	173	196	644	169	196	444
Stage 1	-	-	-	-	-	-	616	594	-	409	424	-
Stage 2	-	-	-	-	-	-	408	423	-	606	593	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	907	-	-	1157	-	-	166	189	644	157	189	444
Mov Cap-2 Maneuver	-	-	-	-	-	-	166	189	-	157	189	-
Stage 1	-	-	-	-	-	-	614	592	-	407	410	-
Stage 2	-	-	-	-	-	-	391	409	-	577	591	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	17.4	22.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	331	907	-	-	1157	-	-	208
HCM Lane V/C Ratio	0.121	0.004	-	-	0.021	-	-	0.032
HCM Control Delay (s)	17.4	9	0	-	8.2	0	-	22.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	427	526	15	19	24
Future Vol, veh/h	5	427	526	15	19	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	155	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	7	2	0	0	0
Mvmt Flow	6	497	612	17	22	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	612	0	-	0	1121	612
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	509	-
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	977	-	-	-	230	497
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	608	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	977	-	-	-	229	497
Mov Cap-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	608	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.7
HCM LOS			B

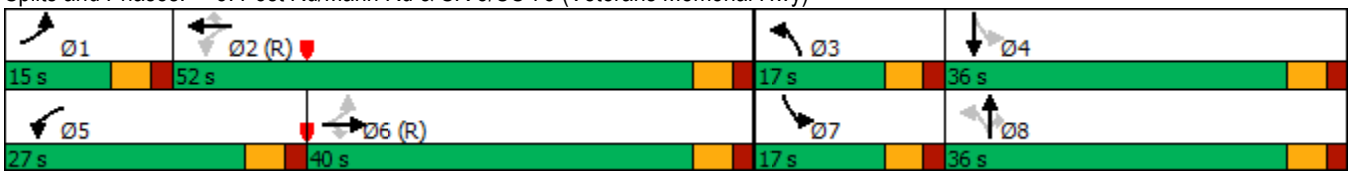
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	977	-	-	-	518
HCM Lane V/C Ratio	0.006	-	-	-	0.097
HCM Control Delay (s)	8.7	-	-	-	12.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

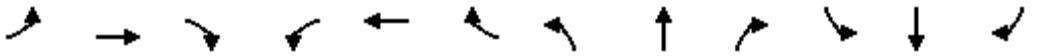
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	22	200	162	267	347	116	138	228	106	81	139
Future Volume (vph)	22	200	162	267	347	116	138	228	106	81	139
Lane Group Flow (vph)	24	217	176	290	377	126	150	248	115	88	161
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		3	8		7	4
Permitted Phases	6		6	2		2	8		8	4	
Detector Phase	1	6	6	5	2	2	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	15.0	23.5	23.5	15.0	23.5	23.5	15.0	23.5	23.5	15.0	23.5
Total Split (s)	15.0	40.0	40.0	27.0	52.0	52.0	17.0	36.0	36.0	17.0	36.0
Total Split (%)	12.5%	33.3%	33.3%	22.5%	43.3%	43.3%	14.2%	30.0%	30.0%	14.2%	30.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
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
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
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.05	0.27	0.22	0.42	0.37	0.14	0.46	0.76	0.28	0.37	0.52
Control Delay	13.2	26.1	5.0	14.3	19.8	3.8	35.3	61.5	2.8	33.5	49.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.2	26.1	5.0	14.3	19.8	3.8	35.3	61.5	2.8	33.5	49.8
Queue Length 50th (ft)	7	106	0	101	176	0	88	184	0	50	113
Queue Length 95th (ft)	22	205	51	178	297	36	129	258	11	82	169
Internal Link Dist (ft)		2443			3462			2898			998
Turn Bay Length (ft)	300		225	355		225	190		200	160	
Base Capacity (vph)	559	794	787	741	1015	911	331	478	519	261	476
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.27	0.22	0.39	0.37	0.14	0.45	0.52	0.22	0.34	0.34

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: Post Rd/Mann Rd & SR 8/US 78 (Veterans Memorial Hwy)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	200	162	267	347	116	138	228	106	81	139	9
Future Volume (veh/h)	22	200	162	267	347	116	138	228	106	81	139	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1841	1870	1885	1870	1856	1900	1885	1826	1826	1885	1900
Adj Flow Rate, veh/h	24	217	0	290	377	0	150	248	0	88	151	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	4	2	1	2	3	0	1	5	5	1	0
Cap, veh/h	569	942		753	1091		277	288		187	232	
Arrive On Green	0.02	0.51	0.00	0.09	0.58	0.00	0.09	0.15	0.00	0.06	0.12	0.00
Sat Flow, veh/h	1739	1841	1585	1795	1870	1572	1810	1885	1547	1739	1885	0
Grp Volume(v), veh/h	24	217	0	290	377	0	150	248	0	88	151	0
Grp Sat Flow(s),veh/h/ln	1739	1841	1585	1795	1870	1572	1810	1885	1547	1739	1885	0
Q Serve(g_s), s	0.8	7.8	0.0	8.7	12.6	0.0	8.6	15.4	0.0	5.2	9.2	0.0
Cycle Q Clear(g_c), s	0.8	7.8	0.0	8.7	12.6	0.0	8.6	15.4	0.0	5.2	9.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	569	942		753	1091		277	288		187	232	
V/C Ratio(X)	0.04	0.23		0.38	0.35		0.54	0.86		0.47	0.65	
Avail Cap(c_a), veh/h	667	942		905	1091		292	479		254	479	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.97	0.97	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.2	16.2	0.0	10.7	13.1	0.0	41.1	49.6	0.0	43.1	50.2	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.3	0.9	0.0	1.8	8.0	0.0	1.8	3.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.3	0.0	3.2	5.2	0.0	3.8	7.7	0.0	2.3	4.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	16.8	0.0	11.0	13.9	0.0	42.8	57.6	0.0	44.9	53.2	0.0
LnGrp LOS	B	B		B	B		D	E		D	D	
Approach Vol, veh/h		241			667			398			239	
Approach Delay, s/veh		16.4			12.7			52.0			50.2	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	75.5	16.0	20.3	16.8	66.9	12.4	23.9
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	46.5	11.5	30.5	21.5	34.5	11.5	30.5
Max Q Clear Time (g_c+I1), s	2.8	14.6	10.6	11.2	10.7	9.8	7.2	17.4
Green Ext Time (p_c), s	0.0	4.4	0.0	0.7	0.6	2.1	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	335	115	10	403	145	12
Future Vol, veh/h	335	115	10	403	145	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	9	0	0	3	0	0
Mvmt Flow	368	126	11	443	159	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	494	0	896	431
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	465	-
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	-	-	1080	-	313	629
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	636	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1080	-	309	629
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	627	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	28.4
HCM LOS			D

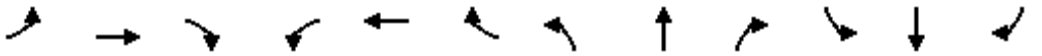
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	322	-	-	1080	-
HCM Lane V/C Ratio	0.536	-	-	0.01	-
HCM Control Delay (s)	28.4	-	-	8.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	3	-	-	0	-

Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	408	203	269	251	458	149
Future Volume (vph)	408	203	269	251	458	149
Lane Group Flow (vph)	421	209	277	259	472	154
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	3		1	6	2	
Permitted Phases		8	6			2
Detector Phase	3	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	5.0	15.0	15.0	15.0
Minimum Split (s)	15.0	23.5	15.0	23.5	23.5	23.5
Total Split (s)	15.0	38.0	19.0	62.0	43.0	43.0
Total Split (%)	15.0%	38.0%	19.0%	62.0%	43.0%	43.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.88	0.36	0.55	0.23	0.57	0.19
Control Delay	54.1	5.4	18.2	7.9	26.0	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	5.4	18.2	7.9	26.0	4.1
Queue Length 50th (ft)	257	0	69	64	221	0
Queue Length 95th (ft)	349	49	167	92	361	39
Internal Link Dist (ft)				717	2898	
Turn Bay Length (ft)		400	210			345
Base Capacity (vph)	586	660	515	1138	828	790
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.32	0.54	0.23	0.57	0.19

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 7: Post Rd & I-20 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	408	0	203	269	251	0	0	458	149
Future Volume (veh/h)	0	0	0	408	0	203	269	251	0	0	458	149
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	0	1885	1885	1841	0	0	1885	1885
Adj Flow Rate, veh/h				421	0	0	277	259	0	0	472	154
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	0	1	1	4	0	0	1	1
Cap, veh/h				172	0		647	1463	0	0	1266	1073
Arrive On Green				0.09	0.00	0.00	0.07	0.80	0.00	0.00	0.67	0.67
Sat Flow, veh/h				1810	0	1598	1795	1841	0	0	1885	1598
Grp Volume(v), veh/h				421	0	0	277	259	0	0	472	154
Grp Sat Flow(s),veh/h/ln				1810	0	1598	1795	1841	0	0	1885	1598
Q Serve(g_s), s				9.5	0.0	0.0	4.4	3.4	0.0	0.0	11.0	3.5
Cycle Q Clear(g_c), s				9.5	0.0	0.0	4.4	3.4	0.0	0.0	11.0	3.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				172	0		647	1463	0	0	1266	1073
V/C Ratio(X)				2.45	0.00		0.43	0.18	0.00	0.00	0.37	0.14
Avail Cap(c_a), veh/h				172	0		767	1463	0	0	1266	1073
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.89	0.89	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				45.3	0.0	0.0	4.7	2.4	0.0	0.0	7.2	6.0
Incr Delay (d2), s/veh				669.3	0.0	0.0	0.4	0.2	0.0	0.0	0.8	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				36.2	0.0	0.0	1.1	0.7	0.0	0.0	3.8	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				714.6	0.0	0.0	5.1	2.7	0.0	0.0	8.0	6.2
LnGrp LOS				F	A		A	A	A	A	A	A
Approach Vol, veh/h					421			536			626	
Approach Delay, s/veh					714.6			3.9			7.5	
Approach LOS					F			A			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.3	72.7				85.0		15.0				
Change Period (Y+Rc), s	5.5	5.5				5.5		5.5				
Max Green Setting (Gmax), s	13.5	37.5				56.5		9.5				
Max Q Clear Time (g_c+I1), s	6.4	13.0				5.4		11.5				
Green Ext Time (p_c), s	0.5	6.7				3.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		194.3
HCM 6th LOS		F

Notes

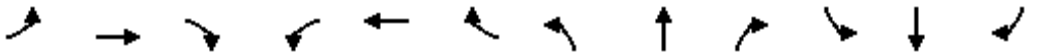
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	99	290	488	232	163	708
Future Volume (vph)	99	290	488	232	163	708
Lane Group Flow (vph)	105	309	519	247	173	753
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	7		6		5	2
Permitted Phases		4		6	2	
Detector Phase	7	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	15.0	15.0	5.0	15.0
Minimum Split (s)	15.0	23.5	23.5	23.5	15.0	23.5
Total Split (s)	31.0	31.0	54.0	54.0	15.0	69.0
Total Split (%)	31.0%	31.0%	54.0%	54.0%	15.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
v/c Ratio	0.50	0.76	0.44	0.22	0.28	0.52
Control Delay	47.2	24.1	12.6	2.1	5.3	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.2	24.1	12.6	2.1	5.3	8.5
Queue Length 50th (ft)	64	46	150	0	31	248
Queue Length 95th (ft)	106	128	307	37	m65	306
Internal Link Dist (ft)			1742			717
Turn Bay Length (ft)		340		390	275	
Base Capacity (vph)	422	580	1177	1103	629	1451
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.53	0.44	0.22	0.28	0.52

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Post Rd & I-20 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	0	290	0	0	0	0	488	232	163	708	0
Future Volume (veh/h)	99	0	290	0	0	0	0	488	232	163	708	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1767	0	1885				0	1885	1900	1870	1900	0
Adj Flow Rate, veh/h	105	0	0				0	519	247	173	753	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	0	1				0	1	0	2	0	0
Cap, veh/h	133	0					0	1332	1137	578	1541	0
Arrive On Green	0.08	0.00	0.00				0.00	0.71	0.71	0.10	1.00	0.00
Sat Flow, veh/h	1682	0	1598				0	1885	1610	1781	1900	0
Grp Volume(v), veh/h	105	0	0				0	519	247	173	753	0
Grp Sat Flow(s),veh/h/ln	1682	0	1598				0	1885	1610	1781	1900	0
Q Serve(g_s), s	6.1	0.0	0.0				0.0	11.2	5.3	2.6	0.0	0.0
Cycle Q Clear(g_c), s	6.1	0.0	0.0				0.0	11.2	5.3	2.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	133	0					0	1332	1137	578	1541	0
V/C Ratio(X)	0.79	0.00					0.00	0.39	0.22	0.30	0.49	0.00
Avail Cap(c_a), veh/h	429	0					0	1332	1137	659	1541	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	0.63	0.63	0.00
Uniform Delay (d), s/veh	45.2	0.0	0.0				0.0	5.9	5.1	3.7	0.0	0.0
Incr Delay (d2), s/veh	10.0	0.0	0.0				0.0	0.9	0.4	0.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0				0.0	3.6	9.0	0.5	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	0.0	0.0				0.0	6.8	5.5	3.9	0.7	0.0
LnGrp LOS	E	A					A	A	A	A	A	A
Approach Vol, veh/h		105						766			926	
Approach Delay, s/veh		55.2						6.4			1.3	
Approach LOS		E						A			A	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		86.6		13.4	10.5	76.1						
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5						
Max Green Setting (Gmax), s		63.5		25.5	9.5	48.5						
Max Q Clear Time (g_c+I1), s		2.0		8.1	4.6	13.2						
Green Ext Time (p_c), s		13.3		0.2	0.2	9.3						

Intersection Summary												
HCM 6th Ctrl Delay			6.6									
HCM 6th LOS			A									

Notes

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

Future “No-Build” Intersection Analysis

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	779	110	228	641	58	176
Future Volume (vph)	779	110	228	641	58	176
Lane Group Flow (vph)	829	117	243	682	62	187
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	2			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0
Minimum Split (s)	23.5	23.5	15.0	23.5	23.5	23.5
Total Split (s)	77.0	77.0	19.0	96.0	24.0	24.0
Total Split (%)	64.2%	64.2%	15.8%	80.0%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
v/c Ratio	0.86	0.14	0.59	0.50	0.40	0.56
Control Delay	26.9	2.3	14.8	5.6	50.1	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	2.3	14.8	5.6	50.1	13.7
Queue Length 50th (ft)	365	1	28	112	33	0
Queue Length 95th (ft)	600	22	123	212	88	67
Internal Link Dist (ft)	295			1352	1634	
Turn Bay Length (ft)			350			285
Base Capacity (vph)	1420	1146	427	1652	314	487
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.10	0.57	0.41	0.20	0.38

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 89.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SR 5 (Bill Arp Rd) & SR 8/US 78 (Veterans Memorial Hwy)

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	779	110	228	641	58	176
Future Volume (veh/h)	779	110	228	641	58	176
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1781	1663	1841	1796	1530	1856
Adj Flow Rate, veh/h	829	0	243	682	62	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	16	4	7	25	3
Cap, veh/h	1077		422	1383	90	
Arrive On Green	0.60	0.00	0.08	0.77	0.06	0.00
Sat Flow, veh/h	1781	1409	1753	1796	1457	1572
Grp Volume(v), veh/h	829	0	243	682	62	0
Grp Sat Flow(s),veh/h/ln	1781	1409	1753	1796	1457	1572
Q Serve(g_s), s	22.5	0.0	3.0	9.2	2.7	0.0
Cycle Q Clear(g_c), s	22.5	0.0	3.0	9.2	2.7	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1077		422	1383	90	
V/C Ratio(X)	0.77		0.58	0.49	0.69	
Avail Cap(c_a), veh/h	1946		641	2483	412	
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	9.6	0.0	10.4	2.8	30.1	0.0
Incr Delay (d2), s/veh	2.5	0.0	1.2	0.6	8.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	1.4	0.9	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.1	0.0	11.6	3.4	39.0	0.0
LnGrp LOS	B		B	A	D	
Approach Vol, veh/h	829			925	62	
Approach Delay, s/veh	12.1			5.5	39.0	
Approach LOS	B			A	D	

Timer - Assigned Phs	2			5	6	8
Phs Duration (G+Y+Rc), s	55.9			10.8	45.1	9.6
Change Period (Y+Rc), s	5.5			5.5	5.5	5.5
Max Green Setting (Gmax), s	90.5			13.5	71.5	18.5
Max Q Clear Time (g_c+I1), s	11.2			5.0	24.5	4.7
Green Ext Time (p_c), s	11.6			0.4	15.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR, EBR] 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	586	247	4	10	1
Future Vol, veh/h	1	586	247	4	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	8	15	0	25	0
Mvmt Flow	1	651	274	4	11	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	278	0	-	0	604	276
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	328	-
Critical Hdwy	4.1	-	-	-	6.975	6.2
Critical Hdwy Stg 1	-	-	-	-	5.775	-
Critical Hdwy Stg 2	-	-	-	-	6.175	-
Follow-up Hdwy	2.2	-	-	-	3.7375	3.3
Pot Cap-1 Maneuver	1296	-	-	-	402	768
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	647	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1296	-	-	-	402	768
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	647	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1296	-	-	-	420
HCM Lane V/C Ratio	0.001	-	-	-	0.029
HCM Control Delay (s)	7.8	0	-	-	13.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	455	4	26	767	4	12	1	29	4	1	2
Future Vol, veh/h	4	455	4	26	767	4	12	1	29	4	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	4	0	0	2	0	0	0	4	0	0	0
Mvmt Flow	4	500	4	29	843	4	13	1	32	4	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	847	0	0	504	0	0	1415	1415	502	1430	1415	845
Stage 1	-	-	-	-	-	-	510	510	-	903	903	-
Stage 2	-	-	-	-	-	-	905	905	-	527	512	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.24	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	-	-	2.2	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	799	-	-	1071	-	-	116	139	565	113	139	366
Stage 1	-	-	-	-	-	-	550	541	-	335	359	-
Stage 2	-	-	-	-	-	-	334	358	-	538	540	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	799	-	-	1071	-	-	110	131	565	101	131	366
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	131	-	101	131	-
Stage 1	-	-	-	-	-	-	546	537	-	333	341	-
Stage 2	-	-	-	-	-	-	314	340	-	503	536	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	22.6	33.7
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	250	799	-	-	1071	-	-	133
HCM Lane V/C Ratio	0.185	0.006	-	-	0.027	-	-	0.058
HCM Control Delay (s)	22.6	9.5	0	-	8.5	0	-	33.7
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	71	666	317	24	13	14
Future Vol, veh/h	71	666	317	24	13	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	155	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	6	10	5	9	33
Mvmt Flow	78	732	348	26	14	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	348	0	-	0	1236	348
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	888	-
Critical Hdwy	4.12	-	-	-	6.49	6.53
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	2.218	-	-	-	3.581	3.597
Pot Cap-1 Maneuver	1211	-	-	-	188	630
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	391	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1211	-	-	-	176	630
Mov Cap-2 Maneuver	-	-	-	-	176	-
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	391	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	15.7
HCM LOS			C

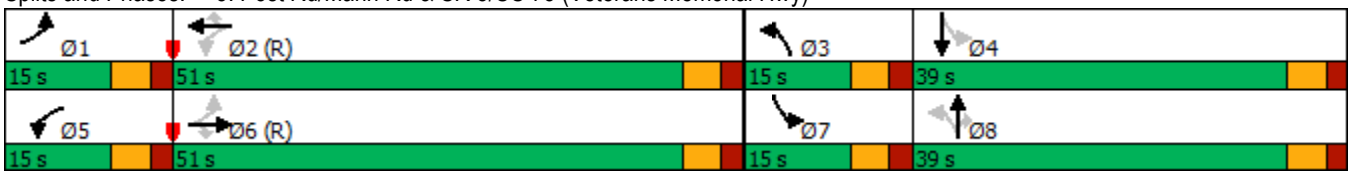
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1211	-	-	-	366
HCM Lane V/C Ratio	0.064	-	-	-	0.081
HCM Control Delay (s)	8.2	-	-	-	15.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

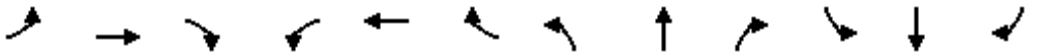
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	4	343	226	115	149	84	122	145	301	161	271
Future Volume (vph)	4	343	226	115	149	84	122	145	301	161	271
Lane Group Flow (vph)	4	354	233	119	154	87	126	149	310	166	295
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		3	8		7	4
Permitted Phases	6		6	2		2	8		8	4	
Detector Phase	1	6	6	5	2	2	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	15.0	23.5	23.5	15.0	23.5	23.5	15.0	23.5	23.5	15.0	23.5
Total Split (s)	15.0	51.0	51.0	15.0	51.0	51.0	15.0	39.0	39.0	15.0	39.0
Total Split (%)	12.5%	42.5%	42.5%	12.5%	42.5%	42.5%	12.5%	32.5%	32.5%	12.5%	32.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
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
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
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.01	0.43	0.27	0.24	0.16	0.09	0.53	0.39	0.55	0.46	0.79
Control Delay	13.5	25.7	3.9	13.9	15.6	1.6	36.2	43.2	7.9	33.5	59.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	25.7	3.9	13.9	15.6	1.6	36.2	43.2	7.9	33.5	59.6
Queue Length 50th (ft)	1	182	0	40	53	0	70	101	0	95	217
Queue Length 95th (ft)	7	306	51	80	123	14	107	151	69	137	295
Internal Link Dist (ft)		2443			3462			2898			998
Turn Bay Length (ft)	300		225	355		225	190		200	160	
Base Capacity (vph)	719	818	854	508	945	962	243	525	661	363	511
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.43	0.27	0.23	0.16	0.09	0.52	0.28	0.47	0.46	0.58

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: Post Rd/Mann Rd & SR 8/US 78 (Veterans Memorial Hwy)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	343	226	115	149	84	122	145	301	161	271	16
Future Volume (veh/h)	4	343	226	115	149	84	122	145	301	161	271	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1796	1870	1826	1707	1900	1885	1885	1856	1900	1870	1559
Adj Flow Rate, veh/h	4	354	0	119	154	0	126	149	0	166	279	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	7	2	5	13	0	1	1	3	0	2	23
Cap, veh/h	725	942		550	966		221	313		322	322	
Arrive On Green	0.01	0.52	0.00	0.05	0.57	0.00	0.07	0.17	0.00	0.08	0.17	0.00
Sat Flow, veh/h	1810	1796	1585	1739	1707	1610	1795	1885	1572	1810	1870	0
Grp Volume(v), veh/h	4	354	0	119	154	0	126	149	0	166	279	0
Grp Sat Flow(s),veh/h/ln	1810	1796	1585	1739	1707	1610	1795	1885	1572	1810	1870	0
Q Serve(g_s), s	0.1	14.0	0.0	3.7	5.2	0.0	6.9	8.6	0.0	9.1	17.4	0.0
Cycle Q Clear(g_c), s	0.1	14.0	0.0	3.7	5.2	0.0	6.9	8.6	0.0	9.1	17.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	725	942		550	966		221	313		322	322	
V/C Ratio(X)	0.01	0.38		0.22	0.16		0.57	0.48		0.51	0.87	
Avail Cap(c_a), veh/h	858	942		606	966		232	526		322	522	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.94	0.94	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.3	16.9	0.0	12.3	12.4	0.0	38.6	45.3	0.0	38.0	48.3	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.2	0.4	0.0	2.8	1.1	0.0	1.4	8.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.7	0.0	1.3	1.9	0.0	3.1	4.0	0.0	4.1	8.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	18.1	0.0	12.5	12.8	0.0	41.5	46.3	0.0	39.4	56.8	0.0
LnGrp LOS	B	B		B	B		D	D		D	E	
Approach Vol, veh/h		358			273			275			445	
Approach Delay, s/veh		18.0			12.6			44.1			50.3	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	73.4	14.3	26.2	11.1	68.4	15.0	25.4
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	45.5	9.5	33.5	9.5	45.5	9.5	33.5
Max Q Clear Time (g_c+I1), s	2.1	7.2	8.9	19.4	5.7	16.0	11.1	10.6
Green Ext Time (p_c), s	0.0	1.6	0.0	1.3	0.1	4.0	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	596	98	7	257	78	11
Future Vol, veh/h	596	98	7	257	78	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	1	0	14	0	0
Mvmt Flow	655	108	8	282	86	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	763	0	1007	709
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	298	-
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	-	-	859	-	269	438
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	758	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	859	-	266	438
Mov Cap-2 Maneuver	-	-	-	-	266	-
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	24.6
HCM LOS			C

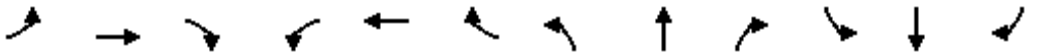
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	280	-	-	859	-
HCM Lane V/C Ratio	0.349	-	-	0.009	-
HCM Control Delay (s)	24.6	-	-	9.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.5	-	-	0	-

Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	173	131	235	413	541	83
Future Volume (vph)	173	131	235	413	541	83
Lane Group Flow (vph)	204	154	276	486	636	98
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	3		1	6	2	
Permitted Phases		8	6			2
Detector Phase	3	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	5.0	15.0	15.0	15.0
Minimum Split (s)	15.0	23.5	15.0	23.5	23.5	23.5
Total Split (s)	25.0	25.0	20.0	75.0	55.0	55.0
Total Split (%)	25.0%	25.0%	20.0%	75.0%	55.0%	55.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.72	0.40	0.54	0.36	0.62	0.11
Control Delay	54.1	9.1	14.2	5.4	19.8	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	9.1	14.2	5.4	19.8	3.1
Queue Length 50th (ft)	124	0	55	99	269	0
Queue Length 95th (ft)	182	44	136	131	386	22
Internal Link Dist (ft)				717	2898	
Turn Bay Length (ft)		400	210			345
Base Capacity (vph)	345	432	540	1359	1031	872
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.36	0.51	0.36	0.62	0.11

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 7: Post Rd & I-20 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	173	0	131	235	413	0	0	541	83
Future Volume (veh/h)	0	0	0	173	0	131	235	413	0	0	541	83
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	1900	1870	0	0	1885	1796
Adj Flow Rate, veh/h				204	0	0	276	486	0	0	636	0
Peak Hour Factor				0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %				2	0	2	0	2	0	0	1	7
Cap, veh/h				239	0		558	1413	0	0	1180	
Arrive On Green				0.13	0.00	0.00	0.07	0.76	0.00	0.00	0.63	0.00
Sat Flow, veh/h				1781	0	1585	1810	1870	0	0	1885	1522
Grp Volume(v), veh/h				204	0	0	276	486	0	0	636	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1810	1870	0	0	1885	1522
Q Serve(g_s), s				11.2	0.0	0.0	5.0	8.6	0.0	0.0	19.1	0.0
Cycle Q Clear(g_c), s				11.2	0.0	0.0	5.0	8.6	0.0	0.0	19.1	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				239	0		558	1413	0	0	1180	
V/C Ratio(X)				0.85	0.00		0.50	0.34	0.00	0.00	0.54	
Avail Cap(c_a), veh/h				347	0		684	1413	0	0	1180	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.78	0.78	0.00	0.00	0.86	0.00
Uniform Delay (d), s/veh				42.3	0.0	0.0	8.0	4.0	0.0	0.0	10.6	0.0
Incr Delay (d2), s/veh				12.8	0.0	0.0	0.5	0.5	0.0	0.0	1.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.7	0.0	0.0	1.4	2.3	0.0	0.0	7.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.1	0.0	0.0	8.5	4.6	0.0	0.0	12.1	0.0
LnGrp LOS				E	A		A	A	A	A	B	
Approach Vol, veh/h					204			762			636	
Approach Delay, s/veh					55.1			6.0			12.1	
Approach LOS					E			A			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.0	68.1				81.1		18.9				
Change Period (Y+Rc), s	5.5	5.5				5.5		5.5				
Max Green Setting (Gmax), s	14.5	49.5				69.5		19.5				
Max Q Clear Time (g_c+I1), s	7.0	21.1				10.6		13.2				
Green Ext Time (p_c), s	0.5	8.4				6.8		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		14.7
HCM 6th LOS		B

Notes

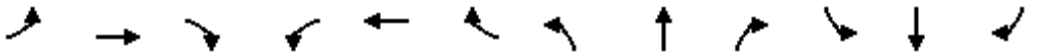
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	155	354	563	533	282	449
Future Volume (vph)	155	354	563	533	282	449
Lane Group Flow (vph)	168	385	612	579	307	488
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	7		6		5	2
Permitted Phases		4		6	2	
Detector Phase	7	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	15.0	15.0	5.0	15.0
Minimum Split (s)	15.0	23.5	23.5	23.5	15.0	23.5
Total Split (s)	26.0	26.0	53.0	53.0	21.0	74.0
Total Split (%)	26.0%	26.0%	53.0%	53.0%	21.0%	74.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
v/c Ratio	0.64	0.69	0.57	0.50	0.58	0.35
Control Delay	51.1	10.9	17.8	2.9	13.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	10.9	17.8	2.9	13.5	4.9
Queue Length 50th (ft)	102	0	228	0	37	81
Queue Length 95th (ft)	161	81	424	56	171	172
Internal Link Dist (ft)			1742			717
Turn Bay Length (ft)		340		390	275	
Base Capacity (vph)	366	627	1072	1166	580	1385
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.61	0.57	0.50	0.53	0.35

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 8: Post Rd & I-20 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	0	354	0	0	0	0	563	533	282	449	0
Future Volume (veh/h)	155	0	354	0	0	0	0	563	533	282	449	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1885	0	1856				0	1870	1885	1856	1870	0
Adj Flow Rate, veh/h	168	0	0				0	612	0	307	488	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	0	3				0	2	1	3	2	0
Cap, veh/h	203	0					0	1186		593	1453	0
Arrive On Green	0.11	0.00	0.00				0.00	0.63	0.00	0.17	1.00	0.00
Sat Flow, veh/h	1795	0	1572				0	1870	1598	1767	1870	0
Grp Volume(v), veh/h	168	0	0				0	612	0	307	488	0
Grp Sat Flow(s),veh/h/ln	1795	0	1572				0	1870	1598	1767	1870	0
Q Serve(g_s), s	9.2	0.0	0.0				0.0	17.8	0.0	6.2	0.0	0.0
Cycle Q Clear(g_c), s	9.2	0.0	0.0				0.0	17.8	0.0	6.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	203	0					0	1186		593	1453	0
V/C Ratio(X)	0.83	0.00					0.00	0.52		0.52	0.34	0.00
Avail Cap(c_a), veh/h	368	0					0	1186		712	1453	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.72	0.72	0.00
Uniform Delay (d), s/veh	43.4	0.0	0.0				0.0	9.9	0.0	6.4	0.0	0.0
Incr Delay (d2), s/veh	8.2	0.0	0.0				0.0	1.6	0.0	0.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0				0.0	6.5	0.0	1.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	0.0	0.0				0.0	11.5	0.0	7.0	0.5	0.0
LnGrp LOS	D	A					A	B		A	A	A
Approach Vol, veh/h		168						612			795	
Approach Delay, s/veh		51.6						11.5			3.0	
Approach LOS		D						B			A	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		83.2		16.8	14.2	68.9						
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5						
Max Green Setting (Gmax), s		68.5		20.5	15.5	47.5						
Max Q Clear Time (g_c+I1), s		2.0		11.2	8.2	19.8						
Green Ext Time (p_c), s		6.9		0.3	0.5	7.9						

Intersection Summary												
HCM 6th Ctrl Delay			11.5									
HCM 6th LOS			B									

Notes

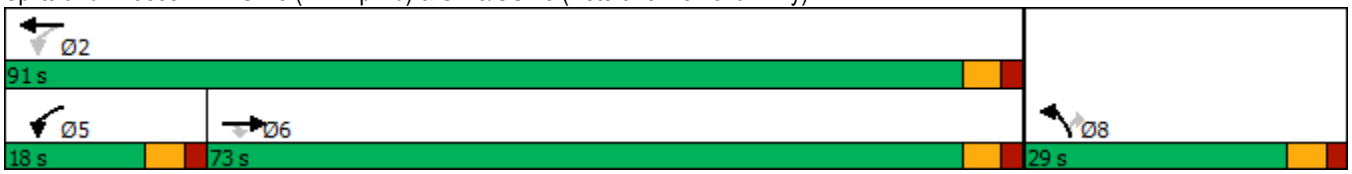
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	778	126	228	811	152	386
Future Volume (vph)	778	126	228	811	152	386
Lane Group Flow (vph)	884	143	259	922	173	439
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	2			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0
Minimum Split (s)	23.5	23.5	15.0	23.5	23.5	23.5
Total Split (s)	73.0	73.0	18.0	91.0	29.0	29.0
Total Split (%)	60.8%	60.8%	15.0%	75.8%	24.2%	24.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
v/c Ratio	0.89	0.16	0.80	0.70	0.65	0.88
Control Delay	33.8	3.6	39.8	12.4	54.5	35.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	3.6	39.8	12.4	54.5	35.2
Queue Length 50th (ft)	515	6	100	325	121	116
Queue Length 95th (ft)	745	34	#248	498	192	#265
Internal Link Dist (ft)	295			1352	1634	
Turn Bay Length (ft)			350			285
Base Capacity (vph)	1199	1050	325	1472	371	584
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.14	0.80	0.63	0.47	0.75

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 105.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 5 (Bill Arp Rd) & SR 8/US 78 (Veterans Memorial Hwy)



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	778	126	228	811	152	386
Future Volume (veh/h)	778	126	228	811	152	386
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1811	1870	1826	1722	1870
Adj Flow Rate, veh/h	884	0	259	922	173	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	5	6	2	5	12	2
Cap, veh/h	1076		360	1346	211	
Arrive On Green	0.59	0.00	0.08	0.74	0.13	0.00
Sat Flow, veh/h	1826	1535	1781	1826	1640	1585
Grp Volume(v), veh/h	884	0	259	922	173	0
Grp Sat Flow(s),veh/h/ln	1826	1535	1781	1826	1640	1585
Q Serve(g_s), s	31.6	0.0	4.3	22.0	8.4	0.0
Cycle Q Clear(g_c), s	31.6	0.0	4.3	22.0	8.4	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1076		360	1346	211	
V/C Ratio(X)	0.82		0.72	0.69	0.82	
Avail Cap(c_a), veh/h	1504		487	1905	470	
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	13.4	0.0	15.8	5.7	34.8	0.0
Incr Delay (d2), s/veh	4.1	0.0	3.3	1.3	7.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	0.0	2.9	5.0	3.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.5	0.0	19.1	7.1	42.4	0.0
LnGrp LOS	B		B	A	D	
Approach Vol, veh/h	884			1181	173	
Approach Delay, s/veh	17.5			9.7	42.4	
Approach LOS	B			A	D	

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		65.9			12.1	53.8	16.1
Change Period (Y+Rc), s		5.5			5.5	5.5	5.5
Max Green Setting (Gmax), s		85.5			12.5	67.5	23.5
Max Q Clear Time (g_c+I1), s		24.0			6.3	33.6	10.4
Green Ext Time (p_c), s		19.7			0.4	14.7	0.3

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

Notes

Unsignalized Delay for [NBR, EBR] 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	404	569	5	10	0
Future Vol, veh/h	1	404	569	5	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	8	4	0	13	0
Mvmt Flow	1	416	587	5	10	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	592	0	-	0	800	590
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	4.1	-	-	-	6.795	6.2
Critical Hdwy Stg 1	-	-	-	-	5.595	-
Critical Hdwy Stg 2	-	-	-	-	5.995	-
Follow-up Hdwy	2.2	-	-	-	3.6235	3.3
Pot Cap-1 Maneuver	994	-	-	-	320	511
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	777	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	994	-	-	-	320	511
Mov Cap-2 Maneuver	-	-	-	-	320	-
Stage 1	-	-	-	-	526	-
Stage 2	-	-	-	-	777	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	994	-	-	-	320
HCM Lane V/C Ratio	0.001	-	-	-	0.032
HCM Control Delay (s)	8.6	0	-	-	16.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	443	4	26	751	4	13	1	29	4	1	2
Future Vol, veh/h	4	443	4	26	751	4	13	1	29	4	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	5	0	0	2	33	0	0	0	0	0	0
Mvmt Flow	4	492	4	29	834	4	14	1	32	4	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	838	0	0	496	0	0	1398	1398	494	1413	1398	836
Stage 1	-	-	-	-	-	-	502	502	-	894	894	-
Stage 2	-	-	-	-	-	-	896	896	-	519	504	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	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	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	805	-	-	1078	-	-	119	142	579	117	142	370
Stage 1	-	-	-	-	-	-	555	545	-	338	362	-
Stage 2	-	-	-	-	-	-	338	362	-	544	544	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	805	-	-	1078	-	-	112	134	579	105	134	370
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	134	-	105	134	-
Stage 1	-	-	-	-	-	-	551	541	-	336	344	-
Stage 2	-	-	-	-	-	-	318	344	-	509	540	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	22.9	32.9
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	248	805	-	-	1078	-	-	137
HCM Lane V/C Ratio	0.193	0.006	-	-	0.027	-	-	0.057
HCM Control Delay (s)	22.9	9.5	0	-	8.4	0	-	32.9
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	512	631	18	23	29
Future Vol, veh/h	6	512	631	18	23	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	155	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	7	2	0	0	0
Mvmt Flow	7	595	734	21	27	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	734	0	-	0	1343	734
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	609	-
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	880	-	-	-	169	423
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	880	-	-	-	168	423
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	547	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	16.3
HCM LOS			C

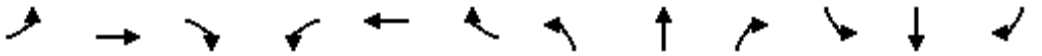
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	880	-	-	-	380
HCM Lane V/C Ratio	0.008	-	-	-	0.159
HCM Control Delay (s)	9.1	-	-	-	16.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	26	240	194	320	416	139	166	274	127	97	167
Future Volume (vph)	26	240	194	320	416	139	166	274	127	97	167
Lane Group Flow (vph)	28	261	211	348	452	151	180	298	138	105	194
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		3	8		7	4
Permitted Phases	6		6	2		2	8		8	4	
Detector Phase	1	6	6	5	2	2	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	15.0	23.5	23.5	15.0	23.5	23.5	15.0	23.5	23.5	15.0	23.5
Total Split (s)	15.0	42.0	42.0	26.0	53.0	53.0	15.0	37.0	37.0	15.0	37.0
Total Split (%)	12.5%	35.0%	35.0%	21.7%	44.2%	44.2%	12.5%	30.8%	30.8%	12.5%	30.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
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
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
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.06	0.36	0.28	0.55	0.46	0.17	0.56	0.79	0.31	0.47	0.52
Control Delay	14.3	29.7	5.0	17.5	22.8	3.8	37.3	60.1	4.1	35.1	46.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	29.7	5.0	17.5	22.8	3.8	37.3	60.1	4.1	35.1	46.4
Queue Length 50th (ft)	9	143	0	133	233	0	104	221	0	58	133
Queue Length 95th (ft)	25	246	56	224	378	40	150	300	28	93	192
Internal Link Dist (ft)		2443			3462			2898			998
Turn Bay Length (ft)	300		225	355		225	190		200	160	
Base Capacity (vph)	483	728	757	665	973	891	320	493	531	229	491
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.36	0.28	0.52	0.46	0.17	0.56	0.60	0.26	0.46	0.40

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: Post Rd/Mann Rd & SR 8/US 78 (Veterans Memorial Hwy)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	240	194	320	416	139	166	274	127	97	167	11
Future Volume (veh/h)	26	240	194	320	416	139	166	274	127	97	167	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1841	1870	1885	1870	1856	1900	1885	1826	1826	1885	1900
Adj Flow Rate, veh/h	28	261	0	348	452	0	180	298	0	105	182	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	4	2	1	2	3	0	1	5	5	1	0
Cap, veh/h	473	832		684	1023		296	339		199	311	
Arrive On Green	0.03	0.45	0.00	0.12	0.55	0.00	0.08	0.18	0.00	0.06	0.17	0.00
Sat Flow, veh/h	1739	1841	1585	1795	1870	1572	1810	1885	1547	1739	1885	0
Grp Volume(v), veh/h	28	261	0	348	452	0	180	298	0	105	182	0
Grp Sat Flow(s),veh/h/ln	1739	1841	1585	1795	1870	1572	1810	1885	1547	1739	1885	0
Q Serve(g_s), s	1.0	10.9	0.0	11.9	17.3	0.0	9.5	18.5	0.0	5.9	10.7	0.0
Cycle Q Clear(g_c), s	1.0	10.9	0.0	11.9	17.3	0.0	9.5	18.5	0.0	5.9	10.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	473	832		684	1023		296	339		199	311	
V/C Ratio(X)	0.06	0.31		0.51	0.44		0.61	0.88		0.53	0.58	
Avail Cap(c_a), veh/h	567	832		774	1023		296	495		225	495	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.95	0.95	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.8	21.0	0.0	13.6	16.2	0.0	39.1	47.9	0.0	39.2	46.3	0.0
Incr Delay (d2), s/veh	0.1	1.0	0.0	0.6	1.4	0.0	3.4	11.4	0.0	2.1	1.7	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	0.4	4.7	0.0	4.5	7.3	0.0	4.6	9.5	0.0	2.6	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	22.0	0.0	14.2	17.6	0.0	42.5	59.3	0.0	41.3	48.0	0.0
LnGrp LOS	B	C		B	B		D	E		D	D	
Approach Vol, veh/h		289			800			478			287	
Approach Delay, s/veh		21.5			16.1			53.0			45.6	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	71.1	15.0	25.3	19.9	59.7	13.2	27.1
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	47.5	9.5	31.5	20.5	36.5	9.5	31.5
Max Q Clear Time (g_c+I1), s	3.0	19.3	11.5	12.7	13.9	12.9	7.9	20.5
Green Ext Time (p_c), s	0.0	5.4	0.0	0.8	0.6	2.6	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	9.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	402	138	12	484	174	14
Future Vol, veh/h	402	138	12	484	174	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	9	0	0	3	0	0
Mvmt Flow	442	152	13	532	191	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	594	0	1076	518
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	558	-
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	-	-	992	-	245	562
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	577	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	992	-	240	562
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	566	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	62.6
HCM LOS			F

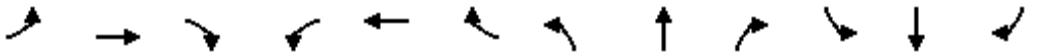
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	251	-	-	992	-
HCM Lane V/C Ratio	0.823	-	-	0.013	-
HCM Control Delay (s)	62.6	-	-	8.7	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	6.5	-	-	0	-

Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	490	244	323	301	550	179
Future Volume (vph)	490	244	323	301	550	179
Lane Group Flow (vph)	505	252	333	310	567	185
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	3		1	6	2	
Permitted Phases		8	6			2
Detector Phase	3	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	5.0	15.0	15.0	15.0
Minimum Split (s)	15.0	23.5	15.0	23.5	23.5	23.5
Total Split (s)	37.0	37.0	19.0	63.0	44.0	44.0
Total Split (%)	37.0%	37.0%	19.0%	63.0%	44.0%	44.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.92	0.38	0.85	0.29	0.76	0.25
Control Delay	58.5	5.1	50.1	11.4	34.8	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.5	5.1	50.1	11.4	34.8	4.0
Queue Length 50th (ft)	305	0	158	75	313	0
Queue Length 95th (ft)	#493	54	#276	147	452	42
Internal Link Dist (ft)				717	2898	
Turn Bay Length (ft)		400	210			345
Base Capacity (vph)	568	676	391	1073	743	743
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.37	0.85	0.29	0.76	0.25

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Post Rd & I-20 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	490	0	244	323	301	0	0	550	179
Future Volume (veh/h)	0	0	0	490	0	244	323	301	0	0	550	179
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	0	1885	1885	1841	0	0	1885	1885
Adj Flow Rate, veh/h				505	0	0	333	310	0	0	567	0
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	0	1	1	4	0	0	1	1
Cap, veh/h				537	0		432	1092	0	0	784	
Arrive On Green				0.30	0.00	0.00	0.12	0.59	0.00	0.00	0.42	0.00
Sat Flow, veh/h				1810	0	1598	1795	1841	0	0	1885	1598
Grp Volume(v), veh/h				505	0	0	333	310	0	0	567	0
Grp Sat Flow(s),veh/h/ln				1810	0	1598	1795	1841	0	0	1885	1598
Q Serve(g_s), s				27.2	0.0	0.0	10.1	8.2	0.0	0.0	25.1	0.0
Cycle Q Clear(g_c), s				27.2	0.0	0.0	10.1	8.2	0.0	0.0	25.1	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				537	0		432	1092	0	0	784	
V/C Ratio(X)				0.94	0.00		0.77	0.28	0.00	0.00	0.72	
Avail Cap(c_a), veh/h				570	0		455	1092	0	0	784	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.81	0.81	0.00	0.00	0.88	0.00
Uniform Delay (d), s/veh				34.3	0.0	0.0	18.0	9.9	0.0	0.0	24.4	0.0
Incr Delay (d2), s/veh				23.3	0.0	0.0	6.2	0.5	0.0	0.0	5.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.1	0.0	0.0	4.3	3.0	0.0	0.0	11.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				57.6	0.0	0.0	24.3	10.5	0.0	0.0	29.4	0.0
LnGrp LOS				E	A		C	B	A	A	C	
Approach Vol, veh/h					505			643			567	
Approach Delay, s/veh					57.6			17.6			29.4	
Approach LOS					E			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	17.7	47.1				64.8		35.2				
Change Period (Y+Rc), s	5.5	5.5				5.5		5.5				
Max Green Setting (Gmax), s	13.5	38.5				57.5		31.5				
Max Q Clear Time (g_c+I1), s	12.1	27.1				10.2		29.2				
Green Ext Time (p_c), s	0.2	4.4				3.8		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		33.3
HCM 6th LOS		C

Notes

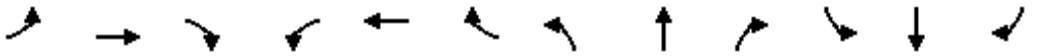
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	119	348	586	278	196	850
Future Volume (vph)	119	348	586	278	196	850
Lane Group Flow (vph)	127	370	623	296	209	904
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	7		6		5	2
Permitted Phases		4		6	2	
Detector Phase	7	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	15.0	15.0	5.0	15.0
Minimum Split (s)	15.0	23.5	23.5	23.5	15.0	23.5
Total Split (s)	31.0	31.0	54.0	54.0	15.0	69.0
Total Split (%)	31.0%	31.0%	54.0%	54.0%	15.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
v/c Ratio	0.42	0.86	0.59	0.29	0.45	0.67
Control Delay	38.4	39.7	19.2	2.5	8.6	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	38.4	39.7	19.2	2.5	8.6	12.4
Queue Length 50th (ft)	71	127	255	0	53	303
Queue Length 95th (ft)	117	223	423	42	m85	m368
Internal Link Dist (ft)			1742			717
Turn Bay Length (ft)		340		390	275	
Base Capacity (vph)	422	532	1054	1035	474	1340
Starvation Cap Reductn	0	0	0	0	0	51
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.70	0.59	0.29	0.44	0.70

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Post Rd & I-20 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	0	348	0	0	0	0	586	278	196	850	0
Future Volume (veh/h)	119	0	348	0	0	0	0	586	278	196	850	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1767	0	1885				0	1885	1900	1870	1900	0
Adj Flow Rate, veh/h	127	0	0				0	623	0	209	904	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	0	1				0	1	0	2	0	0
Cap, veh/h	158	0					0	1291		596	1513	0
Arrive On Green	0.09	0.00	0.00				0.00	0.68	0.00	0.11	1.00	0.00
Sat Flow, veh/h	1682	0	1598				0	1885	1610	1781	1900	0
Grp Volume(v), veh/h	127	0	0				0	623	0	209	904	0
Grp Sat Flow(s),veh/h/ln	1682	0	1598				0	1885	1610	1781	1900	0
Q Serve(g_s), s	7.4	0.0	0.0				0.0	15.6	0.0	3.4	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	0.0				0.0	15.6	0.0	3.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	158	0					0	1291		596	1513	0
V/C Ratio(X)	0.80	0.00					0.00	0.48		0.35	0.60	0.00
Avail Cap(c_a), veh/h	429	0					0	1291		665	1513	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.43	0.43	0.00
Uniform Delay (d), s/veh	44.4	0.0	0.0				0.0	7.4	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	9.2	0.0	0.0				0.0	1.3	0.0	0.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0				0.0	5.3	0.0	0.7	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	0.0	0.0				0.0	8.7	0.0	5.1	0.8	0.0
LnGrp LOS	D	A					A	A		A	A	A
Approach Vol, veh/h		127						623			1113	
Approach Delay, s/veh		53.6						8.7			1.6	
Approach LOS		D						A			A	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		85.1		14.9	11.1	74.0						
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5						
Max Green Setting (Gmax), s		63.5		25.5	9.5	48.5						
Max Q Clear Time (g_c+I1), s		2.0		9.4	5.4	17.6						
Green Ext Time (p_c), s		18.9		0.3	0.2	8.4						

Intersection Summary												
HCM 6th Ctrl Delay			7.5									
HCM 6th LOS			A									

Notes

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

Intersection: 3: S. Baggett Rd/N. Baggett Rd & SR 8/US 78 (Veterans Memorial Hwy)

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	89	69	117	19
Average Queue (ft)	18	32	29	3
95th Queue (ft)	63	56	72	13
Link Distance (ft)	3487	31	1042	727
Upstream Blk Time (%)		4		
Queuing Penalty (veh)		12		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 12

Intersection: 3: S. Baggett Rd/N. Baggett Rd & SR 8/US 78 (Veterans Memorial Hwy)

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	116	48	51	20
Average Queue (ft)	24	17	21	3
95th Queue (ft)	79	46	45	13
Link Distance (ft)	3487	31	1042	727
Upstream Blk Time (%)		3		
Queuing Penalty (veh)		22		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 22

Future “No-Build” Intersection Analysis with Improvements

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	596	7	257	78
Future Volume (vph)	596	7	257	78
Lane Group Flow (vph)	763	0	290	98
Turn Type	NA	Perm	NA	Prot
Protected Phases	4		8	2
Permitted Phases		8		
Detector Phase	4	8	8	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5
Total Split (s)	74.0	74.0	74.0	26.0
Total Split (%)	74.0%	74.0%	74.0%	26.0%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	Min
v/c Ratio	0.77		0.32	0.29
Control Delay	13.5		6.1	20.8
Queue Delay	0.0		0.0	0.0
Total Delay	13.5		6.1	20.8
Queue Length 50th (ft)	118		32	20
Queue Length 95th (ft)	264		74	70
Internal Link Dist (ft)	31		1982	873
Turn Bay Length (ft)				
Base Capacity (vph)	1756		1637	858
Starvation Cap Reductn	0		0	0
Spillback Cap Reductn	0		0	0
Storage Cap Reductn	0		0	0
Reduced v/c Ratio	0.43		0.18	0.11

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 45.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: John West Rd & SR 8/US 78 (Veterans Memorial Hwy)

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	596	98	7	257	78	11
Future Volume (veh/h)	596	98	7	257	78	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1885	1900	1693	1900	1900
Adj Flow Rate, veh/h	655	108	8	282	86	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	1	0	14	0	0
Cap, veh/h	842	139	108	931	213	30
Arrive On Green	0.56	0.56	0.56	0.56	0.14	0.14
Sat Flow, veh/h	1504	248	12	1662	1549	216
Grp Volume(v), veh/h	0	763	290	0	99	0
Grp Sat Flow(s),veh/h/ln	0	1752	1673	0	1784	0
Q Serve(g_s), s	0.0	12.3	0.0	0.0	1.8	0.0
Cycle Q Clear(g_c), s	0.0	12.3	3.3	0.0	1.8	0.0
Prop In Lane		0.14	0.03		0.87	0.12
Lane Grp Cap(c), veh/h	0	981	1039	0	245	0
V/C Ratio(X)	0.00	0.78	0.28	0.00	0.40	0.00
Avail Cap(c_a), veh/h	0	3299	3181	0	1005	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.2	4.2	0.0	14.3	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.1	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.3	0.0	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	7.6	4.4	0.0	15.4	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h	763			290	99	
Approach Delay, s/veh	7.6			4.4	15.4	
Approach LOS	A			A	B	

Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		10.5		25.9		25.9
Change Period (Y+Rc), s		5.5		5.5		5.5
Max Green Setting (Gmax), s		20.5		68.5		68.5
Max Q Clear Time (g_c+I1), s		3.8		14.3		5.3
Green Ext Time (p_c), s		0.2		6.0		1.7

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	402	12	484	174
Future Volume (vph)	402	12	484	174
Lane Group Flow (vph)	594	0	545	206
Turn Type	NA	Perm	NA	Prot
Protected Phases	4		8	2
Permitted Phases		8		
Detector Phase	4	8	8	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5
Total Split (s)	67.0	67.0	67.0	33.0
Total Split (%)	67.0%	67.0%	67.0%	33.0%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	Min
v/c Ratio	0.70		0.62	0.45
Control Delay	13.6		12.0	19.1
Queue Delay	0.0		0.0	0.0
Total Delay	13.6		12.0	19.1
Queue Length 50th (ft)	91		85	41
Queue Length 95th (ft)	219		195	118
Internal Link Dist (ft)	31		1982	873
Turn Bay Length (ft)				
Base Capacity (vph)	1710		1806	1198
Starvation Cap Reductn	0		0	0
Spillback Cap Reductn	0		0	0
Storage Cap Reductn	0		0	0
Reduced v/c Ratio	0.35		0.30	0.17

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 44
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: John West Rd & SR 8/US 78 (Veterans Memorial Hwy)

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	402	138	12	484	174	14
Future Volume (veh/h)	402	138	12	484	174	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1900	1900	1856	1900	1900
Adj Flow Rate, veh/h	442	152	13	532	191	15
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	9	0	0	3	0	0
Cap, veh/h	598	206	120	867	306	24
Arrive On Green	0.48	0.48	0.48	0.48	0.19	0.19
Sat Flow, veh/h	1257	432	14	1823	1655	130
Grp Volume(v), veh/h	0	594	545	0	207	0
Grp Sat Flow(s),veh/h/ln	0	1689	1838	0	1794	0
Q Serve(g_s), s	0.0	9.2	0.0	0.0	3.4	0.0
Cycle Q Clear(g_c), s	0.0	9.2	7.1	0.0	3.4	0.0
Prop In Lane		0.26	0.02		0.92	0.07
Lane Grp Cap(c), veh/h	0	803	988	0	332	0
V/C Ratio(X)	0.00	0.74	0.55	0.00	0.62	0.00
Avail Cap(c_a), veh/h	0	3205	3549	0	1522	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.9	6.3	0.0	12.2	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.5	0.0	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	1.0	0.0	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	8.2	6.8	0.0	14.1	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h	594			545	207	
Approach Delay, s/veh	8.2			6.8	14.1	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	11.5	20.9	20.9
Change Period (Y+Rc), s	5.5	5.5	5.5
Max Green Setting (Gmax), s	27.5	61.5	61.5
Max Q Clear Time (g_c+I1), s	5.4	11.2	9.1
Green Ext Time (p_c), s	0.6	4.2	3.6

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Future “Build” Intersections Analysis

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	794	121	228	660	72	176
Future Volume (vph)	794	121	228	660	72	176
Lane Group Flow (vph)	845	129	243	702	77	187
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	2			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0
Minimum Split (s)	23.5	23.5	15.0	23.5	23.5	23.5
Total Split (s)	77.0	77.0	19.0	96.0	24.0	24.0
Total Split (%)	64.2%	64.2%	15.8%	80.0%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
v/c Ratio	0.87	0.16	0.62	0.52	0.46	0.54
Control Delay	28.4	2.4	17.6	6.1	52.4	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	2.4	17.6	6.1	52.4	13.0
Queue Length 50th (ft)	391	1	34	126	43	0
Queue Length 95th (ft)	649	25	139	243	104	66
Internal Link Dist (ft)	295			1352	1634	
Turn Bay Length (ft)			350			285
Base Capacity (vph)	1383	1121	410	1625	305	478
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.12	0.59	0.43	0.25	0.39

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 92.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SR 5 (Bill Arp Rd) & SR 8/US 78 (Veterans Memorial Hwy)

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	794	121	228	660	72	176
Future Volume (veh/h)	794	121	228	660	72	176
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1781	1663	1841	1796	1530	1856
Adj Flow Rate, veh/h	845	0	243	702	77	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	16	4	7	25	3
Cap, veh/h	1085		411	1383	99	
Arrive On Green	0.61	0.00	0.08	0.77	0.07	0.00
Sat Flow, veh/h	1781	1409	1753	1796	1457	1572
Grp Volume(v), veh/h	845	0	243	702	77	0
Grp Sat Flow(s),veh/h/ln	1781	1409	1753	1796	1457	1572
Q Serve(g_s), s	23.9	0.0	3.1	10.0	3.5	0.0
Cycle Q Clear(g_c), s	23.9	0.0	3.1	10.0	3.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1085		411	1383	99	
V/C Ratio(X)	0.78		0.59	0.51	0.78	
Avail Cap(c_a), veh/h	1877		619	2396	397	
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	9.9	0.0	11.1	2.9	31.1	0.0
Incr Delay (d2), s/veh	2.6	0.0	1.4	0.6	12.5	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	6.9	0.0	1.6	1.1	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.5	0.0	12.5	3.6	43.6	0.0
LnGrp LOS	B		B	A	D	
Approach Vol, veh/h	845			945	77	
Approach Delay, s/veh	12.5			5.8	43.6	
Approach LOS	B			A	D	

Timer - Assigned Phs	2		5	6	8
Phs Duration (G+Y+Rc), s	57.8		10.9	46.8	10.1
Change Period (Y+Rc), s	5.5		5.5	5.5	5.5
Max Green Setting (Gmax), s	90.5		13.5	71.5	18.5
Max Q Clear Time (g_c+I1), s	12.0		5.1	25.9	5.5
Green Ext Time (p_c), s	12.2		0.4	15.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR] 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	609	275	9	14	1
Future Vol, veh/h	1	609	275	9	14	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	8	15	0	25	0
Mvmt Flow	1	677	306	10	16	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	316	0	-	0	652	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	4.1	-	-	-	6.975	6.2
Critical Hdwy Stg 1	-	-	-	-	5.775	-
Critical Hdwy Stg 2	-	-	-	-	6.175	-
Follow-up Hdwy	2.2	-	-	-	3.7375	3.3
Pot Cap-1 Maneuver	1256	-	-	-	375	734
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	637	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1256	-	-	-	375	734
Mov Cap-2 Maneuver	-	-	-	-	375	-
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	637	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1256	-	-	-	388
HCM Lane V/C Ratio	0.001	-	-	-	0.043
HCM Control Delay (s)	7.9	0	-	-	14.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	466	4	26	781	27	12	1	29	23	1	10
Future Vol, veh/h	13	466	4	26	781	27	12	1	29	23	1	10
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	4	0	0	2	0	0	0	4	0	0	0
Mvmt Flow	14	512	4	29	858	30	13	1	32	25	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	888	0	0	516	0	0	1479	1488	514	1490	1475	873
Stage 1	-	-	-	-	-	-	542	542	-	931	931	-
Stage 2	-	-	-	-	-	-	937	946	-	559	544	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.24	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	-	-	2.2	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	771	-	-	1060	-	-	105	125	557	103	128	352
Stage 1	-	-	-	-	-	-	528	523	-	323	348	-
Stage 2	-	-	-	-	-	-	320	343	-	517	522	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	771	-	-	1060	-	-	97	119	557	93	121	352
Mov Cap-2 Maneuver	-	-	-	-	-	-	97	119	-	93	121	-
Stage 1	-	-	-	-	-	-	515	510	-	315	339	-
Stage 2	-	-	-	-	-	-	301	334	-	474	509	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	24.8	48
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	228	771	-	-	1060	-	-	120
HCM Lane V/C Ratio	0.202	0.019	-	-	0.027	-	-	0.311
HCM Control Delay (s)	24.8	9.8	0	-	8.5	-	-	48
HCM Lane LOS	C	A	A	-	A	-	-	E
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-	-	1.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	113	675	325	38	24	48
Future Vol, veh/h	113	675	325	38	24	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	155	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	6	10	5	9	33
Mvmt Flow	124	742	357	42	26	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	357	0	-	0	1347	357
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	990	-
Critical Hdwy	4.12	-	-	-	6.49	6.53
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	2.218	-	-	-	3.581	3.597
Pot Cap-1 Maneuver	1202	-	-	-	161	623
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	349	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1202	-	-	-	144	623
Mov Cap-2 Maneuver	-	-	-	-	144	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	349	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	15.2
HCM LOS			C

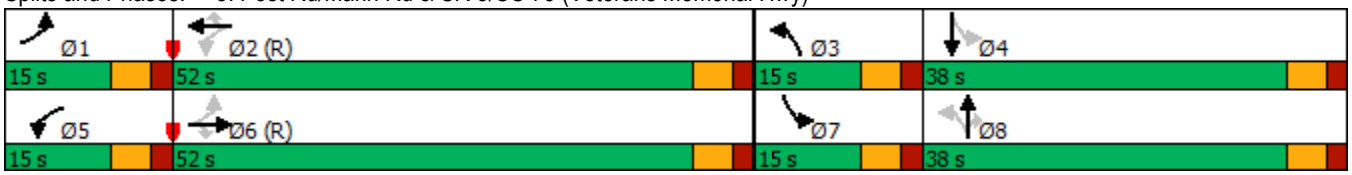
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1202	-	-	-	432
HCM Lane V/C Ratio	0.103	-	-	-	0.183
HCM Control Delay (s)	8.3	-	-	-	15.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7

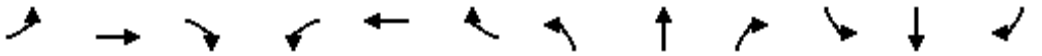
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	4	357	226	142	160	88	122	145	334	166	271
Future Volume (vph)	4	357	226	142	160	88	122	145	334	166	271
Lane Group Flow (vph)	4	368	233	146	165	91	126	149	344	171	295
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		3	8		7	4
Permitted Phases	6		6	2		2	8		8	4	
Detector Phase	1	6	6	5	2	2	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	15.0	23.5	23.5	15.0	23.5	23.5	15.0	23.5	23.5	15.0	23.5
Total Split (s)	15.0	52.0	52.0	15.0	52.0	52.0	15.0	38.0	38.0	15.0	38.0
Total Split (%)	12.5%	43.3%	43.3%	12.5%	43.3%	43.3%	12.5%	31.7%	31.7%	12.5%	31.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
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
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
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.01	0.45	0.27	0.30	0.17	0.09	0.53	0.39	0.58	0.47	0.79
Control Delay	13.5	26.3	3.9	14.5	15.7	1.8	36.3	43.3	8.0	33.9	59.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	26.3	3.9	14.5	15.7	1.8	36.3	43.3	8.0	33.9	59.8
Queue Length 50th (ft)	1	194	0	49	57	0	70	101	0	98	217
Queue Length 95th (ft)	7	315	51	96	132	16	107	152	73	141	295
Internal Link Dist (ft)		2443			3462			2898			998
Turn Bay Length (ft)	300		225	355		225	190		200	160	
Base Capacity (vph)	709	811	850	496	946	962	243	509	675	363	496
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.45	0.27	0.29	0.17	0.09	0.52	0.29	0.51	0.47	0.59

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: Post Rd/Mann Rd & SR 8/US 78 (Veterans Memorial Hwy)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	357	226	142	160	88	122	145	334	166	271	16
Future Volume (veh/h)	4	357	226	142	160	88	122	145	334	166	271	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1796	1870	1826	1707	1900	1885	1885	1856	1900	1870	1559
Adj Flow Rate, veh/h	4	368	0	146	165	0	126	149	0	171	279	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	7	2	5	13	0	1	1	3	0	2	23
Cap, veh/h	710	928		544	967		221	313		322	322	
Arrive On Green	0.01	0.52	0.00	0.05	0.57	0.00	0.07	0.17	0.00	0.08	0.17	0.00
Sat Flow, veh/h	1810	1796	1585	1739	1707	1610	1795	1885	1572	1810	1870	0
Grp Volume(v), veh/h	4	368	0	146	165	0	126	149	0	171	279	0
Grp Sat Flow(s),veh/h/ln	1810	1796	1585	1739	1707	1610	1795	1885	1572	1810	1870	0
Q Serve(g_s), s	0.1	14.9	0.0	4.5	5.6	0.0	6.9	8.6	0.0	9.5	17.4	0.0
Cycle Q Clear(g_c), s	0.1	14.9	0.0	4.5	5.6	0.0	6.9	8.6	0.0	9.5	17.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	710	928		544	967		221	313		322	322	
V/C Ratio(X)	0.01	0.40		0.27	0.17		0.57	0.48		0.53	0.87	
Avail Cap(c_a), veh/h	844	928		586	967		232	511		322	507	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.93	0.93	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.7	17.6	0.0	12.5	12.5	0.0	38.7	45.3	0.0	38.1	48.3	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.3	0.4	0.0	2.8	1.0	0.0	1.7	9.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	0.0	1.7	2.1	0.0	3.1	4.0	0.0	4.3	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	18.9	0.0	12.8	12.9	0.0	41.5	46.4	0.0	39.8	57.7	0.0
LnGrp LOS	B	B		B	B		D	D		D	E	
Approach Vol, veh/h		372			311			275			450	
Approach Delay, s/veh		18.8			12.8			44.1			50.9	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	73.5	14.3	26.1	12.1	67.5	15.0	25.4
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	46.5	9.5	32.5	9.5	46.5	9.5	32.5
Max Q Clear Time (g_c+I1), s	2.1	7.6	8.9	19.4	6.5	16.9	11.5	10.6
Green Ext Time (p_c), s	0.0	1.8	0.0	1.2	0.1	4.2	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	619	106	7	285	87	11
Future Vol, veh/h	619	106	7	285	87	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	1	0	14	0	0
Mvmt Flow	680	116	8	313	96	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	796	0	1067	738
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	329	-
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	-	-	835	-	248	421
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	835	-	245	421
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	725	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	28.7
HCM LOS			D

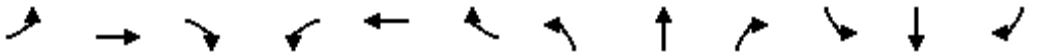
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	257	-	-	835	-
HCM Lane V/C Ratio	0.419	-	-	0.009	-
HCM Control Delay (s)	28.7	-	-	9.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0	-

Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	173	140	235	436	552	98
Future Volume (vph)	173	140	235	436	552	98
Lane Group Flow (vph)	204	165	276	513	649	115
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	3		1	6	2	
Permitted Phases		8	6			2
Detector Phase	3	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	5.0	15.0	15.0	15.0
Minimum Split (s)	15.0	23.5	15.0	23.5	23.5	23.5
Total Split (s)	25.0	25.0	20.0	75.0	55.0	55.0
Total Split (%)	25.0%	25.0%	20.0%	75.0%	55.0%	55.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.72	0.42	0.55	0.38	0.63	0.13
Control Delay	54.1	9.1	14.6	5.6	20.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	9.1	14.6	5.6	20.1	3.0
Queue Length 50th (ft)	124	0	58	110	277	0
Queue Length 95th (ft)	182	45	140	148	399	24
Internal Link Dist (ft)				717	2898	
Turn Bay Length (ft)		400	210			345
Base Capacity (vph)	345	441	531	1359	1033	881
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.37	0.52	0.38	0.63	0.13

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 7: Post Rd & I-20 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	173	0	140	235	436	0	0	552	98
Future Volume (veh/h)	0	0	0	173	0	140	235	436	0	0	552	98
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	1900	1870	0	0	1885	1796
Adj Flow Rate, veh/h				204	0	0	276	513	0	0	649	0
Peak Hour Factor				0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %				2	0	2	0	2	0	0	1	7
Cap, veh/h				239	0		549	1413	0	0	1180	
Arrive On Green				0.13	0.00	0.00	0.07	0.76	0.00	0.00	0.63	0.00
Sat Flow, veh/h				1781	0	1585	1810	1870	0	0	1885	1522
Grp Volume(v), veh/h				204	0	0	276	513	0	0	649	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1810	1870	0	0	1885	1522
Q Serve(g_s), s				11.2	0.0	0.0	5.0	9.2	0.0	0.0	19.6	0.0
Cycle Q Clear(g_c), s				11.2	0.0	0.0	5.0	9.2	0.0	0.0	19.6	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				239	0		549	1413	0	0	1180	
V/C Ratio(X)				0.85	0.00		0.50	0.36	0.00	0.00	0.55	
Avail Cap(c_a), veh/h				347	0		676	1413	0	0	1180	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.76	0.76	0.00	0.00	0.85	0.00
Uniform Delay (d), s/veh				42.3	0.0	0.0	8.2	4.1	0.0	0.0	10.7	0.0
Incr Delay (d2), s/veh				12.8	0.0	0.0	0.5	0.6	0.0	0.0	1.6	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.7	0.0	0.0	1.4	2.5	0.0	0.0	7.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.1	0.0	0.0	8.7	4.7	0.0	0.0	12.3	0.0
LnGrp LOS				E	A		A	A	A	A	B	
Approach Vol, veh/h					204			789			649	
Approach Delay, s/veh					55.1			6.1			12.3	
Approach LOS					E			A			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.0	68.1				81.1		18.9				
Change Period (Y+Rc), s	5.5	5.5				5.5		5.5				
Max Green Setting (Gmax), s	14.5	49.5				69.5		19.5				
Max Q Clear Time (g_c+I1), s	7.0	21.6				11.2		13.2				
Green Ext Time (p_c), s	0.5	8.6				7.3		0.3				

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

Notes

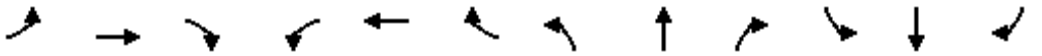
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	354	568	533	290	453
Future Volume (vph)	174	354	568	533	290	453
Lane Group Flow (vph)	189	385	617	579	315	492
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	7		6		5	2
Permitted Phases		4		6	2	
Detector Phase	7	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	15.0	15.0	5.0	15.0
Minimum Split (s)	15.0	23.5	23.5	23.5	15.0	23.5
Total Split (s)	26.0	26.0	53.0	53.0	21.0	74.0
Total Split (%)	26.0%	26.0%	53.0%	53.0%	21.0%	74.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
v/c Ratio	0.68	0.68	0.59	0.50	0.61	0.36
Control Delay	51.9	10.3	18.7	3.0	15.6	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	10.3	18.7	3.0	15.6	5.4
Queue Length 50th (ft)	115	0	241	0	53	101
Queue Length 95th (ft)	179	80	430	56	183	178
Internal Link Dist (ft)			1742			717
Turn Bay Length (ft)		340		390	275	
Base Capacity (vph)	366	627	1050	1154	563	1368
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.61	0.59	0.50	0.56	0.36

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 8: Post Rd & I-20 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	0	354	0	0	0	0	568	533	290	453	0
Future Volume (veh/h)	174	0	354	0	0	0	0	568	533	290	453	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1885	0	1856				0	1870	1885	1856	1870	0
Adj Flow Rate, veh/h	189	0	0				0	617	0	315	492	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	0	3				0	2	1	3	2	0
Cap, veh/h	225	0					0	1154		578	1430	0
Arrive On Green	0.13	0.00	0.00				0.00	0.62	0.00	0.18	1.00	0.00
Sat Flow, veh/h	1795	0	1572				0	1870	1598	1767	1870	0
Grp Volume(v), veh/h	189	0	0				0	617	0	315	492	0
Grp Sat Flow(s),veh/h/ln	1795	0	1572				0	1870	1598	1767	1870	0
Q Serve(g_s), s	10.3	0.0	0.0				0.0	18.8	0.0	6.7	0.0	0.0
Cycle Q Clear(g_c), s	10.3	0.0	0.0				0.0	18.8	0.0	6.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	225	0					0	1154		578	1430	0
V/C Ratio(X)	0.84	0.00					0.00	0.53		0.54	0.34	0.00
Avail Cap(c_a), veh/h	368	0					0	1154		689	1430	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.71	0.71	0.00
Uniform Delay (d), s/veh	42.8	0.0	0.0				0.0	10.9	0.0	7.1	0.0	0.0
Incr Delay (d2), s/veh	8.9	0.0	0.0				0.0	1.8	0.0	0.6	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0				0.0	7.1	0.0	1.4	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	0.0	0.0				0.0	12.7	0.0	7.7	0.5	0.0
LnGrp LOS	D	A					A	B		A	A	A
Approach Vol, veh/h		189						617			807	
Approach Delay, s/veh		51.6						12.7			3.3	
Approach LOS		D						B			A	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		82.0		18.0	14.7	67.2						
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5						
Max Green Setting (Gmax), s		68.5		20.5	15.5	47.5						
Max Q Clear Time (g_c+I1), s		2.0		12.3	8.7	20.8						
Green Ext Time (p_c), s		6.9		0.3	0.5	7.9						

Intersection Summary												
HCM 6th Ctrl Delay			12.6									
HCM 6th LOS			B									

Notes

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

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	27	33	8	7	5
Future Vol, veh/h	4	27	33	8	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	29	36	9	8	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	92	11	13	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	913	1076	1619	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	893	1076	1619	-	-	-
Mov Cap-2 Maneuver	893	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	947	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	5.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1048	-	-
HCM Lane V/C Ratio	0.022	-	0.032	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	46	6	0	56	6
Future Vol, veh/h	0	46	6	0	56	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	50	7	0	61	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	136	7	0	0	7	0
Stage 1	7	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	857	1075	-	-	1614	-
Stage 1	1016	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	824	1075	-	-	1614	-
Mov Cap-2 Maneuver	824	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	6.6
HCM LOS	A		

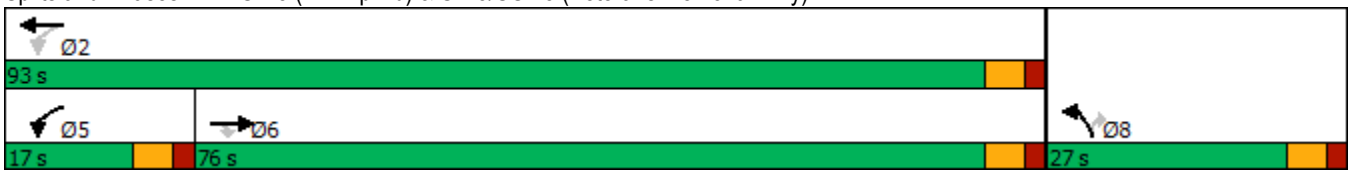
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1075	1614	-
HCM Lane V/C Ratio	-	-	0.047	0.038	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	798	141	228	820	158	386
Future Volume (vph)	798	141	228	820	158	386
Lane Group Flow (vph)	907	160	259	932	180	439
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	2			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0
Minimum Split (s)	23.5	23.5	15.0	23.5	23.5	23.5
Total Split (s)	76.0	76.0	17.0	93.0	27.0	27.0
Total Split (%)	63.3%	63.3%	14.2%	77.5%	22.5%	22.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
v/c Ratio	0.89	0.17	0.84	0.71	0.68	0.90
Control Delay	32.4	3.0	44.8	12.1	57.9	39.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.4	3.0	44.8	12.1	57.9	39.2
Queue Length 50th (ft)	550	6	104	354	130	129
Queue Length 95th (ft)	734	32	#251	474	204	#293
Internal Link Dist (ft)	295			1352	1634	
Turn Bay Length (ft)			350			285
Base Capacity (vph)	1234	1084	308	1476	335	548
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.15	0.84	0.63	0.54	0.80

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 106.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 5 (Bill Arp Rd) & SR 8/US 78 (Veterans Memorial Hwy)



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	798	141	228	820	158	386
Future Volume (veh/h)	798	141	228	820	158	386
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1811	1870	1826	1722	1870
Adj Flow Rate, veh/h	907	0	259	932	180	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	5	6	2	5	12	2
Cap, veh/h	1092		347	1351	217	
Arrive On Green	0.60	0.00	0.08	0.74	0.13	0.00
Sat Flow, veh/h	1826	1535	1781	1826	1640	1585
Grp Volume(v), veh/h	907	0	259	932	180	0
Grp Sat Flow(s),veh/h/ln	1826	1535	1781	1826	1640	1585
Q Serve(g_s), s	34.2	0.0	4.4	23.3	9.2	0.0
Cycle Q Clear(g_c), s	34.2	0.0	4.4	23.3	9.2	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1092		347	1351	217	
V/C Ratio(X)	0.83		0.75	0.69	0.83	
Avail Cap(c_a), veh/h	1495		446	1855	409	
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	13.8	0.0	17.0	5.9	36.4	0.0
Incr Delay (d2), s/veh	4.4	0.0	5.1	1.4	8.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	0.0	3.4	5.6	4.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.2	0.0	22.1	7.3	44.4	0.0
LnGrp LOS	B		C	A	D	
Approach Vol, veh/h	907			1191	180	
Approach Delay, s/veh	18.2			10.5	44.4	
Approach LOS	B			B	D	

Timer - Assigned Phs	2			5	6	8
Phs Duration (G+Y+Rc), s	69.2			12.2	57.0	16.9
Change Period (Y+Rc), s	5.5			5.5	5.5	5.5
Max Green Setting (Gmax), s	87.5			11.5	70.5	21.5
Max Q Clear Time (g_c+I1), s	25.3			6.4	36.2	11.2
Green Ext Time (p_c), s	20.2			0.3	15.4	0.3

Intersection Summary		
HCM 6th Ctrl Delay	16.3	
HCM 6th LOS	B	

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	434	582	7	15	0
Future Vol, veh/h	1	434	582	7	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	8	4	0	13	0
Mvmt Flow	1	447	600	7	15	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	607	0	-	0	830	604
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	226	-
Critical Hdwy	4.1	-	-	-	6.795	6.2
Critical Hdwy Stg 1	-	-	-	-	5.595	-
Critical Hdwy Stg 2	-	-	-	-	5.995	-
Follow-up Hdwy	2.2	-	-	-	3.6235	3.3
Pot Cap-1 Maneuver	981	-	-	-	306	502
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	762	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	981	-	-	-	306	502
Mov Cap-2 Maneuver	-	-	-	-	306	-
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	762	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	981	-	-	-	306
HCM Lane V/C Ratio	0.001	-	-	-	0.051
HCM Control Delay (s)	8.7	0	-	-	17.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	458	4	26	757	15	13	1	29	29	1	12
Future Vol, veh/h	8	458	4	26	757	15	13	1	29	29	1	12
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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	5	0	0	2	33	0	0	0	0	0	0
Mvmt Flow	9	509	4	29	841	17	14	1	32	32	1	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	858	0	0	513	0	0	1444	1445	511	1454	1439	850
Stage 1	-	-	-	-	-	-	529	529	-	908	908	-
Stage 2	-	-	-	-	-	-	915	916	-	546	531	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	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	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	791	-	-	1063	-	-	111	133	567	109	134	363
Stage 1	-	-	-	-	-	-	537	530	-	332	357	-
Stage 2	-	-	-	-	-	-	329	354	-	526	529	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	791	-	-	1063	-	-	103	127	567	99	128	363
Mov Cap-2 Maneuver	-	-	-	-	-	-	103	127	-	99	128	-
Stage 1	-	-	-	-	-	-	528	522	-	327	347	-
Stage 2	-	-	-	-	-	-	307	344	-	487	521	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	24.5	49.5
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	232	791	-	-	1063	-	-	126
HCM Lane V/C Ratio	0.206	0.011	-	-	0.027	-	-	0.37
HCM Control Delay (s)	24.5	9.6	0	-	8.5	-	-	49.5
HCM Lane LOS	C	A	A	-	A	-	-	E
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	1.5

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	516	641	24	38	74
Future Vol, veh/h	25	516	641	24	38	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	155	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	7	2	0	0	0
Mvmt Flow	29	600	745	28	44	86

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	745	0	-	0	1403	745			
Stage 1	-	-	-	-	745	-			
Stage 2	-	-	-	-	658	-			
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	872	-	-	-	156	417			
Stage 1	-	-	-	-	473	-			
Stage 2	-	-	-	-	519	-			
Platoon blocked, %		-	-	-					
Mov Cap-1 Maneuver	872	-	-	-	151	417			
Mov Cap-2 Maneuver	-	-	-	-	151	-			
Stage 1	-	-	-	-	457	-			
Stage 2	-	-	-	-	519	-			

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	16.4
HCM LOS			C

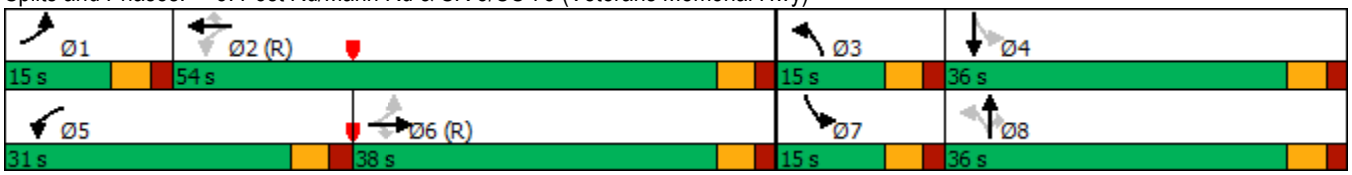
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	872	-	-	-	445
HCM Lane V/C Ratio	0.033	-	-	-	0.293
HCM Control Delay (s)	9.3	-	-	-	16.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2

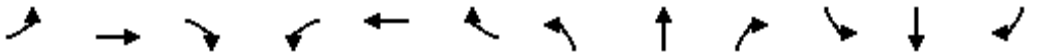
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	26	246	194	355	431	144	166	274	142	99	167
Future Volume (vph)	26	246	194	355	431	144	166	274	142	99	167
Lane Group Flow (vph)	28	267	211	386	468	157	180	298	154	108	194
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		3	8		7	4
Permitted Phases	6		6	2		2	8		8	4	
Detector Phase	1	6	6	5	2	2	3	8	8	7	4
Switch Phase											
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	6.0	6.0	5.0	6.0
Minimum Split (s)	15.0	23.5	23.5	15.0	23.5	23.5	15.0	23.5	23.5	15.0	23.5
Total Split (s)	15.0	38.0	38.0	31.0	54.0	54.0	15.0	36.0	36.0	15.0	36.0
Total Split (%)	12.5%	31.7%	31.7%	25.8%	45.0%	45.0%	12.5%	30.0%	30.0%	12.5%	30.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
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
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
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.06	0.38	0.29	0.60	0.48	0.18	0.57	0.79	0.35	0.49	0.53
Control Delay	14.7	32.0	5.5	18.5	22.9	3.7	37.8	61.0	6.0	36.0	46.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	32.0	5.5	18.5	22.9	3.7	37.8	61.0	6.0	36.0	46.8
Queue Length 50th (ft)	9	150	0	151	244	0	104	221	0	60	133
Queue Length 95th (ft)	25	265	59	248	389	40	152	303	40	97	195
Internal Link Dist (ft)		2443			3462			2898			998
Turn Bay Length (ft)	300		225	355		225	190		200	160	
Base Capacity (vph)	474	697	734	693	977	897	317	478	519	226	476
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.38	0.29	0.56	0.48	0.18	0.57	0.62	0.30	0.48	0.41

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: Post Rd/Mann Rd & SR 8/US 78 (Veterans Memorial Hwy)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	246	194	355	431	144	166	274	142	99	167	11
Future Volume (veh/h)	26	246	194	355	431	144	166	274	142	99	167	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1841	1870	1885	1870	1856	1900	1885	1826	1826	1885	1900
Adj Flow Rate, veh/h	28	267	0	386	468	0	180	298	0	108	182	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	4	2	1	2	3	0	1	5	5	1	0
Cap, veh/h	460	800		685	1021		297	338		201	313	
Arrive On Green	0.03	0.43	0.00	0.14	0.55	0.00	0.08	0.18	0.00	0.07	0.17	0.00
Sat Flow, veh/h	1739	1841	1585	1795	1870	1572	1810	1885	1547	1739	1885	0
Grp Volume(v), veh/h	28	267	0	386	468	0	180	298	0	108	182	0
Grp Sat Flow(s),veh/h/ln	1739	1841	1585	1795	1870	1572	1810	1885	1547	1739	1885	0
Q Serve(g_s), s	1.1	11.5	0.0	13.5	18.2	0.0	9.5	18.5	0.0	6.1	10.7	0.0
Cycle Q Clear(g_c), s	1.1	11.5	0.0	13.5	18.2	0.0	9.5	18.5	0.0	6.1	10.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	460	800		685	1021		297	338		201	313	
V/C Ratio(X)	0.06	0.33		0.56	0.46		0.61	0.88		0.54	0.58	
Avail Cap(c_a), veh/h	554	800		821	1021		297	479		225	479	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.95	0.95	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.9	22.4	0.0	14.1	16.5	0.0	39.0	48.0	0.0	39.0	46.2	0.0
Incr Delay (d2), s/veh	0.1	1.1	0.0	0.7	1.5	0.0	3.3	12.3	0.0	2.2	1.7	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	0.4	5.0	0.0	5.1	7.6	0.0	4.6	9.6	0.0	2.7	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	23.5	0.0	14.9	18.0	0.0	42.3	60.3	0.0	41.3	47.9	0.0
LnGrp LOS	B	C		B	B		D	E		D	D	
Approach Vol, veh/h		295			854			478			290	
Approach Delay, s/veh		23.0			16.6			53.5			45.4	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	71.0	15.0	25.4	21.9	57.7	13.4	27.0
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	48.5	9.5	30.5	25.5	32.5	9.5	30.5
Max Q Clear Time (g_c+I1), s	3.1	20.2	11.5	12.7	15.5	13.5	8.1	20.5
Green Ext Time (p_c), s	0.0	5.6	0.0	0.8	0.8	2.4	0.0	1.1

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

Notes

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

Intersection	
Int Delay, s/veh	12.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	432	148	12	497	178	14
Future Vol, veh/h	432	148	12	497	178	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	9	0	0	3	0	0
Mvmt Flow	475	163	13	546	196	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	638	0	1129	557
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	572	-
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	-	-	956	-	228	534
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	569	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	956	-	223	534
Mov Cap-2 Maneuver	-	-	-	-	223	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	558	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	81.3
HCM LOS			F

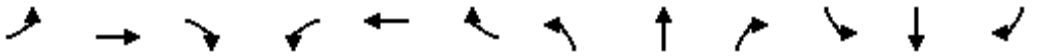
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	233	-	-	956	-
HCM Lane V/C Ratio	0.906	-	-	0.014	-
HCM Control Delay (s)	81.3	-	-	8.8	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	7.6	-	-	0	-

Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	490	248	323	312	565	199
Future Volume (vph)	490	248	323	312	565	199
Lane Group Flow (vph)	505	256	333	322	582	205
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	3		1	6	2	
Permitted Phases		8	6			2
Detector Phase	3	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	5.0	15.0	15.0	15.0
Minimum Split (s)	15.0	23.5	15.0	23.5	23.5	23.5
Total Split (s)	37.0	37.0	19.0	63.0	44.0	44.0
Total Split (%)	37.0%	37.0%	19.0%	63.0%	44.0%	44.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.92	0.39	0.88	0.30	0.79	0.27
Control Delay	58.5	5.1	54.2	11.6	36.2	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.5	5.1	54.2	11.6	36.2	3.9
Queue Length 50th (ft)	305	0	165	79	325	0
Queue Length 95th (ft)	#493	55	#294	154	#483	44
Internal Link Dist (ft)				717	2898	
Turn Bay Length (ft)		400	210			345
Base Capacity (vph)	568	679	380	1073	740	753
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.38	0.88	0.30	0.79	0.27

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Post Rd & I-20 WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	490	0	248	323	312	0	0	565	199
Future Volume (veh/h)	0	0	0	490	0	248	323	312	0	0	565	199
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	0	1885	1885	1841	0	0	1885	1885
Adj Flow Rate, veh/h				505	0	0	333	322	0	0	582	0
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	0	1	1	4	0	0	1	1
Cap, veh/h				537	0		422	1092	0	0	784	
Arrive On Green				0.30	0.00	0.00	0.12	0.59	0.00	0.00	0.42	0.00
Sat Flow, veh/h				1810	0	1598	1795	1841	0	0	1885	1598
Grp Volume(v), veh/h				505	0	0	333	322	0	0	582	0
Grp Sat Flow(s),veh/h/ln				1810	0	1598	1795	1841	0	0	1885	1598
Q Serve(g_s), s				27.2	0.0	0.0	10.1	8.6	0.0	0.0	26.1	0.0
Cycle Q Clear(g_c), s				27.2	0.0	0.0	10.1	8.6	0.0	0.0	26.1	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				537	0		422	1092	0	0	784	
V/C Ratio(X)				0.94	0.00		0.79	0.29	0.00	0.00	0.74	
Avail Cap(c_a), veh/h				570	0		445	1092	0	0	784	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.80	0.80	0.00	0.00	0.86	0.00
Uniform Delay (d), s/veh				34.3	0.0	0.0	18.4	10.0	0.0	0.0	24.7	0.0
Incr Delay (d2), s/veh				23.3	0.0	0.0	7.2	0.6	0.0	0.0	5.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.1	0.0	0.0	4.4	3.2	0.0	0.0	11.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				57.6	0.0	0.0	25.7	10.6	0.0	0.0	30.1	0.0
LnGrp LOS				E	A		C	B	A	A	C	
Approach Vol, veh/h					505			655			582	
Approach Delay, s/veh					57.6			18.3			30.1	
Approach LOS					E			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	17.7	47.1				64.8		35.2				
Change Period (Y+Rc), s	5.5	5.5				5.5		5.5				
Max Green Setting (Gmax), s	13.5	38.5				57.5		31.5				
Max Q Clear Time (g_c+I1), s	12.1	28.1				10.6		29.2				
Green Ext Time (p_c), s	0.2	4.3				3.9		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		33.6
HCM 6th LOS		C

Notes

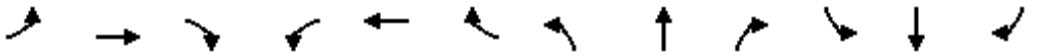
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	128	348	588	278	206	855
Future Volume (vph)	128	348	588	278	206	855
Lane Group Flow (vph)	136	370	626	296	219	910
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	7		6		5	2
Permitted Phases		4		6	2	
Detector Phase	7	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	5.0	6.0	15.0	15.0	5.0	15.0
Minimum Split (s)	15.0	23.5	23.5	23.5	15.0	23.5
Total Split (s)	31.0	31.0	54.0	54.0	15.0	69.0
Total Split (%)	31.0%	31.0%	54.0%	54.0%	15.0%	69.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
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)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Min	C-Min	None	C-Min
v/c Ratio	0.44	0.86	0.60	0.29	0.47	0.68
Control Delay	39.0	39.8	19.5	2.5	8.7	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	39.0	39.8	19.5	2.5	8.7	12.3
Queue Length 50th (ft)	77	128	258	0	55	301
Queue Length 95th (ft)	125	225	427	42	m86	m365
Internal Link Dist (ft)			1742			717
Turn Bay Length (ft)		340		390	275	
Base Capacity (vph)	422	531	1048	1031	472	1337
Starvation Cap Reductn	0	0	0	0	0	53
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.70	0.60	0.29	0.46	0.71

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Post Rd & I-20 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	0	348	0	0	0	0	588	278	206	855	0
Future Volume (veh/h)	128	0	348	0	0	0	0	588	278	206	855	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1767	0	1885				0	1885	1900	1870	1900	0
Adj Flow Rate, veh/h	136	0	0				0	626	0	219	910	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	0	1				0	1	0	2	0	0
Cap, veh/h	168	0					0	1274		589	1501	0
Arrive On Green	0.10	0.00	0.00				0.00	0.68	0.00	0.12	1.00	0.00
Sat Flow, veh/h	1682	0	1598				0	1885	1610	1781	1900	0
Grp Volume(v), veh/h	136	0	0				0	626	0	219	910	0
Grp Sat Flow(s),veh/h/ln	1682	0	1598				0	1885	1610	1781	1900	0
Q Serve(g_s), s	7.9	0.0	0.0				0.0	16.1	0.0	3.7	0.0	0.0
Cycle Q Clear(g_c), s	7.9	0.0	0.0				0.0	16.1	0.0	3.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	168	0					0	1274		589	1501	0
V/C Ratio(X)	0.81	0.00					0.00	0.49		0.37	0.61	0.00
Avail Cap(c_a), veh/h	429	0					0	1274		653	1501	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.41	0.41	0.00
Uniform Delay (d), s/veh	44.1	0.0	0.0				0.0	7.9	0.0	5.3	0.0	0.0
Incr Delay (d2), s/veh	8.9	0.0	0.0				0.0	1.4	0.0	0.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0				0.0	5.6	0.0	0.8	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	0.0	0.0				0.0	9.2	0.0	5.5	0.8	0.0
LnGrp LOS	D	A					A	A		A	A	A
Approach Vol, veh/h		136						626			1129	
Approach Delay, s/veh		53.0						9.2			1.7	
Approach LOS		D						A			A	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		84.5		15.5	11.4	73.1						
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5						
Max Green Setting (Gmax), s		63.5		25.5	9.5	48.5						
Max Q Clear Time (g_c+I1), s		2.0		9.9	5.7	18.1						
Green Ext Time (p_c), s		19.1		0.3	0.2	8.4						

Intersection Summary												
HCM 6th Ctrl Delay			7.9									
HCM 6th LOS			A									

Notes

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

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	35	15	8	7	2
Future Vol, veh/h	5	35	15	8	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	38	16	9	8	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	50	9	10	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	964	1079	1623	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	954	1079	1623	-	-	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	4.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1623	-	1062	-	-
HCM Lane V/C Ratio	0.01	-	0.041	-	-
HCM Control Delay (s)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	60	6	0	26	6
Future Vol, veh/h	0	60	6	0	26	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	65	7	0	28	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	70	7	0	0	7	0
Stage 1	7	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	934	1075	-	-	1614	-
Stage 1	1016	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	918	1075	-	-	1614	-
Mov Cap-2 Maneuver	918	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	5.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1075	1614	-
HCM Lane V/C Ratio	-	-	0.061	0.018	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection: 3: S. Baggett Rd/N. Baggett Rd & SR 8/US 78 (Veterans Memorial Hwy)

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	483	49	100	87
Average Queue (ft)	84	35	37	27
95th Queue (ft)	308	52	80	68
Link Distance (ft)	3487	31	1042	733
Upstream Blk Time (%)		8		
Queuing Penalty (veh)		29		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: N. Baggett Rd & Site Drwy 1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	19
95th Queue (ft)	43
Link Distance (ft)	696
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 29

Intersection: 3: S. Baggett Rd/N. Baggett Rd & SR 8/US 78 (Veterans Memorial Hwy)

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	238	42	54	62
Average Queue (ft)	42	18	27	21
95th Queue (ft)	151	43	57	45
Link Distance (ft)	3487	31	1042	733
Upstream Blk Time (%)		2		
Queuing Penalty (veh)		15		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: N. Baggett Rd & Site Drwy 1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	53
Average Queue (ft)	22
95th Queue (ft)	44
Link Distance (ft)	696
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 15

Future “Build” Intersections Analysis with Improvements

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	619	7	285	87
Future Volume (vph)	619	7	285	87
Lane Group Flow (vph)	796	0	321	108
Turn Type	NA	Perm	NA	Prot
Protected Phases	4		8	2
Permitted Phases		8		
Detector Phase	4	8	8	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5
Total Split (s)	74.0	74.0	74.0	26.0
Total Split (%)	74.0%	74.0%	74.0%	26.0%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	Min
v/c Ratio	0.78		0.34	0.33
Control Delay	13.9		6.3	22.6
Queue Delay	0.0		0.0	0.0
Total Delay	13.9		6.3	22.6
Queue Length 50th (ft)	132		37	24
Queue Length 95th (ft)	296		85	81
Internal Link Dist (ft)	31		1982	873
Turn Bay Length (ft)				
Base Capacity (vph)	1745		1631	813
Starvation Cap Reductn	0		0	0
Spillback Cap Reductn	0		0	0
Storage Cap Reductn	0		0	0
Reduced v/c Ratio	0.46		0.20	0.13

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 48.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: John West Rd & SR 8/US 78 (Veterans Memorial Hwy)

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	619	106	7	285	87	11
Future Volume (veh/h)	619	106	7	285	87	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1885	1900	1693	1900	1900
Adj Flow Rate, veh/h	680	116	8	313	96	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	1	0	14	0	0
Cap, veh/h	863	147	104	960	208	26
Arrive On Green	0.58	0.58	0.58	0.58	0.13	0.13
Sat Flow, veh/h	1495	255	10	1664	1573	197
Grp Volume(v), veh/h	0	796	321	0	109	0
Grp Sat Flow(s),veh/h/ln	0	1750	1674	0	1786	0
Q Serve(g_s), s	0.0	13.3	0.0	0.0	2.1	0.0
Cycle Q Clear(g_c), s	0.0	13.3	3.7	0.0	2.1	0.0
Prop In Lane		0.15	0.02		0.88	0.11
Lane Grp Cap(c), veh/h	0	1010	1063	0	236	0
V/C Ratio(X)	0.00	0.79	0.30	0.00	0.46	0.00
Avail Cap(c_a), veh/h	0	3171	3067	0	968	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	6.2	4.2	0.0	15.2	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.2	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	0.4	0.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	7.6	4.3	0.0	16.6	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h	796			321	109	
Approach Delay, s/veh	7.6			4.3	16.6	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	10.5	27.3	27.3
Change Period (Y+Rc), s	5.5	5.5	5.5
Max Green Setting (Gmax), s	20.5	68.5	68.5
Max Q Clear Time (g_c+I1), s	4.1	15.3	5.7
Green Ext Time (p_c), s	0.2	6.5	1.9

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	432	12	497	178
Future Volume (vph)	432	12	497	178
Lane Group Flow (vph)	638	0	559	211
Turn Type	NA	Perm	NA	Prot
Protected Phases	4		8	2
Permitted Phases		8		
Detector Phase	4	8	8	2
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5
Total Split (s)	68.0	68.0	68.0	32.0
Total Split (%)	68.0%	68.0%	68.0%	32.0%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	Min
v/c Ratio	0.72		0.61	0.47
Control Delay	14.1		11.7	20.8
Queue Delay	0.0		0.0	0.0
Total Delay	14.1		11.7	20.8
Queue Length 50th (ft)	105		90	45
Queue Length 95th (ft)	251		207	131
Internal Link Dist (ft)	31		1982	873
Turn Bay Length (ft)				
Base Capacity (vph)	1692		1785	1091
Starvation Cap Reductn	0		0	0
Spillback Cap Reductn	0		0	0
Storage Cap Reductn	0		0	0
Reduced v/c Ratio	0.38		0.31	0.19

Intersection Summary
Cycle Length: 100
Actuated Cycle Length: 46.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: John West Rd & SR 8/US 78 (Veterans Memorial Hwy)

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	432	148	12	497	178	14
Future Volume (veh/h)	432	148	12	497	178	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1900	1900	1856	1900	1900
Adj Flow Rate, veh/h	475	163	13	546	196	15
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	9	0	0	3	0	0
Cap, veh/h	626	215	114	907	304	23
Arrive On Green	0.50	0.50	0.50	0.50	0.18	0.18
Sat Flow, veh/h	1257	432	14	1824	1659	127
Grp Volume(v), veh/h	0	638	559	0	212	0
Grp Sat Flow(s),veh/h/ln	0	1689	1837	0	1794	0
Q Serve(g_s), s	0.0	10.5	0.0	0.0	3.8	0.0
Cycle Q Clear(g_c), s	0.0	10.5	7.5	0.0	3.8	0.0
Prop In Lane		0.26	0.02		0.92	0.07
Lane Grp Cap(c), veh/h	0	840	1021	0	329	0
V/C Ratio(X)	0.00	0.76	0.55	0.00	0.64	0.00
Avail Cap(c_a), veh/h	0	3060	3385	0	1378	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	7.0	6.2	0.0	13.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.5	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.1	0.0	1.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	8.4	6.7	0.0	15.1	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h	638			559	212	
Approach Delay, s/veh	8.4			6.7	15.1	
Approach LOS	A			A	B	

Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		11.8		22.7		22.7
Change Period (Y+Rc), s		5.5		5.5		5.5
Max Green Setting (Gmax), s		26.5		62.5		62.5
Max Q Clear Time (g_c+I1), s		5.8		12.5		9.5
Green Ext Time (p_c), s		0.6		4.6		3.7

Intersection Summary		
HCM 6th Ctrl Delay		8.8
HCM 6th LOS		A

Notes

User approved volume balancing among the lanes for turning movement.

Traffic Volume Worksheets

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Traffic Volumes

A&R Engineering
March 2025

1. SR 8 (VMH) @ SR 5 (Bill Arp)

A.M. Peak Hour

	SR 5 (Bill Arp Road) Northbound				- Southbound				SR 8 / US 78 (Veterans Memorial Highway) Eastbound				SR 8 / US 78 (Veterans Memorial Highway) Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	48	0	147	195	0	0	0	0	0	649	92	741	190	534	0	724
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	58	0	176	234	0	0	0	0	0	779	110	889	228	641	0	869
Total New Trips:	14	0	0	14	0	0	0	0	0	15	11	26	0	19	0	19
Future 2035 Traffic Volumes:	72	0	176	248	0	0	0	0	0	794	121	915	228	660	0	888

P.M. Peak Hour

	SR 5 (Bill Arp Road) Northbound				- Southbound				SR 8 / US 78 (Veterans Memorial Highway) Eastbound				SR 8 / US 78 (Veterans Memorial Highway) Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	127	0	322	449	0	0	0	0	0	648	105	753	190	676	0	866
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	152	0	386	538	0	0	0	0	0	778	126	904	228	811	0	1039
Total New Trips:	6	0	0	6	0	0	0	0	0	20	15	35	0	9	0	9
Future 2035 Traffic Volumes:	158	0	386	544	0	0	0	0	0	798	141	939	228	820	0	1048

24-071 - Stream Data Center (DRI # 4334) - Douglas County, GA

Traffic Volumes

A&R Engineering
March 2025

2. SR 8 @ N. Baggett Rd (E)

A.M. Peak Hour

	-				N. Baggett Road (East End)				SR 8 / US 78 (Veterans Memorial Highway)				SR 8 / US 78 (Veterans Memorial Highway)			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	8	0	1	9	1	488	0	489	0	206	3	209
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	0	0	0	0	10	0	1	11	1	586	0	587	0	247	4	251
Total New Trips:	0	0	0	0	4	0	0	4	0	23	0	23	0	28	5	33
Future 2035 Traffic Volumes:	0	0	0	0	14	0	1	15	1	609	0	610	0	275	9	284

P.M. Peak Hour

	-				N. Baggett Road (East End)				SR 8 / US 78 (Veterans Memorial Highway)				SR 8 / US 78 (Veterans Memorial Highway)			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	8	0	0	8	1	337	0	338	0	474	4	478
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	0	0	0	0	10	0	0	10	1	404	0	405	0	569	5	574
Total New Trips:	0	0	0	0	5	0	0	5	0	30	0	30	0	13	2	15
Future 2035 Traffic Volumes:	0	0	0	0	15	0	0	15	1	434	0	435	0	582	7	589

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Traffic Volumes

A&R Engineering
March 2025

3. SR 8 @ N-S Baggett Rd

A.M. Peak Hour

Condition	S. Baggett Road Northbound				N. Baggett Road Southbound				SR 8 / US 78 (Veterans Memorial Highway) Eastbound				SR 8 / US 78 (Veterans Memorial Highway) Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	10	1	24	35	3	1	2	6	3	379	3	385	22	639	3	664
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	12	1	29	42	4	1	2	7	4	455	4	463	26	767	4	797
Total New Trips:	0	0	0	0	19	0	8	27	9	11	0	20	0	14	23	37
Future 2035 Traffic Volumes:	12	1	29	42	23	1	10	34	13	466	4	483	26	781	27	834

P.M. Peak Hour

Condition	S. Baggett Road Northbound				N. Baggett Road Southbound				SR 8 / US 78 (Veterans Memorial Highway) Eastbound				SR 8 / US 78 (Veterans Memorial Highway) Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	11	1	24	36	3	1	2	6	3	369	3	375	22	626	3	651
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	13	1	29	43	4	1	2	7	4	443	4	451	26	751	4	781
Total New Trips:	0	0	0	0	25	0	10	35	4	15	0	19	0	6	11	17
Future 2035 Traffic Volumes:	13	1	29	43	29	1	12	42	8	458	4	470	26	757	15	798

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Traffic Volumes

A&R Engineering
March 2025

4. SR 8 @ Strawn Rd

A.M. Peak Hour

Condition	- Northbound				Strawn Road Southbound				SR 8 / US 78 (Veterans Memorial Highway) Eastbound				SR 8 / US 78 (Veterans Memorial Highway) Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	11	0	12	23	59	555	0	614	0	264	20	284
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	0	0	0	0	13	0	14	27	71	666	0	737	0	317	24	341
Total New Trips:	0	0	0	0	11	0	34	45	42	9	0	51	0	8	14	22
Future 2035 Traffic Volumes:	0	0	0	0	24	0	48	72	113	675	0	788	0	325	38	363

P.M. Peak Hour

Condition	- Northbound				Strawn Road Southbound				SR 8 / US 78 (Veterans Memorial Highway) Eastbound				SR 8 / US 78 (Veterans Memorial Highway) Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	19	0	24	43	5	427	0	432	0	526	15	541
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	0	0	0	0	23	0	29	52	6	512	0	518	0	631	18	649
Total New Trips:	0	0	0	0	15	0	45	60	19	4	0	23	0	10	6	16
Future 2035 Traffic Volumes:	0	0	0	0	38	0	74	112	25	516	0	541	0	641	24	665

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Traffic Volumes

A&R Engineering
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5. SR 8 @ Post Rd-Mann Rd

A.M. Peak Hour

	Post Road Northbound				Mann Road Southbound				SR 8 / US 78 (Veterans Memorial Highway) Eastbound				SR 8 / US 78 (Veterans Memorial Highway) Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	102	121	251	474	134	226	13	373	3	286	188	477	96	124	70	290
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	122	145	301	568	161	271	16	448	4	343	226	573	115	149	84	348
Total New Trips:	0	0	33	33	5	0	0	5	0	14	0	14	27	11	4	42
Future 2035 Traffic Volumes:	122	145	334	601	166	271	16	453	4	357	226	587	142	160	88	390

P.M. Peak Hour

	Post Road Northbound				Mann Road Southbound				SR 8 / US 78 (Veterans Memorial Highway) Eastbound				SR 8 / US 78 (Veterans Memorial Highway) Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	138	228	106	472	81	139	9	229	22	200	162	384	267	347	116	730
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	166	274	127	567	97	167	11	275	26	240	194	460	320	416	139	875
Total New Trips:	0	0	15	15	2	0	0	2	0	6	0	6	35	15	5	55
Future 2035 Traffic Volumes:	166	274	142	582	99	167	11	277	26	246	194	466	355	431	144	930

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Traffic Volumes

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6. SR 8 @ John West Rd

A.M. Peak Hour

Condition	John West Road Northbound				- Southbound				SR 8 / US 78 (Veterans Memorial Highway) Eastbound				SR 8 / US 78 (Veterans Memorial Highway) Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	65	0	9	74	0	0	0	0	0	497	82	579	6	214	0	220
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	78	0	11	89	0	0	0	0	0	596	98	694	7	257	0	264
Total New Trips:	9	0	0	9	0	0	0	0	0	23	8	31	0	28	0	28
Future 2035 Traffic Volumes:	87	0	11	98	0	0	0	0	0	619	106	725	7	285	0	292

P.M. Peak Hour

Condition	John West Road Northbound				- Southbound				SR 8 / US 78 (Veterans Memorial Highway) Eastbound				SR 8 / US 78 (Veterans Memorial Highway) Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	145	0	12	157	0	0	0	0	0	335	115	450	10	403	0	413
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	174	0	14	188	0	0	0	0	0	402	138	540	12	484	0	496
Total New Trips:	4	0	0	4	0	0	0	0	0	30	10	40	0	13	0	13
Future 2035 Traffic Volumes:	178	0	14	192	0	0	0	0	0	432	148	580	12	497	0	509

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Traffic Volumes

A&R Engineering
March 2025

7. Post Rd @ I-20 WB Ramps

A.M. Peak Hour

	Post Road Northbound				Post Road Southbound				I-20 Westbound On-Ramp Eastbound				I-20 Westbound Off-Ramp Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	196	344	0	540	0	451	69	520	0	0	0	0	144	0	109	253
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	235	413	0	648	0	541	83	624	0	0	0	0	173	0	131	304
Total New Trips:	0	23	0	23	0	11	15	26	0	0	0	0	0	0	9	9
Future 2035 Traffic Volumes:	235	436	0	671	0	552	98	650	0	0	0	0	173	0	140	313

P.M. Peak Hour

	Post Road Northbound				Post Road Southbound				I-20 Westbound On-Ramp Eastbound				I-20 Westbound Off-Ramp Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	269	251	0	520	0	458	149	607	0	0	0	0	408	0	203	611
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	323	301	0	624	0	550	179	729	0	0	0	0	490	0	244	734
Total New Trips:	0	11	0	11	0	15	20	35	0	0	0	0	0	0	4	4
Future 2035 Traffic Volumes:	323	312	0	635	0	565	199	764	0	0	0	0	490	0	248	738

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Traffic Volumes

A&R Engineering
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8. Post Rd @ I-20 EB Ramps

A.M. Peak Hour

	Post Road Northbound				Post Road Southbound				I-20 Eastbound Off-Ramp Eastbound				I-20 Eastbound On-Ramp Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	469	444	913	235	374	0	609	129	0	295	424	0	0	0	0
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	0	563	533	1096	282	449	0	731	155	0	354	509	0	0	0	0
Total New Trips:	0	5	0	5	8	4	0	12	19	0	0	19	0	0	0	0
Future 2035 Traffic Volumes:	0	568	533	1101	290	453	0	743	174	0	354	528	0	0	0	0

P.M. Peak Hour

	Post Road Northbound				Post Road Southbound				I-20 Eastbound Off-Ramp Eastbound				I-20 Eastbound On-Ramp Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	488	232	720	163	708	0	871	99	0	290	389	0	0	0	0
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	0	586	278	864	196	850	0	1046	119	0	348	467	0	0	0	0
Total New Trips:	0	2	0	2	10	5	0	15	9	0	0	9	0	0	0	0
Future 2035 Traffic Volumes:	0	588	278	866	206	855	0	1061	128	0	348	476	0	0	0	0

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Traffic Volumes

A&R Engineering
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9. N. Baggett Rd @ Drwy 1

A.M. Peak Hour

	N. Baggett Road				N. Baggett Road				Site Driveway 1				-			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	7	0	7	0	6	0	6	0	0	0	0	0	0	0	0
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	0	8	0	8	0	7	0	7	0	0	0	0	0	0	0	0
Total New Trips:	33	0	0	33	0	0	5	5	4	0	27	31	0	0	0	0
Future 2035 Traffic Volumes:	33	8	0	41	0	7	5	12	4	0	27	31	0	0	0	0

P.M. Peak Hour

	N. Baggett Road				N. Baggett Road				Site Driveway 1				-			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	7	0	7	0	6	0	6	0	0	0	0	0	0	0	0
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	0	8	0	8	0	7	0	7	0	0	0	0	0	0	0	0
Total New Trips:	15	0	0	15	0	0	2	2	5	0	35	40	0	0	0	0
Future 2035 Traffic Volumes:	15	8	0	23	0	7	2	9	5	0	35	40	0	0	0	0

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Traffic Volumes

A&R Engineering
March 2025

10. Jason Ind. Pkwy @ Drwy 2

A.M. Peak Hour

	Jason Industrial Parkway				Jason Industrial Parkway				-				Site Driveway 2			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	0	6	0	6	0	6	0	6	0	0	0	0	0	0	0	0
Total New Trips:	0	0	0	0	56	0	0	56	0	0	0	0	0	0	46	46
Future 2035 Traffic Volumes:	0	6	0	6	56	6	0	62	0	0	0	0	0	0	46	46

P.M. Peak Hour

	Jason Industrial Parkway				Jason Industrial Parkway				-				Site Driveway 2			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2035 Volumes:	0	6	0	6	0	6	0	6	0	0	0	0	0	0	0	0
Total New Trips:	0	0	0	0	26	0	0	26	0	0	0	0	0	0	60	60
Future 2035 Traffic Volumes:	0	6	0	6	26	6	0	32	0	0	0	0	0	0	60	60